

Draft Comments
BRAC Commission Portland Regional Hearing
June 17, 8:30 a.m. (Scheduled for second hour)
Eastside Federal Complex
First floor auditorium
911 North East 11th Avenue
Portland, OR 97232

Good morning Chairman Principi and members of the BRAC Commission. I am David Graybill, President and CEO of the Tacoma-Pierce County Chamber, representing the BRAC Citizens Committee. Since you may not hear it often, I thank the Department of Defense and the Base Realignment and Closure Commission for working to effectively provide for our nation's defense and efficiently utilize our tax dollars.

Your endeavors are similar to the Corps of Discovery celebrating the 200th anniversary. Like them, you've set up in Oregon after visiting Washington. We thank Commissioners James Bilbray and Philip Coyle for their official visits to Fort Lewis and McChord Air Force Base. We trust you'll find these installations to be a premier Power Projection Platform, especially when coupled with the Ports of Tacoma and Olympia.

Washington State is acknowledged as the most trade dependent state in the nation. This economic foundation is attributable to the real estate mantra: Location, location, location. From here, we find our community in global position of equal accessibility to Europe and Asia. The reasons our private sector international businesses have succeeded are the same reasons power projection is effective here.

From the advantages of global positioning to our natural deepwater harbors, we've benefited through our enterprise to develop our ports and installations. Fort Lewis and McChord AFB are in a class by themselves, a cut above all others. Fort Lewis began with the donation of land by the citizens of Pierce County and McChord Air Force Base began with the donation of the Tacoma Airport by the City of Tacoma. This continues with cooperative designation of the Port of Tacoma as a National Strategic Port and with the consistent customer service the Port of Tacoma and Port of Olympia provide to Ft. Lewis.

Over the decades, our military installations have enjoyed a cooperative relationship with our state and local jurisdictions. Soldiers, Airmen, and smaller contingents from other services, have enjoyed an agreeable quality of life among local citizens who consider them neighbors. Like all citizens, they enjoy a region recognized as "One of America's Most Livable Communities" across the nation every decade. These two bases perennially rank at the top of "preferred assignment" lists.

At the official level, that's reflected in the adoption by our State of anti-encroachment legislation providing for cooperative land use between our communities and defense installations. For individuals, this is reflected in resident tuition for military and their

dependents as well as their friendly reception in our homes, our neighborhoods and our community organizations.

Community involvement and volunteerism of military personnel is recognized as strengths of our communities. The recognition of military as community volunteers is embedded within our Chamber as well as in other organizations like the Red Cross and United Way. We have in hand 22 resolutions from local governments and our ports – in addition to our Governor Christine Gregoire, State Legislature, and Congressional leadership – appreciative and supporting of our military citizens, encouraging additional growth opportunities from area military installations.

We believe there is room for more growth at McChord AFB. Not too long ago, C-130 Hercules shared the air base when McChord AFB had 48 C-141 Starlifters, with a footprint similarly sized to the C-17s now there. And, not too long ago, A-10s occupied facilities, still extant, once utilized by air defense squadrons. The close proximity of those Warthogs enhanced training for the soldiers of I (Eye) Corps, especially at Fort Lewis' affiliated Yakima Training Center.

Now, we are welcoming the third Stryker Brigade to Fort Lewis as it continues as the Army's center for transformation. We are confident that there is room for yet additional units. We never forget our deployed soldiers and airmen from here. Commissioners Bilbray and Coyle notice the yellow ribbons that festoon bridges over Interstate 5 near Fort Lewis and McChord AFB. Similarly, both the City of Tacoma and Pierce County have adopted pay equalization for their National Guard or Reserve employees who are activated. The City of Tacoma earned the "Above and Beyond" award from the Department of Defense's Employer Support of the Guard and Reserve as the first municipality to provide pay equalization.

Some outstanding citizens may leave our communities or lose their jobs as a result of an enactment of the Department of Defense's current recommendations for realignment and this does not escape our attention. We understand the Joint Base Lewis-McChord proposal as it seeks to achieve economies of scale, increased efficiencies and savings while enhancing the national defense capabilities of our nation. And, we are supportive of the consolidation of the installation management as it maintains or increases their respective and joint mission capabilities.

There are, however, a few questions we ask you to consider. If we had data to answer these questions or to propose an alternative for you, we would surely provide it. However, after much research we believe that level of detail is not yet publicly available, therefore your consideration of these questions is encouraged and will be appreciated. Our attempts to reconcile the numbers in text and tables for the realignment of direct jobs for military and civilian personnel for the management consolidation and relocation of medical personnel at both installations have been unsuccessful.

The DoD's BRAC recommendations recognize they require "...flexibility to tailor implementation to the unique requirements at each location." There are two realignment actions that concern us.

The first action is the consolidation of installation management. Again, there are two aspects of the consolidation of installations management personnel that deserve examination. The first is a quantity question. With the reduction of military and civilian workforce at McChord AFB, will there be enough workers on hand at Ft. Lewis to do the job required once envisioned manpower reductions are made?

The second is a question of retention or provision of mission essential personnel, or a "core competency" question. The Army maintains both a garrison command structure and a mission command structure in the form of Fort Lewis and I Corps. Both these functions are currently combined at McChord AFB in the administration of the 62nd Airlift Wing. The supposition arises that recommended cuts in the administration of McChord AFB would also mean cuts in the administration of the 62nd Airlift Wing. The personnel cuts proposed for installations management consolidation represents about 10% of military and civilian personnel at McChord AFB. What sort of mission impact would a 10% cut in the workforce at McChord AFB have on the performance of the 62nd Airlift Wing's mission?

The second action thereafter is the relocation of McChord AFB's medical personnel to Fort Lewis/Madigan Army Medical Center. It appears to us that there may be a limitation on physical facilities at Madigan Army Medical Center if Air Force medical personnel were to be relocated to the hospital. Any provision to office personnel and medical functions in what we term the "Old Madigan," and are in actuality just a storage facility, would be strongly suspect as providing efficiencies or even sufficiency. The medical clinic at McChord AFB is relatively new and it would be our recommendation that a joint administration seek ways to optimize its use for patients' benefits rather than consolidate within an inadequate location hampered by sufficient space or obsolescence.

This action also poses a "core competency" question. Will there be sufficient aviation medicine personnel? Although both service branches have aviators, their roles and missions are substantially different. The Air Force's strategic airlift, with global reach, means they fly higher, longer, and more frequently in strange and multiple locations. Will aviation medicine specialists – and in sufficient numbers with appropriate command structure – support this need once the realignment is completed?

Our community has worked long and hard for Fort Lewis and McChord AFB. This began when our communities donated the land and facilities that became these two premier installations to the Department of Defense. We have done so as we worked for the new Madigan Army Medical Center, an exemplary installation for military personnel and their dependents, and the development and deployment of the new strategic cargo airlifter, the C-17 Globemaster III. We continue to do so with our anti-encroachment legislation. And we will do so as we continue our annual visits to the Pentagon and our Congressional Delegation. Without a doubt, the Honorary Co-Chairs of our BRAC Citizens Committee,

Congressman Adam Smith, whose district encompasses Fort Lewis and McChord AFB, and Congressman Norm Dicks, whose long time, consistent advocacy for all the installations in Washington State, have provided our nation with efficient and capable national defense installations in Washington. As we visit the state's Congressional delegation annually, we are heartened by their commitment to support our installations, service members and their families. Thus we are assured, as our local communities work with our nation's leadership, that we will continue to have installations with a high military value contributing to our nation's defense.

I have provided in accompaniment to copies of my remarks today a comprehensive CD overview of our Bases, their roles, and their alignment with our region's supportive resources

Thank you, and may I answer any questions?

WASHINGTON STATE BRAC TESTIMONY

June 17, 2005
Portland, OR

Thank you for the opportunity to appear before you today in order to offer inputs regarding the impact of the BRAC plan for the State of Washington. My name is Frank Scoggins and I am appearing in front of you today in my state capacity as the Assistant Adjutant General/Washington Air National Guard. In my prepared remarks, I am representing the assessments and concerns of Governor Gregoire and The Adjutant General, MGen Timothy Lowenberg, as well as my own. The Governor is on a Trade Mission in Europe or she would be here in person. I am submitting a letter to your Commission on her behalf. MGen Lowenberg was also unable to attend today, but he sends his appreciation for your time.

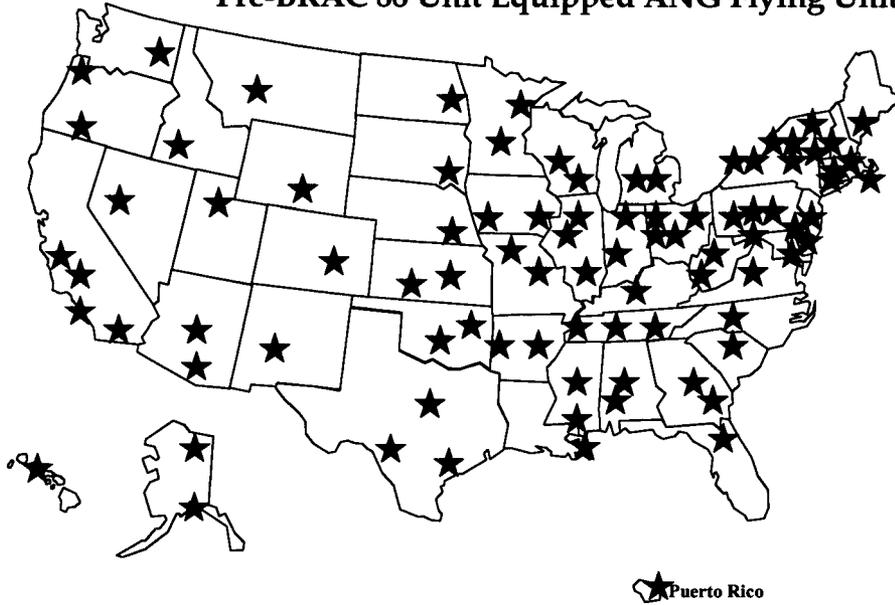
Let me begin by stating that the Governor fully embraces the majority of the recommendations of the BRAC proposal as it relates to Washington State. The Army and Navy processes approaching the release of BRAC were as collaborative as allowable and there were no significant surprises. The results of their recommendations will allow the citizens, industries, and governments of Washington to continue to strongly support the nation's defense requirements. Even more importantly, there are no implications in the Army or Navy recommendations that would negatively affect the state in regard to the Governor's responsibilities for Homeland Security.

All of the concerns that I will address today revolve around the USAF recommendations and the negative impacts that we believe those recommendations will have if they are implemented. We have no doubt that their intentions were good, but the process was extremely closed. It is our belief that there are serious unintended long term consequences if the USAF recommendations are fully adopted.

I have four issues to discuss today. First, I will address consequences of the proposed BRAC recommendation that we feel will negatively impact the connectivity of America with her United States Air Force. Then I will address the Governor's concern about a lack of emergency airlift that will remain in the Northwest under the current plan. I will follow-on with a request that you look at the shortfalls caused by an apparent imbalance of the distribution of KC-135 aircraft under BRAC. A closing point will be made regarding potential Air Sovereignty Homeland Security deficiencies.

The first issue is one that affects the entire nation. Slide 1 is illustrated with stars that depict the location of the eighty-eight unit equipped flying wings that exist in the Air National Guard today. The definition of a unit equipped flying wing is one that has the responsibility for the management, maintenance, and operation of an assigned number of aircraft.

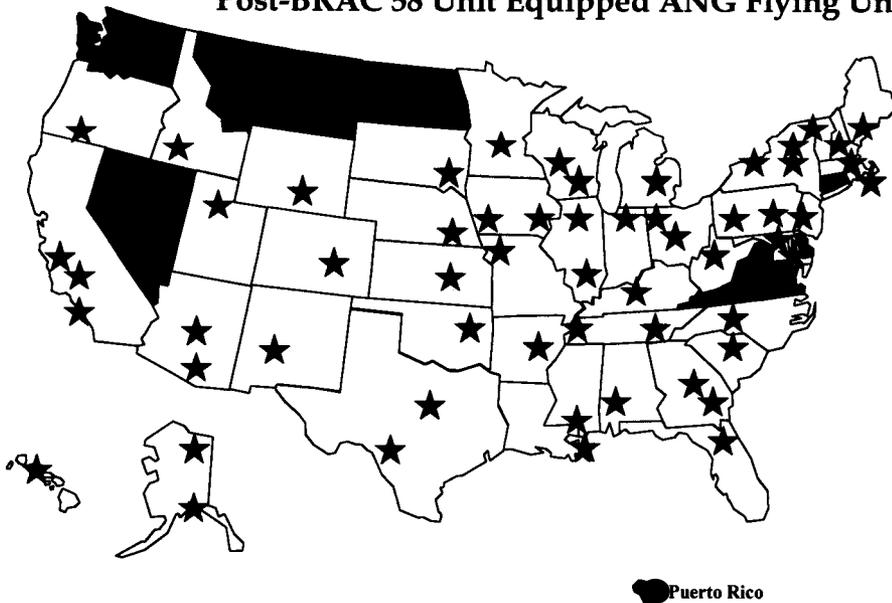
Pre-BRAC 88 Unit Equipped ANG Flying Units



Slide 1

The basing recommendations made by the USAF for the BRAC would result in the removal of over one third of these unit equipped wings. As shown on Slide 2, the proposed basing of the remaining Air National Guard Wings would leave seven states and Puerto Rico without a unit equipped flying wing as depicted in this illustration. Two of those states, Montana and Washington, are present at today's forum.

Post-BRAC 58 Unit Equipped ANG Flying Units



Slide 2

The Adjutants General of the United States have gone on record that they understand that the recapitalization of the Air Force will require a reduction in both USAF and Air National Guard flying force structure. They are not resistant to a proportional reduction that will provide for America's future Airpower needs. They believe, however, changes of this magnitude should be done in consultation with the Adjutants General, and failure of the Air Force to do so has produced a BRAC basing methodology, if adopted, will have the unintended consequence of disconnecting the citizens of America from a key part of their military.

The Adjutants General, with a common voice, have stated they support maintaining a minimum of one unit equipped flying wing in each state. This is not for political maneuvering. It goes to the ideology of the militia nation concept of defense that has its foundation in the United States Constitution. As you know the organized militias created by the Constitution were not intended or designed to be the most efficient and accessible military organization possible. They were, in fact, created as a political construct designed to keep checks and balances in place for the use of the United States military. Our forefathers envisioned a standing military that would be at the immediate call of the President, but they carefully placed much of the military force in each of the states. The design was crafted specifically to avoid creating a presidency that could conduct foreign policy with the powers of a King backed by a King's Military. The organized militias set forth in the Constitution, today's Army and Air National Guard, were to be organized, trained, and equipped by the federal military. They were to be available to be called to duty as the nation needed. However, there were put in place congressional checks and balances for the call up and use of that force. For centuries, this has served to ensure that the citizens of the nation remain connected to, and remain responsible for their own defense. The use of the United States military for large scale operations, by design, requires the consent of the Congress. This concept also ensures that the military is only used for long term conflict when supported by the people. The one significant time that this process was avoided was during the Vietnam War when the large standing force in place for the Cold War made it possible to fight in Vietnam without calling up the Guard and Reserves. As we know, immediately after the end of that war, the Total Force Policy was developed to ensure that the Guard and Reserve would have to be a part of any future sustained conflict. In the opinion of some in the DoD, the result of that policy is creating complications in today's environment. Others would state that the system is working in that Americans are fully connected to foreign operations because of required mobilization of the National Guard. The fact that this is causing informed questions to be asked throughout America is a good, and not a bad result of Total Force dependencies. The Adjutants General believe that it is a mistake to dismantle the militia nation concept as it relates to the USAF in order to address a short term anomaly in America's history.

One of the goals of the Air Force in this BRAC recommendation is to make the aircraft and aircrews currently serving in the Air National Guard more accessible for federal use. BRAC would accomplish this by closing many unit equipped Air National Guard Wings and redefining the militia concept by integrating Air National Guard units with and occasionally into active duty wings. From a DoD perspective, this would reduce the requirement to mobilize the Air National Guard and minimize the need to go to Congress

to ask for permission to use more of the force. Unfortunately, it would also dismantle many of the safeguards created by the Total Force policy. This restructuring would help solve short term problems, but it is the concern of the Adjutants General that it would have grave long term negative impacts.

When the USAF made the BRAC military value determination it weighted large centrally managed installations with high scores. This arrangement provides the most efficient way to bed down large concentration of forces, but by default, it offers very little scoring to the small and efficient Air National Guard wings. The USAF was looking at the issue through the eyes of leaders responsible to the President for the instant projection of air power. There was no allowance made in their calculations for the value of Air National Guard community basing. It is our contention that keeping Air National Guard unit equipped flying wings distributed in every state will ensure that Americans throughout the nation stay in tune with their Air Force. They will learn about their Air Force and the missions it is performing from citizen airmen who serve on school boards with them and who work and live alongside them as permanent members of their communities. Those informed citizens will lend their voices of support to the military because they will understand the issues as their neighbors, the citizen Airmen, deploy around the world and fight in America's wars.

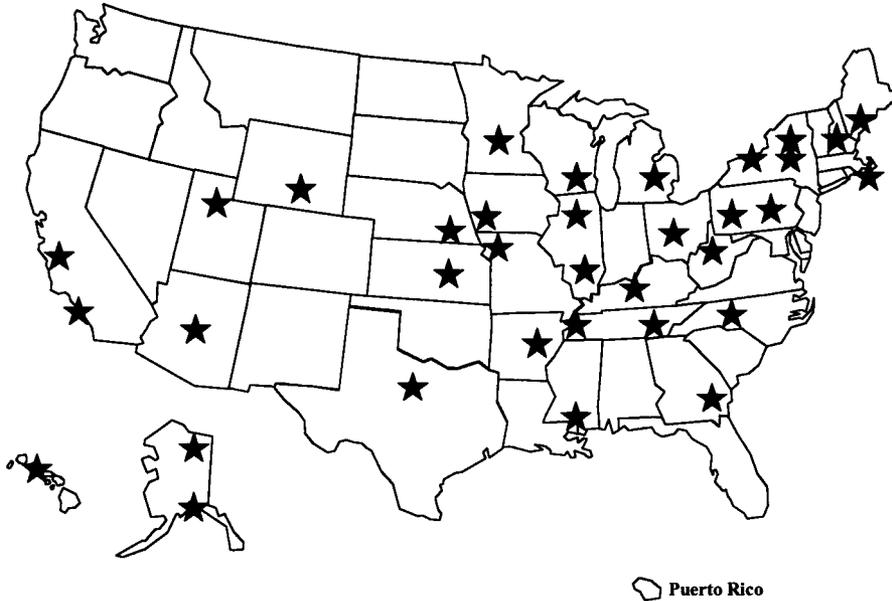
If those same citizens begin to hear things that cause them to lose support for the overseas mission, our elected members of Congress will begin to receive feedback and will hear the collective voices of America. It will result in democracy in action at a much earlier point in a conflict, and a repeat of Vietnam will be avoided. This was the intent of the militia nation construct... to keep citizens involved in their own defense rather than to develop a large standing professional military. BRAC should not be allowed to fundamentally change the way America defends herself because of USAF basing decisions.

With today's lethal weapons and with the speed that Airpower can be projected very quickly around the world, it might be time to consider a change to the militia nation concept of defense for the USAF. On the other hand, it might also be a time to make sure that America is behind the use of that incredible power before the country commits to wielding it. In either case, any fundamental change in how the country defends herself should be debated in Congress by the elected representatives of the people and not accomplished as a byproduct of BRAC basing decisions. We request that you look at the military value calculations and recommend that you place a high value on the positives of keeping at least one unit equipped flying wing in each state. For the purpose of today's hearings, that would affect both Montana and Washington, but we believe this to be a nationwide issue and the most important one that I am addressing today.

The second point I would like to address with you is the impact of the Air Force recommendations in BRAC on the Governor's ability to respond to Homeland Security requirements and natural disasters. Since September 11, 2001, many National Guard capabilities have been developed in order to support civil authorities in time of crisis. Those assets require air transportation in many instances. The impact of removing unit

equipped KC-135s from the Washington Air National Guard and of C-130 aircraft from the Idaho Air National Guard will totally delete the Northwest Governors' emergency capability to respond to Homeland Security events within the region. They will also lose a capability to rapidly support other governors throughout the United States through the Emergency Management Assistance Compact (EMAC). Slide 3 shows the proposed post BRAC distribution of Air National Guard unit assigned airlift aircraft around the nation.

Post BRAC - Stars indicate ANG Air Mobility Wings



Yellow - States with no emergency airlift avail to Governor

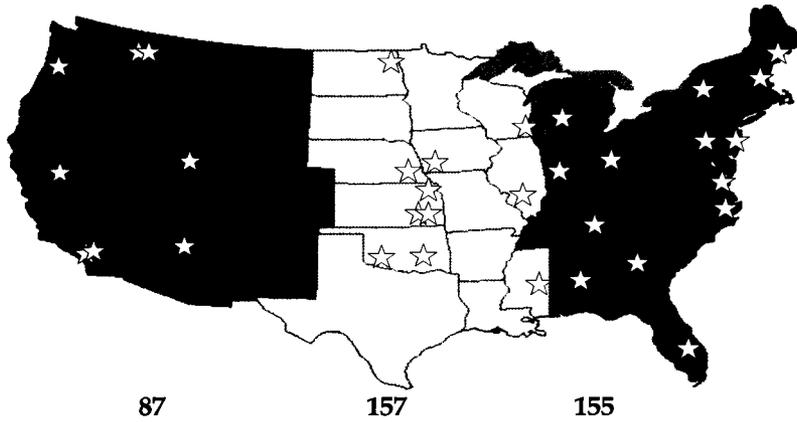
Slide 3

By design, unit assigned National Guard federal equipment; to include airlift aircraft is available to a governor for emergency use. Of course federal need always tops any state use, and the state must pay for any use it makes of the equipment. Thus, the system is designed so that there is no degradation of federal utilization, but the states benefit from the inherent capability of using the aircraft during times of emergency. During disasters, natural or human caused, this provides a tremendous emergency capability for the governors to use in their roles as the Chief Executive of the various states. Although it is not a reason for the USAF to base their aircraft in a specific state, the impact of moves involving airlift capability should be considered when arbitrary basing decisions are being made. As you can see, in Slide 3, the proposed BRAC moves will leave the governors of the entire Northwest Region without any emergency airlift capability. If the unit equipped KC-135s in the Washington Air National Guard were to be left in place, and if the C-130s were to remain in Idaho, the picture would look completely different. We request this be considered in your deliberations.

My third point for you today is to request a reconsideration of the KC-135 basing recommendations as it applies to Fairchild Air Force Base and the entire Northwest. As you know, the air refueling capability of the USAF sets this country apart with a Global Reach capability not approached by any other nation. This capability is what allows all

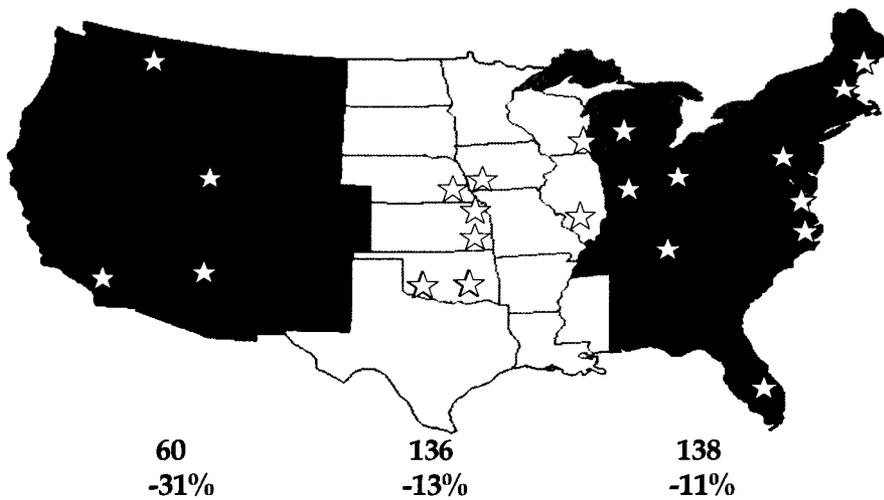
other aircraft to be so effective. It allows C-17s to fly non stop to anywhere in the world. It allows us to deploy fighters, bombers, and surveillance aircraft to locations not reachable in any other fashion, and it allows the United States Navy and Marines to operate their aircraft from extended distances. Slides 4 and 5 illustrate the migration of air refueling capability away from the west coast if this BRAC proposal is adopted. As you can see the number of KC-135 unit equipped wings in the western third of the US decreases markedly.

Pre-BRAC KC-135 Distribution



Slide 4

Post-BRAC KC-135 Redistribution



Slide 5

From a military value perspective it is our concern that it is not in the best interest of the United States of America to move these KC-135 force multiplying aircraft away from the west coast. The next illustration demonstrates the impact of flying air refueling missions from McConnell AFB, KS, the other large tanker base, instead of from Fairchild AFB, WA, when going into the Pacific Area of Responsibility.

Strategic Significance



1,025 Fewer Nautical Miles To Fly Means Greater Capability For Pacific Missions

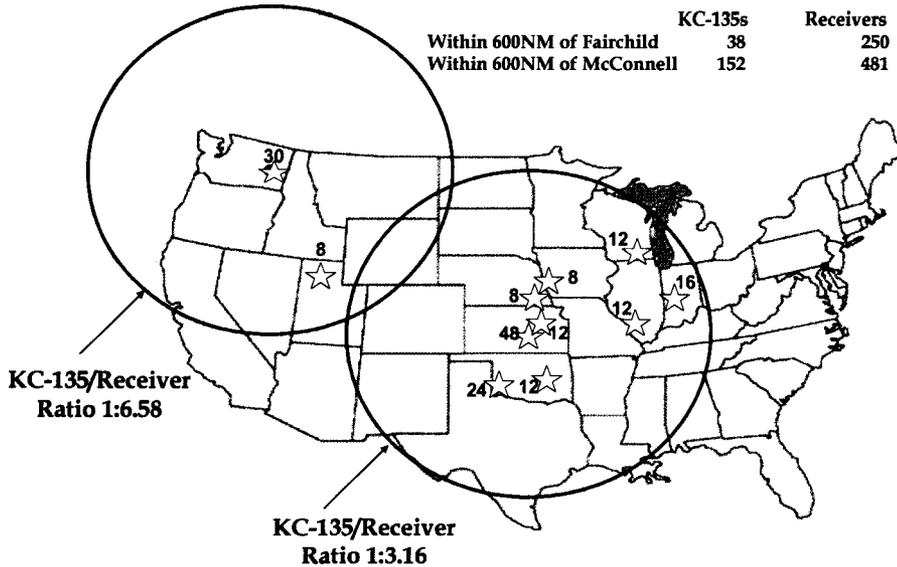
- Each Fairchild KC-135 Has Approximately 28,000 Lbs More Fuel To Offload
- Enroute Times Are Approximately 2 Hours, 30 Minutes Shorter

Slide 6

Since much of the Strategic Airlift deploys from McChord AFB, WA and Travis AFB, CA, it would seem prudent to keep more Air Refueling capability in the Northwest. Another factor is the concentration of receivers that utilize the KC-135 aircraft for training on a regular basis. McConnell AFB, KS and Fairchild AFB, WA are slated to be the two large air refueling bases remaining after BRAC. Slide 7 shows the number of receivers and tankers based within the 600 mile overlapping rings of the two bases. Again, it appears the distribution proposed under the current plan does not adequately address training needs, Pacific deployments, and Air Expeditionary Force (AEF) responsibilities. Adding to this problem is the alert air refueling requirements in the Northwest. Currently, between the KC-135s based at Portland and Fairchild, there are four airplanes required to be on alert at all times. If this BRAC proposal is implemented, over thirteen percent of the aircraft assigned to Fairchild will be tied to an alert line on any given day. In fact, crews of the Washington Air National Guard are providing two of the unit assigned alert aircraft and three of the crews for the alert lines at the current time. Loss of these aircraft would place an even larger burden on the already overstressed active duty fleet at Fairchild AFB. It is apparent that this information was not taken into consideration when the BRAC recommendations were made. With a force of only thirty aircraft, it would be very difficult to provide four airplanes for alert while covering the Pacific deployment and receiver training responsibilities, and still providing aircraft for the Air Expeditionary Force. It is requested that the Commission examine data from the

USAF as to how the requirements can be met. Three of these alert aircraft are tied to Homeland Defense. All of these missions are being done with ANG and Air Force Reserve crews and planes. With those assets scheduled to leave, it is essential to ensure this mission will not suffer under the USAF recommendation.

Fairchild and McConnell KC-135/Receiver Ratios: 600 NM



Slide 7

The USAF BRAC proposal indicates Fairchild will be the first base to accept the KC-X follow-on air refueling tanker. The BRAC proposal indicates a basing plan that would place ten of the new aircraft at Fairchild by 2011. This aircraft will undoubtedly provide new capabilities, however, a design has not even been submitted yet, and it is very much an unknown as to when the aircraft will actually be available for basing. It is our contention it would be unwise to remove aircraft from Fairchild AFB, WA in the beginning stages of BRAC prior to the actual fielding of a new aircraft. If the aircraft is fielded at a later date and it offers new flexibility the reassignment could then be made. In our opinion, it would be detrimental for both cost and efficiency reasons to diminish the Fairchild AFB, WA capacity at this time.

Such a move would serve only to further skew the imbalance. It is our recommendation that the commission direct the eight unit equipped KC-135s assigned to the Washington Air National Guard be left in place until there is a production delivery and fielding plan for the follow-on aircraft is in place. Fairchild AFB has a capability to accommodate up to eighty-seven KC-135s, and the eight suggested to be left in place aircraft are currently stationed there and fully operational. The unit is fully combat capable and is contributing at full rate to the nation's defense. There would be no cost to this proposal. As this Slide 8 shows, the trend at Fairchild is going in the opposite way than is prudent.

Fairchild Will Lose nearly 50% Of Its Primary Assigned KC-135s

FY	Active Duty	ANG
2004	36	8
2005	30	8
2006	30	8
•		
•		
•		
2011	30 +?? KC-X	0

Slide 8

We recommend the Commission overturn the USAF BRAC recommendation and direct the eight WA ANG unit-equipped KC-135s be left at the 141 Air Refueling Wing, Fairchild AFB, WA. This course of action would solve all three of the issues discussed to this point. Directing this action would keep the citizen Airman connection with the American people.

This positive course of action would provide an emergency airlift capability to the governors of the Northwest Region for use in Homeland Security events. While not detracting from their federal use, this would make aircraft available for Emergency Management Assistance Compact (EMAC) missions.

Finally, this solution reduces the basing imbalance of KC-135s by leaving eight additional aircraft in the Pacific region. This provides a much better capability to accomplish real world Pacific missions, receiver and tanker training needs, and projected alert requirements.

My final input to you today concerns the proposed BRAC change that would remove the F-15 air defense fighter aircraft based at from Portland IAP. It is our understanding that the BRAC plan to provide for the Air Defense for the Northwest dual tasks the F-15 training unit at Kingsley Field, OR. As a career fighter pilot who has also been the commander of an Air National Guard Fighter Training unit, I have concerns regarding the viability of this plan.

Numerous currency issues are involved with professionally performing the Air Sovereignty Alert Mission, and it is imperative that all certification issues for crews and aircraft be studied prior to making the assessment that this mission could be done as an

additional tasking. The aircraft and the pilots of a training squadron are certainly capable of performing the mission, but I would suggest that the required aircraft checks and the pilot currencies required for the Air Sovereignty mission will detract from the ability to still provide the training mission.

From the standpoint of the Governor of Washington and our other elected officials, the question we ask the BRAC Commission to consider is whether or not the removal of the Portland F-15s would have a negative impact on response times for the many critical infrastructure sites in Washington. When this question is asked of the Northern Command, we would suggest that the answer should specifically address the ability of the system to rapidly ramp up to the highest response posture level that would be required when an unexpected crisis such as September 11th occurs.

This concludes my remarks. I would like to answer any questions that you may have.



STATE OF WASHINGTON
OFFICE OF THE GOVERNOR

P.O. Box 40002 • Olympia, Washington 98504-0002 • (360) 753-6780 • www.governor.wa.gov

June 6, 2005

Members, 2005 Defense Base Realignment
and Closure Commission
2521 S. Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioners:

Thank you for your dedicated service on the Base Realignment and Closure Commission (BRAC), and for this opportunity to provide input on behalf of the citizens of the state of Washington. I have carefully reviewed the recommendations of the Secretary of Defense for this round of proposed base realignment and generally support the Secretary's overall recommendations. I do, however, have two serious concerns about the impact these proposals will have upon our Air National Guard and our national defense.

The first concern has to do with the removal of unit-equipped KC-135 aircraft from Washington's 141st Air Refueling Wing at Fairchild Air Force Base and the proposed elimination of unit-equipped aircraft from other Air National Guard units in a significant number of other states and territories. Such actions would substantially diminish our capacity to prevent, respond to, and recover from terrorist attacks and other catastrophic domestic emergencies. Removing the unit-equipped KC-135 aircraft would eliminate my ability to employ them – at state expense – to move quick reaction forces for the protection of citizens and critical infrastructure or to rapidly transport personnel and supplies to where they are most needed during a man-made or natural disaster.

My second concern is the Air Force's plan to dramatically reduce primary assigned air defense fighter aircraft in the Pacific Northwest. Specifically, it would remove permanently stationed air sovereignty alert fighter aircraft at Portland International Airport and sixteen KC-135R Air Refueling aircraft from Fairchild AFB and Portland. If enacted, these actions would substantially diminish the air defense of the state of Washington and all surrounding states vis-à-vis the capabilities that existed on September 11, 2001. At that time, 15 permanently assigned air sovereignty F-15s were stationed at Portland and 58 permanently assigned KC-135R refueling aircraft were stationed at Fairchild AFB. Nearly all of these aircraft were brought to an immediate response posture to protect Washington and the other Northwest states during this national emergency. As you are aware, the 9-11 Commission investigation found that terrorists had planned as many as ten aerial attack missions that day, including several West Coast targets. During this national emergency, the permanently assigned fighter interceptor and air refueling aircraft currently on the cutting board provided airborne protection to Washington's nuclear



Congress of the United States
Washington, DC 20510

June 15, 2005

Anthony Principi
Chairman
2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

Dear Chairman Principi,

First, allow us to thank you for your work on the Base Realignment and Closure Commission. The task before you and the commission is an important and arduous one. Your willingness to serve our nation in this capacity is appreciated.

We believe that the Defense Secretary's recommendations largely recognize the important military assets we have in the Northwest. The combination of our distinctive geography, unique military assets and dedicated servicemen and servicewomen, position the Pacific Northwest well in the critical protection of our homeland.

However, we are concerned about the proposed realignment of important Air National Guard and Air Force Reserve assets away from the Pacific Northwest. The Department of Defense has recommended the realignment of all 15 F-15 fighters of the 142nd Air National Guard (ANG) fighter wing based at Portland International Airport (PDX). Additionally, the Pentagon has recommend the realignment of 8 tankers of the 939th Air Force Reserve refueling wing based at PDX and all eight of the tankers assigned to the 141st ANG wing at Fairchild Air Force Base.

These realignments overlook the critical role these air assets play in ensuring the security of the Pacific Northwest and our nation. For more than three days after the terrorist attacks of September 11, 2001, the fighters of the 142nd ANG wing provided 24-hour air patrols over population centers, major military bases, and other high value targets across a three state region. The patrols helped protect our citizens and provided invaluable security in the very uncertain hours after the terrorist attacks on our nation. The nation continues to require a comparable level of responsiveness to counter potential threats to its Northwest region.

If implemented, the Secretary's recommendations would greatly limit this homeland security capability for our nation. While the Secretary's recommendations would maintain the alert component at PDX through the rotation of fighters from distant bases -- no fighters would be permanently based in Portland. In the midst of another attack on our homeland, fighters would have to be quickly scrambled from more distant bases, possibly

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compromising the security of major population centers and other high value targets along America's west coast.

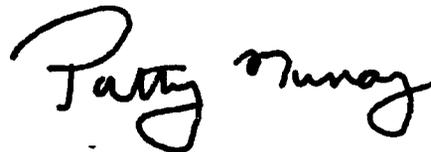
We also are concerned about the proposed realignment of eight ANG air refueling tankers assigned to the 141st ANG wing at Fairchild Air Force Base and eight additional tankers assigned to the 939th Air Force Reserve Wing at PDX. Air refueling tankers are vital assets in the rapid projection of forces around the world and have played critical roles in past and present military operations. If implemented, the number of active duty, guard, and reserve air refueling tankers in the Northwest will have been reduced by more than 50 percent since the terrorist attacks of September 11th. These reductions will strain force projection capabilities, limit Air National Guard training capacity, increase the average time to run sorties throughout the Pacific Rim, and will reduce available air refueling capabilities.

In addition to compromising our Homeland Security, the proposed realignments would reduce the important connectivity of the Air National Guard to the citizens and communities of each state. Currently, each of the 50 States have a unit equipped Air National Guard Wing within their borders. Implementing the Department of Defense's proposed plan would leave seven states, including three western states, without a unit equipped ANG flying unit. Enactment of this plan would have the unintended consequences of reducing the historic and philosophical connectivity of the National Guard to the citizens of affected States and would also reduce the emergency response capabilities currently available to Governors.

With these issues in mind, we respectfully request that you carefully examine the realignment of these air assets, in light of their recent critical role in meeting emerging security requirements. Like the Commission, we want to ensure that our nation is well positioned to protect itself from threats, both foreign and domestic. Our military assets in the Northwest remain well positioned to protect the homeland and to help ensure the national security of the United States. We hope to work with you to implement the current base realignment and closure round to ensure the improved security of our great nation.

Sincerely,


Maria Cantwell
United States Senator


Patty Murray
United States Senator


Norm Dicks
Member of Congress


Jim McDermott
Member of Congress

Principi p. 3

Y *R*

Member of Congress

Rick Larsen

Rick Larsen
Member of Congress

Al

Al
Member of Congress

D. Reichert

Dave Reichert
Member of Congress

Brian Baird

Brian Baird
Member of Congress

Doc Hastings

Doc Hastings
Member of Congress

Jay Inslee

Jay Inslee
Member of Congress

OVERVIEW

Nationwide: Unintended consequences of redefining the Total Force Practices

Regional: Impact of moves on Northwest Governors' ability to utilize emergency airlift for natural or human caused disasters

Strategic: KC-135 basing impact on national Global Reach capability

HLS: Capability to respond to Air Sovereignty requirements

RECOMMENDATIONS

Nationwide: Unintended consequences of redefining the Total Force Practices

Direct DOD leave an ANG unit-equipped flying wing in each state.

Regional: Impact of moves on Northwest Governors' ability to utilize emergency airlift for natural or human caused disasters

Maintain the unit based KC-135s in the WA ANG

Strategic: KC-135 basing impact on national Global Reach capability

Maintain 8 KC-135s at Fairchild AFB until KC-X are delivered

HLS: Capability to respond to Air Sovereignty requirements

Leave F-15s in place at Portland IAP