

DCN: 11869



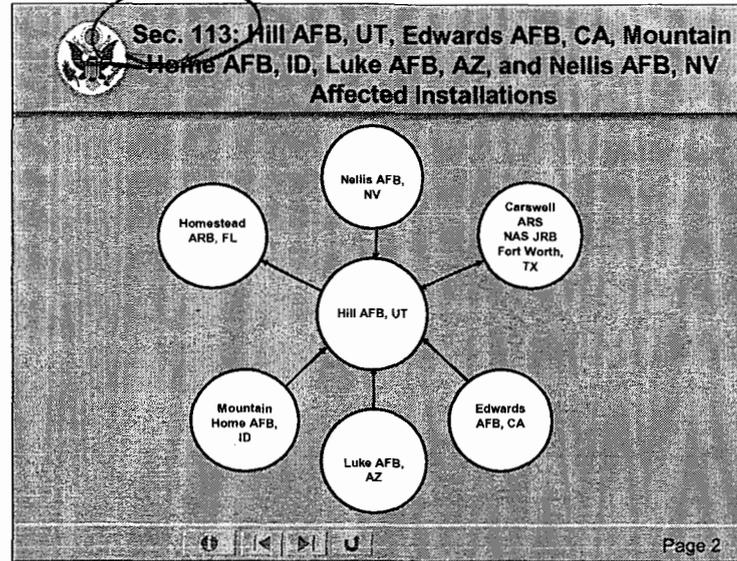
**Sec. 113: Hill AFB, UT, Edwards AFB, CA, Mountain Home AFB, ID, Luke AFB, AZ, and Nellis AFB, NV
DoD Recommendation**

- a. Realign Hill Air Force Base, UT
- b. Realign Edwards Air Force Base, CA; Mountain Home Air Force Base, ID; and Luke Air Force Base, AZ
- c. Realign Nellis Air Force Base, NV
- d. Realign Carswell ARS Naval Air Station Joint Reserve Base, Fort Worth, TX

Page 1

•**Good morning, Mr. Chairman, Commissioners**

•**The next recommendation for your consideration is Chapter 3, Section 113 that realigns Hill AFB, UT, Edwards AFB, CA, Mountain Home AFB, ID, Luke AFB, AZ, Nellis Air Force Base, NV, and Carswell ARS Naval Air Station Joint Reserve Base Fort Worth, TX**



•This slide illustrates the actions associates with this recommendation:

•(6) F-16s from the 419th Fighter Wing at Hill go to the 482d Fighter Wing Homestead Air Reserve Base (ARB) FL

24 PAA ✓

•(9) F-16s from the 419th will go to 301st Fighter Wing, Carswell Air Reserve Station, Naval Air Station Joint Reserve Base Fort Worth, TX

24 PAA ✓

•Hill receives the base level maintenance activity for Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods from Edwards AFB, Mountain Home AFB, and Luke AFB; Hill also receives the base level activity for F-110 engine intermediate maintenance from Nellis AFB and Carswell ARS, NAS

Handwritten initials

SURF FOR LANTIRN POD
F-110

 **Sec. 113: Hill AFB, UT, Edwards AFB, CA, Mountain Home AFB, ID, Luke AFB, AZ, and Nellis AFB, NV**
DoD Justification

- Creates an optimum sized squadron that supports the Homeland Defense Air Sovereignty Alert mission
- Facilitates consolidation of like model aircraft
- Keeps the active/ANG/AFR force structure mix constant
- Establishes Hill as a maintenance workload center

COBRA:

- \$28.6M One-time costs
- 4 Year Payback
- \$85.0 M 20-year Net Present Value Savings
- 14 Military positions and 78 Civilian positions are eliminated
- 80 Military positions and 162 civilian positions are realigned

Page 3

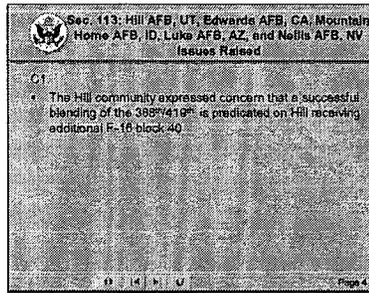
•Thank you Mr. Small. Chairman, Commissioners, the Department of Defense's justification for this recommendation is the distribution of the 419th FW F-16s (6) to Homestead Air Reserve Station creates an optimum sized squadron that supports the Homeland Defense Air Sovereignty Alert mission. The remaining (9) 419th F-16s go to the only remaining Reserve F-16 squadron at Carswell ARS, Naval Air Station Joint Reserve base, TX. Both actions are part of the Air Force effort to consolidate the F-16 fleet, create optimum size squadrons, and keep the active ANG/AFR structure mix constant

•The realignment of the base level Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods maintenance activity from Edwards AFB, Mountain Home AFB, and Luke Air Force Base to Hill, establishes Hill as a Centralized Intermediate Repair Facility (SURF) for these commodities. The realignment of the base level activities for F-110 engine maintenance activity from Carswell ARS and Nellis AFB to Hill establish Hill SURF for F-110 engines. This intend of action is to achieve the same efficiencies and improved maintenance as discussed in the previous SURF recommendations

•**COBRA:**

•The total estimated one time costs to the Department to implement this recommendation is \$28.6M, with a 4 year payback. The net present value of the cost and savings to the department over 20 years is a savings of \$85.9M. Annual reoccurring savings after the implantation is \$8.1M. A total of 334 positions are impacted by this recommendation.

DCN: 11869



- On this slide, I've listed the significant issues grouped by relevant BRAC selection criteria. Under Criteria 1, the community expressed concern that the success of the consolidation of Block 40 F-16s at Hill and the blending of the 388th/419th is predicated upon receiving six additional block 40 F-16s. The community noted that under the DOD recommendation for Cannon, Hill is scheduled to receive the more modern block 40 F-16. If these F-16s did not go to Hill to compliment the fleet of block 40 F-16s already at Hill it could impact combat capability.

- The Staff assessed this issue and determined that the success of the blending of the 388th active duty fighter wing and 419th air reserve wing is not predicated on the additional 6 aircraft. If this recommendation is approved and the six block 40 aircraft are not received, Hill will still have 66 Block 40 F-16. This level is sufficient to meet Hill's aircraft training and mission requirements. Additionally, 66 fighters or 3 sq of 18 PAA (with back-up a back up inventory of 12) while not ideally under the Air Force aircraft distribution plan, is acceptable PAA for fighters

- Chairman this concludes my formal presentation. The staff is prepared to address any questions of the Commission.

Back-up Notes:

- The current force structure at Hill consists of 81 authorized aircraft (excludes the 4 AFMC test F-15s and backup aircraft inventory). The 81 aircraft consists of 66 F-16s Block 40 aircraft and 15 F-16s Block 30 aircraft. As part of the recommendation, 15 block 30 aircraft will be distributed to other installations: 9 F-16s will go to the Carswell ARS, NAS Joint Reserve Base

- After the realignment, Hill will have 72 Block 40 F-16s (3 squadrons of 24 F-16s each). This is a net reduction of 9 aircraft. Feedback from 388th leadership indicated that while the base will have less aircraft it will have more capability due to the fact that block 40 aircraft have more capability and the fact that when the 388th merges with the 419th the base will have a improved wartime pilot availability ratio due the fact that more pilots will be available for missions and training.

- No facility or infrastructure issues were identified with the consolidation of F-16 block 40 aircraft at Hill. In fact, the Hill fighter squadron capacity is significant Hill currently has sufficient infrastructure to support 4 fighter squadrons without additional costs and with additional funding can theoretical support 5 additional squadrons of F-16s (source Air Force Installation Capacity Summary).

- At the time of the visit, Hill was waiting on an Air Force site survey to complete resource requirement identification for establishment of LANTRIN CIRF and F-110 Engine CIRF. However, no significant issues are expected with the beddown of either CIRF initiative (Hill already accomplishes the repair of these assets).



Sec. 113: Hill AFB, UT, Edwards AFB, CA, Mountain Home AFB, ID, Luke AFB, AZ, and Nellis AFB, NV DoD Recommendation

- a. Realign Hill Air Force Base, UT
- b. Realign Edwards Air Force Base, CA; Mountain Home Air Force Base, ID; and Luke Air Force Base, AZ
- c. Realign Nellis Air Force Base, NV
- d. Realign Carswell ARS Naval Air Station Joint Reserve Base, Fort Worth, TX

Page 5

•Good morning, Mr. Chairman, Commissioners

•The next recommendation for your consideration is Chapter 3, Section 113 that realigns Hill AFB, UT, Edwards AFB, CA, Mountain Home AFB, ID, Luke AFB, AZ, Nellis Air Force Base, NV, and Carswell ARS Naval Air Station Joint Reserve Base Fort Worth, TX



Supporting Slides

For Commission Discussion & Questions
During Final Deliberation



Page 6

 **Sec. 113: Hill AFB, UT, Edwards AFB, CA, Mountain Home AFB, ID, Luke AFB, AZ, and Nellis AFB, NV**
C1. Operational Readiness

DoD Position:

- Optimal Fighter Squadron is sized at 24 PAA, but an 18 PAA squadron is acceptable

Community Position:

- Successful blending of the 388th and 419th at Hill depends on Hill receiving the six F-16s that are planned to go to Hill as a result of the closure of Cannon AFB

Commission Staff Assessment:

- The success of the blending of the 388th and 419th wings is not predicated on the additional 6 aircraft.
- Even without the additional F-16s there is a sufficient level of F-16s to meet Hill's training and mission needs

Page 7

Deviation from Final Selection Criteria								
Criterion	Military Value				Other			
	C1	C2	C3	C4	C5	C6	C7	C8
Deviation								

X=Deviation

•The staff assessment is that the Secretary of Defense did not deviate from Final Selection Criteria or the Force Structure Plan

ISSUE	DOD POSITION	COMMUNITY POSITION	RRA STAFF ASSESSMENT
OPERATIONAL READINESS		SIX ADDITIONAL F-16S ARE NEEDED TO ENSURE MISSION READINESS	ADEQUATE LEVELS OF F-16S ARE LOCATED AT HILL WITH OR WITHOUT THE SIX ADDITIONAL F-16 AIRCRAFT

DCN: 11869

 Sec. 113: Hill AFB, UT, Edwards AFB, CA, Mountain Home AFB, ID, Luke AFB, AZ, and Nellis AFB, NV		
C5. Cost/(Savings)		
COBRA DATA		
	DoD Baseline	Staff Excursion
One Time Cost	\$28.6 M	\$28.6 M
Net Implementation Cost / (Savings)	(\$7.2 M)	(\$7.2 M)
Annual Recurring Cost / (Savings)	(\$8.1 M)	(\$8.1 M)
Payback Period	4 year	4 year
Net Present Value at 2025 Cost / (Savings)	(\$85.0 M)	(\$85.0 M)

Navigation icons: Home, Left Arrow, Right Arrow, Up Arrow, Refresh, and a small box with a left arrow.

Page 10

DCN: 11869



**Sec. 113: Hill AFB, UT, Edwards AFB, CA, Mountain Home AFB, ID, Luke AFB, AZ, and Nellis AFB, NV
C5. Cost/(Savings)**

COBRA DATA			
	DoD Baseline	Staff Excursion	Staff Excursion without Mil Pers
One Time Cost	\$28.6 M	\$28.6 M	\$28.6 M
Net Implementation Cost / (Savings)	(\$7.2 M)	(\$7.2 M)	(\$1.2 M)
Annual Recurring Cost / (Savings)	(\$8.1 M)	(\$8.1 M)	(\$6.8 M)
Payback Period	4 years	4 years	5 years
Net Present Value at 2025 Cost / (Savings)	(\$85.0 M)	(\$85.0 M)	(\$67.0 M)



DCN: 11869

DCN: 11869

DCN: 11869

DCN: 11869

LUKE AIR FORCE BASE, AZ

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(29)	(1)	0	0	(29)	(1)	0	(30)

NAVAL AIR STATION JOINT RESERVE BASE FORT WORTH, TX

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(12)	0	83	0	71	0	71

NELLIS AIR FORCE BASE, NV

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(19)	0	0	0	(19)	0	0	(19)

Recommendation: Realign Hill Air Force Base, UT. Distribute the 419th Fighter Wing F-16s to the 482d Fighter Wing, Homestead Air Reserve Base, FL (six aircraft) and the 301st Fighter Wing, Naval Air Station Joint Reserve Base Fort Worth, TX (nine aircraft). The AFMC F-16s at Hill will remain in place.

Recommendation: Realign Edwards Air Force Base, CA; Mountain Home Air Force Base, ID; and Luke Air Force Base, AZ, by relocating base-level LANTIRN intermediate maintenance to Hill, establishing a Centralized Intermediate Repair Facility (CIRF) for Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods at Hill.

DCN: 11869

Department : USAF
Scenario File : C:\COBRA Work Area\COBRA USAF 0113v3 (126.3c1).CBR
Option Pkg Name: USAF 0113v3 (126.3c1) Realign Hill AFB, Clearfield, UT
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Starting Year : 2006
Final Year : 2007
Payback Year : 2011 (4 Years)

NPV in 2025(\$K): -85,001 ✓
1-Time Cost(\$K): 28,625 ✓

Net Savings/Cost
Revenue/Cost

Net Costs in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	-----	-----
MilCon	946	10,508	0	0	0	0	11,454	0
Person	0	-1,690	-6,036	-6,036	-6,036	-6,036	-25,833	-6,036
Overhd	311	-182	-2,291	-2,291	-2,291	-2,291	-9,034	-2,291
Moving	0	8,954	787	1	0	0	9,742	0
Missio	0	0	0	0	0	0	0	0
Other	387	5,130	383	179	179	179	6,438	179
TOTAL	1,643	22,720	-7,156	-8,146	-8,147	-8,147	-7,233	-8,147

	2006	2007	2008	2009	2010	2011	Total
	----	----	----	----	----	----	-----

POSITIONS ELIMINATED

Off	0	0	0	0	0	0	0
Enl	0	14	0	0	0	0	14
Civ	0	78	0	0	0	0	78
TOT	0	92	0	0	0	0	92

POSITIONS REALIGNED

Off	0	0	0	0	0	0	0
Enl	0	80	0	0	0	0	80
Stu	0	0	0	0	0	0	0
Civ	0	162	0	0	0	0	162
TOT	0	242	0	0	0	0	242

Summary:

Realign Hill AFB. The 419th Fighter Wing (AFRC) will distribute its F-16 Block 30 aircraft to the 482d Fighter Wing (AFRC), Homestead ARB, Florida (6 PAA) and 301st Fighter Wing (AFRC), Carswell ARS, NAS Fort Worth JRB (9 PAA). AFMC F-16s will remain in place. Realign base-level LANTIRN intermediate maintenance from Edwards AFB, Mt Home AFB, and Luke AFB into a LANTIRN Centralized Intermediate Repair Facility (CIRF) at Hill. Realign a maintenance management position for LANTIRN intermediate maintenance from Luke to the CIRF Logistics Support Center (LSC) Command and Control Cell at Langley AFB, VA. Realign base-level F110 Engine Maintenance from Homestead and Dannelly Field AGS, AL, into a F-110 CIRF at Shaw AFB, SC. Realign base-level F110 Engine intermediate maintenance from NAS JRB Carswell Field, TX, & Nellis AFB, NV, into a F110 CIRF at Hill.

DCN: 11869

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 2/2
Data As Of 5/20/2005 2:08:57 PM, Report Created 5/20/2005 2:09:18 PM

Department : USAF
Scenario File : C:\COBRA Work Area\COBRA USAF 0113v3 (126.3c1).CBR
Option Pkg Name: USAF 0113v3 (126.3c1) Realign Hill AFB, Clearfield, UT
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Costs in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	-----	-----
MilCon	946	10,508	0	0	0	0	11,454	0
Person	0	1,948	773	773	773	773	5,038	773
Overhd	311	500	267	267	267	267	1,879	267
Moving	0	9,082	787	1	0	0	9,870	0
Missio	0	0	0	0	0	0	0	0
Other	387	5,130	383	179	179	179	6,438	179
TOTAL	1,643	27,168	2,210	1,220	1,219	1,219	34,679	1,219

Savings in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	-----	-----
MilCon	0	0	0	0	0	0	0	0
Person	0	3,638	6,808	6,808	6,808	6,808	30,872	6,808
Overhd	0	682	2,558	2,558	2,558	2,558	10,913	2,558
Moving	0	128	0	0	0	0	128	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	0	4,448	9,366	9,366	9,366	9,366	41,913	9,366

DCN: 11869

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10)
 Data As Of 5/20/2005 2:08:57 PM, Report Created 5/20/2005 2:09:18 PM

Department : USAF
 Scenario File : C:\COBRA Work Area\COBRA USAF 0113v3 (126.3c1).CBR
 Option Pkg Name: USAF 0113v3 (126.3c1) Realign Hill AFB, Clearfield, UT
 Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Base	Personnel			
	Start*	Finish*	Change	%Change
Hill AFB	16,501	16,379	-122	-1%
Carswell ARS, NAS Fo	511	582	71	14%
Homestead ARS	758	800	42	6%
Edwards AFB	5,793	5,791	-2	0%
Mountain Home AFB	4,841	4,800	-41	-1%
Luke AFB	6,109	6,080	-29	0%
Langley AFB	10,360	10,361	1	0%
Dannelly Field AGS	288	288	0	0%
Nellis AFB	8,080	8,061	-19	0%
Shaw AFB	5,706	5,714	8	0%
TOTAL	58,947	58,856	-91	0%

Base	Square Footage				
	Start	Finish	Change	%Change	Chg/Per
Hill AFB	9,124,000	9,127,429	3,429	0%	-28
Carswell ARS, NAS Fo	943,000	980,590	37,590	4%	529
Homestead ARS	893,000	906,510	13,510	2%	322
Edwards AFB	6,586,000	6,586,000	0	0%	0
Mountain Home AFB	2,591,000	2,591,000	0	0%	0
Luke AFB	3,037,000	3,037,000	0	0%	0
Langley AFB	3,923,000	3,923,000	0	0%	0
Dannelly Field AGS	304,000	304,000	0	0%	0
Nellis AFB	4,658,000	4,658,000	0	0%	0
Shaw AFB	2,589,000	2,589,332	332	0%	41
TOTAL	34,648,000	34,702,861	54,861	0%	-603

Base	Base Operations Support (2005\$)				
	Start*	Finish*	Change	%Change	Chg/Per
Hill AFB	69,390,813	68,957,409	-433,404	-1%	3,552
Carswell ARS, NAS Fo	2,801,401	2,857,540	56,139	2%	791
Homestead ARS	6,095,390	6,162,938	67,548	1%	1,608
Edwards AFB	76,382,447	76,365,137	-17,310	0%	8,655
Mountain Home AFB	19,688,420	19,585,890	-102,531	-1%	2,501
Luke AFB	20,826,998	20,760,924	-66,074	0%	2,278
Langley AFB	87,794,188	87,800,744	6,556	0%	6,556
Dannelly Field AGS	2,777,383	2,777,383	0	0%	0
Nellis AFB	36,538,603	36,476,127	-62,476	0%	3,288
Shaw AFB	19,709,277	19,727,322	18,045	0%	2,255
TOTAL	342,004,922	341,471,414	-533,508	0%	5,863

DCN: 11869

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10) - Page 2
 Data As Of 5/20/2005 2:08:57 PM, Report Created 5/20/2005 2:09:18 PM

Department : USAF
 Scenario File : C:\COBRA Work Area\COBRA USAF 0113v3 (126.3c1).CBR
 Option Pkg Name: USAF 0113v3 (126.3c1) Realign Hill AFB, Clearfield, UT
 Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Base	Sustainment (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Hill AFB	33,939,303	33,948,446	9,143	0%	-75
Carswell ARS, NAS Fo	8,838	9,912	1,074	12%	15
Homestead ARS	2,667,096	2,680,534	13,488	1%	321
Edwards AFB	37,133,089	37,133,089	0	0%	0
Mountain Home AFB	18,576,700	18,576,700	0	0%	0
Luke AFB	10,568,459	10,568,459	0	0%	0
Langley AFB	11,557,526	11,557,526	0	0%	0
Dannelly Field AGS	986,247	986,247	0	0%	0
Nellis AFB	25,094,105	25,094,105	0	0%	0
Shaw AFB	5,535,562	5,535,971	409	0%	51
TOTAL	146,066,925	146,091,038	24,113	0%	-265

Base	Recapitalization (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Hill AFB	28,009,115	28,016,429	7,314	0%	-60
Carswell ARS, NAS Fo	1,488,091	1,552,653	64,562	4%	909
Homestead ARS	3,803,240	3,825,471	22,231	1%	529
Edwards AFB	36,090,844	36,090,844	0	0%	0
Mountain Home AFB	18,047,725	18,047,725	0	0%	0
Luke AFB	9,634,620	9,634,620	0	0%	0
Langley AFB	10,290,198	10,290,198	0	0%	0
Dannelly Field AGS	572,743	572,743	0	0%	0
Nellis AFB	19,915,315	19,915,315	0	0%	0
Shaw AFB	6,727,755	6,728,309	554	0%	69
TOTAL	134,579,645	134,674,307	94,661	0%	-1,040

Base	Sustain + Recap + BOS (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Hill AFB	131,339,231	130,922,283	-416,947	0%	3,418
Carswell ARS, NAS Fo	4,298,330	4,420,105	121,774	3%	1,715
Homestead ARS	12,565,726	12,668,993	103,267	1%	2,459
Edwards AFB	149,606,380	149,589,070	-17,310	0%	8,655
Mountain Home AFB	56,312,845	56,210,314	-102,531	0%	2,501
Luke AFB	41,030,077	40,964,003	-66,074	0%	2,278
Langley AFB	109,641,912	109,648,468	6,556	0%	6,556
Dannelly Field AGS	4,336,373	4,336,373	0	0%	0
Nellis AFB	81,548,023	81,485,547	-62,476	0%	3,288
Shaw AFB	31,972,594	31,991,602	19,007	0%	2,376
TOTAL	622,651,492	622,236,759	-414,734	0%	4,557

DCN: 11869

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10) - Page 3
Data As Of 5/20/2005 2:08:57 PM, Report Created 5/20/2005 2:09:18 PM

Department : USAF
Scenario File : C:\COBRA Work Area\COBRA USAF 0113v3 (126.3c1).CBR
Option Pkg Name: USAF 0113v3 (126.3c1) Realign Hill AFB, Clearfield, UT
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Base	Plant Replacement Value (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Hill AFB	3,389,102,918	3,389,987,918	885,000	0%	-7,254
Carswell ARS, NAS Fo	180,059,000	187,871,000	7,812,000	4%	110,028
Homestead ARS	460,192,000	462,882,000	2,690,000	1%	64,048
Edwards AFB	4,366,992,157	4,366,992,157	0	0%	0
Mountain Home AFB	2,183,774,708	2,183,774,708	0	0%	0
Luke AFB	1,165,789,065	1,165,789,065	0	0%	0
Langley AFB	1,245,113,927	1,245,113,927	0	0%	0
Dannelly Field AGS	69,301,908	69,301,908	0	0%	0
Nellis AFB	2,409,753,071	2,409,753,071	0	0%	0
Shaw AFB	814,058,347	814,125,347	67,000	0%	8,375
TOTAL	16,284,137,101	16,295,591,101	11,454,000	0%	-125,868

DCN: 11869

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10) - Page 4
Data As Of 5/20/2005 2:08:57 PM, Report Created 5/20/2005 2:09:18 PM

Department : USAF
Scenario File : C:\COBRA Work Area\COBRA USAF 0113v3 (126.3c1).CBR
Option Pkg Name: USAF 0113v3 (126.3c1) Realign Hill AFB, Clearfield, UT
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

* "Start" and "Finish" values for Personnel and BOS both include the Programmed Installation Population (non-BRAC) Changes, so that only changes attributable to the BRAC action are reflected in the "Change" columns of this report.

DCN: 11869

TOTAL COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 1/33
 Data As Of 5/20/2005 2:08:57 PM, Report Created 5/20/2005 2:09:18 PM

Department : USAF
 Scenario File : C:\COBRA Work Area\COBRA USAF 0113v3 (126.3c1).CBR
 Option Pkg Name: USAF 0113v3 (126.3c1) Realign Hill AFB, Clearfield, UT
 Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

ONE-TIME COSTS ----(\$K)-----	2006 ----	2007 ----	2008 ----	2009 ----	2010 ----	2011 ----	Total -----
CONSTRUCTION							
MILCON	946	10,508	0	0	0	0	11,454
O&M							
CIV SALARY							
Civ RIF	0	865	0	0	0	0	865
Civ Retire	0	229	0	0	0	0	229
CIV MOVING							
Per Diem	0	723	0	0	0	0	723
POV Miles	0	48	0	0	0	0	48
Home Purch	0	2,004	0	0	0	0	2,004
HHG	0	1,143	0	0	0	0	1,143
Misc	0	150	0	0	0	0	150
House Hunt	0	556	0	0	0	0	556
PPP	0	568	0	0	0	0	568
RITA	0	975	0	0	0	0	975
FREIGHT							
Packing	0	14	0	0	0	0	14
Freight	0	592	0	0	0	0	592
Vehicles	0	33	0	0	0	0	33
Unemployment	0	67	0	0	0	0	67
OTHER							
Info Tech	0	609	787	1	0	0	1,397
Prog Manage	311	233	0	0	0	0	544
Supt Contract	0	0	0	0	0	0	0
Mothball	0	0	0	0	0	0	0
1-Time Move	0	1,456	0	0	0	0	1,456
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	11	0	0	0	0	11
POV Miles	0	7	0	0	0	0	7
HHG	0	111	0	0	0	0	111
Misc	0	80	0	0	0	0	80
OTHER							
Elim PCS	0	56	0	0	0	0	56
OTHER							
HAP / RSE	0	375	0	0	0	0	375
Environmental	387	303	0	0	0	0	690
Misc Contract	0	0	0	0	0	0	0
1-Time Other	0	4,272	204	0	0	0	4,476
TOTAL ONE-TIME	1,643	25,990	991	1	0	0	28,625

DCN: 11869

TOTAL COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 2/33
 Data As Of 5/20/2005 2:08:57 PM, Report Created 5/20/2005 2:09:18 PM

Department : USAF
 Scenario File : C:\COBRA Work Area\COBRA USAF 0113v3 (126.3c1).CBR
 Option Pkg Name: USAF 0113v3 (126.3c1) Realign Hill AFB, Clearfield, UT
 Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

RECURRINGCOSTS	2006	2007	2008	2009	2010	2011	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
O&M								
Sustainment	0	24	24	24	24	24	120	24
Recap	0	95	95	95	95	95	473	95
BOS	0	148	148	148	148	148	741	148
Civ Salary	0	298	298	298	298	298	1,491	298
TRICARE	0	179	179	179	179	179	897	179
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	41	82	82	82	82	371	82
House Allow	0	392	392	392	392	392	1,960	392
OTHER								
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
TOTAL RECUR	0	1,178	1,219	1,219	1,219	1,219	6,054	1,219
TOTAL COST	1,643	27,168	2,210	1,220	1,219	1,219	34,679	1,219
ONE-TIME SAVES	2006	2007	2008	2009	2010	2011	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
O&M								
1-Time Move	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	128	0	0	0	0	128	
OTHER								
Environmental	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
TOTAL ONE-TIME	0	128	0	0	0	0	128	
RECURRINGSAVES	2006	2007	2008	2009	2010	2011	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
Sustainment	0	0	0	0	0	0	0	0
Recap	0	0	0	0	0	0	0	0
BOS	0	682	682	682	682	682	3,409	682
Civ Salary	0	2,648	5,241	5,241	5,241	5,241	23,613	5,241
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	577	1,153	1,153	1,153	1,153	5,191	1,153
House Allow	0	413	413	413	413	413	2,068	413
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	1,876	1,876	1,876	1,876	7,504	1,876
TOTAL RECUR	0	4,320	9,366	9,366	9,366	9,366	41,785	9,366
TOTAL SAVINGS	0	4,448	9,366	9,366	9,366	9,366	41,913	9,366

DCN: 11869

TOTAL COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 3/33
 Data As Of 5/20/2005 2:08:57 PM, Report Created 5/20/2005 2:09:18 PM

Department : USAF
 Scenario File : C:\COBRA Work Area\COBRA USAF 0113v3 (126.3c1).CBR
 Option Pkg Name: USAF 0113v3 (126.3c1) Realign Hill AFB, Clearfield, UT
 Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

ONE-TIME NET	2006	2007	2008	2009	2010	2011	Total	
----(\$K)----	----	----	----	----	----	----	----	----
CONSTRUCTION								
MILCON	946	10,508	0	0	0	0	11,454	
O&M								
Civ Retir/RIF	0	1,093	0	0	0	0	1,093	
Civ Moving	0	6,807	0	0	0	0	6,807	
Info Tech	0	609	787	1	0	0	1,397	
Other	311	1,756	0	0	0	0	2,066	
MIL PERSONNEL								
Mil Moving	0	138	0	0	0	0	138	
OTHER								
HAP / RSE	0	375	0	0	0	0	375	
Environmental	387	303	0	0	0	0	690	
Misn Contract	0	0	0	0	0	0	0	
1-Time Other	0	4,272	204	0	0	0	4,476	
TOTAL ONE-TIME	1,643	25,862	991	1	0	0	27,807	
RECURRING NET								
----(\$K)----	----	----	----	----	----	----	----	----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
Sustainment	0	24	24	24	24	24	120	24
Recap	0	95	95	95	95	95	473	95
BOS	0	-533	-533	-533	-533	-533	-2,667	-533
Civ Salary	0	-2,350	-4,943	-4,943	-4,943	-4,943	-22,122	-4,943
TRICARE	0	179	179	179	179	179	897	179
MIL PERSONNEL								
Mil Salary	0	-535	-1,071	-1,071	-1,071	-1,071	-4,820	-1,071
House Allow	0	-21	-21	-21	-21	-21	-107	-21
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	-1,876	-1,876	-1,876	-1,876	-7,504	-1,876
TOTAL RECUR	0	-3,142	-8,147	-8,147	-8,147	-8,147	-35,731	-8,147
TOTAL NET COST	1,643	22,720	-7,156	-8,146	-8,147	-8,147	-7,233	-8,147

DCN: 11869

Department : USAF
 Scenario File : C:\COBRA Work Area\COBRA USAF 0113v3 (126.3c1).CBR
 Option Pkg Name: USAF 0113v3 (126.3c1) Realign Hill AFB, Clearfield, UT
 Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Base: Hill AFB, UT (KRSM)	2006	2007	2008	2009	2010	2011	Total
ONE-TIME COSTS	2006	2007	2008	2009	2010	2011	Total
-----(\$K)-----	----	----	----	----	----	----	-----
CONSTRUCTION							
MILCON	73	812	0	0	0	0	885
O&M							
CIV SALARY							
Civ RIFs	0	746	0	0	0	0	746
Civ Retire	0	204	0	0	0	0	204
CIV MOVING							
Per Diem	0	661	0	0	0	0	661
POV Miles	0	44	0	0	0	0	44
Home Purch	0	1,646	0	0	0	0	1,646
HHG	0	1,060	0	0	0	0	1,060
Misc	0	131	0	0	0	0	131
House Hunt	0	509	0	0	0	0	509
PPP	0	568	0	0	0	0	568
RITA	0	838	0	0	0	0	838
FREIGHT							
Packing	0	8	0	0	0	0	8
Freight	0	548	0	0	0	0	548
Vehicles	0	33	0	0	0	0	33
Unemployment	0	58	0	0	0	0	58
OTHER							
Info Tech	0	26	0	0	0	0	26
Prog Manage	175	131	0	0	0	0	306
Supt Contrac	0	0	0	0	0	0	0
Mothball	0	0	0	0	0	0	0
1-Time Move	0	444	0	0	0	0	444
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	352	0	0	0	0	352
Environmental	5	30	0	0	0	0	35
Misn Contract	0	0	0	0	0	0	0
1-Time Other	0	7	201	0	0	0	208
TOTAL ONE-TIME	253	8,859	201	0	0	0	9,313

DCN: 11869

BASE VISIT REPORT

HILL AIR FORCE BASE, UT

6 JUNE 2005

LEAD COMMISSIONER:

- Commissioner James V. Hansen

ACCOMPANYING COMMISSIONER:

- Commissioner Lloyd W. "Fig" Newton
- Commissioner Phillip Coyle

COMMISSION STAFF:

- Mr. Art Beauchamp (Senior Analyst, Air Force Team)
- Mr. Jim Schaefer (Communication Team)
- Ms. Ashley Dyer (Advance Team)

LIST OF ATTENDEES:

- Major General Kevin Sullivan, OO-ALC/CC
- Mr. Don Cazel, OO-ALC/CD
- Col Neil McCasland, OO-ALC/CV
- Col Bob Beletic, 388 FW/CC
- Col Al Hawley, 419 FW/CV
- Brig Gen Bob McMahon, 309 MWX/CC
- Mr. Jack Jones, OO-ALC/CCX
- Mr. Ernie Parada, 84 CSW/CD
- Mr. Derly Israel, OO-ALC/EN
- Mr. Scott Correll, OO-ALC/PK
- Col Joe Sokol, 75 ABW/CC
- Col Larry Schaefer, 508 ASW/CC
- Col "Shof" Schofner, 526 ICBMSW/CC
- Col Al Hawley, 419 FW/CV
- Col Tyrone Stephens, DDHU
- Mr. C.J. Read, DISA
- Col Jim Robinson, 419 FW/MSG/CC
- Mr. Jim Sutton, OO-ALC/XP
- Mr. Andy Flowers, OO-ALC/DP
- Mr. Carl Schweinfurth, OO-ALC/FM
- Mr. Tom Girz, 84 MSUG/CD
- Mr Marleme Wright, 309 MXSG/CD
- Ms. Jeanette Bonnell, OO-ALC/XPX
- Ms Debi Sandlund, OO-ALC/XPX

BASE'S PRESENT MISSION:

- Hill Air Force Base is located in northern Utah and is home to a number of operational and support missions. The Ogden Air Logistics Center (OO-ALC) is the host organization for Hill AFB and tenant units.
- The Center is the largest organization at Hill. Other wings at Hill include the 75th Air Base Wing, 84th Combat Containment Wing, 309th Maintenance Wing, 508th Aircraft Sustainment Wing, and the 526th Intercontinental Ballistic Missile Systems Wing. In addition, there are 20 tenant organizations that make Hill their home, to include two premier fighter wings—the 388th Fighter Wing and the 419th Fighter Wing (the largest Air Force Reserve unit in Utah).
- The Center provides worldwide sustainment support and depot maintenance for the F-16 Fighting Falcon, A-10 Thunderbolt, Minuteman III and Peacekeeper Intercontinental Ballistic Missiles. The Center also performs depot maintenance of the C-130 Hercules aircraft.
- The Center is also the Air Force Center of Industrial and Technical Excellence for low-observable (i.e. stealth) aircraft structural composite materials and provides support for the B-2 Spirit multi-role bomber.

SECRETARY OF DEFENSE RECOMMENDATION:

• **Air Force Recommendations**

- (AF - 47): Receive six F-16s aircraft (block 40) from Cannon Air Force Base, NM.
- (AF - 47): Move from Hill the 419th Fighter Wing F-16s (block 30) to the 482d Fighter Wing, Homestead Air Reserve Base, FL (six aircraft) and the 301st Fighter Wing, Naval Air Station Joint Reserve Base Fort Worth, TX (nine aircraft). The AFMC F-16s (four test aircraft) will remain in place at Hill.
- (AF - 47): Receive Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods from Edwards Air Force Base, CA, Mountain Home Air Force Base, ID, and Luke Air Force Base, AZ for the purposes of establishing a LANTIRN Centralized Intermediate Repair Facility (CIRF) at Hill.
- (AF - 47): Receive F-110 engine intermediate maintenance from Creswell Air Reserve Station, TX and Nellis Air Force Base, NV for the purposes of establishing a CIRF for F-110 engines at Hill.

14

- **Joint Recommendations**

- ***(JCSG Tech – 18): “Create an Air Integrated Weapons and Armaments Research, Development and Acquisition, Test and Evaluation Center (RDAT&E)”***: Move Weapons and Armaments In-Service Engineering RDAT&E from Hill to Eglin Air Force Base, FL.
- ***(JCSG Tech – 24): “Establish Centers for Fixed Wing Air Platform Research, Development and Acquisition, and Test and Evaluation (RDAT&E)”***: Relocate from Hill related Air and Platform Development and Acquisition to Wright-Patterson Air Force Base OH. Recommendation also moves fixed wing related air platform development and acquisition from Tinker Air Force Base, OK, and Robins Air Force Base, GA to Wright-Patterson Air Force Base.
- ***(JCSG HSA – 19): “Consolidate Civilian Personnel Offices (CPO)”***: Consolidate within each Service and Defense Agencies Civilian Personnel Centers; realign Hill by relocating the CPO to Randolph Air Force Base, TX.
- ***(JCSG SS – 5): “Commodity Management Privatization”***: Privatize supply, storage and distribution on specific commodities: This recommendation is part of a larger recommendation to disestablishes the wholesale supply storage and distribution functions for all tires, packaged petroleum, oils and lubricants and compressed gases used by DoD, retaining only the supply contracting functions for each commodity at Defense Supply Center, Columbus. DoD will privatize these functions and will rely on private industry for the performance of supply, storage and distribution of these commodities. In the case of Hill, only the tire function applies. The tire supply contracting function at Hill will move to DSC Columbus ICP.
- ***(JCSG SS – 9): “Depot Level Repairable (DLR) Procurement Management Consolidation”***: Transfer select Service Installation Control Points (ICP) functions to Defense Logistics Agency (DLA). Consolidation includes: Depot Level Repairable (DLR) budgeting/funding, contracting, cataloging, requisition control, weapons systems secondary item support, requirements determinations and integrated material management technical support ICP for consumable items, except those Navy items associate with Design Unstable and Preproduction Test, Special Waivers and Major End Items to Defense Supply Center Richmond, VA, where they will be reestablished as DLA ICP functions
- ***(JCSG SS – 13): “Supply, Storage, and Distribution Management Reconfiguration”***: Realign Hill by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot Hill with other supply, storage and distribution functions and inventories that exist at OO-ALC to support depot operations, maintenance and production. Retain the necessary supply, storage, and distribution functions and inventories required to support the OO-ALC and to serve as a wholesale Forward Distribution Pont. Relocate all other wholesale storage and

SECRETARY OF DEFENSE JUSTIFICATION:

- **(AF – 47):** The Air Force distributed Reserve aircraft from Hill (six aircraft) to Homestead Air Reserve Base to create an optimum sized squadron (of 24 aircraft each) that supports the homeland defense Air Sovereignty Alert Mission. The remaining Reserve aircraft are distributed to the only remaining Reserve F-16 squadron at Naval Air Station Joint Reserve base Fort Worth (nine aircraft). This laydown at Naval Air Station keeps the active/Air National Guard/Air Force Reserve force structure mix constant, Creating CIRF's for LANTIRN pods and F-110 engines establishes Hill as a intermediate maintenance workload center for these commodities. This recommendation complements other CIRF recommendation as part of an Air Force effort to standardize stateside and deployed intermediate-level maintenance and will increase maintenance productivity and support to the warfighter.
- **(JCSG Tech – 18):** The overall impact of this recommendation will be to increase Weapons and Armaments (W&A) life cycle and mission related synergies/integration; increase efficiency; reduce operational costs; retain the required diversity of test environments and facilitate multiple uses of equipment, facilities, ranges, and people.
- **(JCSG Tech – 24):** This recommendation competes the consolidation of all Fixed Wing Platform RDAT&E begun during previous BRAC rounds. The planned component moves will enhance synergy by consolidating to major sites, preserve healthy competition, leverage existing infrastructure minimize environmental impact, and effect reasonable homeland security risk dispersal.
- **(JCSG HSA - 19):** The CPOs within each Military Department and the transactional functions among the Defense Agencies reduces excess capability, reduces the used of leased facilities, and achieves manpower saving through consolidation and elimination of duplicate functions. This recommendations supports the Administration's urging of federal agencies to consolidate personnel services. During implementation of this recommendation it is important to partner with the National Security Personnel Systems (NSPS). The NSPS provides the opportunity to improve the effectiveness of the Department through a simplified personnel management system that will improve the way it hires and assigns employees.
- **(JCSG SS – 9):** The consolidation of select Service Installation Control Points (ICP) functions and their transfer to DLA, as well as the transfer of the DLR procurement management functions from Hill to DLA provides the opportunity to further consolidate Service and DLA inventory Control Points by supply chain type.
- **(JCSG SS – 5):** This recommendation achieves economies of scale and efficiency that enhance the effectiveness of logistics support to forces as they transition to more joint and expeditionary operations, the Department will privatize these functions and will rely

DCN: 11869

on private industry for the performance of supply, storage, and distribution of these commodities. By doing so the Department can divest itself of inventories and can eliminate infrastructure and personnel associated with these functions. This recommendation results in a more responsive supply support to user organization and this adds to capabilities of the future force (only tires are managed by Hill).

- **(JCSG SS – 13):** This recommendation achieves economies and efficiencies that enhance the effectiveness of logistics support to operational and joint and expeditionary forces. It reconfigures the Department's wholesale storage and distribution infrastructure to improve support the future force, whether home-based or deployed. It transforms existing logistics processes by creating four CONUS support regions, with each having one Strategic Distribution Platform and multiple Forward Distribution Points.

MAIN FACILITIES REVIEWED:

- Building (Bldg) 1102, 00-ALC Headquarters Bldg – received base overview briefing.
- Visited Bldg 1538 for Strategic Missile Integration Center briefing
- Tour of test Launch Control Capsule and Missile Silo (outside of Bldg 1538)
- Windshield Tour of Munitions Storage Area (munitions IGLOOS)
- Windshield Tour of new C-130 hanger, A-10 Workload Hangar and F/A 22 Hanger
- Visited Bldg 225 for briefing and tour of Landing Gear Facility
- Visited Bldg 225 for briefing and tour of F-16 and C-130 depot maintenance facility
- Visited Bldg for briefing on 388 FW Mission Overview and Utah Test & Training Range
- Visited Bldg 35 for LANTIRN briefing and tour of LANTIRN Repair Facility
- Visited Bldg 295 for Engine Repair Briefing and tour of Engine Repair Facility
- Visited 419th Fighter Wing HQ for Mission Brief and Tour of 419 FW compound

KEY ISSUES IDENTIFIED

- **(JSCG Tech - 18):** This recommendation transfers all engineering positions from the 84th Munitions Sustainment Group to the Air Armament Center, Eglin AFB (the Eglin Munitions Product Center is responsible for development of new munitions—not sustainment of munitions). If this recommendation is implemented it will have a negative impact on Hill's ability to provide munitions sustainment program management and engineering support to the Air Force. The recommendation specifically transfers all 22 engineering authorizations assigned to the 84th MUSG to Eglin Air Armaments Center. It also transfers 10 support personnel authorizations. The loss of the 22 engineers will result in the 84th MUSG losing all engineering expertise. *This is particularly significant given the fact that Hill is the only installation within the Air Force that provides sustainment support and management of Air to Ground munitions.* It appears that in trying to consolidate RDAT&E engineering for munitions at Eglin, the Air Force discounted the sustainment engineering support provided by Hill. It also appears that the Air Force selected the transfer of engineering personnel at Hill based on 3600 appropriations (i.e. research and development funding) received in the past.
- **(JSCG HAS - 19)** This recommendation consolidates Civilian Personnel Offices (CPOs) within each Military Department and Defense Agencies. It realigns the entire Hill personnel staff (85 positions) to Randolph AFB, TX. The recommendation seems inconsistent with previous Air Force personnel staff consolidations. In the past, the Air Force has left a residual personnel staff to service the base civilian population after the consolidation of CPOs to Randolph AFB. For example, after Eglin AFB consolidated about 40 positions remained to service a civilian population of about 4,000. Review of CPOs consolidations at Warner-Robins Air Logistics Center (95 positions), GA and Tinker Air Logistics Center (111 positions), OK also show a movement of entire personnel staffs to Randolph AFB, with no personnel staff remaining to support residual workload that remains at the respective bases. This issue also impacts Bolling AFB and Wright-Patterson AFB, but is of particular concern at the Air Logistics Centers given the large civilian populations at each of them. Total positions for all Air Force CBO consolidations:
- **(JCSG Tech - 24):** This recommendation relocates fixed wing related air platform RDT&E to Wright-Patterson Air Force Base, OH (total authorized realigned 18). It includes eight positions from A-10 System Program Office at Hill (supporting A-10 Precision Engagement Program) and nine positions from the Landing Gear Program Office. The landing gear positions will also move to the Wright-Patterson (the Aging Aircraft Program Office). Issue: Landing gear RDAT&E engineering positions no longer exist at Hill. Engineering manpower and money supporting RDAT&E work was transferred about 3 years ago to Wright-Patterson. If recommendation is implemented Hill will have take nine positions out of its base population to support recommendation. It appears that the Air Force made an assumption that Hill AFB had RDAT&E positions based on the level of 3600 appropriation Hill received in the past. Based on that level it cost out to nine positions.

DCN: 11869

(JCSG SS - 9): The transfer and consolidation of ICP to DLA means Hill will no longer buy F-16 spare parts and F-16 Depot Level Repairable (DLRs). This recommendation will remove a critical process from Air Force control. This is significant as Hill is the Air Force's cradle to grave F-16 program manager. (The recommendation breaks an established integrated supply chain for F-16 spare parts and DLRs. The Air Force manages the entire end to end supply chain for F-16 spars and DLRs. If implemented this recommendation could have an adverse impact on parts procurement and distribution times, which in-turn will impact F-16 aircraft availability rates.

INSTALLATION CONCERNS RAISED

- Key concerns raised by the Hill Air Force Base personnel:
 - Hill Air Force Base personnel questioned the COBRA data for munitions facilities requirements (igloos, hot cargo pad, maintenance facilities) at McConnell. Hill feels that DOD might not have adequately identified the requirement to store munitions at McConnell. Hill is impacted by this since they will have to store whatever level of munitions that can't be stored at McConnell.
- (JSCG HAS - 19): Hill personnel feel that if this recommendation was approved it would have a negative impact on Hill's ability to provide personnel services to its large population of civilians. Further, Hill personnel expressed concern that JCSG recommendation is inconsistent with Air Force plan on CBO consolidations.
- (JSCG Tech - 18): This recommendation transfers all engineering positions from the 84th Munitions Sustainment Group to the Air Armament Center, Eglin AFB. Hill personnel expressed concern that if this recommendation was approved Hill would not have munitions sustainment engineering expertise to support its munitions mission
- (JCSG Tech - 24): Hill personnel expressed concern that manpower authorizations related to this recommendation will have a negative impact at Hill. The manpower and funding that DOD has identified in this recommendation were never organic. The work was performed by contractors with Congressional plus-up money. The work and funding to pay for the contractor support was transferred to Wright-Patterson Air Force Base three years ago. If the recommendation is supported Hill would have to take the manpower from other areas to support this recommendation.

DGN: 11869
COMMUNITY CONCERNS RAISED:

- **(AF - 47):** The community noted that it is imperative that the 388th FW receive the F-16s (i.e. six block 40 F-16s) recommended by the Air Force. The community's view is that to achieve the multiple objectives stated by DOD in the recommendations (improved deployability and overall combat capability) the block 40 aircraft must go to Hill.
- **(JCSG HSA - 19):** The community had concerns with this recommendation. Their view is that a Center is different from an Air Force base in the level of personnel assigned to it. Because of the huge numbers of personnel at a Center and that fact that the civilian are Center is the cornerstone to the military value of a Center personnel specialist need to be co-located with the civilian population.
- **(JCSG SS - 9):** The community expressed concern that if implemented this recommendation would have a negative impact on the mission at Hill. Their view is since DLA has no experience with management of reparable assets, there is a very high risk of transferring this mission to DLA.

OTHER:

- **(AF - 47):** The 388th FW leadership fully supports consolidation of block 40 F-16s, as well as the receipt of the CRIF missions. They also fully support the integration of the 419th Fighter Wing (Reserve) into the 388th FW. The current force structure at Hill consists of 81 authorized aircraft (excludes the 4 AFMC test F-15s and backup aircraft inventory). The 81 aircraft consists of 66 F-16s Block 40 aircraft and 15 F-16s Block 30 aircraft. After the realignment, Hill will have 72 Block 40 F-16s (3 squadrons of 24 F-16s each). This is a net reduction of 9 aircraft. Feedback from 388th leadership indicated that while the base will have less aircraft it will have more capability due to the fact that block 40 aircraft have more capability and the fact that when the 388th merges with the 419th the base will have a improved wartime pilot availability ratio due the fact that more pilots will be available for missions and training.
- No facility or infrastructure issues were identified with the consolidation of F-16 block 40 aircraft at Hill. **(AF - 47).** In fact, the Hill fighter squadron capacity is significant Hill currently has sufficient infrastructure to support 4 fighter squadrons without additional costs and with additional funding can theoretical support 5 additional squadrons of F-16s (source Air Force Installation Capacity Summary).
- At the time of the visit, Hill was waiting on an Air Force site survey to complete resource requirement identification for establishment of LANTRIN CIRF and F-110 Engine CIRF **(AF - 47).** However, no significant issues are expected with the beddown of either CIRF initiative (Hill already accomplishes the repair of these assets).

DGN: 11869

REQUESTS FOR STAFF AS A RESULT OF VISIT:

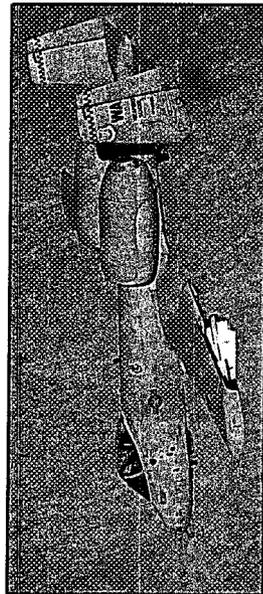
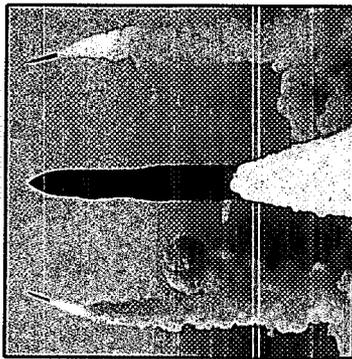
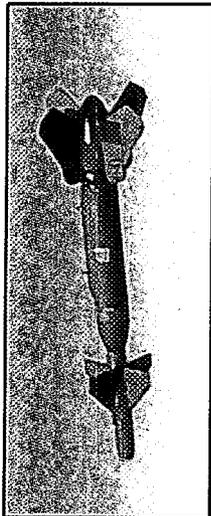
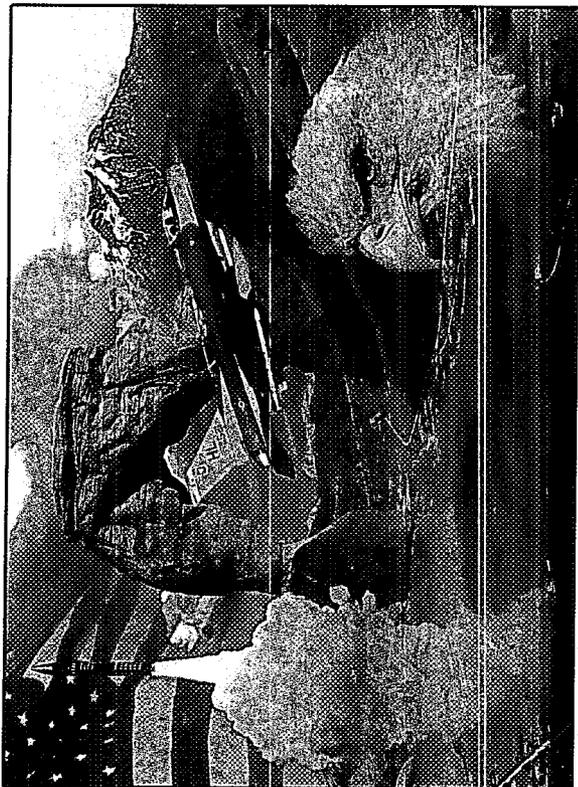
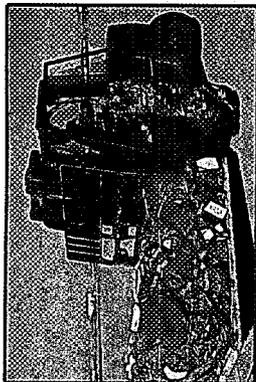
- (JCSG HAS - 19): Request clarification on movement of CBO at Hill to Randolph. *Done*
- (JCSG Tech - 18): Request clarification on loss of sustainment engineering personnel. *Done*
- (JCSG Tech - 24): Request clarification on loss of landing gear personnel. *Done*
- (JCSG SS - 9): Assess impact of this recommendation to Hill's depot mission.

DCN: 11869

DCN: 11869

Utah Military Installation BRAC Assessment Recommendations

DCN: 11869



13 July 2005

DCN: 11869

Concerns

- **388th F-16 Fighter Wing**
 - **Civilian Personnel Office Consolidation (CPO)**
 - **Transfer of Depot Level Repairables (DLR) to DLA**
-

388th F-16 Fighter Wing

- **BRAC Proposal:** Realign six F-16 Block 40 Aircraft from Cannon AFB, NM to the 388th Fighter Wing
 - **Why:** Consolidation of the F-16 Fleet
 - **Concerns:** The 388th/419th Blended Wing is the USAF's test case. It is imperative that the 388th FW receive the additional F-16s to achieve the multiple objectives of the OSD which will result in improved deployability and overall combat capability.
 - **Recommendation:** Should the six Cannon AFB F-16s become unavailable, it is our recommendation that we secure the aircraft needed from the BAI. There are 35-40 Block 40s in the BAI. There might also be a case for F-16s to be obtained from the ANG.
-

Civilian Personnel Office Consolidation

- **BRAC Proposal:** Consolidate the CPOs from Hill AFB, Tinker AFB, Robins AFB, Wright-Patterson AFB, and Bolling AFB at Randolph AFB, Texas
- **Why:** Economics—manpower savings achieved through consolidation. Annual savings of \$24.4M; four year payback period.
- **Concerns:**
 - A typical Air Force base has only a few hundred civilian employees
 - common skills used to SUPPORT the accomplishment of the base's mission
 - consolidated CPO support works better here than elsewhere

The above installations are different from the typical Air Force Base:

- huge organizations (10,000 to 15,000 civilians)
 - the civilians work directly on the ACCOMPLISHMENT of the mission.
 - on-site CPO support is critical to mission accomplishment
 - over 200 specialties
 - workload growth and turnover require 800 new people hired/trained yearly
 - recruitment, training, personnel management, benefits issues, all needed on-site
 - response time is critical
 - local support needed for recruitment, co-op programs, interface with local schools
 - training must be responsive to local needs
 - most critical CPO functions cannot be automated; personal attention required.
- **Recommendation:** Reverse the DOD recommendation based upon the adverse impact on mission accomplishment at these critical installations.
-

Transfer of Depot Level Reparables to DLA

- **BRAC Proposal:** Consolidate the management of Inventory Control Point Functions for Depot Level Reparables (DLR) to DLA. The preponderance of personnel will reside at Hill AFB, however be reassigned to a DLA function.
- **Why:** Initiative will further consolidate service and DLA Inventory Control Points by Supply chain type
- **Concerns:** Since DLA has no experience with management of reparable assets, there seems to be very high risk to mission support.

Another concern is that most of the parts hampering production in the depot are currently under DLA management. Moving additional assets to DLA is a concern if significant improvement doesn't occur in DLA's ability to manage parts for the services.

Maintenance Support: Scenario 51 calls for movement of the maintenance materiel support function to DLA. This support involves much more than just stock, store, and issue kinds of tasks. There are some significant analysis and planning functions that are not yet addressed. There appears to be a difference of opinion between the services and DLA as to what will go, and how many slots. This mission is a critical one to maintaining the depot production capability and will be a real detriment if materiel support suffers.

- **Recommendation:** Reverse the DOD recommendation based upon the adverse impact on the mission
-

DRAFT

DCN: 11869
SUBJ: Minutes for BRAC Commissioners Visit, 6 Jun 05

1. As part of the fact finding site visits the 2005 Defense Base Closure and Realignment Commissioners are conducting, Hill AFB and its associates hosted the commissioners on 6 Jun 05. The three commissioners who visited Hill AFB were Commissioner Lloyd W. "Fig" Newton, Jim V. Hansen and Phillip Coyle, and Lt Col Art Beauchamp their staff analyst. The commissioners were picked up from the Grand America hotel in Salt Lake City by a contingency of senior leaders from Hill. The members were:

Maj Gen Kevin Sullivan, OO-ALC/CC
Mr Don Cazel, OO-ALC/CD
Col Neil McCasland, OO-ALC/CV
Col Bob Beletic, 388FW/CC
Col Al Hawley, 419FW/CV

2. Member of Hill and its associates who attended the Hill Overview portion were:

<i>Maj Gen Kevin Sullivan</i>	<i>OO-ALC/CC</i>
<i>Mr Don Cazel</i>	<i>OO-ALC/CD</i>
<i>Brig Gen Bob McMahon</i>	<i>309 MWX/CC</i>
<i>Col Neil McCasland</i>	<i>OO-ALC/CV</i>
<i>Col Bob Belectic</i>	<i>388 FW/CC</i>
<i>Mr Jack Jones</i>	<i>OO-ALC/CCX</i>
<i>Mr Ernie Parada</i>	<i>84 CSW/CD</i>
<i>Mr Deryl Israel</i>	<i>OO-ALC/EN</i>
<i>Mr Scott Correll</i>	<i>OO-ALC/PK</i>
<i>Col Joe Sokol</i>	<i>75 ABW/CC</i>
<i>Col Larry Schaefer</i>	<i>508 ASW/CC</i>
<i>Col "Shof" Shofner</i>	<i>526 ICBMSW/CC</i>
<i>Col Al Hawley</i>	<i>419 FW/CV</i>
<i>Col Tyrone Stephens</i>	<i>DDHU</i>
<i>Mr C.J. Read</i>	<i>DISA</i>
<i>Col Jim Robinson</i>	<i>419FW/MSG/CC</i>
<i>Mr Jim Sutton</i>	<i>OO-ALC/XP</i>
<i>Mr Andy Flowers</i>	<i>OO-ALC/DP</i>
<i>Mr Carl Schweinfurth</i>	<i>OO-ALC/FM</i>
<i>Mr Tom Girz</i>	<i>84 MSUG/CD</i>
<i>Mr Marlene Wright</i>	<i>309 MXSG/CD</i>
<i>Ms Jeanette Bonnell</i>	<i>OO-ALC/XPX-BRAC</i>
<i>Ms Debi Sandlund</i>	<i>OO-ALC/XPX-BRAC</i>

Bill Castle, Steve Petersen, Shaun Parkin Congressional Staffers:

DRAFT

DRAFT

DCN: 11869

3. Hill AFB's Mission Brief. General Sullivan welcomed the Commissioners and presented an overview of the base which concentrated on key capabilities and attributes of the Centers and specific BRAC recommendations impacting the Center. Commissioner Hansen made a comment the commissioners were not restricted to the SECDEF recommendations. During the briefing there were discussions on some of the charts. The following are those:

Chart 7 – Our Base: Commission Coyle asked what the yellow and green referenced. General Sullivan explained that the yellow referenced the Utah Test and Training Range total air space and the green the land area at UTTR.

Chart 22 – Supply and Storage Recommendation #1 - Privatize supply, storage, distribution of tires, packages petroleum, oils and lubes, compressed gases. There are no authorizations associated with this recommendation. Commissioner Coyle asked how the recommendation was suppose to save money with not authorizations tied to it. General Sullivan stated without additional details on the recommendations, the potential savings could be drawn by the consolidation of all tire management in one location.

Commissioner Newton added that the management end of this program movement to DSC allows for managing by same folks for all tires by a single DoD agency for all services

Chart 23 – Supply and Storage Recommendation #2 -- Relocate wholesale, distribution, inventories to San Joaquin CA. Retain the necessary supply, storage and distribution functions and inventories required to support the OO-ALC and serve as a wholesale Forward Distribution Point.

Commissioner Newton stated if the inventories stay at Hill does the organization or management change? General Sullivan stated that with current information, we believe it is yes.

Commissioner Newton questioned what the minus 118 DDHU authorizations were; pre-contracting out? Again, difficult to interpret the numbers, but what we believe is these numbers were derived using data before the activity was contracted out (FY02 or 03) and it would be contracting out numbers versus the DLA authorizations. Newton agreed that the numbers may have come from data gathered early in the process (out 2 years ago) and didn't capture the numbers and they could have changed.

Chart 24 – Supply and Storage Recommendation #3 -- Relocate management for consumable items to DSC Richmond and designate management for DLR spares procurement as DSC Richmond functions (realigned in place).

Commissioner Coyle asked with the lean processes in place would the DoD recommendation cause Ogden to loose some folks to do lean processes.

DRAFT

DRAFT

DCN: 11869
General Sullivan stated we would continue to do lean work with DLA; that's it's an ongoing relationship.

Chart 26 – Transfer Weapons/Armaments In-Service Engineering (RDAT&E) to Eglin. Move weapons/armaments (except sustainment) RDAT&E and ISE from Hill to Eglin. Eglin designs and develops the test and evaluation of weapons and armaments before it's acquired. Once acquired there is still sustainment engineering which is done by Ogden. General Sullivan discussed that part of what could have drove this recommendation was in the past Ogden contracted out some workload using 3600 dollars which is driving the decrease in authorizations.

Commissioner Coyle asked if some of the work proposed to be moved was currently accomplished at the UTTR. General Sullivan stated it could be small amounts.

Commissioner Newton asked from the sustainment standpoint would there still have that requirement. Wouldn't some of the work which is suppose to be moved from here something that could be done here. General Sullivan said it looked like we would have sustaining engineers here.

Chart 29 – Consolidate Civilian Personnel Office (CPO) at Randolph AFB TX. Realign Hill AFB by consolidating its CPO at Randolph. This is a command wide issue and HQ AFMC is reviewing. Impact to Ogden would be 85 authorizations transferring. We cited the inconsistencies of the BRAC data (authorizations to be moved vs actual authorizations on the books), and the apparent elimination of personnel servicing at the local level, as stated in the details of the BRAC announcement by wiping out the CPO authorizations. The BRAC announcement mentioned 85 authorizations moving from Hill to Randolph. There are only 68 on the books currently for the CPO.

The Commissioners were not aware, they said, of the reorganization of the staff offices, such as DP. They indicated (Congressman Hansen and Gen Newton both concurred) that the BRAC data was as of 2003. This didn't included BOS reductions that had already been taken in 05, and some for 06. They took an action item for resolution.

Further details were discussed on the issue of PALACE Compass and the bill that we paid as a command several years ago (currently we are reimbursed for 17 PC positions, but understand that the AF reviews that each year. It is fully anticipated if Hill were to be serviced by AFPC in the same manner that other AF bases are serviced, we would reduce our over hires by an equal number, but felt no other authorizations should be taken). Mr Flowers felt that few if any authorizations would be given up as a result of the transition

Commissioner Newton asked how many residual personnel would be needed to take care of work not moving to Randolph"? Mr Flowers stated 67, based on

DRAFT

DRAFT

DCN: 11869

models from Edwards and Eglin, who were the last two AFMC bases to migrate to Randolph for some personnel servicing. The number is based on the residual work to be done here at Hill. At bases of more than 500 serviced populations, classification is still done by the local personnel office. So are labor relations and some employee management relations, such as disciplinary/adverse actions, local negotiations, and local supplement training. Other servicing is done by the local personnel office, such as Delegated Examining Unit recruiting for hard to fill jobs (DEU), and center level resource management work.

Commissioner Newton asked if it was DoDs intention to eliminate personnel servicing that was currently a responsibility of the center commander. Mr Flowers stated that I couldn't speak for DoD, but is seemed certain that the AF never intended to do away with all personnel servicing at an installation. He cited examples of current structures at AF activities where approximately 40% of the customary personnel servicing was still being accomplished. That may or may not equate to 40% of the assigned strength of the personnel office

Commissioner Newton said that he was aware of our good union relations and he didn't want that to be disrupted by movement of work to Randolph.

4. Additional discussion after mission briefing.

a. Commissioner Hansen discussed how General Murphy has referenced the importance of the UTTR especially as aircraft get faster and ranges get smaller because of such things as private fuel storage. How detrimental would this be because acreage would be reduced, and the Goshute Indians developing silos for fuel storage?

Colonel Beletic from the 388th stated he was told they could still complete over flights of the Range. He added if they couldn't, then it would impact them.

Hansen: But as it stands now Ogden would be okay.

Sullivan: As long as we have over flight status its not an issue; if at some point it changes then we would have a different position.

Hansen: If it did come to that point he hoped all 3 congressional would work the effort. He added that Senator Hatch feels very strongly about protecting the range and Senator Bennett opposes develop that would hinder use of the range. He is trying to turn the development toward private facilities so as to protect the assets of the UTTR. Hansen concluded that someone needs to start drawing some lines or overall it's going to impact the range.

b. There was a discussion on software capabilities and engineers. Commissioner Coyle brought up the F-22 and the potential computer and software challenge. Ogden would work in support of the program office and sustainment engineering emphasizing electronic and computer capabilities. General Sullivan spoke to the munitions side that

DRAFT

DRAFT

DCN: 11869.

we are working towards embedding software engineers at Eglin to lessen these types of challenges. We are working an agreement with Lockheed Martin so we can define the requirements. In addition we are going through a large partnership effort with the life cycle work which indicates that this is not a one dimensional effort.

c. Commissioner Coyle referenced low observables and if is our workload increasing. Yes its increasing, but General Sullivan asked to defer other comments because we would be visiting the area on the tour and additional information would be covered.

5. Tour of Strategic Missile Integration Center (SMIC). The commissioner's were given a tour of the Launch Control Center (LCC) which is an exact replica and a missile silo by Col Shofner. He discussed the ICBM weapon systems management facilities and locations to include full integration and testing, explaining any unique aspects in the weapon system management and partnerships. Col Shofner also covered the weapons systems management which included life extension programs, sustainment, testing and future capabilities such as putting conventional weapons on ICBMs. In viewing the missile in the silo, Col Shofner talked to the mission the SMIC has with silos.

Col Shofner had talked to future capabilities potentially including conventional weapons on missiles. During the tour of the LCC Commissioner Hansen's asked why we would use ICBMs to deliver conventional weapons, remarking "wouldn't that be expensive?" Col Shofner response to him was that a conventionally tipped ICBM would not cause as much collateral damage, especially fallout. In answering what types of munitions a conventionally tipped ICBM would carry I indicated blast, fragmentary, HE and penetrating (kinetic) rods.

Commissioner Hansen and Coyle asked about the treaties impacts on ICBM – were there any current restrictions and were all START items still inspectable? General Sullivan answered yes.

When view the silo, Commissioner Hansen asked on the status of the missile in our silo with Col Shofner answering that the missile in the SMIC silo is in fact in the orientation and configuration a missile would fire from but of course it would take significant effort to prepare it for a launch..

Commissioner Newton asked on flight testing do we go to Vandenberg AFB? Yes

6. Windshield Tour of Base - Bus talk:

Software Facility -- General McMahon mentioned that the facility was in a growth pattern and would double in size over a 2 year period. Funds used for expansion were transformational dollars and it would house 50 – 60 additional engineers.

DRAFT

DRAFT

DCN: 11869

Commissioner Hansen asked why we had outgrown the facility and General McMahon addressed growth in workload, and being a level 5 facility brings additional work.

7. Drive through the Munitions Assembly, Maintenance and Storage area. Jim Sutton and General McMahon spoke to the MAMs area. It area is 3500 acres which has the Explosive Clear Zone (ECZ). Much of the work is owned by the 649th MUNS and ICBM workload. The commissioners were advised that the Missile Defense Agency (MDA) desires to consolidate all target missile integration at a single facility. Hill has been selected for Minuteman and Castor IVB based targets.

The commissioners asked if new buildings would be required and the answer was yes.

In the discussion of our munitions igloos, Mr Jim Sutton highlighted the Navy style storage facilities which have rails making for easier working areas, and the old and new style igloos which can hold more munitions and classes of munitions. He also stated that a key feature to our ECZ is it bumps right up to the flight line enabling easier access to loading planes.

General McMahon addressed the new hanger across the runway where the C-130 workload is done and how this is part of the industrial complex expansion to the East. He stated in FY07, we will be receiving C-130 AMP workload.

Commissioner Hansen asked if the hanger could support other aircraft. Answer: The hanger can accommodate F-22 and F-35 sized planes; aircraft the size of C-5 and 747 are too large, and while the hanger could accommodate them, it would allow us to accomplish the amount of workload the other sized craft does.

Mr Sutton pointed to the construction project of the new Air Expeditionary Force Deployment facility.

As we drove through the flight line, Col Belectic talked about the 388th pointing out the workloads in the different hangers, and mentioning the Weapon System Evaluation Program (WSEP) utilizes the range for their air to ground testing and that a site survey was conducted last year to move the WSEP squadron from Eglin AFB. He pointed out that 95% of the air to ground evaluation is accomplished at UTTR.

Driving by Hanger 1, General McMahon addressed the A-10 modification and repair is accomplished there. He went on to talk the lean effort which has taken place which showed a 50% reduction in time the aircraft stays in the hanger. Several lean tools were used to include 5S, value stream mapping and other learned from our private industry partners.

General McMahon went onto explain within the industrial complex highlighting the robotic facility and its work for F-16 and A-10; CCIP lean event on the F-16, new

DRAFT

DRAFT

DCN: 11869

building for Painting which can house C-130's, probably B-1's but anything bigger may pose a challenge, consolidating the hydraulic facilities and efforts in landing gear.

8. Lean Tour of Bldg 507 - Landing Gear Facility: The commissioners were given a tour of the Landing Gear facility where they were given an overview of the mission, layout of the building and processes, new workload, lean processes emphasizing the wheels and brakes initiatives. Aircraft brakes flow days have been reduced by 75% going from 46 days down to 112 and work in process has been reduced by more than 50% going from 460 items to 200; in the aircraft wheels area the work in progress by 50% and the useable plant floor space was freed up for other use. In addition, flow days have reduced from 36 down to 19 and part travel has reduced from 5,500 miles per year to 3,570.

Commissioner Coyle asked if Ogden could work on brakes as well as landing gear. The answer was yes, that's where we are headed now.

What percentage of landing gear workload is done at Hill?

Lean Tour of Bldg 225 – F-16 Common Configuration Improvement Program (CCIP) Line and C-130 Workload

The commissioners were given a tour of our Aircraft Maintenance Group and briefings on the C-130 and F-16 CCIP Line. Aircraft performance, workload production and production quality were addressed.

Commissioners questions on the following charts:

Chart F-16 Production Quality

Q: What are your toughest goals?

A: As you can see I have five programs, 830 folks, 45 docks, I don't know that I can identify just one thing.

C-130 Due Date Performance

Q: What helped you get here?

A: We brought Joe (Bailey) in. No really it is a proven program. We had a full wing stand up in December. Hangers as clean as this with our FOD rate. I got some outstanding folks that I give accolades to.

Q: Who works on the old ones?

A: We do, we work on all of them

Q: What base works on the oldest C-130?

A: We do

DRAFT

DRAFT

DCN: 11869

9. Lean Tour of Building 238 - F/A 22 and B-2 Composite Workloads. The commissioners toured the Composites facility where they were given an overview of the mission, layout of the building and processes, partnerships and lean processes. On the B-2 composite workload they are responsible for 4132 end item components. They are also involved with F-16 and A-10 bonded repair, A-10 inlet Ring, Core Mill work and their partnering with private industry. Ogden and Alliant Techsystems (ATK) have two agreements. Two services are being provided to ATK under the agreement the Theatre High Altitude Area Defense (THAAD) Radomes, Milling Manufacture Finish Work, and F/A-22 Horizontal Stabilators.

While viewing the Laser Automated Decoding System (LADS), Commissioner Coyle asked what the cone shaped items were in the shop. Mr Barnes answered they were F-16 Radomes which they overhaul by removing the paint using the laser de-paint system, and make the necessary repairs. In addition he explained where their Laser was located describing the paint removal process.

10. 388th Fighter Wing and Tour of the LANTIRN Repair Facility and Engine Shop. Col Beletic provided the 388 FW mission briefing including the Utah Test and Training Range (UTTR). Col Beletic's briefing provided a general overview of each squadron and the contribution that they bring to the fight. A UTTR video was also shown and copies provided to the commissioners for their packages. He mentioned that the 729th Air Control Squadron (ACS) had a very busy combat schedule; being deployed almost half of the time.

Chart 12 - 34 Fighter Squadron "Rude Rams". The chart mentioned 18 primary Assigned Aircraft (PAA). The other two squadrons are at 24 PAA. With the recommendation of the SECDEF to the Commission this will change to 24 PAA. A 24 PAA squadron can generate more combat capability in the right combat packages, which usually consist of increments of 12 aircraft. The 34 FS was the first to receive the F-16 and could be the first to receive the Joint Strike Fighter (JSF). Commissioner asked, "Is this a rumor you want me to continue?"

Chart 13 - 421 St Fighter Squadron "Black Widows". This squadron has 24 primary aircraft assigned.

Commissioner Newton asked for clarification of the 24 vs. 18. Col Lofgren said with the additional six PAA there would be more efficiency with managing schedules otherwise they had to follow "single man rules". With eighteen, the guys are working extremely hard. Twenty-four makes it much more efficient. It also gives the squadron more time for training.

Chart 22 - Utah Test and Training Range - Col Beletic briefed the various aspects of the UTTR and how the 388 FW and other flying units gain from this asset. A video of the UTTR was also shown.

DRAFT

DRAFT

DCN: 11869

Commissioner Coyle asked if small diameter bombs would be tested at the UTTR? Yes

Chart 25 - UTTR Key Strengths - the fact that the UTTR is the only USAF Cruise Missile test range and only 10K explosion range, minimum encroachment issues, two emergency airfields and it being a joint training range were all highlighted.

Commissioner Newton asked if Weapons System Evaluation Program (WSEP) was using the UTTR on a permanent basis? Col Reed said that they are trying to move a squadron to Hill AFB. Approximately, Ninety-five percent of their air-to-ground testing is done at the UTTR.

A question was asked regarding relationships with other services and the use of UTTR and other ranges, how do you work together and can we use other ranges to fly operational test missions? Relationship is good and the 388th has a MOA for Nellis AFB and for some ORI and ORE flights Mountain Home is used.

Do Nellis and Fallon AFB use the UTTR? Yes

Also discussed was the Western Range initiative and using 30 more miles of Airspace. This is an on call feature with the FAA. This initiative can be used no more than four times per year for special cases, i.e. cruise missile testing and potentially the FA-22.

What is the western line of UTTR? West of Pilot Peak. How do communities react to this? So far no restrictions are in place for the 388th and general aviation has minimal impact.

Chart 31 -Associate 388 FW and 419 FW. In discussing the future operations the chart one aspect of future operations addressed was "more combat capability with 9 less aircraft - transformational".

Commissioner Coyle asked what the significance of 9 less was. Col Beletic explained as a result of one of the BRAC recommendations the fifteen aircraft currently assigned to the 419th were going to Homestead and Carswell ARS, but the 388 FW gains six aircraft from Cannon AFB. The difference with the consolidation of the 388th and 419th was nine less aircraft.

11. Tour of Hanger 35, LANTIRN Repair Facility. A BRAC recommendation is to establish a Centralized Intermediate Repair Facility (CIRF) for Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods at Hill. The commissioners visited the 388 FW LANTIRN repair facility for a first hand look at LANTIRN maintenance. They saw the operation and were shown targeting pods undergoing various stages of maintenance. There are no navigational pods in the shop at this time. The actual configuration of the CIRF would need to be studied by the Site Activation Task Force (SATAF) process. The SATAF would look at the current process and facilities and

DRAFT

DRAFT

DCN: 11869

would determine how the new work would be accomplished and the need for equipment and facilities then make recommendations for this to happen. It is possible for the 388 FW to accomplish this additional workload. General Sullivan discussed the concept of CIRF.

12. **Tour of Bldg 295, Engine Shop.** Another BRAC recommendation is for Hill AFB to receive CIRF/Intermediate maintenance level responsibility for F-110 engines from Carswell ARS and Nellis AFB. Because there are no specifics as to where it goes on Hill, it is assumed it would be to the 388 FW since they currently have an engine workload. The commissioners were briefed that the shop currently works 20 engines per month and they are four months ahead of schedule. A SATAF would look at the current process and facilities and would determine how the new work would be accomplished and the need for equipment and facilities then make recommendations for this to happen. It is possible for the 388 FW to accomplish this additional workload.

13. **419th Tour** - Windshield tour to the 419th HQ building. Col Hawley talked to the 419th hanger's ability to hold 24 A model F-16s and during the winter the aircraft remain in the hanger. The hanger has not had seismic a upgrade, but the cost to do such would be minimal. Some of the 419th space becomes available as they are become a Fighter Associate with the 388th. Col Hawley stated there was still much to be decided, but the support group is not part of this effort.

Col Hawley, 419th FW Vice Commander briefed the organizational structure, functions, and missions of the 419th. He keyed in on Readiness and Staff Assistance Program's, AEF assistance and deployment assistance. As Col Hawley talked to the personnel within the 419th, the question was asked regarding what the percentage of reserve pilots flew for the airlines. They were told about 65%.

Chart 23 - BRAC and the 419 FW. Col Hawley briefed that the BRAC numbers show 490 personnel departing with the 15 airplanes.

The Commissioner asked more details on the 490. Col Hawley said that there aren't 490 positions to lose and that ACC had said no reservist positions would be lost. General Sullivan added that this was another item that demonstrated our need for more details being released so this could be analyzed.

14. Commissioners departed the base at 1300 hours and had "invitation only" lunch with the Utah Defense Alliance, Governor, Senators, local Congressman and other elected officials, with a media conference following.

DRAFT

DCN: 11869

programs and aligned under the Center Commander is a must. Direct, on-site interface with customer is the key.

Recruitment: Today these installations must recruit approximately 700-800 new personnel annually to maintain the mission capability required. These requirements are met by the local Civilian Personnel Offices through various on site, face-to-face programs to include direct contact with potential new employees, establishing co-op programs with local Universities and Technical Institutes, and local recruitment initiatives. Co-op programs pay extremely large dividends for the Air Force because often the training is actually funded by State entities but they also require enormous and continual direct dialogue with the supporting community and State entities. So in other words, to obtain the best workforce, these massive recruitment efforts are more than simply loading a requirement into a computer database. While some future personnel requirements can be somewhat projected, history would no doubt verify that an immediate response capability is also required to maintain a viable workforce. For example, the unanticipated grounding and associated repair of a specific aircraft fleet or weapon sub-system generates unprecedented and urgent personnel requirements. Additionally, recruitment, and personnel management requirements in the future will undoubtedly rise due to the current aging workforce phenomena facing the Air Force Material Command. Moving the current personnel management capability from these critical locations to a consolidated location thousands of miles away puts at risk the ability to recruit and retain this vital resource.

Training: The effectiveness of any existing workforce is dependent on continuing training and education. Each of these locations spends millions of dollars annually on this function all in response to workforce development, best practices opportunities, or mission change/workforce shaping requirements. The Commanders and leaders of these diverse workforces generate these training requirements. It is inconceivable how their training/retraining requirements can best be executed from a location thousands of miles away with managers who are unfamiliar with the specific characteristics of the requirements and the specific locale.

Retention/workforce management: The turmoil potentially associated with any large workforce can be significantly reduced with immediate face-to-face interface with the personnel charged with managing the workforce and the resultant quick issue resolution. Obviously there are literally thousands of workforce daily inquiries regarding career development, training, separation, worker's compensation, death benefits, etc. that must be addressed by the local Civilian Personnel Offices through face-to-face dialogue. It must be remembered that approximately one-half of the civilian employees are direct workers who have no access to computers and will have to be away from the direct labor jobs to try and reach their (a) personnel specialist via phone. Failure to ensure these inquiries are addressed in a timely manner will put personnel management at a severe risk.

Bottom Line: Installations with large, industrial/technical/professional workforces and charged with weapon system sustainment and acquisition missions as found at the AFMC large centers must have an on site personnel community to develop, tailor and deploy a holistic approach to personnel management for the host as well as geographically separate supported missions. Such a model provides the requisite agility and economy in the manner that optimizes support to the warfighter. It is the most cost effective and mission enabling platform. Consolidation of CPOs at Randolph is counter thereto. More to the point, it will pull a vital partner—the personnel community—out of the discussions and deliberations at the heart of achieving transformed logistics centers, consistent with DoD strategic and tactical needs.

DCN: 11869

Proposed Alternative: Several former Commanders of these installations were queried and the response was unanimous that the mission performed by these Civilian Personnel Offices is an integral ingredient in mission success and should be retained at the current locations. However, if organizational consolidation is necessary, then more fully realign select functions presently performed at the installation Civilian Personnel organizations, e.g., data systems and official personnel files, under the Air Force office at Randolph. But, there are a number of services and support that must remain at the large bases: strategic recruitment planning/execution; hire and staff of jobs via the customer/personnel "cell"; position management; organizational structure consultation; development/management of education/training activities with strategic partners, e.g., state universities, technical colleges; workforce management with expert focus on performance management systems, employee incentives and conduct/discipline; expert labor and employee management relations services; retention and utilization of the workforce; employment levels; etc. All of these capabilities are required on-site under a single personnel organization designed to facilitate provision of key advice and force enablers to the Center Commander, Wing Commanders, and the executive staff. Not only are these services in the manner described above vital to maintain the viability and mission effectiveness of logistics centers in today's dynamic and demanding environment, but are critical as well to the management of future assigned missions.

Comparison: Moving these Civilian Personnel offices to Randolph would be analogous to moving all active duty recruiters to one central location versus having them located in their areas of responsibility or taking away a major air commander's entire Personnel Staff.

Bottom Line: The recommendation to reverse this DoD recommendation is based on the potential adverse operational impacts associated with such a consolidation.



Home News TV Radio Photos Art Letters Library Careers History Sites Subscribe
 Base Realignment and Closure 2005 > Utah

search libra
 ▶ Advanced

- DOD BRAC
- Army BRAC
- Navy BRAC
- Guard BRAC
- Prior AF E

- BRAC De
- DOD BRAC
- AF BRAC
- Complete
- DOD BRAC

• 1-888-473-

• O'Brien: E
 communitie
 90 percent

• Grand For
 key to Air F
 Total Force

• BRAC foc
 environmer

• BRAC cha
 medicine fc
 training, re

• Former m
 official offe
 advice

▶ More New

U.S. Air Force

- | | | |
|-------------|----------------|----------------------|
| Alabama | Maine | Oregon |
| Alaska | Maryland | Pennsylvania |
| Arizona | Massachusetts | Rhode Island |
| Arkansas | Michigan | South Carolina |
| California | Minnesota | South Dakota |
| Colorado | Mississippi | Tennessee |
| Connecticut | Missouri | Texas |
| Delaware | Montana | Utah |
| Florida | Nebraska | Vermont |
| Georgia | Nevada | Virginia |
| Hawaii | New Hampshire | Washington |
| Idaho | New Jersey | West Virginia |
| Illinois | New Mexico | Wisconsin |
| Indiana | New York | Wyoming |
| Iowa | North Carolina | |
| Kansas | North Dakota | District of Columbia |
| Kentucky | Ohio | Guam |
| Louisiana | Oklahoma | Puerto Rico |

Information

State Map

Utah



Affected Locations

Hill Air Force Base

Utah

Hill Air Force Base -- Realign

Manpower: The installation will lose 13 military and 447 civilians and gain 291 military and 24 civilians for a total gain of 278 military and a total loss of 423 civilians.

-- Air Force Recommendations:

Receive 6 F-16 aircraft from Cannon AFB, N.M. The 419th Fighter Wing moves 6 F-16s to Homestead Air Reserve Base, Fla., and 9 to Carswell Air Reserve Station at Naval Air Station Joint Reserve Base Fort Worth, Texas. Air Force Materiel Command F-16s remain in place.

Receive base-level Low Altitude Navigation and Targeting Infrared for Night intermediate maintenance from Edwards AFB, Calif.; Mountain Home AFB, Idaho; and Luke AFB, Ariz., to establish a Centralized Intermediate Repair Facility for LANTIRN pods.

Receive base-level F110 engine intermediate maintenance from Carswell and Nellis AFB, Nev., to establish a CIRF for F110 engines.

-- Joint Recommendations:

Establish Joint Centers for Fixed Wing Air Platform RDAT&E.

Relocate fixed wing related Air Platform Development and Acquisition to Wright-Patterson AFB, Ohio.

Move Weapons/Armaments In-Service Engineering Research, Development & Acquisition, and Test and Evaluation to Eglin AFB, Fla.

DCN: 11869

Transfer Service ICPs to DLA and Consolidate (include DLRs): Transfers the budget/funding, contracting, cataloging, requisition processing, customer services, item management, stock control, weapon system secondary item support, requirements determination, integrated materiel management technical support inventory control point functions for consumable items and the procurement management and related support functions for DLRs (including oversight). All other ICP functions remain with the services. Moves some Army & AF ICP functions to preserve the Army Life Cycle Management Commands and provide for continuation of secure facilities.

Privatize supply, storage & distribution on specific commodities: Realign Detroit Arsenal and Hill AFB by relocating tire supply contracting function to DSC Columbus ICP. Realign NSA Mechanicsburg by relocating the supply contracting function for packaged POL to DSC Richmond ICP. Disestablish all other supply functions and all storage and distribution functions for tires, packaged POL, and compressed gasses at all following locations: Detroit Arsenal, Hill AFB, NSA Mechanicsburg, DSC Columbus, Tobyhanna AD, DD Susquehanna, NS Norfolk, MCAS Cherry Point, MCLB Albany, Robins AFB, Anniston AD, NAS Jacksonville, Tinker AFB, Corpus Christi AD, NS Bremerton, NS San Diego, DD San Joaquin, and NS Pearl Harbor.

Regionalize wholesale storage distribution/consolidation of S&S functions at industrial installations: Realign Hill by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot, Hill with all other supply, storage, and distribution functions and inventories that exist at the Ogden Air Logistics Center, Utah, to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support the Ogden Air Logistics Center, and to serve as a wholesale forward distribution point. Move all other wholesale storage and distribution functions and associated inventories to the Defense Distribution Depot San Joaquin, Calif., hereby designated the San Joaquin Strategic Distribution Platform.

Consolidate CPOs within each MILDEP and the Defense Agencies: Realign Hill by relocating the civilian personnel office to Randolph AFB, Texas.

Incoming Activities:

-- Air Force Actions:

What: Receive 6 F-16 aircraft from Cannon AFB, N.M..

Why: This is a part of a larger effort to consolidate the F-16 fleet.

What: Receive base-level Low Altitude Navigation and Targeting Infrared for Night intermediate maintenance from Edwards AFB, Calif.; Mountain Home AFB, Idaho; and Luke AFB, Ariz., to establish a Centralized Intermediate Repair Facility for LANTIRN pods at Hill. Hill receives base-level F110 engine intermediate maintenance from Carswell and Nellis AFB, Nev., to establish a CIRF for F110 engines at Hill.

Why: Establishing CIRFs at Hill for LANTIRN intermediate maintenance and base-level F110 engine intermediate complements the realignment of the F-16 fleet. The CIRFs at Hill complement force structure realignment and regionally co-locates intermediate maintenance with the supported weapon system.

-- Joint Actions: NONE.

Departing Activities:

DCN: 11869

Air Force Actions:

What: The 419th Fighter Wing moves 6 F-16s to Homestead ARB, Fla. and 9 to Carswell Air Reserve Station at Naval Air Station Joint Reserve Base Fort Worth Texas.

Why: This action is part of a larger effort to consolidate the F-16 fleet.

-- Joint Actions:

What: Realign Tinker AFB, Robins AFB and Hill AFB by relocating fixed wing related air platform development and acquisition to Wright-Patterson.

Why: The Air Force intends to consolidate Development & Acquisition functions at currently Air Logistic Centers (Tinker AFB, Robins AFB and Hill AFB) at Wright-Patterson AFB. These moves will increase efficiency by making a robust acquisition organization available to all USAF Fixed Wing Air Platform D&A functions.

What: Moves Weapons & Armament capabilities from Hill to Eglin.

Why: Eglin is one of three core "mega" centers (with China Lake, Calif. and Redstone Arsenal, Ala.) with high MV and the largest concentration of integrated technical facilities across all three functional areas. Eglin has a full spectrum array of Weapons/Armaments Research, Development & Acquisition, and Test & Evaluation capabilities. Accordingly, relocation of Hill and DTRA NCR W/A capabilities will further complement, and strengthen Eglin as a mega center for full spectrum W/A.

What: Moves select Inventory Control Point functions (Budget/Funding, Contracting, Cataloging, Requisition Processing, Customer Services, Item Management, Stock Control, Weapon System Secondary Item Support, Requirements Determination, and Integrated Materiel Management Technical Support) to DLA. In addition, this recommendation realigns or moves the procurement management and related support functions for the procurement of DLRs to DLA.

Why: For both consumable items and the procurement management of DLRs, this recommendation provides the opportunity to further consolidate Service and DLA Inventory Control Points by supply chain type.

What: Moves supply functions for tires from the Ogden Air Logistics Center Inventory Control Point to the Inventory Control Point at Defense Supply Center Columbus, Ohio. Further realigns Hill by disestablishing storage and distribution functions for tires; packaged petroleum, oils and lubricants; and compressed gases at the Defense Distribution Depot Hill.

Why: Improves support during mobilization and deployment, and the sustainment of forces when deployed worldwide. Privatization enables the Department to take advantage of the latest technologies, expertise and business practices which translate to improved support to customers at less cost. It centralizes management of tires; packaged petroleum, oils and lubricants; and compressed gases and eliminates unnecessary duplication of functions within the Department. Finally, this recommendation supports transformation by privatizing the wholesale storage and distribution processes from DOD activities.

What: Consolidates the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot, Hill with all other supply, storage, and distribution functions and inventories that exist at the Ogden Air Logistics Center. Retains the minimum necessary supply, storage, and



CON 1889
distribution functions and inventories required to support the Ogden Air Logistics Center and to serve as a wholesale Forward Distribution Point. Moves all other wholesale storage and distribution functions and associated inventories to the Defense Distribution Depot San Joaquin, CA, hereby designated the San Joaquin Strategic Distribution Platform.

Why: This recommendation reconfigures the Department's wholesale storage and distribution infrastructure to improve support to the future force, whether home-based or deployed. It transforms existing logistics processes by creating four CONUS support regions, with each having one Strategic Distribution Platform and multiple Forward Distribution Points.

What: Consolidates CPOs and creates a central CPO at Randolph AFB, Texas.

Why: Reduces excess capacity, reduces the use of leased facilities, and achieves manpower savings through consolidation and elimination of duplicate functions. This recommendation supports the Administration's urging of federal agencies to consolidate personnel services.

Contact Us

Security and F

**Disposition of Units and Aircraft
Organization and Aircraft Moves by State**

(+) = inbound assets; (-) = outbound assets

+ Establish Joint Base (Lackland/Ft. Sam Houston/Randolph) (HSA)	N/A
+ Consolidate Civilian Personnel Offices within each Service and Defense Agencies (HSA)	From Bolling AFB, DC, Hill AFB, UT, Robins AFB, GA, Tinker AFB, OK, Wright-Patterson AFB, OH, Air Reserve Personnel Center, CO, Robins AFB, GA
+ Undergraduate Pilot and NAV/ NFO/ CSO Trng (E&T)	From Moody AFB, GA
- Undergraduate Pilot and NAV/ NFO/ CSO Trng (E&T)	To NAS Pensacola, FL
- Advanced Instrument School (AIS)	To Will Rogers, OK
Sheppard AFB	
+ T-6, T-38 (E&T)	From Moody AFB, GA
- Disestablish Medical Wing Inpatient Facility (Med)	To Fort Sam Houston, TX
- JSF Initial Joint Trng Site (E&T)	To Eglin AFB, FL
Brooks City - Base	
- USAF School of Aerospace Medicine, Institute of Operational Health, 311 Human Sys. WG, AF Research lab and assorted AF medical functions	To Wright-Patterson AFB, OH, Randolph AFB, TX, Lackland AFB, TX, Ft Sam, TX, and Aberdeen Prov. Gnd., MD
Utah	
Hill AFB	
+ F-16 block 40	From Cannon AFB, NM
- F-16 block 30	To Homestead ARB, FL; Carswell ARS, NAS Fort Worth JRB, TX
- Privatize Supply, Storage and Distribution on Specific Commodities (S&S)	To Tinker AFB, OK
- Consolidate Service ICPs / transfer to DLA (S&S)	To Robins AFB, GA and DLA
- Storage and Distribution Functions (S&S)	To Various
- Consolidate Civilian Personnel Offices within each service and the Defense Agencies (HSA)	To Randolph AFB, TX
- Establish Joint Centers for Fixed Wing Air Platform RDAT&E (Tech)	To Wright-Patterson AFB, OH
- Relocate Wpns /Armaments RDAT&E Ctrs (Tech)	To Eglin AFB, FL

implementation period is a savings of \$4.7M. Annual recurring savings to the Department after implementation are \$2.9M, with a payback expected in two years. The net present value of the cost and savings to the Department over 20 years is a savings of \$32.4M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 198 jobs (107 direct jobs and 91 indirect jobs) over the 2006-2011 period in the San Antonio, TX, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include \$0.02M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

**Hill Air Force Base, UT, Edwards Air Force Base, CA, Mountain
Home Air Force Base, ID, Luke Air Force Base, AZ, and Nellis Air Force Base, NV**

Recommendation: Realign Hill Air Force Base, UT. Distribute the 419th Fighter Wing F-16s to the 482d Fighter Wing, Homestead Air Reserve Base, FL (six aircraft) and the 301st Fighter Wing, Naval Air Station Joint Reserve Base Fort Worth, TX (nine aircraft). The AFMC F-16s at Hill will remain in place. Realign Edwards Air Force Base, CA; Mountain Home Air Force Base, ID; and Luke Air Force Base, AZ, by relocating base-level LANTIRN intermediate maintenance to Hill, establishing a Centralized Intermediate Repair Facility (CIRF) for Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods at Hill. Realign Naval Air Station Joint Reserve Base Fort Worth, TX, and Nellis Air Force Base, NV, by relocating base-level F110 engine intermediate maintenance to Hill, establishing a CIRF for F110 engines at Hill.

Justification: The Air Force distributed Reserve aircraft to Homestead Air Reserve Base (31) to create an optimum sized squadron that supports the homeland defense Air Sovereignty Alert mission. The remaining Reserve aircraft are distributed to the only other remaining Reserve F-16 squadron at Naval Air Station Joint Reserve Base Fort Worth (58). This laydown keeps the

active/Air National Guard/ Air Force Reserve force structure mix constant. Creating CIRFs for LANTIRN pods and F110 engines establishes Hill as a maintenance workload center for these commodities. This recommendation compliments other CIRF recommendations as part of an Air Force effort to standardize stateside and deployed intermediate-level maintenance concepts, and will increase maintenance productivity and support to the warfighter.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$28.2M. The net of all costs and savings to the Department during the implementation period is a savings of \$8.2M. ~~Annual recurring savings to the Department after implementation are \$8.1M with a payback expected in four years.~~ The net present value of the costs and savings to the Department over 20 years is a savings of \$85.9M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 245 jobs (121 direct jobs and 124 indirect jobs) over the 2006-2011 period in the Ogden-Clearfield, UT, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4 jobs (2 direct jobs and 2 indirect jobs) over the 2006-2011 period in the Bakersfield, CA, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 65 jobs (41 direct jobs and 24 indirect jobs) over the 2006-2011 period in the Mountain Home, ID, Metropolitan Statistical economic area, which is 0.5 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 53 jobs (30 direct jobs and 23 indirect jobs) over the 2006-2011 period in the Phoenix-Scottsdale-Mesa, AZ, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 31 jobs (19 direct jobs and 12 indirect jobs) over the 2006-2011 period in the Las Vegas-Paradise, NV, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates there are no issues regarding the ability of the infrastructure of the communities to support forces, missions, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Recommendation Detail

113 Air Force - 47 Hill Air Force Base, UT, Edwards Air Force Base, CA, Mountain Home Air Force Base, ID, Luke Air Force Base, NV Y N **113**

DoD Description Realign Hill Air Force Base, UT. Distribute the 419th Fighter Wing F-16s to the 482nd Fighter Wing, Homestead Air Reserve Base, FL (six aircraft) and the 301st Fighter Wing, Naval Air Station Joint Reserve Base Fort Worth, TX (nine aircraft). The AFMC F-16s at Hill will remain in place. Realign Edwards Air Force Base, CA; Mountain Home Air Force Base, ID; and Luke Air Force Base, AZ, by relocating base-level LANTIRN intermediate maintenance to Hill, establishing a Centralized Intermediate Repair Facility (CIRF) for Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods at Hill. Realign Naval Air Station Joint Reserve Base Fort Worth, TX, and Nellis Air Force Base, NV, by relocating base-level F110 engine intermediate maintenance to Hill, establishing a CIRF for F110 engines at Hill.

COBRA Data

1 Time Costs (\$M)	Rank/190	% Total	Payback (Years)	6 Year Net (\$M)	Rank/190	20-Year NPV (\$M)	Rank/190	% Total
\$28.20	112	0.12%	4	(\$7.23)	55	(\$85.90)	84	0.18%

Job Impact at Affected Bases

Action	Base Name	State	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chng
• Realign	Edwards Air Force Base	CA	-2	0	0	-2	-1	-3
• Realign	Hill Air Force Base	UT	80	-201	0	-121	-124	-245
• Realign	Luke Air Force Base	AZ	-29	-1	0	-30	-22	-52
• Realign	Mountain Home Air Force Base	ID	-40	-1	0	-41	-23	-64
• Realign	Nellis Air Force Base	NV	-19	0	0	-19	-12	-31
• Gainer	Carswell ARS, Naval Air Station Fort Worth	TX	0	71	0	71	76	147
• Gainer	Homestead Air Reserve Station	FL	0	42	0	42	41	83
• Gainer	Langley Air Force Base	VA	1	0	0	1	1	2
• Gainer	Shaw Air Force Base	SC	-4	12	0	8	8	16
Net jobs for this Recommendation			-13	-78	0	-91	-56	-147

Other OSD Recommendations

***See Appendix - Alphabetical Listing of Bases

114 Air Force - 49 Langley Air Force Base, VA Y N **114**

DoD Description Realign Langley Air Force Base, VA. Realign base-level F-15 avionics intermediate maintenance from Langley Air Force Base to Tyndall Air Force Base, FL, by establishing a Centralized Intermediate Repair Facility (CIRF) at Tyndall Air Force Base, FL, for F-15 avionics.

COBRA Data

1 Time Costs (\$M)	Rank/190	% Total	Payback (Years)	6 Year Net (\$M)	Rank/190	20-Year NPV (\$M)	Rank/190	% Total
\$1.80	180	0.01%	3	(\$1.47)	70	(\$8.30)	146	0.02%

Job Impact at Affected Bases

Action	Base Name	State	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chng
Realign	Langley Air Force Base	VA	-19	0	0	-19	-20	-39
Gainer	Tyndall Air Force Base	FL	11	0	0	11	10	21
Net jobs for this Recommendation			-8	0	0	-8	-10	-18

Other OSD Recommendations

***See Appendix - Alphabetical Listing of Bases

Recommendation Detail

115 Air Force - 50 Richmond Air Guard Station, VA, Des Moines International Airport Air Guard Station, IA Y N

DoD Description Realign Richmond International Airport Air Guard Station, VA. Distribute the 192nd Fighter Wing's F-16s to the 132nd Fighter Wing, Des Moines International Airport Air Guard Station, IA (six aircraft); 482nd Fighter Wing Homestead Air Reserve Base, FL (three aircraft) and to backup inventory (six aircraft). Richmond International Airport Air Guard Station real property accountability will transfer to the Department of the Army. The 192nd Fighter Wing's manpower will associate with the 1st Fighter Wing. Realign Des Moines International Airport Air Guard Station, IA. The F-16 aircraft currently assigned to the 132nd Fighter Wing at Des Moines are redistributed to the 180th Fighter Wing, Toledo Express Airport Air Guard Station, OH (nine aircraft) and 138th Fighter Wing, Tulsa International Airport Air Guard Station, OK (six aircraft).

COBRA Data

1 Time Costs (\$M)	Rank/190	% Total	Payback (Years)	6 Year Net (\$M)	Rank/190	20-Year NPV (\$M)	Rank/190	% Total
\$24.20	120	0.10%	10	\$11.59	112	(\$13.20)	140	0.03%

Job Impact at Affected Bases

Action	Base Name	State	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chng
Realign	Des Moines International Airport Air Guard Station	IA	-12	-98	0	-110	-80	-190
Realign	Richmond International Airport Air Guard Station	VA	-25	-101	0	-126	-92	-218
Gainer	Homestead Air Reserve Station	FL	0	29	0	29	28	57
Gainer	Toledo Express Airport Air Guard Station	OH	14	111	0	125	89	214
Gainer	Tulsa International Airport Air Guard Station	OK	13	54	0	67	54	121
Net jobs for this Recommendation			-10	-5	0	-15	-1	-16

Other OSD Recommendations

***See Appendix - Alphabetical Listing of Bases

116 Air Force - 51 Fairchild Air Force Base, WA Y N

DoD Description Realign Fairchild Air Force Base, WA. The 141st Air Refueling Wing (ANG) will associate with the 92nd Air Refueling Wing at Fairchild Air Force Base, and the 141st Air Refueling Wing's eight KC-135R aircraft are distributed to the 185th Air Refueling Wing (ANG), Sioux Gateway Airport Air Guard Station, IA. The 256th Combat Communications Squadron and 242nd Combat Communications Squadron, which are ANG geographically separated units at Four Lakes and Spokane, are relocated into available facilities at Fairchild Air Force Base.

COBRA Data

1 Time Costs (\$M)	Rank/190	% Total	Payback (Years)	6 Year Net (\$M)	Rank/190	20-Year NPV (\$M)	Rank/190	% Total
\$6.40	162	0.03%	7	\$1.65	85	(\$8.30)	147	0.02%

Job Impact at Affected Bases

Action	Base Name	State	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chng
Realign	Fairchild Air Force Base	WA	-26	-172	0	-198	-215	-413
Gainer	Sioux Gateway Airport Air Guard	IA	33	170	0	203	154	357
Net jobs for this Recommendation			7	-2	0	5	-61	-56

Other OSD Recommendations

***See Appendix - Alphabetical Listing of Bases

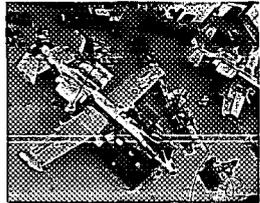
The Ogden Air Logistics Center's guiding principle is CN-11869

Be America's Best—Sustaining Warfighting Capability at Home and Abroad

To accomplish this we focus on four core competencies

- Depot maintenance
- Program sustainment
- Purchasing and Supply Chain management
- Readiness

Depot Maintenance.....OO-ALC's 7,400 person Maintenance Wing provides depot repair, modification and maintenance for the F-16 Fighting Falcon, A-10 Thunderbolt II, C-130



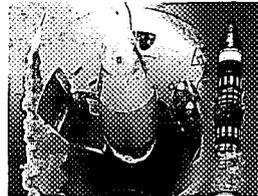
Hercules, Peacekeeper and Minuteman ICBMs. We also overhaul and repair 90% of DoD's landing gear, wheels and brakes; rocket motors; air munitions and guided bombs;

electronics and avionics; instruments; hydraulics; secondary power systems; operational flight profile, test program, and mission planning software; training devices; and other aerospace related components.

Depot Maintenance

- Annual workload of \$1.3B
- Capability Maturity Model (CMM) Level 5 Certified Software Engineering Facility
- Technical Repair Center for:
 - Low Observerable Composites
 - Landing Gear
 - A-10
 - F-16
 - F/A-22
- 40 years ICBM Sustainment

Program Sustainment.....2,100 personnel manage some of the AF's most sophisticated and critical sustainment weapon system programs, including the F-16, A-10, T-37, T-38, all AF landing gear, all AF secondary power systems, all AF conventional air-to-ground munitions, aircrew and maintenance training devices, ground segments for AF space systems, ground based C³I systems, tactical shelters, special purpose vehicles, and all



ICBMs. Organic AF, DoD, and foreign customers depend on them for basic war fighting capability. Though most program management work is in the sustainment phase of weapon system life cycles, the ICBM Systems Wing is responsible for 10 ACAT programs worth more than \$6.2 billion and is developing the next generation ICBM - - complete weapons system management.

Program Sustainment:

- F-16 Management – 3,000 plus aircraft fleet in 24 countries, and engineering, modifications, technical data and maintenance
- A-10 Management – 350 plus aircraft fleet – Active, Reserve and Guard
- Mature and Proven Aircraft Management – 7,000 aircraft in 60 plus countries and other services
- F/A-22 Management – Designated System Sustainment Manager for the World's premier fighter

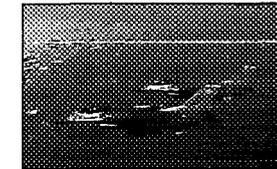
Purchasing and Supply Chain Management.....900 personnel manage weapon system supplies for organic AF, DoD, and foreign customers. Depot and field level maintainers depend on these people for the parts needed to insure mission availability. Using an enterprise

approach to purchasing and supply chain management, our people (along with our sister depots, DLA, and industry partners) provide on-time supply support for all AF systems. Heaviest OO-ALC workloads support the F-16, mature & proven aircraft systems, space & C³I systems, munitions, and ICBMs.

Purchasing and Supply Chain Management:

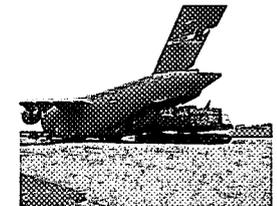
- Supports 9 complete weapon systems supply chains – manages over 40,000 items
- Overseas over \$1 Billion in MSD cost authority

Readiness.....1,065 personnel directly support AF combat readiness.



Over the past 2 years 4,600 Team Hill personnel deployed supporting exercises as well as OEF, OIF, and other contingencies as

part of Air Expeditionary Force rotations. The Hill AFB deployment machine has also processed 1,200 personnel from other services as they've headed out to defend our freedom. In addition, our two munitions squadrons have stored, maintained, prepared, and shipped over 10,500 tons of munitions to war fighters across the globe.



Readiness:

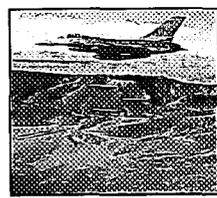
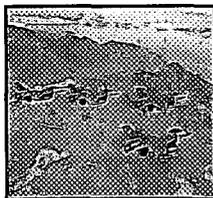
- Total sorties – over 71K
- Processed 4,216 personnel for deployment in FY04
- 4,810 Unit Type Codes (UTC)
- 7,000 tons of ammunition for Enduring Freedom, Iraqi Freedom and all other contingencies

Support.....over 23,700 people come to work on Hill AFB every day. We have 1,140 family housing units, 13,500 ft runway, 14.2 million square feet of facilities, and 6,800+ acres of land on the main base. Various support personnel are critical enablers of enterprise success and operation of this multifaceted installation.

War Fighters

388 FW: The 388th Fighter Wing operates and maintains the world's largest Low Altitude Navigation and Targeting Infrared for Night F-16 Wing with more than 70 LANTIRN-capable F-16's and air control equipment. The wing's three fighter squadrons are the 4 FS "Fightin' Fuijins," the 34 FS "Rams" and the 421 FS "Black Widows". The 388th Aircraft Maintenance, Operations Support, Equipment Maintenance, Component Maintenance, and Maintenance Operations Squadrons provide maintenance, logistics and other support capabilities for the Wing to operate successfully. The 729th Air Control Squadron provides a rapidly deployable Control and Reporting Center to the Joint Force Air Component Commander. The 388th RANS operates and maintains the Utah Test and Training Range, one of the largest rages in the continental United States.

419 FW: The 419th Fighter Wing's 466 FS flies SADL equipped F-16CG fighters that employ the revolutionary LITENING AT targeting pod. The 419th also provides approximately 1,000 airmen for the worldwide expeditionary combat support capability in communications, civil engineer, aerial port, security forces, logistics, and other support functions.



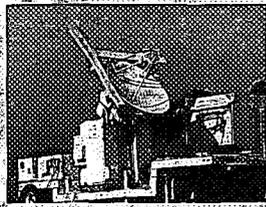
Associate Units

DLA: Defense Logistics Agency's presence at Hill is a critical support function for depot maintenance and supply chain operations. Primary distribution support to the Ogden ALC is provided for the Minuteman and Peacekeeper; the F-16, A-10, and the C-130. Another major mission performed by DLA is the assembly of the Army's Deployable Medical System or DEPMEDS.

DISA: Defense Information Systems Agency's DECC, (Defense Enterprise Computing Center) is one of the largest state-of-the-art computer centers and a prime supplier of computer services for the ALC. DECC runs over 200 applications for 100,000 users in the western US and Pacific including the Distribution Standard System for all western region service depots.

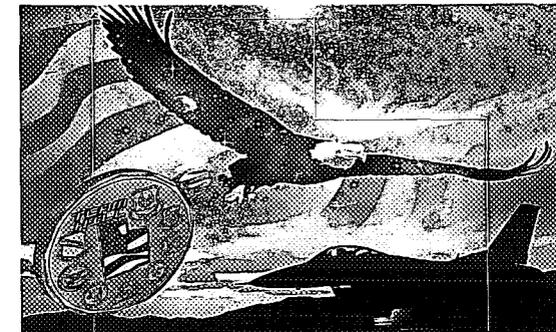
UTAH TEST & TRAINING RANGE

- 1.8 Million acres
- 12,574 Sq Miles Airspace
- Test, Training & Mxs Roles
 - Fully Instrumented
 - 15,000+ Sorties in FY04
 - Only Cruise Missile Range
 - Only Large Missile Motor & Weapons Test Range
 - Primary WSEP Air-to-Ground Test Range




Hill Air Force base Welcomes

The Base Realignment & Closure Commissioners



Hill Air Force Base is an AFMC base located in northern Utah. Hill is home to many operational and support missions, with the Ogden Air Logistics Center's (OO-ALC) 75th Air Base Wing serving as the host organization. The center provides worldwide sustainment for various weapon systems including the F-16, A-10, T-37 & T-38 aircraft as well as Minuteman III and Peacekeeper ICBMs.

The center is responsible for Air Force-wide item management, depot-level overhaul and repair for all types of landing gear, aircraft wheels, brakes and tires. All conventional air munitions, solid propellants and explosive devices used throughout the Air Force are managed at Hill AFB. A full range of sustainment and logistics support is also provided for Space & C3I systems, aircraft and missile crew training devices, and secondary power systems. We are the Air Force Center of Industrial and Technical Excellence for low-observable composite materials supporting the B-2 and F/A-22, paving the way for tomorrow's systems.

Hill AFB is home to the 388th (ACC) and 419th (AFRC) Fighter Wings, both flying the F-16 Fighting Falcon. These war fighters combine with the 75 ABW to support all 10 AEF rotations, making Hill the busiest deployment location in AFMC.