



**TENNESSEE AIR NATIONAL GUARD  
118<sup>TH</sup> AIRLIFT WING  
240 KNAPP BOULEVARD  
NASHVILLE, TENNESSEE 37217-2**

11 July 2005

Base Closure and Realignment Commission  
Mr. Brad McRee, Senior Analyst  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Mr. McRee,

Nashville IAP AGS respectfully submits revised data to properly reflect this installation's current capabilities for the following questions originally submitted in AF widget:

Attachment 1. Runway

- a. Section 1 Air/Space Operations, Question 9 Runways
- b. Section 37 Airfield Pavements, Question 1235 Airfield Pavements – Runway

Attachment 2. Hangar Capacity

- a. Section 28 Real Property, Question 19 Hangars, Maintenance Facilities, and Nose Docks

Attachment 3. Fuel Capacity

- a. Section 15 Fuels, Question 662 Issues of Class III Bulk POL

Attachment 4. Apron

- a. Section 28 Real Property, Question 8 Ramp/Apron Space

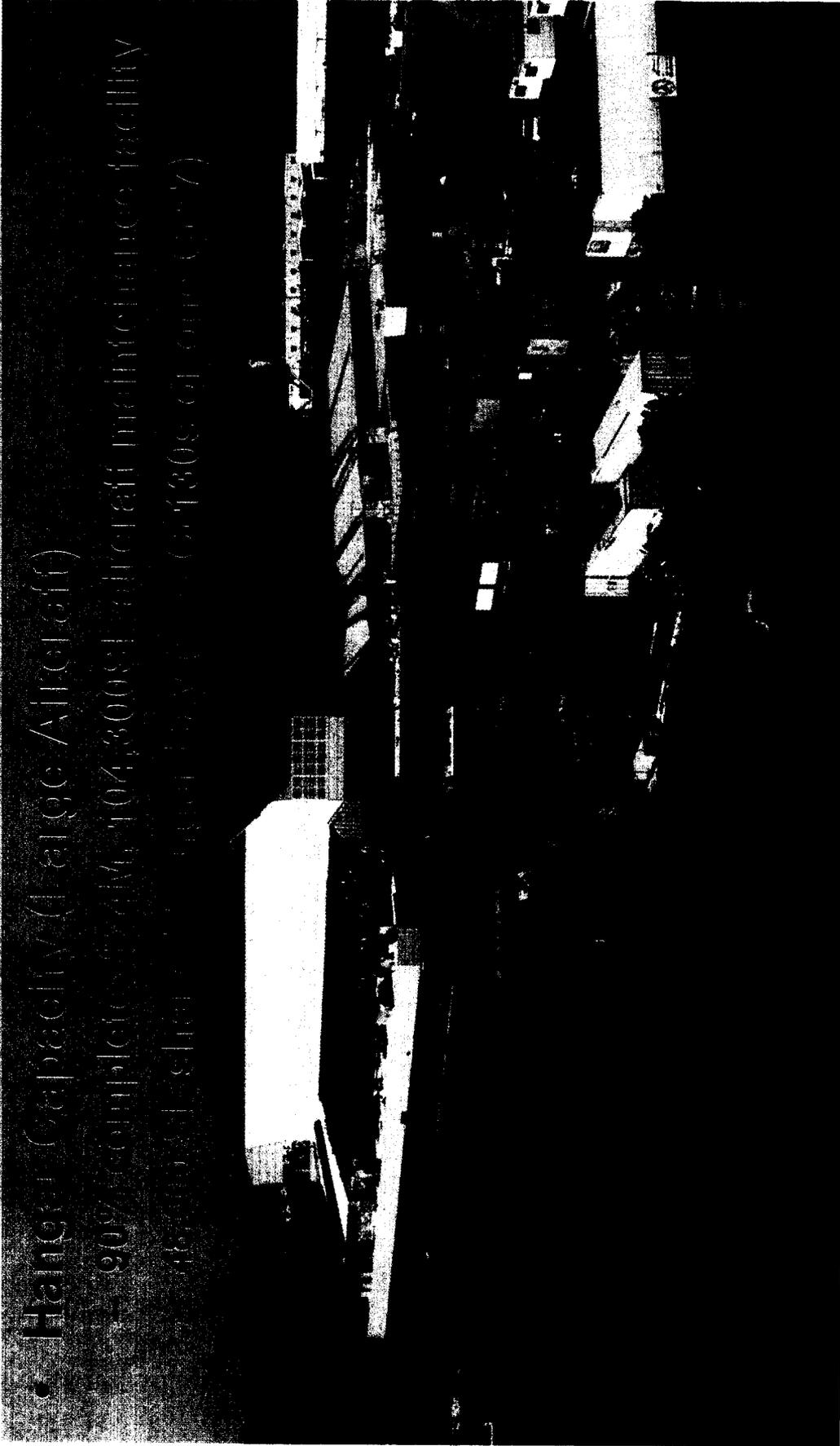
In Widget our Nashville International Airport Air Guard Station is 161. Each attachment shows the original data and any changes in yellow. Backup documentation for each revision is also provided. With respect to revised data on runways, hangar capacity, and fuel capacity, our mission capability index (MCI) and respective overall military value would increase by approximately 9.13 points. A listing of those mission capability indexes and how they were calculated and revised is included within each attachment.

I certify that the revised data presented herein is true and accurate and reflects the current capabilities of the 118<sup>th</sup> Airlift Wing

Craig S. Bradford, Major, TNANG  
Base Civil Engineer



# 118th Maintenance Complex



• Hangar Capacity (Large Aircraft)

• 809 completed sq ft, 104,300 sq ft aircraft maintenance facility

• 46,000 sq ft aircraft support facility (ASO) of one (1) bldg

Nashville, TN June 28

118th Av  
- 240 Knapp Blvd  
Nashville, TN 37217  
615-399-~~5807~~  
~~555~~

615-313-3001

MG Gus Hargett

WC Col

Harris

BG Wm Cotney ~~Wm~~

June 28

~~1000~~

~~1000~~

1000

~~1000~~

~~BA~~  
~~AMS~~

~~Wm Cotney~~

[

~~615-313-3012~~ ofc  
cell 615 566 1860

B Amy AMS Cotney's daughter

Wing CC

# USAF BRAC 2005 Base MCI Score Sheets

## Base Score Sheet for Nashville IAP AGS MCI: Airlift

(The questions that lost the most points are at the top of the list.)

### Max Points

This is the maximum number of points this formula can contribute to the overall MCI score.

### Earned Points

This is the number of points this formula did contribute to the overall MCI score for this base.

### Lost Points

The difference between Max Points and Earned Points.

### Running Score from 100

The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

<u>Formula</u>	<u>Max Points</u>	<u>Earned Points</u>	<u>Lost Points</u>	<u>Running Score from 100</u>
1235.00 Installation Pavements Quality	11.95	0.00	11.95	88.05
1246.00 Proximity to Low Level Routes Supporting Mission	13.98	2.81	11.17	76.88
1248.00 Proximity to DZ/LZ	14.72	6.73	7.99	68.89
8.00 Ramp Area and Serviceability	5.98	0.00	5.98	62.91
1249.00 Airspace Attributes of DZ/LZ	8.30	3.34	4.96	57.95
1.00 Fuel Hydrant Systems Support Mission Growth	4.32	0.00	4.32	53.63
1273.00 Aerial Port Proximity	8.10	4.05	4.05	49.58
19.00 Hangar Capability - Large Aircraft	3.32	0.85	2.47	47.11
1214.00 Fuel Dispensing Rate to Support Mobility and Surge	2.20	0.05	2.15	44.96
1205.10 Buildable Acres for Industrial Operations Growth	1.96	0.00	1.96	43.00
1205.20 Buildable Acres for Air Operations Growth	1.96	0.00	1.96	41.04
1271.00 Prevailing Installation Weather Conditions	3.22	2.83	0.39	40.65
1207.00 Level of Mission Encroachment	1.66	1.29	0.37	40.28
1402.00 BAH Rate	0.88	0.56	0.32	39.96
1250.00 Area Cost Factor	1.25	1.07	0.18	39.78
1269.00 Utilities cost rating (U3C)	0.13	0.08	0.04	39.74
9.00 Runway Dimension and Serviceability	5.98	5.98	0.00	39.74
213.00 Attainment / Emission Budget Growth Allowance	1.68	1.68	0.00	39.74
1241.00 Ability to Support Large-Scale Mobility Deployment	2.20	2.20	0.00	39.74
1242.00 ATC Restrictions to Operations	5.98	5.98	0.00	39.74
1403.00 GS Locality Pay Rate	0.25	0.25	0.00	39.74

FAX COVER SHEET

TO: GUEST JAMES BILBRAY ARRIVING JUNE 27, 2005

FROM: BRAD McREE

(SIX PAGES FOLLOW)

NOTE: I WILL PICK YOU UP AT 0930 ON JUNE 28 AND TAKE YOU TO THE AIR TERMINAL AT THE CONCLUSION OF OUR MEETING.

MY #: 865-742-7643

## Nashville International Airport Air Guard Station, TN

**Recommendation:** Realign Nashville International Airport (IAP) Air Guard Station (AGS). This recommendation distributes the C-130H aircraft of the 118th Airlift Wing (ANG) to the 182d Airlift Wing (ANG), Greater Peoria Airport AGS, Illinois (four aircraft) and the 123d Airlift Wing (ANG), Louisville IAP AGS, Kentucky (four aircraft). Flying related ECS (aerial port and fire fighters) moves to Memphis IAP AGS. The Aeromedical Squadron from Nashville moves to Carswell ARS. Other ECS remains in place at Nashville.

**Justification:** Nashville (104) had a low military value ranking and was near other ANG bases keeping or gaining aircraft. Military judgment was the predominant factor in this recommendation--this realignment creates two right-sized squadrons, Peoria (127) and Louisville (79) from three undersized squadrons and retains experienced ANG personnel.

**Payback:** The total estimated one-time cost to the Department of Defense to implement this recommendation is \$25 million. The net of all costs and savings to the Department during the implementation period is a cost of \$17 million. Annual recurring savings after implementation are \$14 million, with payback expected in two years. The net present value of the cost and savings to the Department over 20 years is a savings of \$120 million.

**Economic Impact on Communities:** Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 328 jobs (191 direct jobs and 137 indirect jobs) over the 2006-2011 period in the Nashville 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; waste management; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; threatened and endangered species or critical habitat; or water resources. Impacts of costs include \$147 thousand 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.

## **Notes on Nashville, TN**

### **Berry Field National Guard Base Nashville International Airport**

The former Berry Field is now Nashville International Airport (BNA). The southern end of the field is home to a Tennessee Air National Guard airlift wing. The field was used by Air Transport Command during W.W.II, then Air Defense Command briefly in the early 1950s. It has been home to the Air National Guard since 1952. Berry Field remains the name of the Tennessee Air National Guard complex at Nashville International Airport.

In 1935, then Nashville Mayor Hillary Howse appointed a Citizens Committee to select a site for an airport in Nashville. After months of research, the area chosen was a 340-acre site comprised of four adjoining farms located along the Dixie Highway (now Murfreesboro Road). Constructed as a Works Progress Administration project, the airport was dedicated in 1936, and officially opened in June of 1937. It was named Berry Field in honor of Colonel Harry S. Berry, State Administrator of the Works Progress Administration (WPA). So the three letter identifier, "BNA" stands for Berry Field NASHville.

Berry Field became the military base for the 4th Ferrying Command during World War II. The federal government added additional acreage for its military operations and in 1946, after the war ended, the military returned a 1,500 acre airport to the City of Nashville.

In 1977, the airport consisted of 3,300 acres with three runways. In 1987 the airport dedicated the new 750,000 sq. ft. passenger terminal. Major construction began on the new parallel runway east of Donelson Pike in February 1988. It connected to the existing runways by a taxiway bridge spanning Donelson Pike. The airport's name was changed to Nashville International Airport in 1988 to reflect present and future international air service goals.

In 2000 full Senate approved the Military Construction Appropriations bill for fiscal year 2001, which included \$800,000 to begin construction on a Composite Aircraft Maintenance Complex for the Tennessee Air National Guard at the Berry Field National Guard Base in Nashville. The 118th Airlift Wing Maintenance Squadron is housed in a variety of substandard buildings, some of which are more than 40 years old. The existing facilities hinder the unit's combat readiness and jeopardize aircraft safety. This inadequate facility made moving airplanes into hangars is difficult and increases repair time for on damaged aircraft. Renovations to the existing facilities used by the 118th Airlift Wing will improve its military readiness as well as aircraft safety.

### **"The Old Hickory Squadron"**

Roots of the 105<sup>th</sup> Airlift Squadron (105AS) and the 118<sup>th</sup> Airlift Wing (118AW) reach to W.W.I. when the 105<sup>th</sup> Aero Squadron of the American Expeditionary Force was formed at Kelly Field, Texas in 1917. After the war, in 1919, veterans of the 105<sup>th</sup> Aero Squadron residing in the Nashville area gathered for the purpose of organizing an air element of the Tennessee National Guard.

On December 4, 1921, the unit received "Federal Recognition" and was designated the 136<sup>th</sup> Observation Squadron, and assigned to the U.S. Army's 30th "Old Hickory" Division. Subsequently

dubbed the "Old Hickory" Squadron, our squadron insignia still includes a figure of Andrew Jackson "Old Hickory" on horseback. In March 1922, our squadron received our first four Curtiss JN-6HG airplanes, nicknamed the "Jenny." We would eventually receive eight of these "Jennys" and one lone DeHavilland DH-4B airplane, nicknamed the "Flaming Coffin." Later on 20 July 1923, our squadron was changed from the 136th to the 105th Observation Squadron.

In the next fifteen years, the Squadron developed strength and stature in Nashville, along with receiving more reliable O-2 Observation airplanes in 1926. Beginning in 1927, flying operations began at our second airfield McConnell Field. McConnell Field, located west of downtown Nashville, was named after 1Lt. Frank B. "Brower" McConnell, a squadron pilot killed during an airplane accident on maneuvers at Langley Field, Virginia.

The years 1928-1938 were characterized by frequent changes in assigned aircraft and the unit would actually be disbanded for a few months from late 1930 to early 1931 due to politics. The unit would fly the Curtiss O-11 Falcon and O-17 in 1928, then the Douglas O-38 in 1931 and Douglas O-25 in 1935 and later the North American O-47 aircraft in 1938. The O-47 was our unit's first operational single wing aircraft.

In 1931, the unit moved to Sky Harbor Airport, near Murfreesboro, where it could share hanger space with Interstate Airways, later American Airways (now American Airlines).

In 1935, construction began for an airport in Nashville. After months of research, the area chosen was a 340-acre site comprised of four adjoining farms located along the Dixie Highway (now Murfreesboro Road). Constructed began in 1935, the airport was dedicated in 1936, and officially opened in 1937.

The new airport was named Berry Field in honor of Colonel Harry S. Berry, State Administrator of the Works Progress Administration (WPA). The three-letter identifier: "BNA" stands for Berry Field Nashville. Berry Field became a military base for the 4th Ferrying Command during World War II. The military added additional acreage for its operations and in 1946, after the war; returned the 1,500-acre airport to the City of Nashville.

By 1938, the squadron had completed its move to Berry Field. The unit formerly occupied Hangers #1, #2, and #4 between Hanger Lane and present taxiway T4. The southeastern end of the airport still shows remnants of the original Berry Field. The field was used by the Air Transport Command during World War II (W.W.II), then later by the Air Defense Command briefly in the early 1950s. The unit moved to its present facilities on Knapp Blvd. in 1952. Berry Field remains the name of the ANG complex at Nashville IAP.

In 1940, after summer maneuvers in Louisiana, the squadron was called to active duty. It was sent to Ft. Jackson, SC, assigned to the newly organized 65<sup>th</sup> Observation Group, which was equipped with O-52 "Owl" aircraft. Members of the 105<sup>th</sup> became a ready source of trained personnel and seasoned pilots as our nation entered World War II.

Members of the 105<sup>th</sup> were to make history around the globe flying a variety of missions: Observation, antisubmarine patrol, reconnaissance and bombardment. They found themselves switching organizations frequently and flying different aircraft as follows; the twin engine Martin B-10 Bomber, the Vega Ventura B-34, and the North American B-25G Mitchell Bomber. From 1943 to 1945, the men from the 105th performed with distinction in the Pacific Campaign and flew over 100 combat missions flying the B-25G "Mitchell" Bomber against Japanese targets. During the course of the war, we were re-designated the 820 Bomb Squadron and assigned to the 41st Bomb Group, 7th Air Force.

After the war, the Tennessee Guardsman returned to Nashville and the famed 105th was reactivated, reorganized under state control, and granted federal recognition. In 1947, the 118<sup>th</sup> Fighter Group and the 105<sup>th</sup> Fighter Squadron were federally reorganized with the 105<sup>th</sup> Fighter Squadron assigned to the 118<sup>th</sup> Fighter Group flying the Republic P-47 "Thunderbolt", a high speed World War II fighter. By 1947, the 105<sup>th</sup> had received 25 of the P-47's and additional support aircraft.

In 1950, the 118<sup>th</sup> Composite Wing was re-designated 118<sup>th</sup> Composite Wing and in 1951 the 118<sup>th</sup> Composite Wing, 118<sup>th</sup> Composite Group and 105<sup>th</sup> Fighter Squadron were redesignated the 118<sup>th</sup> Tactical Reconnaissance Wing (TRW), Group and Squadron respectively.

The 118<sup>th</sup> TRW was activated for federal service again in 1950. It was re-designated as the 105<sup>th</sup> Fighter Interceptor Squadron and was activated in place in early 1951. While on active duty, it operated two geographically separated units; Detachment 1 flying P-47 Thunderbolt aircraft, from McGhee-Tyson Airport at Knoxville, TN, providing air defense for the Atomic Energy Commission at Oak Ridge, and Detachment 2 was the 467<sup>th</sup> Ground Observer Squadron, Smyrna, TN.

In late 1952, the Wing was release from active duty and early 1953 reformed in Nashville as Headquarters, 118th Tactical Reconnaissance Wing and consisted of the 105th Squadron, and units at Memphis, Little Rock and Fort Smith, all flying North American P-51 Mustangs from 1953 to 1955. The units flew the Lockheed RF-80C Shooting Star from 1955 -1956, and the Republic RF-84F Thunderflash from 1956 to 1961.

In 1961 the wing converted to the airlift mission flying the Boeing C-97G "Stratofreighter." In 1966 MATS was renamed Military Airlift Command (MAC). As a result, the 118<sup>th</sup> Air Transport Wing, Group and Squadron were redesignated 118<sup>th</sup> Military Airlift Wing, Group and Squadron respectively. Six years later the 118th MAW converted to the Douglas C-124C "Globemaster II" transport and received the first of eight of the aircraft in 1967.

In 1971, the Wing converted to the Lockheed C-130A Hercules and became the 118<sup>th</sup> Tactical Airlift Wing. In 1978 the Wing was recognized for its achievements and was awarded the Air Force Outstanding Unit Award. In 1979, the Wing was enlarged from eight to sixteen C-130A Aircraft.

In 1989, it had been ten years since the unit had acquired the C-130 airframe while supporting a worldwide tactical airlift mission. Participation in exercises such as Brave Shield, Brim Frost and Red Flag were accomplished with some of the oldest aircraft in the inventory (A models were built from 1954 to 1957). Rotations to Panama in support of Operation Volant Oak beginning in 1977 had become routine.

1990 was the start of another conversion process. The 118<sup>th</sup> received a total of sixteen new C-130H aircraft from Lockheed, replacing the 30 year-old A-models. But, the Iraqi invasion of Kuwait in 1990 was to place the largest demand upon 118<sup>th</sup> personnel in almost 40 years. The Wing mobilized 462 personnel during 21 deployments for Operation Desert Shield / Desert Storm in southwest Asia and flew a record 7239 flying hours.

In 1992, Military Airlift Command (MAC) reorganized as Air Mobility Command (AMC). The 118<sup>th</sup> Tactical Airlift Wing became the 118<sup>th</sup> Airlift Wing. With sixteen C-130H aircraft and 1406 authorized personnel at Nashville, the 118th Airlift Wing was one of the largest flying units in the Air National Guard at that time.

Following "September 11<sup>th</sup>", our Operational Tempo skyrocketed. Over one-third of the Wing was activated for one year or more to supporting the National Homeland Security Plan (Operation Noble Eagle), which included deploying aircraft and personnel to bases inside the United States for several months, then assigned a home station alert mission. Shortly after the Wing completed the Noble Eagle mission, the Wing was selected to deploy to Southwest Asia in support CENTCOM Operations.

In 2003, the 118<sup>th</sup> deployed ten C-130's and over 320 personnel to the Middle East in direct support of combat operations at the beginning of Operation Iraqi Freedom. While living in austere conditions in tents, enduring the desert heat and sand storms, the men & women of the 118<sup>th</sup> supported combat operations into and out of Baghdad and surrounding areas of Iraq. The 118<sup>th</sup> was the lead wing in establishing a bare base in support of the largest contingent of C-130's ever based in a combat environment, over 46 C-130's located at a single base. The unit supported CENTCOM at various locations in Iraq, Kuwait, Oman and Saudi Arabia. The unit returned home at different times in late 2003 as U.S. forces were drawn down and rotated to meet the changing requirements. In late 2003, the Wing again deployed to Uzbekistan supporting Operating Enduring Freedom in Afghanistan. The Wing is now scheduled to support Operation Joint Forge in the near future.

Since being assigned a transport mission in 1961, we have flown the C-97, C-124, C-130A and C-130H over 200,000 hours and millions of miles of international, as well as stateside, missions in direct support of U.S. Military missions. From 1961 to 1991, the Wing provided airlift support for the

Berlin Airlift and Cuban Missile crises, national and state civil disturbances, Vietnam Conflict, Red Flag, Brave Shield, Volant Oak and Coronet Oak, Desert Shield, and Desert Storm. Since 1991, the 118th Airlift Wing has participated in:

Operation Volant & Coronet Oak- airlift support for SOUTHCOM in Central & South America;  
Operation Brim Frost- airlift support to Alaska in 1985, 1987, 1989;  
Operation Artic Warrior- airlift support to Alaska, early 1990's;  
Operation Amalgam Warrior- airlift support to Alaska, late 1990's;  
Operation Amalgam Virgo- airlift support to Alaska, late 1990's;  
Operation Creek Resolve: airlift support in Turkey,  
Operation Desert Shield / Storm- deployments of Forces in support of CENTCOM in Southwest Asia;  
Operation Distant Haven- humanitarian operations for Haitian refugees in Surinam;  
Operation Provide Relief- humanitarian airlift into Somalia;  
Operation Provide Promise- airlift into Sarajevo and airdrops over Bosnia;  
Operation Support Hope- humanitarian operations in or near Rwanda;  
Operation Uphold Democracy- supporting military forces in Haiti;  
Operation Southern Watch- enforcing the no-fly zone over southern Iraq;  
Operation Joint Guard- supporting peacekeeping operations in Yugoslavia;  
Operation Joint Endeavor- supporting peacekeeping operations in Bosnia;  
Operation Noble Eagle- supporting the National Homeland Security Plan;  
Operation Enduring Freedom- deployments of Forces in support of CENTCOM;  
Operation Iraqi Freedom- continued deployments of our forces in support of CENTCOM operations in Iraq.

Rev: 31 Jan 2005; tjc.

**118th Airlift Wing [118th AW]  
105th Airlift Squadron [105th AS]**

The 105th Airlift Squadron traces its origins to the 105th Aero Squadron of the American Expeditionary Force which was formed at Kelly Field, Texas in 1917.

On October 1, 1920, Adjutant General Baxter Sweeney gave formal recognition to the First Squadron, Air Service, Tennessee National Guard. Tennessee's unit was the first in the entire South. Only two similar units existed in the country at the time, one in California and one in New York.

Veterans began recruiting efforts and conducting drills (without pay). They raised funds (\$3,000) and H.O. Blackwood donated a farm adjacent to Andrew Jackson's Hermitage. The farm was converted to a 100 acre flying site complete with a WWI hangar moved from Memphis and was known as Blackwood Field. On December 4, 1921, the unit received federal recognition and was designated the 136th Air Observation Squadron, flying four new Curtiss JN-6HG "Jennys" and one DH-4B DeHavilland aircraft.

On July 20, 1923, the 136th Observation Squadron was redesignated as the 105th Observation Squadron. In the next fifteen years the Squadron developed strength and stature. It received 0-2 observation airplanes in 1926.

Beginning November 29, 1927, it occupied McConnell Field, west of downtown Nashville, named after Lt. Brewer McConnell who was killed in a training accident. The old McConnell field is the current home of Nashville's McCabe Municipal Golf Course. The years 1928 - 1938 were characterized by frequent changes in assigned aircraft. The 0-

11 Falcon and O-17 aircraft were received in 1928, O-38 aircraft in 1931, O-25 aircraft in 1935 and O-47 aircraft in 1938.

On November 25, 1930, the 105th Observation Squadron was disbanded and the aircraft and equipment were moved to Memphis Municipal Airport, Memphis, TN. This was necessary in order to comply with the requirement by the Militia Bureau for National Guard air units to operate from an A-1 airport. At the time there were only two such airports in the state, Sky Harbor, near Murfreesboro, and Memphis Municipal. The squadron had been using Sky Harbor on a temporary basis for some months, but its distance from Nashville made it a less desirable National Guard port. Memphis did not have facilities at the time of the squadron's transfer and the program for supplying them faltered.

On March 23, 1931 the squadron transferred back to Nashville, at Sky Harbor, where it could share hangar space with American Airways (now American Airlines). After relocation to Sky Harbor, the Militia Bureau accepted the recommendations of the inspecting officers and again extended federal recognition to the squadron April 10, 1931.

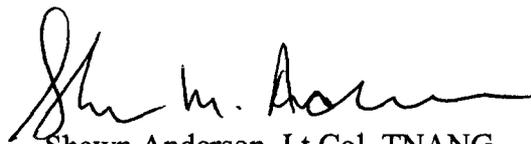
Finally, on January 1, 1938, the squadron completed its move to its present home on a tract of land purchased by the City of Nashville. With financial assistance from the state and the Works Progress Administration (WPA), a modern airport was constructed and named Berry Field after WPA Administrator Colonel Harry S. Berry, who directed the airport construction. Today this site is known as the Nashville International Airport.

In September of 1940, after summer maneuvers in Louisiana, the squadron was called to active duty. It was sent to Ft. Jackson, SC, and assigned to the newly organized 65th Observation Group which was equipped with O-52 aircraft. Members of the 105th became a ready source of trained personnel and seasoned pilots as our nation entered World War II. The 105th was inactivated October 18, 1942, but its personnel and aircraft were absorbed into the 521st Bombardment Squadron (Heavy). Then on November 29, 1942, this organization was redesignated the 16th Antisubmarine Squadron. On April 9, 1943, the 105th Observation Squadron (Inactive) was redesignated the 105th Reconnaissance Squadron (Bombardment). The 16th Antisubmarine Squadron was redesignated the 820th Bombardment Squadron (Medium) on September 24, 1943.

Members of the 105th flew a variety of missions - observation, antisubmarine patrol, reconnaissance and bombardment. They found themselves switching organizations frequently and flying different aircraft as follows; the twin engine Martin B-10 Bomber, the Vega Ventura B-34, the B-25G Mitchell Bomber, and the four engine B-24J Liberator Bomber.

In June of 1945, the 105th Reconnaissance Squadron (B) was reconstituted on the inactive list. May 24, 1946, the squadron was reorganized at Berry Field and assigned to the 54th Fighter Wing, 14th Air Force. November 26, 1946, the 105th Reconnaissance Squadron (B) was redesignated the 105th Fighter Squadron. February 3, 1947, the 118th Fighter Group and the 105th Fighter Squadron were federally recognized with the 105th Fighter Squadron assigned to the 118th Fighter Group flying the P-47 "Thunderbolt" aircraft. The squadron converted to the C-130A Hercules aircraft in March of 1971, and in 1990, to the C-130H2 aircraft.

I certify that the revised data presented herein is true and accurate and reflects the current capabilities of the 118<sup>th</sup> Airlift Wing



Shawn Anderson, Lt Col, TNANG  
Base Trusted Agent

I certify that the revised data presented herein is true and accurate and reflects the current capabilities of the 118<sup>th</sup> Airlift Wing



Elwyn R Harris, Jr., Col, TNANG  
118<sup>th</sup> Wing Commander

**Attachments:**

1. Runway
2. Hangar Capacity
3. Fuel Capacity
4. Apron

ATTACHMENT 1 – RUNWAY

**Section 1 Air/Space Operations, Question 9 Runways**

Comments	Org	1 Airfield	3 Runway		4 PCN (1)		5 PCI (2)		6 Date of		7 Length		8 Width		9 Type of	10 Type	11 Type	12 Type	13		14	15	16	17	18 IFR	19 Night	
		Identifier (ICAO 4 character identifier)	Designator (First End) ( )	Designator (Second End) ( )	( )	( )	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm
Original	161	KBNA	31	13	40	N/A	1-Dec-00	11030	150	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Asphalt	No	Yes	A	NASHVIL	Yes	Yes	
Original	161	KBNA	02L	20R	65	N/A	1-Dec-00	7702	150	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	NASHVIL	Yes	Yes	
Original	161	KBNA	02C	20C	71	N/A	1-Dec-00	8000	150	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Asphalt	No	Yes	A	NASHVIL	Yes	Yes	
Original	161	KBNA	02R	20L	57	N/A	1-Dec-00	8000	150	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	NASHVIL	Yes	Yes	
Revised	161	KBNA	31	13	40	85	1-Dec-00	11030	150	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Asphalt	No	Yes	A	NASHVIL	Yes	Yes	
Revised	161	KBNA	02L	20R	65	84	1-Dec-00	7702	150	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	NASHVIL	Yes	Yes	
Revised	161	KBNA	02C	20C	71	98	1-Dec-00	8000	150	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Asphalt	No	Yes	A	NASHVIL	Yes	Yes	
Revised	161	KBNA	02R	20L	57	97	1-Dec-00	8000	150	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	NASHVIL	Yes	Yes	

## Section 37 Airfield Pavements, Question 1235 Airfield Pavements - Runway (1 of 2)

Comments	Org	1 Primary	2 Controlling	3	4 Date of	5 Type	6 ACN for	7 ACN for	8 ACN for	9 ACN for
		Facility Name as Indicated in Base General Plan (e.1) (Text)	Feature Identifier from AFCESA Pavements Report (e.2) (Text)		AFCESA Controllin g Feature (e.3) PCN (#)	Report (e.3) (date)	(Rigid or Flexible) (e.4) (Text)	F-15E at 81 Kips (#)	KC-135R at 323 Kips (#)	B-1B at 477 Kips (#)
Original	161	Runway 2/20C	Runway 2/20C	136	N/A	Rigid	37	35	67	18
Revised	161	Runway 2/20C	Runway 2/20C	71	N/A	Rigid	37	35	67	18

## Section 37 Airfield Pavements, Question 1236 Airfield Pavements - Runway (2 of 2)

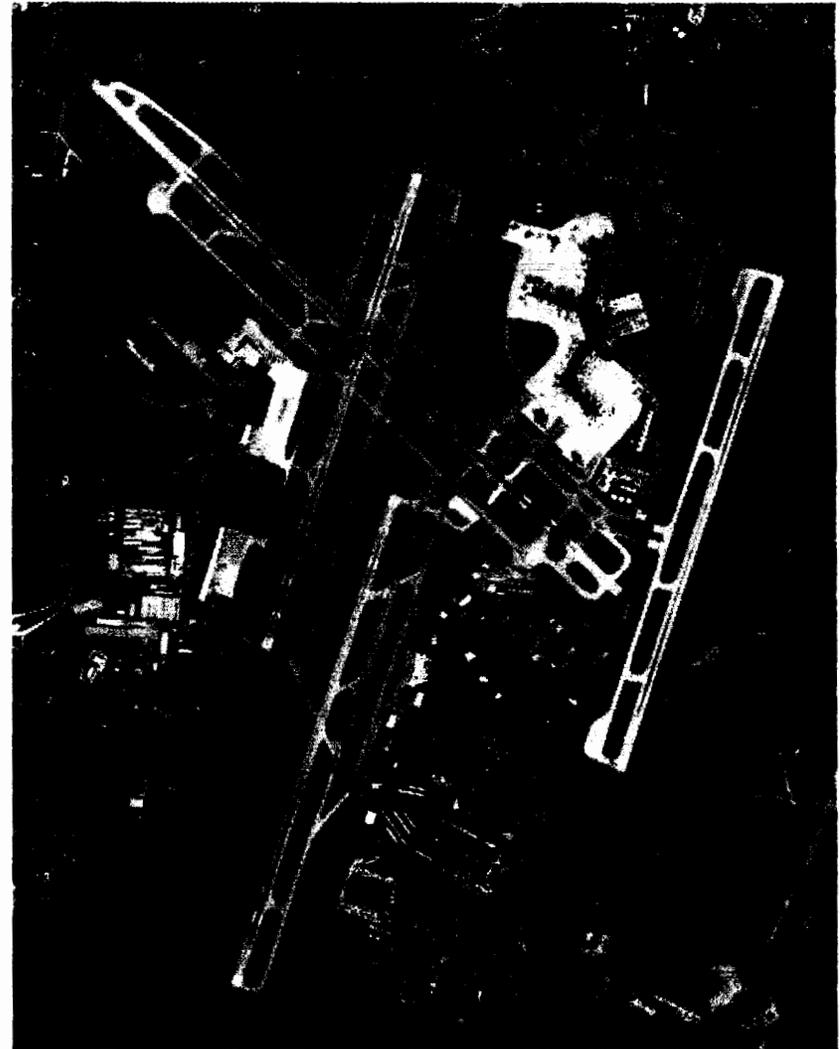
Org	1 Primary		2 Controlling Feature				
	Facility Name as Indicated in Base General Plan (e.1) (Text)	Identifier from Pavements Report (e.2) (Text)	3 ACN for B-52 at 488 Kips (#)	4 ACN for C-17 at 585 Kips (#)	5 ACN for KC-10 at 590 Kips (#)	6 ACN for C-5B at 840 Kips (#)	7 ACN for B-747 at 870 Kips (#)
161	Runway 2/20C	runway 2/20C	99	52	45	29	52



# Nashville International Airport



- Installation Pavements Quality
  - PCN of 71,65,57,40
  - ACN of 52 (C-17 controlling AC)
- Signed Airport Joint Use Agreement with Airport Authority for \$36K/yr providing access to all airport services
  - Fire Protection
  - 4 Main runways & taxiways
    - Longest Runway: 11,000'
  - Tower
  - Fuel (transient AC & Surge)
- Long term lease: \$1 until 2045



Tennessee ANG

GDSS

Suitability | View all Suitability Info | KBNA - NASHVILLE INTL

Unclassified  
Corporate  
Database

### Basic Information

Name: NASHVILLE INTL ICAO: KBNA Alternate ICAO:  
 Alternate Names: WAC INNR: 0359-00014 Category ID:  
 Airfield Type: JOINT (J)  
 Latitude: 36 07.5N Longitude: 086 40.7W Elevation: 599  
 Country: TENNESSEE Country Code: 47  
 STIF information exists for:  
 Other Links: [NOTAMs]  
 Survey Date: 14-Aug-1991 Review By: KLINGLER Review Date: 23-Mar-2005

### Suitability Codes

Codes: ABCDEFGH

Explanations:

- A SUITABLE C-141B
- B SUITABLE C-5
- C SUITABLE C-130
- D SUITABLE C-17
- E SUITABLE KC-10
- F SUITABLE KC-135
- G SUITABLE C-9
- L SUITABLE C-21

Note: Some suitability codes (H, I, J, K, and M) may apply to several aircraft. These codes apply to a particular aircraft only when combined with a \*suitable\* code for that aircraft. Likewise, they do not apply when combined with an \*unsuitable\* code for that aircraft.

ASR Remarks: MISC:  
 Geoloc: BKTZ Area ID: 018 FAA: BNA

### Runway Information

#### Runways

ID	Pri	Len	LDA	Wid	Surface	Condition	Raw	WBC	PCN	S	T	ST	TT	SBTT	TDT	TRT
Rwy: 02C			7545													
Recip: 20C	8000		8000	150	ASP	GOOD	T	209	71FC	XXX	111	175	345	593	840	582
Rwy: 02L			7702													
Recip: 20R	7702		7702	150	CON	GOOD	TT	390	65RC	XXX	111	175	345	593	840	585
Rwy: 02R			8000													
Recip: 20L	8000		8000	150	CON	GOOD	TT	350	57RC	XXX	111	175	345	576	840	585
Rwy: 13	*		10229													
Recip: 31	11030		10289	150	ASP	GOOD	TT	250	40FC	XXX	111	175	250	408	685	385

#### Airfield Lighting

ID	None	Unkn	SeqFI	Aprch	VASI	PAPI	OLS	REIL	TDZL	Rwy	Rwy CL
Rwy: 02C			Y	Y	Y					Y	
Recip: 20C					Y		Y			Y	
Rwy: 02L			Y	Y				Y		Y	Y
Recip: 20R			Y	Y	Y					Y	Y
Rwy: 02R			Y	Y		Y				Y	Y
Recip: 20L			Y	Y		Y		Y		Y	Y
Rwy: 13					Y		Y			Y	
Recip: 31							Y			Y	

#### Runway Obstructions

No Runway Obstruction Data

FREIGHT	1000	400	CON	EXCE	TT 390 65RC Y
GA RAMP	600	600	ASP	GOOD	TT 250 40FC Y
GEN PARKING	7500	300	ASP	GOOD	TT 390 69FC Y
TERMINAL	4000	1600	CON	EXCE	TT 390 65RC Y

**Parking Apron Obstructions**

No Parking Apron Obstruction Data

**Waivers Granted**

**Waivers Granted**

No Waiver Data

**UNCLASSIFIED**

LCWEB 1.15.1.0/CDB v1.8k Mon, 27 Jun 2005 12:57:46 GMT Standard Time

ETL 1110-3-394  
27 Sep 91

Aircraft Manufacturer McDonnell Douglas

Aircraft Engine Manufacturer Pratt and Whitney (F117-PW-100)

No. of Engines 4 Engine Rating 37,000 lb

Min. T/O Wt. 331.4 k-lb \* Min. T/O Dist. @ Min. T/O Wt. †

\* Min. T/O Dist. @ Min. T/O Wt. With Abort Dist. †

Max. T/O Wt. Peace-Time 580.0 k-lb Max. T/O Wt. War-Time 580.0 k-lb

\* Min. T/O Dist. @ Max. T/O Wt. War-Time 7,600 ft (Estimated)

\* Min. T/O Dist. @ Max. T/O Wt. War-Time With Abort Dist. †

Min. Ldg. Wt. 444.1 k-lb Max. Ldg. Wt. 580.0 k-lb

\* Min. Ldg. Dist. @ Min. Ldg. Wt. †

\* Min. Ldg. Dist. @ Max. Ldg. Wt. 2,700 ft (Estimated)

\* These distances are at 59°F, at sea level, with zero runway gradient, and on a clean dry runway surface.

ACN

Weight	<u>Rigid Pavement Subgrades</u>				<u>Flexible Pavement Subgrades</u>			
	High	Medium	Low	Ultra	High	Medium	Low	Very
	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>
444	47	40	43	51	32	37	45	60
580	57	54	58	71	49	56	67	88

Figure A-23. C-17A

## **Bradford Craig S Maj 118 AW/CE**

---

**From:** Varden Harold Civ 118 CES/CEM  
**Sent:** Monday, July 11, 2005 7:11 AM  
**To:** Arredondo Michael C Capt 118 CES/CEO  
**Cc:** Bradford Craig S Maj 118 AW/CE  
**Subject:** FW: PCI and Mod 4

-----Original Message-----

From: FULGHUM, MICHAEL [mailto:MICHAEL\_FULGHUM@NASHINTL.com]  
Sent: Tuesday, July 05, 2005 9:55 AM  
To: Varden Harold Civ 118 CES/CEM  
Subject: RE: PCI and Mod 4

Sorry for the delay, still working on the MOD #4. I do have the PCI values for all four runways. These numbers represents the current June 2005 PCI values.

2R-20L = 97

2C-20C = 98

2L-20R = 84

13-31 = 85

I will try to get the MOD to you sometime this week. I will need to get my boss (Iftikhar Ahmad, VP of Planning Design and Construction) and Nancy Vincent (VP of Legal) involved and brought up to speed with this project.

Call if you have any questions.

Michael D. Fulghum P.L.S.  
Project Surveyor - Planning, Design and Construction Metropolitan Nashville Airport  
Authority One Terminal Drive Suite 501 Nashville, TN 37214-4114  
615.275.1645 Office  
615.308.5377 Cell  
615.275.4041 Fax

E3I - Enterprising, Entertaining, Exercising, Intersecting

-----  
This E-mail and any attached files are confidential, and may be copyright protected. If you are not the addressee, any dissemination of this communication is strictly prohibited. If you have received this message in error, please contact the sender immediately and delete/destroy all information received.

-----Original Message-----

From: Varden Harold Civ 118 CES/CEM  
[mailto:Harold.Varden@tnnash.af.mil]  
Sent: Thursday, June 23, 2005 8:36 AM  
To: FULGHUM, MICHAEL; Bradford Craig S Maj 118 AW/CE  
Cc: WEAVER, JANICE  
Subject: PCI and Mod 4

Michael,  
I need the PCI of all runways. An e-mail from you with the data is

sufficient.

Also, I need the last Mod to Relocate Knapp Blvd (Mod 4) signed so that this project can be closed out by the USPFO of Tennessee.

For reference I've Attached Mods 2 and 3 which were signed and the Mod 4 that needs to be signed and returned to me.

P.S. Janice if this e-mail address for Michael Fulghum is not correct would you please forward to the correct address.

Thanks,  
Harold R. Varden  
Real Property Manager  
118th Civil Engineer Squadron  
240 Knapp Boulevard  
Nashville, Tennessee 37217-2538  
DSN: 778-6367 Fax: 778-6578  
Commerical: (615) 399-5667 Fax: (615) 399-5578  
E-Mail: harold.varden@tnnash.af.mil  
<<MCCA Mod\_2\_Knapp\_Blvd.doc>> <<MCCA Mod\_3\_Knapp\_Blvd.doc>> <<MCCA  
Mod\_4\_Knapp\_Blvd.doc>>

# Formula Sheet for Nashville IAP AGS

## MCI: Airlift

<b>Formula</b>	1235.00
<b>Title</b>	Installation Pavements Quality
<b>Criterion</b>	Condition of Infrastructure
<b>Attribute</b>	Key Mission Infrastructure
<b>Formula</b>	<p>Identify if the installation pavement for the primary runway can support Airlift aircraft operations.</p> <p>If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts.</p> <p>Compute the runway pavement suitability score and the apron pavement suitability score. Each of these is worth 50% of the overall score.</p> <p>Runway Pavement Suitability:</p> <p>Find the highest PCN among all the runways. See OSD Question 1235, column 3 for this data. (N/A means 0.) Compute a score for every runway with that PCN and use the highest scoring runway.</p> <p>Score the runway for runway pavement suitability as follows:</p> <p>Get the C-17 ACN. See OSD Question 1236, column 4 for the C-17 ACN. (N/A means 0.)          Get the C-5B ACN. See OSD Question 1236, column 6 for the C-5B ACN. (N/A means 0.)</p> <p>If the PCN is N/A or 0, get 0 points.          Otherwise, if the C-17 ACN divided by the PCN &gt; 0 and &lt;= 1.0, then get 100 points.          Otherwise, if the C-5B ACN divided by the PCN &gt; 0 and &lt;= 1.0, then get 75 points.          Otherwise, if the C-5B ACN divided by the PCN &gt; 0 and &lt;= 1.1, then get 50 points.          Otherwise, get 0 points.</p> <p>Apron pavement suitability:</p> <p>Score each apron for pavement quality and choose the highest scoring apron.</p> <p>Get the C-17 ACN. See OSD Question 1240, column 6 for this data. (N/A means 0.)          Get the C-5B ACN. See OSD Question 1240, column 8 for this data. (N/A means 0.)          If the PCN is 0 or N/A, get 0 points. See OSD Question 1239, column 4 for this data.          Sum the apron pavement square yardage (see OSD Question 1239, column 2, N/A means 0) where the C-17 ACN divided by the PCN &gt; 0 and &lt;= 1.0.          Sum the apron pavement square yardage (see OSD Question 1239, column 2, N/A means 0) where the C-5B ACN divided by the PCN &gt; 0 and &lt;= 1.0.</p> <p>If the C-17 square yardage &gt;= 1,040,000, get 100 points.          Otherwise, if the C-5B square yardage &gt;= 416,000, get 75 points.          Otherwise, if the C-5B square yardage &gt;= 137,000, get 50 points.          Otherwise, get 0 points.</p> <p>Example:</p> <p>There are 2 runways on the base, but one has the highest runway pavement PCN value, which is 60. The ACN for an C-17 on that runway is 40, 40 divided by 60 is &lt;= 1.0, so the base gets 100 pts for runway pavement suitability. In this case, the C-5B ACN/PCN ratio was a moot point.</p> <p>There are 2 apron pavements on the base. Apron Alpha has a PCN of 50 and 100,000 square yards of surface. Apron Bravo has a PCN of 30 and 150,000 square yards. The ACN for C-17s on both aprons is 43, and for C-5Bs it is 45.</p> <p>Apron Alpha's ACN/PCN ratio for C-17s is 43/50, which is less than 1.0. This counts as 100,000 square yards for the C-17. Apron Bravo's ACN/PCN ratio for C-17s is 43/30, which is more than 1.0, so its square yards aren't counted towards C-17 square yardage. This gives us a total of 100,000 C-17 square yards, which is not greater than 1,040,000 square yards.</p>

# Formula Sheet for Nashville IAP AGS

## MCI: Airlift

<b>Formula</b>	1235.00
<b>Title</b>	<p>Installation Pavements Quality</p> <p>Apron Alpha's ACN/PCN ratio for C-5Bs is 45/50, which is less than 1.0. This counts as 100,000 square yards for the C-5B. Apron Bravo's ACN/PCN ratio for C-5Bs is 45/30, which is more than 1.0, so its square yards aren't counted towards C-5B square yardage. This gives us a total of 100,000 C-5B square yards, which is not greater than 137,000 square yards, which gives us a score of 25 points for apron pavement suitability.</p> <p>50% of the Runway pavement suitability score of 100 equals 50. 50% of the apron pavement score of 0 equals 0. 50 plus 0 equals a score of 50.</p>
<b>Source</b>	AFCESA Pavement Evaluation Report and Base General Plan; Existing Record Drawings or Physical Verification; Base Real Property Records; FLIP; ASSR
<b>Formula Score</b>	0.00 This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
<b>Max Points</b>	11.95 This is the maximum number of points this formula can contribute to the overall MCI score.
<b>Earned Points</b>	0.00 This is the number of points this formula did contribute to the overall MCI score for this base.
<b>Lost Points</b>	11.95 The difference between Max Points and Earned Points.

### Supporting Data

Section	Question	Field
1 Air/Space Operations	9	Runways
1 Air/Space Operations	9 . 7	Length
1 Air/Space Operations	9 . 8	Width
1 Air/Space Operations	9 . 15	Serviceable (5)
37 Airfield Pavements	1235 .	Airfield Pavements - Runway (1 of 2)
37 Airfield Pavements	1235 . 3	Controlling Feature PCN
37 Airfield Pavements	1236 .	Airfield Pavements - Runway (2 of 2)
37 Airfield Pavements	1236 . 3	ACN for B-52 at 488 Kips
37 Airfield Pavements	1239 .	Airfield Pavements - Aprons (1 of 2)
37 Airfield Pavements	1239 . 2	Total Size of Primary Facility (2)
37 Airfield Pavements	1239 . 4	Predominant Feature PCN (4)
37 Airfield Pavements	1240 .	Airfield Pavements - Aprons (2 of 2)
37 Airfield Pavements	1240 . 6	ACN for C-17 at 585 Kips
37 Airfield Pavements	1240 . 8	ACN for C-5B at 840 Kips

**Location: Nashville IAP AGS**

**Title: Installation Pavements Quality**

**Criterion: Condition of Infrastructure**

**Attribute: Key Mission Infrastructure**

**Formula:**

C-17 ACN: 52  
C-5 ACN: 45

Runway:	PCN:	C-17 ACN/PCN	C-5 ACN/PCN
02C/20C	<input type="text" value="71"/> Highest PCN	0.732394366	0.633802817
02L/20R	65		
02R/20L	57		
13/31	40		

If the PCN is N/A or 0, get 0 points.

**Otherwise, if the C-17 ACN divided by the PCN > 0 and <= 1.0, then get 100 points.**

Otherwise, if the C-5B ACN divided by the PCN > 0 and <= 1.0, then get 75 points.

Otherwise, if the C-5B ACN divided by the PCN > 0 and <= 1.1, then get 50 points.

Otherwise, get 0 points.

Apron under 137,000 SY, therefore 0 points

Max points: 11.95 (50% Runway, 50% Apron)

Calculated:  $11.95 * [(50\% (\text{runways}) * 100 (\text{points})) + (50\% (\text{apron}) * 0 (\text{points}))]$

**Score:**

ATTACHMENT 2 – HANGAR CAPACITY

**Section 28 Real Property, Question 19 Hangars, Maintenance Facilities, and Nose Docks**

Comments	Org	1 Sorting Field ()	2 Facility # ()	3 Service Facility Cat Code ()	4 Service Facility Condition Code ()	5 Facility Size (GSF) ()	6 Largest Door Opening Width (Ft)	7 Largest Door Opening Height (Ft)	8 Largest Unobstru cted Interior Space Width (Ft)	9 Largest Unobstru cted Space Height (Ft)	10 Largest Unobstru cted Space Length (Ft)	11 Aircraft Tail Cut Out ()	12 Aircraft Tail Cut Out Height (enter 0" if hangar has no cut out) (Ft)"	13 Maximum Floor Loading (PSF)	14 Occupan cy Status ()	15 Facility Type ()	16 USAF Real Property Interest Code ()	17 USAF Comman d Tenant Code ()	18 USAF Inventory Code ()
Original		161 BKTZBKT	210	211193		1 N/A	0	0	0	0	0 N/A		0	0	O	P	7	54	E
Original		161 BKTZBKT	702	211159	2	2260	12	14	25	14	40	No	0	0	O	P	7	54	A
Original		161 BKTZBKT	708	211153	5	1361	8	7	23	7	19	No	0	0	O	P	7	54	D
Original		161 BKTZBKT	721	211152	3	18093	12	10	70	10	50	No	0	0	O	P	7	54	D
Original		161 BKTZBKT	721	211154	3	2528	12	10	34	10	27	No	0	0	O	P	7	54	D
Original		161 BKTZBKT	721	216642	3	500	0	0	8	10	30	No	0	0	O	P	7	54	D
Original		161 BKTZBKT	721	217712	3	6500	10	10	16	10	31	No	0	0	O	P	7	54	D
Original		161 BKTZBKT	721	217713	3	3370	0	0	16	10	25	No	0	0	O	P	7	54	D
Original		161 BKTZBKT	721	218852	3	6058	10	10	25	9.3	48	No	0	0	O	P	7	54	D
Original		161 BKTZBKT	734	211161	2	246	6	7	2	8.6	4	No	0	0	O	P	7	54	A
Original		161 BKTZBKT	740	211152	2	2749	20	14	36	14	68	No	0	0	O	P	7	54	D
Original		161 BKTZBKT	740	211157	2	9651	12	12	97	12	68	No	0	0	O	P	7	54	D
Original		161 BKTZBKT	741	211179	2	22533	164*	48	164	48	142	No	0	2000	O	P	7	54	A
Original		161 BKTZBKT	807	214425	1	6982	24	12	68	12	40	Yes	0	0	O	P	7	54	D
Original		161 BKTZBKT	807	214467	1	1558	24	12	27	12	55	No	0	0	O	P	7	54	D
Original		161 BKTZBKT	809	218712	2	3016	24	12	69	12	24	No	0	0	O	P	7	54	A
Original		161 BKTZNTE	100	214425	2	3396	12	16	14	10	40	No	0	0	O	P	7	54	D
Original		161 BKTZNTE	105	218712	2	4215	12	16	58	16	22	No	0	0	O	P	7	54	A
Original		161 BKTZNTE	108	211161	2	664	5.8	6.8	2	11	4	No	0	0	O	P	7	54	A
Original		161 BKTZBKT	728	211111	5	15683	151*	22	151	38	107	Yes	22	1000	O	P	7	54	A

**REVISED DATA - INFORMATION PROVIDED AS UNDER CONSTRUCTION BUT NOT CONSIDERED**

Demo'd		161 BKTZBKT	728	211111	5	15683	151*	22	151	38	107	Yes	22	1000	O	P	7	54	A
Under Const - 96% Complete		161 BKTZBKT	757	211111		51045	304*	63	304	63	207	No	0	31000		P			54
Under Const - 75% Complete		161 BKTZBKT	757	211111		63750		14	10	59	10	45	No	0	300		P		54

\* AF considered any hangar with an opening greater than 130'

# Formula Sheet for Nashville IAP AGS

## MCI: Airlift

<b>Formula</b>	19.00
<b>Title</b>	Hangar Capability - Large Aircraft
<b>Criterion</b>	Condition of Infrastructure
<b>Attribute</b>	Key Mission Infrastructure

<b>Formula</b>	<p>Check the facilities to hangar large aircraft.</p> <p>If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts.</p> <p>Total the gross square feet for hangars for each installation. See OSD Question 19, column 5 for this data, but ignore all hangars whose Service Facility Code is not a 1, 2, or 3. See OSD Question 19, column 4 for this data. Also ignore all hangars whose door opening size &lt; 131'. See OSD Question 19, column 6 for this data. Also ignore all hangars whose gross square feet &lt; 6000. See OSD Question 19, column 5 for this data.</p> <p>If the sum above is &lt; 6000 square feet, get 0 points.          Otherwise, if the sum above is = the highest score received by any installation, get 100 points.          Otherwise, pro-rate the sum above between 6000 and the highest score received by any installation on a 25 to 100 point scale.</p> <p>Example:</p> <p>There are three hangars on the facility that have a Service Facility Code of 1, 2, or 3, and which have door openings &gt;= 131' in width, and which are at least 6,000 gross square feet in size. Those three hangars have a gross square footage of 6,000, 14,000 and 10,000 respectively, for a total of 30,000 gross square feet at that installation. The highest number of gross square feet at any installation using the above formula is 50,000.</p> <p>30,000 is 65.91% of the way between 6,000 and 50,000, so the score is 65.91.</p>
----------------	--

<b>Source</b>	ACES-RP, Record Drawings, Base Real Property Records; pre-populated from ACES-RP; "Service Facility Condition Code" rated 1 through 6 in accordance with OSD BRAC library
---------------	---

<b>Formula Score</b>	25.55	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
----------------------	-------	--

<b>Max Points</b>	3.32	This is the maximum number of points this formula can contribute to the overall MCI score.
-------------------	------	--

<b>Earned Points</b>	0.85	This is the number of points this formula did contribute to the overall MCI score for this base.
----------------------	------	--

<b>Lost Points</b>	2.47	The difference between Max Points and Earned Points.
--------------------	------	--

Supporting Data		
Section	Question	Field
1	Air/Space Operations	9 . Runways
1	Air/Space Operations	9 . 7 Length
1	Air/Space Operations	9 . 8 Width
1	Air/Space Operations	9 . 15 Serviceable (5)
28	Real Property	19 . Hangars, Maintenance Facilities, and Nose Docks
28	Real Property	19 . 4 Service Facility Condition Code
28	Real Property	19 . 5 Facility Size (GSF)
28	Real Property	19 . 6 Largest Door Opening Width

**Location: Nashville IAP AGS**

**Title: Large Hangar Capacity**  
**Criterion: Condition of Infrastructure**  
**Attribute: Key Mission Infrastructure**

**Formula:** The total SF of hangar space at each installation with openings < 131' and larger than 6,000 SF is calculated. Then all installations are sorted in decending order by total SF and given points based upon rank. Nashville revised score is estimated after comparing the score of an installation with equivant total SF

Revised total SF: 73578

Score (estimated): 

0.95
------

ATTACHMENT 3 – FUEL CAPACITY

## Section 15 Fuel, Question 662 Issues of Class III Bulk POL:

Comments	Org	1 Bulk POL Type ( )	2 FY02	3 FY03	4 FY02	5 FY03	6 FY02	7 FY03
			Avg Gals of Bulk POL Issued per Day (Gal)	Avg Gals of Bulk POL Issued per Day (Gal)	Max Gals of Bulk POL Issues Possible per Day (Gal)	Max Gals of Bulk POL Issues Possible per Day (Gal)	Max Gals of Bulk POL Issues Possible per Day at Surge (Gal)	Max Gals of Bulk POL Issues Possible per Day at Surge (Gal)
Original Data		161 004. JP8	12179	5912	60000	60000	60000	60000
Revised Data		161 004. JP8	12179	5912	60000	60000	2500000	2500000

\* Utilizing Nashville International Airport's fuel storage

Signature Flight Support  
Nashville International Airport  
801 Hangar Lane  
P.O. Box 17276  
Nashville, TN 37217

Tel 615.361.3000  
Fax 615.361.1857



July 11, 2005

1<sup>st</sup> Lt. Chris Dawson  
Project Engineer  
118<sup>th</sup> Civil Engineer Squadron  
240 Knapp Boulevard  
Nashville, Tennessee 37217-2538

Dear, Lt. Dawson,

As a follow-up to our previous conversations regarding fuel storage availability and capacity at Nashville International Airport, I offer the following information.

Signature Flight Support, Nashville, in addition to the 35,000 gallons maintained on hand at our facility, holds inventory in the American Airlines Bulk Fuel Storage Facility at Nashville International Airport. On average we hold between 100,000 to 200,000 gallons of Jet A in inventory at any point in time. As a result of our long time relationships with the numerous suppliers that ship product into this facility via the Colonial Pipeline, we have over the past several months been holding inventory in excess of 500,000 gallons. That product would be available for our use immediately if needed/requested.

The American facility has a useable capacity of 8M gallons of Jet A fuel. Based on our most recent conversation with American, their average daily inventory has been between 5M and 7M gallons, representing apx. 20 days consumption of the carriers operating from KBNA. This affords a unique opportunity in that Nashville International logistically has significant supply and storage capabilities.

Signature has long welcomed the relationship we have enjoyed with the Tennessee Air National Guard, which included our support of the 118<sup>th</sup> over a 14-month period in 1998 and 1999 during the construction of your current fuel storage facility. During that period we delivered in excess of 2.7M gallons to the 118<sup>th</sup>.

If you have any questions, or need additional information, please contact my office at your convenience.

Regards,

A handwritten signature in black ink, appearing to read "William L. Miller", written in a cursive style.

William L. Miller  
Area General Manager

**Formula Sheet for Nashville IAP AGS**

**MCI: Airlift**

<b>Formula</b>	1214.00
<b>Title</b>	Fuel Dispensing Rate to Support Mobility and Surge
<b>Criterion</b>	Contingency, Mobilization, Future Forces
<b>Attribute</b>	Mobility/Surge
<b>Formula</b>	<p>Check the installation's sustained jet fuel dispensing rate capability.</p> <p>Sum the JP5 and JP8 figures for jet fuel dispensing. See OSD Question 1214, column 4, for both JP5 and JP8. (N/A equals 0.)</p> <p>If the sum is &gt;= 2,500,000 gallons, get 100 points. If the sum is = 0 gallons, get 0 points.</p> <p>Otherwise, pro-rate the sum of gallons between 0 and 2,500,000 on a 0 to 100 point scale.</p> <p>Example:</p> <p>JP5 can handle 500,000 gallons. JP8 can handle 750,000 gallons, for a total of 1,250,000 gallons. 1,250,000 is halfway between 0 and 2,500,000 gallons, for a score of 50.</p>
<b>Source</b>	Base Support Plan as required by AFI 10-404, Attachment 20
<b>Formula Score</b>	2.40 This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
<b>Max Points</b>	2.20 This is the maximum number of points this formula can contribute to the overall MCI score.
<b>Earned Points</b>	0.05 This is the number of points this formula did contribute to the overall MCI score for this base.
<b>Lost Points</b>	2.15 The difference between Max Points and Earned Points.

**Supporting Data**

<b>Section</b>	<b>Question</b>	<b>Field</b>
1 Air/Space Operations	9 .	Runways
1 Air/Space Operations	9 .7	Length
1 Air/Space Operations	9 .8	Width
1 Air/Space Operations	9 .15	Serviceable (5)
15 Fuel	1214 .	POL - Maximum Dispensing Rate
15 Fuel	1214 .1	Jet Fuel Dispensing Rate
15 Fuel	1214 .4	Sustained Jet Fuel Dispensing Rate

**Location: Nashville IAP AGS**

**Title: Fuel Dispensing Rate to Support Mobility and Surge**

**Criterion: Contingency, Mobilization, Future Forces**

**Attribute: Mobility/Surge**

**Formula:**

Check the installation's sustained jet fuel dispensing rate capability.

**(Note ownership of the fuel farm is not specified)**

Sum the JP5 and JP8 figures for jet fuel dispensing. See OSD Question 1214, column 4, for both JP5 and JP8. (N/A equals 0.)

If the sum is  $\geq 2,500,000$  gallons, get 100 points.

If the sum is  $= 0$  gallons, get 0 points.

**Considering the fuel capacities available at Nashville International Airport  
the sum is 2,500,000 gallons**

**Score:**

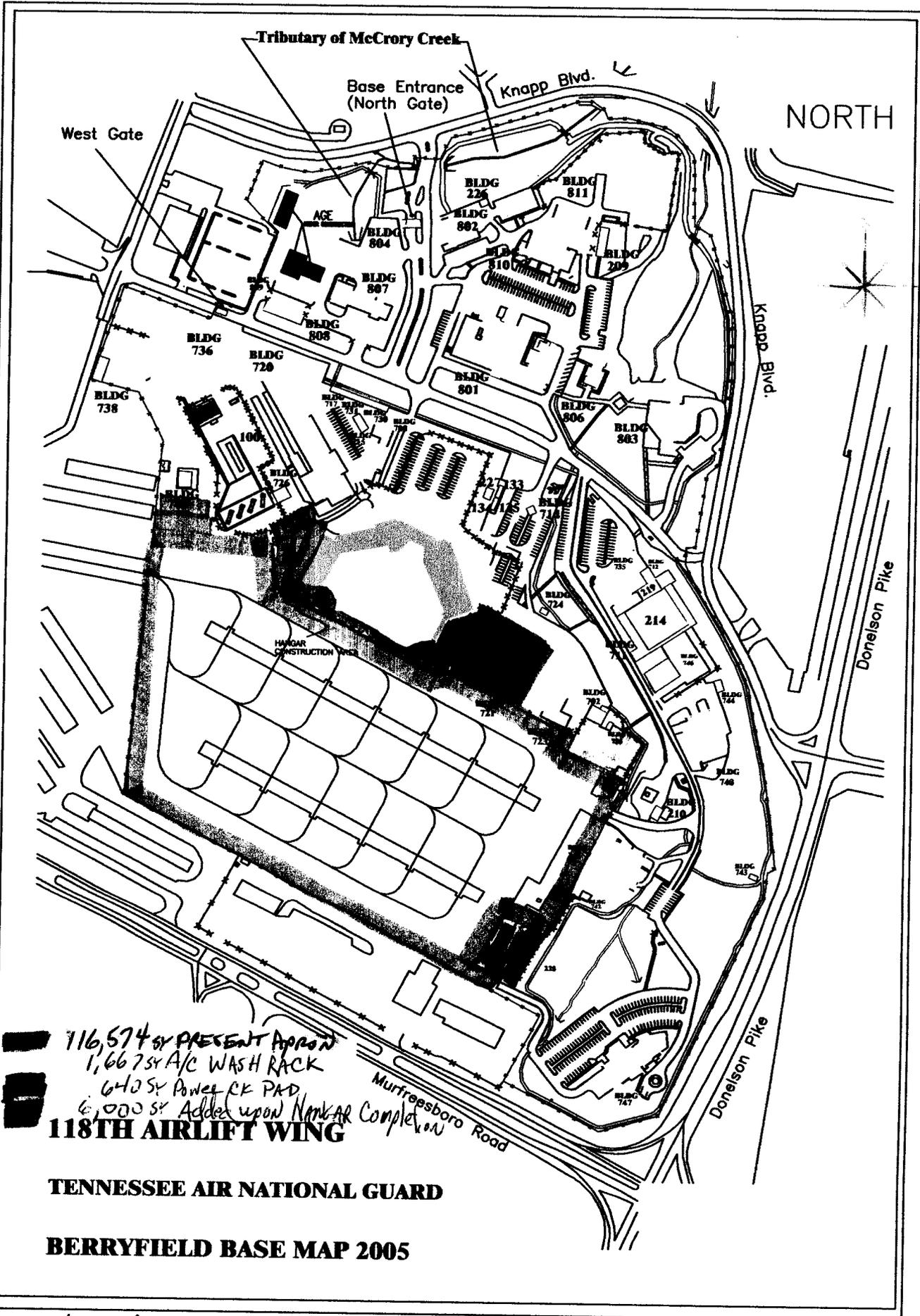
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ATTACHMENT 4 – APRON

## Section 28 Real Property, Question 8 Ramp/Apron Space

Comments	Org	1 Ramp Identifier (-)	2 Area (SY)	3 PCN (-)	4 PCI (-)	5 Date (dd mmm yyyy)	6 Restrictions (1) (Yes/No)	7 Own/controlled or Access only to runway? (O" or "A") (I)"	8 Closed (Yes/No)	9 Serviceable (2) (Yes/No)	10 Pavement Type (-)
Original	161	400	78304	N/A	N/A	N/A	N/A	O	No	Yes	FLEXIBLE
Revised	161	400	116574	N/A	N/A	N/A	No	O	No	Yes	Flexible





■ 716,574 sq PRESENT Apron  
 ■ 1,667 sq A/C WASH RACK  
 ■ 640 sq Power CK PAD  
 ■ 6,000 sq Added upon Hangar Complexion  
**118TH AIRLIFT WING**

**TENNESSEE AIR NATIONAL GUARD**

**BERRYFIELD BASE MAP 2005**

TOTAL Apron AIRCRAFT PAVEMENTS 124,881 sq  
~~APRON sq BEHIND IN 8000 sq AREA 116,574 sq~~

# Congress of the United States

Washington, DC 20510

July 28, 2005

Mr. Anthony J. Principi  
Chairman  
Base Realignment and Closure Commission  
252 1 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Chairman Principi:

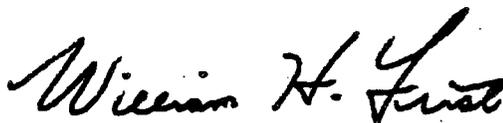
We are writing to express our interest in the Commission's consideration of the 118<sup>th</sup> Airlift Wing of the Tennessee Air National Guard. The 118<sup>th</sup> Airlift Wing is the third oldest Air National Guard (ANG) unit in the United States and has a long and distinguished career of service, most recently in Iraq.

We are concerned about the Defense Department's recommendation to move the C-130s currently used by the 118<sup>th</sup> to other installations around the country, and the methodology employed to reach this conclusion. We strongly urge the Commission to review this decision thoroughly to ensure the process that drove this recommendation was comprehensive, fair, and wholly consistent with the criteria and goals established by the Pentagon.

As has been conveyed to the Commission previously, we have always been impressed by the 118<sup>th</sup>'s facilities, personnel, and the support the unit receives from the local community. The 118<sup>th</sup> and the C-130s it operates have performed superbly over the years, and both will serve a relevant and essential national and state airlift mission for many years to come.

The 118<sup>th</sup> Airlift Wing has a critical role to play in meeting Tennessee's and our Nation's needs in the 21st Century, and its C-130 fleet is integral to that success. Thank you for your time and attention to this important matter.

Sincerely,



William H. Frist, M.D.  
Majority Leader  
United States Senate



Lamar Alexander  
United States Senate

Marsha Blackburn  
Member of Congress

Jim Cooper  
Member of Congress

Lincoln Davis  
Member of Congress

Harold E. Ford, Jr.  
Member of Congress

John S. Tanner  
Member of Congress

Zach Wamp  
Member of Congress

William L. Jenkins  
Member of Congress

John J. Duncan, Jr.  
Member of Congress

Bart Gordon  
Member of Congress

cc: General Lloyd W. Newton (USAF, Ret)  
Admiral Harold W. Gehman, Jr., (USN, Ret)

29 June 2005

Mr. McCree,

The following individuals were in attendance at the BRAC Site Visit with the 118<sup>th</sup> Airlift Wing:

Maj Gen Gus Hargett, The Adjutant General of Tennessee  
Brig Gen Russ Cotney, Assist Adjutant General of Tennessee for Air  
Brig Gen (Ret'd) J.R. Roberts, Former 118<sup>th</sup> Airlift Wing Commander  
Col (Ret'd) Don Deering, National Guard Association of Tennessee  
Col Rich Harris, 118 Airlift Wing Commander  
Col Randy Jones, 118 Operations Group Commander  
Col Mike Hatcher, 118 Support Group Commander  
Col Rita Works, ESSO, HQ TNANG  
Lt Col Shawn Anderson, 118 Operations Support Flight Commander  
Maj John Church, 118 Maintenance Commander  
Maj Craig Bradford, 118 Civil Engineering Squadron (BCE)  
Dave Cooley, Deputy Governor of Tennessee  
Phil Russell, Senator Bill Frist' Office  
Tom Craig, Senator Bill Frist' Office  
Patrick Jaynes, Senator Lamar Alexander's Office  
Richard Tracey, Congressman Jim Cooper's Office  
Steve Allbrooks, Congresswoman Marsha Blackburn's Office  
Shawn Gilliland, Congressman Bart Gordon's Office  
Tom Jurkovich, Mayor Bill Purcell's Office



## **FAX COVER SHEET**

TENNESSEE AIR NATIONAL GUARD  
240 KNAPP BOULEVARD  
NASHVILLE, TN 37217-2538

**FROM: CAPT ROBIN CELATKA**  
**TO: BRAD MCCREE**  
**FAX NUMBER: (703) 699-2735**  
**PAGES: 2**  
**FAXED ON: 29 JUN 05**

#062708

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### **COMMENTS:**

Please call should you have any questions at DSN 778-6203 or Comm  
(615) 399-5403.

Thanks,  
Capt Celatka

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AFI 33-219 Telecommunications Monitoring and Assessment Program (TMAP) states " when a cover sheet is required for fax transmission, DoD 4525.8-M AF Sup, requires the mandatory use of AF Form 3535 (Facsimile Electro Mail Transmittal) which has a consent statement printed on it. If any other cover sheet is used, the following statement must be printed on it, "Do not transmit classified information over unsecured telecommunications systems. Official DoD telecommunications systems are subject to monitoring. Using DoD telecommunications systems constitutes consent to monitoring."

**FAX**

Nashville 6/28/05

3rd oldest AirGuard unit in country  
op 16 aft for 17 years

HZ '89 ~~ATM~~ going to 8, 10 now

Alert @ Cherry Point - ORF

OIF 46 HERCS lead unit ~~SE~~

5 of 7 units closed or realigned

2045 lease \$36K joint use agreement 6.7 ac avail.

FEMA Key location

CST ~~in~~ in Smyrna

Lots of JAAT Ft Campbell

"Belbraz sympathetic"

Maj Bradford: CE

Errors in MIL VAL lpa, Conting

Good slide on 130 moves vs. MCI rates

\$24 90% complete (1 Hgr replaces 6 other shops)

30 Sep 03 AF Snapshot (missed ~~all~~ hgr)

Parents not considered (will get us PCN #s)

Little Rock; On R/W

Fuel: access to 9M gal @ Airport

Units w/ lower MCI gaining aft

Red team quotes

50% of facilities have been renovated in past 2 years

\$55 million in last 6 years

new AEE shop, Weig HQ + Comm, Main Gate, Base Ops, POL, CE

ANGL facilities right-sized for the mission

Ramp threshold ~~\$~~ 137K SF, they have 120

## MIL JUDGMENT

Prox to other A/D Units 3-4 hrs

Mil Judy not defined

Optimal Sqdn size

78 to 116 PAA

'95 red. to ~~116~~ 112

Majority of people ret. or resign. 58%

OPS 27% transfer w/in state

15% transfer outside TN

117th AES - only red. unit assigned to TN

Had info from 126th '99 57% resign/ret. (Chic. to Scott AFB)

17 yrs average exp

20 yrs max

\$25 m to implement

MAJ had served on AF BRAC staff G-6

See "Inaccurate Accounting" slides in presentation

\* Pers savings put back in ...

\* Training issues huge -

COBRA did not account for COSTS of losing Trad. Guardsmen  
Implementation costs understated

They consider pay back 82 years

BCEG in Feb recognized this to

Gen Cotey: HLS not taken into consid.