

***Commissioner  
Base Visit Book***



***CANNON AIR FORCE BASE  
Closure Recommendation***

***The Honorable Anthony J. Principi  
The Honorable James V. Hansen  
General James T. Hill (USA Ret.)  
Brigadier General Sue E. Turner  
(USAF Ret.)***

***23 June 2005***

CANNON AIR FORCE BASE, NM

BASE VISIT

23 JUNE 2005

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1. - IT - ERA

Tony,

What would be the value of the "airspace" if there were no access to the ~~range~~ <sup>"Melrose range"</sup> - all access routes are based on State easements conditioned on the continuation of an active Cannon AFB -

BRAC staff has a copy of a letter from the New Mexico Land Commissioner to this effect and to the effect that the State would exercise the reverter clauses.

Tony,

They (AF) knows this and they were ~~...~~ this today.

ITINERARY FOR CANNON AIR FORCE BASE COMMISSIONER'S VISIT  
23 JUNE 2005

| TIME                     | EVENT  | LOCATION                         | POC  | ACTION   |
|--------------------------|--|----------------------------------|--|--|
| 22 June<br>1600 to 18:30 | Commissioner Hill arrives Lubbock at 15:57 via Continental flt 2998  | Lubbock Airport                  | Justin Breitschopf,<br>(cell) 253-376-0658                               | Meet Commissioner Hill and retrieve luggage. Drive Commissioner via rental car to La Quinta Inn, Clovis, MN      |
| 17:00 to 20:30           | Commissioner Turner arrives Lubbock at 17:01 via American flt 3393<br><br>Commissioner Hansen arrives Lubbock at 17:58 via American flt 3753 | Lubbock, Airport                 | Frank Cirillo<br>(cell) 703-501-3357                                     | Meet Commissioners Turner and Hansen at airport. Drive Commissioners via rental car to La Quinta Inn, Clovis, NM |
| 23 June<br>Morning Hours | Possible breakfast and discussion with Commissioners, Frank Cirillo, Jim Aarnio, and AF/R&A staff  | TBD                              | David Combs<br>(cell) 703-220-3355<br><br>J.                             | Brief Commissioner on Cannon Base visit  |
| 1230 - 1250              | In-Transit   | Cannon Air Force Base            | LTC James <sup>2.</sup> Lewis 505-784-2761 (office), 505-799-5069 (cell) | Transport Commissioners from hotel to Cannon Air Force Base (bldg 1)   |
| 1300                     | Commander's Welcome  | Commander's Office, (Building 1) | LTC James Lewis  | Informal welcome meeting between Commissioners and COL Posner and COL Harrell                                    |

*Please get R's A staff's Commissioners on base by 10am to start base visit early.*

*3. Shannon  
703 901  
7805*

|                 |                  |                         |  |   |
|-----------------|------------------|-------------------------|--|---|
| 1330 - 1500     | Mission Briefing | Building 1              | LTC James Lewis  | Mission Brief and Q&A Period  |
| 1500 - 1630     | Base Tour        | Cannon AFB              | LTC James Lewis  | Visit Cannon facilities to include Control Tower, Fire/Crash Rescue Station, and Security Forces Operations Complex |
| 1630 - 1700     | In-Transit       | Cannon Air Force Base   | David Combs  | Transport Commissioners from Cannon to La Quinta Inn  |
| 1700 - 2100     | Dinner           | TBD                     | David Combs  |   |
| 24 June<br>0730 | In -Transit      | Clovis Regional Hearing | David Combs will coordinate transport of Commissioners to Regional Hearing with Advance Team | Help transport commissioners to Regional Hearing  |
| 1200 - 1620     | In-Transit       | Lubbock Airport         | David Combs  | Transport Commissioners to Lubbock Airport. Commissioners depart Lubbock via air at approximately 1620              |

**DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

**BASE SUMMARY SHEET**

**Cannon Air Force Base, NM**

**INSTALLATION MISSION**

- The primary mission of the 27<sup>th</sup> Fighter Wing is to maintain an F-16 Fighting Falcon fighter wing capable of day and night combat operations for war fighting commanders, worldwide, at any time.

**DOD RECOMMENDATION**

- Close Cannon Air Force Base, NM. Distribute the 27<sup>th</sup> Fighter Wing's F-16s to the 115<sup>th</sup> Fighter Wing, Dane County Regional Airport, Truax Field Air Guard Station, WI (three aircraft); 114<sup>th</sup> Fighter Wing, Joe Foss Field Air Guard Station, SD (three aircraft); 150<sup>th</sup> Fighter Wing, Kirtland Air Force Base, NM (three aircraft); 113<sup>th</sup> Wing Andrews Air Force Base, MD (nine aircraft); 57<sup>th</sup> Fighter Wing, Nellis Air Force Base, NV (seven aircraft), the 388<sup>th</sup> Wing at Hill Air Force Base, UT (six aircraft), and backup inventory (29 aircraft).

**DOD JUSTIFICATION**

- Cannon has a unique F-16 force structure mix. The base has one F-16 Block 50 squadron, one F-16 Block 40 squadron, and one F-16 Block 30 squadron. All active duty Block 50 bases have higher military value than Cannon. Cannon's Block 50s move to backup inventory using standard Air Force programming percentages for fighters. Cannon's F-16 Block 40s move to Nellis Air Force Base (seven aircraft) and Hill Air Force Base (six aircraft to right size the wing at 72 aircraft) and to backup inventory (11 aircraft). Nellis (12) and Hill (14) have a higher military value than Cannon (50). The remaining squadron of F-16 Block 30s (18 aircraft) is distributed to Air National Guard units at Kirtland Air Force Base, NM (16), Andrews Air Force Base, MD (21), Joe Foss Air Guard Station, SD (112), and Dane-Truax Air Guard Station, WI (122). These moves sustain the active/Air National Guard/Air Force Reserve force mix by replacing aircraft that retire in the 2025 Force Structure Plan.

**COST CONSIDERATIONS DEVELOPED BY DOD**

- |   |                   |
|---|-------------------|
| • One-Time Costs:                           | \$90.1 million    |
| • Net Savings (Cost) during Implementation: | \$815.6 million   |
| • Annual Recurring Savings:                 | \$200.5 million   |
| • Return on Investment Year:                | Immediate         |
| • Net Present Value over 20 Years:          | \$2,706.8 million |

Block 50's → Backup Inventory (29)  
 Block 40's → Nellis (7)  
                   → Hill (6)  
                   → B-U (11)  
 Block 30's → FOUR ANG Bases

Also the move to Hill helps new USAF Wing structure of  
 OLD 3 x (18) = (54)  
 NEW 3 x (24) = (72)

**MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (INCLUDES CONTRACTORS)**

|                 | <u>Military</u> | <u>Civilian</u> | <u>Contractors</u> |
|-----------------|-----------------|-----------------|--------------------|
| <b>Baseline</b> | 2385            | 384             |                    |
| Reductions      | 1925            | 324             | 55                 |
| Realignments    | 460             | 60              |                    |
| <b>Total</b>    | <b>2385</b>     | <b>384</b>      | <b>55</b>          |

**MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (EXCLUDES ON-BASE CONTRACTORS AND STUDENTS)**

|                         | <u>Out</u>      |                 | <u>In</u>       |                 | <u>Net Gain (Loss)</u> |                 |
|-------------------------|-----------------|-----------------|-----------------|-----------------|------------------------|-----------------|
|                         | <u>Military</u> | <u>Civilian</u> | <u>Military</u> | <u>Civilian</u> | <u>Military</u>        | <u>Civilian</u> |
| This Recommendation     | 2385            | 384             |                 |                 | (2385)                 | (384)           |
| Other Recommendation(s) |                 |                 |                 |                 |                        |                 |
| <b>Total</b>            | <b>2385</b>     | <b>384</b>      |                 |                 | <b>(2385)</b>          | <b>(384)</b>    |

\* **Note:** Not included are the 55 contractors shown in previous table.

**ENVIRONMENTAL CONSIDERATIONS**

- Nellis Air Force Base is in a National Ambient Air Quality Standards non attainment area for carbon monoxide (serious), particulate matter (PM10, serious), and ozone (8-hr, subpart 1). A preliminary assessment indicates that a conformity determination may be required to verify that positive conformity can be achieved. Costs to mitigate this potential impact have been included in the payback calculation and this is not expected to be an impediment to the implementation of this recommendation. There are also potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; include pertinent items, e.g., on NPL list) resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include \$2.8M 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.

**REPRESENTATION**

Governor: Bill Richardson (D)

Senators: Pete Domenici (R)  
 Jeff Bingaman (D)

Representative: Tom Udall (D)

### **ECONOMIC IMPACT**

- Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4,780 jobs (2,824 direct jobs (including 55 contractors) and 1,956 indirect jobs) over the 2006-2011 period in the Clovis, NM, Metropolitan Statistical Area, which is 20.5 percent of economic area employment.
  
- Potential Employment Loss: 4779 jobs (2824 direct and 1955 indirect)
- MSA Job Base: 23,348 jobs
- Percentage: -20.5 percent decrease
- Cumulative Economic Impact (Year-Year): \_\_\_ percent decrease

### **MILITARY ISSUES**

- The closing of Cannon Air Force Base and the redistributing of its F-16 aircraft is part of a larger effort to consolidate the F-16 fleet. All other active duty fighter bases have higher military value than Cannon. These moves sustain the Active/Air National Guard/Air Force reserve force mix by replacing aircraft that retire in the 2025 Force Structure Plan.

### **COMMUNITY CONCERNS/ISSUES**

- The closure of Cannon Air Force Base would result in the loss of approximately 5,000 jobs and hundreds of millions of dollars in lost economic activity.
- Cannon AFB received a low score on Military value. Community believes that Cannon received an incorrect evaluation of its airspace in part because the New Mexico Training Range Initiative (NMTRI) proposal was not considered by the Air Force in its evaluation.

### **ITEMS OF SPECIAL EMPHASIS**

- The primary purpose of the NMTRI is to provide military training airspace that is configured, sized, and capable of supporting effective and realistic training for the full range of proposed aircraft missions to include tactics and employment of weapons at supersonic speeds at approximately 5,000 to 6,000 feet.
- The Air Force BRAC process did not include facilities/capabilities not approved or operational as of December 2004.

- The New Mexico Training Range Initiative (NMTRI) was not included by the Air Force in its analysis of Cannon AFB since the range proposal has not been formally submitted to the FAA.
- BRAC FAA analyst says the NMTRI proposal is presently in the NEPA process and has not been formally submitted to the FAA as an airspace proposal. Informal coordination has been initiated between the Air Force and the FAA. The FAA has for the most part non-concurred with major elements of the informal proposal.

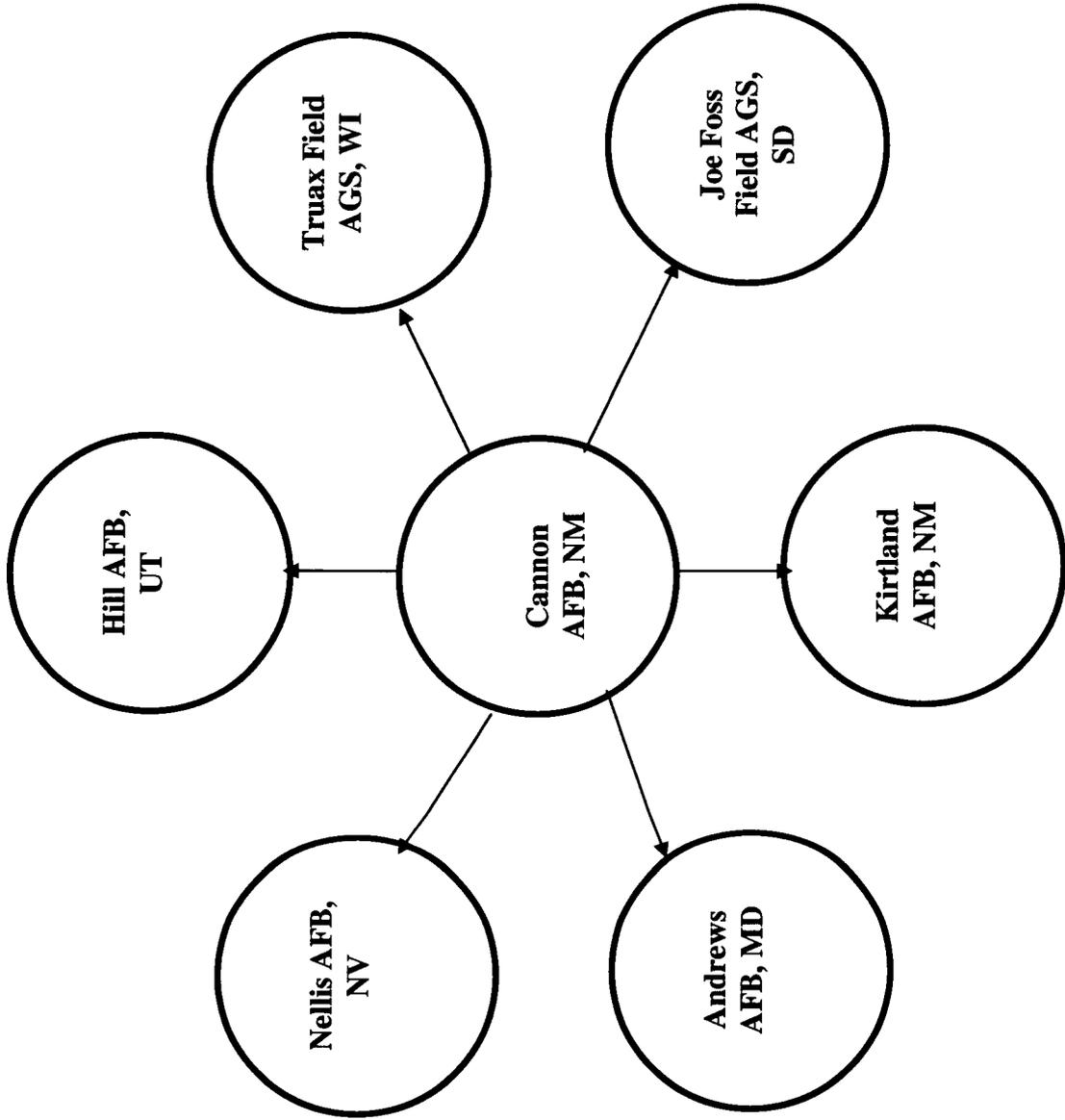
David Combs/AF/June 1, 2005

**SECRETARY OF DEFENSE RECOMMENDATION:**

- Close Cannon Air Force Base, NM. Distribute the 27<sup>th</sup> Fighter Wings F-16s to the 115<sup>th</sup> Fighter Wing, Dane County Regional Airport, Truax Field Air Guard Station, WI (three aircraft); 114<sup>th</sup> Fighter Wing, Joe Foss Field Air Guard Station, SD (three aircraft); 150<sup>th</sup> Fighter Wing, Kirtland Air Force Base, NM (three aircraft); 113<sup>th</sup> Wing Andrews Air Force Base, MD (nine aircraft); 57<sup>th</sup> Fighter Wing, Nellis Air Force Base, NV (seven aircraft), the 388<sup>th</sup> Wing at Hill Air Force Base, UT (six aircraft), and backup inventory (29 aircraft).

CANNON AFB, NM

CLOSE



## Cost of Base Realignment Actions (COBRA) Information Paper

### Legislation

*Defense Base Closure and Realignment Act of 1990 (As Amended through FY05 Authorization Act) – Section 2913. Selection Criteria for 2005 Round.*

- (a) Final Selection Criteria. The final selection criteria to be used by the Secretary...
- (b) Military Value Criteria. The military value criteria...
- (c) Other Criteria. The other criteria that the Secretary shall use in making recommendations for the closure or realignment of military installations inside the United States under this part in 2005 are as follows:
  - (1) *The extent and timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to exceed the costs.*

*Transformation Through Base Realignment and Closure (BRAC 2005) Policy Memorandum Five – Selection Criterion 5*

“The Military Departments and JCSGs... *are required to use the COBRA model* in assessing proposed realignment and closure scenarios during their selection criterion 5 assessments.”

### What is COBRA?

- The Cost of Base Realignment Actions (COBRA) tool is an extensive cost model that uses a windows-based interface for inputting data and estimating savings/costs of base closing or realignment.
- Although the COBRA model is simply an estimating tool, its principal strength is that it provides a uniform methodology for estimating and itemizing projected costs and savings associated with BRAC closure and realignment scenarios.
- COBRA’s cost and savings estimates are not “budget quality,” but its consistent methodology ensures that the financial implications of competing scenarios are analyzed in a uniform manner.
- The GAO has consistently cited the use of the COBRA model as effective for estimating costs and savings.
- Most of the data is already built into the model and is base or locality specific. These are known as *Standard Factors*.
- Some data can be changed depending on the scenario. These are known as *Dynamic Factors*.
- COBRA produces a set of summary and detailed reports for each scenario.

**Changes implemented to COBRA from the 1995 version**

- Increased installation specific data, including:
  - Locality pay rates
  - Freight rates
  - Service specific BOS (Base Operation Support) Rates
  - TRICARE use and rates
- Added enclave (care-taking staff) cost calculations
- Improved algorithms for BOS, median home price, rehab factors, and military construction (MILCON).

**COBRA factors, Standard and Dynamic**

- Standard Factors
  - Demographics
  - Financial cost data
  - Pay and allowances
  - Civilian, transportation, and construction costing factors
  - Relocation program factors
- Static Installation data – starting positions (“baseline”)
  - Population
  - Operating Costs
  - Demographics
  - Installation specific cost factors
- Dynamic Scenario data
  - Personnel moved/eliminated/added
  - Equipment moved
  - Scheduling of moves/eliminations
  - Identified unique costs and savings
  - Construction/rehabilitation requirements

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2  
 Data As Of 5/20/2005 2:01:21 PM, Report Created 5/31/2005 12:32:58 PM

Department : USAF  
 Scenario File : S:\R & A\COBRA Analysis Team\Official COBRA Files\Air Force COBRA\100 - Cannon Air Force Base,  
 NM\COBRA USAF 0114V3 (125.1c2) Close Cannon.CBR  
 Option Pkg Name: COBRA USAF 0114V3 (125.1c2) Close Cannon  
 Std Fctrs File : S:\R & A\COBRA Analysis Team\COBRA 6.10 April 21 2005\BRAC2005.SFF

Starting Year : 2006  
 Final Year : 2009  
 Payback Year : Immediate

NPV in 2025(\$K): -2,706,756  
 1-Time Cost(\$K): 90,101

Net Costs in 2005 Constant Dollars (\$K)

|              | 2006          | 2007           | 2008            | 2009            | 2010            | 2011            | Total           | Beyond          |
|--------------|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|              | ----          | ----           | ----            | ----            | ----            | ----            | -----           | -----           |
| MilCon       | 845           | 2,677          | 6,717           | 0               | 0               | 0               | 10,240          | 0               |
| Person       | 0             | -74,146        | -174,712        | -174,712        | -174,712        | -174,712        | -772,995        | -174,712        |
| Overhd       | -8,569        | -7,031         | -24,729         | -15,511         | -27,473         | -27,473         | -110,787        | -29,078         |
| Moving       | 0             | 7,075          | 6,998           | 11,466          | 5,754           | 0               | 31,293          | 0               |
| Missio       | 0             | 0              | 0               | 0               | 0               | 0               | 0               | 0               |
| Other        | 1,737         | 8,497          | 4,686           | 4,724           | 3,754           | 3,293           | 26,690          | 3,293           |
| <b>TOTAL</b> | <b>-5,987</b> | <b>-62,928</b> | <b>-181,040</b> | <b>-174,033</b> | <b>-192,678</b> | <b>-198,893</b> | <b>-815,558</b> | <b>-200,497</b> |

|                             | 2006     | 2007         | 2008     | 2009     | 2010     | 2011     | Total        |
|-----------------------------|----------|--------------|----------|----------|----------|----------|--------------|
|                             | ----     | ----         | ----     | ----     | ----     | ----     | -----        |
| <b>POSITIONS ELIMINATED</b> |          |              |          |          |          |          |              |
| Off                         | 0        | 148          | 0        | 0        | 0        | 0        | 148          |
| Enl                         | 0        | 1,777        | 0        | 0        | 0        | 0        | 1,777        |
| Civ                         | 0        | 324          | 0        | 0        | 0        | 0        | 324          |
| <b>TOT</b>                  | <b>0</b> | <b>2,249</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2,249</b> |

|                            |          |            |          |          |          |          |            |
|----------------------------|----------|------------|----------|----------|----------|----------|------------|
| <b>POSITIONS REALIGNED</b> |          |            |          |          |          |          |            |
| Off                        | 0        | 34         | 0        | 0        | 0        | 0        | 34         |
| Enl                        | 0        | 426        | 0        | 0        | 0        | 0        | 426        |
| Stu                        | 0        | 0          | 0        | 0        | 0        | 0        | 0          |
| Civ                        | 0        | 60         | 0        | 0        | 0        | 0        | 60         |
| <b>TOT</b>                 | <b>0</b> | <b>520</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>520</b> |

Summary:

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 Recommendation: Close Cannon AFB. The 27th Fighter Wing's F-16 aircraft will be distributed to the 115th Fighter Wing (ANG), Dane County Regional APT, Truax Field AGS, (3 PAA, Block 30); 114th Fighter Wing (ANG), Joe Foss Field AGS (3 PAA, Block 30); 150th Fighter Wing (ANG), Kirtland AFB, (3 PAA, Blk 30); 113th Wing (ANG), Andrews AFB (9 PAA, Blk 30); 57th Fighter Wing, Nellis AFB (7 PAA, B40) and 388th Wing, Hill AFB (6 PAA, B40), BAI (29 PAA, Blk 40/50). Singapore F-16 Block 52 squadron will move to Luke AFB, Arizona.

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 2/2  
 Data As Of 5/20/2005 2:01:21 PM, Report Created 5/31/2005 12:32:58 PM

Department : USAF  
 Scenario File : S:\R & A\COBRA Analysis Team\Official COBRA Files\Air Force COBRA\100 - Cannon Air Force Base, NM\COBRA USAF 0114V3 (125.1c2) Close Cannon.CBR  
 Option Pkg Name: COBRA USAF 0114V3 (125.1c2) Close Cannon  
 Std Fctrs File : S:\R & A\COBRA Analysis Team\COBRA 6.10 April 21 2005\BRAC2005.SFF

| Costs in 2005 Constant Dollars (\$K) |       | 2007   | 2008   | 2009   | 2010   | 2011   | Total   | Beyond |
|--------------------------------------|-------|--------|--------|--------|--------|--------|---------|--------|
| 2006                                 | 2007  | 2008   | 2009   | 2010   | 2011   | Total  | Beyond  |        |
| MilCon                               | 845   | 2,677  | 6,717  | 0      | 0      | 0      | 10,240  | 0      |
| Person                               | 0     | 28,798 | 21,463 | 21,463 | 21,463 | 21,463 | 114,652 | 21,463 |
| Overhd                               | 2,364 | 10,901 | 10,978 | 21,215 | 9,252  | 9,252  | 63,963  | 9,252  |
| Moving                               | 0     | 7,898  | 6,998  | 11,466 | 5,754  | 0      | 32,116  | 0      |
| Missio                               | 0     | 0      | 0      | 0      | 0      | 0      | 0       | 0      |
| Other                                | 1,737 | 8,497  | 4,686  | 4,724  | 3,754  | 3,293  | 26,690  | 3,293  |
| TOTAL                                | 4,947 | 58,772 | 50,843 | 58,868 | 40,223 | 34,008 | 247,661 | 34,008 |

| Savings in 2005 Constant Dollars (\$K) |        | 2007    | 2008    | 2009    | 2010    | 2011    | Total     | Beyond  |
|--|--------|---------|---------|---------|---------|---------|-----------|---------|
| 2006                                   | 2007   | 2008    | 2009    | 2010    | 2011    | Total   | Beyond    |         |
| MilCon                                 | 0      | 0       | 0       | 0       | 0       | 0       | 0         | 0       |
| Person                                 | 0      | 102,944 | 196,176 | 196,176 | 196,176 | 196,176 | 887,647   | 196,176 |
| Overhd                                 | 10,933 | 17,932  | 35,707  | 36,725  | 36,725  | 36,725  | 174,749   | 38,330  |
| Moving                                 | 0      | 823     | 0       | 0       | 0       | 0       | 823       | 0       |
| Missio                                 | 0      | 0       | 0       | 0       | 0       | 0       | 0         | 0       |
| Other                                  | 0      | 0       | 0       | 0       | 0       | 0       | 0         | 0       |
| TOTAL                                  | 10,933 | 121,699 | 231,883 | 232,901 | 232,901 | 232,901 | 1,063,220 | 234,506 |

## Cannon AFB, NM

### Demographics

The following tables provide a short description of the area near the installation/activity. Cannon AFB is 99.4 miles from Lubbock, TX, the nearest city with a population of 100,000 or more. The nearest metropolitan statistical area (MSA) is

| MSA             | Population |
|-----------------|------------|
| Lubbock, TX MSA | 242,628    |

The following entities comprise the military housing area (MHA):

| County/City | Population |
|-------------|------------|
| Curry       | 45044      |
| Roosevelt   | 18018      |
| Total       | 63,062     |

### Child Care

This attribute captures the number of nationally accredited child-care centers within the local community: 0

### Cost of Living

Cost of Living provides a relative measure of cost of living in the local community. General Schedule (GS) Locality pay provides a relative scale to compare local salaries with government salaries and Basic Allowance for Housing (BAH) is an indicator of the local rental market. In-state tuition is an indicator of the support provided by the state for active duty family members to participate in higher-level education opportunities. For median household income and house value, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

|  |                      |          |                              |
|--|----------------------|----------|------------------------------|
| Median Household Income                                | (US Avg \$41,994)    | \$28,251 | Basis:<br>2 of 2<br>counties |
| Median House Value                                     | (US Avg \$119,600)   | \$61,900 |                              |
| GS Locality Pay  | ("Rest of US" 10.9%) | 10.9%    |                              |
| O-3 with Dependents BAH Rate                           |                      | \$ 915   |                              |
| In-state Tuition for Family Member                     |                      | Yes      |                              |
| In-state Tuition Continues if Member PCSs Out of State |                      | No       |                              |

### Education

This attribute defines the population in local school districts and identifies capacity. The pupil/teacher ratio, graduation rate, and composite SAT I/ACT scores provide a relative

quality indicator of education. This attribute also attempts to give communities credit for the potential intellectual capital they provide.

NOTE: "MFR"--means a Memorandum For Record is on file at the installation/activity/agency to document problems in obtaining the required information. Reasons for not being able to obtain information may be that the school district refused to provide the information or the school district does not use or track the information. For each entry, the number of school districts for which data are available of the total number of school districts reported, and the number of MFRs is indicated.

|  |        | Basis                    |
|--|--------|--------------------------|
| School District(s) Capacity                        | 15,525 | 6 of 6 districts, 3 MFRs |
| Students Enrolled                                  | 13,263 | 6 of 6 districts, 2 MFRs |
| Average Pupil/Teacher Ratio                        | 22.3:1 | 6 of 6 districts, 2 MFRs |
| High School Students Enrolled                      | 2,850  | 6 of 6 districts, 2 MFRs |
| Average High School Graduation Rate (US Avg 67.3%) | 95.6%  | 6 of 6 districts, 2 MFRs |
| Average Composite SAT I Score (US Avg 1026)        |        | 0 of 6 districts, 6 MFRs |
| Average ACT Score (US Avg 20.8)                    | 20     | 6 of 6 districts, 4 MFRs |
| Available Graduate/PhD Programs                    | 2      |                          |
| Available Colleges and/or Universities             | 3      |                          |
| Available Vocational and/or Technical Schools      | 1      |                          |

## Employment

Unemployment and job growth rates provide an indicator of job availability in the local community. National rates from the Bureau of Labor Statistics are also provided. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

The unemployment rates for the last five years:

|            | 1999            | 2000            | 2001            | 2002            | 2003            |
|------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Local Data | 2.0%            | 3.8%            | 3.2%            | 3.9%            | 3.8%            |
| National   | 4.2%            | 4.0%            | 4.7%            | 5.8%            | 6.0%            |
| Basis:     | 2 of 2 counties |

The annual job growth rate for the last five-years:

|            | 1999            | 2000            | 2001            | 2002            | 2003            |
|------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Local Data | -3.6%           | 1.7%            | 1.7%            | 3.1%            | 2.1%            |
| National   | 1.5%            | 2.4%            | .03%            | -.31%           | .86%            |
| Basis:     | 2 of 2 counties |

## Housing

This attribute provides an indication of availability of housing, both sales and rental, in the local community. Note: According to the 2000 Census, Vacant Sale and Vacant Rental Units do not equal total Vacant Housing Units. Vacant housing units may also include units that are vacant but not on the market for sale or rent. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

|                            |       |                           |
|----------------------------|-------|---------------------------|
| Total Vacant Housing Units | 3,553 | Basis:<br>2 of 2 counties |
| Vacant Sale Units          | 692   |                           |
| Vacant Rental Units        | 1,087 |                           |

## Medical Providers

This attribute provides an indicator of availability of medical care for military and DoD civilians in the local community. The table reflects the raw number of physicians/beds and ratio of physicians/beds to population. The basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

|                       | # Physicians | # Beds  | Population |                           |
|-----------------------|--------------|---------|------------|---------------------------|
| Local Community       | 59           | 106     | 63,062     | Basis:<br>2 of 2 counties |
| Ratio                 | 1:1,069      | 1:595   |            |                           |
| National Ratio (2003) | 1:421.2      | 1:373.7 |            |                           |

## Safety/Crime

The local community's Uniform Crime Reports (UCR) Index for 2002 per 100,000 people and the national UCR based on information from the Federal Bureau of Investigation (FBI) for 2002 is provided. The basis of the data (either MSA or state) is indicated.

|              |         |              |
|--------------|---------|--------------|
| Local UCR    | 5,077.8 | Basis: state |
| National UCR | 4,118.8 |              |

## Transportation

Distance to an airport shows convenience and availability of airline transportation. Public transportation shows potential for members and DoD civilians to use it to commute to/from work under normal circumstances and for leisure.

Distance from Cannon AFB to nearest commercial airport: 14.4 miles

Is Cannon AFB served by regularly scheduled public transportation? No



## **Utilities**

This attribute identifies a local community's water and sewer systems' ability to receive 1,000 additional people.

Does the local community's water system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

Does the local community's sewer system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes



## Summary of Scenario Environmental Impacts - Criterion 8

Scenario ID#: USAF 0114V3 (125.1c2)

Brief Description: Close Cannon AFB. The 27th Fighter Wing's F-16 aircraft will be distributed to the 115th Fighter Wing (ANG), Dane County Regional APT, Truax Field AGS, (3 PAA, Block 30); 114th Fighter Wing (ANG), Joe Foss Field AGS (3 PAA, Block 30); 150th Fighter Wing (ANG), Kirtland AFB, (3 PAA, Blk 30); 113th Wing (ANG), Andrews AFB (9 PAA, Blk 30); 57th Fighter Wing, Nellis AFB (7 PAA, B40) and 388th Wing, Hill AFB (6 PAA, B40), BAI (29 PAA, Blk 40/50). Singapore F-16 Block 52 squadron will move to Luke AFB, Arizona.

| <u>General Environmental Impacts</u>                 |  |
|--|--|
| Environmental Resource Area                          | Cannon (Closing)   |
| Air Quality  | No impact  |
| Cultural/ Archeological/ Tribal Resources            | No impact  |
| Dredging   | No impact  |
| Land Use Constraints/ Sensitive Resource Areas       | No impact  |
| Marine Mammals/ Marine Resources/ Marine Sanctuaries | No impact  |
| Noise  | No impact  |
| Threatened& Endangered Species/ Critical Habitat     | No impact  |
| Waste Management                                     | No impact  |
| Water Resources                                      | Closure of on-installation treatment works may be necessary. |
| Wetlands   | No impact  |

| <u>Impacts of Costs</u>          |  |
|----------------------------------|--|
|                                  | Cannon (Closing)   |
| <b>Environmental Restoration</b> | DERA money spent through FY03 (\$K): 12,500<br>Estimated CTC (\$K): 1,200<br>DO NOT ENTER IN COBRA |

|                                 |   |
|---------------------------------|---|
|                                 | Decision makers should be aware that the closure decision contemplated in this scenario would necessitate the closure of ranges and the remediation of any munitions contaminants on the ranges. The cost and time required to remediate the ranges is uncertain and may be significant, potentially limiting near-term reuse of the range portion of the facility. |
| <b>Waste Management</b>         | No impact   |
| <b>Environmental Compliance</b> | FY06 NEPA cost: Scenario \$1,150K / Cumulative \$1,150K   |

| <u>General Environmental Impacts</u>                         |  |
|--|--|
| Environmental Resource Area                                  | Dane County Regional - Truax Field AGS   |
| <b>Air Quality</b>   | An initial conformity analysis shows that a conformity determination is not required.  |
| <b>Cultural/ Archeological/ Tribal Resources</b>             | Sites or areas with a high potential for archeological sites were identified.  |
| <b>Dredging</b>  | No impact  |
| <b>Land Use Constraints/ Sensitive Resource Areas</b>        | The base cannot expand ESQD Arcs by $\geq 100$ feet without a waiver, which may lower the safety of the base if operations are added.  |
| <b>Marine Mammals/ Marine Resources/ Marine Sanctuaries</b>  | No impact  |
| <b>Noise</b>   | Less than a 3dB general increase in contours can be expected. The FAA Part 150 reflects the current mission, local land use, and current noise levels. 1,913 acres off-base within the noise contours are zoned by the local community. 546 of these acres are residentially zoned. The community has purchased easements for area surrounding the installation. |
| <b>Threatened &amp; Endangered Species/ Critical Habitat</b> | No impact  |
| <b>Waste Management</b>                                      | No impact  |
| <b>Water Resources</b>                                       | No impact  |
| <b>Wetlands</b>  | Wetlands Survey may need to be conducted to determine impact. Wetlands do not currently restrict operations. Additional operations may impact wetlands, which may restrict operations.   |

| <u>Impacts of Costs</u>                |  |
|--|--|
| Dane County Regional - Truax Field AGS |  |
|  |  |

|   |  |
|---|--|
| <b>Land Use Constraints/<br/>Sensitive Resource Areas</b>   | The Desert National Wildlife Range restricts range operations ground activities above 4,000 ft MSL via MOU with US Fish and Wildlife Service. This restricts 20% of the range land. Four factors were identified at the Nevada Test and Training Range that constrain operations. Three of the operational constraints last two weeks per year, and the fourth constraint lasts one week per year. The four constraints are of the following type: Unable to complete training requirements at home installation and must go TDY. One factor was identified at Nellis that constrains operations for two weeks per year. The constraint is of the following type: Unable to complete training requirements at home installation and must go TDY. Military Munitions Response Program sites exist on the installation and may represent a safety hazard for future development. |
| <b>Marine Mammals/ Marine Resources/ Marine Sanctuaries</b> | No impact  |
| <b>Noise</b>  | Noise contours will need to be re-evaluated as a result of the change in mission. The AICUZ reflects the current mission, local land use, and current noise levels. 11,920 acres off-base within the noise contours are zoned by the local community. 1,060 of these acres are residentially zoned. The community has not purchased easements for area surrounding the installation.   |
| <b>Threatened&amp; Endangered Species/ Critical Habitat</b> | T&E species and/or critical habitats already restrict operations with a Biological Opinion. Additional operations may impact T&E species and/or critical habitats. In addition, the Biological Opinion will need to be evaluated to ensure the scenario conforms to it.  |
| <b>Waste Management</b>                                     | Modification of hazardous waste program is needed.   |
| <b>Water Resources</b>                                      | No impact  |
| <b>Wetlands</b>   | Wetlands do not currently restrict operations. Additional operations may impact wetlands, which may restrict operations.   |

| <b><u>Impacts of Costs</u></b>   |  |
|----------------------------------|--|
|                                  | <b>Nellis</b>  |
| <b>Environmental Restoration</b> | DERA money spent through FY03 (\$K): 43,187<br>Estimated CTC (\$K): 29,177<br>DO NOT ENTER IN COBRA                  |
| <b>Waste Management</b>          | FY07 Waste Program Modification: Scenario \$15K / Cumulative \$100K  |
| <b>Environmental Compliance</b>  | FY06 NEPA cost: Scenario \$49K / Cumulative \$318K<br>FY07 Air Conformity Analysis: Scenario \$8K / Cumulative \$50K |

|  |   |
|--|---|
|  | FY07 Air Conformity Determination: Scenario \$15K / Cumulative \$100K<br>FY07 Significant Air Permit Revision: Scenario \$46K / Cumulative \$300K<br>FY07 Air Emission offsets: Scenario \$569K / Cumulative \$3,691K |
|--|---|

| <b><u>General Environmental Impacts</u></b>                 |  |
|---|--|
| <b>Environmental Resource Area</b>                          | <b>Hill</b>  |
| <b>Air Quality</b>  | Hill is in a maintenance area for ozone. A preliminary analysis indicates that a conformity determination may not be necessary. A significant air permit revision may be needed. |
| <b>Cultural/ Archeological/ Tribal Resources</b>            | No impact  |
| <b>Dredging</b>   | No impact  |
| <b>Land Use Constraints/ Sensitive Resource Areas</b>       | No impact  |
| <b>Marine Mammals/ Marine Resources/ Marine Sanctuaries</b> | No impact  |
| <b>Noise</b>  | No increase in off-base noise is expected.   |
| <b>Threatened&amp; Endangered Species/ Critical Habitat</b> | No impact  |
| <b>Waste Management</b>                                     | Modification of the hazardous was program may be needed.   |
| <b>Water Resources</b>                                      | No impact  |
| <b>Wetlands</b>   | No impact  |

| <b><u>Impacts of Costs</u></b>   |   |
|----------------------------------|---|
|                                  | <b>Hill</b>   |
| <b>Environmental Restoration</b> | DERA money spent through FY03 (\$K): 182,010<br>Estimated CTC (\$K): 275,408<br>DO NOT ENTER IN COBRA   |
| <b>Waste Management</b>          | FY07 Modify Waste Program: Scenario \$90K / Cumulative \$100K   |
| <b>Environmental Compliance</b>  | FY06 NEPA Scenario \$43K / Cumulative \$48K<br>FY07 Conformity Analysis Scenario \$45K / Cumulative \$50K<br>FY07 Significant Air Permit Revision: Scenario \$135K / Cumulative |

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|  |        |
|--|--------|
|  | \$150K |
|--|--------|

## Fighter

| Rank | Base                 | Fighter | Current / Future Mission | Condition of Infrastructure | Contingency, Mobilization, Future Forces | Cost of Ops / Manpower |
|------|----------------------|---------|--------------------------|-----------------------------|--|------------------------|
| 1    | Seymour Johnson AFB  | 83.24   | 77.95                    | 89.63                       | 80.45                                    | 85.03                  |
| 2    | Langley AFB          | 82.84   | 87.59                    | 80.51                       | 72.12                                    | 77.2                   |
| 3    | Eglin AFB            | 81.4    | 74.55                    | 83.97                       | 100                                      | 90.39                  |
| 4    | Hurlburt Field       | 77.43   | 76.75                    | 84.64                       | 48.05                                    | 87.18                  |
| 5    | MacDill AFB          | 75.6    | 70.48                    | 78.78                       | 85.77                                    | 76.56                  |
| 6    | Tyndall AFB          | 73.63   | 64.75                    | 83.78                       | 68                                       | 90.98                  |
| 7    | Shaw AFB             | 72.2    | 59.83                    | 84.47                       | 74.79                                    | 85.64                  |
| 8    | Edwards AFB          | 71.92   | 68.64                    | 76.49                       | 75.87                                    | 40.87                  |
| 9    | Moody AFB            | 70.8    | 57.19                    | 82.55                       | 79.47                                    | 91.37                  |
| 10   | Holloman AFB         | 69.82   | 60.27                    | 81.84                       | 62.59                                    | 75.23                  |
| 11   | Eielson AFB          | 69.09   | 58.65                    | 80.9                        | 81.32                                    | 16.54                  |
| 12   | Luke AFB             | 69.06   | 65.65                    | 79.48                       | 41.64                                    | 68.92                  |
| 13   | Nellis AFB           | 68.73   | 60.85                    | 82.32                       | 54.77                                    | 43.94                  |
| 14   | Hill AFB             | 68.02   | 56.88                    | 76.08                       | 83.39                                    | 77.82                  |
| 15   | Dover AFB            | 66.69   | 61.48                    | 78.78                       | 40.99                                    | 64.93                  |
| 16   | Kirtland AFB         | 66.44   | 55.39                    | 78.12                       | 67.96                                    | 69.56                  |
| 17   | Pope AFB             | 65.86   | 58.95                    | 77.74                       | 43.27                                    | 86.08                  |
| 18   | Patrick AFB          | 64.96   | 71.07                    | 61.64                       | 50.22                                    | 66.83                  |
| 19   | Charleston AFB       | 64.94   | 59.12                    | 66.51                       | 82.49                                    | 75.49                  |
| 20   | March ARB            | 64.84   | 68.31                    | 71.06                       | 27.89                                    | 45.41                  |
| 21   | Andrews AFB          | 64.83   | 63.23                    | 67.83                       | 65.5                                     | 41.74                  |
| 22   | Davis-Monthan AFB    | 63.83   | 50.51                    | 79.71                       | 57.21                                    | 71.89                  |
| 23   | Mountain Home AFB    | 63.01   | 48.16                    | 75.17                       | 79.54                                    | 68.58                  |
| 24   | Jacksonville IAP AGS | 61.8    | 73.95                    | 54.71                       | 31.25                                    | 77.87                  |
| 25   | Barksdale AFB        | 61.49   | 43.76                    | 71.35                       | 97.29                                    | 80.79                  |
| 26   | Altus AFB            | 61.43   | 53.79                    | 62.69                       | 86.47                                    | 80.99                  |
| 27   | Little Rock AFB      | 60.78   | 46.05                    | 71.32                       | 78.03                                    | 88.12                  |
| 28   | McChord AFB          | 60.73   | 49.83                    | 77.97                       | 40.23                                    | 57.08                  |
| 29   | Fairchild AFB        | 60.32   | 43.09                    | 74.35                       | 77.86                                    | 73.99                  |
| 30   | Maxwell AFB          | 59.61   | 61.81                    | 64.46                       | 22.86                                    | 85.68                  |
| 31   | Homestead ARS        | 59.17   | 52.11                    | 70.75                       | 44.96                                    | 53.65                  |
| 32   | Robins AFB           | 59.13   | 47.51                    | 66.23                       | 76                                       | 87.45                  |
| 33   | Indian Springs AFS   | 59.11   | 60.96                    | 62.87                       | 38.84                                    | 43.94                  |
| 34   | Dyess AFB            | 58.96   | 40.51                    | 76.07                       | 68.18                                    | 77.64                  |
| 35   | Tinker AFB           | 58.47   | 49.29                    | 62.76                       | 75.96                                    | 85.8                   |
| 36   | Elmendorf AFB        | 58.35   | 37.02                    | 78.71                       | 84.41                                    | 8.86                   |
| 37   | Whiteman AFB         | 58.18   | 39.23                    | 72.69                       | 80.97                                    | 74.42                  |
| 38   | Beale AFB            | 58.1    | 48.35                    | 67.63                       | 67.18                                    | 42.78                  |
| 39   | Ellsworth AFB        | 58.06   | 38.76                    | 74.01                       | 74.92                                    | 81.32                  |
| 40   | Savannah IAP AGS     | 57.8    | 65.2                     | 55.63                       | 26                                       | 84.65                  |
| 41   | McGuire AFB          | 57.02   | 44.52                    | 70.22                       | 64.69                                    | 37.26                  |
| 42   | Minot AFB            | 56.64   | 39.53                    | 71.88                       | 67.9                                     | 73.42                  |
| 43   | McConnell AFB        | 56.47   | 47.44                    | 68.32                       | 44                                       | 75.83                  |
| 44   | Travis AFB           | 56.42   | 45.93                    | 74.31                       | 38.42                                    | 24.22                  |
| 45   | Sheppard AFB         | 56.26   | 53.87                    | 62.12                       | 37.03                                    | 80.04                  |
| 46   | Grand Forks AFB      | 55.88   | 38.31                    | 72.05                       | 63.79                                    | 79.09                  |
| 47   | Lackland AFB         | 55.79   | 46.6                     | 63.36                       | 60.98                                    | 78.33                  |
| 48   | McEntire AGS         | 55.74   | 59.4                     | 55.01                       | 34.56                                    | 85.19                  |
| 49   | Richmond IAP AGS     | 55.34   | 66.15                    | 52.13                       | 13.98                                    | 75.18                  |

## Fighter

| Rank | Base   | Fighter | Current /<br>Future<br>Mission | Condition of<br>Infrastructure | Contingency,<br>Mobilization,<br>Future Forces | Cost of Ops /<br>Manpower |
|------|--|---------|--------------------------------|--------------------------------|--|---------------------------|
| 50   | Cannon AFB   | 55.22   | 39.54                          | 74.41                          | 43.06  | 73.61                     |
| 51   | Wright-Patterson AFB                                   | 54.48   | 42.76                          | 62.01                          | 72.32  | 74.09                     |
| 52   | Hickam AFB   | 53.47   | 41.69                          | 68.03                          | 60.32  | 1.12                      |
| 53   | Phoenix Sky Harbor IAP<br>AGS                          | 52.3    | 62.83                          | 45.3                           | 28.91  | 68.42                     |
| 54   | Keesler AFB  | 52.07   | 59.95                          | 47.57                          | 26.19  | 85.3                      |
| 55   | Martin State APT AGS                                   | 51.42   | 61.01                          | 48.71                          | 16.83  | 58.71                     |
| 56   | Reno-Tahoe IAP AGS                                     | 51.34   | 61.17                          | 47.23                          | 24.11  | 47.47                     |
| 57   | Andersen AFB   | 51.26   | 37.23                          | 67.15                          | 62.55  | 0                         |
| 58   | Carswell ARS, NAS<br>Fort Worth Joint<br>Reserve       | 51.01   | 53.16                          | 52.93                          | 27.68  | 72.7                      |
| 59   | Boise Air Terminal<br>AGS                              | 50.86   | 46.69                          | 56.24                          | 40.75  | 78.4                      |
| 60   | Dannelly Field AGS                                     | 50.66   | 56.99                          | 48.57                          | 21.36  | 85.51                     |
| 61   | Atlantic City IAP AGS                                  | 50.22   | 53.44                          | 50.22                          | 37.74  | 41.33                     |
| 62   | Salt Lake City IAP AGS                                 | 50.13   | 60.83                          | 42.03                          | 29.21  | 71.72                     |
| 63   | Columbus AFB   | 49.85   | 40.27                          | 54.88                          | 61.78  | 94.97                     |
| 64   | Buckley AFB  | 49.82   | 43.25                          | 55.99                          | 53.35  | 53.78                     |
| 65   | Klamath Falls IAP AGS                                  | 49.81   | 39.6                           | 66.48                          | 22.71  | 69.01                     |
| 66   | Willow Grove ARS,<br>NAS Willow Grove<br>Joint Reserve | 49.69   | 45.93                          | 63.23                          | 13.27  | 39.74                     |
| 67   | Tucson IAP AGS   | 49.54   | 50.59                          | 51.5                           | 30.82  | 72.7                      |
| 68   | Randolph AFB   | 48.7    | 44.96                          | 49.93                          | 53.43  | 78.51                     |
| 69   | Westover ARB   | 48.41   | 38.05                          | 55.37                          | 66.96  | 49.23                     |
| 70   | Selfridge ANGB   | 48.07   | 35.89                          | 63.74                          | 40.5   | 42.51                     |
| 71   | Scott AFB  | 47.91   | 46.43                          | 52.26                          | 35.09  | 53.95                     |
| 72   | Channel Islands AGS                                    | 47.27   | 46.92                          | 52.73                          | 32.3   | 23.21                     |
| 73   | Offutt AFB   | 47.16   | 43.03                          | 50.37                          | 46.36  | 73.2                      |
| 74   | Peterson AFB   | 46.82   | 44.97                          | 50.41                          | 36.55  | 61.91                     |
| 75   | Forbes Field AGS                                       | 46.55   | 44.27                          | 49.3                           | 38.02  | 77.32                     |
| 76   | Vandenberg AFB   | 46.05   | 31.09                          | 59.43                          | 62.81  | 32.48                     |
| 77   | Portland IAP AGS                                       | 45.95   | 38.07                          | 56.19                          | 36.22  | 60.13                     |
| 78   | Will Rogers World APT<br>AGS                           | 45.61   | 49.61                          | 40.65                          | 38.01  | 84.8                      |
| 79   | NAS New Orleans ARS                                    | 45.54   | 46.23                          | 49.96                          | 17.2   | 72.63                     |
| 80   | Ellington Field AGS                                    | 45.39   | 37.87                          | 50.14                          | 56.27  | 61.2                      |
| 80   | Vance AFB  | 45.39   | 42.69                          | 51.09                          | 23.57  | 87.75                     |
| 82   | Grissom ARB  | 45.2    | 36.85                          | 50.37                          | 55.24  | 73.25                     |
| 83   | Stewart IAP AGS  | 45.15   | 38.24                          | 57.05                          | 37.85  | 3.65                      |
| 84   | New Castle County<br>Airport AGS                       | 44.4    | 57.19                          | 36.9                           | 15.9   | 47.53                     |
| 85   | Moffett Federal Field<br>AGS                           | 44.05   | 46.92                          | 50.38                          | 11.68  | 15.79                     |

## Fighter

| Rank | Base                               | Fighter | Current / Future Mission | Condition of Infrastructure | Contingency, Mobilization, Future Forces | Cost of Ops / Manpower |
|------|------------------------------------|---------|--------------------------|-----------------------------|--|------------------------|
| 86   | Ewvra Sheppard AGS                 | 43.4    | 50.03                    | 39.16                       | 23.11                                    | 73.39                  |
| 87   | Fresno Air Terminal AGS            | 43.09   | 46.13                    | 47.02                       | 11.93                                    | 46.99                  |
| 88   | Otis AGB                           | 42.83   | 28.15                    | 56                          | 55.91                                    | 42.04                  |
| 89   | Rickenbacker IAP AGS               | 42.74   | 39.57                    | 50.05                       | 19.92                                    | 71.11                  |
| 90   | Key Field AGS                      | 42.66   | 43.27                    | 40.54                       | 40.48                                    | 75.4                   |
| 91   | Laughlin AFB                       | 42.63   | 36.05                    | 42.54                       | 62.97                                    | 84.09                  |
| 92   | Lincoln MAP AGS                    | 42.55   | 43.82                    | 43.39                       | 25.95                                    | 71.2                   |
| 93   | Memphis IAP AGS                    | 42.44   | 41.35                    | 43.82                       | 33.43                                    | 75.57                  |
| 94   | Hancock Field AGS                  | 42.03   | 35.71                    | 45.6                        | 50.23                                    | 66.32                  |
| 95   | Barnes MPT AGS                     | 42.02   | 38.75                    | 48.16                       | 30.19                                    | 47.17                  |
| 96   | Luis Munoz Marin IAP AGS           | 41.83   | 52.6                     | 39.02                       | 10.87                                    | 14.06                  |
| 97   | Rosecrans Memorial APT AGS         | 41.25   | 38.89                    | 42.16                       | 38.2                                     | 81.65                  |
| 98   | Quonset State APT AGS              | 41.1    | 37.12                    | 48.34                       | 29.47                                    | 40.59                  |
| 98   | Nashville IAP AGS                  | 41.1    | 41.57                    | 39.78                       | 35.03                                    | 78.64                  |
| 100  | Jackson IAP AGS                    | 40.91   | 36.79                    | 44.29                       | 34.93                                    | 84.66                  |
| 101  | Pease International Trade Port AGS | 40.83   | 38.23                    | 45.08                       | 36.8                                     | 33.8                   |
| 102  | Burlington IAP AGS                 | 40.79   | 41.33                    | 42.88                       | 25.52                                    | 57.07                  |
| 103  | Kulis AGS                          | 40.76   | 41.31                    | 48.96                       | 12.36                                    | 8.01                   |
| 104  | Dobbins ARB                        | 40.33   | 39.32                    | 43.6                        | 24.63                                    | 67.58                  |
| 105  | Cheyenne APT AGS                   | 40.13   | 38                       | 41                          | 39.11                                    | 68.7                   |
| 106  | Bradley IAP AGS                    | 40.1    | 38.08                    | 47.75                       | 16.75                                    | 43.06                  |
| 107  | Harrisburg IAP AGS                 | 39.79   | 41.24                    | 43.04                       | 12.19                                    | 69.5                   |
| 108  | Sioux Gateway APT AGS              | 39.5    | 31.47                    | 46.88                       | 35.58                                    | 79.98                  |
| 109  | Birmingham IAP AGS                 | 39.24   | 37.95                    | 38.69                       | 37.65                                    | 77.96                  |
| 110  | F. S. Gabreski APT AGS             | 38.63   | 35.33                    | 48.26                       | 16.07                                    | 29.52                  |
| 110  | Fort Smith Regional APT AGS        | 38.63   | 39.63                    | 36.31                       | 31.14                                    | 88.84                  |
| 112  | Joe Foss Field AGS                 | 38.59   | 30.04                    | 46.09                       | 36.91                                    | 77.92                  |
| 113  | Charlotte/Douglas IAP AGS          | 38.49   | 38.36                    | 42.07                       | 13.38                                    | 81.48                  |
| 114  | Tulsa IAP AGS                      | 38.41   | 36.83                    | 41.33                       | 22.9                                     | 81.03                  |
| 115  | Capital APT AGS                    | 38.18   | 38.51                    | 39.2                        | 27.74                                    | 57.09                  |
| 116  | Niagara Falls IAP ARS              | 38.13   | 28.96                    | 47.01                       | 39.09                                    | 55.66                  |
| 117  | Great Falls IAP AGS                | 37.85   | 31.45                    | 44.04                       | 35.35                                    | 62.23                  |
| 118  | W. K. Kellogg APT AGS              | 37.6    | 27.31                    | 46.76                       | 40.73                                    | 62.57                  |
| 119  | Hulman Regional APT AGS            | 37.45   | 36.53                    | 40.99                       | 15.84                                    | 82.24                  |
| 120  | Hanscom AFB                        | 37.29   | 40.55                    | 40.84                       | 10.54                                    | 25.42                  |
| 121  | McGee Tyson APT AGS                | 37.24   | 35.63                    | 38.3                        | 28.11                                    | 86.02                  |

## Fighter

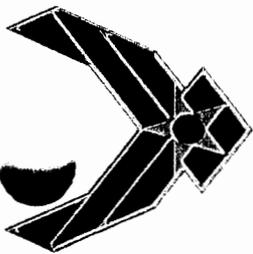
| Rank | Base                                   | Fighter | Current / Future Mission | Condition of Infrastructure | Contingency, Mobilization, Future Forces | Cost of Ops / Manpower |
|------|--|---------|--------------------------|-----------------------------|--|------------------------|
| 122  | Dane County Regional - Truax Field AGS | 37.22   | 32.04                    | 45.99                       | 18.5                                     | 61.55                  |
| 123  | Toledo Express APT AGS                 | 36.85   | 32.71                    | 38.44                       | 40.29                                    | 72.76                  |
| 124  | Louisville IAP AGS                     | 36.56   | 35.55                    | 37.78                       | 25.76                                    | 78.1                   |
| 125  | Hector IAP AGS                         | 36.11   | 30.93                    | 42.85                       | 22.75                                    | 72.6                   |
| 126  | Arnold AFS                             | 35.94   | 30.95                    | 33                          | 57.62                                    | 89.61                  |
| 127  | Lambert - St. Louis IAP AGS            | 35.93   | 37.28                    | 38.26                       | 14.14                                    | 59.7                   |
| 128  | Springfield-Beckley MPT AGS            | 35.37   | 35.33                    | 35.31                       | 26.8                                     | 71.74                  |
| 129  | Gen Mitchell IAP ARS                   | 34.5    | 28.03                    | 41.52                       | 28.83                                    | 59.94                  |
| 130  | Fort Wayne IAP AGS                     | 34.49   | 32.75                    | 37.92                       | 16.99                                    | 79.17                  |
| 131  | Bangor IAP AGS                         | 34.47   | 27.19                    | 37.72                       | 47.2                                     | 63.61                  |
| 132  | Greater Peoria Regional APT AGS        | 34.4    | 34.13                    | 33.86                       | 32.89                                    | 54.24                  |
| 133  | Pittsburgh IAP AGS                     | 34.04   | 22.6                     | 45.14                       | 31.81                                    | 69.3                   |
| 134  | Schenectady County APT AGS             | 33.59   | 33.31                    | 33.66                       | 27.95                                    | 60.05                  |
| 135  | Gen Mitchell IAP AGS                   | 33.55   | 28.03                    | 38.62                       | 31.48                                    | 59.38                  |
| 136  | Duluth IAP AGS                         | 32.55   | 23.88                    | 40.48                       | 31.03                                    | 66.75                  |
| 137  | Des Moines IAP AGS                     | 32.35   | 28.67                    | 35.92                       | 23.34                                    | 76.75                  |
| 138  | Pittsburgh IAP ARS                     | 30.86   | 22.6                     | 37.3                        | 32.36                                    | 69.59                  |
| 139  | Minn/St Paul IAP ARS                   | 30.25   | 18.73                    | 41.24                       | 33.25                                    | 47.69                  |
| 140  | Mansfield Lahm MAP AGS                 | 29.24   | 26.31                    | 31.69                       | 21.36                                    | 74.01                  |
| 141  | Youngstown-Warren Regional APT ARS     | 28.84   | 19.56                    | 35.83                       | 31.21                                    | 73.97                  |
| 142  | Yeager APT AGS                         | 28.68   | 26.99                    | 27.78                       | 27.03                                    | 81.12                  |
| 143  | Goodfellow AFB                         | 8       | 0                        | 5.51                        | 36.4                                     | 82.66                  |
| 144  | Brooks City-Base                       | 7.87    | 0                        | 5.51                        | 36.4                                     | 77.48                  |
| 145  | Malmstrom AFB                          | 7.5     | 0                        | 5.51                        | 36.4                                     | 62.67                  |
| 146  | Francis E. Warren AFB                  | 6.79    | 0                        | 5.51                        | 27.41                                    | 70.53                  |
| 147  | Schriever AFB                          | 6.41    | 0                        | 5.51                        | 27.31                                    | 55.46                  |
| 148  | Rome Laboratory                        | 5.55    | 0                        | 5.51                        | 16.8                                     | 63.1                   |
| 149  | Air Reserve Personnel Center (ARPC)    | 5.32    | 0                        | 5.51                        | 16.8                                     | 53.84                  |
| 150  | United States Air Force Academy        | 5.22    | 0                        | 5.51                        | 13.92                                    | 61.68                  |
| 151  | Cheyenne Mountain AFS                  | 4.87    | 0                        | 5.51                        | 11.89                                    | 55.61                  |
| 152  | Bolling AFB                            | 4.22    | 0                        | 5.51                        | 9.07                                     | 40.62                  |
| 153  | Onizuka AFS                            | 3.72    | 0                        | 5.51                        | 10.08                                    | 16.85                  |
| 154  | Los Angeles AFB                        | 3.08    | 0                        | 5.51                        | 1.94                                     | 23.81                  |



# Cannon AFB Overview

| As of                                   | 30 Sep 2005 | 30 Sep 2011 |
|---|-------------|-------------|
| Assigned Weapon System Type(s) (MDS)    | F-16        | F-16        |
| Total PAA                               | 69          | 69          |
| # Flying Squadrons                      | 3           | 3           |
| Total Available Aircraft Parking spaces | 153         | 153         |
| Unused Aircraft Parking Spaces          | 84          | 84          |

|                           |      |
|---------------------------|------|
| Template used             | F-16 |
| Standard PAA per squadron | 24   |



# Cannon AFB

## Tenant Flying Units

| As of               |               | 30 Sep 2005 | 30 Sep 2011             |            |                       |
|---------------------|---------------|-------------|-------------------------|------------|-----------------------|
| Tenant Flying Unit  | Type AC (MDS) | # Aircraft  | # Parking Spaces Unused | # Aircraft | # Parking Spaces Used |
| Singapore Air Force | F-16          | 10          | 8                       | 10         | 8                     |
|                     |               |             |                         |            |                       |
|                     |               |             |                         |            |                       |
|                     |               |             |                         |            |                       |



# Cannon AFB

## Estimated Capacity After 2011

---

| Weapon System Type (MDS) | F/A-22 | JSF | UCAS | ABL | E-10 |
|--------------------------|--------|-----|------|-----|------|
| Maximum Capacity         | 120    | 120 | 84   | N/A | N/A  |

**Predicted F-16 Block 30/40/50 retirements (begin FY 13, 14, 15 in CAF plan) open base for new fighter mission; F/A-22, JSF or J-UCAS**

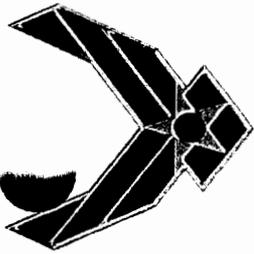


# ***Cannon AFB Estimated Costs***

---

|                                     |                    |
|-------------------------------------|--------------------|
| <b>Precluding Factor</b>            | <b>None</b>        |
| <b>Major Construction</b>           | <b>11.2</b>        |
| <b>Minor Construction</b>           | <b>0.5</b>         |
| <b>Natural Infrastructure</b>       | <b>3.8</b>         |
| <b>Other procurement</b>            | <b>1.3</b>         |
| <b>Planning &amp; Design</b>        | <b><u>1.2</u></b>  |
| <b>Subtotal</b>                     | <b>18.0</b>        |
| <b>Add Second Squadron</b>          |                    |
| <b>Precluding Factor</b>            | <b>None</b>        |
| <b>Major Construction</b>           | <b>26.2</b>        |
| <b>Minor Construction</b>           | <b>0.5</b>         |
| <b>Natural Infrastructure</b>       | <b>3.8</b>         |
| <b>Other procurement</b>            | <b>1.9</b>         |
| <b>Planning &amp; Design</b>        | <b><u>2.7</u></b>  |
| <b>Subtotal</b>                     | <b><u>35.1</u></b> |
| <b>Total Cost for Two Squadrons</b> | <b>53.1</b>        |

---



# Cannon AFB

## Estimated Costs One Squadron

|                                 |             |
|---------------------------------|-------------|
| <b>Major Construction</b>       |             |
| Squadron Ops Facility           | 3.6         |
| Weapons Igloo Facility          | 2.0         |
| Acft Gen Maintenance Facilities | 1.3         |
| Avionics Shop                   | 1.4         |
| Weapons Release Facility        | 1.3         |
| Conventional Munitions facility | 1.6         |
| Subtotal                        | 11.2        |
| <b>Minor Construction</b>       |             |
| IMF Fighter Specific            | 0.5         |
| Subtotal                        | 0.5         |
| <b>Communications</b>           |             |
| Ranges                          | 0.9         |
| Other procurement               | 0.4         |
| Planning & Design               | 1.3         |
| <b>TOTAL</b>                    | <b>14.2</b> |



# Cannon AFB

## Estimated Costs 2nd Squadron

|                                 |      |
|---------------------------------|------|
| Add One Squadron                |      |
| Major Construction              |      |
| Small Maintenance Dock          | 12.5 |
| Acft Maintenance Facilities/AMU | 3.8  |
| Major Construction              |      |
| Squadron Ops Facility           | 3.6  |
| Weapons Igloo Facility          | 2.0  |
| Avionics Shop                   | 1.4  |
| Weapons Release Facility        | 1.3  |
| Conventional Munitions facility | 1.6  |
| Subtotal                        | 26.2 |
| Minor Construction              |      |
| IMF Fighter Specific            |      |
| Subtotal                        | 0.5  |
| Communications                  | 0.5  |
| Ranges                          | 1.5  |
| Other procurement               | 0.4  |
|                                 | 1.9  |

## Air Force Installation Capacity Summary

The installation capacity summary is a consolidation of data provided by the Air Force MAJCOM through a series of presentations in August of 2004. The goal of the summary was to capture and visually display the MAJCOM presented information for reference in a smaller, consolidated format.

Below are descriptions of the associated columns used in the spreadsheet:

1. **MDS** : Mission Design Series represents aircraft operating at the listed installation
2. **Blk / Model**: Reflects, where necessary, the specific Block of a given MDS operating at the location
3. **PAA Used**: Primary Aircraft Authorization identifies the optimal number aircraft per MDS for a squadron based on the Air Force's White Paper on Organizational Principles
4. **Total Acft #**: The total number of aircraft at the location (per MDS) based on MAJCOM Capacity briefings Aug 2004
5. **Squadron Equivalent In Place**: The number of equivalent squadrons at an installation determined by dividing the Total Aircraft by the PAA Used
6. **Squadron 1 thru 6**: X signifies a squadron currently (2006) in place. A shaded box represents a partial squadron (less than 1) that cannot be expanded. A box with a dollar value represents the ability to add a full squadron at that cost (in \$Millions). \*\* MAJCOMs were directed to provide estimates for adding up to 2 squadrons at installations.
7. **Total Capacity**: Is the total "Theoretical" capacity based on current aircraft capacity in squadrons as well as capacity that could be available (at a cost) up to 2 additional squadrons.

## **Cannon AFB, New Mexico**

Cannon Air Force Base, a major Air Combat Command installation, lies in the high plains of eastern New Mexico, near the Texas Panhandle. The base is six miles west of Clovis, N. M. and is 4,295 feet above sea level.

Cannon is the home of the 27th Fighter Wing. The primary mission of the 27th Fighter Wing is to maintain an F-16 Fighting Falcon fighter wing capable of day and night combat operations for war fighting commanders, world-wide, at any time.

The history of the base began in the late 1920's, when a civilian passenger facility, Portair Field, was established on the site. Portair, a terminal for early commercial transcontinental flights, flew passengers in the Ford Trimotor "Tin Goose" by day, and used Pullman trains for night travel. In the 1930's Portair was renamed Clovis Municipal Airport.

After the United States entered World War II, the first military unit to use the facility was a glider detachment. The 16th Bombardment Operational Wing, a training unit for B-24, B-17 and then B-29 heavy bombers, arrived in January 1943. On April 8, 1943, the base was renamed Clovis Army Air Field. Flying, bombing, gunnery and photographic reconnaissance classes continued through the end of World War II. By mid-1946, however, the airfield was placed on reduced operational status and flying activities decreased. The installation was deactivated in May 1947.

The base was reactivated and assigned to Tactical Air Command (TAC) in July 1951. The first unit, the 140th Fighter Bomber Wing, arrived in October of that year. Air National Guard elements from Colorado, Utah and Wyoming made up the 140th, which flew the P-51 "Mustang" fighter. The 140th formally reactivated the airfield on November 15, 1951, as Clovis Air Force Base. At the end of 1952, the 140th returned to Air National Guard control.

The 50th Fighter Bomber Wing, another fighter unit, was activated at the base January 1, 1953. The F-86 "Sabre" began arriving in early 1953. The 50th Fighter Bomber Wing served at the base until it was transferred overseas in August of that year.

Clovis AFB's second F-86 unit was the 388th Fighter Bomber Wing, activated in November 1953. The 388th was sent overseas in October 1954. It was replaced at the base by the 312th Fighter Bomber Group, which flew F-84s before switching to the F-86 in 1955.

A second fighter bomber group, the 474th, transferred to Clovis AFB from Taegu, Korea, in December 1954. The base became a major training installation for "Sabre" pilots. The first F-100 "Super-Sabre" arrived in December 1956. The F-100 became the principal base aircraft for the next 12 years.

Several changes occurred at Clovis AFB in 1957. On June 8, the base was renamed Cannon AFB in honor of the late General John K. Cannon, a former commander of Tactical Air Command. In October of the same year, the 312th and 474th Fighter Bomber Groups were redesignated tactical fighter wings. The 832nd Air Division was activated to oversee their activities.

Cannon F-100s and crews deployed to Taiwan during the 1958 Formosa Crisis. They also deployed to Turkey the same year. In 1959, the 312th was deactivated and replaced at Cannon by the 27th Tactical Fighter Wing. The 27th, another F-100 unit, transferred to Cannon from Bergstrom AFB, Texas. Succeeding major deployments of Cannon's F-100s took place during the 1961 Berlin Crisis and the 1962 Cuban Crisis.

Units from Cannon deployed the first F-100 squadron to Thailand in 1962-1963, and Vietnam in 1964. In 1965, other deployments to Thailand and Vietnam followed. The 474th Tactical Fighter Wing moved to Luke AFB, Arizona, in September 1965. In December 1965, the base's mission changed to a replacement training unit. The 27th Tactical Fighter Wing became the largest such unit in TAC.

After three years of F-100 replacement training operations, the 27th began conversion to the F-111. In late 1969, the wing received its first F-111E aircraft and in July 1972, the last operational Air Force F-100s were transferred to the Air National Guard. In mid-1972, the 27th completed conversion to the highly sophisticated F-111D, after ferrying the F-111Es to England. There were three operational fighter squadrons and one training squadron.

The 27th also trained forward air controllers and air liaison officers in AT-33s from 1968 to 1973. The 481st Tactical Fighter Training Squadron was deactivated in January 1980 and the 524th Tactical Fighter Squadron was redesignated the 524th Tactical Fighter Training Squadron. That left the 27th with one training and two operational fighter squadrons.

December 28, 1988, marked the beginning of Cannon's expansion as a result of decisions made by the Secretary of Defense's Commission on Base Realignment and Closures. On April 1, 1990, the 428th Fighter Training Squadron was reactivated at Cannon AFB as part of the installation's expanding mission. With the reactivation of the 428th FTS, FB-111 aircraft from Strategic Air Command arrived at Cannon and were converted to F-111Gs. F-111Es replaced Cannon's squadron of F-111Gs when they were retired.

On June 1, 1992, Cannon AFB and the 27th Fighter Wing were integrated into Air Combat Command as part of the reorganization of Tactical Air Command and Strategic Air Command. Three squadrons of F-111Fs arrived from Royal Air Force Lakenheath, England, replacing Cannon's fleet of F-111Ds in 1993. The 430th Electronic Combat Squadron's 25 EF-111A Ravens began arriving from the 390th ECS, Mountain Home, Idaho, and the 42nd ECS, RAF Upper Heyford, England in May 1992. The 430th ECS was replaced by the 429th ECS in June 1993.

With the retirement of the F-111, Cannon became home for 69 F-16s in March 1995. The first operational flight of the F-16 lifted off Cannon's runway in September 1995. Three fighter squadrons --522 FS, 523 FS, 524 FS--were fully equipped with F-16s by August 1996. Following a period of training, the first operational squadron was ready for combat operations around the world in January 1997. The wing also maintained its EF-111 mission as the only Raven unit in the Air Force.

The United States Air Force officially retired the EF-111A June 30, 1998. This retirement ended the 429 ECS' 2,780 days and 32 rotations of continuous support of Operation SOUTHERN WATCH. As a result of the retirement, the 429th Electronic Combat Squadron was inactivated June 19, 1998.

On September 15, 1998, the 428th Fighter Squadron was reactivated at Cannon AFB. The PEACE CARVIN III squadron is a hybrid US Air Force/Republic of Singapore Air Force (RSAF) F-16 Fighter Squadron manned by highly experienced USAF instructor pilots, maintenance and support personnel. The squadron should be fully equipped by March 2000 and will operate 12 RSAF-owned Block 52, F-16C/Ds. With approximately 25 USAF personnel and 140 RSAF personnel, the unit is responsible for continuation training of Singapore personnel in rapid deployment and tactical employment of the F-16 throughout a wide spectrum of missions including air-to-air, joint maritime and precision air-to-ground weapons delivery.

Under the new expeditionary Air Force concept, the 27 FW looks forward to continuing its tradition of providing superior combat power in its new role as the lead wing for Air Expeditionary Force (AEF) #9. The wing is also tasked to support numerous other AEFs.

**NEW MEXICO**

|      |  |          |
|------|--|----------|
| 1988 | Fort Wingate Ammunition Storage Depot  | CLOSE    |
| 1991 | Battlefield Environment Effects Element of the Atmospheric Science Laboratory, White Sands Missile Range | REALIGN  |
| 1991 | Naval Weapons Evaluation Facility, Albuquerque   | CLOSE    |
| 1993 | Naval Weapons Evaluation Facility, Albuquerque<br>(retain as a tenant of the Air Force)                  | REDIRECT |

**Cannon AFB Issues Paper**

Background: Cannon AFB, NM, is recommended for closure on the DoD BRAC list. It appears Cannon AFB received a misleading low score on Military Value. We request the BRAC Air Force R&A Team analyze the following preliminary issues:

1. Our initial review indicates several installations with significantly less favorable weather, range availability, and air traffic control conditions received a higher military value.
2. Cannon AFB received an incorrect evaluation of air space: The New Mexico Training Range Initiative was never considered, a critical component to Cannon's military value and viability. The Initiative has had no show-stoppers, and, in fact, the Air Force and the FAA are in process of completing a Letter of Agreement.
3. Encroachment was considered a critical component to the DoD's analysis. Yet, unlike numerous peer fighter bases, the air space used by Cannon AFB, including that proposed for inclusion in the New Mexico Training Range Initiative, has no encroachment, now or in the future.
  - For example, at Hill AFB, there are a number of ongoing environmental issues that could constrain the use of the air space and flexibility of the forces. A number of exemptions to federal environmental laws are now being sought for Hill AFB. However, these federal exemptions have failed to pass the Congress thus far.
  - Luke AFB has considerable encroachment issues that appear to have been ignored; New Mexico is concerned that the Air Force is continuing to support tactical fighter operations in areas that are congested due to commercial air traffic.
4. Looking to the future, and given the requirements of new technology, there is no excess of air space. In fact, the air space and range space in New Mexico allows integration of both air-to-air and air-to-ground combat training.
5. Cannon AFB has outstanding infrastructure—runways, hangars (the 27th FW can hangar all their aircraft), and ramp space, all of which can easily support increased force structure.
6. Economic Impact: The Clovis/Portales negative economic impact from a Cannon AFB closure would be more than 200% greater than the next impacted community according to our analysis--we will provide more information in the near future. Our initial analysis shows that the community is unlikely to recover.
7. Force Structure: the DOD recommended action of inactivating three active fighter squadrons would have a detrimental impact on the retention, rotation base and total quality of life of the F-16 fighter force; we will provide additional information as we have time for analysis.

**Issues / Questions for BRAC R&A Team****Cannon AFB**

1. *The New Mexico Training Range Initiative would allow supersonic/ supercruise operations at Cannon AFB and dramatically increase the military value and viability for future F-22 and JSF mission requirements, including the use of future stand-off munitions. This initiative was strongly supported by the Air Force.*

**Why was the New Mexico Training Range Initiative not included in the Air Force's military value analysis of Cannon AFB?**

2. *Encroachment was considered a primary liability during the Pentagon's 2005 BRAC analysis. Luke AFB is severely encroached, being one of the greatest centers of population growth in the country. Nellis AFB has previously been cited by the GAO for serious encroachment issues due to population growth. Utah (Hill AFB) is battling a controversial plan by the Goshute Indian Tribe to place a nuclear waste site on the Skull Valley Reservation that could impact 1/3 of F-16 operations at the Utah Test and Training Range (UTTR).*

**Did the Air Force adequately take into consideration real constraints, present and future, of Cannon AFB's potential peer facilities, including Hill AFB, Luke AFB, and Nellis AFB?**

3. *The Chief of Staff, Air Force, testified to the Congress as late as April 2005 to the absolute necessity of retaining all available range space. This includes the need for supercruise range space to accommodate 1.5 mach speed aircraft and for the use of next generation standoff munitions. The Education and Training Joint Cross Service Group took no significant actions regarding ranges because they realized their value.*

**Did the Air Force take into consideration the Force Structure implications of integrating future supercruise aircraft and air munitions and the requirements to operate these weapons platforms, given potential future restrictions at a number of ranges?**

4. *Cannon AFB has outstanding hangars, runways, and base infrastructure. There exists potential alternative missions that could be accomplished at Cannon AFB that are consistent with our Force Structure.*

**Did the Air Force or Joint Cross Service Group consider Cannon AFB as a potential fighter training site, an interceptor air warfare center, or as a receiving site for retrograding overseas fighters?**

5. *Our analysis shows the Cannon community will not recover from a closure. Some cities, including Lubbock TX, were inappropriately included in the analysis and appear to serve to decrease the impact of a closure.*

**Why was Lubbock, TX included in the economic analysis to a Cannon closure? How significant will the BRAC Commission consider serious economic devastation to a community?**



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**ATO En Route & Oceanic  
Central Service Area**  
Minneapolis, Chicago,  
Kansas City, Fort Worth,  
Memphis, Houston

2601 Meacham Blvd.  
Fort Worth, TX 76193

Mr. Troy Andersen  
HQ ACC/CEVP Project Manager  
129 Andrews St., Suite 102  
Langley AFB, VA 23665-2769

Dear Mr. Andersen:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the New Mexico Training Range Initiative. We have the following general comments on the DEIS, in addition to the specific comments set forth in the attached table.

The Federal Aviation Administration (FAA) does not concur with the assessment of the impacts to the airspace described in the DEIS. We believe the enclosed letter from Ms. Joan M. Mallen, Manager, Albuquerque Air Route Traffic Control Center, to Colonel Charles A. Hale dated February 11, 2005 (Mallen letter), more accurately describes the impacts of the proposed action. We appreciate your acknowledgement of the ability and expertise of FAA controllers. However, we believe the impacts from moving J-74, raising the ceiling in the North Sumner Air Traffic Control Assigned Airspace (ATCAA), and creation of the Capitan Military Operations Area (MOA)/ATCAA (as described in the DEIS) would necessitate compression and rerouting of air traffic, and would create unacceptable delays with additional miles-in-trail.

The FAA would like the USAF to clarify the description of the airspace in alternative A, incorporating the floors and ceilings defined in the Mallen letter. If these clarifications to alternative A are made, the FAA may be in a position to consider this alternative for identification as the Agency's preferred alternative prior to publication of the Final Environmental Impact Statement.

We wish to clarify that the FAA has no regulatory approval over any military's use of supersonic flight nor can the FAA prevent non-participating VFR aircraft from operating within an active MOA. However, as described in the Mallen letter, we have safety concerns regarding supersonic flights in the vicinity of victor air routes, specifically in the proposed Capitan MOA area.

Enclosed are additional comments on the draft. We look forward to completing this process with you.

Donald R. Smith  
Acting Manager, Airspace Branch  
Central En Route and Oceanic Service Area

Enclosure:  
Mallen letter

ASW-520.5:NTerry:x5594:smc:02/18/05: (NMTRICOMMENTTRANSMITTALDEIS): F:

| PAGE | SEC/PARA  | COMMENT  |
|------|-----------|--|
| 1-6  | 1st       | Use definition from 7400.2   |
| 2-30 | 2.4.4     | Delete the reference to FAA Order 7400.2.  |
| 3-2  | 2nd       | Please use the definition of Special Use Airspace (SUA) as defined in FAA Order 7400.2., Paragraph 21-1-3a.  |
| 3-2  | 3rd       | Please use the definition of other types of SUA as defined in 7400.2, 21-1-3b.   |
| 4-8  | Beginning | Delete the sentence beginning with "The extent or number..."   |
| 4-8  | 2nd       | <p>The paragraph beginning with "As discussed in Section 3.1.2, ...." is incomplete and misleading because the term MARSA is not explained in what specific types of operations it "could" apply. Please define the term in accordance with the Pilot/Controller Glossary (P/CG), effective 02/19/04 (includes Change 1 dated 08/05/04). The P/CG is an addendum to: Aeronautical Information Manual, Order 7110.10, Flight Services, and Order 7110.65, Air Traffic Control. (For your benefit, We have attached the MARSA definition.)</p> <p><b>MILITARY AUTHORITY ASSUMES RESPONSIBILITY FOR SEPARATION OF AIRCRAFT-</b> A condition whereby the military services involved assume responsibility for separation between participating military aircraft in the ATC system. It is used only for required IFR operations, which are specified in letters of agreement or other appropriate FAA or military documents.</p> <p><b>1-4-8. USE OF MILITARY AUTHORITY ASSUMES RESPONSIBILITY FOR SEPARATION OF AIRCRAFT (MARSA)</b></p> <p>The application of MARSA is a military service prerogative and will not be invoked by individual units or pilots except as follows:</p> <p><b>a.</b> Military service commands authorizing MARSA shall be responsible for its implementation and terms of use. When military operations warrant an LOA and MARSA will be applied, the authority to invoke MARSA shall be contained in the LOA. It must be noted that an LOA will not be required in all cases involving MARSA.</p> <p><b>b.</b> ATC facilities do not invoke or deny MARSA. Their sole responsibility concerning the use of MARSA is to provide separation between military aircraft engaged in MARSA operations and other non-participating IFR aircraft.</p> <p><b>c.</b> DoD shall ensure that military pilots requesting special use airspace (SUA)/ATC assigned airspace (ATCAA) have coordinated with the scheduling agency, obtained approval for entry, and are familiar with appropriate MARSA procedures. ATC is not responsible for determining which military aircraft are authorized to enter SUA/ATCAA.</p> |

## **NMTRI /Cannon AFB**

Date Prepared: June 7, 2005

Prepared by: James Aarnio (BRAC/FAA); with input from Mr. Jon Semanek, Support Manager, Airspace & Procedures, ZAB-530 (FAA, Albuquerque Enroute Air Traffic Control Center, ZAB).

- The USAF has been developing the New Mexico Training Range Initiative (NMTRI) for approximately two years. NMTRI is designed to incorporate enhanced F-16 training in eastern New Mexico at Cannon AFB. NMTRI proposes to expand the vertical and lateral boundaries of Military Operating Areas and Air Traffic Control Assigned Airspace (MOA/ATCAAs) near Cannon AFB. Coincident with this expansion is the proposal to fly supersonic throughout the range down to 5,000 ft. Above Ground Level (AGL). The FAA has safety concerns of mixing non-participating aircraft (VFR aircraft that may or may not be in contact with ATC) and supersonic operations while maintaining the ability to adhere to the provisions of Federal Air Regulation (FAR) 91.113. FAA's concern is magnified in the proposed Capitan MOA, which includes the airspace of airways V68/83.
- USAF submitted to ZAB a draft airspace proposal in December 2004 to add MOA/ATCAA airspace to the PECOS MOA Complex and create MOA/ATCAA airspace between PECOS and the White Sands Missile Range (WSMR). This submittal also proposed the realignment of J74 to allow for increase of Special Use Airspace (SUA). The USAF, concurrently, has been compiling an environmental impact statement (EIS) for SUA expansion and supersonic flight. The EIS is currently in preliminary draft format. Neither a final Environmental Impact Statement (EIS), nor formal airspace proposal have been submitted to FAA.
- ZAB responded to the USAF in February 2005 with a NMTRI Draft Airspace Analysis. Several "Non Concur" were listed by ZAB for the NMTRI proposal. FAA countered with many detailed comments, mitigation measures, and suggestions, including; increased MOA/ATCAA airspace south of J74 (vertically to FL500/and increase - beyond USAF proposal of 600 square miles). ZAB also concurred with establishment of "bridge" SUA between WSMR and PECOS areas; however, the proposed floor of that airspace was not feasible for operational requirements at ZAB and, also with the exception of the inclusion of excluded airspace for Fort Sumner Municipal Airport (section 1.2.1). FAA also did NOT concur with the establishment of the Capitan MOA and associated Air Traffic Control Assigned Airspace (ATCAA) as proposed in section 1.4.2 of the Air Force draft proposal. Numerous correspondence and meetings have taken place since then exploring alternatives and airspace configurations.

- ZAB briefed the Southwest Airspace Workgroup at DFW TRACON on March 29, 2005, on the NMTRI airspace proposal. This group included air carrier and National Business Aircraft Association (NBAA) representatives, RTCA, FAA and military personnel.
- On May 13, 2005, Cannon AFB appeared on the Base Realignment and Closure List (BRAC). Possible closure of Cannon AFB, along with the NMTRI proposal, has drawn considerable Congressional and State of New Mexico interest.
- On May 23, 2005, ZAB hosted a meeting with Cannon AFB personnel. In that meeting 27<sup>th</sup> FW Operations Group Commander Col. Tip Wight explained that the proposed SUA expansion north of J74 is paramount to other requests in the NMTRI proposal. In that meeting ZAB outlined as they had previously in meetings and correspondence that their concerns of compression, workload and sector integrity issues are still viable, along with traffic management initiatives that would be required to accommodate NMTRI proposed airspace. Proposed realignment of J74 would not be feasible as it is an integral part of the high altitude stratum in the eastern portion of ZAB's airspace, and provides definition and structure to heavily used enroute airspace in that area.
- BRAC Commission visits Cannon AFB on June 23, 2005, on a fact finding mission. Regional Hearing in Clovis, NM, June 24, 2005.
- The draft NMTRI airspace proposal has changed several times in the last 6 months. ZAB continues to work with Cannon to explore alternatives. No formal airspace proposal is ready for submission, and the NMTRI proposal is not yet in an active formal airspace case status.
- There are NO current action items in place between the Air Force and the FAA that would enable the NMTRI proposal to be active by October, 2005, as reported in the media that a "Letter of Agreement (LOA)" was "very close to being signed".
- It is operationally evident that mitigation measures must be enacted to initiate the NMTRI in less than an operational capability as that which the Air Force requests.

## New Mexico Range Training Initiative (NMTRI) Schedule for EIS (Environmental Impact Statement)

### PAST

- Scoping (public meeting process on draft proposal) was completed in January 2004. USAF (United States Air Force) held public meetings and FAA (Federal Aviation Administration) attended.
- FAA attended a week long meeting to discuss the Preliminary Draft EIS (DEIS) in summer of 2004.
- The USAF published a DEIS in January 2005.
- The USAF held public hearings on the Draft EIS and FAA attended as a cooperating agency (FAA is legal authority over airspace, therefore is "cooperating agency" by law. Although, FAA may not agree with proponents conclusions).
- FAA sent written comments on the DEIS.

### PRESENT

- USAF is compiling and responding to all comments on the DEIS.

### FUTURE - USAF

- USAF will publish an FEIS (Final Environmental Impact Statement). October-December, 2005: estimated.
- USAF will issue a Record of Decision (ROD).
- Formal airspace proposal will be submitted by USAF after ROD is signed along with EIS.

### FUTURE – FAA

(FAA will act once it receives a formal airspace proposal. See FAA Order 7400.2E, Procedures for Handling Airspace Matters, for specific timelines.)

- If the airspace proposal contains moving J-74 (Jet Route number 74; Airway above 18,000 ft. Mean Sea Level [MSL]), FAA's action is rule-making and may take up to one year to complete. With such an action, FAA is required to issue a Notice of Proposed Rule-Making (NPRM) in the Federal Register. FAA is required to respond to comments and follow the processes as listed in FAA Order 7400.2E.
- If the airspace proposal only contains Military Operating Areas (MOAs), FAA's action will not be rule-making, but will require circularization (Draft Advisory Circular [AC] will be disseminated to non-participating user groups). FAA may also hold public hearings. The estimated time frame is 8 months for this process.
- Once the FAA has a federal action, such as charting a MOA or moving an airway, the FAA will review the USAF's FEIS to determine if the document provides sufficient environmental documentation to meet the FAA requirements. If the document is adequate, the FAA will make an environmental decision to comply with its orders and with NEPA (National Environmental Policy Act of 1969).

# Operation KEEP CANNON

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## Reasons to Keep Cannon AFB

Consider these points when you write your letter.

- Cannon does not fit the criteria provided for base closure
- Once the New Mexico Training Range Initiative is implemented, Cannon will be able to offer pilots the ability to fly supersonic during training missions.
- The weather in eastern New Mexico provides year-around training.
- The Melrose bombing range is seconds away from Cannon.
- Cannon has the space and facilities to accommodate joint warfare training and readiness.
- Cannon has ample space/ramp space to accommodate surge force requirements in training and emergency situations.
- The availability of air space and ideal flying weather makes Cannon the perfect candidate to support future training missions for the F-22, Joint Strike Fighter, and other military aircraft.
- The relationship between Cannon and the surrounding area: Clovis, Portales, West Texas and others, is unlike any other installation in the country.
- The entire area, including Amarillo and Lubbock, is home to a large military retiree population. These retirees rely on Cannon for healthcare, grocery shopping and more. There is not another installation close by to serve retired military.
- In the early 90s, Curry County, in conjunction with the state of New Mexico, purchased air easements around Cannon and gave them to the Air Force. This was done to protect the air space from encroachment.
- The local community purchased the land north of Cannon and gave it back to the Air Force for additional housing.
- The local community purchased land west of Cannon and gave it back to the Air Force for the installation of instrument lighting on the alternate runway at the base.
- The local community spearheaded the effort to expand and convert the airspace to supersonic capability through the New Mexico Training Range Initiative.
- It has been estimated that the closing of Cannon will cost this area the loss of more jobs, percentage-wise, than any other area in the country.
- The closing of Cannon will have a severe ripple effect on the economy of the entire state and West Texas.
- The closing of Cannon will have a very negative impact on education throughout the area, including the public schools and Eastern New Mexico University and Clovis Community College.

**Student Success — That's What It's All About**



# Operation KEEP CANNON

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## Sample Letter

Remember to write **Keep Cannon** on the envelope.

5-20-05

Your Name  
Your Address

|  |    |
|--|----|
| Your Name<br>Your Address  | 17 |
| <i>Keep Cannon!</i>  |    |
| Name of Commissioner<br>BRAC Commission<br>2521 South Clark Street, Suite 600<br>Arlington, VA 22202 |    |

The Honorable Anthony J. Principi,

I am very concerned about the BRAC Commission's decision to close Cannon Air Force Base.

I do not believe the Commission is fully aware of the unique attributes that Cannon offers to our national defense. These include an abundance of air space and no encroachment issues, a bombing range that is only seconds away, the airspace to fly at supersonic speeds, and ideal year-round flying weather, among many others.

In addition to the military value to the nation, Cannon has been supported over the last 50 years by the local communities like no other in the country. We consider Cannon a part of our family.

The closure of Cannon will also have a devastating impact on our economy. It has been estimated that the area will lose at least 20 percent of its workforce, plus the ripple effect that we will have on our public and higher education systems.

Please reconsider all the facts before making your final decision.

Respectfully Yours,

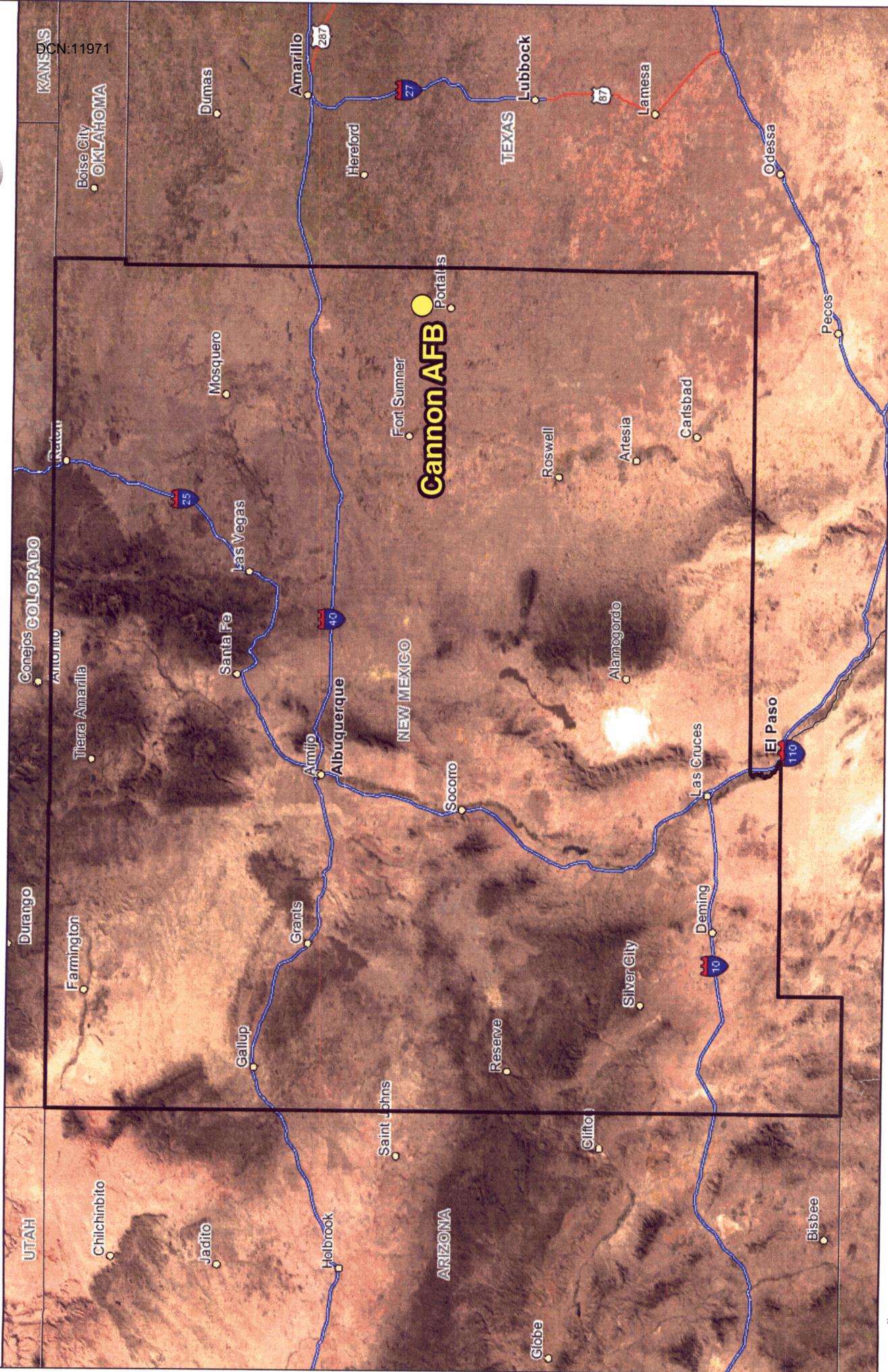
Your Signature

Student Success — That's What It's All About



# Recommended New Mexico Base Realignments and Closures

DCN:11971



### Cannon AFB Statistics

|                    |                        |
|--------------------|------------------------|
| Total Acres: 4,543 | Total Personnel: 3,954 |
| Acres Owned: 3,790 | Mil: 3,570             |
|                    | Civ: 384               |
|                    | Other: 0               |



# Cannon AFB, NM

 Installation Boundary

 1 Miles

| MAJCOM | Installation  | MDS       | PAA Used | Total Acft # | Sqdn Equip In Place | Sqdn 1  | Sqdn 2 | Sqdn 3 | Sqdn 4 | Sqdn 5 | Sqdn 6 | Total Capacity (Squadrons) |
|--------|---------------|-----------|----------|--------------|---------------------|---------|--------|--------|--------|--------|--------|----------------------------|
| AETC   | Altus         | C-17      | 12       | 15           | 1.3                 | X       | \$33.0 | \$67.3 |        |        |        | 3                          |
| AETC   | Altus         | KC-135    | 16       | 24           | 1.5                 | X       | P      |        |        |        |        | 1.5                        |
| PACAF  | Andersen      | B-52      | 12       | 0            | 0.0                 |         |        |        |        |        |        | 0                          |
| PACAF  | Andersen      | RQ-4      | 18       | 0            | 0.0                 |         |        |        |        |        |        | 0                          |
| AMC    | Andrews       | C-21      | 12       | 13           | 1.1                 | X       | P      |        |        |        |        | 1.1                        |
| ANG    | Andrews       | C-38/C-40 | 6        | 6            | 1.0                 | X       |        |        |        |        |        | 1                          |
| ANG    | Andrews       | F-16      | 24       | 15           | 0.6                 | \$0.0   |        |        |        |        |        | 1                          |
| AFRC   | Andrews       | KC-135    | 16       | 8            | 0.5                 | P       |        |        |        |        |        | 0.5                        |
| AMC    | Andrews       | SAM/VC-25 | 8        | 18           | 2.3                 | X       | X      | P      |        |        |        | 2.3                        |
| AMC    | Andrews       | UH-1      | 6        | 15           | 2.5                 | X       | X      | P      |        |        |        | 2.5                        |
| ARMY   | Andrews       | VARIOUS   | 6        | 6            | 1.0                 | X       |        |        |        |        |        | 1                          |
| NAVY   | Andrews       | VARIOUS   | 24       | 30           | 1.3                 | X       | P      |        |        |        |        | 1.3                        |
| OTHER  | Andrews       | VARIOUS   | 8        | 46           | 5.8                 | X       | X      | X      | X      | X      | P      | 5.8                        |
| AFMC   | Arnold        | C-130     | 16       | 0            | 0.0                 | \$182.1 | \$64.7 |        |        |        |        | 2                          |
| ANG    | Atlantic City | F-16      | 24       | 15           | 0.6                 | \$0.0   | \$42.8 |        |        |        |        | 2                          |
| ANG    | Baltimore     | A-10      | 24       | 15           | 0.6                 | \$0.0   |        |        |        |        |        | 1                          |
| ANG    | Baltimore     | C-130     | 16       | 8            | 0.5                 | \$0.0   |        |        |        |        |        | 1                          |
| ANG    | Bangor, ME    | KC-135    | 16       | 8            | 0.5                 | \$27.6  |        |        |        |        |        | 1                          |
| AFRC   | Barksdale     | A-10      | 24       | 17           | 0.7                 | \$3.3   | \$34.4 |        |        |        |        | 2                          |
| AFRC   | Barksdale     | B-52      | 12       | 8            | 0.7                 | P       |        |        |        |        |        | 0.7                        |
| ACC    | Barksdale     | B-52      | 12       | 41           | 3.4                 | X       | X      | X      | X      | \$37.0 | \$81.5 | 6                          |

| MAJCOM | Installation    | MDS    | PAA Used | Total Acft # | Sqdn Equip In Place | Sqdn 1 | Sqdn 2 | Sqdn 3 | Sqdn 4 | Sqdn 5 | Sqdn 6 | Total Capacity (Squadrons) |
|--------|-----------------|--------|----------|--------------|---------------------|--------|--------|--------|--------|--------|--------|----------------------------|
| ANG    | Barnes, MA      | A-10   | 24       | 15           | 0.6                 | \$0.0  | \$40.7 |        |        |        |        | 2                          |
| AFRC   | Beale           | KC-135 | 16       | 8            | 0.5                 | \$22.5 |        |        |        |        |        | 1                          |
| ACC    | Beale           | RQ-4   | 18       | 51           | 2.8                 | X      | X      | \$0.0  | \$54.3 | \$61.2 |        | 5                          |
| ACC    | Beale           | T-38   | 24       | 13           | 0.5                 | P      |        |        |        |        |        | 0.5                        |
| ACC    | Beale           | U-2    | 18       | 34           | 1.9                 | X      | P      |        |        |        |        | 1.9                        |
| ANG    | Birmingham      | KC-135 | 16       | 8            | 0.5                 | \$22.8 |        |        |        |        |        | 1                          |
| ANG    | Boise           | A-10   | 24       | 15           | 0.6                 | \$0.0  | \$19.8 | \$22.4 |        |        |        | 3                          |
| ANG    | Boise           | C-130  | 16       | 4            | 0.3                 | \$15.2 | \$28.9 |        |        |        |        | 2                          |
| ANG    | Bradley         | A-10   | 24       | 15           | 0.6                 | \$0.0  | \$47.2 |        |        |        |        | 2                          |
| ANG    | Buckley         | F-16   | 24       | 15           | 0.6                 | \$0.0  |        |        |        |        |        | 1                          |
| ANG    | Burlington, VT  | F-16   | 24       | 15           | 0.6                 | \$0.0  |        |        |        |        |        | 1                          |
| ACC    | Cannon          | F-16   | 24       | 69           | 2.9                 | X      | X      | \$0.0  | \$18.0 | \$35.1 |        | 5                          |
| ACC    | Cannon (FMS)    | F-16   | 24       | 10           | 0.4                 | P      |        |        |        |        |        | 0.4                        |
| ANG    | Capital, IL     | F-16   | 24       | 15           | 0.6                 | \$0.0  |        |        |        |        |        | 1                          |
| ANG    | Channel Islands | C-130  | 16       | 12           | 0.8                 | \$0.0  |        |        |        |        |        | 1                          |
| AMC    | Charleston      | C-17   | 12       | 48           | 4.0                 | X      | X      | X      | P      |        |        | 4                          |
| ANG    | Charlotte, NC   | C-130  | 16       | 8            | 0.5                 | \$0.0  |        |        |        |        |        | 1                          |
| ANG    | Cheyenne, WY    | C-130  | 16       | 8            | 0.5                 | \$15.3 |        |        |        |        |        | 1                          |
| ANG    | Dannelly        | F-16   | 24       | 15           | 0.6                 | \$0.0  |        |        |        |        |        | 1                          |
| ACC    | Davis Monthan   | A-10   | 24       | 75           | 3.1                 | X      | X      | X      | \$32.5 | \$32.8 |        | 5                          |
| ACC    | Davis Monthan   | EC-130 | 7        | 10           | 1.4                 | X      | P      |        |        |        |        | 1.4                        |

| MAJCOM | Installation        | MDS     | PAA Used | Total Acft # | Sqdn Equip In Place | Sqdn 1 | Sqdn 2  | Sqdn 3  | Sqdn 4 | Sqdn 5 | Sqdn 6 | Total Capacity (Squadrons) |
|--------|---------------------|---------|----------|--------------|---------------------|--------|---------|---------|--------|--------|--------|----------------------------|
| ACC    | Davis Monthan       | HC-130  | 7        | 4            | 0.6                 | P      |         |         |        |        |        | 0.6                        |
| AFRC   | Davis Monthan       | HH-60   | 7        | 31           | 4.4                 | X      | X       | X       | X      | \$0.0  | \$13.5 | 6.4                        |
| ACC    | Davis Monthan       | VARIOUS | 14       | 14           | 1.0                 | X      |         |         |        |        |        | 1                          |
| ANG    | Des Moines          | F-16    | 24       | 15           | 0.6                 | \$0.0  |         |         |        |        |        | 1                          |
| AFRC   | Dobbins             | C-130   | 16       | 9            | 0.6                 | \$6.8  |         |         |        |        |        | 1                          |
| ARMY   | Dobbins             | VARIOUS | 21       | 21           | 1.0                 | X      |         |         |        |        |        | 1                          |
| AMC    | Dover               | C-17    | 12       | 12           | 1.0                 | X      | \$159.2 |         |        |        |        | 2                          |
| AMC    | Dover               | C-5     | 12       | 16           | 1.3                 | X      | P       |         |        |        |        | 1.3                        |
| ANG    | Duluth, MN          | F-16    | 24       | 15           | 0.6                 | \$0.0  |         |         |        |        |        | 1                          |
| ACC    | Dyess               | B-1     | 12       | 35           | 2.9                 | X      | X       | \$0.0   | \$63.4 | \$98.3 |        | 5                          |
| AMC    | Dyess               | C-130   | 16       | 28           | 1.8                 | X      | P       |         |        |        |        | 1.8                        |
| AFMC   | Edwards             | VARIOUS | 24       | 44           | 1.8                 | X      | \$0.0   | \$30.5  | \$18.2 |        |        | 4                          |
| ACC    | Eglin               | F-15    | 24       | 54           | 2.3                 | X      | X       | \$17.2  | \$56.5 |        |        | 4                          |
| AFMC   | Eglin               | F-15    | 24       | 22           | 0.9                 | \$0.0  | \$17.3  | \$66.7  |        |        |        | 3                          |
| AFRC   | Eglin               | MC-130  | 7        | 14           | 2.0                 | X      | \$4.2   | \$48.6  |        |        |        | 3                          |
| AFRC   | Eglin               | MC-130  | 7        | 9            | 1.3                 | X      | P       |         |        |        |        | 1.3                        |
| AFMC   | Eglin               | VARIOUS | 24       | 0            | 0.0                 |        |         |         |        |        |        | 0                          |
| ANG    | Eielson             | KC-135  | 16       | 8            | 0.5                 | P      |         |         |        |        |        | 0.5                        |
| PACAF  | Eielson             | A-10    | 24       | 18           | 0.8                 | \$0.0  | \$113.1 |         |        |        |        | 2                          |
| PACAF  | Eielson             | F-16    | 24       | 18           | 0.8                 | \$57.9 | \$306.1 | \$398.5 |        |        |        | 3                          |
| ANG    | Ellington Field, TX | F-16    | 24       | 15           | 0.6                 | \$0.0  |         |         |        |        |        | 1                          |

| MAJCOM | Installation     | MDS    | PAA Used | Total Acft # | Sqdn Equiv In Place | Sqdn 1 | Sqdn 2 | Sqdn 3  | Sqdn 4  | Sqdn 5 | Sqdn 6 | Total Capacity (Squadrons) |
|--------|------------------|--------|----------|--------------|---------------------|--------|--------|---------|---------|--------|--------|----------------------------|
| ACC    | Ellsworth        | B-1    | 12       | 29           | 2.4                 | X      | X      | \$16.4  | \$53.1  |        |        | 4                          |
| PACAF  | Elmendorf        | C-12   | 12       | 3            | 0.3                 | P      |        |         |         |        |        | 0.3                        |
| PACAF  | Elmendorf        | C-17   | 12       | 8            | 0.7                 | \$8.1  |        |         |         |        |        | 1                          |
| PACAF  | Elmendorf        | E-3    | 6        | 2            | 0.3                 | P      |        |         |         |        |        | 0.3                        |
| PACAF  | Elmendorf        | F-15   | 24       | 42           | 1.8                 | X      | \$0.0  | \$185.0 | \$237.6 |        |        | 4                          |
| PACAF  | Elmendorf        | F-15   | 24       | 18           | 0.8                 | P      |        |         |         |        |        | 0.8                        |
| ANG    | Fairchild        | KC-135 | 16       | 9            | 0.6                 | \$15.8 |        |         |         |        |        | 1                          |
| AMC    | Fairchild        | KC-135 | 16       | 38           | 2.4                 | \$12.1 | \$10.5 | \$30.8  |         |        |        | 3                          |
| AETC   | Fairchild        | UH-1   | 6        | 3            | 0.5                 | P      |        |         |         |        |        | 0.5                        |
| ANG    | Forbes Field, KS | KC-135 | 16       | 8            | 0.5                 | \$6.6  | \$46.0 |         |         |        |        | 2                          |
| ANG    | Fort Smith       | F-16   | 24       | 15           | 0.6                 | \$0.0  |        |         |         |        |        | 1                          |
| ANG    | Fort Wayne, IN   | F-16   | 24       | 15           | 0.6                 | \$0.0  |        |         |         |        |        | 1                          |
| ANG    | Fort Worth       | C-130  | 16       | 8            | 0.5                 | \$11.7 |        |         |         |        |        | 1                          |
| AFRC   | Fort Worth       | F-16   | 24       | 17           | 0.7                 | \$12.1 |        |         |         |        |        | 1                          |
| ANG    | Fresno           | F-16   | 24       | 15           | 0.6                 | \$0.0  |        |         |         |        |        | 1                          |
| ANG    | Gabreski, NY     | HC-130 | 7        | 4            | 0.6                 | \$0.2  |        |         |         |        |        | 1                          |
| ANG    | Gabreski, NY     | HH-60  | 7        | 5            | 0.7                 | \$0.0  |        |         |         |        |        | 1                          |
| AFRC   | Gen Mitchell     | C-130  | 16       | 9            | 0.6                 | \$5.5  |        |         |         |        |        | 1                          |
| AMC    | Grand Forks      | KC-135 | 16       | 36           | 2.3                 | X      | X      | P       |         |        |        | 2.3                        |
| ANG    | Great Falls, MT  | F-16   | 24       | 15           | 0.6                 | \$0.0  |        |         |         |        |        | 1                          |
| AFRC   | Grissom          | KC-135 | 16       | 16           | 1.0                 | X      | \$25.7 |         |         |        |        | 2                          |

| MAJCOM | Installation   | MDS       | PAA Used | Total Acft # | Sqdn Equip In Place | Sqdn 1 | Sqdn 2  | Sqdn 3  | Sqdn 4 | Sqdn 5 | Sqdn 6 | Total Capacity (Squadrons) |
|--------|----------------|-----------|----------|--------------|---------------------|--------|---------|---------|--------|--------|--------|----------------------------|
| ANG    | Hancock, NY    | F-16      | 24       | 15           | 0.6                 | \$0.0  |         |         |        |        |        | 1                          |
| ANG    | Harrisburg, PA | EC-130    | 16       | 6            | 0.4                 | P      |         |         |        |        |        | 0.4                        |
| ANG    | Hector, ND     | F-16      | 24       | 15           | 0.6                 | \$0.0  |         |         |        |        |        | 1                          |
| ANG    | Hickam         | F-15      | 24       | 15           | 0.6                 | \$0.0  |         |         |        |        |        | 1                          |
| ANG    | Hickam         | KC-135    | 16       | 8            | 0.5                 | P      |         |         |        |        |        | 0.5                        |
| PACAF  | Hickam         | C-17      | 12       | 8            | 0.7                 | \$11.1 | \$154.8 | \$164.7 |        |        |        | 3                          |
| PACAF  | Hickam         | C-37/C-40 | 2        | 2            | 1.0                 | X      |         |         |        |        |        | 1                          |
| AFRC   | Hill           | F-16      | 24       | 17           | 0.7                 | \$1.6  | \$30.1  |         |        |        |        | 2                          |
| AFMC   | Hill           | F-16      | 24       | 4            | 0.2                 | \$74.7 | \$96.2  |         |        |        |        | 2                          |
| ACC    | Hill           | F-16      | 24       | 76           | 3.2                 | X      | X       | X       | \$65.1 | \$67.5 |        | 5                          |
| ACC    | Holloman       | F-117     | 24       | 51           | 2.1                 | X      | X       | \$25.9  | \$55.6 |        |        | 4                          |
| ACC    | Holloman       | MQ1/9     | 32       | 24           | 0.8                 | P      |         |         |        |        |        | 0.8                        |
| ACC    | Holloman       | QF-4      | 24       | 20           | 0.8                 | P      |         |         |        |        |        | 0.8                        |
| ACC    | Holloman       | T-38      | 24       | 14           | 0.6                 | P      |         |         |        |        |        | 0.6                        |
| ACC    | Holloman       | Tornado   | 24       | 42           | 1.8                 | X      | P       |         |        |        |        | 1.8                        |
| AFRC   | Homestead      | F-16      | 24       | 17           | 0.7                 | \$4.5  | \$21.2  |         |        |        |        | 2                          |
| ANG    | Hulman         | F-16      | 24       | 15           | 0.6                 | \$0.0  |         |         |        |        |        | 1                          |
| AFSOC  | Hurlburt       | AC-130    | 7        | 33           | 4.7                 | X      | X       | X       | X      | \$49.9 | \$33.8 | 6                          |
| AFSOC  | Hurlburt       | MH-53     | 7        | 17           | 2.4                 | X      | X       | P       |        |        |        | 2.4                        |
| AFSOC  | Hurlburt       | VARIOUS   | 5        | 5            | 1.0                 | X      |         |         |        |        |        | 1                          |
| ACC    | Indian Sprs AS | MQ1/9     | 32       | 100          | 3.1                 | X      | X       | X       | \$39.0 | \$41.3 |        | 5                          |

| MAJCOM | Installation           | MDS    | PAA Used | Total Acft # | Sqdn Equiv In Place | Sqdn 1 | Sqdn 2 | Sqdn 3 | Sqdn 4 | Sqdn 5 | Sqdn 6 | Total Capacity (Squadrons) |
|--------|------------------------|--------|----------|--------------|---------------------|--------|--------|--------|--------|--------|--------|----------------------------|
| ANG    | Jackson                | C-17   | 12       | 8            | 0.7                 | \$4.9  |        |        |        |        |        | 1                          |
| ANG    | Jacksonville           | F-15   | 24       | 15           | 0.6                 | \$0.0  |        |        |        |        |        | 1                          |
| ANG    | Joe Foss Field         | F-16   | 24       | 15           | 0.6                 | \$0.4  | \$29.8 |        |        |        |        | 2                          |
| AFRC   | Keesler                | C-130  | 16       | 18           | 1.1                 | X      | P      |        |        |        |        | 1.3                        |
| ANG    | Key Field              | KC-135 | 16       | 9            | 0.6                 | \$11.0 |        |        |        |        |        | 1                          |
| AETC   | Kirtland               | CV-22  | 7        | 6            | 0.9                 | \$0.0  | \$14.8 | \$89.0 |        |        |        | 3                          |
| ANG    | Kirtland               | F-16   | 24       | 15           | 0.6                 | \$0.0  |        |        |        |        |        | 1                          |
| AETC   | Kirtland               | HC-130 | 16       | 12           | 0.8                 | P      |        |        |        |        |        | 0.8                        |
| AETC   | Kirtland               | HH-60  | 7        | 13           | 1.9                 | X      | P      |        |        |        |        | 1.9                        |
| ANG    | Klamath Falls          | F-15   | 24       | 15           | 0.6                 | \$0.0  | \$59.6 |        |        |        |        | 2                          |
| ANG    | Kulis, AK              | C-130  | 16       | 8            | 0.5                 | P      |        |        |        |        |        | 0.5                        |
| ANG    | Kulis, AK              | HC-130 | 7        | 3            | 0.4                 | P      |        |        |        |        |        | 0.4                        |
| ANG    | Kulis, AK              | HH-60  | 7        | 5            | 0.7                 | P      |        |        |        |        |        | 0.7                        |
| AFRC   | Lackland               | C-5    | 12       | 16           | 1.3                 | X      | \$78.8 |        |        |        |        | 2                          |
| ANG    | Lackland (Kelly Field) | F-16   | 24       | 18           | 0.8                 | \$0.0  | \$44.8 |        |        |        |        | 2                          |
| ANG    | Lambert, MO            | F-15   | 24       | 15           | 0.6                 | \$0.0  |        |        |        |        |        | 1                          |
| ACC    | Langley                | F-22   | 24       | 75           | 3.1                 | X      | X      | X      | \$38.6 | \$65.9 |        | 5                          |
| ANG    | Lincoln, NE            | KC-135 | 16       | 8            | 0.5                 | P      |        |        |        |        |        | 0.5                        |
| ANG    | Little Rock            | C-130  | 16       | 8            | 0.5                 | P      |        |        |        |        |        | 0.5                        |
| AETC   | Little Rock            | C-130  | 16       | 69           | 4.3                 | X      | X      | X      | X      | P      |        | 6.8                        |
| ANG    | Louisville, KY         | C-130  | 16       | 8            | 0.5                 | \$0.0  |        |        |        |        |        | 1                          |

| MAJCOM | Installation     | MDS     | PAA Used | Total Acft # | Sqdn Equiv In Place | Sqdn 1 | Sqdn 2 | Sqdn 3  | Sqdn 4  | Sqdn 5  | Sqdn 6 | Total Capacity (Squadrons) |
|--------|------------------|---------|----------|--------------|---------------------|--------|--------|---------|---------|---------|--------|----------------------------|
| AFRC   | Luke             | F-16    | 24       | 17           | 0.7                 | \$4.6  |        |         |         |         |        | 1                          |
| AETC   | Luke             | F-16    | 24       | 163          | 6.8                 | X      | X      | X       | X       | X       | X      | 6.8                        |
| AETC   | Luke (FMS)       | F-16    | 24       | 23           | 1.0                 | X      |        |         |         |         |        | 1                          |
| AMC    | MacDill          | KC-135  | 16       | 33           | 2.1                 | X      | \$28.4 | \$105.9 |         |         |        | 3                          |
| NOAA   | MacDill          | VARIOUS | 13       | 13           | 1.0                 | X      |        |         |         |         |        | 2                          |
| ANG    | Madison, WI      | F-16    | 24       | 15           | 0.6                 | \$0.0  |        |         |         |         |        | 1                          |
| ANG    | Mansfield, OH    | C-130   | 16       | 8            | 0.5                 | P      |        |         |         |         |        | 0.5                        |
| AFRC   | March            | C-17    | 12       | 8            | 0.7                 | \$14.7 | \$72.5 |         |         |         |        | 2                          |
| ANG    | March            | KC-135  | 16       | 9            | 0.6                 | P      |        |         |         |         |        | 0.6                        |
| AFRC   | March            | KC-135  | 16       | 8            | 0.5                 | \$7.6  |        |         |         |         |        | 1                          |
| ANG    | Martinsburg, WV  | C-5     | 12       | 10           | 0.8                 | \$4.8  |        |         |         |         |        | 1                          |
| AFRC   | Maxwell          | C-130   | 16       | 9            | 0.6                 | P      |        |         |         |         |        | 0.6                        |
| AMC    | McChord          | C-17    | 12       | 42           | 3.5                 | X      | X      | X       | \$205.0 | \$253.8 |        | 5                          |
| ANG    | McConnell        | KC-135  | 16       | 9            | 0.6                 | \$0.0  |        |         |         |         |        | 1                          |
| AMC    | McConnell        | KC-135  | 16       | 58           | 3.6                 | X      | X      | X       | P       |         |        | 3.6                        |
| ANG    | McEntire, SC     | F-16    | 24       | 15           | 0.6                 | \$0.3  | \$53.5 |         |         |         |        | 2                          |
| ANG    | McGhee Tyson, TN | KC-135  | 16       | 8            | 0.5                 | \$32.7 |        |         |         |         |        | 1                          |
| AMC    | McGuire          | C-17    | 12       | 12           | 1.0                 | X      |        |         |         |         |        | 1                          |
| AMC    | McGuire          | KC-10   | 12       | 30           | 2.5                 | X      | X      | \$132.4 | \$223.4 |         |        | 4                          |
| ANG    | McGuire          | KC-135  | 16       | 16           | 1.0                 | X      |        |         |         |         |        | 1                          |
| ANG    | Memphis, TN      | C-5     | 12       | 8            | 0.7                 | \$4.4  |        |         |         |         |        | 1                          |

| MAJCOM | Installation              | MDS    | PAA Used | Total Acft # | Sqdn Equiv In Place | Sqdn 1 | Sqdn 2 | Sqdn 3 | Sqdn 4 | Sqdn 5  | Sqdn 6 | Total Capacity (Squadrons) |
|--------|---------------------------|--------|----------|--------------|---------------------|--------|--------|--------|--------|---------|--------|----------------------------|
| ANG    | Milwaukee, WI             | KC-135 | 16       | 9            | 0.6                 | \$45.1 |        |        |        |         |        | 1                          |
| AFRC   | Minneapolis               | C-130  | 16       | 16           | 1.0                 | X      |        |        |        |         |        | 1                          |
| ANG    | Minneapolis- St. Paul, MN | C-130  | 16       | 8            | 0.5                 | P      |        |        |        |         |        | 0.5                        |
| ACC    | Minot                     | B-52   | 12       | 35           | 2.9                 | X      | X      | \$0.0  | \$67.2 | \$114.6 |        | 5                          |
| ACC    | Minot                     | UH-1   | 6        | 6            | 1.0                 | X      |        |        |        |         |        | 1                          |
| ANG    | Moffett                   | HH-60  | 7        | 5            | 0.7                 | \$0.0  |        |        |        |         |        | 1                          |
| ANG    | Moffett                   | MC-130 | 7        | 4            | 0.6                 | \$0.0  |        |        |        |         |        | 1                          |
| AFSOC  | Moody                     | HC-130 | 7        | 12           | 1.7                 | X      | X      | \$13.4 | \$23.3 |         |        | 4                          |
| AFSOC  | Moody                     | HH-60  | 7        | 16           | 2.3                 | X      | X      | P      |        |         |        | 2.3                        |
| AFSOC  | Moody                     | T-38   | 24       | 55           | 2.3                 | X      | X      | P      |        |         |        | 2.3                        |
| AFSOC  | Moody                     | T-6A   | 24       | 39           | 1.6                 | X      | P      |        |        |         |        | 1.6                        |
| ACC    | Mt Home                   | F-15   | 24       | 49           | 2.0                 | X      | X      | \$24.8 | \$33.3 |         |        | 4                          |
| ACC    | Mt Home                   | F-16   | 24       | 22           | 0.9                 | P      |        |        |        |         |        | 0.9                        |
| ANG    | Nashville, TN             | C-130  | 16       | 8            | 0.5                 | \$0.0  |        |        |        |         |        | 1                          |
| ACC    | Nellis                    | A-10   | 24       | 10           | 0.4                 | P      |        |        |        |         |        | 0.4                        |
| ACC    | Nellis                    | F-15   | 24       | 32           | 1.3                 | X      | \$88.4 | \$89.0 |        |         |        | 3                          |
| ACC    | Nellis                    | F-16   | 24       | 53           | 2.2                 | X      | X      | P      |        |         |        | 2.2                        |
| ACC    | Nellis                    | F-22   | 24       | 17           | 0.7                 | P      |        |        |        |         |        | 0.7                        |
| AFSOC  | Nellis                    | HH-60  | 7        | 16           | 2.3                 | X      | X      | P      |        |         |        | 2.3                        |
| ACC    | Nellis                    | JSF    | 24       | 14           | 0.6                 | P      |        |        |        |         |        | 0.6                        |
| ANG    | New Castle                | C-130  | 16       | 8            | 0.5                 | \$28.6 |        |        |        |         |        | 1                          |

| MAJCOM | Installation | MDS     | PAA Used | Total Acft # | Sqdn Equiv In Place | Sqdn 1 | Sqdn 2 | Sqdn 3 | Sqdn 4  | Sqdn 5 | Sqdn 6 | Total Capacity (Squadrons) |
|--------|--------------|---------|----------|--------------|---------------------|--------|--------|--------|---------|--------|--------|----------------------------|
| AFRC   | New Orleans  | A-10    | 24       | 17           | 0.7                 | \$32.9 |        |        |         |        |        | 1                          |
| ANG    | New Orleans  | F-15    | 24       | 15           | 0.6                 | \$0.0  |        |        |         |        |        | 1                          |
| AFRC   | Niagara      | C-130   | 16       | 11           | 0.7                 | \$20.3 |        |        |         |        |        | 1                          |
| ANG    | Niagara      | KC-135  | 16       | 8            | 0.5                 | P      |        |        |         |        |        | 0.5                        |
| ACC    | Offutt       | E-4     | 5        | 4            | 0.8                 | P      |        |        |         |        |        | 0.8                        |
| ACC    | Offutt       | E-6     | 6        | 2            | 0.3                 | P      |        |        |         |        |        | 0.8                        |
| ACC    | Offutt       | RC-135  | 5        | 17           | 3.4                 | X      | X      | X      | \$56.5  |        |        | 4                          |
| ANG    | Otis ANG     | F-15    | 24       | 15           | 0.6                 | \$0.5  |        |        |         |        |        | 1                          |
| AFRC   | Patrick      | HC-130  | 7        | 5            | 0.7                 | \$3.7  |        |        |         |        |        | 1                          |
| AFRC   | Patrick      | HH-60   | 7        | 9            | 1.3                 | X      | P      |        |         |        |        | 1.1                        |
| AFRC   | Patrick      | VARIOUS | 8        | 8            | 1.0                 | X      |        |        |         |        |        | 1                          |
| ANG    | Pease, NH    | KC-135  | 16       | 9            | 0.6                 | \$17.7 |        |        |         |        |        | 1                          |
| ANG    | Peoria       | C-130   | 16       | 8            | 0.5                 | \$43.1 |        |        |         |        |        | 1                          |
| AFRC   | Peterson     | C-130   | 16       | 12           | 0.8                 | P      |        |        |         |        |        | 0.8                        |
| AMC    | Peterson     | C-21    | 12       | 10           | 0.8                 | P      |        |        |         |        |        | 0.8                        |
| AFSPC  | Peterson     | VARIOUS | 13       | 13           | 1.0                 | X      |        |        |         |        |        | 1                          |
| ANG    | Phoenix      | KC-135  | 16       | 8            | 0.5                 | P      |        |        |         |        |        | 0.5                        |
| AFRC   | Pittsburgh   | C-130   | 16       | 9            | 0.6                 | P      |        |        |         |        |        | 0.6                        |
| ANG    | Pittsburgh   | KC-135  | 16       | 16           | 1.0                 | X      |        |        |         |        |        | 1                          |
| AMC    | Pope         | A-10    | 24       | 36           | 1.5                 | X      | P      |        |         |        |        | 1.5                        |
| AMC    | Pope         | C-130   | 16       | 28           | 1.8                 | X      | \$0.0  | \$72.9 | \$125.4 |        |        | 4                          |

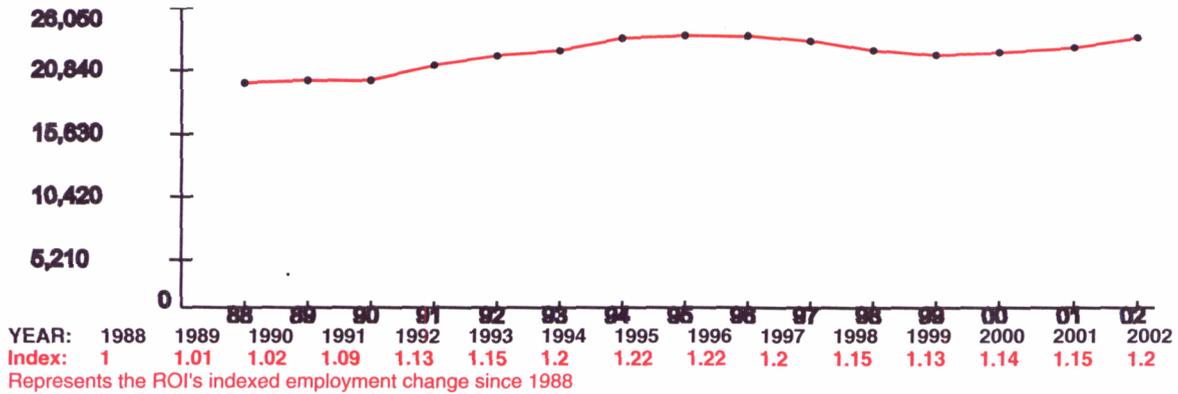
| MAJCOM | Installation         | MDS     | PAA Used | Total Acft # | Sqdn Equiv In Place | Sqdn 1 | Sqdn 2 | Sqdn 3 | Sqdn 4 | Sqdn 5 | Sqdn 6 | Total Capacity (Squadrons) |
|--------|----------------------|---------|----------|--------------|---------------------|--------|--------|--------|--------|--------|--------|----------------------------|
| AMC    | Pope                 | VARIOUS | 11       | 11           | 1.0                 | X      |        |        |        |        |        | 1                          |
| ANG    | Portland             | F-15    | 24       | 15           | 0.6                 | \$0.0  |        |        |        |        |        | 1                          |
| AFRC   | Portland             | KC-135  | 16       | 8            | 0.5                 | P      |        |        |        |        |        | 0.5                        |
| ANG    | Quonset, RI          | C-130   | 16       | 8            | 0.5                 | \$29.4 |        |        |        |        |        | 1                          |
| ANG    | Reno, NV             | C-130   | 16       | 8            | 0.5                 | P      |        |        |        |        |        | 0.5                        |
| ANG    | Richmond, VA         | F-16    | 24       | 15           | 0.6                 | \$0.0  |        |        |        |        |        | 1                          |
| ANG    | Rickenbacker AGS, OH | KC-135  | 16       | 18           | 1.1                 | X      | P      |        |        |        |        | 1.1                        |
| ANG    | Robins               | E-8     | 16       | 14           | 0.9                 | \$0.0  |        |        |        |        |        | 1                          |
| AMC    | Robins               | KC-135  | 16       | 12           | 0.8                 | P      |        |        |        |        |        | 0.8                        |
| ANG    | Rosecrans, MO        | C-130   | 16       | 8            | 0.5                 | P      |        |        |        |        |        | 0.5                        |
| ANG    | Salt Lake City, UT   | KC-135  | 16       | 8            | 0.5                 | \$45.9 |        |        |        |        |        | 1                          |
| ANG    | San Juan             | C-130   | 16       | 8            | 0.5                 | P      |        |        |        |        |        | 0.5                        |
| ANG    | Savannah             | C-130   | 16       | 8            | 0.5                 | \$11.3 |        |        |        |        |        | 1                          |
| ANG    | Schenectady          | C-130   | 16       | 14           | 0.9                 | P      |        |        |        |        |        | 0.9                        |
| AMC    | Scott                | C-21    | 12       | 14           | 1.2                 | X      | \$29.2 |        |        |        |        | 2                          |
| AFRC   | Scott                | C-9     | 6        | 6            | 1.0                 | X      |        |        |        |        |        | 1                          |
| ANG    | Scott                | KC-135  | 16       | 8            | 0.5                 | P      |        |        |        |        |        | 0.5                        |
| ANG    | Selfridge            | C-130   | 16       | 8            | 0.5                 | \$21.8 | \$26.3 |        |        |        |        | 2                          |
| ANG    | Selfridge            | F-16    | 24       | 15           | 0.6                 | \$0.0  |        |        |        |        |        | 1                          |
| AFRC   | Selfridge            | KC-135  | 16       | 8            | 0.5                 | \$9.3  |        |        |        |        |        | 1                          |
| ACC    | Seymour Johnson      | F-15    | 24       | 96           | 4.0                 | X      | X      | X      | X      | \$53.5 | \$75.0 | 6                          |

| MAJCOM | Installation     | MDS    | PAA Used | Total Acft # | Sqdn Equip In Place | Sqdn 1 | Sqdn 2  | Sqdn 3  | Sqdn 4  | Sqdn 5 | Sqdn 6 | Total Capacity (Squadrons) |
|--------|------------------|--------|----------|--------------|---------------------|--------|---------|---------|---------|--------|--------|----------------------------|
| AFRC   | Seymour Johnson  | KC-135 | 16       | 8            | 0.5                 | \$9.6  |         |         |         |        |        | 1                          |
| ACC    | Shaw             | F-16   | 24       | 78           | 3.3                 | X      | X       | X       | \$7.1   | \$18.4 |        | 5                          |
| ANG    | Sioux City       | KC-135 | 16       | 8            | 0.5                 | P      |         |         |         |        |        | 0.5                        |
| ANG    | Springfield, OH  | F-16   | 24       | 18           | 0.8                 | \$0.0  | \$45.3  |         |         |        |        | 2                          |
| ANG    | Stewart, NY      | C-5    | 12       | 12           | 1.0                 | X      |         |         |         |        |        | 1                          |
| ACC    | Tinker           | E-3    | 6        | 24           | 4.0                 | X      | X       | X       | X       | P      |        | 4                          |
| OTHER  | Tinker           | E-6    | 6        | 18           | 3.0                 | X      | X       | X       |         |        |        | 3                          |
| AFRC   | Tinker           | KC-135 | 16       | 8            | 0.5                 | P      |         |         |         |        |        | 0.5                        |
| ANG    | Toledo, OH       | F-16   | 24       | 15           | 0.6                 | \$0.0  |         |         |         |        |        | 1                          |
| AMC    | Travis           | C-17   | 12       | 12           | 1.0                 | X      |         |         |         |        |        | 1                          |
| AMC    | Travis           | C-5    | 12       | 16           | 1.3                 | X      | P       |         |         |        |        | 1.3                        |
| AMC    | Travis           | E-6    | 6        | 2            | 0.3                 | P      |         |         |         |        |        | 0.3                        |
| AMC    | Travis           | HC-130 | 7        | 4            | 0.6                 | P      |         |         |         |        |        | 0.6                        |
| AMC    | Travis           | KC-10  | 12       | 24           | 2.0                 | X      | X       | \$123.9 | \$204.2 |        |        | 4                          |
| ANG    | Tucson           | F-16   | 24       | 62           | 2.6                 | X      | X       | P       |         |        |        | 2.6                        |
| ANG    | Tulsa, OK        | F-16   | 24       | 15           | 0.6                 | \$0.0  |         |         |         |        |        | 1                          |
| AETC   | Tyndall          | F-15   | 24       | 61           | 2.5                 | X      | X       | P       |         |        |        | 2.5                        |
| AETC   | Tyndall          | F-22   | 24       | 50           | 2.1                 | X      | X       | \$198.3 | \$30.6  |        |        | 4                          |
| ANG    | W.K. Kellogg, MI | A-10   | 24       | 15           | 0.6                 | \$0.0  | \$44.4  |         |         |        |        | 2                          |
| AFRC   | Westover         | C-5    | 12       | 16           | 1.3                 | X      | \$173.6 |         |         |        |        | 2                          |
| AFRC   | Whiteman         | A-10   | 24       | 17           | 0.7                 | \$6.4  |         |         |         |        |        | 1                          |

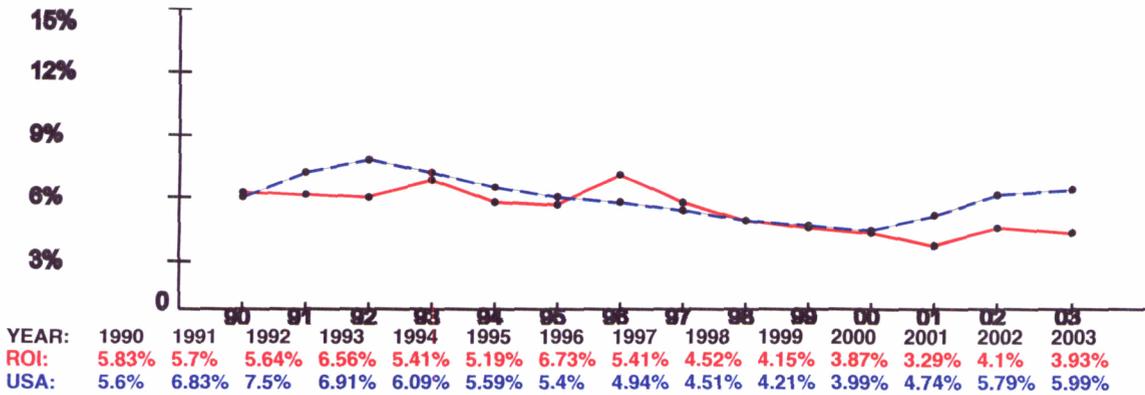
| MAJCOM | Installation    | MDS   | PAA Used | Total Acft # | Sqdn Equiv In Place | Sqdn 1  | Sqdn 2 | Sqdn 3 | Sqdn 4 | Sqdn 5 | Sqdn 6 | Total Capacity (Squadrons) |
|--------|-----------------|-------|----------|--------------|---------------------|---------|--------|--------|--------|--------|--------|----------------------------|
| ANG    | Whiteman        | AH-64 | 7        | 7            | 1.0                 | X       |        |        |        |        |        | 1                          |
| ACC    | Whiteman        | B-2   | 8        | 20           | 2.5                 | X       | X      | P      |        |        |        | 2.5                        |
| ANG    | Whiteman        | OH-58 | 7        | 10           | 1.4                 | X       | P      |        |        |        |        | 1.4                        |
| ACC    | Whiteman        | T-38  | 24       | 14           | 0.6                 | P       |        |        |        |        |        | 0.6                        |
| ANG    | Will Rogers, OK | C-130 | 16       | 8            | 0.5                 | \$31.0  |        |        |        |        |        | 1                          |
| ANG    | Willow Grove    | A-10  | 24       | 15           | 0.6                 | \$0.0   |        |        |        |        |        | 1                          |
| AFRC   | Willow Grove    | C-130 | 16       | 8            | 0.5                 | \$55.3  |        |        |        |        |        | 1                          |
| AFMC   | Wright Patt     | C-17  | 12       | 0            | 0.0                 | \$246.6 |        |        |        |        |        | 1                          |
| AMC    | Wright Patt     | C-21  | 12       | 13           | 1.1                 | X       | P      |        |        |        |        | 1.1                        |
| AFRC   | Wright Patt     | C-5   | 12       | 11           | 0.9                 | \$5.0   |        |        |        |        |        | 1                          |
| ANG    | Yeager, WV      | C-130 | 16       | 8            | 0.5                 | P       |        |        |        |        |        | 0.5                        |
| AFRC   | Youngstown      | C-130 | 16       | 12           | 0.8                 | \$0.4   |        |        |        |        |        | 1                          |

Clovis, NM Micropolitan Statistical Area Trend Data

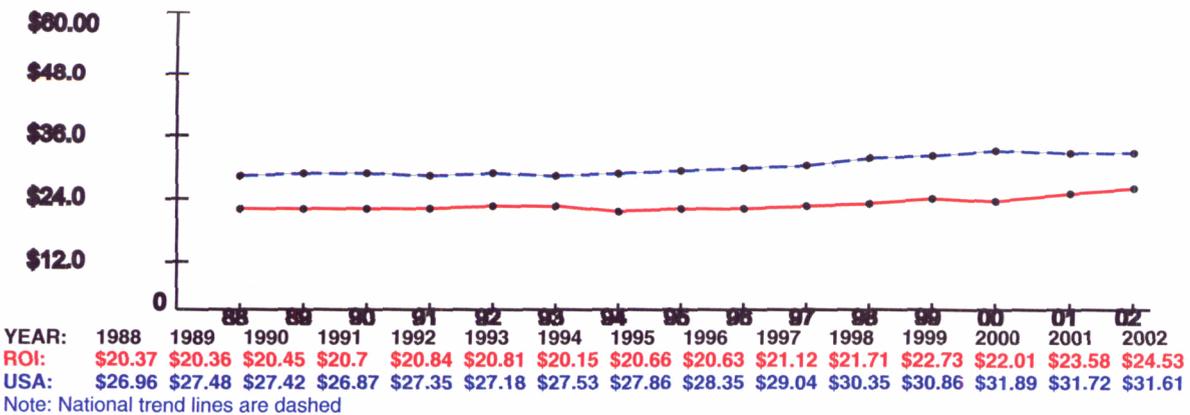
**Employment Trend (1988-2002)**



**Unemployment Percentage Trend (1990-2003)**



**Per Capita Income x \$1,000 (1988-2002)**



As of: Mon Jun 06 10:12:42 EDT 2005

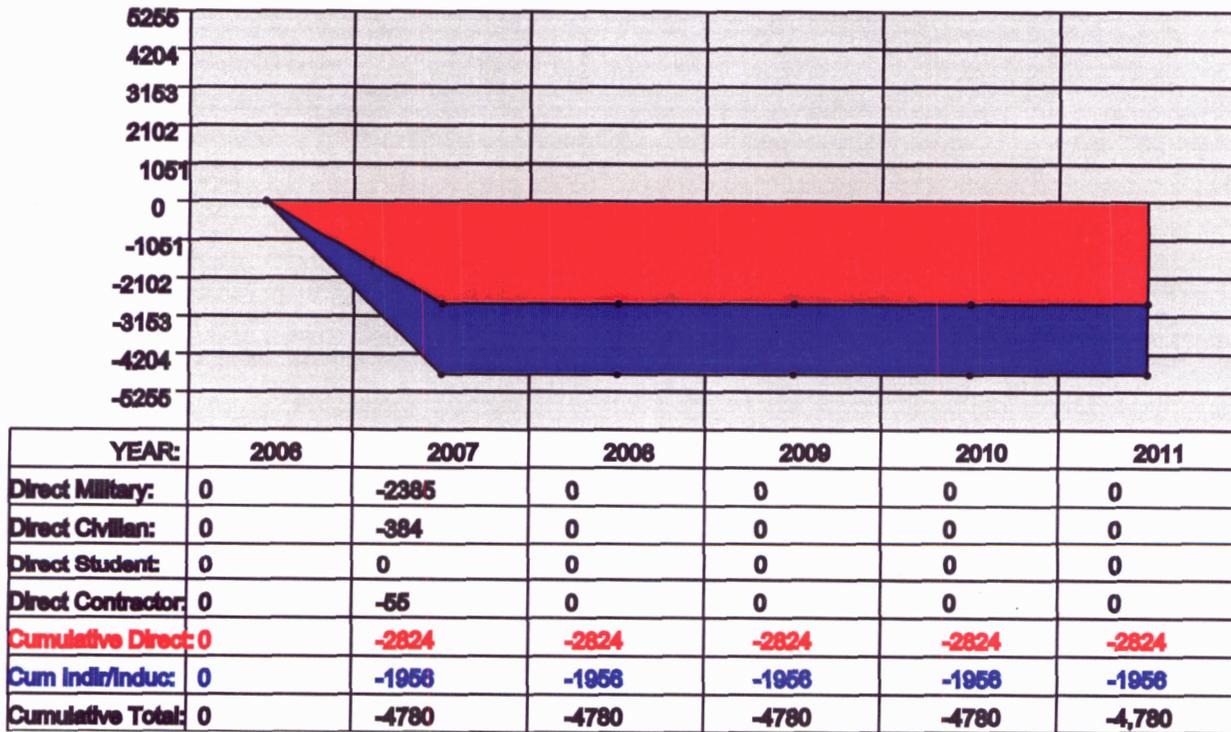
ECONOMIC IMPACT DATA

Scenario: AF Cannon (125.1c2)  
 Economic Region of Influence(ROI): Clovis, NM Micropolitan Statistical Area  
 Base: Cannon AFB  
 Action: 60 F-16 from Cannon

**Overall Economic Impact of Proposed BRAC-05 Action:**

|  |         |
|--|---------|
| ROI Population (2002):                             | 44,921  |
| ROI Employment (2002):                             | 23,348  |
| Authorized Manpower (2005):                        | 3,919   |
| Authorized Manpower(2005) / ROI Employment(2002):  | 16.79%  |
| Total Estimated Job Change:                        | -4,780  |
| Total Estimated Job Change / ROI Employment(2002): | -20.47% |

Cumulative Job Change (Gain/Loss) Over Time:



Criterion 7 Analysis Sheet--Data Reported from Criterion 7 Report Provided by SAF/IEE

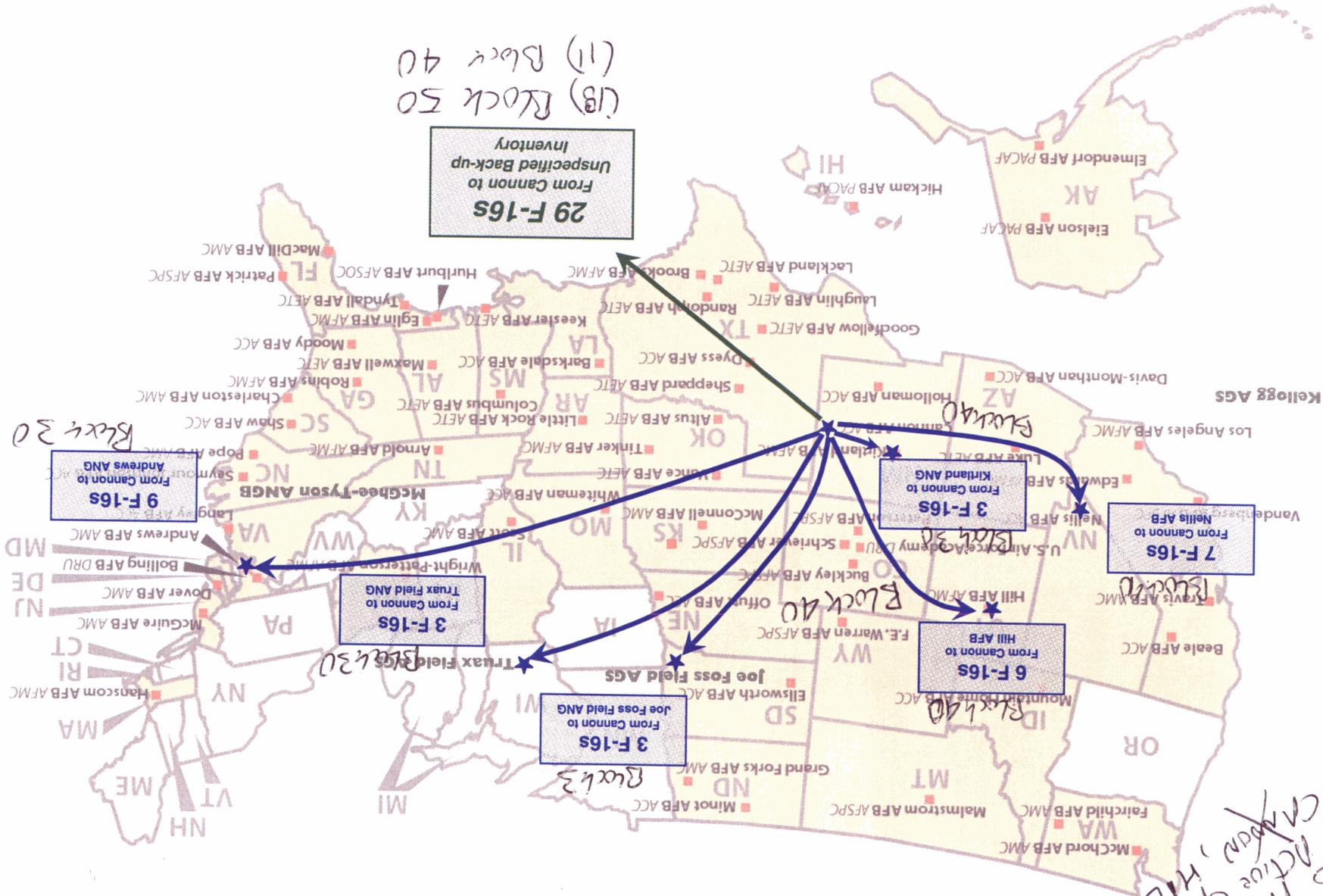
SCENARIO # USAF-0114V3 (125,1c2)

| Data Point        |   | Base Name |        | Demographics |         | State   |           | Miles to Nearest City |         | Nearest City |        | MSA Name |        | MSA Population |        | Lubbock, TX MSA |        | Madison, WI MSA |        | Sioux Falls, SD MSA |        | Albuquerque, NM MSA |        | Washington, DC-MD-VA |        | Las Vegas, NV-AZ MSA |        | Ut MSA |        | Salt Lake City-Ogden, UT MSA |        |        |
|-------------------|---|-----------|--------|--------------|---------|---------|-----------|-----------------------|---------|--------------|--------|----------|--------|----------------|--------|-----------------|--------|-----------------|--------|---------------------|--------|---------------------|--------|----------------------|--------|----------------------|--------|--------|--------|------------------------------|--------|--------|
| Child Care        | Number of accredited child-care centers             | 0         | 40     | 2            | 190,982 | 738,333 | 3,544,777 | 1,408,250             | 9       | 4            | 48,594 | 151,400  | 10.9   | 10.9           | 10.9   | 10.9            | 10.9   | 10.9            | 10.9   | 10.9                | 10.9   | 10.9                | 10.9   | 10.9                 | 10.9   | 10.9                 | 10.9   | 10.9   | 10.9   | 10.9                         |        |        |
| Cost of Living    | Median Household Income (US Avg \$41,994)           | 28,251    | 49,223 | 43,387       | 39,088  | 62,216  | 42,468    | 48,594                | 151,400 | 10.9         | 10.9   | 10.9     | 10.9   | 10.9           | 10.9   | 10.9            | 10.9   | 10.9            | 10.9   | 10.9                | 10.9   | 10.9                | 10.9   | 10.9                 | 10.9   | 10.9                 | 10.9   | 10.9   | 10.9   | 10.9                         |        |        |
| Education         | Students Enrolled                                   | 15,525    | 75,663 | 32,870       | 101,269 | 682,268 | 296,926   | 102,730               | 97,040  | 22.3         | 22.3   | 22.3     | 22.3   | 22.3           | 22.3   | 22.3            | 22.3   | 22.3            | 22.3   | 22.3                | 22.3   | 22.3                | 22.3   | 22.3                 | 22.3   | 22.3                 | 22.3   | 22.3   | 22.3   | 22.3                         |        |        |
| Employment        | 2000 Unemployment Rate (National Avg: 4.0%)         | 2.0       | 1.4    | 1.8          | 3.9     | 2.6     | 4.4       | 3.6                   | 3.1     | 3.2          | 3.2    | 3.2      | 3.2    | 3.2            | 3.2    | 3.2             | 3.2    | 3.2             | 3.2    | 3.2                 | 3.2    | 3.2                 | 3.2    | 3.2                  | 3.2    | 3.2                  | 3.2    | 3.2    | 3.2    | 3.2                          |        |        |
| Employment        | 2001 Unemployment Rate (National Avg: 4.7%)         | 3.2       | 2.0    | 2.3          | 3.7     | 3.1     | 5.4       | 4.3                   | 3.1     | 3.2          | 3.2    | 3.2      | 3.2    | 3.2            | 3.2    | 3.2             | 3.2    | 3.2             | 3.2    | 3.2                 | 3.2    | 3.2                 | 3.2    | 3.2                  | 3.2    | 3.2                  | 3.2    | 3.2    | 3.2    | 3.2                          |        |        |
| Employment        | 2002 Unemployment Rate (National Avg: 5.8%)         | 3.9       | 2.7    | 2.4          | 4.7     | 3.7     | 5.4       | 4.3                   | 3.1     | 3.2          | 3.2    | 3.2      | 3.2    | 3.2            | 3.2    | 3.2             | 3.2    | 3.2             | 3.2    | 3.2                 | 3.2    | 3.2                 | 3.2    | 3.2                  | 3.2    | 3.2                  | 3.2    | 3.2    | 3.2    | 3.2                          |        |        |
| Employment        | 2003 Unemployment Rate (National Avg: 6.0%)         | 3.8       | 2.8    | 2.9          | 5.5     | 3.5     | 5.3       | 5.8                   | 3.1     | 3.2          | 3.2    | 3.2      | 3.2    | 3.2            | 3.2    | 3.2             | 3.2    | 3.2             | 3.2    | 3.2                 | 3.2    | 3.2                 | 3.2    | 3.2                  | 3.2    | 3.2                  | 3.2    | 3.2    | 3.2    | 3.2                          |        |        |
| Employment        | 1999 Job Growth Rate (National Avg: 1.5%)           | -3.6      | -0.8   | 2.4          | -1.4    | 3.3     | 4.5       | 5.8                   | 3.1     | 3.2          | 3.2    | 3.2      | 3.2    | 3.2            | 3.2    | 3.2             | 3.2    | 3.2             | 3.2    | 3.2                 | 3.2    | 3.2                 | 3.2    | 3.2                  | 3.2    | 3.2                  | 3.2    | 3.2    | 3.2    | 3.2                          |        |        |
| Employment        | 2000 Job Growth Rate (National Avg: 2.4%)           | 1.7       | 1.4    | 2.4          | 3.3     | 3.3     | 4.5       | 5.8                   | 3.1     | 3.2          | 3.2    | 3.2      | 3.2    | 3.2            | 3.2    | 3.2             | 3.2    | 3.2             | 3.2    | 3.2                 | 3.2    | 3.2                 | 3.2    | 3.2                  | 3.2    | 3.2                  | 3.2    | 3.2    | 3.2    | 3.2                          |        |        |
| Employment        | 2001 Job Growth Rate (National Avg: 0.3%)           | 1.7       | 3.9    | 0.7          | 0.5     | 1.4     | 3.9       | 2.4                   | 3.1     | 3.2          | 3.2    | 3.2      | 3.2    | 3.2            | 3.2    | 3.2             | 3.2    | 3.2             | 3.2    | 3.2                 | 3.2    | 3.2                 | 3.2    | 3.2                  | 3.2    | 3.2                  | 3.2    | 3.2    | 3.2    | 3.2                          |        |        |
| Employment        | 2002 Job Growth Rate (National Avg: -0.3%)          | 3.1       | -0.1   | 3.3          | -0.1    | 2.4     | 1.4       | 2.4                   | 3.1     | 3.2          | 3.2    | 3.2      | 3.2    | 3.2            | 3.2    | 3.2             | 3.2    | 3.2             | 3.2    | 3.2                 | 3.2    | 3.2                 | 3.2    | 3.2                  | 3.2    | 3.2                  | 3.2    | 3.2    | 3.2    | 3.2                          |        |        |
| Employment        | 2003 Job Growth Rate (National Avg: .86%)           | 2.1       | 2.5    | 1.2          | 0.9     | 1.0     | 2.3       | -0.5                  | 3.1     | 3.2          | 3.2    | 3.2      | 3.2    | 3.2            | 3.2    | 3.2             | 3.2    | 3.2             | 3.2    | 3.2                 | 3.2    | 3.2                 | 3.2    | 3.2                  | 3.2    | 3.2                  | 3.2    | 3.2    | 3.2    | 3.2                          |        |        |
| Housing           | Total Vacant Housing Units                          | 3,553     | 6,914  | 2,590        | 23,555  | 94,424  | 67,424    | 23,516                | 9,540   | 9,540        | 9,540  | 9,540    | 9,540  | 9,540          | 9,540  | 9,540           | 9,540  | 9,540           | 9,540  | 9,540               | 9,540  | 9,540               | 9,540  | 9,540                | 9,540  | 9,540                | 9,540  | 9,540  | 9,540  | 9,540                        |        |        |
| Housing           | Vacant Rental Units                                 | 1,087     | 3,454  | 1,288        | 11,915  | 29,918  | 24,925    | 9,540                 | 9,540   | 9,540        | 9,540  | 9,540    | 9,540  | 9,540          | 9,540  | 9,540           | 9,540  | 9,540           | 9,540  | 9,540               | 9,540  | 9,540               | 9,540  | 9,540                | 9,540  | 9,540                | 9,540  | 9,540  | 9,540  | 9,540                        |        |        |
| Housing           | Vacant Sale Units                                   | 692       | 1,310  | 537          | 4,102   | 19,464  | 11,409    | 6,841                 | 9,540   | 9,540        | 9,540  | 9,540    | 9,540  | 9,540          | 9,540  | 9,540           | 9,540  | 9,540           | 9,540  | 9,540               | 9,540  | 9,540               | 9,540  | 9,540                | 9,540  | 9,540                | 9,540  | 9,540  | 9,540  | 9,540                        |        |        |
| Medical Providers | Local Community--Number of Physicians               | 59        | 1958   | 621          | 2150    | 9,163   | 2694      | 3,203                 | 3,203   | 3,203        | 3,203  | 3,203    | 3,203  | 3,203          | 3,203  | 3,203           | 3,203  | 3,203           | 3,203  | 3,203               | 3,203  | 3,203               | 3,203  | 3,203                | 3,203  | 3,203                | 3,203  | 3,203  | 3,203  | 3,203                        | 3,203  |        |
| Medical Providers | Local Community--Number of Beds                     | 106       | 1173   | 1,108        | 1346    | 9,163   | 3251      | 2,376                 | 2,376   | 2,376        | 2,376  | 2,376    | 2,376  | 2,376          | 2,376  | 2,376           | 2,376  | 2,376           | 2,376  | 2,376               | 2,376  | 2,376               | 2,376  | 2,376                | 2,376  | 2,376                | 2,376  | 2,376  | 2,376  | 2,376                        | 2,376  |        |
| Medical Providers | Ratio--Physicians (National Avg--1:421.2)           | 1068.8    | 217.8  | 277.6        | 331.5   | 311.4   | 580.3     | 416.5                 | 416.5   | 416.5        | 416.5  | 416.5    | 416.5  | 416.5          | 416.5  | 416.5           | 416.5  | 416.5           | 416.5  | 416.5               | 416.5  | 416.5               | 416.5  | 416.5                | 416.5  | 416.5                | 416.5  | 416.5  | 416.5  | 416.5                        | 416.5  |        |
| Medical Providers | Ratio--Beds (National Avg--1:373.7)                 | 594.9     | 363.6  | 155.6        | 529.5   | 537.3   | 480.9     | 561.4                 | 561.4   | 561.4        | 561.4  | 561.4    | 561.4  | 561.4          | 561.4  | 561.4           | 561.4  | 561.4           | 561.4  | 561.4               | 561.4  | 561.4               | 561.4  | 561.4                | 561.4  | 561.4                | 561.4  | 561.4  | 561.4  | 561.4                        | 561.4  |        |
| Safety/Crime      | Uniform Crime Reports (UCR) Index (National UCR     | 5077.8    | 3453.7 | 2895.8       | 6165.8  | 4047.1  | 4811.1    | 5383.0                | 5383.0  | 5383.0       | 5383.0 | 5383.0   | 5383.0 | 5383.0         | 5383.0 | 5383.0          | 5383.0 | 5383.0          | 5383.0 | 5383.0              | 5383.0 | 5383.0              | 5383.0 | 5383.0               | 5383.0 | 5383.0               | 5383.0 | 5383.0 | 5383.0 | 5383.0                       | 5383.0 | 5383.0 |
| Transportation    | Distance to nearest commercial airport              | 14.4      | 3.0    | 1.0          | 2.5     | 19.0    | 17.6      | 27.0                  | 27.0    | 27.0         | 27.0   | 27.0     | 27.0   | 27.0           | 27.0   | 27.0            | 27.0   | 27.0            | 27.0   | 27.0                | 27.0   | 27.0                | 27.0   | 27.0                 | 27.0   | 27.0                 | 27.0   | 27.0   | 27.0   | 27.0                         | 27.0   |        |
| Utilities         | Served by regularly scheduled public transportation | No        | No     | No           | Yes     | Yes     | Yes       | No                    | No      | No           | No     | No       | No     | No             | No     | No              | No     | No              | No     | No                  | No     | No                  | No     | No                   | No     | No                   | No     | No     | No     | No                           | No     |        |
| Utilities         | Can sewer system expand to support 1k new people?   | Yes       | Yes    | Yes          | Yes     | Yes     | Yes       | Yes                   | Yes     | Yes          | Yes    | Yes      | Yes    | Yes            | Yes    | Yes             | Yes    | Yes             | Yes    | Yes                 | Yes    | Yes                 | Yes    | Yes                  | Yes    | Yes                  | Yes    | Yes    | Yes    | Yes                          | Yes    |        |
| Utilities         | Can water system expand to support 1k new people?   | Yes       | Yes    | Yes          | Yes     | Yes     | Yes       | Yes                   | Yes     | Yes          | Yes    | Yes      | Yes    | Yes            | Yes    | Yes             | Yes    | Yes             | Yes    | Yes                 | Yes    | Yes                 | Yes    | Yes                  | Yes    | Yes                  | Yes    | Yes    | Yes    | Yes                          | Yes    |        |

Overall Comments: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel  
 Joe Foss and Cannon's MSA populations are greater than 172K and less than 243K, Triax and Kirtland's MSA populations are greater than 426K and less than 713K, Nellis and Hill's MSA populations are greater than 1.3M and less than 1.6M, Andrews MSA population is 4.9M  
 Child Care: All receiving communities have nationally accredited child care facilities; Cannon does not offer a nationally accredited child care facility  
 Cost of Living: Data indicates 5 of 7 communities' median household incomes are greater than the US average (exceptions: Cannon, Kirtland); data indicates 5 of 7 communities' median household values are higher than US averages (exceptions: Cannon, Joe Foss)  
 Education: Data indicates 6 of 7 communities' high school graduation rates are higher than the US average (exception: Nellis); all receiving locations have higher average ACT scores than Cannon  
 Employment: In 2003, data indicates all communities had lower unemployment rates than US averages  
 Housing: Data indicates all receiving communities offer more vacant rental/sale units than Cannon  
 Medical Providers: Data indicates 5 of 7 communities offer lower physician ratios than the US average (exceptions: Cannon, Nellis); data indicates 5 of 7 communities have higher bed space ratios than the US averages (exceptions: Dane County, Joe Foss)  
 Safety/Crime: Data indicates that 4 of 7 communities have higher crime report indexes than the US average (exceptions: Dane County, Joe Foss, Andrews)  
 Transportation: Data indicates that all installations offer commercial airports within 27 miles; 4 of 7 communities do not offer regularly scheduled public transportation (exceptions: Kirtland, Andrews, Nellis)  
 Utilities: All communities can expand to support increases in water and sewer usage for 1k new people

DCN:11971

# Air Force 32 - Cannon AFB, NM



3 Major F-16 operations at Shaw  
Cannon, Hill, Shaw

Block 40  
Block 30  
Block 40  
Block 40

# New Mexico

## CURRENT

Locations:

Cannon  
Holloman  
Kirtland

## FORCE STRUCTURE

Aircraft changes:

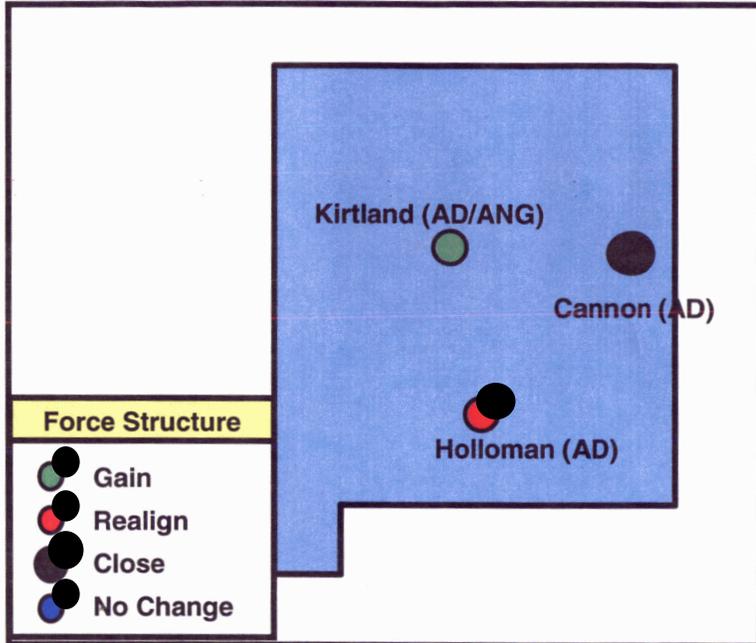
Current      Future      BRAC

|                              |    |    |    |
|------------------------------|----|----|----|
| F-16 Blk 30 (Cannon – AD)    | 18 | 18 | 0  |
| F-16 Blk 40 (Cannon – AD)    | 24 | 24 | 0  |
| F-16 Blk 50 (Cannon – AD)    | 18 | 18 | 0  |
| F-117 (Holloman – AD)        | 36 | 36 | 0  |
| T-38C (Holloman - AD)        | 12 | 12 | 0  |
| F-16 Blk 30 (Kirtland – ANG) | 15 | 15 | 18 |
| SOF/CSAR (Kirtland)          |    |    |    |
| HC-130P/N (Kirtland – AD)    |    |    |    |
| MC-130P/H (Kirtland – AD)    |    |    |    |
| HH-60 (Kirtland – AD)        |    |    |    |
| MH-53/CV-22 (Kirtland – AD)  | 32 | 31 | 31 |

**Totals**      155      154      49

**STATE IMPACT (Acft)**      **-105**

**STATE IMPACT (Manpower)**      **Full Time**      **Drill**  
**TOTAL**      **-3800**      **+82**



### JCSG / JAST Scenarios:

- Holloman      MED-0057R: Brooks City Base  
HSA-0133– Joint Mobilization Site
- Kirtland      TECH-0009R: Defense Research Labs  
USA-0215: Close/Consol Army Reserve  
Ctrs at Kirtland  
HSA-0135: DoD Jt Correctional Facilities

### Issues/Closed Installations:

- Cannon **Closes**

Color Scheme: **Active** / **Guard** / **Reserve**

# Cannon AFB (NM)

## Outgoing

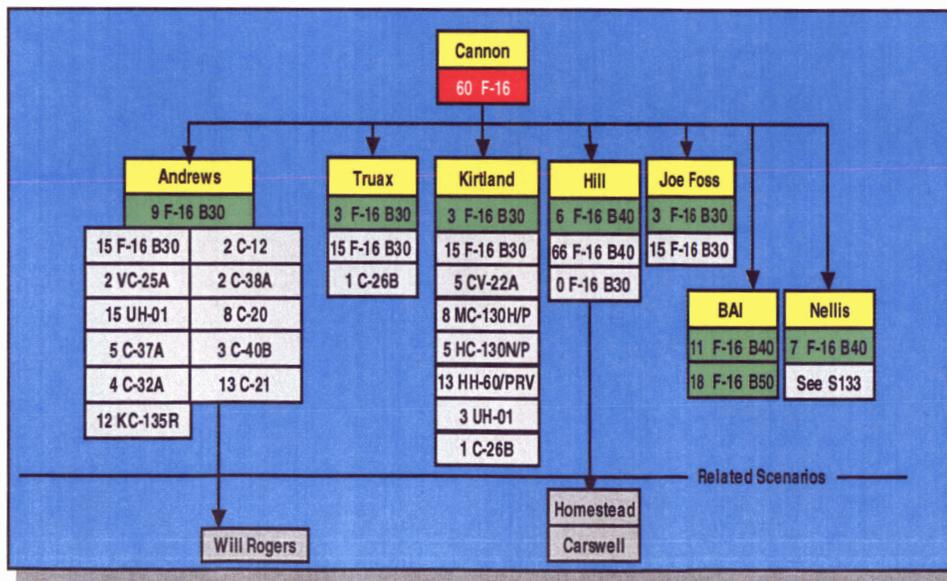
- 3 PAA F-16 Blk 30s each to the 115th Fighter Wing (ANG), Dane County Regional APT, Truax Field AGS; the 114th Fighter Wing (ANG), Joe Foss Field AGS; the 150th Fighter Wing (ANG), Kirtland AFB
- 9 PAA F-16 Blk 30s to 113th Wing (ANG), Andrews AFB
- 7 PAA F-16 Blk 40s to 57th Fighter Wing, Nellis AFB
- 6 PAA F-16 Blk 40s to 388th Wing, Hill AFB
- 11 PAA F-16 Blk 40s and 18 PAA F-16 Blk 50s to BAI

## Manpower

|                  | Full Time | Drill |
|------------------|-----------|-------|
| Impact thru 2011 | -3903     | 0     |

\*Includes BRAC and Non-BRAC programmatic changes

## Spider Diagram



## Candidate Recommendation (CR)

(Cost) / Savings

### Initiating CRs – Close Cannon

|                                    |           |
|------------------------------------|-----------|
| One Time (Cost):                   | (\$90M)   |
| 2011 (Cost) / Savings:             | \$816M    |
| Annual Recurring (Cost) / Savings: | \$200M    |
| Payback period:                    | Immediate |
| NPV (Cost) / Savings:              | \$2,707M  |

## JCSG / JAST Actions

- None

# Holloman AFB (NM)

## Force Structure Moves

N/A

## Candidate Recommendation (CR)

(Cost) / Savings

N/A

## Manpower

Full Time

Drill

Impact thru 2011

-89

0

\*Includes BRAC and Non-BRAC programmatic changes

## Spider Diagram

N/A

## JCSG / JAST Actions

- MED-0057R– Brooks City Base
  - -17 personnel
- HSA-0133– Joint Mobilization Site (Ft Bliss/Holloman)
  - 0 personnel

# Kirtland AFB (NM)

## Incoming

- 3 PAA F-16 Block 30 from Cannon AFB, Clovis, NM

## Candidate Recommendation (CR) (Cost) / Savings

### Initiating CRs – Close Cannon

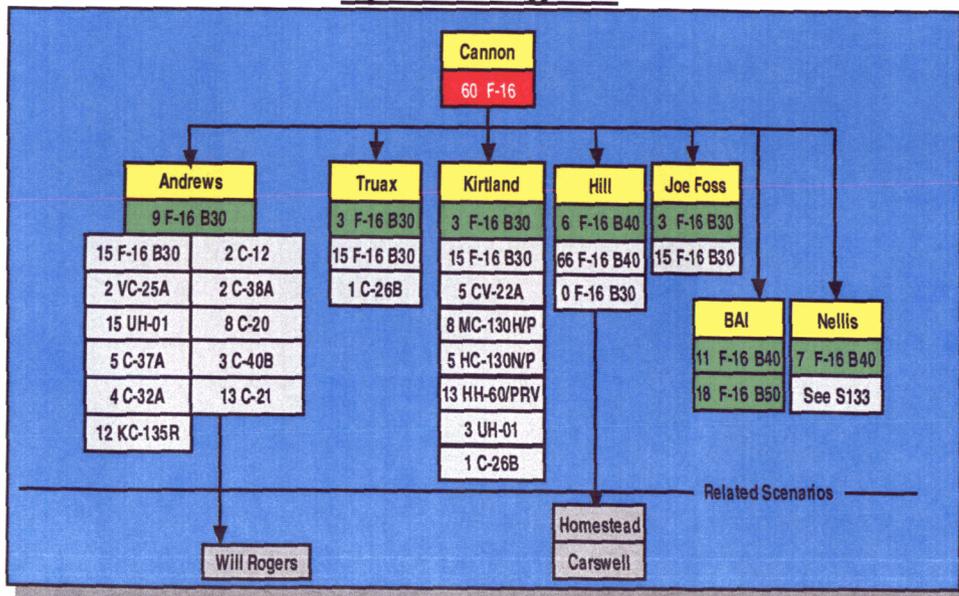
|                                    |           |
|------------------------------------|-----------|
| One Time (Cost):                   | (\$90M)   |
| 2011 (Cost) / Savings:             | \$816M    |
| Annual Recurring (Cost) / Savings: | \$200M    |
| Payback period:                    | Immediate |
| NPV (Cost) / Savings:              | \$2,707M  |

## Manpower

|                  | Full Time | Drill |
|------------------|-----------|-------|
| Impact thru 2011 | +192      | +82   |

\*Includes BRAC and Non-BRAC programmatic changes

## Spider Diagram



## JCSG / JAST Actions

- HSA-0135 Create a single southwestern regional correctional facility
  - -12 personnel
- TECH-0009 – Defense Research Service led laboratories
  - +203 personnel /\$45M MILCON
- USA-0215 – Close/Consolidate Army Reserve Ctrs with NMCRC at AFRC Kirtland AFB, NM
  - +24 personnel/\$17.73M MILCON