

eration because of a requirement for Peacekeeper missiles beyond the period under which Commission actions would be taken, and because of the Strategic Arms Reduction Treaty (START) treaty implications of directing realignment of the only Peacekeeper missile base. In addition, the Commission agreed with the Commander-in-Chief of United States Strategic Command that retention of the Malmstrom AFB missile field was militarily important because of the presence of 50 additional Minuteman silos. Thus, retention of the Malmstrom AFB missile field took precedence over the economies associated with closing Malmstrom AFB and retaining a multi-mission base at Grand Forks AFB. At the time the recommendation was received from DoD, there was uncertainty about whether there were possible treaty implications for the Grand Forks antiballistic missile (ABM) system and ballistic missile defense that would preclude inactivation of the Grand Forks AFB Minuteman field. On May 9, 1995, the Commission received a letter from the Deputy Secretary of Defense stating that representatives of DoD, the Joint Chiefs of Staff, the State Department, the Arms Control and Disarmament Agency, and the National Security Council Staff had determined that ABM treaty considerations would not preclude inactivation of the Grand Forks AFB Minuteman field. The letter also stated: "Realignment of Minot AFB and inactivation of the 91st Missile Group is no longer a necessary alternative." Subsequent correspondence with DoD confirmed that inactivation of the Grand Forks AFB Minuteman field would not affect the right to retain an ABM deployment area at Grand Forks and would not require demolition of the existing ABM facilities. DoD, however, reiterated the fact that it could be necessary to leave a small number of empty Minuteman silos in place at Grand Forks AFB. Finally, the Commission found DoD included a one-time cost of \$5.5 million for housing demolition at Grand Forks AFB, thereby increasing recurring savings by \$3.7 million annually. This appeared to be a sound investment strategy that produced substantial savings over time, but was not necessitated by a decision to realign Grand Forks AFB. Consequently, the costs and savings associated with this action were removed from the decision COBRA.

Commission Recommendation

The Commission finds the Secretary of Defense deviated substantially from the force-structure

plan and final criterion 1. Therefore, the Commission recommends the following: realign Grand Forks Air Force Base. The 321st Missile Group will inactivate and Minuteman III missiles will relocate to Malmstrom AFB, Montana, be maintained at depot facilities, or be retired. A small number of silo launchers at Grand Forks AFB may be retained if required. The 319th Air Refueling Wing will remain in place. All activities and facilities at the base associated with the 319th Air Refueling Wing, including family housing, the hospital, commissary, and base exchange will remain open.

Springfield-Beckley Municipal Airport Air Guard Station, Ohio

Category: Air National Guard

Mission: Power Projection and Combat

Communications

One-time Cost: None

Savings: 1996-2001: None

Annual: None

Return on Investment: None

FINAL ACTION: Remain Open

Secretary of Defense Recommendation

Close Springfield-Beckley Municipal Airport Air Guard Station (AGS) and relocate the 178th Fighter Group (ANG), the 251st Combat Communications Group (ANG), and the 269th Combat Communications Squadron (ANG) to Wright-Patterson AFB, Ohio.

Secretary of Defense Justification

The 178th Fighter Group provides crash, fire and rescue, security police, and other base operating support services for ANG activities at Springfield-Beckley Municipal Airport. By relocating to Wright-Patterson AFB, significant manpower and other savings will be realized by avoiding some of the costs associated with the installation.

Community Concerns

The community maintains that the quality of facilities and operating environment at Springfield-Beckley Municipal Airport are superior to those at Wright-Patterson AFB. The community is also concerned about the Air National Guard/State share of base operating support costs at Wright Patterson AFB. Community officials assert that the savings associated with the proposed relocation are overstated because the Air Force analysis did not include all costs that would be incurred by

basing the unit at Wright-Patterson AFB. The community is concerned about the continued existence of the Springfield-Beckley Municipal Airport if the Guard unit leaves, as a significant portion of airport revenues will be lost. The community is also concerned about the economic impact on the community if the station closes.

Commission Findings

The Commission found the extended return on investment and the inadequacy of facilities at Wright-Patterson AFB did not justify relocating the unit from its current location. Further, the Commission found the facilities and basing arrangement at Springfield-Beckley ideal for meeting the needs of the Air National Guard units. The Commission found the small savings generated by closure of the Springfield-Beckley facilities did not justify their closure and potential degradation to the units.

Commission Recommendation

The Commission finds the Secretary of Defense deviated substantially from final criteria 4 and 5. Therefore, the Commission recommends the following: Springfield-Beckley Municipal Airport Air Guard Station will remain open. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

Greater Pittsburgh IAP Air Reserve Station, Pennsylvania

Category: Air Force Reserve

Mission: Tactical Airlift

One-time Cost: None

Savings: 1996-2001: None

Annual: None

Return on Investment: None

FINAL ACTION: Remain Open

Secretary of Defense Recommendation

Close Greater Pittsburgh IAP Air Reserve Station (ARS). The 911th Airlift Wing will inactivate and its C-130 aircraft will be distributed to Air Force Reserve C-130 units at Dobbins ARB, Georgia, and Peterson AFB, Colorado.

Secretary of Defense Justification

The Air Force Reserve has more C-130 operating locations than necessary to effectively support the Reserve C-130 aircraft in the Department of Defense (DoD) Force Structure Plan. Although Greater

Pittsburgh ARS is effective at supporting its mission, its evaluation overall under the eight criteria supports its closure. Its operating costs are the greatest among Air Force Reserve C-130 operations at civilian airfields. In addition, its location near a number of AFRES and Air National Guard units provides opportunities for its personnel to transfer and continue their service without extended travel.

Community Concerns

The community believes the cost analysis of the air reserve stations in this category was faulty. Specifically, the base operating support cost experienced by one Air Force Reserve C-130 base was used as the cost for two other air reserve locations, as well as Pittsburgh IAP Air Reserve Station, resulting in false savings and cost information. Further, the community argues the Air Force did not consider the 30 acres of additional aircraft parking apron currently being used under a memorandum of agreement with Allegheny County. The community disagrees with the Air Force color code ranking for the airfield evaluation, facilities condition, and air quality and maintains that higher ranking in accordance with real conditions would enhance military value.

Commission Findings

The Commission found the costs to operate Pittsburgh International Airport (IAP) Air Reserve Station (ARS) and two other Air Force Reserve C-130 locations were inaccurate. With corrected data applied to the COBRA model, the Commission found Pittsburgh was one of the least costly installations to operate. The Air Force indicated they had received the offer of additional acreage at Pittsburgh IAP ARS, but determined it was inappropriate to act on the offer pending the outcome of the base closure process. Review of the November 1994 Airfield Pavement Evaluation substantiated the community's assertions the airfield can accommodate all types of aircraft. Information submitted by the community demonstrates Allegheny County Bureau of Environmental Quality has applied to the US Environmental Protection Agency for air quality redesignation to attainment, having met air quality standards during 1991-93. The Commission found that the low operating costs and expansion opportunities were not fully considered by the Air Force.

Commission Recommendation

The Commission finds the Secretary of Defense deviated substantially from final criteria 4 and 5.

S-13

109% strength

F-16 FTU

35-45 students / yr

98% grad rate

433 FT employees

Produce new combat ready pilots 16 days less than USAF

FTU evaluated as a GP unit

Bad data on parking spots

97% on-time grad.

Hgr Spare, Classroom Spare, Parent strength

~~291 jobs lost~~ ~~Act 150~~

~~Hal Inn Downtown - (close)~~
~~West of town~~

~~DCA to OH to WV to DCA~~

~~12 JUN~~

~~Dep DCA 1659~~
~~Arr CMH 2050~~

~~Ren Columbus~~

14 ~~13~~ JUN

~~Drive to Mansfield~~
~~Meet 0900~~ 0800
~~Drive to Springfield~~
~~Meet 1400~~
~~Drive to [del]~~

2 hrs

1040 Les: Mike Roberts (Springfield)
(937) 327 2237

13 ~~14~~ JUN

~~Meet 0930~~

Dept CRW 1502
Arriv DCA 1917

~~WVA~~

Reunite a joker

Maint Les Inn
304 345 4200
N Gate Bus Pk

Col Tim Fry 341-6131
(304)

Col Jerry Gouhin VWC

(304) 553-1260 cell

Talked to...

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419 295 7117

Col Waldron Vice
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Mansfield

Col Mark Stephens
179 Av 419-520-6179
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Mansfield 44903-0179
419 520 6100

Col Springfield
Lohnes WC ✓
173 FW * Col Mike Roberts VWC
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Springfield 45502-8784
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Charlie West

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Charler WV 25311-5002
~~304-341-6350~~
800 228 1205