



**STATE OF NEVADA MILITARY DEPARTMENT
152nd OPERATIONS GROUP
NEVADA AIR NATIONAL GUARD
1776 NATIONAL GUARD WAY
RENO, NEVADA 89502-4494
PH: (775) 788-4719 DSN: 830-4719**



11-Jul-05

MEMORANDUM FOR Mr. Phillip Coyle

FROM: 152 AW

SUBJECT: Meeting Attendance

Members present for discussion on BRAC recommendations.

BG Cindy Kirkland, Adjutant General, State of Nevada
BG (Sel.) Mike Gullihur, Assistant Commander NVANG
Col. Jon Proehl, Commander 152nd Airlift Wing NVANG
Col. Frank Landes, Vice Commander, 152nd Airlift Wing, NVANG
Lt. Col. Jim Cumings, ESSO, Nevada State HQ
Lt. Col. Les Gonzalez, Commander, 152nd Intel Squadron, NVANG (Scathe View)
Lt. Col. John Summers, Commander, Hawthorne Army Depot
Lt. Col. Gary Turner, Commander 192nd Operations Support Flight Commander, NVANG
Capt. Tom Funk 152 Maintenance Squadron CRF/OIC, NVANG
Mr. Giles Vanderhoof (via telephone), Director Nevada Homeland Security Department
Mr. Nick Vanderpool, representing Nevada Congressman Jim Gibbons
Mr. Scott Young, representing Nevada state senator, Randolph Townsend
Marily Mora, Deputy Executive Director, Reno/Tahoe International Airport

BRAC 2005 RESPONSE
Reno-Tahoe IAP/AGS

Ready - Reliable - Relevant

 **OVERVIEW** 

U.S. AIR FORCE

- Legal Opinion
- Recruiting
- Homeland Defense/Security

Nevada Air National Guard - July 26, 2005 *2005 BRAC Response* 2

Ready - Reliable - Relevant

 **Procedural and Substantive Legal Issues in the BRAC Process and Recommendations** 

U.S. AIR FORCE

The BRAC recommendation to relocate the 152AW violates:

- the U.S. Constitution
- several federal statutes
- the direction of the U.S. Supreme Court

By focusing on federal active duty needs and ignoring the state role of the National Guard, the Department of Defense failed to acknowledge and recognize the unique, hybrid nature of the National Guard.

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 **Procedural and Substantive Legal Issues in the BRAC Process and Recommendations** 

U.S. AIR FORCE

Neither the Governor of Nevada, nor the Adjutant General of Nevada was consulted with regard to the BRAC recommendation to realign the Reno-Tahoe IAP/AGS.

- See Governor's letter
- See legal opinion Nevada Staff Judge Advocate

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Ready - Reliable - Relevant



**Procedural and Substantive Legal Issues in the
BRAC Process and Recommendations**



Nevada Air National Guard modified its C-130 aircraft using Congressional adds to support assigned missions of airlift and Scathe View.

LAIRCM (Large Aircraft Infrared Counter Measure)
- \$20 million

- AN-241 low-power radar - \$8 million
- Ku-Band antennae and line-of-site data links - \$12 million
- Dual auto-pilot (unique in the C-130 fleet) - \$750 thousand

• Total: \$40,750,000

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Recruiting



BRAC Principle #1: Recruiting and Retention

- The Nevada Air National Guard has manning to meet all current mission requirements and the ability to recruit to 12 or 16 aircraft.
- Additionally, Nevada Air Guard is the only C-130 Guard unit west of the Mississippi to meet the 97% manning threshold set by the National Guard Bureau.
- Negative Impact on Recruiting and Retention already demonstrated.

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Recruiting cont.



- The average experience level of the personnel in the 152 AW affected by the BRAC recommendation is 13.7 years.
- A dilution or outright loss of this experience as a result of the BRAC recommendations would be unrecoverable.

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**RE-calculation of Reno-Tahoe
IAP/AGS MCI**



Summary of Inconsistencies	Maximum Points Available	BRAC Points Given	Recalculated Points	Difference
Ready to O&LZ	14.72	3.69	14.72	11.04
Priority to Low Level Roles Supporting Mission	13.56	4.34	13.38	2.84
			MCI Change	3.78
Aligner Attributes of DDZLZ	8.20	1.01	6.23	4.42
			MCI Change	1.83
Support Area for Air Ops Growth	1.56	0	0.12	4.12
			MCI Change	0.81
Self-Insufficiency L&S				
No Inconsistencies	2.50	0	0	0
Revised to Reno-Tahoe IAP/AGS MCI				11.64
BRAC Assessment MCI				40.51
Revised to 2005 MCI				52.15

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RE-calculation of Reno-Tahoe IAP/AGS MCI cont.

These recalculations were based on inclusion of data that was not considered by the BCEG due to the structuring of these questions in the data calls.

- Ref: 1248
 - This data was not allowed to be considered because the Reno-Tahoe IAP/AGS did not own the landing zones or drop zones and were thus given no value.
- Ref: 1249
 - Nevada and northern California have been surveyed as low-altitude tactical navigation (LATN) areas. This places the Reno-Tahoe IAP/AGS at the center of one of the largest C-130 LATN areas in the continental U.S.
- Ref: 1249
 - This data was not allowed to be considered because the Reno-Tahoe IAP/AGS did not own the landing zones or drop zones and were thus given no value.
- Ref: 1205.2
 - This data was not allowed to be considered because the BCEG failed to take into account the land acquired through a land agreement.

These recalculations result in an increase to the Reno-Tahoe IAP/AGS Airlift MCI from the published 40.51 to 52.15. With this increase in Airlift MCI, and assuming all other unit scores remain consistent, the Reno-Tahoe IAP/AGS military value rating increases to 46 from 101.

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Homeland Security/Defense Issues

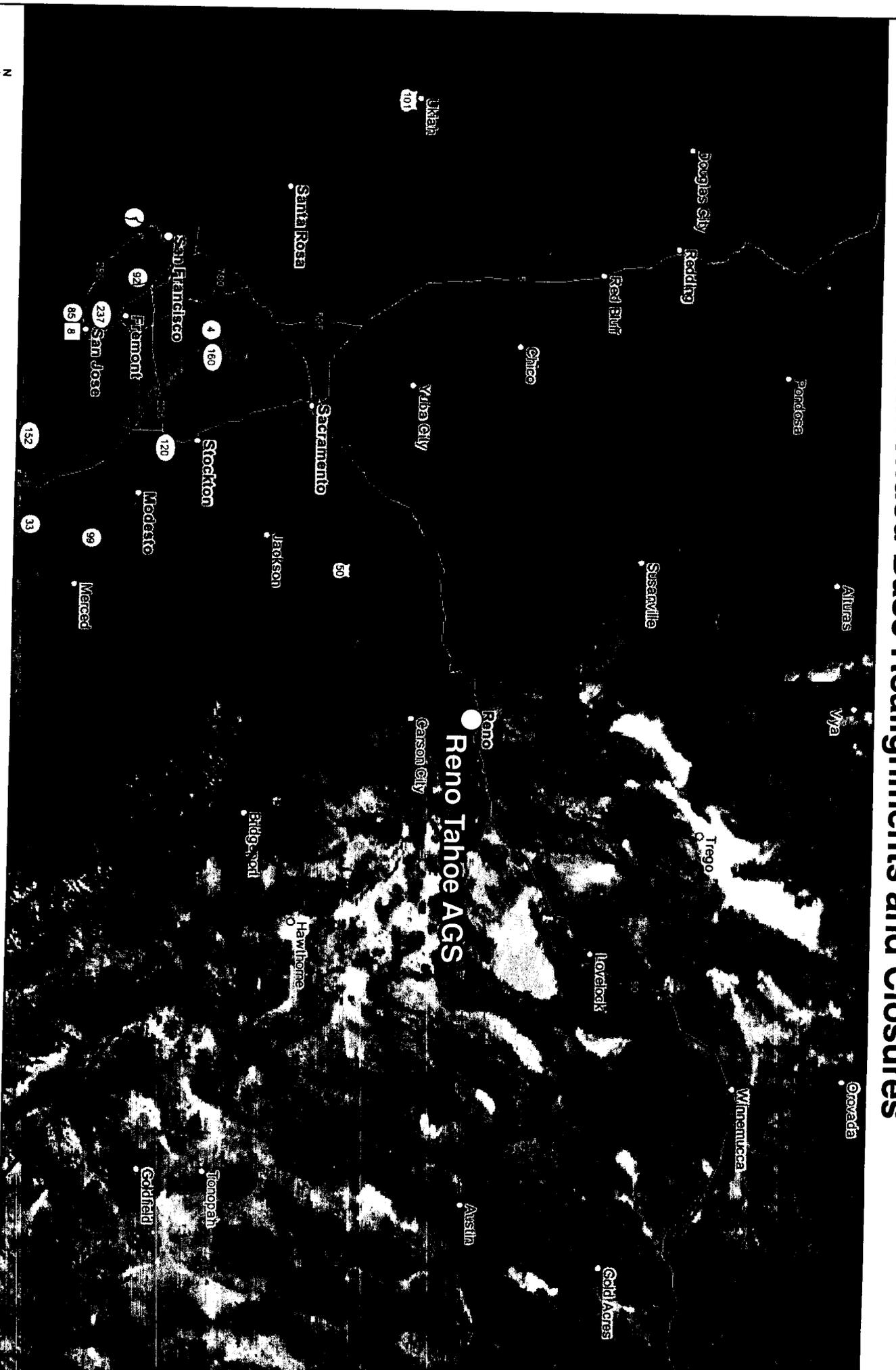
National Security Strategy: Homeland Defense nation's number one priority.

- BRAC calculations did not address Nevada's unique requirements and location for homeland defense.
- Eliminating C-130s from this state absolutely cripples its ability to respond to any large-scale emergency.
- Geographically large state: annual flooding, large-scale wildfires, lies on major fault lines, the largest dam in the nation, a unique tourist destination, special consideration must be given to Nevada.

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152 Airlift Wing/Nevada Air National Guard
 Thank you for your time.
 Questions?

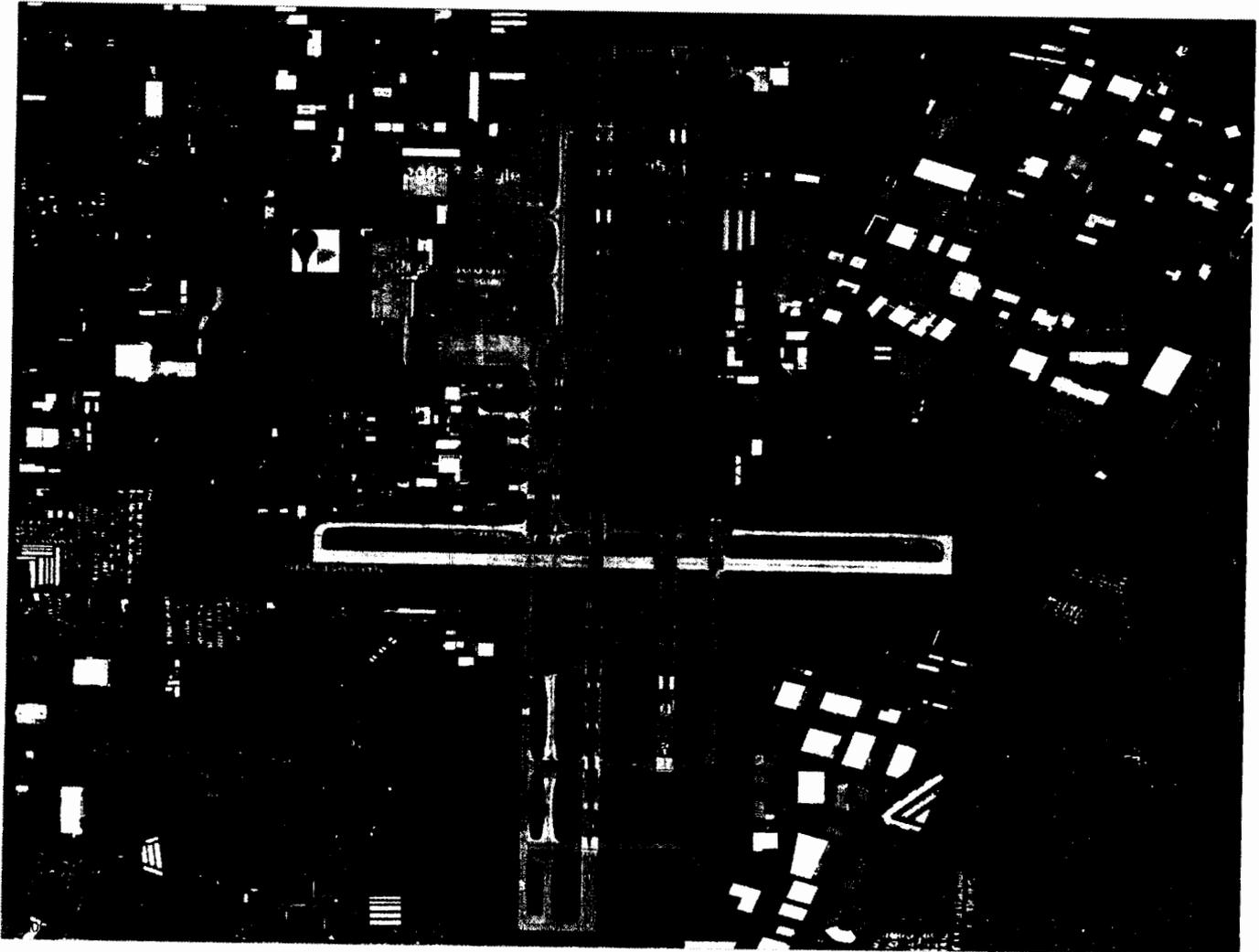
Recommended Base Realignments and Closures



Reno Tahoe IAP AGS Statistics

Total Acres: 64
 Total Personnel: 1,030
 Civ: 0
 Other: 0

Google
Maps BETA Google Maps
2001 E. Plumb Lane reno nv

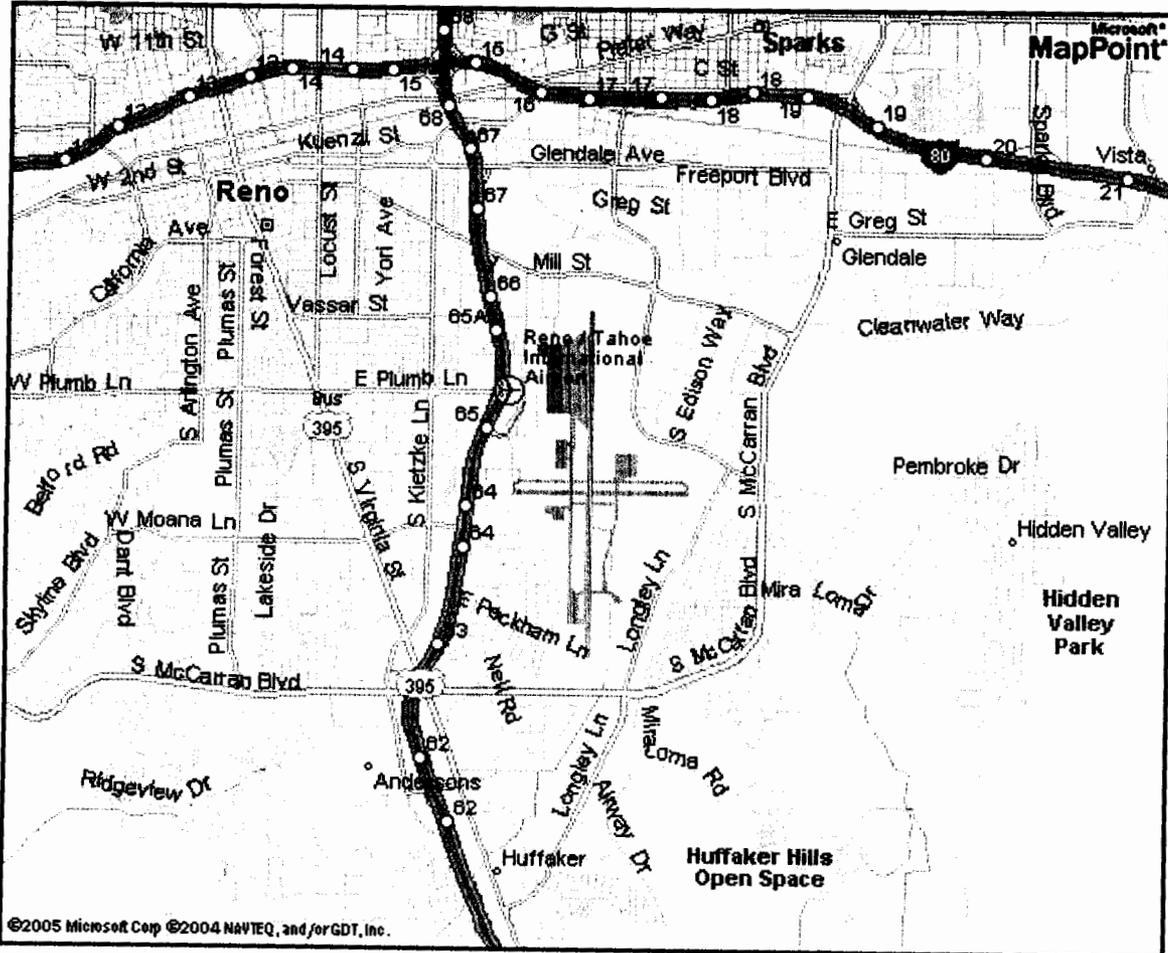


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Reno, NV 89502

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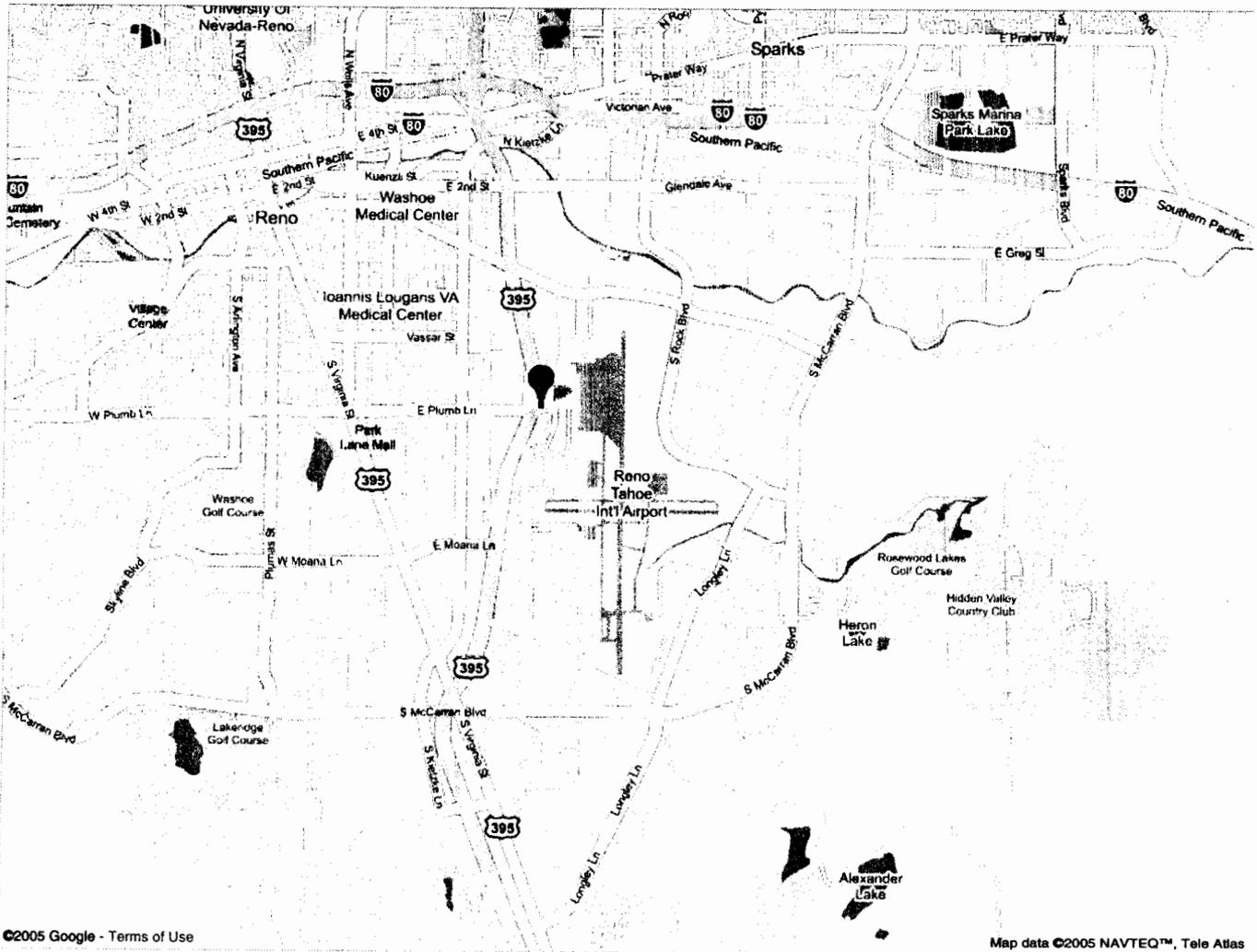
Reno, Nevada, United States



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Naval Air National Guard

Scoble View
C-130

- Unique, air intelligence capability
- ~~operation~~ well trained personnel
- aircraft (intel squad) from intelligence assets (see pg. 6)
- Scoble View C-130 (max. \$500K)
only 8 aircraft modified as such in AF & NVANG
- 90% of people will not relocate (informal check with people)
- Homeland security not considered
5 C-130s more

Edo Van der Hoop - homeland sec.

- extreme security, losing C-130s
- NV & in hot threat
- long distances need airlift to many
- capability left w/b So. Calif (sketches)

- Good for communities of Guard force
- Partnership helped upgrade airport facility (3 runways, 1 is 11K)
- can road ramp space, do land swap in negotiations

- military judgment application

BRAAC 2005 RESPONSE

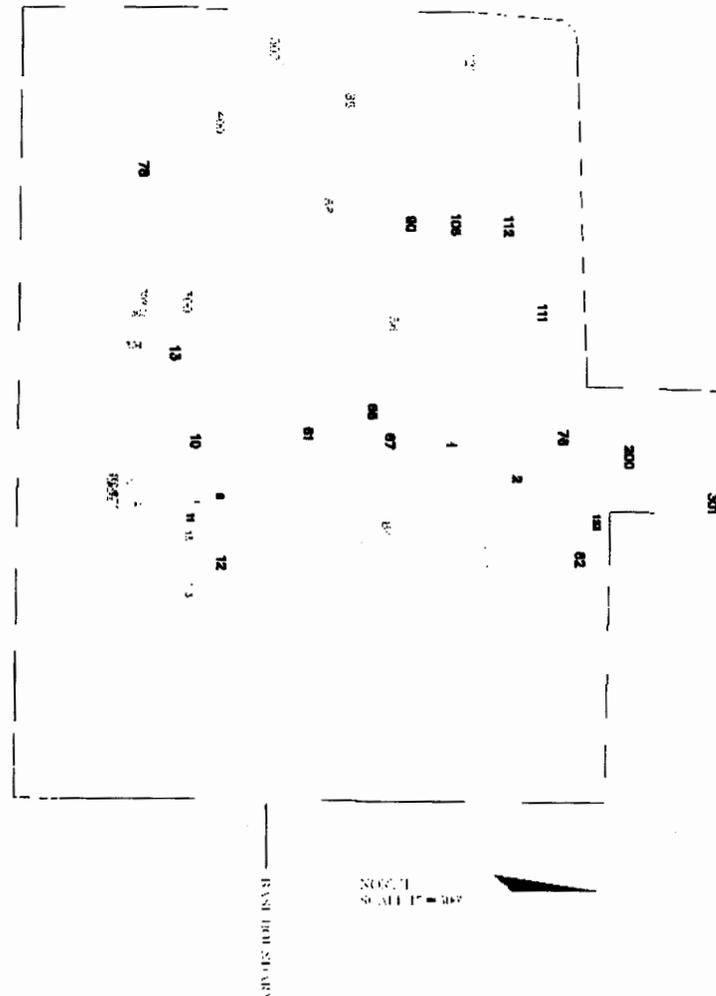
Reno-Tahoe IAP/AGS

OVERVIEW

- **Land**
- **Costs**
- **Current and Future Missions**
- **Homeland Defense/Security**
- **Loss of Firefighting Support**
- **Recruiting**
- **Differences Between Guard/Active**
- **Errors in BRAC Methodology**
- **Legal Opinion**

Availability and Condition of Land Facilities

- Reno-Tahoe IAP/AGS is capable of supporting 12 C-130s on existing land and growing to 16 C-130s with ramp development.
(Pages 2-2b)



Cost Issues

- **Eliminating the entire aviation element at Reno-Tahoe IAP/AGS incurs unaddressed costs of \$96M in 2005 dollars over a 20 year period.**
- **Significant departure from DoD's purported cost savings of \$22.7M over the same period.**
- **Other unidentified costs result from re-aligning the Aerial Port Flight and the Base Fire Department also incurred.**

(Pages 4-4b)

Ready - Reliable - Relevant

Current and Future Mission Capabilities

The BRAC report's Reno-Tahoe IAP/AGS military value rating of 101 failed to take into account a significant portion of the Nevada Air National Guard's missions, capabilities, and desirable training environment.

Before traveling to southwest Asia to participate in the Global War on Terrorism, the vast majority of Naval and Air Force aviation units come to train in Nevada.

(Pages 6-8)

Homeland Security/Defense Issues

National Security Strategy: Homeland Defense nation's number one priority.

- **BRAC calculations did not address Nevada's unique requirements and location for homeland defense.**
- **Eliminating C-130s from this state absolutely cripples its ability to respond to any large-scale emergency.**
- **Geographically large state: annual flooding, large-scale wildfires, lies on major fault lines, the largest dam in the nation, a unique tourist destination, special consideration must be given to Nevada.**

(Pages 9-11)

Loss of Fire Fighting Support Capability

The BRAC list gave no consideration to the Nevada Air National Guard's Scathe View-enhanced fire support capabilities or its ability to respond to the western states' extensive fire fighting requirements.

- The realignment of the Nevada Air Guard also includes reassignment of 152nd Civil Engineer Squadron fire personnel who are all wildfire qualified.**
- Eliminating these capabilities from Nevada will put lives and homes in grave danger.**

(Page 13)

Recruiting

- **The Nevada Air National Guard has manning to meet all current mission requirements and the ability to recruit to 12 or 16 aircraft.**
- **Additionally, Nevada Air Guard is the only C-130 Guard unit west of the Mississippi to meet the 97% manning threshold set by the National Guard Bureau.**
- **Negative Impact on Recruiting and Retention already demonstrated.**

(Page 15)

Fundamental Differences Between National Guard and Active Duty Forces

The Guard provides:

- **Fully-trained units capable of going to war at a moment's notice for 1/3 the personnel costs of an active duty unit and substantially lower operating costs.**
- **Savings originate with community basing structures allowing Guard to share operating facilities with local airports and ranges with other DoD entities.**
- **Additionally, no costs are incurred for housing, hospitals and other infrastructure found on active duty bases.**

(Page 16)

Errors in BRAC Methodology

- **Bias in form of questions to ANG/AFRC Installations**
- **Undervaluation of installations due to question bias**
- **Omission of current and future mission capabilities and training environments**
- **Contradictory information contained within BRAC reports**
- **Inconsistent use of Military Value Rating**
- **Subjective nature of data interpretation**

(Pages 18-20)

Procedural and Substantive Legal Issues in the BRAC Process and Recommendations

The BRAC recommendation to relocate the 152AW violates:

- **the U.S. Constitution**
- **several federal statutes**
- **the direction of the U.S. Supreme Court**

By focusing on federal active duty needs and ignoring the state role of the National Guard, the Department of Defense failed to acknowledge and recognize the unique, hybrid nature of the National Guard.

(Pages 21-23)