

Beauchamp, Arthur, CIV, WSO-BRAC

From: Cruz, Tanya, CIV, WSO-BRAC
Sent: Thursday, June 09, 2005 5:58 PM
To: Beauchamp, Arthur, CIV, WSO-BRAC
Subject: FW: Organization and Milestones.ppt
Importance: High

*Dyess POC
Lt Col Fenton
(325) 696-5305*

Art,

Thanks for agreeing to take the Dyess trip. Below, is the email from LtCol Fenton, our Dyess POC. I spoke with him to give him a heads up regarding the change and he mentioned he would like to extend the same offer to you. He also said that he would contact you tomorrow.

I sent him some introductory slides on the Commission and explained to him in general terms the purpose of our visit and verbally told him the types of things we'd like to discuss and the infrastructure we'd like to review. If you have anything additional or more specific you'd like them to address, please let him know.

I have placed all of the information pertaining to Dyess in a subfolder under the Ellsworth folder. I'll also give you everything I have pulled together in hard copy. Any questions, let me know.

Tanya

From: Fenton, Roland D LtCol 7 BW/XP [mailto:roland.fenton@dyess.af.mil]
Sent: Thursday, June 09, 2005 1:58 PM
To: Cruz, Tanya, CIV, WSO-BRAC
Subject: RE: Organization and Milestones.ppt
Importance: High

Ma'am,

We are looking forward to your visit and would like to extend an invitation to stay on base. I have tentatively reserved a suite and will need a need a credit card number, type and an expiration date. The price of the room is \$37.75.

We also have a government u-drive vehicle available that I can pre-position at the airport. The vehicle will be available to you throughout the visit.

My wing commander has requested that I forward an itinerary for your visit tomorrow. I would appreciate any details on your Flt numbers and arrival/departure times. Additionally, there has been some discussion about an informal dinner Wed night. Is there time in your schedule?

Lt Col Fenton

DCN:11987

DAFB BRAC Transitional Director

325-696-5505

From: Cruz, Tanya, CIV, WSO-BRAC [mailto:Tanya.Cruz@wso.whs.mil]
Sent: Wednesday, June 08, 2005 4:47 PM
To: Fenton Roland D LtCol 7 BW/XP
Subject: Organization and Milestones.ppt

<<Organization and Milestones.ppt>>

Lt. Col. Fenton,

Per our discussion, attached are the powerpoint slides highlighting the organization of the BRAC Commission and the timeline.

I hope this presentation is useful. I will contact you either later this week or early next week to confirm the schedule for my visit Wednesday, June 15, 2005.

Regards,

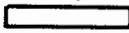
Tanya Cruz
BRAC Commission
2521 S. Clark Street, Ste. 600
Arlington, VA 22202-3920
Phone: 703.699.2920



Image © Space Imaging LLC

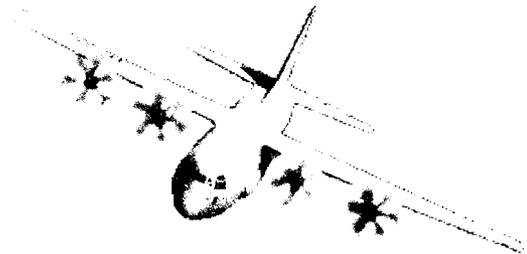
Dyess AFB, TX

 Installation Boundary

0.5
 Miles

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WELCOME TO DYESS AFB...



TRIP BOOKLET

LT COL ART BEAUCHAMP

DYESS AFB TX
INSTALLATION VISIT

26 - 28 JUNE 2005

DYESS AIR FORCE BASE...

A PROFESSIONAL TEAM, DELIVERING BOMBING, AIRLIFT SUPPORT,
TRAINING AND COMBAT SUPPORT TO COMBATANT
COMMANDERS...ANYTIME, ANYWHERE

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**ITINERARY
 LT COL ART BEAUCHAMP
 DYESS AFB TX
 INSTALLATION VISIT
 26-28 JUNE 2005**

SUNDAY, 26 JUNE 2005**DRESS (MILITARY): UOD
 DRESS (CIVILIAN): CASUAL**

**1604 LT COL BEAUCHAMP ARRIVES AT ABILENE REGIONAL AIRPORT
 ON AA FL 3813**

Met By: Lt Col Fenton will pick up and
 transport Lt Col Beauchamp to
 Dyess AFB by GOV.

**1730 ARRIVE EPLEN SUITE (273) ABILENE HOUSE, DYESS AIR FORCE
 BASE**

NOTE: REMAINDER OF EVENING AT LEISURE

MONDAY, 27 JUNE 2005**DRESS (MILITARY): UOD
 DRESS (CIVILIAN): CASUAL**

0715 DEPART ABILENE HOUSE FOR THE IG CONFERENCE ROOM

Escorted By: Lt Col Fenton (all day)

0730 WING MISSION BRIEF

Attended By: Lt Col Fenton

0830 WING CC OFFICE VISIT

Attended By: Col Harencak

0900 MANNING/INFRASTRUCTURE BRIEF AT WG CONFERENCE ROOM

Attended By: Lt Col Fenton
 Lt Col Eichhorn
 Lt Col Lee
 Lt Col Opheim
 Maj Compton
 Maj Willet
 Mr. Mike Schultz
 Mr. John Ruzinsky
 Mr. Mike Brown

FOR OFFICIAL USE ONLY**1000 WINDSHIELD TOUR W/STOPS IN DV VAN (SURREY)**

Attended By: Lt Col Fenton
 Lt Col Eichhorn
 Lt Col Lee
 Lt Col Opheim
 Maj Compton
 Maj Willet
 Mr. Mike Schultz

Driven By: Roberta Dixon (62265)

- Depart 7316 WCR @ 1030 hrs(Right onto 5th, Right on Ave D)

1015 STOP AT FTD B8202

Tour By: Lt Col Steve Hiss (61664)
 Gavin Wonsitler (63018)

Aircraft Mock-Ups & Multi-Media Suite

Call LE Desk to Open ECP 17 at 62131 (MSgt Goodnough)

(Left onto 4th)

- CDC B8150
- PMEL B8211 (Veer Right onto Ave E)
- By Fab/Weld Shops B8130/8131 (Cont on to Left on to Ave E-1)
- Paint Shops B8040/8045 (Left on First)
- Support Equipment/AGE Shop B5204
- 9/13 BMW Squad Ops B5225 (Rt on Ave E-2 and Left onto Marrion)
- Hydrant CASS/Operating Tanks Farm (On around, FOD check, and onto Apron via TW, to ECP)
- Down Apron and thru B-1 Parking and back around
- Parts Store B5280
- Enter B-1 Hangar Complex thru ECP
- B5112/5111/5110/5108/5105 B-1 Hangar Complex (Left onto First, Right on Ave D2, Left back onto First)
- 7 OG/HQ, Battlestaff, and new Fire Station Site
- Avionics B5005
- Hangars 5020/4314 (Right on to Ave C and left on to Second)
- Marine Reserve Center
- Aerial Port Facility B7040 (Left on to Herk)

1100 STOP AT New 317th AMU/Squad Ops B4216

Tour By: Maj Willet
 MSgt Ray Presley

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(Right back on to First)

- Left into proposed new BRAC Hangar site thru ECP #17
- 4217/4218 Exist DCC
- Corrosion Control B4225 (Out thru ECP on to AMC Apron and right along Apron drive)
- Petrol Ops B4116
- Old Alert Facility Complex B4120 (Back out off Apron on to Ave A)
- Old Fire Station
- Base Ops 9001
- Assault Strip (Base Ops escort across runway by TSgt Nichols 61724)

1145 STOP AT 28th BS & B-1 Simulator Facilities B6030 A-C

Tour By:

Lt Col Guthals (Gayle 6-4583/4525)

(Left on to Third)

- Towards Bulk Fuel Tank Farm (Right on Ammo)
- Weapons Load Trainer B9304
- Weapons Release Shop B9198
- MUNS Maint Admin B9153
- Thru Main ECP at MSA (Provide Entry Control List, down Ammo Rd thru MSA)
- MUNS Admin 9110/Conv Muns Shop B9112
- Point out Conv Muns Shop B9121 just outside MSA (Right on Bomb Run)
- Igloos (Around and back out of MSA to Left on Third)
- Dorm Complex B3613X series (to Left on Ave B)

1215 STOP AT Fitness Center B7104

Tour By:

TSgt Kincade (61507)

- Dining Hall (to Right on Commissary Rd)
- Mini mall complex site
- New BX construction (Out on Commissary Rd to Left on Fifth)
- Club/DV facilities (To circle, right on Arnold, left on Louisiana) and time permitting
- Clinic B9201 (Back out to LA, Right on TX, Left on WA, Right on Washington Loop & around)
- MFH Area thru Washington Circle (Back to Left Texas, Right on Fifth)
- **EOC**
- Finish @ Heritage Club

1230 LUNCH AT HERITAGE CLUB

Attended by:

Lt Col Fenton
 Lt Col Eichhorn
 Lt Col Lee
 Lt Col Opheim
 Maj Compton

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Maj Willets
Mr Schultz

1330 GROUP BRIEFINGS/DISCUSSION AT IG CONFERENCE ROOM

Attended By: Lt Col Fenton
Lt Col Eichhorn
Lt Col Lee
Lt Col Foster
Lt Col Opheim
Maj Compton
Maj Willets
Mr Schultz
Mike Brown

1630 DEPART FOR ABILENE HOUSE IN GOV

1800 INFORMAL DINNER AT LT COL BEAUCHAMP'S OPTION

Attended By: Lt Col Fenton

⊗ NOTE: REMAINDER OF EVENING AT LEISURE

TUESDAY, 28 JUNE 2005

**DRESS (MILITARY): UOD
DRESS (CIVILIAN): CASUAL**

0800 DEPART DAFB FOR ABILENE REGIONAL AIRPORT

Attended By: Lt Col Fenton will drive GOV

0950 DEPART ABILENE REGIONAL AIRPORT ON AA 3300

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(B) WEATHER FORECAST



**LT Col Beauchamp's
Trip Forecast**

Arrive: Dyess AFB

Sunday, 26 June 05

High: 96 Low: 72

Mostly Sunny

Stay: Dyess AFB

Monday, 27 June 05

High: 96 Low: 79

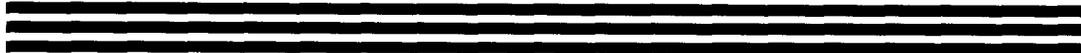
Mostly Sunny

Depart: Dyess AFB

Tuesday, 28 June 05

High: 96 Low: 75

Mostly Sunny



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(C) TELEPHONE NUMBERS**DYESS AFB TX**

Col Garrett Harencak Commander, 7th Bomb Wing	DSN 461-2121 / 2122 Comm (325) 696-2121 / 2122
7th Bomb Wing Executive Officer Capt Sanjit Singh	DSN 461-2121 / 4444 Comm (325) 696-2121 / 4444
7th Bomb Wing Public Affairs Officer Capt David May	DSN 461-2161 / 2863 Comm (325) 696-2161 Cell Phone: 518-8536/ 829-1511
7th Bomb Wing Protocol Officer Capt Jennifer Barnard	DSN 461-5610 Comm (325) 696-5610 Cell Phone: 518-4670
DAFB BRAC Transitional Director Lt Col Roland Fenton	DSN 461-5505 Comm (325) 696-5505 Cell Phone(253) 820-9895
7th Bomb Wing Command Post	DSN 461-1921/1922/1923/1924 Comm (325) 696-1921/22/23
SECURE FAX	DSN 461-2513 Comm (325) 696-2513
Unclassified FAX	DSN 461-1548 Comm (325) 696-1548
Dyess Inn (Billeting)	DSN 461-2681 Comm (325) 696-2681
Dyess Base Operations	DSN 461-2515/2258/4380 Comm (325) 696-2515/2258
Base Information	DSN 461-3113 Comm (325) 696-3113
Dialing Prefixes	
DSN Prefix: 94	
Commercial Prefix: 99	

FOR OFFICIAL USE ONLY**(D) DISTINGUISHED VISITOR QUARTERS****DYESS AFB TX****BUILDING 7403, DV SUITE 273 (EPLEN SUITE)****DSN: 461-1860/1874****COMM: (325) 696-1860****COST: \$33.75 PER NIGHT****LT COL BEAUCHAMP****(E) DYESS AFB SENIOR BASE LEADERSHIP****KEY PERSONNEL**

<i>Name</i>	<i>Title</i>	<i>Extension</i>
Colonel Garrett Harencak	7 BW/CC	Ext 2121
Colonel William Redmond	7 BW/CV	Ext 2121
Colonel Jeffrey Beene	7 OG/CC	Ext 2188
Colonel Michael Moschella (deployed)	7 MXG/CC	Ext 2235
Colonel Steven Tippets	7 MSG/CC	Ext 2141
Colonel Richard Trifilo	7 MDG/CC	Ext 2345
Colonel Paul Montgomery	317 AG/CC	Ext 5859
Colonel James Hammes	7 BW/IG	Ext 1539
Lt Col Gary Toppert	7 BW/DS	Ext 5054
Command Chief Master Sergeant Bobbi Bryant	7 BW/CCC	Ext 2868

Dyess Air Force Base

The DoD Recommendation to Transfer C-130s From Dyess to Lower Ranked Bases Will Be Costly and Inefficient

DoD Recommendation:

- The DoD recommends transferring Dyess's 32 C-130s to Little Rock, Elmendorf and Peterson. The DoD's proposal:
 - Transfers C-130s from a more highly ranked base to lower ranked bases.
 - Requires 225 additional military and civilian personnel.
 - Costs an additional \$18 million in MILCON funds.
 - Costs additional funds to transfer personnel.
 - Does not result in logistical efficiencies because Dyess's C-130H1 models would be mixed with C-130Es, C-130H3s and the new C-130J.
 - Puts unreasonable stress on Little Rock's single main runway, training ranges, assault strips and drop zones.
 - Is not supported by a certified capacity analysis of Little Rock.

Better Alternative:

- Recommend that the BRAC Commission keep the 32 C-130s at Dyess, which would give the Air Force two optimally-sized 16-aircraft C-130 squadrons.

Justifications:

- Criteria #1, 2, 3 and 4: The DoD recommends transferring Dyess's C-130s to Little Rock, Peterson and Elmendorf even though **Dyess had a higher MCI score than all these bases.**

	Rank	Score
Dyess	11	65.95
Little Rock	17	63.25
Peterson	30	57.2
Elmendorf	51	51.6

- Criteria #4: The Cobra Model shows that the AF will need **an additional 225 personnel** when C-130s are moved from Dyess.

	Additional Personnel (Mil and Civ)
Little Rock	+1,185
Peterson	+463
Elmendorf	+257
Subtotal:	+1,905
Less Dyess Personnel	(1,680)
Net Increase Requirement..	+225

- The AF must also pay **the additional cost of transferring 1,680 personnel** to Little Rock, Peterson and Elmendorf.
- Criteria #5: The MILCON cost to consolidate the B-1s and **to move Dyess's C-130s** under DoD proposal is \$185M (Cobra Model). However, the AF's estimate to consolidate the B-1s at Dyess and **keep the C-130s at Dyess** is only \$167M (AF BCEG Minutes, Aug. 14, 2004). Thus, the AF will have to pay **an extra \$18 million to move the C-130s from Dyess.**
- Capacity and Efficiency of Operations: A key advantage of keeping the C-130s at Dyess is that all its 32 aircraft are the same, i.e., the H1 model. If the C-130s at Little Rock were identical, there might be efficiencies in terms of operations, maintenance and logistics. In fact, **Little Rock will have five significantly different C-130 models:**
 - C-130Es
 - C-130Hs
 - C-130H1s
 - C-130H3s
 - C-130Js
- **C-130Es:** Built in the 1960s and early 1970s, using the Allison T56-A-7 engine.
C-130Hs: An upgraded "E" model.
C-130H1s: Introduced in 1974, using a different engine, the Allison T56-A-15 engine.
C-130H3s: Digital cockpits that are different from the C-130Es and C-130H1s.
C-130Js: Introduced in 1999, it is substantially different from the older C-130 models. It has a Rolls Royce AE2100D3 engine, fully integrated digital cockpit, improved fuel, environmental and ice protection systems and an enhanced cargo-handling system.
- Having 118 C-130s at Little Rock will put stress on its single main runway and existing training ranges, assault strips and drop zones. Little Rock's single main runway may already be at its capacity with the 87 aircraft stationed there today. Per DoD certified data, Little Rock logs 110,000 takeoffs/landings each year, more than triple the activity at Dyess, which has 36,200. Adding the 4,300 takeoffs/landings for Ellsworth's B-1s would give Dyess a total of 40,500. Little Rock has more than double this amount with its existing C-130s.
- It is unclear whether Little Rock has sufficient ramp space for 118 C-130s. More importantly, it appears that the DoD did not prepare a formal, certified capacity analysis. In response to a question from Senators Hutchison and Cornyn and Congressman Neugebauer, the Air Force stated:
 - no formal capacity analysis was accomplished for Little Rock AFB by the Air Force** because Little Rock AFB fell under the purview of the Education and Training Joint Cross Service Group. During the scenario phase of the Air Force analysis the Air Education and Training Command was asked if Little Rock had adequate capacity to bed down additional C-130 aircraft. **Their**

informal analysis confirmed that adequate capacity existed to accommodate the Dyess C-130 aircraft.

- Such an “informal analysis” is not sufficient for this major realignment proposed by the DoD.

Bottom Line:

- Given (1) Dyess’s higher military value, (2) the additional MILCON costs, (3) the additional manpower and personnel costs, (4) the efficiencies of having C-130H1 models at Dyess, (5) the inefficiencies of having four different C-130 models at Little Rock, and (6) the stress on Little Rock’s facilities and ranges, the DoD recommendation to transfer Dyess’s C-130s to Little Rock **substantially deviates** from selection criteria 1, 2, 3, 4 and 5.

July 2005

Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
1	Eglin AFB	79.43	72.45	81.55	100	90.39
2	Seymour Johnson AFB	78.03	71.25	83.82	83.34	85.03
3	Charleston AFB	74.09	64.57	83.15	79.91	75.49
4	Barksdale AFB	72.43	52.92	87.48	97.7	80.79
5	Altus AFB	71.3	64.97	73.95	87.04	80.99
6	Pope AFB	69.99	71.21	73.4	46.19	86.08
7	Hurlburt Field	69.61	75.12	67.11	50.15	87.18
8	Tinker AFB	68.62	55.2	80.62	76.23	85.8
9	Shaw AFB	67.7	71.86	59.5	78.12	85.64
10	Eielson AFB	67.34	61.25	73.03	84.43	16.54
11	Dyess AFB	65.95	54.87	76.82	68.94	77.64
12	Holloman AFB	65.78	61.34	70.94	62.43	75.23
13	Edwards AFB	65.53	55.18	75.19	79.33	40.87
14	Fairchild AFB	64.22	52.54	72.85	79.72	73.99
15	Nellis AFB	63.95	59.85	72.31	53.08	43.94
16	Robins AFB	63.89	52.22	71.87	78.5	87.45
17	Little Rock AFB	63.25	49.25	73.05	80.66	88.12
18	Andrews AFB	62.05	54.38	70.4	67.79	41.74
19	Tyndall AFB	61.75	68.65	50.88	67.84	90.98
20	MacDill AFB	60.12	47.48	66.41	88.14	76.56
21	Maxwell AFB	59.9	70.78	55.31	22.48	85.68
22	March ARB	59.86	56.53	71.33	31.15	45.41
23	Mountain Home AFB	59.77	46.58	68.64	81.35	68.58
24	Ellsworth AFB	59.4	42.43	72.78	76.53	81.32
25	McEntire AGS	59.35	71.7	49.85	35.48	85.19
26	Hill AFB	58.83	45.27	66.57	84.33	77.82
27	McChord AFB	57.95	49.64	71.78	38.95	57.08
28	Whiteman AFB	57.82	39.47	71.25	82.33	74.42
29	Columbus AFB	57.51	53.22	58.08	65.55	94.97
30	Peterson AFB	57.2	58.4	59.78	39.75	61.91
31	Langley AFB	56.57	53.37	54.97	72.81	77.2
32	Key Field AGS	56.39	64.14	50.02	42.43	75.4
33	Charlotte/Douglas IAP AGS	56.27	70.45	49.46	12.94	81.48
34	Dover AFB	56.06	48.75	66.73	43.17	64.93
35	Davis-Monthan AFB	55.89	45.11	66	59.49	71.89
36	Grissom ARB	55.66	42.59	68.46	58.32	73.25
37	Kirtland AFB	55.47	49.12	58.01	70.63	69.56
38	Sheppard AFB	55.21	60.81	52.33	35.24	80.04
39	McConnell AFB	54.65	45.85	65.92	43	75.83
40	Beale AFB	54.63	38.4	70.78	65.31	42.78
41	Buckley AFB	54.62	56.16	52.45	56.83	53.78
42	Minot AFB	54.34	39.7	65.42	70.91	73.42
43	Wright-Patterson AFB	54.27	44.62	58.95	74.34	74.09
44	Travis AFB	53.86	41.24	72.89	40.31	24.22
45	Luke AFB	52.17	50.43	55.68	41.35	68.92
46	Westover ARB	52	42.8	58.47	68.13	49.23
47	Forbes Field AGS	51.93	43.85	61.74	42.08	77.32
48	McGuire AFB	51.8	39.42	62.51	67.95	37.26
49	Moody AFB	51.72	52.29	41.64	81.05	91.37
50	Ellington Field AGS	51.65	47.25	53.91	60.12	61.2
51	Elmendorf AFB	51.6	29.97	70.05	85.17	8.86
52	Birmingham IAP AGS	50.93	53.99	48.35	40.7	77.96

COBRA ECONOMIC IMPACT REPORT (COBRA v6.10)

Data As Of 5/19/2005 10:54:39 AM, Report Created 5/19/2005 10:54:55 AM

Department : USAF

Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0018V3 (200.3)\USAF 0018V3 (200.3).CBR

Option Pkg Name: USAF 0018V3 (200.3) Close Ellsworth

Std Fctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Ellsworth AFB, SD (FXHM)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	0	3,308	0	0	0	3,308
NET CHANGE-Mil	0	0	-3,308	0	0	0	-3,308
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	0	438	0	0	0	438
NET CHANGE-Civ	0	0	-438	0	0	0	-438
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	7	0	0	0	7
NET CHANGE-Stu	0	0	-7	0	0	0	-7

Dyess AFB, TX (FNWZ)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	1,918	0	0	0	1,918
Jobs Lost-Mil	0	0	1,615	0	0	0	1,615
NET CHANGE-Mil	0	0	303	0	0	0	303
Jobs Gained-Civ	0	0	129	0	0	0	129
Jobs Lost-Civ	0	0	65	0	0	0	65
NET CHANGE-Civ	0	0	64	0	0	0	64
Jobs Gained-Stu	0	0	7	0	0	0	7
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	7	0	0	0	7

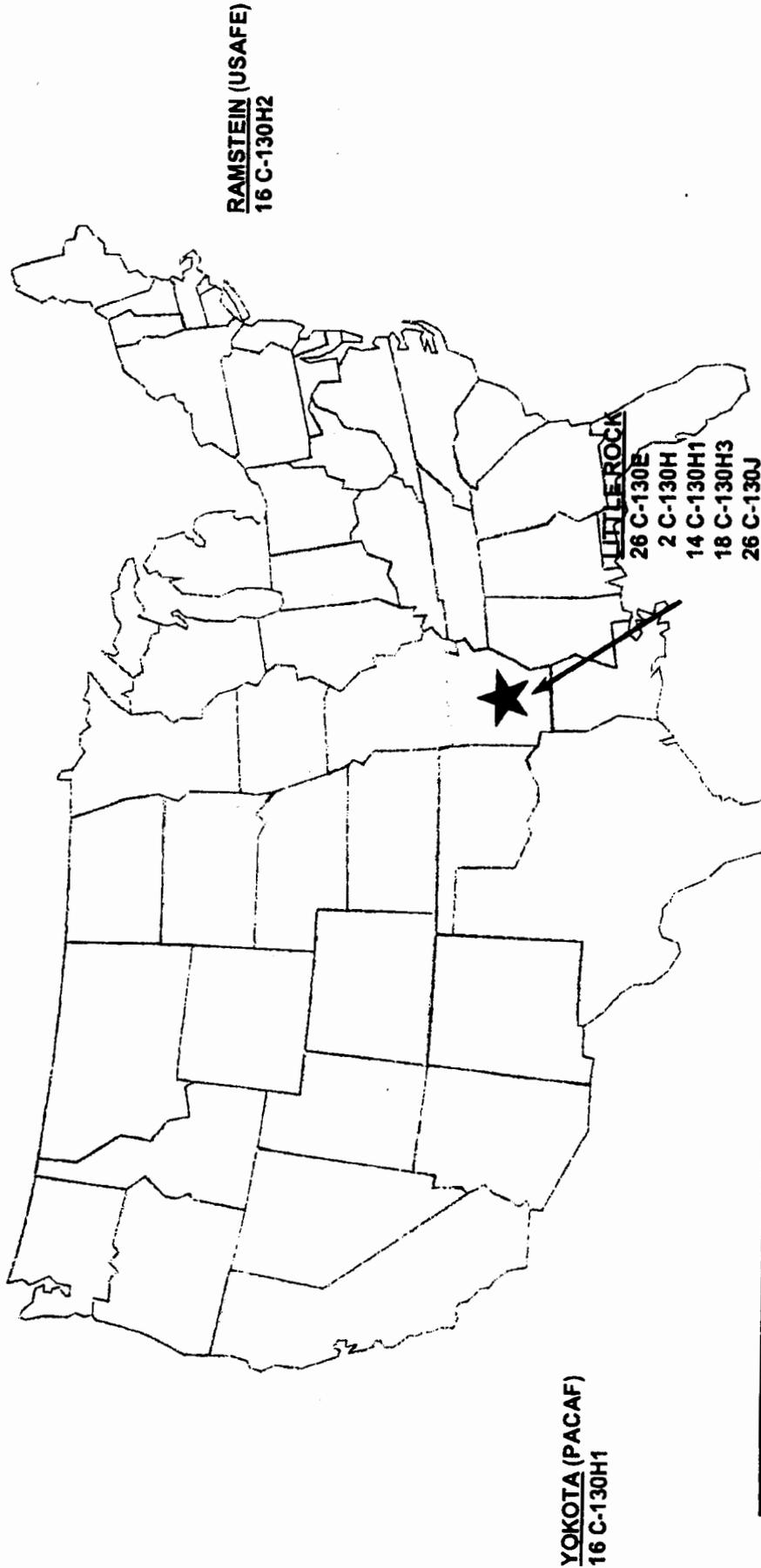
Elmendorf AFB, AK (FXSB)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	252	0	0	0	252
Jobs Lost-Mil	0	0	5	0	0	0	5
NET CHANGE-Mil	0	0	247	0	0	0	247
Jobs Gained-Civ	0	0	10	0	0	0	10
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	10	0	0	0	10
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Peterson AFB, CO (TDKA)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	482	0	0	0	482
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	482	0	0	0	482
Jobs Gained-Civ	0	0	8	0	0	0	8
Jobs Lost-Civ	0	0	27	0	0	0	27
NET CHANGE-Civ	0	0	-19	0	0	0	-19
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Post-BRAC AD PAI MAF C-130 Forces

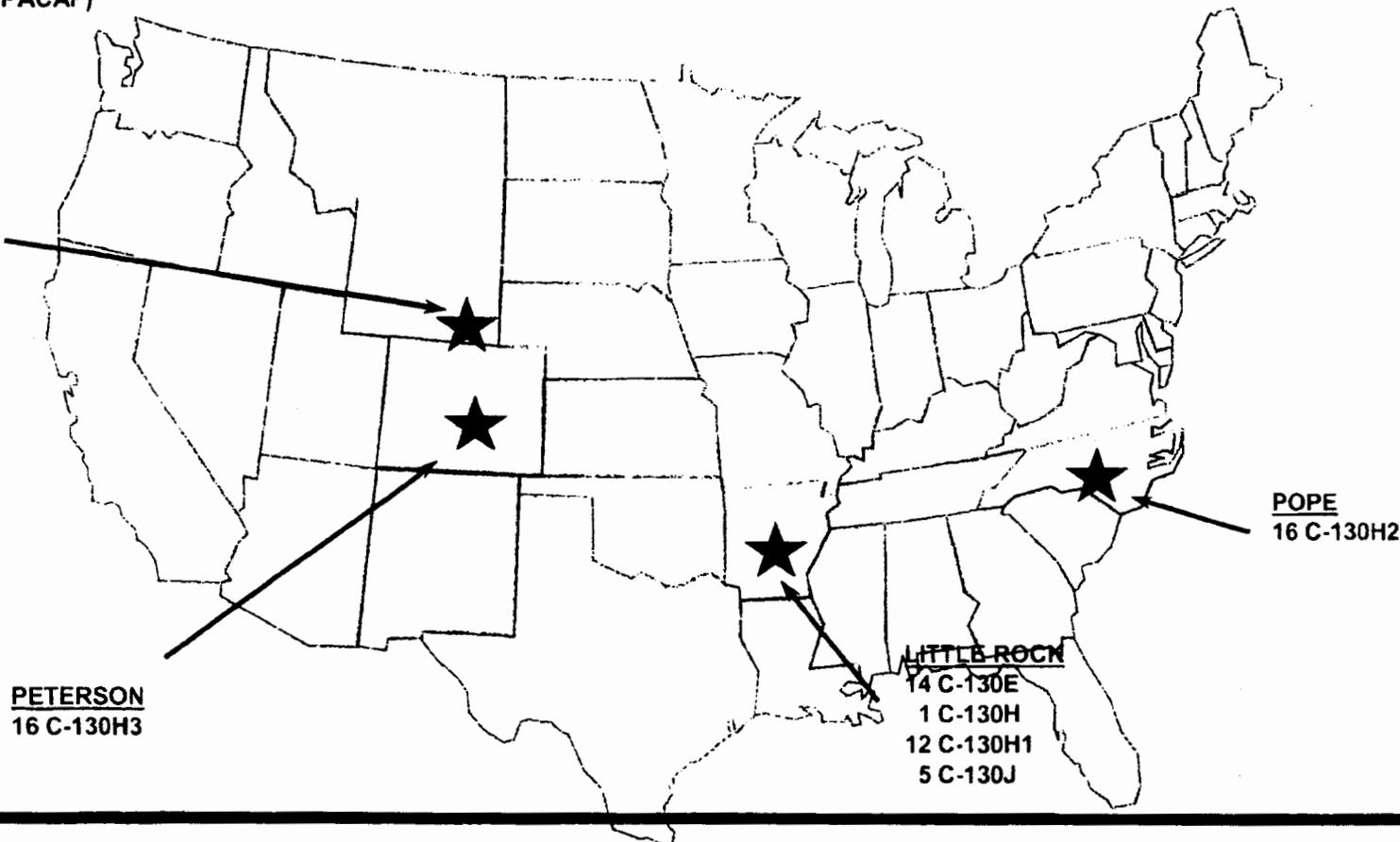


Total Aircraft = 118

Post-BRAC AD/Assoc PAI MAF C-130 Forces

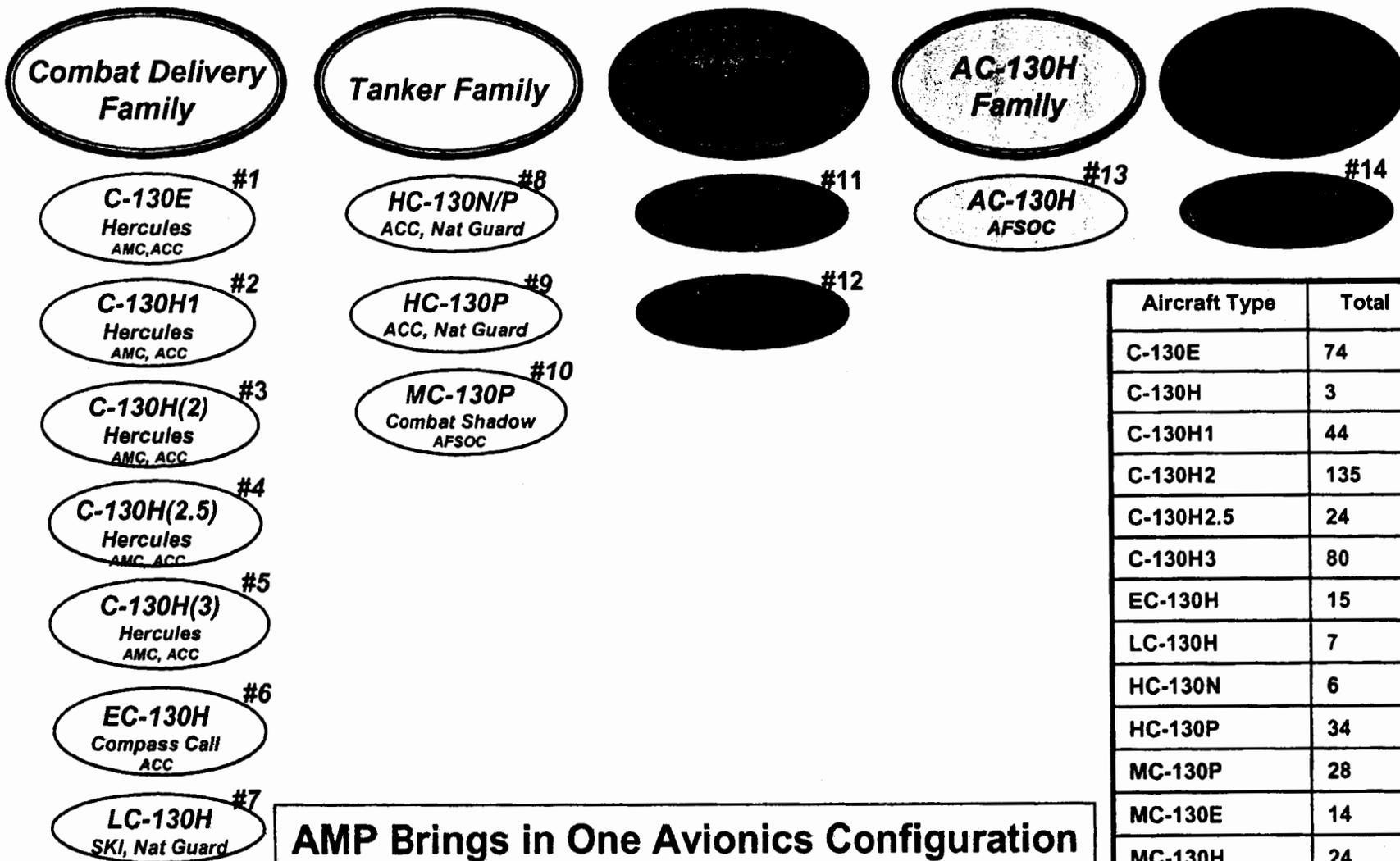
ELMENDORF (PACAF)
12 C-130H2

CHEYENNE
12 C-130H3



Total Aircraft = 88

Five Family Groupings



AMP Brings in One Avionics Configuration To Fourteen Mission Series Aircraft

Aircraft Type	Total
C-130E	74
C-130H	3
C-130H1	44
C-130H2	135
C-130H2.5	24
C-130H3	80
EC-130H	15
LC-130H	7
HC-130N	6
HC-130P	34
MC-130P	28
MC-130E	14
MC-130H	24
AC-130H	8
AC-130U	13



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C-130 HERCULES

Mission

The C-130 Hercules primarily performs the tactical portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for air dropping troops and equipment into hostile areas. The C-130 operates throughout the U.S. Air Force, serving with Air Mobility Command (stateside based), Air Force Special Operations Command, theater commands, Air National Guard and the Air Force Reserve Command, fulfilling a wide range of operational missions in both peace and war situations. Basic and specialized versions of the aircraft airframe perform a diverse number of roles, including airlift support, Antarctic ice resupply, aeromedical missions, weather reconnaissance, aerial spray missions, fire-fighting duties for the U.S. Forest Service and natural disaster relief missions.



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Printable Fact Sheet

Features

Using its aft loading ramp and door the C-130 can accommodate a wide variety of oversized cargo, including everything from utility helicopters and six-wheeled armored vehicles to standard sized cargo and military personnel. In an aerial delivery role, it can airdrop loads up to 10,000 pounds or use its high-flotation landing gear to land and deliver cargo on rough, dirt strips.

The flexible design of the Hercules enables it to be configured for many different missions, allowing for one aircraft to perform the role of many. Much of the special mission equipment added to the Hercules is removable, allowing the aircraft to revert back to its cargo delivery role if desired. Additionally, the C-130 can be rapidly reconfigured for the various types of cargo such as palletized equipment, floor-loaded material, airdrop platforms, container delivery system bundles, vehicles and personnel or aeromedical evacuation.

The C-130J is the latest addition to the C-130 fleet and will replace aging C-130E's. The C-130J incorporates state-of-the-art technology to reduce manpower requirements, lower operating and support costs, and provides life-cycle cost savings over earlier C-130 models. Compared to older C-130s, the J model climbs faster and higher, flies farther at a higher cruise speed, and takes off and lands in a shorter distance. The C-130J-30 is a stretch version, adding 15 feet to fuselage, increasing usable space in the cargo compartment.

C-130J/J-30 major system improvements include: advanced two-pilot flight station with fully integrated digital avionics; color multifunctional liquid crystal displays and head-up displays; state-of-the-art navigation systems with dual inertial navigation system and global positioning system; fully integrated defensive systems; low-power color radar; digital moving map display; new turboprop engines with six-bladed, all-composite propellers; digital auto pilot; improved fuel, environmental and ice-protection systems; and an enhanced cargo-handling system.

Background

Four decades have elapsed since the Air Force issued its original design specification, yet the remarkable C-130 remains in production. The initial production model was the C-130A, with four Allison T56-A-11 or -9 turboprops. A total of 219 were ordered and deliveries began in December 1954. The C-130B introduced Allison T56-A-7 turboprops and the first of 134 entered Air Force service in May 1959.

Introduced in August of 1962, the 389 C-130E's that were ordered used the same Allison T56-A-

search fact sheets

Advanced Search

Aircraft

- A-10/OA-10 Thunderbolt II
- AC-130H/U Gunship
- B-1B Lancer
- B-2 Spirit
- B-52 Stratofortress
- C-130 Hercules
- C-141 Starlifter
- C-17 Globemaster III
- C-20
- C-21
- C-32
- C-37A
- C-40B/C
- C-5 Galaxy
- E-3 Sentry (AWACS)
- E-4B
- E-8C Joint Stars
- EC-130E/J Commando
- EC-130H Compass Call
- F-117A Nighthawk
- F-15 Eagle
- F-15E Strike Eagle
- F-16 Fighting Falcon
- Global Hawk
- HC-130P/N
- HH-60G Pave Hawk
- KC-10 Extender
- KC-135 Stratotanker
- MC-130E/H Combat Talon
- MC-130P Combat Shadow
- MH-53J/M Pave Low
- MQ-1 Predator Unmanned
- OC-135B Open Skies
- RC-135U Combat Sent
- RC-135V/W Rivet Joint
- T-1A Jayhawk
- T-37 Tweet
- T-38 Talon
- T-43A
- T-6A Texan II
- U-2S/TU-2S
- UH-1N Huey
- VC-25 Air Force One
- WC-130 Hercules
- WC-135 Constant Phoenix

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7 engine, but added two 1,290 gallon external fuel tanks and an increased maximum takeoff weight capability. June 1974 introduced the first of 308 C-130H's with the more powerful Allison T56-A-15 turboprop engine. Nearly identical to the C-130E externally, the new engine brought major performance improvements to the aircraft.

The last C-130 to be produced, the C-130J entered the inventory in February 1999. With the notable difference of a six-bladed composite propeller coupled to a Rolls-Royce AE2100D3 turboprop engine, the C-130J brings substantial performance improvements over all previous models, and has allowed the introduction of the C-130J-30, a stretch version with a 15-foot uselage extension. Air Force has selected the C-130J-30 to replace retiring C-130E's. Approximately 168 C-130J/J-30s are planned for the inventory. To date, the Air Force has taken delivery of 32 C-130J aircraft from Lockheed Martin Aeronautics Company with orders for approximately 46 more aircraft.

General Characteristics

Primary Function: Global airlift

Contractor: Lockheed Martin Aeronautics Company

Power Plant:

C-130E: Four Allison T56-A-7 turboprops; 4,200 prop shaft horsepower

C-130H: Four Allison T56-A-15 turboprops; 4,591 prop shaft horsepower

C-130J: Four Rolls-Royce AE 2100D3 turboprops; 4,700 horsepower

Length: C-130E/H/J: 97 feet, 9 inches (29.3 meters)

C-130J-30: 112 feet, 9 inches (34.69 meters)

Height: 38 feet, 10 inches (11.9 meters)

Wingspan: 132 feet, 7 inches (39.7 meters)

Cargo Compartment:

C-130E/H/J: length, 40 feet (12.31 meters); width, 119 inches (3.12 meters); height, 9 feet (2.74 meters). Rear ramp: length, 123 inches (3.12 meters); width, 119 inches (3.02 meters)

C-130J-30: length, 55 feet (16.9 meters); width, 119 inches (3.12 meters); height, 9 feet (2.74 meters). Rear ramp: length, 123 inches (3.12 meters); width, 119 inches (3.02 meters)

Speed:

C-130E: 345 mph/300 ktas (Mach 0.49) at 20,000 feet (6,060 meters)

C-130H: 366 mph/318 ktas (Mach 0.52) at 20,000 feet (6,060 meters)

C-130J: 417 mph/362 ktas (Mach 0.59) at 22,000 feet (6,706 meters)

C-130J-30: 410 mph/356 ktas (Mach 0.58) at 22,000 feet (6,706 meters)

Ceiling:

C-130J: 28,000 feet (8,615 meters) with 42,000 pounds (19,090 kilograms) payload

C-130J-30: 26,000 feet (8,000 meters) with 44,500 pounds (20,227 kilograms) payload.

C-130H: 23,000 feet (7,077 meters) with 42,000 pounds (19,090 kilograms) payload.

C-130E: 19,000 feet (5,846 meters) with 42,000 pounds (19,090 kilograms) payload

Maximum Takeoff Weight:

C-130E/H/J: 155,000 pounds (69,750 kilograms)

C-130J-30: 164,000 pounds (74,393 kilograms)

Maximum Allowable Payload:

C-130E, 42,000 pounds (19,090 kilograms)

C-130H, 42,000 pounds (19,090 kilograms)

C-130J, 42,000 pounds (19,090 kilograms)

C-130J-30, 44,000 (19,958 kilograms)

Maximum Normal Payload:

C-130E, 36,500 pounds (16,590 kilograms)

C-130H, 36,500 pounds (16,590 kilograms)

C-130J, 34,000 pounds (15,422 kilograms)

C-130J-30, 36,000 pounds (16,329 kilograms)

Range at Maximum Normal Payload:

C-130E, 1,150 miles (1,000 nautical miles)

C-130H, 1,208 miles (1,050 nautical miles)

C-130J, 2,071 miles (1,800 nautical miles)

C-130J-30, 1,956 miles (1,700 nautical miles)

Range with 35,000 pounds of Payload:

C-130E, 1,438 miles (1,250 nautical miles)

C-130H, 1,496 miles (1,300 nautical miles)

C-130J, 1,841 miles (1,600 nautical miles)

C-130J-30, 2,417 miles (2,100 nautical miles)

Maximum Load:

C-130E/H/J: 6 pallets or 74 litters or 16 CDS bundles or 92 combat troops or 64 paratroopers, or a combination of any of these up to the cargo compartment capacity or maximum allowable weight.

C-130J-30: 8 pallets or 97 litters or 24 CDS bundles or 128 combat troops or 92 paratroopers, or a combination of any of these up to the cargo compartment capacity or maximum allowable weight.

C-130E/H: Five (two pilots, navigator, flight engineer and loadmaster)

C-130J/J-30: Three (two pilots and loadmaster)

Aeromedical Evacuation Role: Minimum medical crew of three is added (one flight nurse and two medical technicians). Medical crew may be increased to two flight nurses and four medical technicians as required by the needs of the patients.

Unit Cost: C-130E, \$11.9, C-130H, \$30.1, C-130J, \$48.5 (FY 1998 constant dollars in millions)

Date Deployed: C-130A, Dec 1956; C-130B, May 1959; C-130E, Aug 1962; C-130H, Jun 1974; C-130J, Feb 1999

Inventory: Active force, 186; Air National Guard, 222; Air Force Reserve, 106

Point of Contact

Air Mobility Command, Public Affairs Office, 503 Ward Drive Ste 214, Scott AFB, IL 62225-5335, DSN 779-7839 or (618) 229-7839.

September 2003

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Security and Privacy notice

FY02, FY03, FY04, FY05 New Construction
Includes OandM and MILCON Projects

7/11/2005

Fiscal Year	Facility No.	Category Code	Category Description	Unique Description:	Cost:	
	1799	890-197	Weighing Scale	DRMO Truck Scale	\$ 97,997.00	
	4040	730-441	Education Center	Base Consolidated Education Center & associated facilities	\$ 10,191,722.00	
	5912	740-382	Exchange, Branch	ADAL Shoppette	\$ 718,379.28	
	7257	126-925	LF Fil Std, Trk	Liquid Fuel Stand	\$ 30,108.85	
	7274	211-154	Shp A/M Orgl	ADAL 77th BS Ops Facility (now the 34th)	\$ 291,702.82	
	7326	134-465	TACAN Stn, Fix	TACAN west of runway	\$ 332,515.16	
	12680	136-667	Light, Twy	Install Taxiway A Lighting	\$ 159,223.65	
2003	4040	730-441	Education Center	Final costs for the Education Center	\$ 440,135.00	
	7274	211-154	Shp A/M Orgl	Final costs for the 34th BS ADAL building	\$ 266,147.50	
	8210	219-944	BE Maint Shp	Base Engineer Maintenance Shop & associated facilities	\$ 10,782,897.57	
	8219	219-944	BE Maint Shp	CE Storage Shed	\$ 25,000.00	
2004	39	116-661	Pad, Arm & Disarm	Live Ordnance Loading Area (LOLA) Pad & associated facilities	\$ 6,297,701.14	
	46	116-642	Shoulder, Paved	LOLA Shoulder	\$ 353,851.78	
	62	112-211	Taxiway	Taxiway to LOLA from Taxiway A	\$ 45,213.45	
	7137	218-712	Shp A/SE Stor Facility	LOLA AGE Building	\$ 1,549,510.72	
	20046	116-945	Deflector, Blst	North Blast Deflector on 100 Row	\$ 292,787.94	
	20048	116-945	Deflector, Blst	South Blast Deflector on 100 Row	\$ 292,787.94	
	20050	116-945	Deflector, Blst	NW Blast Deflector on LOLA Pad	\$ 292,787.94	
	20052	116-945	Deflector, Blst	NE Blast Deflector on LOLA Pad	\$ 292,787.95	
	20054	116-945	Deflector, Blst	SW Blast Deflector on LOLA Pad	\$ 292,787.95	
	20056	116-945	Deflector, Blst	SE Blast Deflector on LOLA Pad	\$ 292,787.97	
	58515	852-261	Veh Pkng, Ops	Ops Parking at Building 7137	\$ 104,427.44	Total LOLA:
	58516	851-145	Driveway	Parking at Bldg 7137 and LOLA	\$ 118,959.21	\$ 10,226,391.43
	1701	851-147	Road	Bismarck Gate Vehicle Search Area	\$ 50,013.95	
	1795	730-443	Post Office Cen	Base Information Transfer Center (BITC)	\$ 334,525.82	
	7121	132-133	Pad, Equipment	ILS Localizer & associated facilities	\$ 292,410.31	
	7274	211-154	Shp A/M Orgl	Addition constructed for 34th BS	\$ 616,744.01	
	7707	750-581	Misc O/Rectn Fclt	Outdoor Running Track	\$ 201,320.67	
	8306	842-249	Wtr Pmp Stn	Booster Station Pumphouse #6 & associated facilities	\$ 441,768.27	
	Multi	711-142	Fam Hsg Appr FY70A	Prairie View Housing & associated facilities	\$ 17,685,905.00	
	88525	179-371	Tng Aid	Obstacle Course	\$ 136,006.53	
2005	7270	211-154	Shp A/M Orgl	37th Bomb Squadron & associated facilities	\$ 15,735,926.53	
Grand Total:					\$ 69,056,841.35	

Dyess Air Force Base

The DoD Recommendation to Transfer C-130s from Dyess Deviates Substantially from the Selection Criteria 1, 4 and 5



Criteria #1 to #4: The DoD recommends transferring Dyess's C-130s to Little Rock, Peterson and Elmendorf even though Dyess ranked higher than all these bases.

Dyess	11
Little Rock	17
Peterson	30
Elmendorf	51

- Dyess has the necessary ramp space for all B-1s and presentg and projected C-130s, a total of 100 aircraft. Dyess handled more than 90 aircraft in the 1990s when it had B-1s, C-130s, KC-135s and T-38s.
- Dyess has successfully had C-130s alongside B-1s for over 20 years.



Keeping the C-130s at Dyess will be efficient since Dyess's C-130s are all "H" models.

- Criteria #4: Reference Cobra Model, manpower cost increase when C-130s are moved from Dyess.

	Add'l Personnel
Little Rock	1,185
Peterson	463
Elmendorf	<u>257</u>
Subtotal:	1,905
Dyess Personnel loss	<u>(1,680)</u>
Net Increase require:.....	<u>225</u>

- Criteria #5: One time MILCON cost for B-1s to consolidate and C-130s to move under DoD proposal is \$185M (Cobra Model) ... estimate for B-1s to consolidate at Dyess and C-130 to remain at Dyess is only \$167M (AF BCEG Minutes (14 Aug 2004)). Potential cost avoidance is \$18 M and does not include other savings such as one time cost of PCS moves of 1600+ C-130 personnel from Dyess. (Cobra model).
- Retaining the C-130s at Dyess enhance the military value at both Dyess and Little Rock
- In summary, the Air Force proposal would send Dyess's C-130s to lower rated bases and, at the same time, result in significant initial MILCON costs and recurring personnel costs. This substantially deviates from the selection criteria and the purpose of the base closure and realignment process.

Dyess Air Force Base

The DoD Recommendation to Transfer B-1s to Dyess is Fully Consistent with the Selection Criteria

- Among the Bomber bases, Dyess ranks 20th; Ellsworth ranks 39th.
- Dyess is the ideal base for B-1 consolidation
 - ✓ Dyess is the only base for B-1 initial training and instructor training
 - ✓ Dyess houses the B-1 Weapons School and B-1 Test Unit
 - Dyess hosts the Realistic Bomber Training Initiative
 - All B-1s would be located at the B-1 Engine Regional Maintenance Center
 - Consolidation creates a central inventory for spare parts which would increase readiness
 - ✓ Dyess has a majority of the B-1 simulators
- Infrastructure at Dyess would need few improvements to accommodate additional aircraft and personnel and make the B-1 mission more cost effective
 - Since 1996, over \$180 million in new infrastructure has been built at Dyess ?
 - The ramp space at Dyess is large and contiguous. According to DoD data it is larger than all of the total combined ramp space at Ellsworth
 - Dyess has 3 runways: 1 main runway (300 feet wide and 13,500 feet long); and 2 assault strips (60 feet by 3,500 feet for C-130 use). Parallel taxiway capable of serving as an emergency departure runway for B-1 and C-130
- Dyess has the necessary ramp space for all B-1s (67) and current and projected C-130 (33), a total of 100 aircraft. Dyess handled more than 90 aircraft in the 1990s when it had B-1s, C-130s, KC-135s and T-38s. Routine maintenance and deployments of C-130s and B-1s free additional space.
- Dyess has far more airspace, low level routes and ranges than Ellsworth
 - Dyess has 126 Airspace Supporting Mission areas; Ellsworth has only 34.
 - Dyess has 11 IR low level routes within 300 NM; Ellsworth has 8.
 - Crew Mission Ready requirements are available within a 150NM of Dyess
 - Dyess has 126 Special Use Airspace Areas within 300 NM; Ellsworth has only 17.
- The Abilene community has a longstanding record of strong support for the dedicated men and women serving Dyess
 - Within existing infrastructure, Abilene is capable of accommodating the additional personnel (associated with B-1 consolidation and C-130 retention) with housing, K-12 schooling.
 - The Air Force community support trophy is named after Abilene

- Abilene provided an effluent water supply line to Dyess to decrease cost and save water resources
- Abilene is upgrading the access road to the alternate gate to increase security

TALKING PAPER ON

THE CONDITION OF DYESS RUNWAY 16/34

PURPOSE

To provide an engineering viewpoint on the main runway condition @ Dyess AFB

PAVEMENT CONDITION INDEX (PCI) DISCUSSION

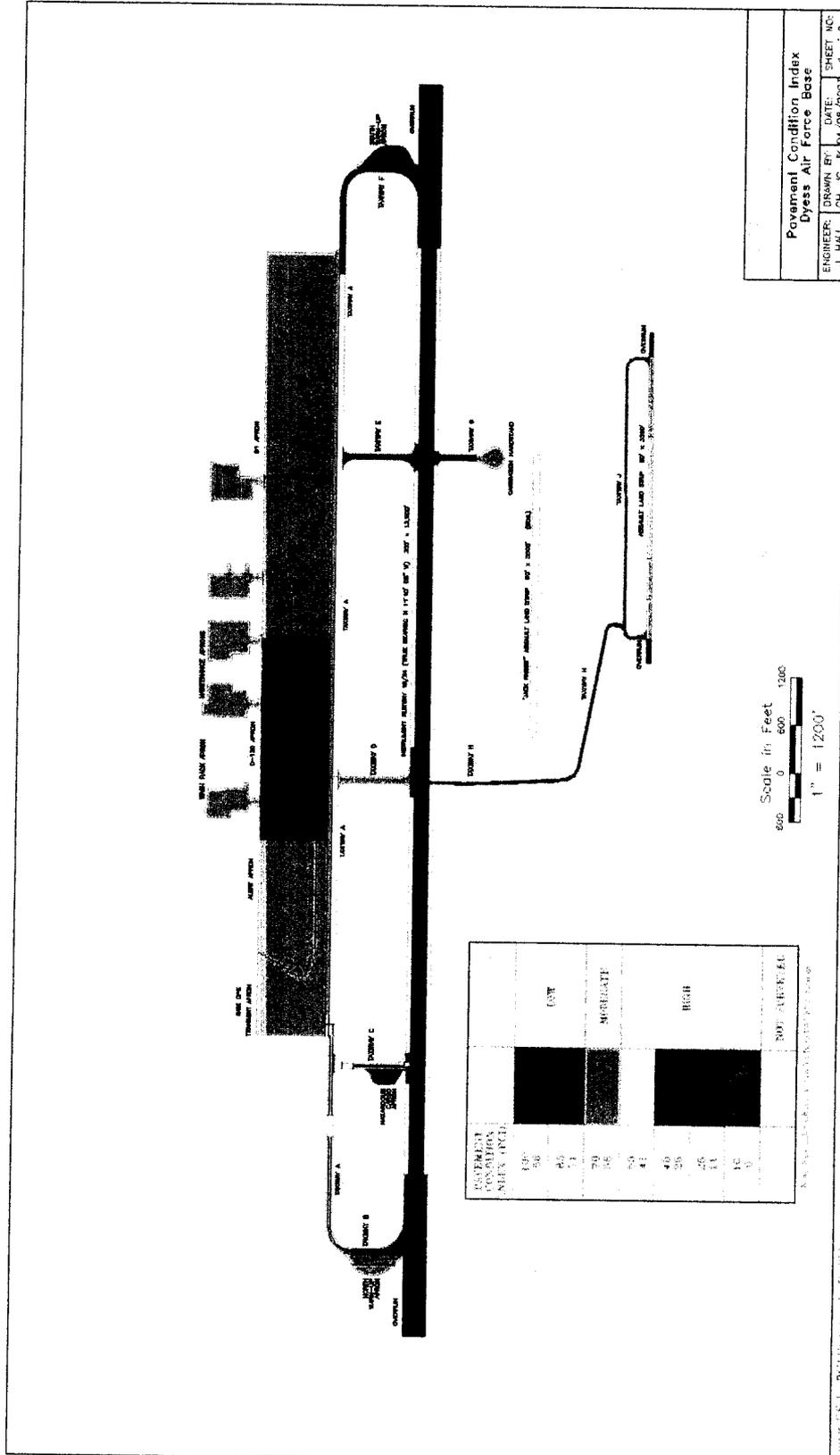
- PCI System: Civil Engineering has historically (> 15 years) evaluated the airfield pavements @ Dyess AFB utilizing the prescribed Pavement Condition Index (PCI) method. This PCI method incorporates a visual survey of selected pavement sample units - while recording all observed deficiencies. This collected survey data is then loaded into the Micropaver computer program which produces a numerical rating (0-100). Descriptive adjectives relating to the numerical ratings are listed below:

<u>Adjective</u>	<u>PCI rating</u>
Good	71-100
Fair	56-70
Poor	0-55

-- As the PCI procedure is repeated over the years, the condition of each sample unit is expected to worsen, or gain more deficiencies with age and use. With runway use, PCI ratings tend to decline - approximately 3 points per year without maintenance or repairs. A runway with a PCI of 70 might have a PCI of 61 after three years of sustained use without maintenance or repairs.

-- If one were able to repair the deficiencies at the same rate they occur, the PCI rating over time should remain the same. Or, if deficiencies are repaired at a greater rate than the deficiencies occur, PCI ratings should improve over time. However, more typically, PCI ratings decline with age.

- PCI History for Dyess Runway 16/34: Due to a steady annual input of project funds for various maintenance and repair projects, the PCI rating for the main runway at Dyess AFB has steadily increased from approximately 60 (Fair) in 1990 to its current overall PCI rating of 74 (Good). The actual 2003 PCI survey results for the Dyess Airfield is shown in Figure ES.1 as follows:



ENGINEERING ASSESSMENT (EA) DISCUSSION

- EA System: Currently, airfield pavements are evaluated utilizing the Engineering Assessment (EA) method. This EA method incorporates the PCI ratings along with three other indexes: 1) Skid Potential, 2) ACN/PCN (structural deficiency) and 3) FOD potential. Descriptive adjectives relating to the ratings are listed below:

<u>Adjective</u>	<u>Area-Weighted PCI</u>	<u>Skid Potential</u>	<u>ACN/PCN</u>	<u>FOD Potential</u>
Adequate (green)	70<PCI<100	Low	Low	Low
Degraded (yellow)	55<PCI<70	Medium	Moderate	Moderate
Unsatisfactory (red)	PCI<55	High	High	High

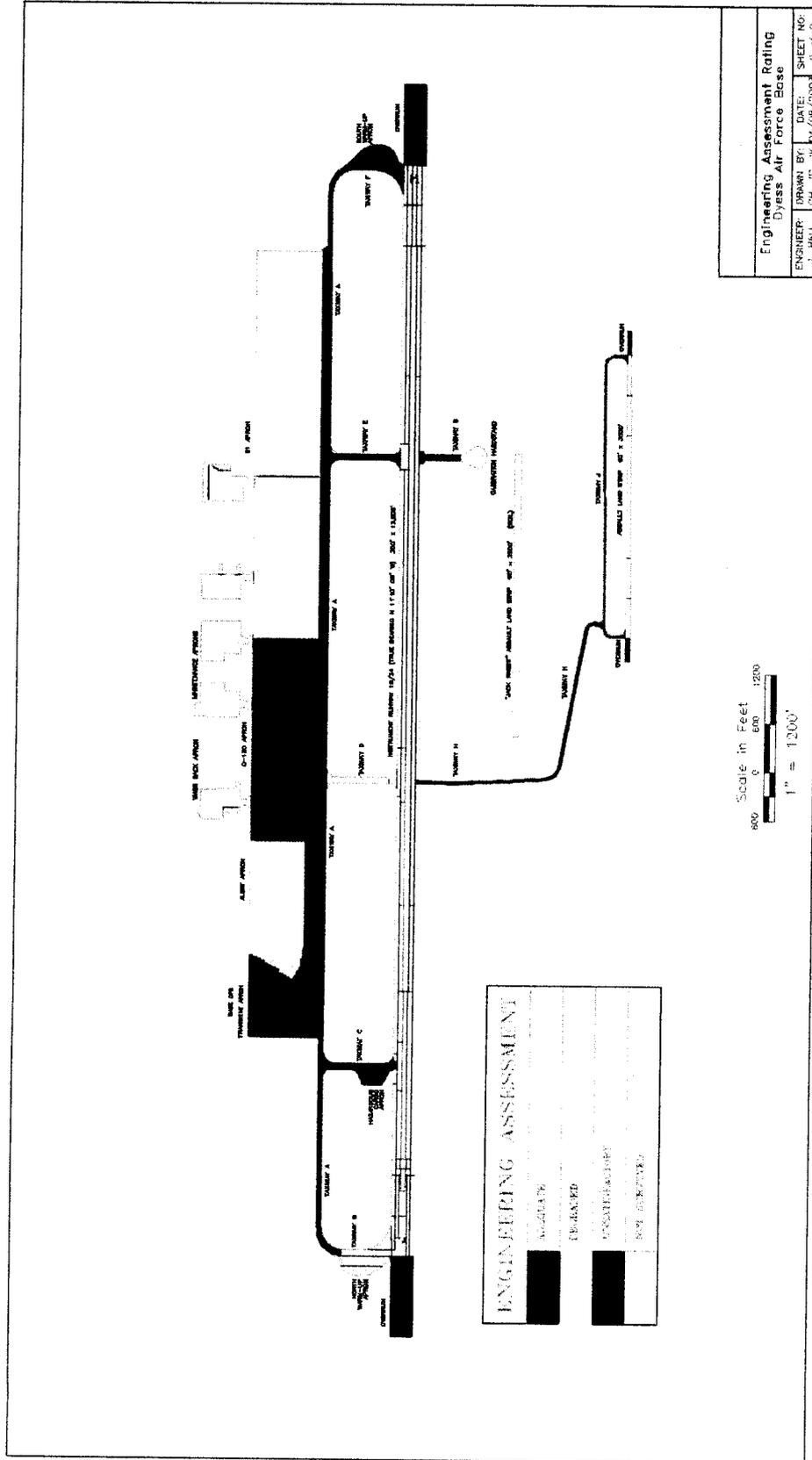
- EA History for Dyess Runway 16/34: The EA method/process was promulgated by ETL 02-13 which is now superseded by ETL 04-9. The EA process is relatively recent and still evolving. The EA process is unique in that the runway features receives the adjective rating for the lowest of the above four indexes. For example, in 2003, the Dyess runway scored adequate (green) for PCI, skid potential and ACN/PCN; however, the runway was rated moderate (yellow) on FOD potential. Hence, the Dyess runway was rated degraded (yellow). The actual 2003 EA (per ETL 02-13) results for the Dyess Airfield is presented in Table ES.3 and illustrated in Figure ES.2 as follows:

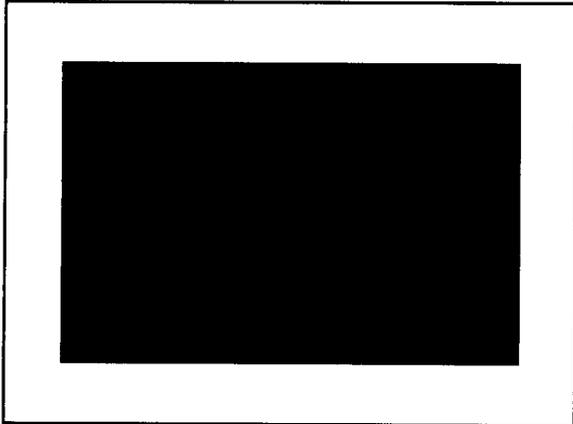
Table ES.3. EA Summary for Dyess AFB.

Airfield Facility	PCI (Distress Density)	Skid Potential	Structural Deficiency	FOD Potential	EA
Aprons	67 (Moderate)	NA	Low	Moderate	Degraded
Overruns	32 (High)	NA	Low	Moderate	Unsatisfactory
Runways	74 (Low)	ND	Low	Moderate	Degraded
Taxiways	56 (Moderate)	NA	Low	Moderate	Degraded
Overall Airfield	65 (Moderate)	NA	Low	Moderate	Degraded

Table ES.4. Area-weighted pavement condition and EA for airfield facilities.

Airfield Facility Identification	PCI (Distress Density)	Skid Potential, Runway only	Structural Deficiency	FOD Potential	EA
Aprons					
South Warm-Up Apron	99 (Low)	NA	Low	Low	Adequate
North Warm-Up Apron	65 (Moderate)	NA	Low	Moderate	Degraded
Transient Apron	58 (Moderate)	NA	Low	High	Unsatisfactory
Alert Apron	57 (Moderate)	NA	Low	Moderate	Degraded
C-130 Apron	76 (Low)	NA	Low	Low	Adequate
B-1 Apron	67 (Moderate)	NA	Low	Moderate	Degraded
Maintenance Apron	64 (Moderate)	NA	Low	Moderate	Degraded
Wash Rack	67 (Moderate)	NA	Low	Moderate	Degraded
Calibration Hardstand	62 (Moderate)	NA	Low	Moderate	Degraded
Hazardous Cargo Apron	71 (Low)	NA	Low	Low	Adequate
Runways					
Runway 16-34	75 (Low)	ND	Low	Moderate	Degraded
Runway 16B-34B	68 (Moderate)	ND	Moderate	Low	Degraded
Taxiways					
Taxiway A	49 (High)	NA	Low	Moderate	Unsatisfactory
Taxiway B	72 (Low)	NA	Low	Moderate	Degraded
Taxiway C	53 (High)	NA	Low	Moderate	Unsatisfactory
Taxiway D	60 (Moderate)	NA	Low	Low	Degraded
Taxiway E	78 (Low)	NA	ND	Low	Adequate
Taxiway F	75 (Low)	NA	Low	Low	Adequate
Taxiway G	11 (High)	NA	High	High	Unsatisfactory
Taxiway H	34 (High)	NA	High	High	Unsatisfactory
Taxiway J	86 (Low)	NA	ND	Low	Adequate
Overruns					
16/34 Overruns	29 (High)	NA	ND	Low	Unsatisfactory
16B/34B Overruns	76 (Low)	NA	ND	Low	Adequate
(NA=Not Applicable, ND=No Data)					





TEARS & DYESS

COMBAT POWER FOR AMERICA

DYESS MISSION

Dyess Air Force Base...a Professional Team, Delivering Bombing, Airlift Support, Training and Combat Support to Combatant Commanders...Anytime, Anywhere

DYESS AFB HISTORY

LOCAL IMPACT

- Total E
 - \$23M
 - \$265I
- 5,812 I
 - 6,280
 - 10%
 - 67 Pe
 - 54%

□ Officers
□ Enlisted
□ Civilians
□ Dependents
□ Retirees

• Total Service Population: 27,750 – 24% of Abilene

MILITARY AFFAIRS COMMITTEE

AMC Best Community Relations Program award permanently named the "Abilene Trophy"

AIRMEN GIVING BACK

Community Involvement

DYESS / ABILENE TEAM

Abilene sal
military w
World's Larg

sts Big
irpower
ion Day

DYESS MASTER PLAN
Foundation for Power Projection

- Health, Safety, Quality of Life
- Force Protection
- Facilities / Land Use
- Meet Community Needs
- Conservation / Environmental Compliant

Objective:
Enhance B-1/C-130 Capabilities

317TH AIRLIFT GROUP

317 AG SNAPSHOT

• Construction Begun in Nov 02 on
New 92,000 sq ft Sq Ops/AMU Building

C-130 CAPABILITIES

ights
es: 4
ort
: 10
1,0

Airdrop

DAY-TO-DAY OPERATIONS



- Presidential Support
- Air Expeditionary Force
- Humanitarian Relief/Med Evac
- Airland/Airdrop Operations




7TH MISSION SUPPORT GROUP



Force Protection



Quality of Life Commitment

- Housing
- Recreation
- Fitness Center
- Education/Library
- CDC
- Clinic
- Chapel
- Youth Center
- Picnics



**Personal Readiness & Family Readiness
Translate Directly to Combat Capability**

7TH MEDICAL GROUP



- 2004 Air Force Productivity Excellence Award
- Commander-in-Chief Installation Excellence Award
- Partnered with Hendrick Health Systems - Dyess physicians provide care at the Hendrick facility

7TH MAINTENANCE GROUP



- Outstanding Munitions Technician Award
- ACC Training Manager of the Year -- Support
- 2 Leo Marquez Awards for support excellence

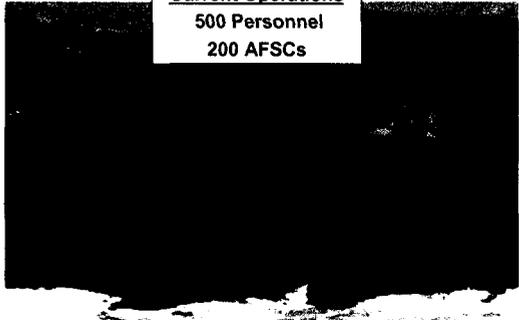
7TH OPERATIONS GROUP



The world's premier experts for CAF readiness
Instruct, Plan and Employ Lethal Combat Power

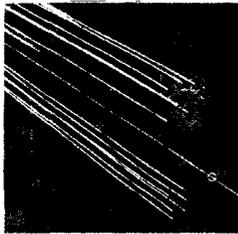
WHAT WE'VE BEEN DOING

Current Operations
500 Personnel
200 AFSCs



THE BONE'S CONTRIBUTION
Product of Precision and Payload...





"We're not running out of targets, Afghanistan is....."
- Secretary of Defense Rumsfeld

ENDURING FREEDOM
CFACC's Platform of Choice...

Weapons Dropped:

JDAMs	3660
Mk-82s	1,471
Mk-84s	135+
CBU-87	70



	Tons Dropped	%
B-1	3,438	41%
B-52	3,089	32%
All Others	2,538	27%

IRAQI FREEDOM
19 Mar-18 Apr 2003...

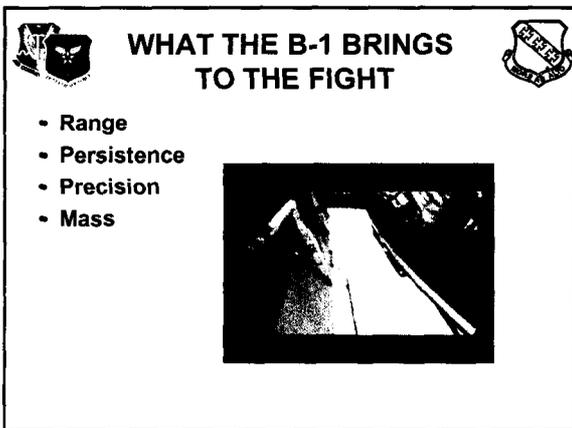
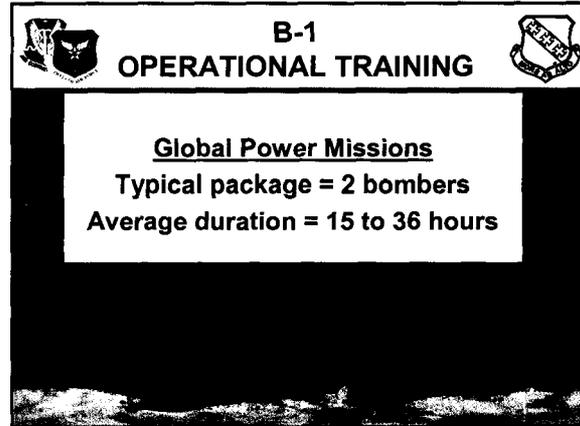
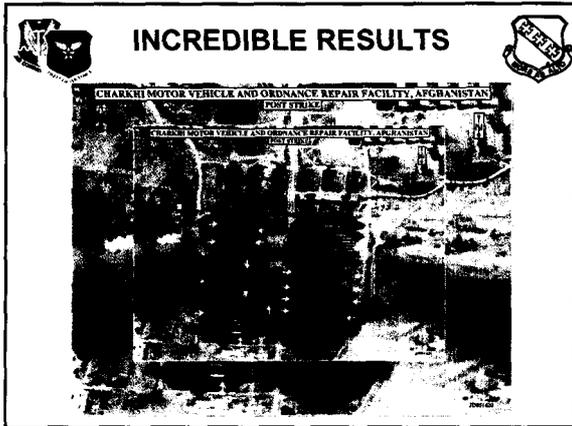
- Sorties Flown: 40,000+
 - Fighter / Bomber: 20,703
 - Bombers: 505
 - B-1s: 197 (0.95%)

<1% of Missions

43% of JDAMs

- B-1 dropped 2,282 munitions
 - 2,214 Iraqi Targets 37 Afghani Targets 24 Jettisoned
 - 11% of Total Guided Munitions





FLEXIBLE PAYLOAD OF THE "BONE"

MK-82 / 62 / 65

GBU-31 / MK-84

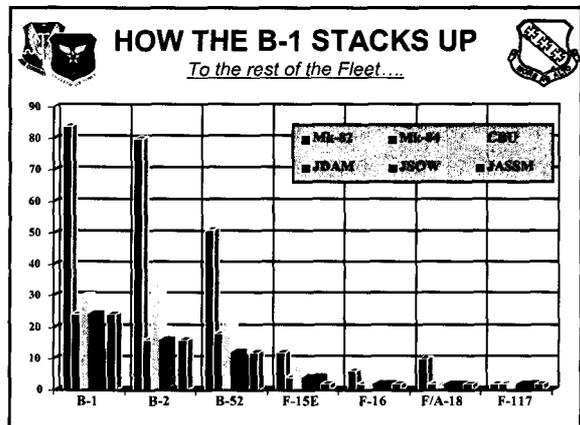
WCMD

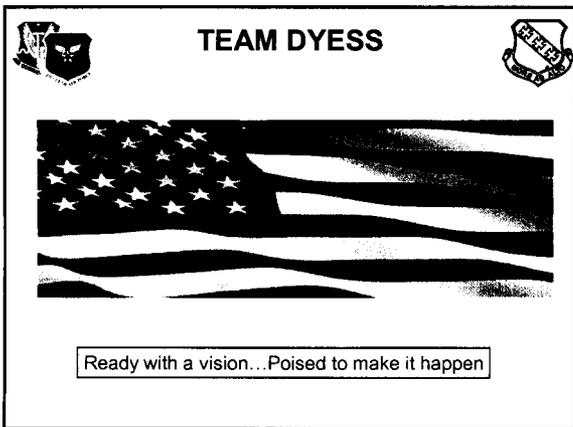
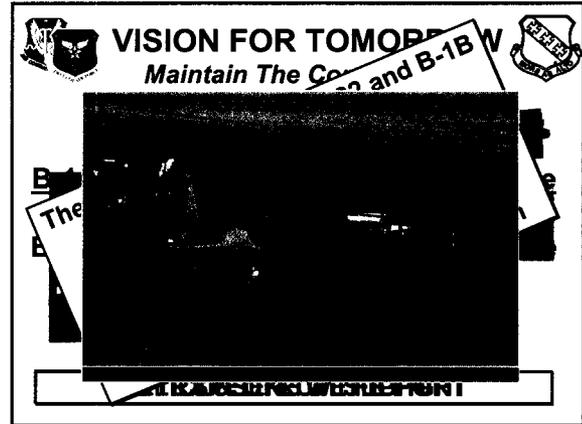
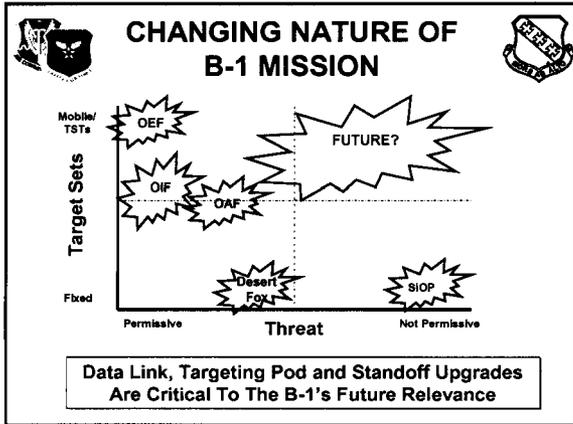
CBU-87 / 89 / 97

JSOW

JASSM

	84 - MK-82, MK-62
	30 - CBU-87, -89, -97
	24 - MK-84, GBU-31
	30 - WCMD (FY 04)
	12 - JSOW (FY 05)
	24 - JASSM (FY 05)







DYESS AFB BRAC ANALYST VISIT

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INTRODUCTIONS

- Lt Col Roland Fenton – 7th BW/XPD
- Lt Col Timothy A Eichhorn – 7th MSG/CD
- Lt Col Ricky Lee – 7th OG/OGX
- Lt Col Nancy Opheim – 7 MDG/SGN
- Maj Keith Compton – 7 EMS/CC
- Maj Bruce Willet – 317 AG/DS
- Mr. Mike Schultz – 7th CES/CD
- Mr. Mike Brown – 7th LRS/LGR
- Mr. John Ruzinsky – 7th MSS/MOF



ITINERARY

- 0900 BRIEFINGS
 - MANNING
 - INFRASTRUCTURE
 - MILCON, MFH, COMMUNITY MASTER PLANS
 - ENVIRONMENTAL
- 1000 BASE TOUR
 - WINDSHIELD TOUR
 - 436 TS / DET 20
 - 317th OPS/AMU
 - 28th BS
 - FITNESS CENTER
- 1230 HERITAGE CLUB LUNCH
- 1330 BRIEFINGS/OPEN DISCUSSION
 - MAINTENANCE GROUP
 - OPERATIONS GROUP
 - 317th AIRLIFT GROUP
 - MEDICAL GROUP
 - MISSION SUPPORT GROUP



MANNING

John Ruzinsky

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BRAC Recommendations vs. Dyess Assessment

ACTION	MIL	CIV	DELTA
BRAC:			
In (B-1 Ellsworth & US Army)	1925	129	+2054
Out (C-130 Mission)	-1615	-65	-1680
Total:	+310	+64	+374
DYESS:			
In (B-1 Ellsworth & US Army)	1835	87	+1922
Out (C-130 Mission)	-1658	-69	-1727
Total:	+177	+18	+195
Overall Delta:	-133	-46	-179



7th Bomb Wing

UNIT	CURRENT	PROPOSED	DELTA
7th Bomb Wing Staff	142	146	+4
7th Operations Group	421	624	+203
7th Maintenance Group	1686	3193	+1507
7th Mission Support Group	1399	1428	+29
7th Medical Group	270	270	0
7th Bomb Wing Total	3918	5661	+1743
B-1 BOS Tail	0	140	+140
7 BW Total (including BOS)	3918	5801	+1883
C-130	1599	0	-1599
C-130 BOS Tail	128	0	-128
Total (Minus C-130 mission)	5645	5801	+156
US Army (including BOS)	0	39	+39
Overall Dyess Total	5645	5840	+195



**7th Bomb Wing Staff
(Current vs. Proposed)**

UNIT	CURRENT	PROPOSED	DELTA
Command Section	9	10	+1
Protocol	2	3	+1
Aviation Safety	2	3	+1
Ground Safety	5	6	+1
Other BW Staff Work Centers (Including 7th Comptroller Squadron)	124	124	0
Overall Delta:	142	146	+4



**7th Operations Group
(Current vs. Proposed)**

UNIT	CURRENT	PROPOSED	DELTA
7th Operations Group	10	13	+3
7th Operations Support Squadron	151	170	+19
9th Bomb Squadron	91	91	0
28th Bomb Squadron	126	126	0
34th Bomb Squadron	0	90	+90
37th Bomb Squadron	0	91	+91
436th Training Squadron	43	43	0
Overall Delta:	421	624	+203



**7th Maintenance Group
(Current vs. Proposed)**

UNIT	CURRENT	PROPOSED	DELTA
7th Maintenance Group	58	69	+11
7th Maintenance Operations Sq	83	110	+27
7th Aircraft Maintenance Squadron	592	1230	+638
7th Equipment Maintenance Sq	294	572	+278
7th Component Maintenance Sq	385	601	+216
7th Munitions Squadron	274	611	+337
Overall Delta:	1686	3193	+1507



**7th Mission Support Group
(Current vs. Proposed)**

UNIT	CURRENT	PROPOSED	DELTA
7th Mission Support Group	9	9	0
7th Logistics Readiness Squadron	405	409	+4
7th Security Forces Squadron	221	243	+22
7th Mission Support Squadron	66	66	0
7th Civil Engineers Squadron	357	357	0
7th Services Squadron	135	138	+3
7th Communications Squadron	173	173	0
7th Contracting Squadron	33	33	0
Overall Delta:	1399	1428	+29



**7th Medical Group
(Current vs. Proposed)**

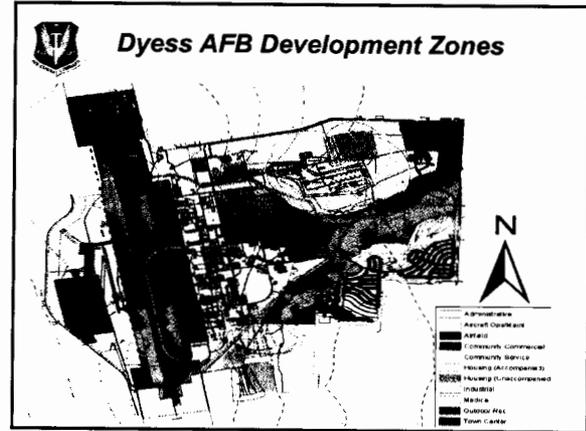
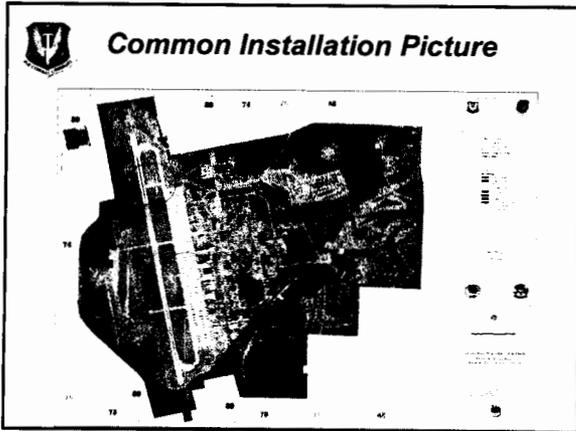
UNIT	CURRENT	PROPOSED	DELTA
7th Medical Group	6	6	0
7th Medical Support Squadron	68	68	0
7th Aeromedical Dental Squadron	97	97	0
7th Medical Operations Squadron	99	99	0
Overall Delta:	270	270	0



INFRASTRUCTURE

Michael H. Schultz, P.E.
CES/CD

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Capital Assets

- **LAND**
 - 5393 acres owned, 1042 acres in easement, 672 acres leased
- **AIRDROME**
 - Primary dual instrument runway 13500 ft, short field runway 3500 ft (not incl overruns), jackrabbit/dirt strip approx 4100 ft
 - Over 1.2M total square yards of apron/ramp space
 - Hydrant fuel pits for 41 parking spots (76% of projected 54 primary assigned aircraft) and centralized aircraft support system for 21 parking spots
 - Overall Jul 04 engineering condition assessment has improved to 81 (Degraded) and to 87 (Adequate...highest rating) for primary runway thru over \$10M in recent project investment with another \$15M designed and awaiting funds
 - 14 Hangar spaces
 - 12 Realistic Bomber B1 Training Initiative sites and a C-130 drop zone all located in west Texas proximity
- **FACILITIES**
 - 1052 at 4,536,277 SF

Key Mission Infrastructure

- Serviceable Ramp Area – 972,650 SY
- Runway Dimensions – 13500 ft long X 300 ft wide
- Large Aircraft Hangar Capability – 387,566 SF
- Mission Encroachments – small ratio of residential acreage to respective totals within AICUZ restrictive noise contour banding
- Pavement Quality – Primary runway PCI on the increase (currently @ 74)
- Emissions – Located in an attainment area, well below federally enforceable limits for all criteria pollutants
- Potential for Industrial Growth – At least 66 acres totally unconstrained “Bulldable” not including adjacent zoned unconstrained open space

AIRCRAFT PARKING APRON

AIRCRAFT PARKING APRON

- New BRAC Requirement: 54 PAA and 11 BAA parking spaces = 65 spaces total
 - .7 X PAA(54) = 38 required spots
 - Apron space adequate
 - Aircraft parking plan as shown for 68 spaces
 - 41 existing hydrant fuel pit spots
 - 21 existing CASS spots

MAINTENANCE HANGARS

- New BRAC Requirement: .3 x 54 PAA = 16
- + 1 Corrosion Control + 1 Fuel Cell = 18 spaces
- Existing assets capable for B-1 utilization:

• 4225	*Corrosion Control	1 space
• 4312	Dock	1 space
• 4314	*Hangar	2 spaces
• 4315	Dock	1 space
• 5020	*Hangar	4 spaces
• 5105	*Fuel Cell	1 space
• 5110	*Hangar	3 spaces
• 5112	*Corrosion/Fuel Cell	1 space
		14 spaces

- Denotes fully covered spaces

• **4 new hangar spaces required**

* Fully covered space

MILCON

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MILCON

Last 10 Years of MILCON Placed

FY05 Fire Crash Rescue Station	\$11.0M
FY05 Refueling Maintenance Facility	\$3.5M
FY02 C-130 Squadron Operations	\$16.8M
FY01 Physical Fitness Center	\$12.8M
FY01 Realistic Bomber Training Initiative	\$12.8M
FY00 Child Development Center	\$5.4M
FY99 Add/Alter AGE Facility	\$1.4M
FY99 Munitions Management Facility	\$3.4M
FY98 B-1 Squadron Ops Facility	\$10.0M
FY97 USMC Facility	\$3.1M
FY97 Longhorn Dining Facility	\$6.5M
FY96 Conventional Munitions Shop	\$1.8M
FY96 Add/Alter Dorms (6125/6126)	\$5.4M
FY95 Add/Alter Dorms (6112/6113)	\$5.2M
TOTAL	\$99.1M

DYESS FUTURE MILCON

Top Three Future MILCON Projects

#1 Consolidated Support Facility	\$14.6M (69,836 SF)
#2 Repair RW Edges	\$11.4M (168,080 SF)
#3 Consolidated Fabrication Facility	\$10.6M (53,280 SF)

Existing Support Facility

Existing Runway Edges

Existing Fabrication Facility

AMC (TENANT) FUTURE MILCON

Top Three Future MILCON Projects

#1 C-130 2-Bay Multi Purpose Hangar	\$16.4M (56,975 SF)
#2 317 AG HQ Facility	\$6.2M (21,670 SF)
#3 C-130 3-Bay Hangar	\$21.0M (89,954 SF)

Existing C-130 Fuel System Maintenance Hangar

Existing 317th Air Group HQ Facility

Military Family Housing

FY02 Quail Hollow Privatized Housing

FY03 MFH Units (Under Construction)

Military Family Housing

- FY95 173 Units \$20.0M
- FY02 402 Privatized Units (Quail Hollow) \$17.0M
- FY03 85 Units (Under Construction) \$14.8M
- FY04 116 Units (Advertised w/ FY05 Submittal) \$20.0M
- FY05 107 Units (Award pending) \$28.7M
- FY06 190 Units \$42.7M
- FY07 199 Units \$43.1M
- Total 1,272 Units \$177.4M

Dyess Community Center Master Plan

AAFES Master Plan BX Shopping Center

- Replaces 1956 BX Facilities
- PA: \$12.0M (NAF)
- 96,073 SF
- Consolidates Main Exchange, Military Clothing Sales, Food Court, Dry Cleaning, and Class Six
- ECD: Fall 2005

AAFES Master Plan Mini Mall

- Replaces 1956 BX Facilities
- PA: \$2.7M (NAF)
- 11,530 SF
- Consolidates Gas Pumps, Auto Service, U.S. Post Office, Burger King, and AAFES Shoppette
- ECD: Spring 2006

Defense Commissary Agency (DeCA) Master Plan

- PA: \$5.3M (DeCA)
- Includes New Addition and Renovation of Front Entrance
- Renovation of 5,000 SF of Storage Area to Sales Area
- \$1.0M in New Equipment
- ECD: Winter 2007

Youth Center Addition/Alteration

- PA: \$3.5M (NAF)
- Existing Facility: 11,570 SF
- New Expansion: 18,756 SF
- ECD: Summer 2007



ENVIRONMENTAL

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Environmental Attributes

Low Regulatory Liability/Stellar Conservation

- **Air Quality Programs**
 - Reside In Attainment Area for National Ambient Air Quality Standards; IMPACT: Minimal Air Pollution Abatement Requirements for Construction/Renovation Projects
 - Minor Source for Title V; IMPACT: Minimal Delays (less than 30 days) for Minor Construction/Renovation Projects
 - Room for Mission Expansion (Nearly 100% Expansion of Existing Pollution Thresholds Before Triggering Title V)
- **Water Quality Programs**
 - No On Base Water Treatment Plant; IMPACT: Simplification of Environmental Compliance and Superior Rating from State
 - Postured for New "MS4" Permitting Requirements; IMPACT: Minimal Delays to New Project Approvals



Environmental

- **Land Quality Programs**
 - Prohibition of Direct-Bury Fuel Tanks; IMPACT: Avoidance of Highest Non-compliant Program in Texas
 - Operate as "Less Than 90-day" Facility; IMPACT: Over 85% Reduction in Hazardous Waste Permit Requirements
 - All Restoration Sites Closed; IMPACT: Minimal Exposure From Off-site Migration of Sub-surface Contamination
- **Water Conservation**
 - Over 11M Gals On-site Effluent Water Impoundment System
 - Automatic Flushing Program nearly 80% Complete
 - IMPACT: 30% Reduction in Potable Water Use...Mission Expansion With Minimal Impact to Local Water Resources



Environmental

- **Natural/Cultural Resource Conservation**
 - No State/Federal Endangered/Threatened/Listed Species
 - Less Than 4 Acres Delineated Wetlands (less than 1.3 acre ea)
 - No Designation of Cultural/Archeological Sites/Structures
 - IMPACT: Minimal Constraints to Mission or Expansions
- **Energy Conservation**
 - Currently at 100% Procurement of Renewable Energy (Wind Farm); IMPACT: Recognized As One of Best Programs in Nation, Strategically Located Close to Three Major Electrical Grids
- **Pollution Prevention/Waste Minimization**
 - 92% Reduction in Hazardous Waste
 - 65% Reduction in Unused Hazardous Materials
 - 42% Diversion Rate for Municipal Solid Waste to Landfills
 - 40% Reduction in Hazardous Air Pollutants



Environmental

- **Resource Conservation**
 - Over 6% Green Material Purchases/Procurement for Base
 - 6.5% Reduction in Energy Usage (BTU/Sq Ft)
 - Over 30% Reduction in Potable Water Usage
- **No Environmental Violations in Last 7 Years**
 - Exemplary Relationship with Regulatory Community
- **Joint Pollution Prevention Initiatives With Surrounding Communities**
 - Household Hazardous Waste Program w/ City
 - Recycling/Recovery Programs with Area Schools
- **Annual Restoration Advisory Board (RAB) and Community Advisory Council (CAC) Interaction with Regulatory and Local Communities**



WINDSHIELD TOUR ROUTE





ITINERARY

- BRIEFINGS/OPEN DISCUSSION
- MAINTENANCE GROUP
- OPERATIONS GROUP
- 317th AIRLIFT GROUP
- MEDICAL GROUP
- MISSION SUPPORT GROUP



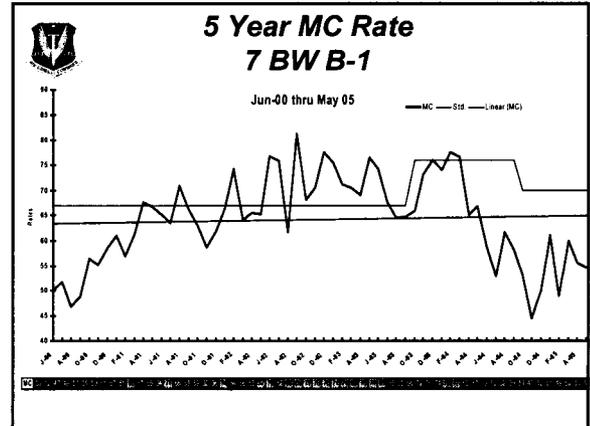
MAINTENANCE GROUP

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7th Maintenance Group

Mission Statement
Provide sustained maintenance excellence




7th Aircraft Maintenance Squadron

Mission Statement

Provides combat-ready B-1 aircraft and trained maintenance and weapons load personnel to support JCS operational plans tasking, deployed worldwide conventional theater operations and power projection from the CONUS. Performs organizational-level maintenance of aircraft and armament subsystems. Provides support for B-1 Flight Training Unit, Operation Test and Evaluation program and Weapons School.



7 AMXS

- **Specialized Capabilities**
 - Maintains 36 B-1 in support of four distinctive missions
 - USAF's only B-1 Formal Training Unit
 - 1 of 3 combat coded B-1 aircraft maintenance units
 - USAF's only B-1 Weapons Instructor Course
 - USAF's only B-1 Operational Test & Evaluation Squadron
 - Maintain Block D and E version of the B-1
 - Historic 14 months above ACC B-1 MC rate status
- **Military Value**
 - Four facilities and one three-bay aircraft hangar housing two AMUs and associated support personnel
 - Deployed operations
 - FDO-A; largest bomber deployment to Guam
 - Several contingency deployments for OIF/OEF
 - First B-1 Block E sortie/first Block E JDAM drop in combat
 - Sustained and surge operations
 - Delivered 2,456 sorties/12,174 flying hours in FY04
 - Two different surge operations 114 and 77 sorties in mere 72hrs



7 AMXS Requirements

- **24 more aircraft**
 - Ramp space adequate
 - One more three-bay hangar
- **2 more AMUs and space requirements**
 - Expand/alter existing facility



7th Component Maintenance Squadron

Mission Statement

Motivated team of professionals providing first class B-1 and C-130 support today and in the future through avionics, accessory, and B-1 engine fleet maintenance



7 CMS

- **Specialized Capabilities**
 - One of 3 units with full B-1 intermediate avionics repair capability
 - F101 Engine Regional Repair Center
 - Only B-1 MOB with 3 Level Repair Capability
 - Supports entire B-1 Fleet
 - Maintained double required WRE for over 13 months
 - Three consecutive years with no aircraft awaiting engines and above WRE levels
- **Military Value**
 - Twelve facilities and three aircraft hangars (two fuel and one fuel/corrosion) housing three flights and associated personnel supporting both B-1s and C-130s
 - \$54.6M ERRC budget



7 CMS Requirements

- **Increased manpower space requirements**
- **Increased accessories, propulsion, avionics and PMEL requirements**
 - Expand/alter existing facilities



7th Equipment Maintenance Squadron

Mission Statement

Provides superior on-and-off equipment aircraft maintenance assuring mission readiness for B-1's and C-130's to meet higher headquarter taskings. Maintains and delivers aerospace ground equipment, fabricates and installs components, performs time phased aircraft inspections and provides for crash recovery in a timely and effective manner... whenever and wherever called



7 EMS

- **Specialized capabilities**
 - B-1 phase inspections – first unit to accomplish dual dock phase
 - Utilized LEAN process on phase inspections cut down from 16 day inspection to a 10 day inspection
 - One of 5 bases capable of maintaining MHU-196 trailers
 - Perform B-1 composite repair and capable of majority of field level sheet metal and machine shop repairs
 - Capable of bending titanium tubing utilizing Eaton Leonard tubing benders
 - NDI Laboratory- Trained and fully capable of performing computerized digital X-Ray
- **Military Value**
 - Thirteen facilities and two Aircraft hangars (one is a four-bay hangar) housing three flights and associated personnel supporting B-1 and C-130s
 - Two corrosion control facilities that are used to strip and paint aircraft parts
 - AGE has one of the only facilities capable of maintaining MHU-196 munitions trailers



7 EMS Requirements

- Increased manpower space requirements
- Increased AGE and Fabrication requirements
 - Expand/alter existing facilities
 - Add new AGE parking ramp
 - Add new aircraft corrosion/wash facility



7th Maintenance Operations Squadron

Mission Statement

Supporting the B-1B fleet anytime, anywhere



7 MOS

- **Specialized Capabilities**
 - One of two units that have B-1 CITS diagnostic computing capability
 - QA Activity inspection process identified as a ACC benchmark
 - One of two wings with B-1 full mock-up Weapons Load Trainer
 - ACC final-4 best Military Training Flight nominee
- **Military Value**
 - Five facilities and associated personnel in four flights supporting B-1 operations



7 MOS Requirements

- **Expand/alter Weapons Load Training facility to house additional Armament Systems Trainer, lead crew personnel and training munitions**



7th Munitions Squadron

Mission Statement

Put Bombs on target by providing safe reliable munitions and release systems, on time, in support of wing missions



7 MUNS

- **Specialized Capabilities**
 - JASSM poised and ready
 - Integrated JASSM to CRL and Block E aircraft
 - Proven aircraft/munitions weapons test support
 - JASSM, GBU-38, CBU-103, MHU-110 and 40Ft Aluminum Rail set
 - Outstanding ACC ORI, LSET, DDESB inspections
- **Military Value**
 - Thirty-five facilities including 15 munitions igloos and 9 super structures
 - Expansion room available to accommodate additional mission taskings
 - Associated personnel in four flights supporting B-1 and C-130s
 - 375 acres with \$53.3M munitions asset



OPERATIONS GROUP

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9 Bomb Squadron

Mission Statement

- On order, provide DOC air to surface attack capability to regional combatant commanders
- Be prepared to provide emerging combat capability and employment options to regional combatant commanders
- Train and execute precision combat engagement as part of our expeditionary Air Force



9 Bomb Squadron

- **Specialized/unique capabilities or missions**
 - **Specialized:** Mixed bombing with guided and unguided general purpose and penetrating bombs, cluster bombs and air delivered sea mine capabilities – largest payloads in USAF inventory
 - **Unique:** 9 BS is only Air Force Combat SQ with JASSM operational capability – 7 BW declared Initial Operational Capability May 2005
- **List / briefly describe your unit's military value**
 - Capable of deploying 12 Aircraft and 16 Aircrew – fully mobilized
 - Annual Flying Program cost is \$69 million for B-1 operations



28 BS

Mission Statement

- Formal training unit for all B-1 pilot and weapon systems officer (WSO) initial and upgrade training for ACC
- Combat ready for conventional taskings, maintaining a full state of mobility readiness to meet all exercises and real world taskings



28 BS

- **Formal Training Unit for all B-1 Aviators**
 - Initial Qualification
 - Requal
 - Flight Instructor Course
- **Air Forces only B-1 training unit**
 - Current building serviceable – Includes the following users:
 - Rockwell Collins contracted academics – 3 classrooms plus offices
 - Five Cockpit trainers
 - Flightline side – 6 Mission planning rooms plus offices – step desk
 - Wartime tasking – augment 9 BS DOC tasking plus required backfill



436th Training Squadron

Mission Statement

ACC's leaders in education and training, providing state-of-the-art instruction, products and services directly supporting the readiness of the world's finest Combat Air Force



436th Training Squadron

- **Unique Mission**
 - ACC's only Formal Training Unit that conducts classroom instruction in five specialties
 - Safety (3 Courses)
 - Aviation Resource Management (3 Courses)
 - Command & Control (4 Courses)
 - Aircrew Life Support (3 Courses)
 - Education & Training (2 Courses)
 - Graduates ~950 students annually (350 other MAJCOM, ANG & AFRES)
- **Specialized Capability**
 - One of only three ACC Class "C" Multimedia Production Centers
 - Creates & produces training videos for ACC, USAF & DoD
- **Military value**
 - Critical training to numerous career fields, hundreds of personnel
 - Awards over 2,000 Community College of the Air Force credit hours annually



77 WPS

Mission Statement

To teach graduate level instructor courses, which provide the world's most advanced training in weapons and tactics employment to officers of the combat air forces.



77 WPS

- **Specialized / unique capabilities**
 - Only B-1 squadron to produce Weapons Officers for the CAF
- **Unit's military value**
 - Selectively manned squadron with some of the B-1 community's most experienced combat aviators
 - Graduates are in great demand at the squadron, group, and wing level as well as on joint, NAF, and MAJCOM staffs and in combatant commands
 - 77 WPS instructors regularly augment combat crews for the 7th and 28th BW and AEF taskings requiring expert combat planners



337th Test and Evaluation Sqdn

- 337 TES mission is to improve United States aerospace combat capabilities by:
 - Testing and evaluating the state-of-the-art B-1
 - Exploiting foreign technologies
 - Developing leading edge B-1 tactics, techniques & procedures
 - Informing B-1 aircrew, maintainers, engineers, & leaders.



337th Test and Evaluation Sqdn

- Only ACC unit to perform Force Development Evaluations (FDE) of B-1 hardware, software, and weapons upgrades prior to release to operational units.
- Conducts foreign materiel exploitations (FME), and tactics development and evaluations (TD&E) to maximize B-1 combat capabilities
- Provide tactical/technical expertise to HQ ACC and industry to aid B-1 weapon system development.
- Familiarize B-1 aircrew with newest developments.



Detachment 4

Mission Statement

Combat Air Forces' only B-1 Test and Evaluation organization for Aircrew Training Devices. Provides government oversight and technical expertise for all B-1 ATDs, acquisition, modification, sustainment and government testing...as efficiently as possible.



Detachment 4

- **Det 4's unique mission**
 - Responsible for lifecycle management of 12 B-1 flight simulators
 - Simulator sites include Dyess AFB, Ellsworth AFB, Kirtland AFB and Sterling, VA
 - Responsible for evaluations, test and certification of all hardware and software modifications to B-1 flight simulators
 - Plans and executes all simulator certifications, operational check flights and Training System Support Center operations for ACC's \$353M B-1 Simulator program
 - Interfaces with System Program Office, HQ ACC and DoD leadership



Detachment 14, ACC TRSS

Mission Statements

Operational Training Experts Providing the Highest Quality Training Programs for the World's Best Combat Air Force

Expert Operations Training Development (OTD) Team Providing the Highest Quality Training for the B-1B force.



Detachment 14, ACC TRSS

- **Detachment 14's unique capabilities and missions**
 - Creation and management of all B-1B training syllabi from initial qualification to senior staff
 - Management of Contract Aircrew Training and Courseware Development Contracts for B-1B development and sustainment
 - Policy direction and procedures for Instructional Systems Development and management in support of the B-1B
- **Detachment 14's military value**
 - Office collocated with FTU and contract civilian instructors
 - World-wide deployable officers and NCOs at the behest of ACC/DO
 - Highly experienced cadre of aviators act as FTU instructors and supplement operational 7BW flying units



7 OSS Mission

PROVIDING SUPPORT TO TRAIN, DEPLOY, AND EMPLOY COMBAT FORCES



7 OSS

- **Superb community relationship history**
 - Mil Affairs committee, Chamber of Commerce and city planner work with Team Dyess on a regular basis
 - Recently worked together to address encroachment of wind farm
 - Our EA sites received Environmental Compliance Awards from State of Texas in 04 and 05
- **7 OG and 7 OSS have been very proactive in interacting with the communities in the RBTI region**
 - Numerous presentations in public forums and for civic groups
 - Locations include Abilene, Snyder, Ft Stockton & Pecos



Anticipating Requirements For Emerging/Future B-1 Missions

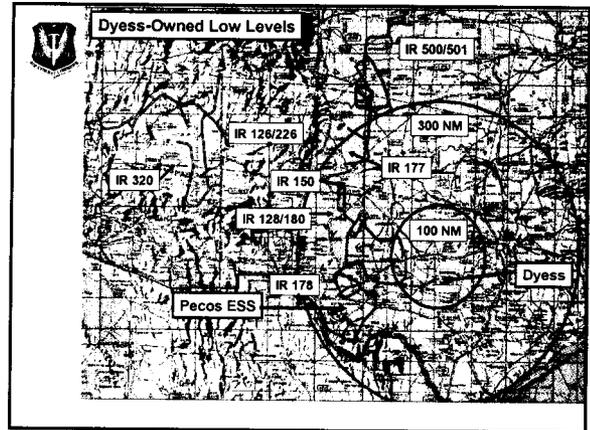
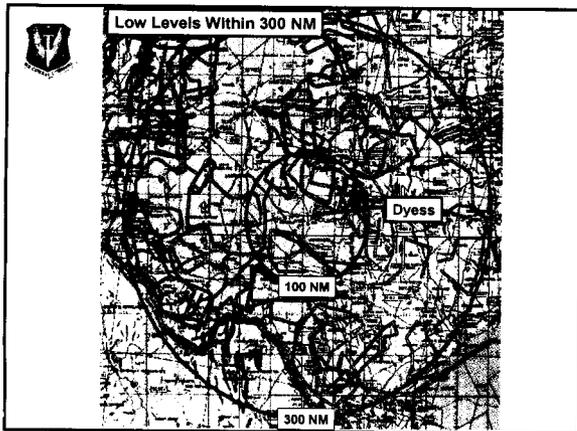
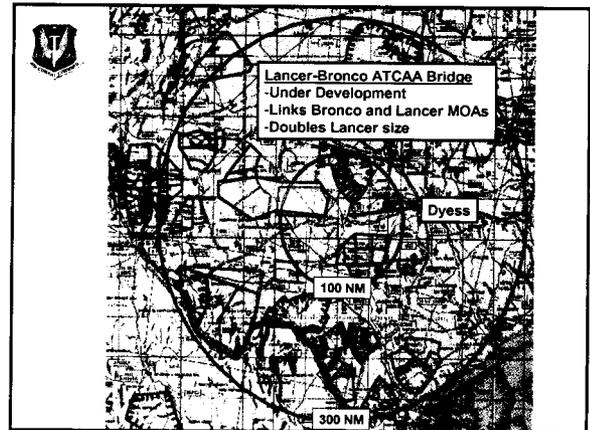
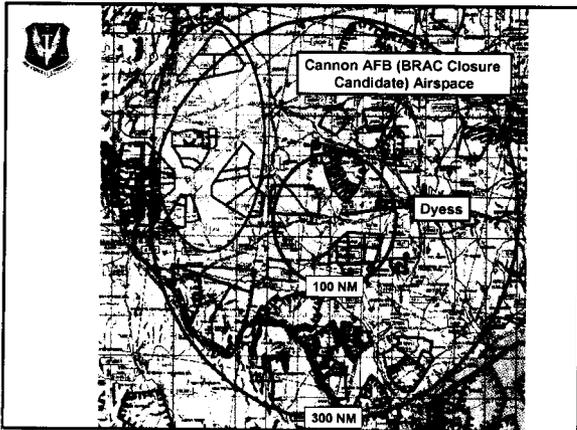
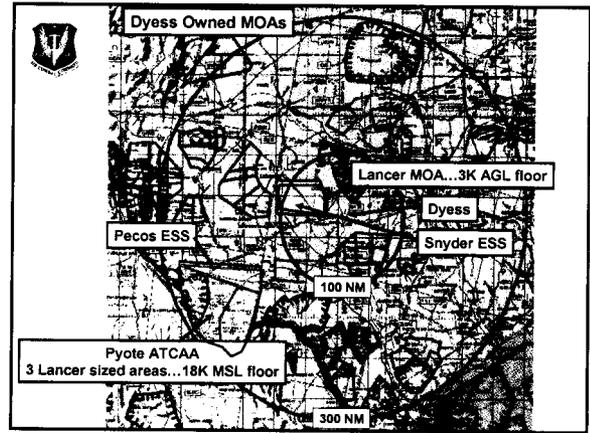
- **B-1 missions are changing with new capabilities (JASSM, GBU-31, WCMD)**
 - Standoff offensive counter air, maritime interdiction, and close air support missions join traditional strategic attack/interdiction missions
 - Future modifications (such as a targeting pod, data link) will cause further evolution of the B-1's mission
- **Emerging missions performed primarily at medium/high altitude**
 - Airspace should provide adequate space (vertically and horizontally) to threat react at appropriate ranges
- **Low altitude remains a unique B-1 capability...but not required on every sortie to maintain the capability within the combat squadrons**
 - Dramatic shift from a decade ago
 - "Low level" range does not necessarily equal "quality range"

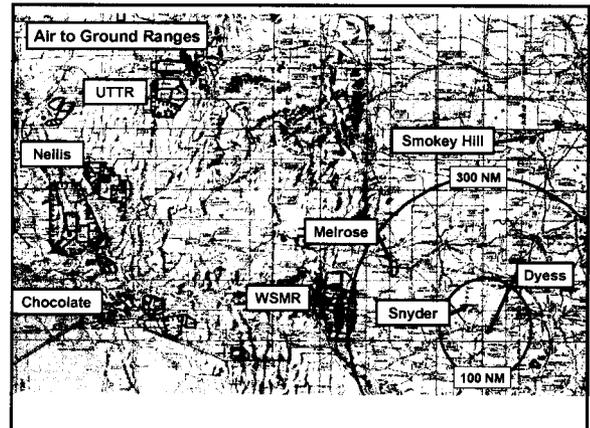
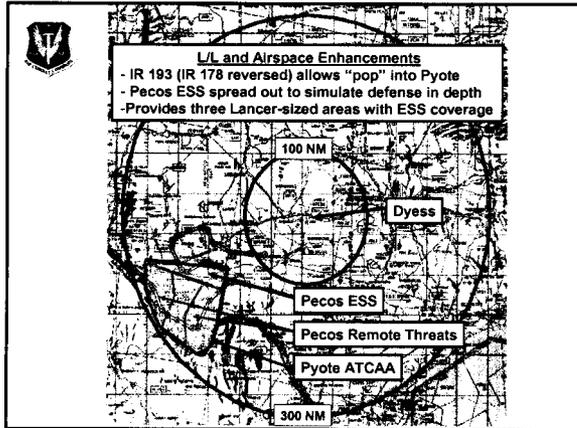
AIRSPACE AND RANGES WITHIN 300NM OF DYESS AFB TX

	100 NM	200 NM	300 NM
MOA	5	15	28
Range	1	3	7
L/L	18	36	82

See accompanying handout for amplified information

- **MOAs/ATCAAs**
 - Dyess owns Lancer MOA and Pyote ATCAA
 - Both have supporting ESS sites
 - Pyote ATCAA approximates the Nellis ranges in size...provides three Lancer-sized areas
- **Air to Ground Ranges**
 - Dyess uses a host of A/G ranges including Snyder ESS, Melrose, White Sands Missile Range, Utah Tactics and Test Range, Smokey Hill, and Chocolate Mountain
- **Low Levels**
 - Dyess owns IR 126, 128, 150, 177, 178, 180, 266, 320, 500, 501
 - IR 126, 178, 266, and 320 offer mountainous terrain
 - Dyess is developing IR 193 to allow fly-up into the Pyote ATCAA





Impacts to Aircrew Training If BRAC Is Implemented

- Assumption that more crews = less training is invalid
- Adequate excess capacity exists within existing ranges and airspace to maintain current training levels
 - Utilization of mountainous IR routes will increase
 - Airspace capacity is further enhanced by Cannon closure
 - Pyote ATCAA triples Lancer capacity with same ESS capability
- Dyess would require an additional simulator
- Traffic pattern congestion eased by C-130 realignment
 - Expanded B-1 flying window also mitigates concern
 - Abilene approach and Dyess tower open 24/7

Mountainous L/L Capacities

Mountainous L/L	Use Limit	Sorties/Day ³	Scheduled 2004	Excess Available
IR 178	1560 ¹	8.1	1015	550
IR 126	1536 ²	8.0	307	1229
Total	3096		1322	1779

¹ EIS Limit
² Notional Limit...8 Sorties/Day
³ Four Day Fly Week

Number includes FTU use...use twice as much on average as combat squadron

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Increasing use of IR 126 provides ample capacity for two additional combat squadrons

Not all low level sorties require mountainous terrain...Dyess has not tapped five of the IR routes it owns nor any local VR routes in the last two years



Airspace Capacities

Area	Use Limit	Sorties /Day ³	Scheduled 2004	Excess Available
Lancer	2350 ¹	12	1648	702
Pyote 1	1536 ²	8.0	n/a	1536
Pyote 2	1536 ²	8.0	n/a	1536
Pyote 3	1536 ²	8.0	n/a	1536
	6958		1648	5310

¹ EIS Limit
² Notional Limit...8 Sorties/Day
³ Four Day Fly Week

Clear capacity to handle medium altitude mission—even as Cannon airspace becomes available

- 
- ### Dyess AFB Severe WX Impacts In Last Five Years
- 13: # of Tornadoes to impact Taylor County, TX
 - 0: # of Tornadoes to impact Dyess AFB
 - 55: # of days with thunderstorm activity of any variety reported on Dyess AFB (principally in May and June)
 - 319.9: # of days with weather greater than 3000/3



317TH AIRLIFT GROUP

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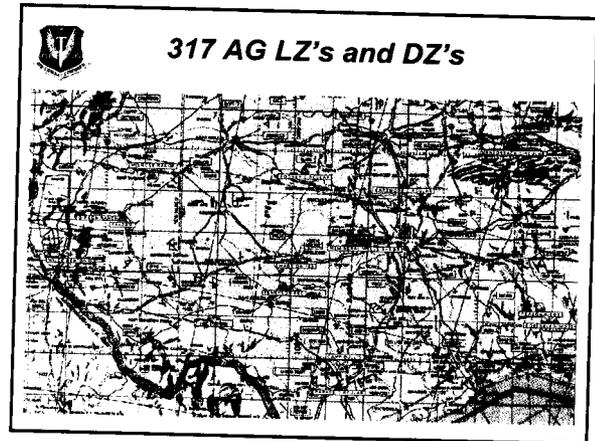
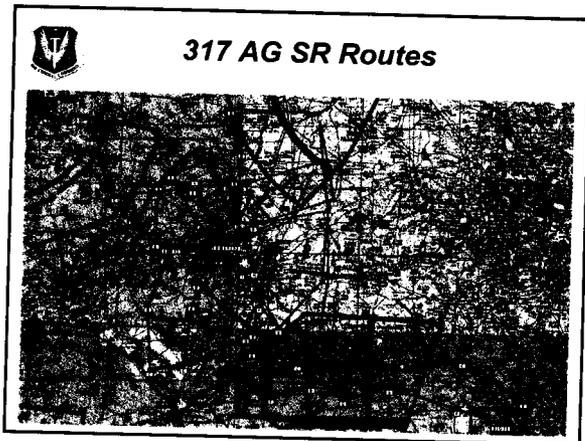
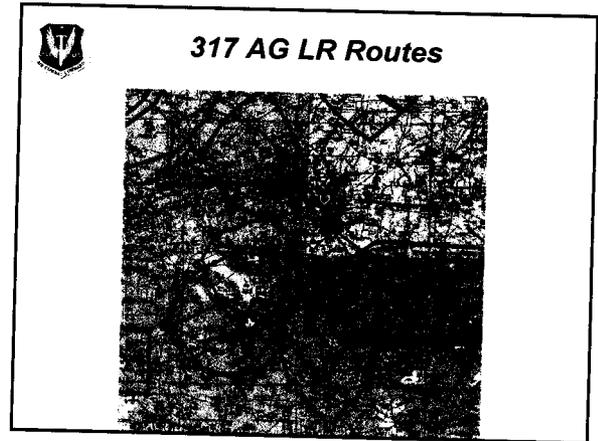
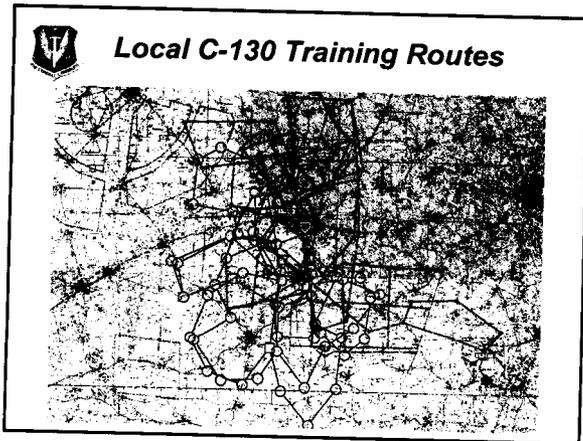


317th Airlift Group

The 317th Airlift Group is an independent group comprised of six squadrons and nine staff agencies, with 1,325 authorized personnel. Group personnel plan, implement, and direct the operations and support activities of the six assigned squadrons to train, mobilize, deploy, and employ worldwide in support of C-130H and C-130E combat airlift missions. This includes providing all phases of combat delivery, airland, airdrop, and tactical formation; aircraft maintenance and recovery; and operations support. The 317 AG supports DoD, JCS, and higher headquarters taskings, and reports administratively to Eighteenth Air Force, a component of Air Mobility Command (AMC).

- 
- ### 317th Airlift Group
- **Specialized capabilities or missions performed**
 - Senior Scout is a specialized mission requiring a radio signal monitoring sensor package carried on board the C-130. 317 AG aircraft must be specially modified and aircrews must be qualified in advanced survival skills (SV-83).
 - **Military Value**
 - Sparse surface population and uncongested airspace allow aircrew to perform random optimized low altitude (300 – 1,500 AGL) training missions within 100 NM of Abilene in the C-130 Low Altitude Tactical Navigation (LATN) area.
 - Two Landing Zones (Tye, Jackrabbit) accommodate tactical and "assault" type landings on reduced length, width and unimproved surfaces.

- 
- ### 317th Airlift Group
- **Military Value (cont.)**
 - Two primary Drop Zones (Marrion, Tennyson) and 7 secondary DZs accommodate all aerial delivery methods; personnel, CDS, and equipment.
 - 317 AG is currently operating in surge capacity supporting OIF/OEF, Noble Eagle, and Senior Scout missions; a 37.5% increase in deployment commitments despite 50% reduction in deployable airframes over the last year.
 - Cost of operations: FY04 annual 55.7 million.
 - Manpower implications: 1633 total positions; 1325 positions from the 317 AG (213 officer, 1082 enlisted, 12 civilian), 187 positions in the 7 BW PEC coded for C-130 support, 121 positions in the 7 BW in the Base Operating Support (BOS) areas.



MEDICAL GROUP

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7 Medical Group

Mission Statement

Develop combat-ready medics for deployment on demand, administer on-target force health management and deliver top-quality, home-front healthcare to all Team Dyess beneficiaries



7 Medical Group

- **Special Mission**
 - POTUS (President of the United States)
 - Provide ambulance/two EMTs for President at Crawford Ranch
- **7 MDG Clinic**
 - Built in 1954; renovated in 2004; excellent condition
 - Dental/Life Skills incorporated into clinic in 2004
 - 141K sq ft; located on 7 acres; value \$8M
 - 21K sq ft available in clinic for expansion



7 Medical Group

- **Current Staff: 275 assigned**
 - 56 officers, 163 enlisted, 56 civilians
- **FY05 Budget \$10.6 M; \$16.4M purchased care**
- **TRICARE network: 198 Primary/Specialty/Mental Health providers**
 - 4 Hospitals, 1 Mental Health Facility, 1 Rehabilitation Facility
- **Addition of 443 beneficiaries**
 - No additional staff or facility addition required



MISSION SUPPORT GROUP

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7 SFS

- **MISSION:** Provides a highly mobile, worldwide deployable force protection capability supporting conventional bomber operations and protects a home station fleet of 40 B-1B and 29 C-130H aircraft and associated munitions. Conducts no-notice Phoenix Raven missions, providing security of AMC assets deployed to austere places. Ensures a secure environment for 6,409 acre base and over 13,000 military and civilian personnel.

Manning

	<u>Authorized</u>	<u>Assigned</u>	<u>Variance</u>
Officer	4	7	+3
Enlisted	199	183	-16
Civilian	17	15	-2
Contractor	17	16	-1



7 SFS

- Provide force protection, police services and rapid deployment capability in support of the 7 BW mission
- Protect 36 B-1B and 29 C-130H aircraft and associated equipment valued at over \$9.3 billion
- Provide police services for 12,300 active duty and family members and over 14,000 retirees and their family members in the Abilene area
- Maintain all unit members and associated equipment in a state of peak readiness for worldwide deployment
- Support AEF SF "A" and "B" (continuous 6-month rotations)
- Maintain only Phoenix Raven program in ACC



7 SFS

<u>SFO</u> Corrections/Confinement Customs Investigations Military Working Dogs Pass & Registration Physical Security Police Services Resource Protection	<u>SFA</u> Crime Prevention Industrial Security Information Security Personnel Security Reports & Analysis	<u>SFI</u> Armory Combat Arms
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2004 ACC Outstanding Medium Security Forces Unit



7 CONS

Mission Statement

Provide timely and sustained acquisition and contract administrative support for the 7th Bomb Wing, 317th Airlift Group and other units associated Air Force units on Dyess AFB
 Deploys trained personnel to support worldwide contingency operations.

Facilities: Adequate and well maintained

Surge Capability:
 Estimated 3 man-years in addition to regular manning at a cost of \$50,000 per year for a total of \$150,000 yearly for the next 2 years.



7 CONS

•Manning (2 officer, 17 enlisted, 13 civilians <total 32>

<p><u>Infrastructure Flight</u></p> <p>Supports all infrastructure requirements</p> <p><u>Plans and Programs Flight</u></p> <ul style="list-style-type: none"> •Government Purchase Card Program Management •Maintains and operates Standard Procurement System (SPS) •Quality Assurance Program Management for all base service contracts 	<p><u>Base Support Flight</u></p> <p>Supports all other base support requirements</p>
---	---



7 CONS

Highlights and Special Capabilities

- Dynamic relationship with CES resulted in numerous awards in 2003/2004: Federal Energy & Water Management Award, Presidential Award for Leadership in Federal Energy Management, Air Force Productivity Award.
- Outstanding synergistic relationship with small businesses throughout the U.S. resulted in the Small Business Coordinator receiving the 2004 ACC Small Business Award
- Enlisted training program has every enlisted UTC trained and fully qualified to deploy in AEF 7/8
- Unit value to wing mission is critical, \$35 M + annually



7 SERVICES MISSION

- To provide unparalleled Combat & Community Support programs to active duty military, retirees, DoD civilians and family members
- Manning (6 officer, 73 Enlisted 220 APF/NAF Civilians

<u>SVM</u>	<u>SVB/SVF</u>	<u>SVY/SVR</u>
Lodging	Consolidated Clubs	Child Care Ct
Food Service	Golf Course	Youth Center
Flight Kitchen	Bowling Center	ITT
Mortuary Affairs	Veterinarian Clinic	Auto Skill
Readiness	Human Resources	Skills Development
Library Services	NAF/APF Accounting	Outdoor Rec
		Pools
		Preschool
		Community Center



7 SVS

- Provides Lodging, Fitness, Food Service and Library services to 13K active duty, retirees DoD civilians and their dependents in support of 7 BW mission
- Offers community and family oriented programs to enhance the quality of life and morale development of Airmen and their families
- Responsible for all Mortuary Services on Dyess
- Provides dependents and spouses job opportunities through nonappropriated funded positions
- Supports AEF SVS "2" and "8" taskings on a continuous basis
- Recently open \$12M Fitness Center that is key to fitness/readiness



7 SVS

Highlights and special Capabilities

- Highlights
 - 2000-2003 ACC Food Service Excellence Award
 - 2002 Air Force John L. Hennessy Award winner
 - 2003 & 2005 ACC Inn Keeper Award for best Lodging operation in ACC
 - 1 of 4 fitness centers in ACC to earn 5 star rating
- Special Capabilities
 - Provides Mortuary Services and Search & Recovery



7 LRS MISSION

Provide timely and sustained integrated logistical support to the 7th Bomb Wing, 317th Airlift Group, Pecos and Snyder bomb ranges and Defense Reutilization and Marketing Office (DRMO).

**Manning (assigned 13 officers, 324 enlisted, 34 civilians)
(authorized 12 officers, 360 enlisted, 36 civilians)**

- Fuels Management (LGRF)
- Materiel Management (LGRM)
- Readiness (LGRR)
- Management & Systems (LGRS)
- Traffic Management (LGRT)
- Vehicle Management (LGRV)



7 LRS

- Provides quality fuel support for all assigned B-1 and C-130 aircraft along with all transient aircraft and frequent Nightwatch missions
- Leads the wing on numerous deployments and redeployments associated with AEF 2, AEF 8 and 317th Air Groups non-stop 120-day contingency rotations throughout the AOR and around the world
- Manages a vehicle fleet consisting of 868 authorizations while providing expert preventive maintenance and repairs for 460 "blue fleet" vehicles
- Stores and manages 8,655 various types of mobility bags and 1634 small arm weapons for the 7 BW and 317 AG
- Supports AEF LRS "2" and "8" taskings on a continuous basis
- Supports Army convoy operations in Iraq year round with highly trained and qualified Air Force vehicle operators



7 LRS Highlights and Special Capabilities

1LT awarded Bronze Star for meritorious service while deployed commander of an Army convoy operations detachment

Recipient of the American Petroleum Institute award for best Fuels Management Flight in 1998 and the Drake Award for best Fuels Management Flight in ACC in 1997, 1998, 2001 and 2002

Two independent Type-III hydrant systems capable of refueling 9 aircraft simultaneously

Maximum daily transfer rate of 1.44 million gallons of JP-8 fuel from on-base bulk storage to on-base hydrant system



7th Communications Squadron

- Provides any air expeditionary wing commander with full suite of C2 information technology service
- Manning (10 officers, 168 Enlisted 9 Civilians...Total 187)

<p>SCB (Ops/Maint)</p> <ul style="list-style-type: none"> • Network Infrastructure • Network Core Services • Information Assurance • ADPE 	<p>SCS (Customer Service)</p> <ul style="list-style-type: none"> • Graphics, photography and video • Mail • Pubs/Records Mgmt
<p>SCC (Ops/Maint)</p> <ul style="list-style-type: none"> • Tactical/Deployed Comm 	<p>SCX (Project Mgmt)</p> <ul style="list-style-type: none"> • Plans/Programs/Projects • Requirement Processing • Telephone switching
<p>SCM (Maint)</p> <ul style="list-style-type: none"> • Air Traffic Control • Weather Systems • Land Mobile Radios 	



7 CS

- Provides 7th Bomb Wing, 317th Airlift Group and 13 associate units premiere communication and information services
- Provides program management of C2 upgrades and sustainment of base infrastructure supporting computer networks and telephone switching systems
- Maintains and manages secure and non-secure networks and computer assets
- Provides core network services and help desk functions
- Provides tactical/deployable communications for combat environments
- Performs graphics, photography, video, mail and information management functions
- Maintains precision approach systems, weather radar, meteorological systems, land mobile and air traffic control radios
- Provides COMSEC and Information Assurance oversight for base



7 CS Highlights and Special Capabilities

- A65 declared the "best deployed Comm Squadron for Cycle 5 AEF 1/2" in support of OIF from Baghdad IAP
- First unit in AF to migrate to TBMCSS-JL 8.0
- First unit in ACC to upgrade to new mail server technology; Dyess success paved way for future ACC installs
- Pilot unit for AF test of Remote Sensing Unit for the Small Diameter Bomb
- Multimedia personnel named "Superior Performer Team" in ORI; unprecedented 157 mins video/889 photos
- Unrelenting dedication to preparedness for war-time taskings--zero defects found by IG inspectors during ORI
- Maintained \$30M of Dyess ATCALS and weather radar equipment to achieve an outstanding 99.6% uptime rate on 50 systems
- Expertly reconfigured \$23K Blue Coat internet proxy server; hailed as best setup found to date; "Best Practice" benchmarked for AF
- Planned and engineered \$260K surveillance system supporting base defense and mobility processing mission; 100% base coverage with 14 cameras
- Organized first ever multi-camera, live-feed presentation for Annual Awards lauded by 7 BW/CC as "rivaled a Rolling Stones concert"



7th Mission Support Squadron

Mission Statement

A team of mission-driven professionals motivated, dedicated and committed to providing diversified services with first-class support.



7th Mission Support Squadron

- **Civilian Personnel Flight** ensures civilians can provide continuity to military operations, daily and during deployments
- **Manpower Flight** ensures wing resources defined, defensible, and adequate to accomplish the mission
- **Military Personnel Flight** supports 31K active duty, retirees and dependents, including 350 AF members assigned to Ft Hood
 - MPF supports 2,500 deployed personnel annually, and may surge to support to activated or deployed guard units
- **Base Education & Training Flight** oversees CDC program management, PME, off-duty education, tuition assistance and testing



7th Mission Support Squadron

- **Professional Enhancement Center** prepares First Term Airmen to transition to Dyess, provides 385 Amn/NCO/SNCO training in Professional Enhancement courses, and supplies career guidance and to all Dyess/Ft Hood enlisted Air Force members
- **Airman Leadership School** educates 288 students from 2 MAJCOMs and 1 GSU, servicing the eligible populations at Dyess and Ft Hood, with 8 3-to-4-seminar classes at 6-week intervals
- **7 BW Honor Guard** supports an area of 106,000 square miles in Central Texas, to include the Dallas-Fort Worth National Cemetery—4 full-time Honor Guard members (3 at Dyess, 1 at DFW) oversee 4 flights with 18 personnel who render military funeral honors for nearly 2,100 retiree, veteran and active duty personnel as well as providing numerous ceremonial color guards for civic, local military and community events. Dyess is the first and only base in ACC with permanently assigned Honor Guards.



7 CIVIL ENGINEER MISSION

- Responsible for acquisition, construction, operations, maintenance, and repair of real property and utility systems. Provides readiness, engineering, housing, disaster preparedness, explosive ordnance disposal, environmental stewardship, and fire protection/prevention services in support of B-1 and C-130 missions. Provides forty four mobility teams for worldwide contingency deployment
- Manning (11 Officer, 250 Enlisted, 95 Civilian <356 total>)



7 CES CAPABILITIES

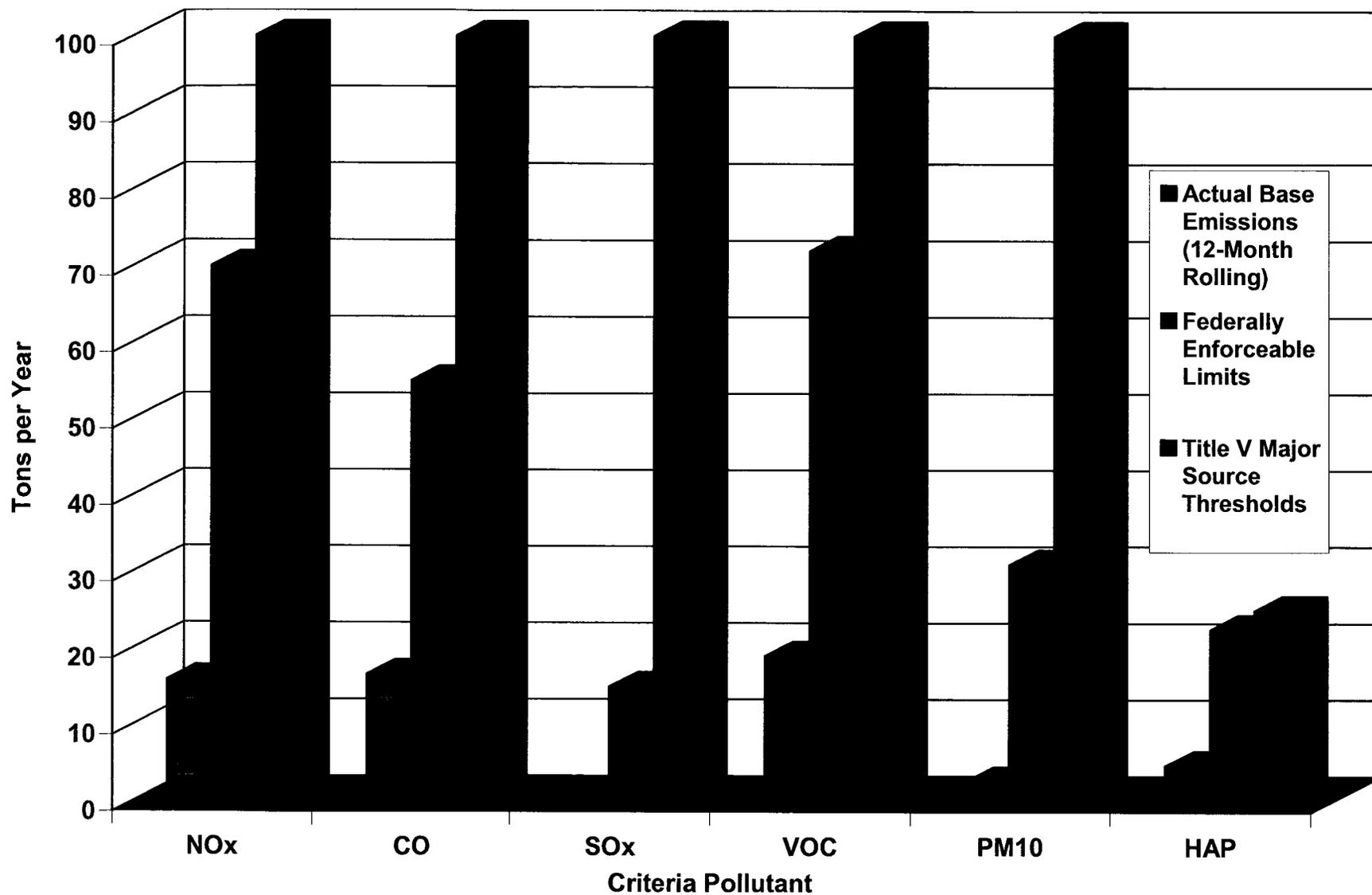
- **Engineering Flight** provides planning, programming, design, and construction management for a current annual program in excess of \$142 M. Pending awards on FY 05 Congressional insert for new Fire Station as well as up to 223 new housing units
- **Environmental Flight** formulates base policy and provides oversight to comply with federal, state, and local directives in the areas of restoration, compliance, pollution prevention, and planning/natural resources. Just completed second best ACC showing on ESOHCAMP
- **Explosive Ordnance Disposal (EOD) Flight** responds to chemical and munitions incidents, in-flight emergencies, and supports U.S. Secret Service presidential and VIP details. Recent responses to unexploded ordnance highly appreciated by local authorities
- **Fire Protection Flight** provides aircraft emergency crash and rescue response, facility fire emergency and rescue response, HAZMAT response, and prevention and education. Recent rapid response to aft bay B-1 fire limited losses/damage
- **Housing Flight** provides permanent party personnel with housing and/or assist in locating housing in the local area. Manages up to 1272 MFH units (870 on base and 402 privatized at Quail Hollow) and 806 rooms in 12 unaccompanied dormitories. Currently moving residents into 85 new housing units constructed under a FY03 MILCON
- **Operations Flight** operates, maintains, repairs, and constructs installation real property with in-house forces and through service contracts. National energy reduction leader with effluent irrigation system and green power (wind turbine) purchases
- **Readiness Flight** plans and assists in the protection of DoD people and assets during disasters, accidents, or hostile action at home and abroad. Ensures Prime BEEF forces in over 44 unit type codes are prepared to deploy as required to support theater of operations. Currently 46 CES troops are scheduled to deploy in early Sep
- **Resources Flight** manages finances, manpower, and information systems for the squadron and real estate for the entire base. Executing a current annual operating budget of \$12.5M



RECENT 7 CES HIGHLIGHTS

- 2005 Air Force Association's Outstanding AF Civilian of the Year Project Manager Category for Mr. Tom Denslow, Energy Manager
- 2004 ACC Brig Gen Mayes Award for Best Engineering Flight...runner up at Air Force level
- 2004 ACC Individual Design Excellence Award winner Military Category for LtCol Barry S. Mines, Commander...runner up at Air Force level
- 2004 ACC Design Merit/Honor Awards for Landscaping/Linear Airpark
- 2004 12th Air Force Senior Noncommissioned Officer of the Year for MSgt Bob Sisk, EOD Superintendent
- 2003 AF Maj Gen Wright Award for Best Operations Flight in the Air Force
- 2003 AF Productivity Excellence Award
- 2003 Presidential Award for Leadership in Federal Energy Management...an AF first!
- 2003 Department of Energy Federal Energy and Water Management, Green Power Partner of the Year, and Energy Saver Showcase Awards
- Clean Texas Partner Award...first DoD facility in TX to be certified
- Tree City USA Award...nine consecutive years

2005 Dyess AFB Actual Emissions vs Federally Enforceable Limits





BRAC Recommendations vs. Dyess Assessment

ACTION	MIL	CIV	DELTA
BRAC:			
In (B-1 Ellsworth & US Army)	1925	129	+2054
Out (C-130 Mission)	-1615	-65	-1680
Total:	+310	+64	+374
DYESS:			
In (B-1 Ellsworth & US Army)	1835	87	+1922
Out (C-130 Mission)	-1658	-69	-1727
Total:	+177	+18	+195
Overall Delta:	-133	-46	-179



7th Bomb Wing

UNIT	CURRENT	PROPOSED	DELTA
7th Bomb Wing Staff	142	146	+4
7th Operations Group	421	624	+203
7th Maintenance Group	1686	3193	+1507
7th Mission Support Group	1399	1428	+29
7th Medical Group	270	270	0
7th Bomb Wing Total	3918	5661	+1743
B-1 BOS Tail	0	140	+140
7 BW Total (including BOS)	3918	5801	+1883
C-130	1599	0	-1599
C-130 BOS Tail	128	0	-128
Total (Minus C-130 mission)	5645	5801	+156
US Army (Including BOS)	0	39	+39
Overall Dyess Total	5645	5840	+195



7th Bomb Wing Staff (Current vs. Proposed)

UNIT	CURRENT	PROPOSED	DELTA
Command Section	9	10	+1
Protocol	2	3	+1
Aviation Safety	2	3	+1
Ground Safety	5	6	+1
Other BW Staff Work Centers (Including 7th Comptroller Squadron)	124	124	0
Overall Delta:	142	146	+4



7th Operations Group (Current vs. Proposed)

UNIT	CURRENT	PROPOSED	DELTA
7th Operations Group	10	13	+3
7th Operations Support Squadron	151	170	+19
9th Bomb Squadron	91	91	0
28th Bomb Squadron	126	126	0
34th Bomb Squadron	0	90	+90
37th Bomb Squadron	0	91	+91
436th Training Squadron	43	43	0
Overall Delta:	421	624	+203



7th Maintenance Group (Current vs. Proposed)

UNIT	CURRENT	PROPOSED	DELTA
7th Maintenance Group	58	69	+11
7th Maintenance Operations Sq	83	110	+27
7th Aircraft Maintenance Squadron	592	1230	+638
7th Equipment Maintenance Sq	294	572	+278
7th Component Maintenance Sq	385	601	+216
7th Munitions Squadron	274	611	+337
Overall Delta:	1686	3193	+1507



7th Mission Support Group (Current vs. Proposed)

UNIT	CURRENT	PROPOSED	DELTA
7th Mission Support Group	9	9	0
7th Logistics Readiness Squadron	405	409	+4
7th Security Forces Squadron	221	243	+22
7th Mission Support Squadron	66	66	0
7th Civil Engineers Squadron	357	357	0
7th Services Squadron	135	138	+3
7th Communications Squadron	173	173	0
7th Contracting Squadron	33	33	0
Overall Delta:	1399	1428	+29



7th Medical Group (Current vs. Proposed)

UNIT	CURRENT	PROPOSED	DELTA
7th Medical Group	6	6	0
7th Medical Support Squadron	68	68	0
7th Aeromedical Dental Squadron	97	97	0
7th Medical Operations Squadron	99	99	0
Overall Delta:	270	270	0

MONTH:	Apr-05	NOx	CO	SO _x	VOC	PM ₁₀	HAP	FUGITIVE VOC
						2.00	0.50	
		25.00	25.00	5.00	25.00	5.00	1.00	
		25.00	25.00	5.00	4.00	2.00	1.00	
						3.00		
					10.00		1.00	
					6.00		1.00	
					1.00		0.50	
					4.00		1.00	
					2.00		0.50	
					3.00		1.00	
		20.00	5.00	5.00	2.00	2.00	1.00	
					15.00	10.00	5.00	
						1.00	0.50	
						6.00		
							8.00	25.00
							0.50	2.00
APD-CERT TOTALS		70.00	55.00	15.00	72.00	31.00	22.50	27.00
TITLE V THRESHOLDS		100	100	100	100	100	25	
								10 SINGLE

	NOx	CO	SO _x	VOC	PM ₁₀	HAP	FUGITIVE VOC	
					0.04	0.00		
	1.49	1.37	0.21	1.56	0.26	0.03		
	3.97	3.34	0.02	0.22	0.30	0.07		
					0.00			
				0.08		0.00		
				0.95		0.07		
				0.09		0.00		
				0.05		0.00		
				0.01		0.00		
				0.00		0.00		
	0.52	0.12	0.03	0.04	0.03	0.00		
				0.29	0.14	0.62		
					0.20	0.04		
					0.37			
						0.89	0.82	
						0.04	0.76	
TOTALS TO DATE		5.99	4.82	0.26	3.28	1.34	1.76	1.58
ANNUAL PROJECTED TOTALS (TPY)		17.96	14.47	0.78	9.84	4.01	5.28	4.74
TO DATE MULTIPLIER(12/Month =)		3.000						
ANNUAL PERCENTAGE OF ALLOWABLE APD-CERT THRESHOLDS PROJECTED USE		26%	26%	5%	14%	13%	23%	

MONTH: Apr-05		NOx	CO	SO _x	VOC	PM ₁₀	HAP	FUGITIVE VOC
						1.86%	0.37%	
		5.97%	5.47%	4.16%	6.22%	5.22%	2.61%	
		15.89%	13.35%	0.48%	5.46%	15.10%	7.48%	
						0.00%		
						0.78%	0.33%	
						15.91%	6.89%	
						8.84%	0.75%	
						1.27%	0.36%	
						0.43%	0.00%	
						0.00%	0.00%	
		2.59%	2.34%	0.56%	1.82%	1.46%	0.04%	
						1.93%	12.33%	
						19.84%	7.30%	
						6.24%		
							11.07%	3.27%
							7.95%	38.17%

DYESS AFB APD-CERT COMBINED ALLOWABLE EMISSIONS (TPY) 2005

MONTH: <u>Apr-05</u>	NOx	CO	SO _x	VOC	PM ₁₀	HAP	FUGITIVE VOC
ABRASIVE BLASTING					2.00	0.50	
AIRCRAFT ENGINE TESTING	25.00	25.00	5.00	25.00	5.00	1.00	
EXTERNAL COMBUSTION	25.00	25.00	5.00	4.00	2.00	1.00	
FACILITIES (DISINTEGRATORS)					3.00		
FUEL CELL MAINTENANCE				10.00		1.00	
FUEL STORAGE				6.00		1.00	
FUEL TRANSFER				1.00		0.50	
FUEL DISPENSING				4.00		1.00	
NON-DESTRUCTIVE INSPECTION				2.00		0.50	
SOLVENT CLEANERS				3.00		1.00	
STATIONARY INTERNAL COMBUSTION	20.00	5.00	5.00	2.00	2.00	1.00	
SURFACE COATING				15.00	10.00	5.00	
WELDING					1.00	0.50	
WOODWORKING/SANDING					6.00		
MISCELLANEOUS CHEMICALS						8.00	25.00
EQUIPMENT LEAKS						0.50	2.00
APD-CERT TOTALS	70.00	55.00	15.00	72.00	31.00	22.50	27.00
TITLE V THRESHOLDS	100	100	100	100	100	25	
						10 SINGLE	

12-MONTH ROLLING TOTAL BASE EMISSIONS YEAR TO DATE (TPY) 2005

	NOx	CO	SO _x	VOC	PM ₁₀	HAP	FUGITIVE VOC
ABRASIVE BLASTING					0.04	0.00	
AIRCRAFT ENGINE TESTING	7.23	10.01	0.83	12.59	1.27	0.21	
EXTERNAL COMBUSTION	7.41	6.23	0.04	0.41	0.56	0.14	
FACILITIES (DISINTEGRATORS)					0.00		
FUEL CELL MAINTENANCE				0.31		0.01	
FUEL STORAGE				3.76		0.27	
FUEL TRANSFER				0.27		0.01	
FUEL DISPENSING				0.19		0.02	
NON-DESTRUCTIVE INSPECTION				0.04		0.00	
SOLVENT CLEANERS				0.98		0.00	
STATIONARY INTERNAL COMBUSTION	1.25	0.33	0.02	0.04	0.02	0.00	
SURFACE COATING				0.44	0.16	1.26	
WELDING					0.20	0.04	
WOODWORKING/SANDING					0.37		
MISCELLANEOUS CHEMICALS						2.74	3.18
EQUIPMENT LEAKS						0.04	0.76
TOTALS TO DATE	15.89	16.57	0.89	19.03	2.62	4.74	3.94
ACTUAL PERCENTAGE OF TOTAL ALLOWABLE APD-CERT THRESHOLDS	23%	30%	6%	26%	8%	21%	15%

ACTUAL PERCENTAGE OF ALLOWABLE APD-CERT THRESHOLDS FOR SOURCE CATEGORIES

MONTH:	Apr-05	NOx	CO	SO _x	VOC	PM ₁₀	HAP	FUGITIVE VOC
ABRASIVE BLASTING						1.85%	0.20%	
AIRCRAFT ENGINE TESTING		28.92%	40.04%	16.60%	50.36%	25.40%	21.00%	
EXTERNAL COMBUSTION		29.64%	24.92%	0.80%	10.25%	28.00%	14.00%	
FACILITIES (DISINTEGRATORS)						0.00%		
FUEL CELL MAINTENANCE					3.10%		1.00%	
FUEL STORAGE					62.67%		27.00%	
FUEL TRANSFER					27.00%		2.00%	
FUEL DISPENSING					4.75%		2.00%	
NON-DESTRUCTIVE INSPECTION					2.00%		0.00%	
SOLVENT CLEANERS					32.67%		0.00%	
STATIONARY INTERNAL COMBUSTION		6.25%	6.60%	0.40%	2.00%	1.22%	0.07%	
SURFACE COATING					2.93%	1.60%	25.14%	
WELDING						20.00%	8.00%	
WOODWORKING/SANDING						6.17%		
MISCELLANEOUS CHEMICALS							34.25%	12.72%
EQUIPMENT LEAKS							8.00%	38.00%

DCN:11987

Beauchamp Arthur Lt. Col AF/ILGM

From: Taylor, Bob (Thune) [Bob_Taylor@thune.senate.gov]**Sent:** Thu 6/30/2005 2:54 PM**To:** Beauchamp Arthur Lt. Col AF/ILGM**Cc:****Subject:** DTRA Document**Attachments:**

Art, here is the document identifier we talked about and a point of contact at DTRA, and the releasing authority at Ellsworth:

Doc# OSS 2005-1008

Title: Joint Staff Integrated Vulnerability Assessment (U)

Level: CONFIDENTIAL

Date: 05/20/05

The POC at Ellsworth AFB is Mr. Douglas W. Frey, 605 385 6387. DSN 675-6287. You will have to ask DTRA for the Dyess document number.

From: Guidry, Mark CIV [mailto:Mark.Guidry@DTRA.MIL]

Sent: Thursday, June 02, 2005 1:47 PM

Subject: RE: Vulnerability Assesment

Your request, below, was referred to the DTRA Legislative Affairs office.

We have just completed a JSIVA at Ellsworth and the report is still being written. It typically takes about 45 days for the report to be completed. We provide the assessment report to the requesting unit and they in turn decide what to do with it. If you require a copy of the report, Ellsworth is the releasing authority. I can provide you a POC at Ellsworth if you desire.

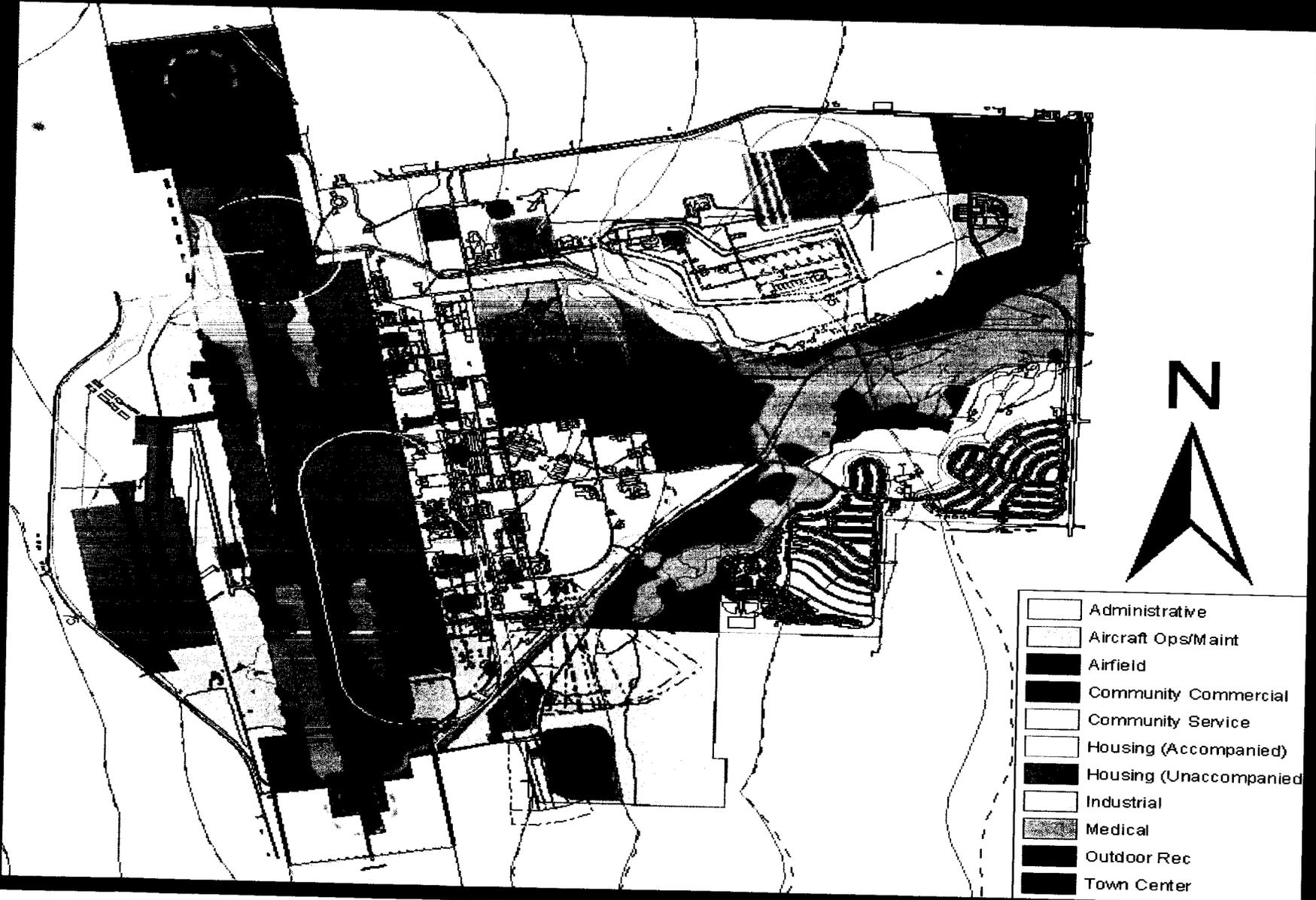
Hope this helps.

Mark

Mark Guidry
Defense Threat Reduction Agency
Legislative Liaison
(703) 767-0490
Fax (703) 767-7800
<http://www.dtra.mil>



Dyess AFB Development Zones





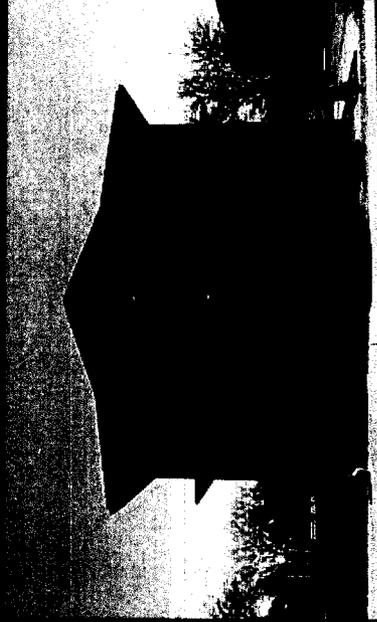
AIRCRAFT PARKING APRON



DYESS FUTURE MILCON

Top Three Future MILCON Projects

- | | |
|--------------------------------------|----------------------|
| #1 Consolidated Support Facility | \$14.6M (69,836 SF) |
| #2 Repair RW Edges | \$11.4M (168,080 SY) |
| #3 Consolidated Fabrication Facility | \$10.6M (53,280 SF) |





AMC (TENANT) FUTURE MILCON

Top Three Future MILCON Projects

- | | |
|-------------------------------------|---------------------|
| #1 C-130 2-Bay Multi Purpose Hangar | \$16.4M (56,975 SF) |
| #2 317 AG HQ Facility | \$6.2M (21,670 SF) |
| #3 C-130 3-Bay Hangar | \$21.0M (89,954 SF) |



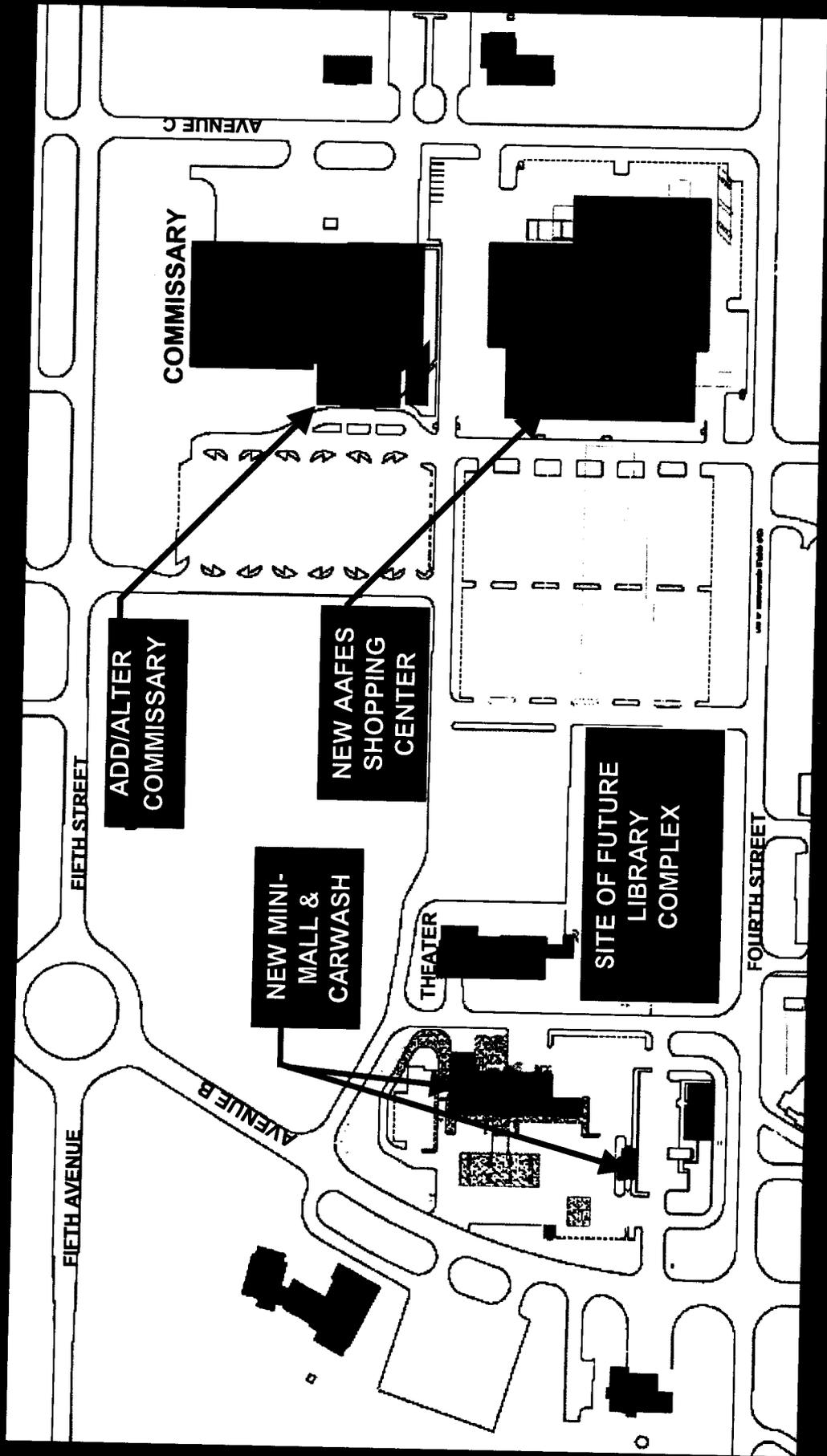


Military Family Housing



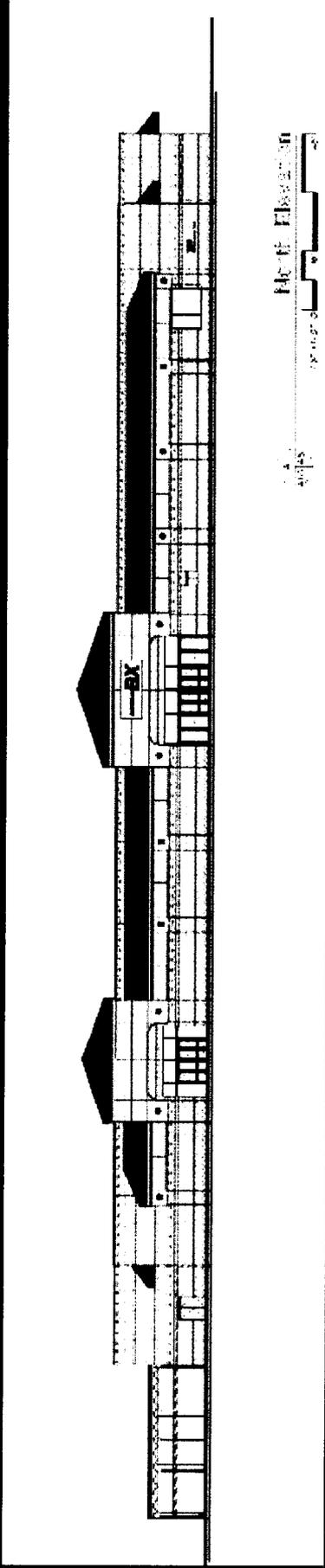


Dyess Community Center Master Plan





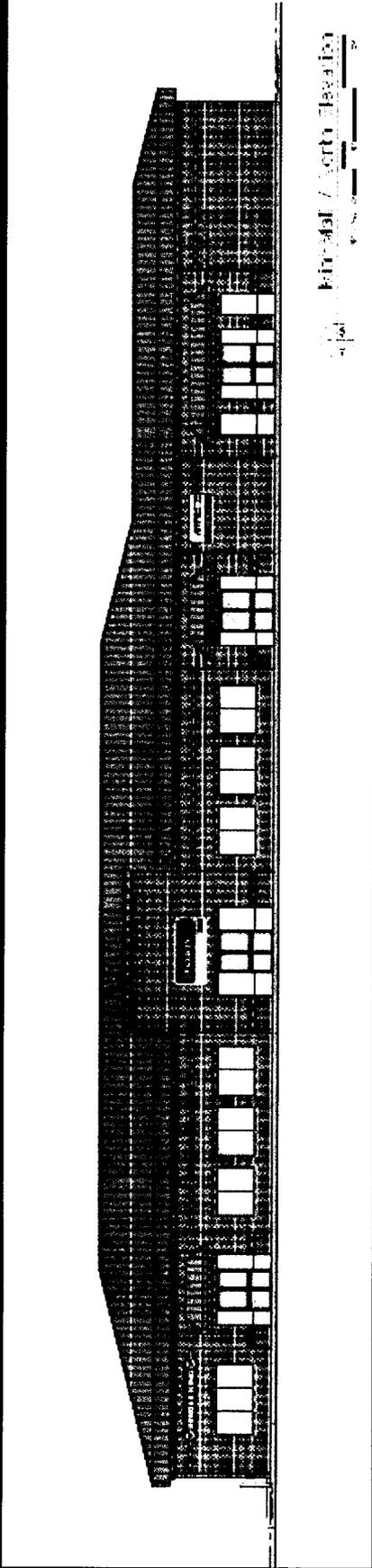
AAFES Master Plan BX Shopping Center



- Replaces 1956 BX Facilities
- PA: \$12.0M (NAF)
- 96,073 SF
- Consolidates Main Exchange, Military Clothing Sales, Food Court, Dry Cleaning, and Class Six
- ECD: Fall 2005



AAFES Master Plan Mini Mall

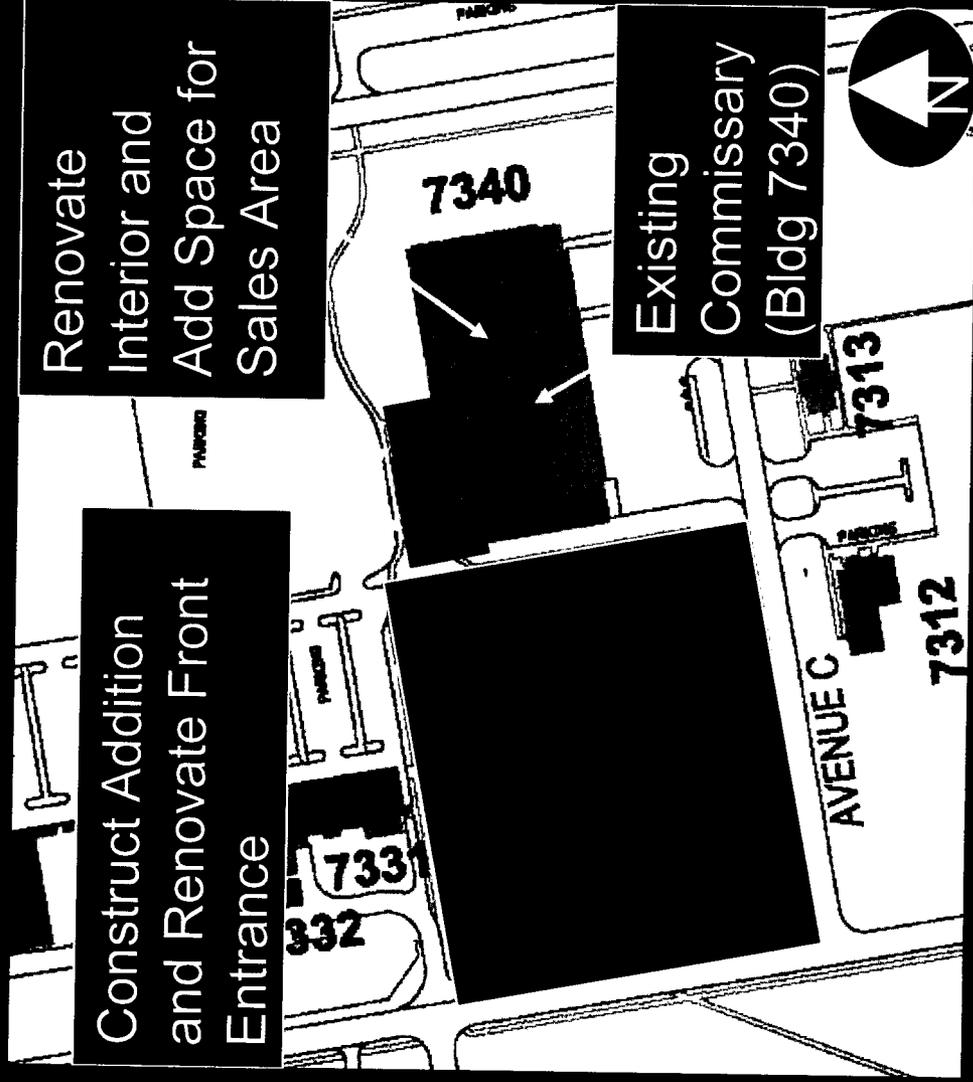


- Replaces 1956 BX Facilities
- PA: \$2.7M (NAF)
- 11,530 SF
- Consolidates Gas Pumps, Auto Service, U.S. Post Office, Burger King, and AAFES Shoppette
- ECD: Spring 2006

Defense Commissary Agency (DeCA) Master Plan



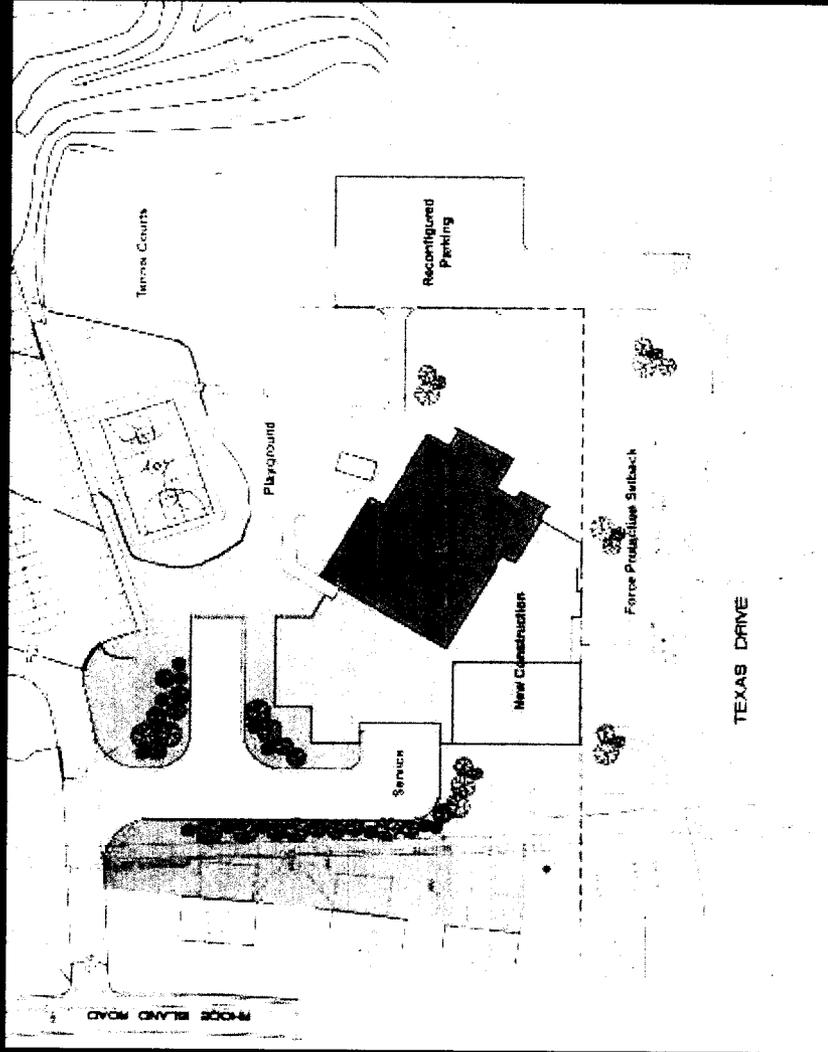
- PA: \$5.3M (DeCA)
- Includes New Addition and Renovation of Front Entrance
- Renovation of 5,000 SF of Storage Area to Sales Area
- \$1.0M in New Equipment
- ECD: Winter 2007





Youth Center Addition/Alteration

- PA: \$3.5M (NAF)
- Existing Facility: 11,570 SF
- New Expansion: 18,756 SF
- ECD: Summer 2007



**DYESS - ABILENE
IS
MISSION READY**

*Prepared by
The City of Abilene, Texas
June 29, 2005*



The B-1s Should Be Consolidated at Dyess

- Dyess ranks 20th among Bomber Bases Ellsworth ranks 39th
- Dyess is the one base for B-1 initial training, and instructor training ✓
- Dyess has the B-1 Weapons School, which had been transferred from Ellsworth ✓
- Dyess has the B-1 Test Unit, which had been transferred from Ellsworth ✓
- Dyess has the B-1 Engine Regional Maintenance Center for all B-1 engines
- Dyess has the majority of B-1 simulators
- Dyess has had as many as 45 B-1s
- Dyess has a large Boeing operation in support of the B-1s
- Dyess hosts the Realistic Bomber Training Initiative, which is used by all B-1s
- Over \$180 million in new infrastructure has been built at Dyess during the past 10 years ?

Consolidation of the B-1s Will Increase the B-1 Mission Capable Rates

- One central inventory for spare parts
- All B-1s will be based at the location of the B-1 Engine Regional Maintenance Center

Consolidation of the B-1s Will Not Jeopardize the Bomber Fleet

- The Bomber fleet has aircraft at 5 bases
 - B-1s at Dyess
 - B-1s at Ellsworth
 - B-2s at Whiteman
 - B-52s at Minot
 - B-52s at Barksdale
- With the consolidation of the B-1s, the Bomber fleet will simply be at 4 bases instead of 5
- The Air Force consolidates similar types of aircraft

Criterion 1 – Current and Future Mission Category 1245: Proximity to Airspace Supporting Mission

- Most heavily weighted Bomber category
- Dyess earned 5.66 points; Ellsworth had only 2.29 points

ASM within 300NM

	# of Areas	Closest Area
Dyess	126	28 NM (Lancer)
Ellsworth	34	10 NM (Tilford ATCA)

Criterion 1 – Current and Future Missions Category 1246: Proximity to Low Level Routes Supporting Mission

- Second most heavily weighted Bomber category
- Dyess earned 8.69 points; Ellsworth had only 3.47 points

Low Level Routes within 300 NM

Type	Dyess # of Routes	Ellsworth # of Routes
IR	11	8
VR(C-130)	28	0*
SR(C-130)	20	0*

*Ellsworth's lack of SR or VR routes is probably due to non-use for B-1 operations

Criterion 1 – Current and Future Missions

Category 1242: ATC Restrictions to Operations

- Dyess scored a perfect 5.52 due to the wide open skies of West Texas

Category 1271: Prevailing Installation Weather Conditions

- Dyess scored a perfect 3.68 due to the excellent flying weather of West Texas

B-1 Bombers

Criterion 2 – Condition of Infrastructure Category 1266: Range Complex Supports Mission

- Third most heavily weighted category
- Dyess earned 4.16 points; Ellsworth had only 1.57 points

Special Use Airspace Ranges within 300NM

	Dyess	Ellsworth
Total # of Ranges	126	17
# with Scoreable capability	12	0
# with Air to Ground weapons delivery capability	15	0
# with IMC weapons release capability	1	0
# with Electronic Combat	8	0
# with Lights Out	33	3

Criterion 2 – Condition of Infrastructure

Category 1266: Range Complex Supports Mission

- Powder River Range (Ellsworth)
 - No Scoreable range complexes/target array capability
 - No Air to Ground Weapons Delivery capability
 - No IMC weapons release capability
 - No Electronic Combat capability

Criterion 2 – Condition of Infrastructure

Category 8: Ramp Area and Serviceability

- Dyess scored a perfect 3.49
- Ramp Area at Dyess is large and contiguous; Ellsworth's Ramp Area consists of smaller sections separated by hangars
 - Dyess Ramp Area totals 1,207,600 sq. yds. with the largest at 941,900 sq. yds.
 - Ellsworth Ramp Area totals 871,400 sq. yds. with the largest at 191,997 sq. yds.

Category 9: Runway Dimension and Serviceability

- Dyess scored a perfect 5.52

Criterion 2— Condition of Infrastructure

Category 1235: Installation Pavements

Quality

- ✓ According to the DOD, for Category 1235 if “an installation has no runway or no actual runway, or no serviceable suitable runway, then score 0 pts.”
- Despite the fact that Dyess has a 13,500 foot runway that is used every day, and had perfect scores for categories 8 and 9, the DOD gave Dyess 0 points out of 4.49
- Apparently, Dyess’s one continuous apron area resulted in the error in the analysis. The DOD improperly penalized
- Dyess’s entire continuous runway/apron area because of a problem with a small portion

- One continuous apron area has significant advantages over separated aprons.
 - With separate aprons, a problem at one portion can make the entire apron unusable. With a continuous apron, aircraft can move past a problem.
 - Aircraft can move directly from point to point.
- Dyess should have received more than 0 points.
- The DOD's scoring methodology for Installation Pavements Quality deviated substantially from Criterion 2

DOD Recommendation to Transfer C-130s From Dyess Deviates Substantially from the Selection Criteria

- The DOD recommends transferring Dyess's C-130's to Little Rock, Peterson and Elmendorf
- Dyess ranks 11th for Airlift Bases
Little Rock ranks 17th
Peterson ranks 30th
Elmendorf ranks 51st
- Dyess has 29 C-130 H models(+ 4 to be assigned in '06). Since it has only H models, Dyess has operational, training and maintenance efficiencies
- Dyess has successfully had C-130s for over 20 years
- Dyess has 2 C-130 assault strips on base
- Dyess has a drop zone on base and numerous drop zones nearby
- Dyess has numerous visual low level routes in West Texas
- Dyess has an H model simulator

FCH

Dyess Has the Necessary Ramp Space for all B-1s and projected C-130s

- By transferring the B-1s to Dyess and keeping the C-130s, Dyess would have 90+ aircraft
- Dyess has the ramp space to handle 90+ aircraft
- Dyess handled 90+ aircraft in the 1990s when it had:
 - B-1s
 - C-130s
 - KC-135s
 - T-38s
- As stated in AF BCEG 24 August 2004 Minutes all B-1 and projected C-130s will fit at Dyess

The DOD's Recommendation Costs More MILCON and Significantly Deviates from Criteria #5

- The COBRA Model supports keeping the C-130s at Dyess ✓
- The transfer of C-130 and consolidation of the B-1s would cost \$185 million in MILCON costs
- According to AF estimates in BCEG minutes, the cost of C-130s remaining at Dyess and consolidating B-1s at Dyess is \$167M ... cost avoidance of \$28M
- The Air Force could save these funds plus avoid cost and turbulence of moving 1600 C-130 personnel by keeping the C-130s at Dyess

The DOD's Recommendation Deviates Substantially From Criteria #4

- C-130 move from Dyess would lose 1,680 personnel but the Air Force would add 1,905 personnel at the receiving bases

• Little Rock	1,185
• Peterson	463
• Elemendorf	<u>257</u>
Total	1,905

*Cost Avoidance of
not moving
personnel
E.H. way?*

- This means a net increase of 225 personnel

• Transferring C-130s from Dyess	1,905
• Keeping C-130s at Dyess	<u>(1,680)</u>
Net Increase	225

- Given the additional MILCON costs, the additional personnel and Dyess's higher ranking as an airlift base, the DOD deviated substantially from the BRAC criteria in recommending the transfer of Dyess's C-130's

Significant Economic Impact on Abilene

- The proposed Defense Department recommendations would add 374 positions at Dyess
- But...if the B-1s are not transferred to Dyess and Dyess's C-130 are transferred, Abilene would suffer serious economic impacts
 - 3.5% drop in employment; 12th worst among more than 230 communities affected by the BRAC
 - 1,680 direct jobs lost; 24th worst

Strong Community Support

- Abilene has a longstanding record of strong support for the men and women serving at Dyess
- The Air Combat Command community support trophy is named after Abilene
- Abilene provided an effluent water supply pipeline to Dyess for cost savings and water savings
- Abilene established the Linear Air Park at Dyess
- Abilene hosts the World's Largest Barbecue
- Abilene is upgrading the access road to the alternate gate to increase security

The Abilene Community is prepared to support the entire B-1 fleet and Dyess's two C-130 squadrons.

Building Number	Street Number	Street Name	Organization
4002	726	Alert Ave	
4003	626	Alert Ave	7CES Fire Protection
4101	499	Ave A	
4111	966	Ave A3	7SUPS Fuels Management
4112	1002	Ave A3	
4114F	1005	Ave A2	7SUPS POL
4115	1001	Ave A2	7SUPS POL
4116	973	Ave A2	7SUPS POL
4119	1000	Ave A3	
4120	498	Alert Ave	7BW Safety
4127	982	Ave A1	
4201	1001	Ave A3	7SFS Armory
4202	965	Ave A3	7LG Quality Assurance
4214	966	Herk Drive	40AS Command Section
4215	1002	Herk Drive	40AS Maintenance
4217	949	Ave B	7SUPS Mobility Element
4218	941	Ave B	7LSS Deployment Control Center
4222	997	Ave A3	
4225	998	Ave B	Aircraft Wash Rack
4300	1017	Herk Drive	7OSS Control Tower
4301	1001	Herk Drive	39AS Maintenance
4302	965	Herk Drive	39AS Command Section
4308	965	Tug Street	
4309	310	2nd Street	7CES Hazardous Waste Manager
4311	398	2nd Street	
4312	998	Ave C1	
4313	396	1st Street	7CRS Storage
4314	925	Ave C	Global Reach Hanger
4315	997	Ave C	C-130 Maintenance Hanger
4316	998	Ave C	C-130 Maintenance Hanger
4317	958	Ave C	C-130 Maintenance Hanger
4318	926	Ave C	7SUPS C-130 Parts Store
5000	433	1st Street	
5001	441	1st Street	Glossy Eagle Hanger
5003	498	2nd Street	Old EMS Corrosion Control
5004	481	1st Street	7EMS NDI Lab
5005	542	2nd Street	7CRS Command Section
5007	500	2nd Street	Old Corrosion Storage
5008	618	2nd Street	7OG Headquarters
5014	949	Ave D1	7OSS Weapons & Tactics
5015	966	Ave D2	9BS Command Section
5016	1002	Ave D2	9BS Life Support
5017	1009	Ave D	Maintenance Hanger
5018	965	Ave D	Maintenance Hanger
5019	989	Ave D1	
5020	926	Ave D	7EMS B1-B Maintenance Flight
5101	1001	Ave D2	9BS Sortie Support

6137	352 3rd	
6137	325 3rd Ave	7CES Dorm Parrish Hall
6138	333 3rd Ave	7CES Dorm Binnicker Hall
6139	334 3rd	
6141	341 3rd Ave	
6142	349 3rd Ave	7SVS Longhorn Dining Facility
6220	158 Ave B	7BW Chapel
6222	274 Ave B	7CES Readiness
6240	325 4th Ave	7SVS Transient Lodging Facility
7000	749 Ave B	C-130 Simulator
7002	220 2nd Street	USMC Reserve Building
7003	222 2nd Street	
7004	110 3rd Street	7SUPS Command Section
7007	617 Ave C	7MG Health and Wellness Center
7008	426 3rd Street	7COMM Mission System Flight
7010	620 Ave C	
7014	550 3rd Street	
7015	545 3rd	
7040	198 2nd Street	317th Pallet Buildup
7101	565 Ave B	7SVS Auto Hobby Shop
7102	465 Ave B	7SVS Fitness Center
7106	357 Ave B	7SVS Enlisted Lounge
7110	150 4th Street	7SVS Swimming Pool #1
7113	310 Ave C	7SVS Community Center
7115	398 Ave C	7SVS Bowling Center
7122	450 Ave C	
7130	565B Ave B	7SVS Auto Hobby
7206	341 Ave C	Dyess Federal Credit Union
7210	350 4th Street	
7215	382 Ave D	
7216	366 Ave D	
7217	390 Ave D	
7218	398 Ave D	
7219	410 Ave D	7CES Dorm Pfingston Hall
7220	418 Ave D	7CES Dorm Campanele Hall
7221	426 Ave D	7CES Dorm Benken Hall
7223	392 Ave D	
7225	566A Ave D	7SVS Child Care Center
7226	566B Ave D	7SVS Child Care Center
7227	566C Ave D	7SVS Child Care Center
7232	425 3rd Street	7MSS Education Services / Social Actions
7233	417 3rd Street	7MSS Military Personnel
7234	409 3rd Street	7MSS Leadership School
7235	397 3rd Street	7BW Area Defense Counsel / Tax Center
7237	389 3rd Street	7LG Command Section
7238	381 3rd Street	7CONS Command Section
7300	290 Theatre Road	AAFES Burger King
7301	211 Theatre Road	AAFES Theater
7312	217 Ave C	7LSS Command Section

8130	933 3rd Street	7EMS Fabrication Flight
8131	909 3rd Street	7EMS Fabrication Flight/Welding
8133	907 3rd Street	
8150F	201 Ave D	
8202	197 Ave D	436th Training Squadron
8211	809 4th Street	7CRS PMEL
8215	757 4th Street	7CES Pump Station
8218	812 4th Street	7CES Switch Substation
9001	674 Alert Ave	7OSS Airfield Operations
9002	666 2nd Ave	Old HAZMART
9003	717 2nd Ave	Old HAZMART
9004	665 2nd Ave	Old HAZMART
9019	757 Rapcon Road	
9024	781 Alert Ave	
9030	1101 Rapcon Road	7COMM Ground Radio
9032	1102 Rapcon Road	
9045	1008 3rd	
9101	152 Ammo Rd	
9102	354 Ammo Rd	DRMO Storage
9103	356 Ammo Rd	DRMO Storage
9104	358 Ammo Rd	Defense Reulitization Management Office
9105	334 Ammo Rd	DRMO Storage
9106	150 Ammo Rd	7SFS K9 Training
9107	158 Ammo Rd	
9108	350 Ammo Rd	DRMO Storage
9109	165 E. Ammo Road	7EMS Muntions Storage Area
9110	233 E. Ammo Road	7EMS Muntions Inspection
9111	618 Bomb Run	7EMS Muntions Storage Area
9112	309 E. Ammo Road	7EMS Muntions Flight
9113	674 Bomb Run	7EMS Muntions Storage Area
9114	617 Bomb Run	7EMS Muntions Storage Area
9115	398 Curie Ave	7EMS Muntions Storage Area
9116	397 Curie Ave	7EMS Muntions Storage Area
9117	441 Curie Ave	7EMS Muntions Storage Area
9118	542 Bomb Run	7EMS Muntions Storage Area
9120	465 Nobel Ave	7EMS Muntions Storage Area
9121	290 Ammo Rd	
9122	581 Nobel Ave	7EMS Muntions Storage Area
9123	619 Nobel Ave	7EMS Muntions Storage Area
9124	673 Nobel Ave	7EMS Muntions Storage Area
9125	709 Nobel Ave	7EMS Muntions Storage Area
9126	749 Nobel Ave	7EMS Muntions Storage Area
9127	789 Nobel Ave	7EMS Muntions Storage Area
9128	841 Nobel Ave	7EMS Muntions Storage Area
9129	878 Curie Ave	7EMS Muntions Storage Area
9130	818 Curie Ave	7EMS Muntions Storage Area
9131	782 Curie Ave	7EMS Muntions Storage Area
9132	744 Curie Ave	7EMS Muntions Storage Area
9133	698 Curie Ave	7EMS Muntions Storage Area

11960	760 Mesquite Trail	
11964	765 Mesquite Trail	7SVS Golf Cart Storage
11975	1110 Mesquite Trail	7SVS Golf Course Maintenance
11990	100 Louisiana Rd	AAFES Shoppette

NET EXPLOSIVE WEIGHTS FOR B-1 COMBAT AIRCRAFT PARKING AREA

PARKING SPOTS A1-A3

HC/D	1.1	1.2.3	(xx) 1.2.3	1.2.3MCE	1.2.2	<1.2.1	≥1.2.1	1.2.1MCE	1.3	1.4
Authorized	5,000	10,000	6	≤105	5,000	919	919	105	5,000	Capacity

B-1 PARKING SPOTS A4-A6

HC/D	1.1	1.2.3	(xx) 1.2.3	1.2.3MCE	1.2.2	<1.2.1	≥1.2.1	1.2.1MCE	1.3	1.4
Authorized	5,376	10,000	7	≤116	5,000	1,000	1,000	116	5,000	Capacity

B-1 PARKING SPOTS A7-A14

HC/D	1.1	1.2.3	(xx) 1.2.3	1.2.3MCE	1.2.2	<1.2.1	≥1.2.1	1.2.1MCE	1.3	1.4
Authorized	10,752	10,000	9	≤232	5,000	5,000	5,000	232	5,000	Capacity

B-1 PARKING SPOTS A15-A16

HC/D	1.1	1.2.3	(xx) 1.2.3	1.2.3MCE	1.2.2	<1.2.1	≥1.2.1	1.2.1MCE	1.3	1.4
Authorized	7,560	10,000	10	≤293	5,000	5,000	5,000	293	5,000	Capacity

B-1 PARKING SPOTS A18

HC/D	1.1	1.2.3	(xx) 1.2.3	1.2.3MCE	1.2.2	<1.2.1	≥1.2.1	1.2.1MCE	1.3	1.4
Authorized	7,560	10,000	10	≤258	5,000	5,000	5,000	258	5,000	Capacity

B-1 PARKING SPOTS A19-A23

HC/D	1.1	1.2.3	(xx) 1.2.3	1.2.3MCE	1.2.2	<1.2.1	≥1.2.1	1.2.1MCE	1.3	1.4
Authorized	10,752	10,000	10	≤307	5,000	5,000	5,000	307	5,000	Capacity

B-1 PARKING SPOTS A24-A25

HC/D	1.1	1.2.3	(xx) 1.2.3	1.2.3MCE	1.2.2	<1.2.1	≥1.2.1	1.2.1MCE	1.3	1.4
Authorized	0	0	0	0	0	0	0	0	5,000	Capacity

B-1 PARKING SPOTS B1-B4

HC/D	1.1	1.2.3	(xx) 1.2.3	1.2.3MCE	1.2.2	<1.2.1	≥1.2.1	1.2.1MCE	1.3	1.4
Authorized	16,128	10,000	10	≤305	5,000	5,000	5,000	305	5,000	Capacity

B-1 PARKING SPOTS B5-B16

(12 Spots) 6 A/C

HC/D	1.1	1.2.3	(xx) 1.2.3	1.2.3MCE	1.2.2	<1.2.1	≥1.2.1	1.2.1MCE	1.3	1.4
Authorized	22,680	10,000	11	≤361	5,000	5,000	5,000	361	5,000	Capacity

B-1 PARKING SPOTS B18-B22

3 A/C

HC/D	1.1	1.2.3	(xx) 1.2.3	1.2.3MCE	1.2.2	<1.2.1	≥1.2.1	1.2.1MCE	1.3	1.4
Authorized	22,680	10,000	12	≤450	5,000	5,000	5,000	>450	5,000	Capacity

B-1 PARKING SPOTS B23

HC/D	1.1	1.2.3	(xx) 1.2.3	1.2.3MCE	1.2.2	<1.2.1	≥1.2.1	1.2.1MCE	1.3	1.4
Authorized	16,128	10,000	12	≤450	5,000	5,000	5,000	>450	5,000	Capacity

B-1 PARKING SPOTS B24-B26 (SEE NOTE 3)

HC/D	1.1	1.2.3	(xx) 1.2.3	1.2.3MCE	1.2.2	<1.2.1	≥1.2.1	1.2.1MCE	1.3	1.4
Authorized	16,128	10,000	4	≤60	5,000	269	None	60	5,000	Capacity

NOTE 1. NET EXPLOSIVE WEIGHTS ARE BASED ON AN EMPTY AIRCRAFT SPOT BETWEEN LOADED AIRCRAFT.

NOTE 2. MAXIMUM N.E.W. WITH AIRCRAFT ON ADJACENT PARKING SPOT IS LIMITED TO 2744 LBS N.E.W.

NOTE 3. CONTACT WING WEAPONS SAFETY PRIOR TO LOADING ANY LIVE MUNITIONS ON THESE SPOTS.

NOTE 4. NET EXPLOSIVE WEIGHTS FOR DYESS UCML:

HC/D 1.1

MK-82, MK-62 mines = 192lbs $\times 84 = 16128$
 MK-84/GBU-31(v) 1/B = 945lbs $\times 24 = 22680$
 BLU-109/GBU-31(v) 3/B = 535lbs
 CBU-87/103 = 129lbs
 CBU-89/104 = 116.1lbs
 CBU-97/105 = 104.9lbs

D 1.2.3

A-158 (JASSM) = 256 lbs

$$8 \times 945 = 7560$$

$$16 \times 945 = 15120$$

Beauchamp, Arthur, CIV, WSO-BRAC

From: Fenton Roland D LtCol 7 BW/XP [roland.fenton@dyess.af.mil]
Sent: Wednesday, June 29, 2005 5:41 PM
To: Beauchamp, Arthur, CIV, WSO-BRAC
Subject: FW: Ramp Space File

Art,

Hope you made it home safely.

I mailed your jacket on Tuesday. I sent it USPS Express Mail with tracking number ER 786281503 US (website www.usps.com, 1800-222-1811). The guarantee was for Thursday.

I attached some ramp information on parking spots. We currently have 9 transient spots for C- 5s and/or C-17s (not including space for "other" missions). I think your data shows 5. This doesn't account for the extra C-130 spots if they leave.

Roland

Sirs,

Contained on the attached document is what our parking aprons can accommodate with regards to C-5 and C-17 aircraft. Rachel Wiggins (Community Planner) and I re-crunched and broke down the numbers based on different scenarios.

If the B-1 parking apron remained as is (50 parking spots); Dyess could accommodate 30 C-17 aircraft or 24 C-5 aircraft.

If the B-1 parking apron is expanded (68 parking spots) to accommodate B-1s from Ellsworth we would still be able to park 18 C-17 or 15 C-5 aircraft.

The transient aircraft parking ramp would be reduced to 770 feet long x 906 feet wide, more than enough room to accommodate a B747 and other smaller transient aircraft.

The amount of aircraft that could ultimately be parked on Dyess would be determined by which aircraft the parking plan is designed for, C-5, C-17 or a mix of both aircraft.

	Current Situation *	All B1's + Current C130's	Current B1's + C17's	All B1's + C17's	Current B1's + C5's	All B1's + C5's	
	A	B	C	D	E	F	Unit
B1	50	68	50	68	50	68	Spaces
C130	35	35	0	0	0	0	Spaces
C5	0	0	0	0	24	15	Spaces
C17	0	0	30	18	0	0	Spaces
Transient	2215	770	770	770	770	770	LF

* With current transient space, we can accommodate 9 C-5's or C-17's

6/30/2005

Severe Weather Hazard Frequency Comparison Ellsworth AFB vs. Dyess AFB

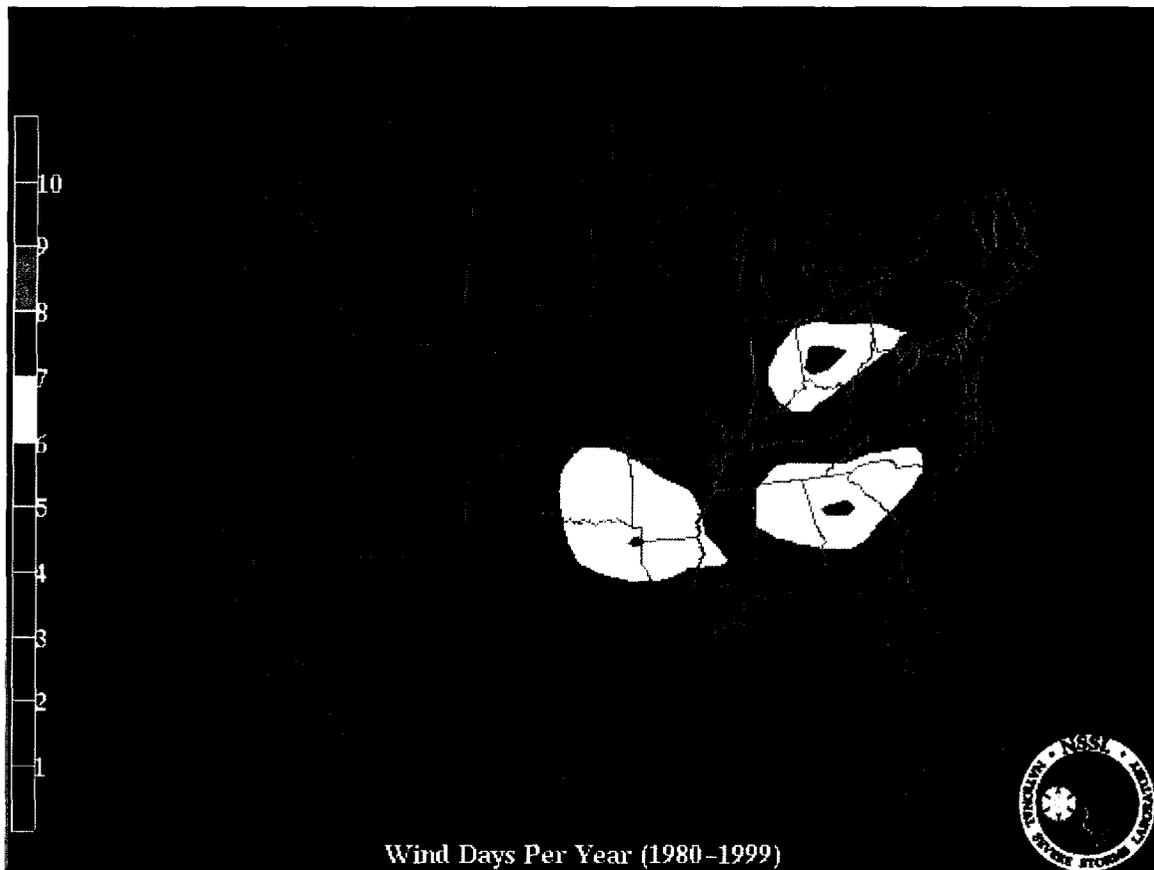
Introduction:

Statistics based on severe weather reports have been compiled into map form at the National Severe Storms Laboratory. See <http://www.nssl.noaa.gov/hazard/> . A review of these statistics shows that in spring and summer the Dyess AFB area experiences much more frequent severe weather than the Ellsworth AFB area.

The National Weather Service classifies a storm as severe if it produces high winds, hail, or tornadoes. Often the same storm will produce all three of these phenomena. A storm is classified as severe if straight-line winds exceed 50 kts (58 mph), if hail size exceeds ¾", or if a tornado of any severity occurs. Damage to aircraft and facilities on the ground, and in the case of hail, to aircraft in flight, is likely when these criteria are met. At this time, neither the dollar value of property losses, nor statistics on injuries and deaths, are involved in classifying a storm as severe.

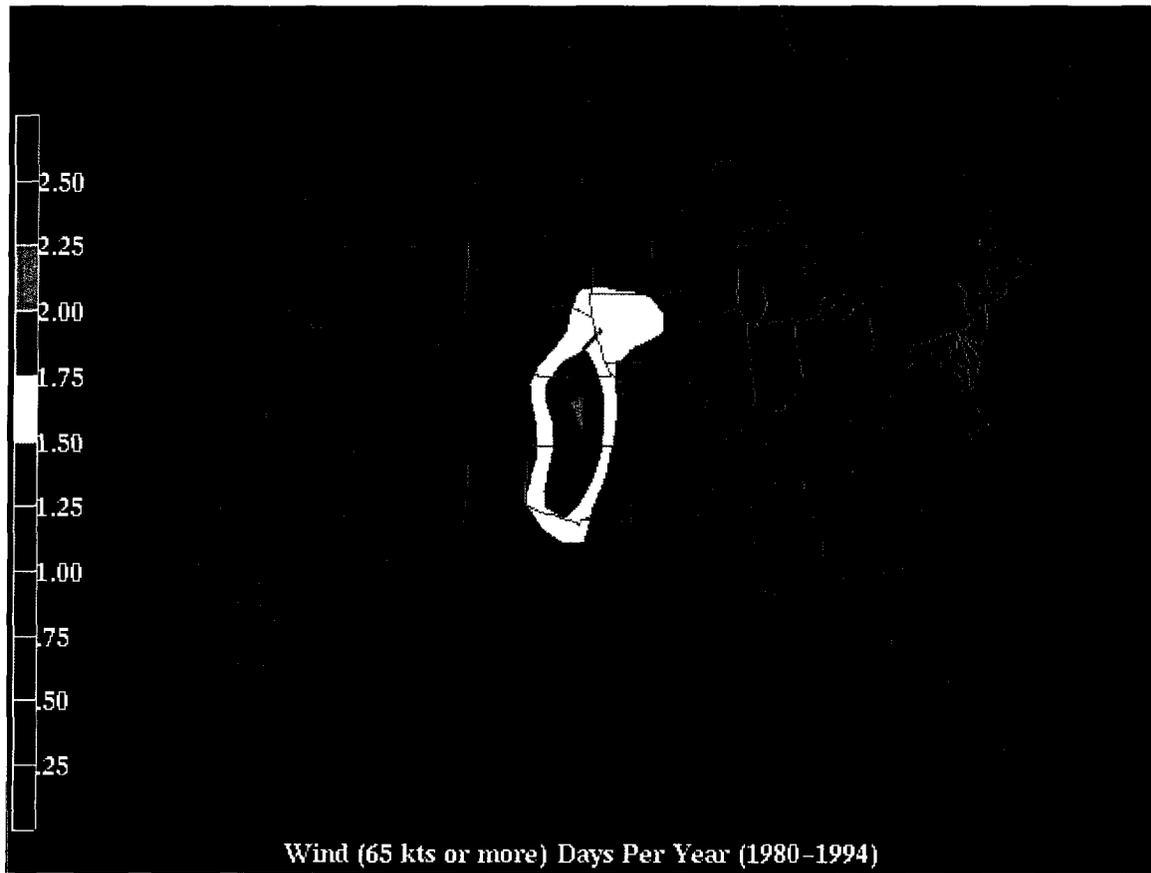
We review here statistics on the frequency of these severe storm phenomena, using charts available at the above-referenced web site. These charts, unless otherwise stated, were compiled using storm reports from 1980-1999.

High Winds



The frequency per year of severe storm magnitude straight-line winds with speed greater than 50 kts (58 mph) within 25 miles of a given point is depicted here. In this type of analysis, the problem of multiple reports of the same event are factored out. The frequencies range from less than one (black) to greater than 7 (deeper shade of orange) wind episodes per year. The red stars indicate the locations of Ellsworth and Dyess Air Force Bases. Around Ellsworth the frequency is fairly uniform and is between once and twice per year, while Dyess is located in a region with a much sharper gradient in frequency. Near Dyess, the frequency is in the 3 to 5 times per year range.

The next chart displays frequency of occurrence of extremely high winds, 65 kts (75 mph) or greater, based on reports from 1980-1994.

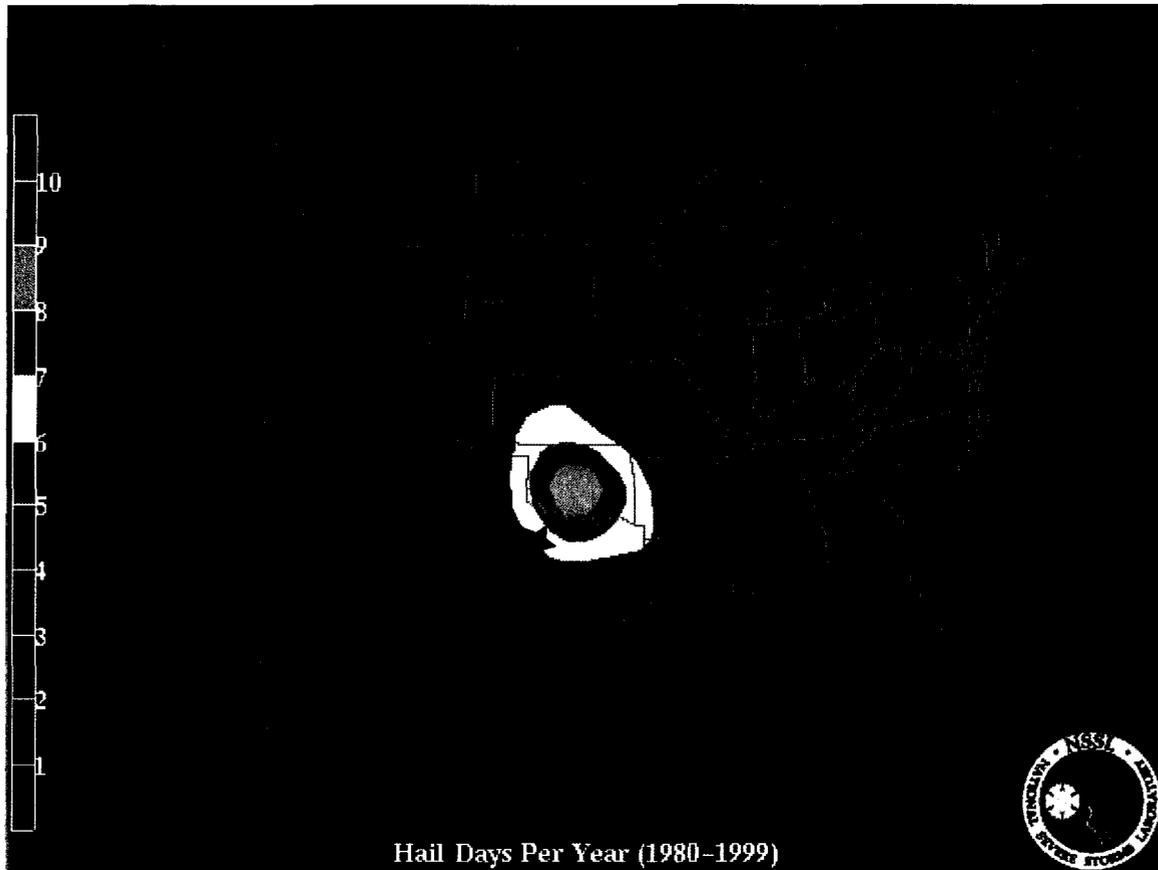


Ellsworth is in a region experiencing this kind of wind between .5 and .75 times per year, while Dyess is in the 1 to 1.25 times per year regime.

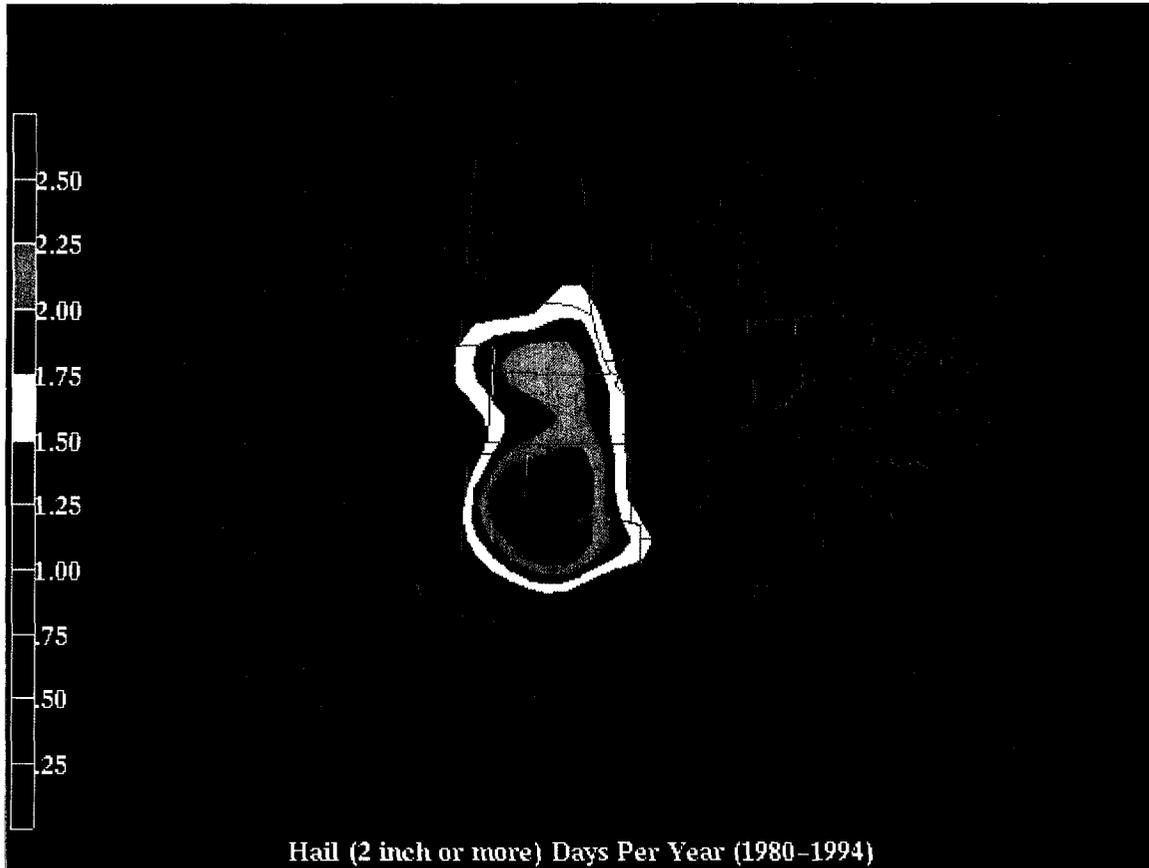
Thus, with respect to high and extremely high straight-line winds, the Dyess area experiences both categories of winds about twice as often as the Ellsworth area.

Hail

The panel below shows the frequency of occurrence of damaging hail (diameters greater than 3/4").



Ellsworth is in a region experiencing damaging hail between 2 and 3 times per year, while Dyess is in a region where the frequency is 5 to 7 times per year. Although 3/4" hail is the size at which significant damage to metallic vehicles, and roofs, siding and windows of structures begins to occur, larger hail causes more severe damage. A database spanning 1925-1999 was analyzed for the occurrence of very large hail (2" diameter or greater). The figure below shows the results of this analysis.



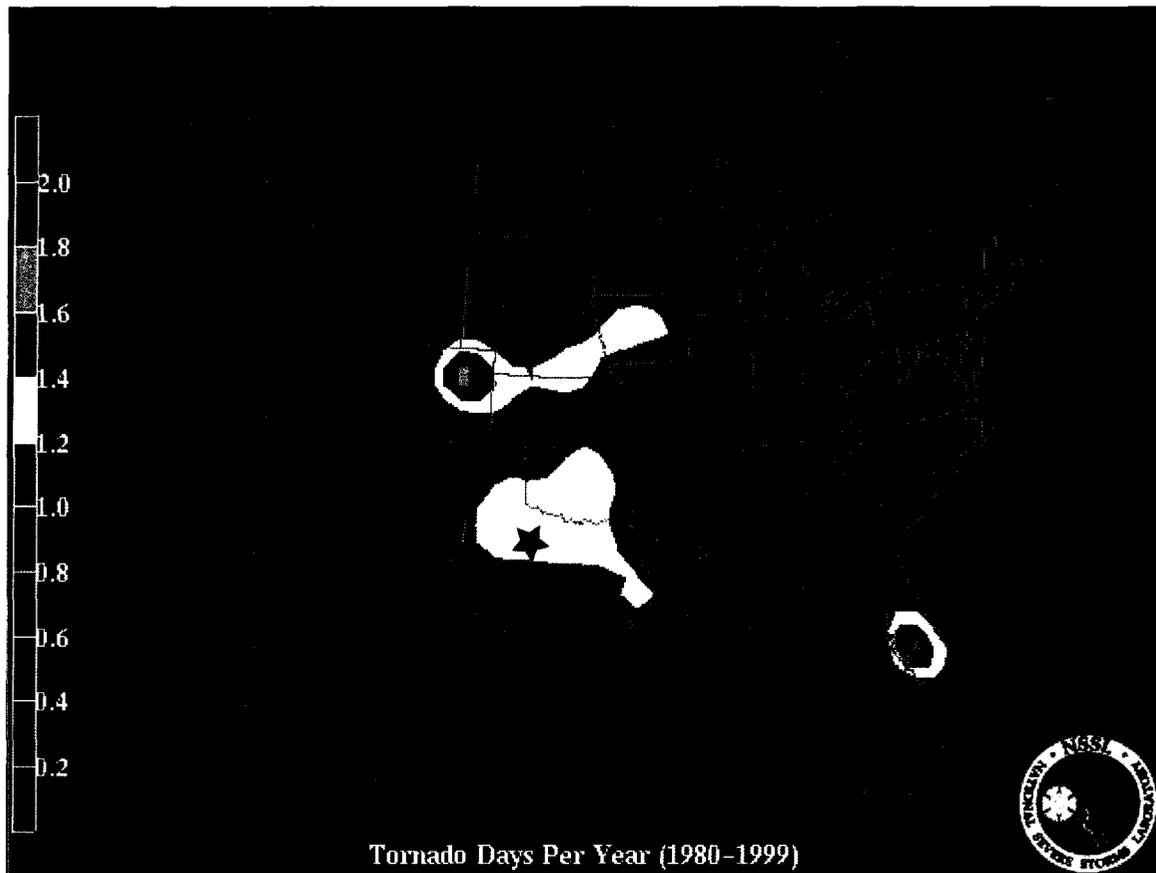
Near Ellsworth, hail this large occurs once per year or less, while near Dyess, such large hail is expected twice per year or more.

Thus hail large enough to begin to result in significant damage falls more than twice as often around Dyess as around Ellsworth, when one looks at even larger hail, the Dyess area experiences it more than 3 times as frequently as the Ellsworth area according to these analyses.

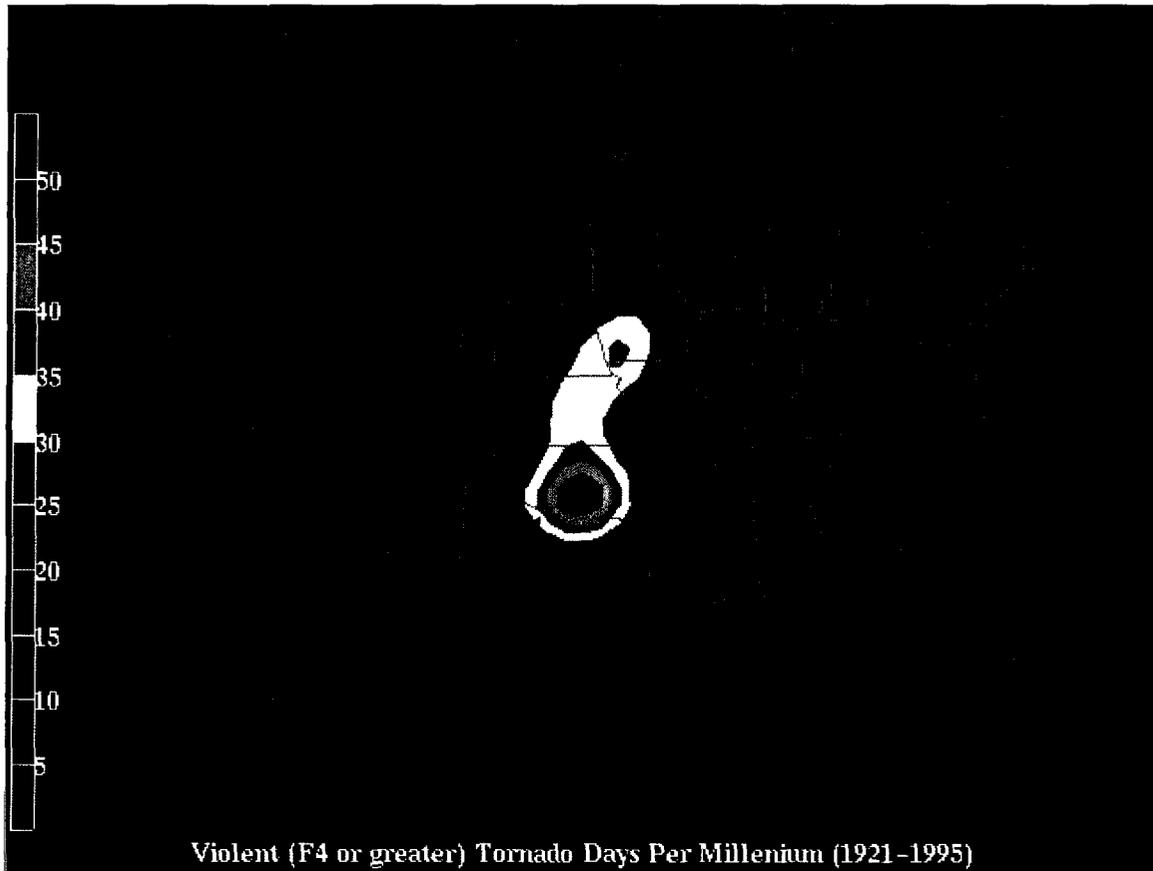
An independent analysis, published by certified consulting meteorologist Chris Orr in the Rapid City Journal on 19 June 2005 looked at the number of reports of hail 2" diameter or greater from the two counties surrounding Dyess and two surrounding Ellsworth, from 1950 – spring 2005. There were 71 reports of such hail around Dyess, and 88 around Ellsworth. In this analysis, multiple reports of the same storm often occurred, so the ratio of reports in the two regions does not truly reflect the ratio of events.

Tornadoes

Tornado frequency is much higher at Dyess than at Ellsworth, as shown below.



While the Ellsworth area experiences tornadoes about once every other year, on average, the Dyess area experiences tornadoes more than once per year. When looking just at very violent tornadoes the contrast in frequency is even more striking, as the next figure shows.



Here is shown the frequency of tornadoes classified as F4 or F5 on the 5-level Fujita scale, based on data from 1921-1995. The Dyess area expects to experience such violent tornadoes 20-30 times per millennium, while the Ellsworth area expects such tornadoes less than 5 times per millennium. Thus the frequency of violent tornadoes is low in both areas, but is 5 to 6 times more likely around Dyess than around Ellsworth.

Historically, neither base has had any tornado pass directly over it, in the 50+year lifetimes of these bases. Orr, in the article cited above, points out that between 1950 and 2002, two strong tornadoes passed within 40 miles of Ellsworth, while 10 strong tornadoes passed within 40 miles of Dyess. Using this view, the frequency of strong tornadoes 5 times higher at Dyess than Ellsworth.

Looking at these statistics another way, the climatological chance of seeing a violent tornado near Dyess, over a 20 year period, is 46%. At Ellsworth, the probability is less than 10%. The chance of a violent tornado intercepting either base perimeter while on the ground will be small fractions of these percentages, and at Ellsworth at least such a probability is negligible.

Summary

Severe weather in general is more than twice as probable around Dyess AFB compared to Ellsworth AFB. The two areas differ proportionally the most in tornado frequency, by more than a factor of two for all tornadoes, and a factor of 5 to 6 for violent tornadoes. Damaging straight-line winds and damaging hail each occur on the average every year at both bases, at least once at Ellsworth and more than twice at Dyess. Very high winds occur on the average once every other year at Ellsworth, and once per year at Dyess. Very large hail occurs a little more often than once per year at Ellsworth and about 2 ½ times per year at Dyess.

Addendum

It would be useful to provide information on damage experience during actual cases of severe weather near or at Air Force bases. However, we don't know how to reliably and quickly find damage statistics. By chance, we found information on one relatively famous case.

The following damage account refers to an Oklahoma base, and comes from Galway (1992):

20 March 1948 – A tornado struck Tinker AFB near Oklahoma City, destroying 32 military aircraft and damaging many structures on the base.

Bomar (1995), pg 237, provides a list of “most memorable tornado” events in Texas. From among them, events near towns with air bases at the time were selected. Perhaps someone with access to military records, or possibly through a search of local newspaper accounts, can find information on damage at the affected bases.

11 May 1953 – There was a very damaging tornado outbreak around Waco, TX and nearby Connally AFB.

3 April 1964 – Large tornado outbreak near Wichita Falls and Sheppard AFB

10 April 1979 – Another large tornado outbreak near Wichita Falls and Sheppard AFB.

From a web posting by Luchtzak Aviation (<http://www.luchtzak.be/postt10079.html>) :

Hail caused moderate to severe damage to 96 of 121 TH-57 helicopters and 50 of 151 T-24's at Whiting Naval Air Station in Florida. In addition, buildings were damaged. Total damage was estimated to be at least \$2.1 M.

The point is that weather hazards are going to cause damage and that weather damage losses are part of the cost of doing business at these bases. Were weather-related damage costs included in the Air Force analysis of the costs of doing business at Dyess and Ellsworth?

References

Bomar, G. W., 1995. Texas Weather. U. of Texas Press, Austin, TX. 275 pp.

Galway, J. G., 1992: Early severe thunderstorm forecasting and research by the United States Weather Bureau. *Weather and Forecasting*, 7, 564-587.

Luchtzak Aviation. Accessed 5 July 2005 at <http://www.luchtzak.be/postt10079.html>)

National Severe Storms Laboratory Severe Thunderstorm Climatology. Accessed 5 July 2005 at <http://www.nssl.noaa.gov/hazard/>.

Ranges and Airspace Within 300 Nautical Miles of Dyess AFB TX

Low Level Training Routes (IR and VR) With Entry and/or Exit
Points Within 300 Nautical Miles of Dyess AFB TX

Dyess B-1B Training Devices Summary For May 04 – Apr 05

May 04 – Apr 05 B-1B Training Devices Availability, Scheduled,
and Utilization Hours

BASE VISIT REPORT

DYESS AIR FORCE BASE, TX

27 JUNE 2005

LEAD COMMISSIONER:

Not applicable. Staff Visit Only.

ACCOMPANYING COMMISSIONER:

Not applicable.

COMMISSION STAFF:

Art Beauchamp (Senior Analyst, Air Force Team)

LIST OF ATTENDEES:

Attendees

Col Harencak

Lt Col Fenton

Lt Col Eichhorn

Lt Col Ricky Lee

Art Beauchamp

Major Keith Compton

Mr. Mike Brown

Mr. John Schults

Position

7 BW/CC

7 BW/XPD

7 MSG/CD

7 OG/OGX

BRAC Analyst

7 EMS/CC

7 LRS/LGR

7 MSS/MOF

BASE'S PRESENT MISSION: Dyess Air Force Base is home to the 7th Bomber Wing, one of only two Air Force B1 bomber wings. It is also home to a major C-130 airlift tenant, the 317th Airlift Group. Dyess' mission is delivering bombing and airlift capability to Combatant Commanders. In addition, Dyess is home to the B1 Weapons School, B1 Test Unit, and B1 Initial Pilot Training. It is also home to a number of training support squadrons and a U.S. Marine Corps, Motor Transportation Maintenance Company.

SECRETARY OF DEFENSE RECOMMENDATION:

DOD's recommendation consolidates the B1 Bomber fleet at Dyess by closing Ellsworth AFB, SD and transferring the B-1s assigned at Ellsworth to Dyess. In addition, DOD recommends realigning Dyess by transferring the C-130 aircraft assigned at Dyess to the active duty, 317th Airlift Group at Little Rock, AK and to other Air Force installations.

Most of the C-130s (22 aircraft) will go to the 317th Airlift Wing. The rest will be transferred to the following units and installations: the Air National Guard (ANG) 189th Airlift Wing (two aircraft), Little Rock AFB, AK; the 176th Wing (ANG), Elmendorf AFB, AK (four aircraft); and the 302d Airlift Wing, AFR, Peterson AFB, CO (four aircraft). Note Peterson AFB will have an active duty/Air Force Reserve association

SECRETARY OF DEFENSE JUSTIFICATION: According to DOD, this recommendation consolidates the B-1 fleet at one installation in order to achieve operational and economic efficiencies. The Air Force desires that to create an efficient, single-mission operation at Dyess that focuses only on the B1 mission, the C-130s assigned to Dyess have to be transferred to other Air Force installations (i.e. Little Rock AFB, AK).

MAIN FACILITIES REVIEWED:

A detailed installation and facility tour (about five hours) was conducted at Dyess. Overall, the infrastructure and facilities at Dyess are in good condition. *With a few notable exceptions (see below) Dyess has the infrastructure and facilitates to support the beddown of the Ellsworth B1s. Overall, Dyess can support the beddown of 68 B1 Bombers.*

Helping the consolidation is the fact that the C-130s and maintenance personnel will move from Dyess to Little Rock. Facilities once occupied by C-130 aircraft and personnel will be made available for B1 aircraft and maintenance personnel.

The Air Force has made significant investment into Dyess' infrastructure and facilities. Since 1996, Dyess added \$180M in new infrastructure. Projects include a new B-1 test cell, base housing, fitness center, a state-of-the-art C-130 Squadron Operations and Maintenance Building and the Realistic Bomber Training Initiative. Base personnel stated Dyess currently has a number of funded military construction projects that will be completed over the next two years, to include a Base Exchange, Consolidated Support Facility, and a Consolidated Fabrication Facility.

Dyess has 3 runways (2 active; one inactive), two C-130 assault strips (on base) and a C-130 drop zone. The main runway is 300 feet wide by 13,500 feet long (minimum required for a B1); the C-130 assault strips are 60 feet by 3,500 feet. The inactive runway is a parallel taxiway capable of serving as an emergency departure runway for both B1s and C-130s.

The review identified a few significant requirements that should be in-place prior to the B1 consolidation. *Important note: at the time of the writing of this report Air Combat Command (ACC) completed a site survey. A request was made for the details of the survey, but it was refused by Dyess. ACC directed Dyess not to release the site survey report.*

Infrastructure and facilitates requirements for B1 consolidation identified during base visit:

- ***One additional B1 Maintenance hanger (minimum capability: 3 parking spaces).***
- ***Two additional B1 Training Simulators.***
- ***Modification to the B1 School House for expanded classrooms.***
- ***Modification of the new C-130 Squadron Operations Bldg for B1 Classified Mission Brief requirements***
- ***A minimum of twelve munitions storage sites for the additional B1 munitions***

OTHER REVIEWS:

Airspace Training Ranges

A detail presentation on the airspace training ranges and Military Operating Areas (MOA) at Dyess was provided during the visit. The focus of the review centered on the capability of Dyess' airspaces currently and the future requirement to support additional B1s. Prior to requesting the review we asked the FAA to complete an independent analysis. The FAA found that Dyess' has significant range availability. They also reported no significant impacts on the domestic Air Traffic System.

At the presentation, Dyess personnel stated that the number of airspace ranges and the quality of them is more than sufficient to support current and future levels of additional B1s. Prior to the installation visit the BRAC commission R&A staff asked Dyess for a detail analysis on their airspace training ranges.

The analysis provided by Dyess detailed the number of ranges and the quality of those ranges. It focused on range distance, airspace volume, operation hours, scoreable range, and air to ground weapons delivery, live ordnance, IMC weapons release, electronic combat, laser use, lights out capable, flare and chaff. These are the same factors used by the Air Force military value range scoring.

Overall, Dyess has access to 42 ranges which various levels of capability. The closest range to Dyess is 27 NW. A detailed analysis of the information provided is underway.

Force Protection

An interview with the Dyess Office of Special Investigation (OSI) was also completed. The intent of the interview was to obtain the local OSI's perspective on force protection/mitigation plan for protecting B1s, particularly if the entire fleet is stationed there.

The local OSI perspective is that sufficient counter measure are in place to counter most threats. Dyess recently funded about \$9M in physical barriers, cameras and other force protection equipment. A request will be made to DTRA for any assessment reports on Dyess and Ellsworth.

Sortie Generation

Also reviewed was the sortie generation requirement of each bomber unit. The review consisted of measuring the capability of Dyess to generate B1 missions both now and under the consolidation of B1s. Lastly, a review of the Dyess' net explosive weight capability for B1s on the parking ramp was reviewed as well as the munitions storage area and condition of the runway pavement. Clarification is still required on the maximum capability to load B1s simultaneously is required.

KEY ISSUES IDENTIFIED

- Dyess appears to be receiving 179 more personnel than required for the B1 consolidation. This was discovered during discussions with Dyess manpower personnel. If true, the BRAC recommendation will have to be modified to correct this discrepancy. This equates to an \$8M manpower savings.
- Dyess needs one new B1 maintenance hanger to support the beddown of the Ellsworth B1s.
- A minimum of two additional B1 cockpit simulators will be needed at Dyess to accommodate the jump in B1 pilot training requirements due to the consolidation.
- Currently, only 22 security force personnel are being added to Dyess manpower. Is this sufficient to protect an additional 24 B1 bombers?
- Need to determine the cost to expand the munitions storage capability. About 12 new facilities will be needed to accommodate the additional munitions from Ellsworth.
- ***Overall: Dyess has the capability to accommodate up to 68 B1s Bombers. Dyess personnel also noted that it can house 35 C-130s, in addition to the B1 fleet. If true, this begs the following questions:***
 - *Why move the C-130H models to Little Rock that ranks lower than Dyess as an airlift base (11th vs. 17th)? This isn't consistent with the Air Force's plan of military value.*
 - *Why incur the MILCON cost and cost to transfer 1,185 personnel from Dyess to Little Rock for a lesser military value base?*
 - *The recommendation for Dyess isn't consistent with its plan to consolidate aircraft of the same type. At Little Rock, where after the consolidation, they will be a mixed fleet of 116 C130H and C-130J models. Even accounting for the fact that Little Rock will be the Air Force's School House for C-130 training, do they need such a large mixed fleet?*
 - *Why not just keep the 29 C-130H currently at Dyess and add 3 more C-130H models to achieve an optimal sized C-130 squadron of 16 aircraft each?*
- Other concerns/questions with the transfer of C-130s at Dyess to Little Rock:
 - Can Little Rock's facilities/airspace/training ranges absorb the density of 116 aircraft?
 - Dyess has assault strips and a drop zone on base. This is an excellent capability. We need to determine the number of assault stripes and drop zones at Little Rock. Feedback from Dyess personnel was Little Rock doesn't have any on the base.
- ***Big Issue – assess the risk of consolidating the entire B1 fleet at one location – the “all the eggs in one basket argument”.***

INSTALLATION CONCERNS RAISED

Very few concerns were raised by Dyess personnel. The most significant was the need for additional B1 simulators to support the growth pilot training and need for additional B1 maintenance hanger. Concern was also expressed about officer development of placing all B1 pilots at a single location. Lastly, base personnel wanted to know how the Air Force defined maximum number of aircraft on the ground or MOG during the BRAC process. Their view is that the working MOG for Dyess might be underestimated.

COMMUNITY CONCERNS RAISED:

This analysis met with the community advocacy group the day after the visit to Dyess (29 June 05). The group's central theme was that Dyess has the capability to absorb the additional B1s and to house up to 35 C-130 aircraft.

In keeping with this theme, the group stated that "DOD's recommendation for Dyess deviates substantially from military criteria #5. Their view is that it will cost more in MILCON to beddown the C-130s at Little Rock than to keep the C-130s at Dyess and also beddown the addition B1s." They stated that according to Air Force BCEG minutes (dated 14 Aug 2004) the cost of C-130s remaining at Dyess and consolidating B1s at Dyess is \$167M", while ... "the costs to transfer the C-130s to Little Rock and to consolidate the B1s at Dyess is \$185M."

The community also voiced its concern that "despite the fact that Dyess has one 13,500 foot runway that is used every day, and had perfect scores for installation pavement quality, DOD gave Dyess 0 points out of 4:49."

Lastly, the group stated that DOD substantially deviated from selection criteria 1, 4, and 5 in transferring C-130s from Dyess to a lessor military value base (Little Rock).

REQUESTS FOR STAFF AS A RESULT OF VISIT:

- Need to validate the 179 person overage identified by Dyess personnel.
- Request a COBRA run where the B1 are consolidated at Dyess and the C-130s stay.
- Request clarification from DOD on the logic of sending C-130s to a lessor military value base, as well as the reason for a large C-130 mixed fleet at Little Rock.
- Request a copy of the recently completed Dyess site survey.
- Determine if the cost of the additional B1 simulators, B1 hanger, and other facilities requirements are included in the COBRA model.
- Need to address the issues raised by the community (see above)
- Request a threat assessment of Dyess from DTRA.
- Determine risk of placing all B1s at one location.
- Determine maximum capability to load B1s simultaneously on runway.
- Determine costs for additional munitions storage facilities.



Norm Archibald
Mayor

August 10, 2005

The Honorable Anthony J. Principi
Chairman
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Chairman Principi:

I am writing in support of (1) the DoD recommendation to transfer the B-1s from Ellsworth AFB to Dyess AFB and (2) keeping the two existing C-130 squadrons at Dyess.

The DoD analyses for bombers and airlift clearly establish that the B-1s should be consolidated at Dyess and the C-130s should remain. See Exhibits 1 and 2.

Bomber Bases	Rank	Score	Airlift Bases	Rank	Score
Dyess	20	56.7	Dyess	11	65.96
Ellsworth	39	50.81	Little Rock	17	63.25
			Peterson	30	57.2
			Elmendorf	51	51.6

The DoD certified data show that Dyess has the necessary ramp space for all the B-1s and up to 35 C-130s. Exhibit 3. The Air Force recently confirmed this is in a July 15, 2005 Inquiry Response in which it stated that Dyess is "able to support 66 [B-1] aircraft without moving the 28 currently assigned C-130s from the field." Exhibit 4.

Dyess has successfully hosted the C-130s for over 40 years and the B-1 for 20 years. Dyess has excellent training infrastructure for the C-130s, including drop zones, assault strips and low level routes. Dyess also has extensive training ranges for the B-1s. See Exhibit 4.

The DoD certified data also show that there will be substantial cost savings in having the B-1 fleet at Dyess and keeping the C-130s there. The DoD determined there will be \$1.8 billion in overall savings in consolidating the B-1 fleet, one of the largest cost savings of all the DoD recommendations. Exhibit 5. A Commission decision to approve the DoD recommendation for the B-1 fleet will ensure that the Air Force obtains these significant savings. A Commission decision to disapprove the DoD recommendation will require the Air Force to bear substantial costs year in and year out at the expense of important programs needed for our national defense.

The Honorable Anthony J. Principi

August 10, 2005

Page 2

With respect to MILCON costs, we understand that the MILCON costs to consolidate the B-1s at Dyess and keep the C-130s there will be less than the MILCON costs to consolidate the B-1s at Dyess and move the C-130s to the three other bases. The DoD will also save money by not having to transfer 1,680 C-130 personnel from Dyess to the other three bases. Furthermore, the COBRA Model determined that it would require 1,905 additional personnel at Little Rock, Peterson and Elmendorf to do the work of the 1,680 C-130 personnel at Dyess. The Air Force could save the annual costs of the 225 personnel by simply keeping the C-130s at Dyess. Exhibit 6.

In summary, consolidating the B-1s at Dyess and keeping the C-130s at Dyess is fully supported by the BRAC selection criteria and substantial cost savings. I respectfully urge the Commission to approve this approach.

Sincerely,



Norm Archibald
Mayor

cc: The Honorable James H. Bilbray
The Honorable Philip Coyle
Admiral Harold W. Gehman, Jr. (USN, Ret)
The Honorable James V. Hansen
General James T. Hill (USA, Ret)
General Lloyd W. "Fig" Newton (USAF, Ret)
The Honorable Samuel K. Skinner
Brigadier General Sue E. Turner (USAF, Ret)
Frank Cirillo
Kenneth L. Small
Art Beauchamp ✓
Dr. Michael H. Flinn, Ph.D.



Develop Abilene

Military Affairs

Military Affairs
 174 Cypress Street, Suite 200
 Abilene, Texas 79601
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August 2, 2005

COPY

BRAC Commission

Mr. Timothy B. MacGregor
 Senior Air Force Analyst
 2521 S. Clark Street, Suite 600
 Arlington, VA 22202-3920

AUG 04 2005

Received

Dear Mr. MacGregor:

I felt that I owed you a more definitive answer to the question you asked me on July 25 at the meeting held with my community, Abilene. The question revolved around the number of B-1s on the ground at any one time at Dyess assuming the fleet is consolidated. Assuming 67 aircraft are assigned, the breakout would be as follows:

36	Combat coded
18	Training coded
2	Test
4	Attrition Reserve
7	BAI
<u>67</u>	Total

If the fleet is in place, we assume the following loading:

6	At depot
6	TDY in the forward area
2	Test at Edwards AFB
6	Hangars for Phase/Maintenance or Modifications
8-10	Daily Flyers
<u>28-30</u>	Total

The above does not include any at Red Flag or other exercises.

The real unknown is if the USAF decides to downsize the fleet again, how many aircraft would be retired; and if not consolidated, where would they come from, Dyess or Ellsworth, thus creating more inefficiencies.

I hope this helps.

Sincerely,

William J. Ehrie, CEcD
 President
 Abilene Industrial Foundation

CC: Art Beauchamp
 Tanya Cruz
 Frank Cirillo

Michael Flinn
 Kenneth Small
 Christine Hill



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August 2, 2005

BRAC Commission

AUG 04 2005

Received

Dr. Michael H. Flinn, Ph.D.
Senior Analyst, Air Force
2521 S. Clark Street, Suite 600
Arlington, VA 22202-3920

Dear Dr. Flinn:

When I visited with the BRAC staff on July 25th to discuss Dyess AFB/Abilene, you had several questions regarding C-130s. I need to insure I answered all of them, so I have included the following:

- Dyess AFB has a 40-year history with C-130s which at one time included three (3) squadrons;
- The Base has a drop zone on base and two assault strips;
- Numerous low levels are active in the area;
- Dyess can accommodate the 67 B-1s and 33 C-130s on the ramp (see chart);
- The two (2) squadrons assigned are in a new consolidated squadron operations building that was opened this year;
- Each squadron rotates TDY every 120 days;
- Dyess has 29 aircraft assigned, mostly H-1s;
- Dyess was scheduled to get four (4) more H-1s from Elmendorf AFB this next fiscal year. This was to bring the total to 33;
- The C-130 fleet at Dyess is a compatible configuration of H-1s as is the B-1 fleet compatible. This is the main difference from Little Rock which will have numerous C-130 models and configurations on station. I have worked the configuration issue as a maintenance officer and it is a major issue for logistics;
- Additionally, base loading at Little Rock will be in excess of 118 aircraft which may cause a lock deck at times;
- You asked, "Why both aircraft at Dyess?" My answer remains: they work well together and are not in competition for the same training resources as they would be at Little Rock;
- In my opinion, it may be best to consolidate like models at one location until the issues regarding the fleet, AMP, wing box cracks, "Js" procurement are resolved;
- It may also be wise to review the size of a squadron. There is no perfect number, at times it has been 18, 12, 24, 8 (Guard). The best appears to be 12 in each squadron but it is in the eyes of the beholder.

I hope this helps. If I can be of assistance, let me know. Thanks for all the work on BRAC.

Sincerely,



William J. Ehrie, CEcD
President
Abilene Industrial Foundation

CC: Art Beauchamp
Tanya Cruz
Frank Cirillo

Timothy MacGregor
Kenneth Small
Christine Hill

BASE VISIT REPORT

DYESS AIR FORCE BASE, TX

27 JUNE 2005

LEAD COMMISSIONER:

Not applicable. Staff Visit Only.

ACCOMPANYING COMMISSIONER:

Not applicable.

COMMISSION STAFF:

Art Beauchamp (Senior Analyst, Air Force Team)

LIST OF ATTENDEES:

<u>Attendees</u>	<u>Position</u>
Col Harencak	7 BW/CC
Lt Col Fenton	7 BW/XPD
Lt Col Eichhorn	7 MSG/CD
Lt Col Ricky Lee	7 OG/OGX
Art Beauchamp	BRAC Analyst
Major Keith Compton	7 EMS/CC
Mr. Mike Brown	7 LRS/LGR
Mr. John Schults	7 MSS/MOF

BASE'S PRESENT MISSION: Dyess Air Force Base is home to the 7th Bomber Wing, one of only two Air Force B1 bomber wings. It is also home to a major C-130 airlift tenant, the 317th Airlift Group. Dyess' mission is delivering bombing and airlift capability to Combatant Commanders. In addition, Dyess is home to the B1 Weapons School, B1 Test Unit, and B1 Initial Pilot Training. It is also home to a number of training support squadrons and a U.S. Marine Corps, Motor Transportation Maintenance Company.

SECRETARY OF DEFENSE RECOMMENDATION:

DOD's recommendation consolidates the B1 Bomber fleet at Dyess by closing Ellsworth AFB, SD and transferring the B-1s assigned at Ellsworth to Dyess. In addition, DOD recommends realigning Dyess by transferring the C-130 aircraft assigned at Dyess to the active duty, 317th Airlift Group at Little Rock, AK and to other Air Force installations.

Most of the C-130s (22 aircraft) will go to the 317th Airlift Wing. The rest will be transferred to the following units and installations: the Air National Guard (ANG) 189th Airlift Wing (two aircraft), Little Rock AFB, AK; the 176th Wing (ANG), Elmendorf AFB, AK (four aircraft); and the 302d Airlift Wing, AFR, Peterson AFB, CO (four aircraft). Note Peterson AFB will have an active duty/Air Force Reserve association

SECRETARY OF DEFENSE JUSTIFICATION: According to DOD, this recommendation consolidates the B-1 fleet at one installation in order to achieve operational and economic efficiencies. The Air Force desires that to create an efficient, single-mission operation at Dyess that focuses only on the B1 mission, the C-130s assigned to Dyess have to be transferred to other Air Force installations (i.e. Little Rock AFB, AK).

MAIN FACILITIES REVIEWED:

A detailed installation and facility tour (about five hours) was conducted at Dyess. Overall, the infrastructure and facilities at Dyess are in good condition. *With a few notable exceptions (see below) Dyess has the infrastructure and facilities to support the beddown of the Ellsworth B1s. Overall, Dyess can support the beddown of 68 B1 Bombers.*

Helping the consolidation is the fact that the C-130s and maintenance personnel will move from Dyess to Little Rock. Facilities once occupied by C-130 aircraft and personnel will be made available for B1 aircraft and maintenance personnel.

The Air Force has made significant investment into Dyess' infrastructure and facilities. Since 1996, Dyess added \$180M in new infrastructure. Projects include a new B-1 test cell, base housing, fitness center, a state-of-the-art C-130 Squadron Operations and Maintenance Building and the Realistic Bomber Training Initiative. Base personnel stated Dyess currently has a number of funded military construction projects that will be completed over the next two years, to include a Base Exchange, Consolidated Support Facility, and a Consolidated Fabrication Facility.

Dyess has 3 runways (2 active; one inactive), two C-130 assault strips (on base) and a C-130 drop zone. The main runway is 300 feet wide by 13,500 feet long (minimum required for a B1); the C-130 assault strips are 60 feet by 3,500 feet. The inactive runway is a parallel taxiway capable of serving as an emergency departure runway for both B1s and C-130s.

The review identified a few significant requirements that should be in-place prior to the B1 consolidation. *Important note: at the time of the writing of this report Air Combat Command (ACC) completed a site survey. A request was made for the details of the survey, but it was refused by Dyess. ACC directed Dyess not to release the site survey report.*

Infrastructure and facilities requirements for B1 consolidation identified during base visit:

- ***One additional B1 Maintenance hanger (minimum capability: 3 parking spaces).***
- ***Two additional B1 Training Simulators.***
- ***Modification to the B1 School House for expanded classrooms.***
- ***Modification of the new C-130 Squadron Operations Bldg for B1 Classified Mission Brief requirements***
- ***A minimum of twelve munitions storage sites for the additional B1 munitions***

OTHER REVIEWS:

Airspace Training Ranges

A detail presentation on the airspace training ranges and Military Operating Areas (MOA) at Dyess was provided during the visit. The focus of the review centered on the capability of Dyess' airspaces currently and the future requirement to support additional B1s. Prior to requesting the review we asked the FAA to complete an independent analysis. The FAA found that Dyess' has significant range availability. They also reported no significant impacts on the domestic Air Traffic System.

At the presentation, Dyess personnel stated that the number of airspace ranges and the quality of them is more than sufficient to support current and future levels of additional B1s. Prior to the installation visit the BRAC commission R&A staff asked Dyess for a detail analysis on their airspace training ranges.

The analysis provided by Dyess detailed the number of ranges and the quality of those ranges. It focused on range distance, airspace volume, operation hours, scoreable range, and air to ground weapons delivery, live ordnance, IMC weapons release, electronic combat, laser use, lights out capable, flare and chaff. These are the same factors used by the Air Force military value range scoring.

Overall, Dyess has access to 42 ranges which various levels of capability. The closest range to Dyess is 27 NW. A detailed analysis of the information provided is underway.

Force Protection

An interview with the Dyess Office of Special Investigation (OSI) was also completed. The intent of the interview was to obtain the local OSI's perspective on force protection/mitigation plan for protecting B1s, particularly if the entire fleet is stationed there.

The local OSI perspective is that sufficient counter measure are in place to counter most threats. Dyess recently funded about \$9M in physical barriers, cameras and other force protection equipment. A request will be made to DTRA for any assessment reports on Dyess and Ellsworth.

Sortie Generation

Also reviewed was the sortie generation requirement of each bomber unit. The review consisted of measuring the capability of Dyess to generate B1 missions both now and under the consolidation of B1s. Lastly, a review of the Dyess' net explosive weight capability for B1s on the parking ramp was reviewed as well as the munitions storage area and condition of the runway pavement. Clarification is still required on the maximum capability to load B1s simultaneously is required.

KEY ISSUES IDENTIFIED

- Dyess appears to be receiving 179 more personnel than required for the B1 consolidation. This was discovered during discussions with Dyess manpower personnel. If true, the BRAC recommendation will have to be modified to correct this discrepancy. This equates to an \$8M manpower savings.
- Dyess needs one new B1 maintenance hanger to support the beddown of the Ellsworth B1s.
- A minimum of two additional B1 cockpit simulators will be needed at Dyess to accommodate the jump in B1 pilot training requirements due to the consolidation.
- Currently, only 22 security force personnel are being added to Dyess manpower. Is this sufficient to protect an additional 24 B1 bombers?
- Need to determine the cost to expand the munitions storage capability. About 12 new facilities will be needed to accommodate the additional munitions from Ellsworth.
- ***Overall: Dyess has the capability to accommodate up to 68 B1s Bombers. Dyess personnel also noted that it can house 35 C-130s, in addition to the B1 fleet. If true, this begs the following questions:***
 - *Why move the C-130H models to Little Rock that ranks lower than Dyess as an airlift base (11th vs. 17th)? This isn't consistent with the Air Force's plan of military value.*
 - *Why incur the MILCON cost and cost to transfer 1,185 personnel from Dyess to Little Rock for a lesser military value base?*
 - *The recommendation for Dyess isn't consistent with its plan to consolidate aircraft of the same type. At Little Rock, where after the consolidation, they will be a mixed fleet of 116 C130H and C-130J models. Even accounting for the fact that Little Rock will be the Air Force's School House for C-130 training, do they need such a large mixed fleet?*
 - *Why not just keep the 29 C-130H currently at Dyess and add 3 more C-130H models to achieve an optimal sized C-130 squadron of 16 aircraft each?*
- Other concerns/questions with the transfer of C-130s at Dyess to Little Rock:
 - Can Little Rock's facilities/airspace/training ranges absorb the density of 116 aircraft?
 - Dyess has assault strips and a drop zone on base. This is an excellent capability. We need to determine the number of assault strips and drop zones at Little Rock. Feedback from Dyess personnel was Little Rock doesn't have any on the base.
- ***Big Issue – assess the risk of consolidating the entire B1 fleet at one location – the “all the eggs in one basket argument”.***

INSTALLATION CONCERNS RAISED

Very few concerns were raised by Dyess personnel. The most significant was the need for additional B1 simulators to support the growth pilot training and need for additional B1 maintenance hanger. Concern was also expressed about officer development of placing all B1 pilots at a single location. Lastly, base personnel wanted to know how the Air Force defined maximum number of aircraft on the ground or MOG during the BRAC process. Their view is that the working MOG for Dyess might be underestimated.

COMMUNITY CONCERNS RAISED:

This analysis met with the community advocacy group the day after the visit to Dyess (29 June 05). The group's central theme was that Dyess has the capability to absorb the additional B1s and to house up to 35 C-130 aircraft.

In keeping with this theme, the group stated that "DOD's recommendation for Dyess deviates substantially from military criteria #5. Their view is that it will cost more in MILCON to beddown the C-130s at Little Rock than to keep the C-130s at Dyess and also beddown the addition B1s." They stated that according to Air Force BCEG minutes (dated 14 Aug 2004) the cost of C-130s remaining at Dyess and consolidating B1s at Dyess is \$167M", while ... "the costs to transfer the C-130s to Little Rock and to consolidate the B1s at Dyess is \$185M."

The community also voiced its concern that "despite the fact that Dyess has one 13,500 foot runway that is used every day, and had perfect scores for installation pavement quality, DOD gave Dyess 0 points out of 4:49."

Lastly, the group stated that DOD substantially deviated from selection criteria 1, 4, and 5 in transferring C-130s from Dyess to a lessor military value base (Little Rock).

REQUESTS FOR STAFF AS A RESULT OF VISIT:

- Need to validate the 179 person overage identified by Dyess personnel.
- Request a COBRA run where the B1 are consolidated at Dyess and the C-130s stay.
- Request clarification from DOD on the logic of sending C-130s to a lessor military value base, as well as the reason for a large C-130 mixed fleet at Little Rock.
- Request a copy of the recently completed Dyess site survey.
- Determine if the cost of the additional B1 simulators, B1 hanger, and other facilities requirements are included in the COBRA model.
- Need to address the issues raised by the community (see above)
- Request a threat assessment of Dyess from DTRA.
- Determine risk of placing all B1s at one location.
- Determine maximum capability to load B1s simultaneously on runway.
- Determine costs for additional munitions storage facilities.



M E M O R A N D U M

To: Art Beauchamp

Date: July 14, 2005

From: Rich Leidl

Subject: Dyess Air Force Base

On behalf of the Abilene, Texas community, attached are (1) a binder with documents concerning the DoD recommendations for Dyess AFB and (2) three copies of a CD containing relevant DoD and AF documents as well as documents prepared by Abilene. Please let me know if you have any questions. My direct dial number is (202) 508-4130 and my e-mail address is rleidl@thelenreid.com.

August 8, 2005

The Honorable Anthony J. Principi
Chairman
Base Closure and Realignment Commission
2521 Clark Street, Suite 600
Arlington VA 22202

Dear Chairman Principi:

The purpose of this letter is to respond to DCN 5789, a letter dated 29 July 2005 from the South Dakota delegation, which contains new “weather factors” and selective application of natural phenomena data in the discussion on the consolidation of the B-1 Bomber fleet at Dyess Air Force Base (AFB). I have reviewed this data and have found the information to be statistically insignificant. In addition, I believe the issue is outside the BRAC criteria and consideration of it would create an exception to the policy of “treating all installations the same.” Nonetheless, I would like the opportunity to refute the allegations made by the South Dakota Congressional Delegation.

As you know, Military Value is the overriding factor for BRAC consideration. As acknowledged by the Commission, it is important to keep an “even playing field” for all the communities. For that reason, DoD and the AF calculated MCI scores using the same criteria for all bases. Military Value scores were calculated using DoD-certified data and pertinent weather was taken into account. (AF MCI question 1271.00)

According to DoD-certified Military Value MCI scores, Dyess ranks # 20 and Ellsworth ranks # 39 in bomber MCI. Moreover, on the issue of good flying weather, (question 1271), both bases received 100% of available points. In addition, in the calculation of the MCI, DoD-certified data was also collected for other weather phenomenon such as crosswind, VFR vs. IFR, icing, etc. (Ref. questions #139, #1271, #1272) In all, the available data shows no appreciable difference between Dyess and Ellsworth. (Ellsworth responded “N/A” to Question #139—Weather Conditions, so icing cannot be compared using DoD-certified data).

The important question is not the probability ratio of certain weather occurrences at the bases as stated in DCN 5789; rather it is whether the probability of natural disasters at an installation is relevant to BRAC decisions. DCN 5789 compares the probability of tornado occurrence at Dyess and Ellsworth; however, at the same time it concedes that, “neither base has had a tornado pass directly over it in the 50+ year lifetime of the bases.”

The same document also concedes, "The chance of a violent tornado intercepting either base perimeter while on the ground will be a small fraction of these percentages."

The data used for projections is in reference to the number of tornados within 25 NM of a point (1,962 square miles) during a 1,000-year time frame. It is important to note that the comparison of chances of occurrence at one base versus another does not calculate the probability of occurrence.

In simple terms, according to information from the sources referenced in DCN 5789, the projected odds of a base the size of Dyess or Ellsworth (approximately 10 sq. miles) being struck by an F-4 tornado is once every 10,000 years. Applying this same analysis, and using historical data on F-2 or greater tornados in Jones and Taylor counties, Texas, indicates that the possibility of an F-2 or greater tornado hitting a specific location the size of Dyess or Ellsworth is once every 3.7 million years.

In addition, if the comparison of probability of natural disasters is to be a factor in the BRAC process, then the rules should apply to all installations. Hurricanes in coastal areas, earthquakes on the West Coast, and other bases in the heart of "tornado alley" should all be looked at for major realignment. As a simple example, using the same methodology and sources that the South Dakota delegation used, Tinker AFB should not have the E-3 AWACs and E-6 TACAMO, and Offutt AFB should not have RC-135 Rivet Joint and E-4 NEACP aircraft "in one basket". The data shows that Tinker has five times the probability of a tornado and twice the probability of hail, than Dyess. Offutt has twice the chance of hail and almost four times the chance of damaging thunderstorms or winds in comparison to Dyess.

Another perplexing issue is the use of non-DoD-certified data. There are obvious inconsistencies and/or inaccuracies in the data. DCN 5789 acknowledges inconsistencies and possible "multiple counting" of the same occurrence. For example, the referenced NOAA data does not list the McConnell AFB tornado in Wichita County that occurred on 26 April 1991, but does account for 26 different tornados in Kansas that day. In addition, this data may also have inconsistent underreporting since there are zero reports of ice and snow storms in Meade County, South Dakota, where Ellsworth is located, since 1935. Yet the average snowfall for the county is 38 inches and incidents such as the "Holy Week Blizzard" of 19 April 2000 that dumped 1 to 3 feet of snow in the region are not included.

The new information submitted by the South Dakota Delegation in DCN 5789 should be disregarded because: (1) the data does not fit any of the eight BRAC criteria, (2) it is not based on DoD-certified data, (3) the data has inconsistencies, (4) it does not treat all DoD installations the same, and (5) the probability of a tornado striking the base is not statistically significant.

Thank you for consideration in this matter. Please feel free to contact me should you have any questions.

Sincerely,

N

Randy Neugebauer

C: The Honorable James H. Bilbray
The Honorable Philip Coyle
Admiral Harold W. Gehman, Jr., (USN, Ret)
The Honorable James V. Hansen
General James T. Hill (USA, Ret)
The Honorable Lloyd W. "Fig" Newton (USAF, Ret)
The Honorable Samuel K. Skinner
Brigadier General Sue E. Turner (USAF, Ret)

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Training and Navigation Area that consists of 85,000 mi² of airspace surveyed to 500 feet above ground level (AGL), made up of various areas of either flat, rolling, or mountainous terrain.⁶⁶

- Number of days with prevailing weather conditions greater than 3000 feet of visibility and a three nautical mile ceiling (3000/3). – The 911th can fly in formations with weather conditions as low as 200/1 and needs only 1500/3 for VFR single ship training and 200/3 for VFR formation training.⁶⁷
- Distance to selected overseas Army Post Office Europe locations – As a strategic airlift measure, the question was irrelevant for an installation flying theater airlift C-130s.⁶⁸

Although these issues do not represent examples of using inaccurate or outdated data, or errors with the model, they do represent a bias in the model towards large, active duty facilities. However, the model is designed to assess facilities. Consequently, a facility that can accommodate a variety of missions would intuitively seem to have a higher military value than a smaller facility that can only accommodate a single mission.

Yeager Airport AGS, WV – The mission at Yeager Airport AGS is to support operations related to the operation of 8 assigned C-130s in the Intra-theater airlift mission. As with Pittsburgh IAP ARS, the C-130s located at Yeager Airport AGS would be transferred to Pope AFB as part of the newly created Active Duty/Reserve associate unit.⁶¹ The flying-related expeditionary combat support (ECS) would be relocated to Eastern West Virginia Regional Airport/Shepherd Field AGS (aerial port and fire fighters).⁶²

The major command's capacity briefing reported that Yeager Airport AGS cannot support more than eight C-130s.⁶³ However, the Wing Commander reported that the unit can actually park 12 C-130s.⁶⁴ During the base visit of 13 June 2005, there were eleven aircraft present. A little-used secondary runway also can be used for parking during surge operations.⁶⁵ The base also received no credit in the MCI determination for its hanger since it was constructed to house fighters.⁶⁶ However the hanger has been able to contain C-130 for over 25 years through the addition of wall slots.⁶⁷

Dyess AFB, TX - Dyess AFB is home to the 7th Bomber Wing, one of only two Air Force B-1 bomber wings. It is also home to a major C-130 airlift tenant, the 317th Airlift Group. Dyess' mission is delivering bombing and airlift capability to Combatant Commanders. In addition, Dyess is home to the B-1 Weapons School, B-1 Test Unit, and B1 Initial Pilot Training. It is also home to a number of training support squadrons and a U.S. Marine Corps, Motor Transportation Maintenance Company.

DOD's recommendation is to consolidate the B-1 Bomber fleet at Dyess AFB by closing Ellsworth AFB, SD and transferring the B-1s assigned there to Dyess AFB. Additionally, DOD recommended realigning Dyess AFB by transferring the 22 C-130 aircraft assigned there to the 317th Airlift Group at Little Rock AFB. The remainder are recommended for transfer to the Arkansas ANG's 189th Airlift Wing (2 PAA), at Little Rock AFB; the

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176th Wing (ANG) at Elmendorf AFB (4 PAA); and the 302d Airlift Wing (AFR) at Peterson AFB (4 PAA).

The justification for this action is to consolidate the B-1 fleet at one installation in order to achieve operational and economic efficiencies. In order to create an efficient, single-mission operation at Dyess AFB that focuses only on the B-1 mission, the C-130s assigned there will be transferred to other Air Force installations (i.e. Little Rock AFB). Facilities once occupied by C-130 aircraft and personnel will be made available for B-1 aircraft and maintenance personnel.

The Air Force has made significant investment into Dyess AFB's infrastructure and facilities. Since 1996, the base has added \$180M in new infrastructure. Projects include a new B-1 test cell, base housing, fitness center, a state-of-the-art C-130 Squadron Operations and Maintenance Building, and the Realistic Bomber Training Initiative. Dyess AFB has 3 runways (2 active; one inactive), two C-130 assault strips (on base) and a C-130 drop zone. The main runway is 300 feet wide by 13,500 feet long and the C-130 assault strips are 60 feet by 3,500 feet. The inactive runway is a parallel taxiway capable of serving as an emergency departure runway for both B-1s and C-130s.

Both the base personnel and community advocates noted that Dyess AFB has the capability to accommodate up to 68 B1s Bombers and 35 C-130s. Given this capability and the fact that Dyess AFB had a higher MCI rating (11) than did Little Rock AFB (17), the point was made that transferring Dyess AFB's C-130s to Little Rock AFB was inconsistent with the Air Force's determination of military value. The MCI value might have been higher had Dyess AFB received credit for its 13,500 foot runway and its perfect scores for installation pavement quality. They also indicated that the Little Rock AFB recommendations would consolidate C-130E, C-130H, and C-130J models at a single location and apparently contradict the Air Force plan to consolidate aircraft of the same type. Community advocates maintained that it would cost more to beddown the C-130s at Little Rock than to keep the C-130s at Dyess AFB and beddown the additional B-1s from Ellsworth AFB. According to Air Force BCEG minutes dated 14 Aug 2004, "the cost of C-130s remaining at Dyess and consolidating B-1s at Dyess is \$167M" while "the costs to transfer the C-130s to Little Rock and to consolidate the B1s at Dyess is \$185M." These issues lead to the following questions:

- Why incur the MILCON cost and cost to transfer 1,185 personnel from Dyess AFB to a base with a seemingly lesser military value?
- Why not add three additional C-130H models to the 29 currently at Dyess AFB to create two optimally sized C-130 squadrons of 16 aircraft each?
- Can Little Rock's facilities/airspace/training ranges absorb the density of 116 aircraft?

Niagara Falls ARS, NY – Niagara Falls ARS (NFARS) is the home of the AFRs 914th AW, and the New York ANG's 107th Air Refueling Wing (ARW). The 914th AW provides reserve airlift operations both within the United States and throughout the

Bomber

Rank	Base	Bomber	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
1	Seymour Johnson AFB	78.41	80.55	75.14	80.45	85.03
2	Eglin AFB	70.16	62.88	69.82	100	90.39
3	Nellis AFB	68.33	70.74	70.39	54.77	43.94
4	Edwards AFB	68.23	65.51	71.06	75.87	40.87
5	Robins AFB	66.62	62.78	67.36	76	87.45
6	Pope AFB	66.54	75.85	60.66	43.27	86.08
7	Shaw AFB	62.97	67.99	53.19	74.79	85.64
8	Moody AFB	62.36	69.98	48.06	79.47	91.37
9	Langley AFB	62.02	76.3	42.84	72.12	77.2
10	MacDill AFB	61.87	66.44	50.18	85.77	76.56
11	Charleston AFB	61.01	64.68	50.88	82.49	75.49
12	Tyndall AFB	60.8	67.54	49.79	68	90.98
13	Barksdale AFB	60.74	42.61	70.82	97.29	80.79
14	Tinker AFB	60.4	65.22	49.77	75.96	85.8
15	March ARB	58.79	64.12	61.12	27.89	45.41
16	Hill AFB	58.73	45.5	66.3	83.39	77.82
17	Mountain Home AFB	58.44	49.99	62.13	79.54	68.58
18	Andrews AFB	57.19	62.12	50.65	65.5	41.74
19	Hurlburt Field	56.79	63.33	49.8	48.05	87.18
20	Dyess AFB	56.7	51.2	58.78	68.18	77.64
20	Indian Springs AFS	56.7	69.99	47.03	38.84	43.94
22	Holloman AFB	56.57	56.48	54.1	62.59	75.23
23	McConnell AFB	56.28	52.88	61.83	44	75.83
24	Whiteman AFB	56.03	40.12	66.54	80.97	74.42
25	Little Rock AFB	55.78	45.87	59.48	78.03	88.12
26	Kirtland AFB	55.27	54.99	51.65	67.96	69.56
27	Davis-Monthan AFB	54.24	46.78	60.73	57.21	71.89
28	Altus AFB	53.79	56.06	41.75	86.47	80.99
29	McEntire AGS	53.76	66.96	41.86	34.56	85.19
30	Beale AFB	53.29	41.7	63.42	67.18	42.78
31	Luke AFB	52.87	57.37	49.63	41.64	68.92
32	Fairchild AFB	52.78	42.42	56.94	77.86	73.99
33	Jacksonville IAP AGS	52.71	68.04	39.34	31.25	77.87
34	Dover AFB	52.25	56.13	49.91	40.99	64.93
35	Eielson AFB	52.12	52.76	46.54	81.32	16.54
36	Columbus AFB	51.5	51.47	46.44	61.78	94.97
37	Homestead ARS	51.44	46.37	58.47	44.96	53.65
38	Richmond IAP AGS	51	72.78	34.31	13.98	75.18
39	Ellsworth AFB	50.81	32.52	63.44	74.92	81.32
40	Patrick AFB	50.47	63.35	35.27	50.22	66.83
41	Savannah IAP AGS	49.22	66.38	33.66	26	84.65
42	Maxwell AFB	47.77	66.39	30.85	22.86	85.68
43	McGuire AFB	47.61	38.54	54.18	64.69	37.26
44	Dannelly Field AGS	47.39	65.89	30.85	21.36	85.51
45	Sheppard AFB	47.32	53.91	40.52	37.03	80.04
46	Travis AFB	46.72	39.57	58	38.42	24.22
47	Wright-Patterson AFB	46.06	34.29	51.12	72.32	74.09
48	Charlotte/Douglas IAP AGS	46.03	64.45	31.32	13.38	81.48

Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
1	Eglin AFB	79.43	72.45	81.55	100	90.39
2	Seymour Johnson AFB	78.03	71.25	83.82	83.34	85.03
3	Charleston AFB	74.09	64.57	83.15	79.91	75.49
4	Barksdale AFB	72.43	52.92	87.48	97.7	80.79
5	Altus AFB	71.3	64.97	73.95	87.04	80.99
6	Pope AFB	69.99	71.21	73.4	46.19	86.08
7	Hurlburt Field	69.61	75.12	67.11	50.15	87.18
8	Tinker AFB	68.62	55.2	80.62	76.23	85.8
9	Shaw AFB	67.7	71.86	59.5	78.12	85.64
10	Eielson AFB	67.34	61.25	73.03	84.43	16.54
11	Dyess AFB	65.95	54.87	76.82	68.94	77.64
12	Holloman AFB	65.78	61.34	70.94	62.43	75.23
13	Edwards AFB	65.53	55.18	75.19	79.33	40.87
14	Fairchild AFB	64.22	52.54	72.85	79.72	73.99
15	Nellis AFB	63.95	59.85	72.31	53.08	43.94
16	Robins AFB	63.89	52.22	71.87	78.5	87.45
17	Little Rock AFB	63.25	49.25	73.05	80.66	88.12
18	Andrews AFB	62.05	54.38	70.4	67.79	41.74
19	Tyndall AFB	61.75	68.65	50.88	67.84	90.98
20	MacDill AFB	60.12	47.48	66.41	88.14	76.56
21	Maxwell AFB	59.9	70.78	55.31	22.48	85.68
22	March ARB	59.86	56.53	71.33	31.15	45.41
23	Mountain Home AFB	59.77	46.58	68.64	81.35	68.58
24	Ellsworth AFB	59.4	42.43	72.78	76.53	81.32
25	McEntire AGS	59.35	71.7	49.85	35.48	85.19
26	Hill AFB	58.83	45.27	66.57	84.33	77.82
27	McChord AFB	57.95	49.64	71.78	38.95	57.08
28	Whiteman AFB	57.82	39.47	71.25	82.33	74.42
29	Columbus AFB	57.51	53.22	58.08	65.55	94.97
30	Peterson AFB	57.2	58.4	59.78	39.75	61.91
31	Langley AFB	56.57	53.37	54.97	72.81	77.2
32	Key Field AGS	56.39	64.14	50.02	42.43	75.4
33	Charlotte/Douglas IAP AGS	56.27	70.45	49.46	12.94	81.48
34	Dover AFB	56.06	48.75	66.73	43.17	64.93
35	Davis-Monthan AFB	55.89	45.11	66	59.49	71.89
36	Grisson ARB	55.66	42.59	68.46	58.32	73.25
37	Kirtland AFB	55.47	49.12	58.01	70.63	69.56
38	Sheppard AFB	55.21	60.81	52.33	35.24	80.04
39	McConnell AFB	54.65	45.85	65.92	43	75.83
40	Beale AFB	54.63	38.4	70.78	65.31	42.78
41	Buckley AFB	54.62	56.16	52.45	56.83	53.78
42	Minot AFB	54.34	39.7	65.42	70.91	73.42
43	Wright-Patterson AFB	54.27	44.62	58.95	74.34	74.09
44	Travis AFB	53.86	41.24	72.89	40.31	24.22
45	Luke AFB	52.17	50.43	55.68	41.35	68.92
46	Westover ARB	52	42.8	58.47	68.13	49.23
47	Forbes Field AGS	51.93	43.85	61.74	42.08	77.32
48	McGuire AFB	51.8	39.42	62.51	67.95	37.26
49	Moody AFB	51.72	52.29	41.64	81.05	91.37
50	Ellington Field AGS	51.65	47.25	53.91	60.12	61.2
51	Elmendorf AFB	51.6	29.97	70.05	85.17	8.86
52	Birmingham IAP AGS	50.93	53.99	48.35	40.7	77.96

DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Dyess AFB Overview

	As of	30 Sep 2005	30 Sep 2011
Assigned Weapon System Type(s) (MDS)	B-1		B-1
Total PAA	35		35
# Flying Squadrons	3		3
Total Available Aircraft Parking spaces	66		66
Unused Aircraft Parking Spaces	31		31
Template used		B-1	
Standard PAA per squadron		12	

ACC, 24 Aug 04 Information As of Aug 04 33
Integrity - Service - Excellence

DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

**Dyess 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
AMC Airlift Wing	C-130	28	7	28	7

ACC, 24 Aug 04 34
Integrity - Service - Excellence

DCN:11987

DCN 4943

Clearinghouse:

1. During the recent BRAC Commissioners visit to Ellsworth AFB, SD it was discovered that the Air Force underestimated the square footage capability at Ellsworth by 80,000 sq feet. Please validate this?
2. Assuming that the square footage was underestimated, what is the impact, if any, on the MCI scoring for Ellsworth given this added capacity? Does it improve? If so, by how many points?
3. In discussion with Ellsworth personnel and the Ellsworth community, as well as our own analysis we determined that Ellsworth AFB has the basic capacity to beddown all 67 B-1 Bombers in the Air Force fleet with a MILCON investment of about \$69M. While the MILCON cost to prepare Dyess to receive the consolidated B-1 Fleet is \$124M. Can you also confirm this? If so, why not consolidate the B-1 fleet at Ellsworth given this cost savings?
4. The attached map provides a perspective on placement of the B-1 on the Ellsworth flightline, as you can see the capacity is there for all 67 B-1s.

15 July 2005

Inquiry Response**Re:** BI-0134 (CT-0547) Ellsworth AFB**Requester:** Defense Base Closure & Realignment Commission (Mr Arthur Beauchamp)**Question 1:** During the recent BRAC Commissioners visit to Ellsworth AFB, SD, it was discovered that the Air Force underestimated the square footage capability at Ellsworth by 80,000 sq feet. Please validate this?

Response: We are unable to address the underestimated square footage capability at Ellsworth because it is not qualified as to type of square footage. If the square footage of the installation is incorrect by 80,000 square feet, it was an installation reporting error. However, even without the error, it would not change the relative MCI ranking of Ellsworth AFB.

Question 2: Assuming that the square footage was underestimated, what is the impact, if any, on the MCI scoring for Ellsworth given this added capacity? Does it improve? If so, by how many points?

Response: A review of Mission Compatibility Indexes (MCIs) shows Ellsworth AFB received maximum credit for the following attributes that involve square footage/yardage: runways (Question 9), and ramp area and serviceability (Question 8). The square footage reflected by Ellsworth's ability to hangar large aircraft (Question 19) resulted in an installation effective score of 1.46, 1.45 points less than the 2.91 maximum effective score. If the installation had scored the maximum points for the ability to hangar large aircraft, the difference in bomber MCI scores between Ellsworth (48.55) and Dyess (59.85) would be reduced from 11.35 points to 9.90 points. An increase in square footage, therefore, would not result in a revised recommendation to the Commission.

Question 3: In discussion with Ellsworth personnel and the Ellsworth community, as well as our own analysis we determined that Ellsworth AFB has the basic capacity to beddown all 67 B-1 Bombers in the Air Force fleet with a MILCON investment of about \$69M. While the MILCON cost to prepare Dyess to receive the consolidated B-1 Fleet is \$124M. Can you also confirm this? If so, why not consolidate the B-1 fleet at Ellsworth given this cost savings?

Response: Air Combat Command presented its capacity brief to the BCEG the week of 24 August 04. The \$66.7M was the cost briefed to the BCEG to prepare Ellsworth to receive 2 additional squadrons of B-1s. Ellsworth was presented as capable of receiving 71 B-1s, but as the ramp laydown presented to the Commission clearly shows, the parking density would be extremely problematic. Hangar access and taxiways are blocked. All available ramp space, regardless of location, is completely full making airfield management difficult. No mention is made as to whether the parking plan presented to the Commission conforms to ACC standards for clearance and jet blast considerations.

Dyess AFB, by comparison, was briefed as able to support 66 aircraft without moving the 28 currently assigned C-130s from the field. COBRA estimated \$124M to move 2 B-1 squadrons to Dyess, and that was the figure on which the BCEG based its recommendation. ACC concluded

DCN 4943

15 July 2005

Inquiry Response**Re: B1-0134 (CT-0547) Ellsworth AFB**

its site survey of Dyess AFB, 24 June 2005, and estimated \$159M to implement the Air Force recommendation.

Bomber MCI scores clearly indicate Dyess is the best B-1 bomber installation. Dyess has FAA approved training airspace volume 2.3 times that available at Ellsworth AFB giving it a 4.36 effective score advantage. It has superb low level access giving it a 9.10 point lead in the bomber MCI over Ellsworth. The range complex within 300NM also gave Dyess a 3.12 point advantage. Attached are two graphics that depict the airspace for both Ellsworth AFB and Dyess AFB for comparison. This operational environment would be complex and difficult to replicate at other locations and is geographically connected to the installation.

The costs briefed by ACC in its capacity brief for both Ellsworth AFB and Dyess AFB cannot be equivalently compared. The cost estimate for adding two squadrons to Ellsworth AFB does not include the significant base operations support bill or infrastructure build that would be required to host the added aircraft or manpower for a mission increase. The Ellsworth AFB ramp laydown presented to the Commission further confirms the difficulty of basing the entire B-1 fleet at Ellsworth. On the other hand, the 29 June 2005 ACC site survey of Dyess AFB reports the entire B-1 fleet can be comfortably bedded down with room to spare. The Dyess AFB COBRA estimate and subsequent ACC site survey provide the accuracy needed to confidently support the DoD beddown recommendation.

Ultimately, military judgment led the BCEG to weigh the operational advantage of keeping Dyess AFB as the premier B-1 installation against cost and concluded the Dyess AFB airspace and training environment is well worth the investment to train and employ the B-1 fleet.

Approved.

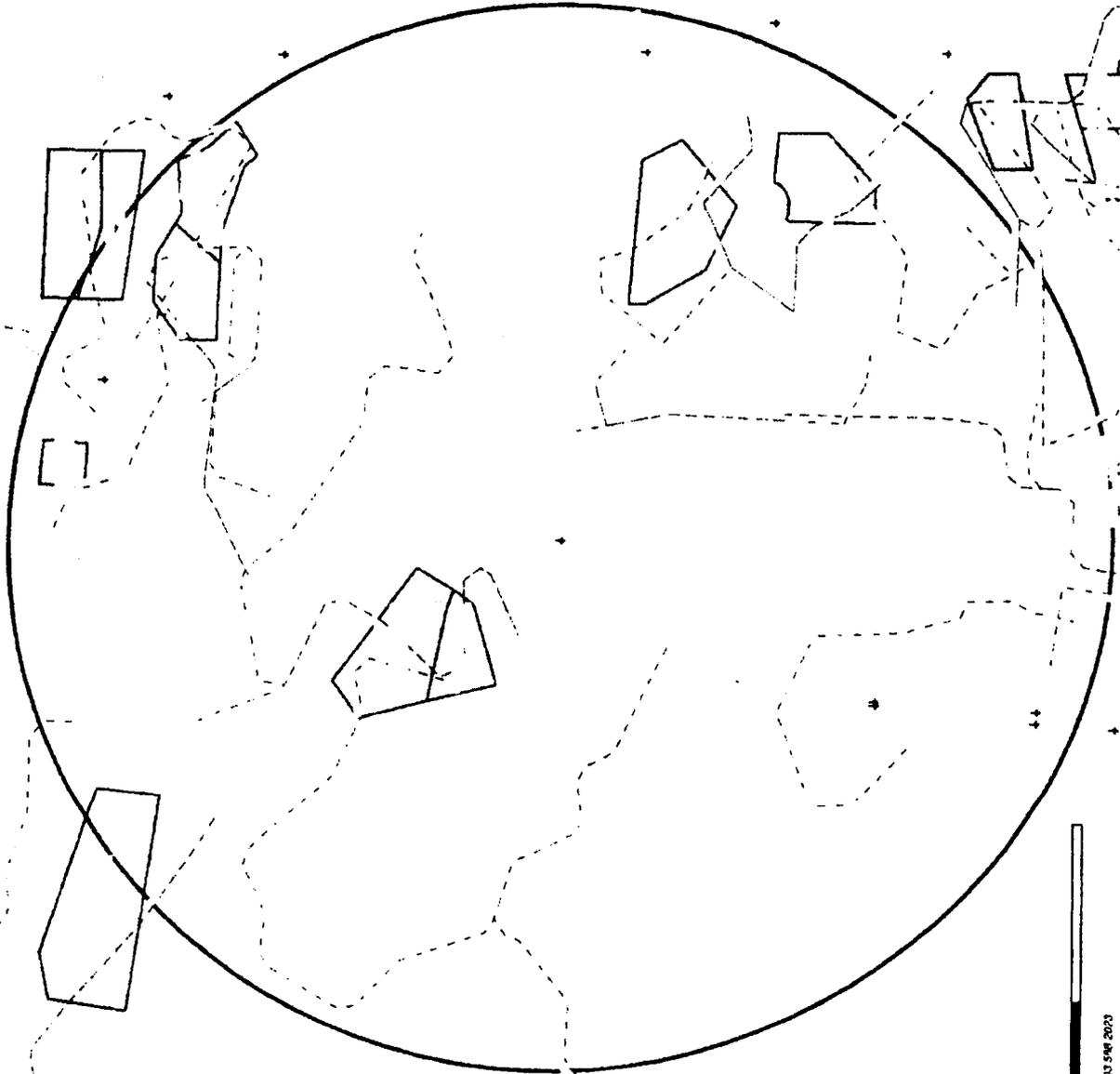


DAVID L. JOHANSEN, Lt Col, USAF
Executive Officer, Base Realignment and Closure

2 Attachments:

1. Ellsworth - Airspace within 300NM
2. Dyess - Airspace within 300NM

DCN 5321

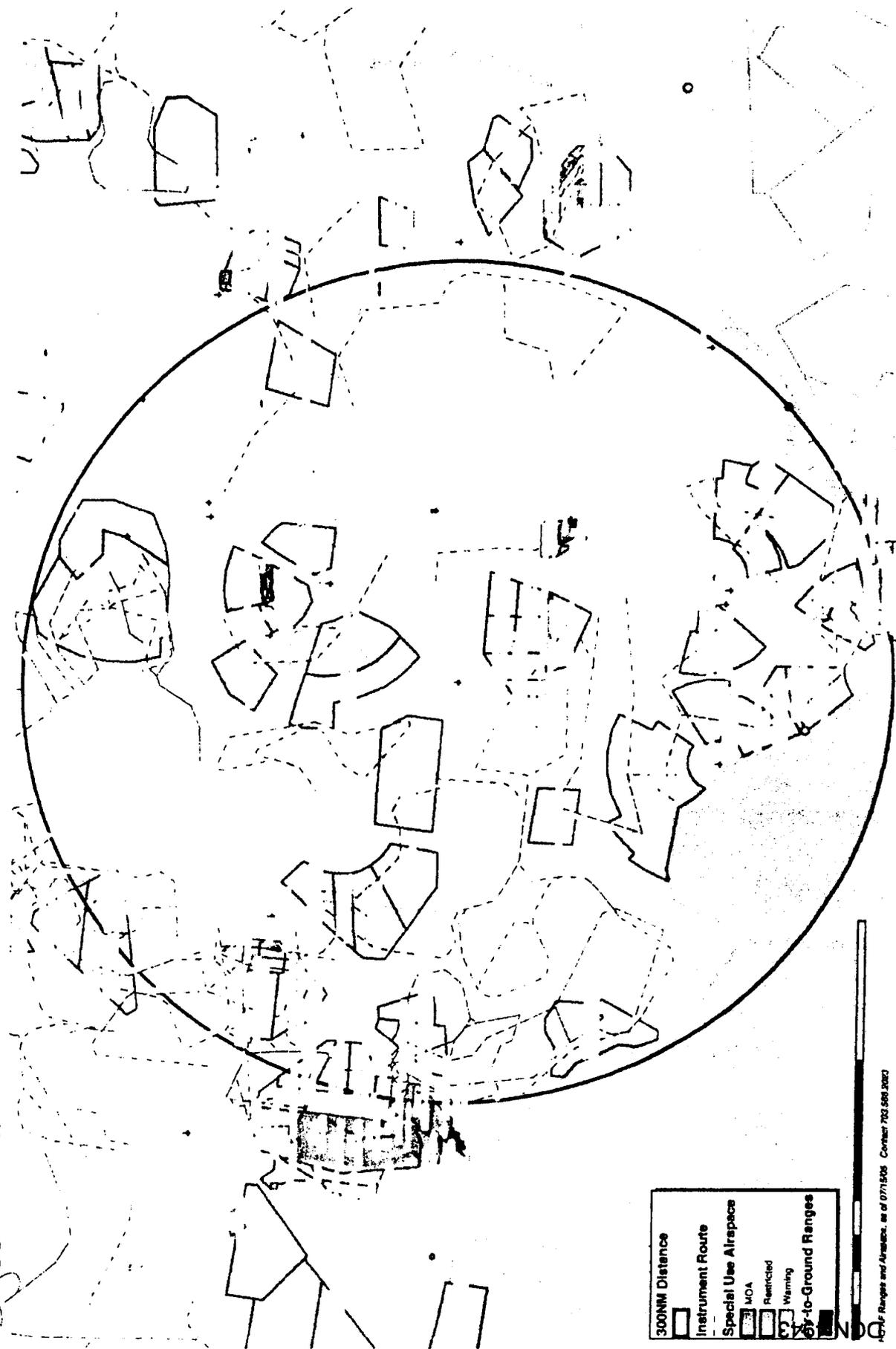


Wurtsmith AFB

300NM Distance	□
Instrument Route	□
Special Use Airspace	□
MOA	□
Restricted	□
Warning	□
Alt-to-Ground Ranges	■

NO AF Ranges and Airspaces as of 07-13-04 Contact 703 598 2020

DYESS AFB



300NM Distance	[Symbol]
Instrument Route	[Symbol]
Special Use Airspace	[Symbol]
MOA	[Symbol]
Restricted	[Symbol]
Warning	[Symbol]
Off-to-Ground Ranges	[Symbol]

NO

AP-F Ranges and Airspaces, as of 07/15/08. Contact 703 568 3000

COBRA NET PRESENT VALUES REPORT (COBRA v6.10)

Data As Of 5/19/2005 10:54:39 AM, Report Created 5/19/2005 10:55:02 AM

Department : USAF
 Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0018V3 (200.3)\USAF 0018V3 (200.3).CBR
 Option Pkg Name: USAF 0018V3 (200.3) Close Ellsworth
 Std Fctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Year	Cost(\$)	Adjusted Cost(\$)	NPV(\$)
----	-----	-----	-----
2006	7,275,850	7,176,078	7,176,078
2007	187,463,415	179,856,796	187,032,874
2008	-50,093,821	-46,752,127	140,280,747
2009	-155,739,828	-141,391,659	-1,110,911
2010	-146,194,725	-129,110,834	-130,221,745
2011	-159,093,089	-136,675,032	-266,896,777
2012	-161,251,149	-134,755,833	-401,652,610
2013	-161,251,149	-131,085,441	-532,738,051
2014	-161,251,149	-127,515,020	-660,253,071
2015	-161,251,149	-124,041,848	-784,294,919
2016	-161,251,149	-120,663,277	-904,958,196
2017	-161,251,149	-117,376,728	-1,022,334,924
2018	-161,251,149	-114,179,697	-1,136,514,621
2019	-161,251,149	-111,069,744	-1,247,584,365
2020	-161,251,149	-108,044,498	-1,355,628,863
2021	-161,251,149	-105,101,652	-1,460,730,515
2022	-161,251,149	-102,238,961	-1,562,969,476
2023	-161,251,149	-99,454,242	-1,662,423,718
2024	-161,251,149	-96,745,372	-1,759,169,089
2025	-161,251,149	-94,110,284	-1,853,279,373

COBRA ECONOMIC IMPACT REPORT (COBRA v6.10)

Data As Of 5/19/2005 10:54:39 AM, Report Created 5/19/2005 10:54:55 AM

Department : USAF
 Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0018V3 (200.3)\USAF 0018V3 (200.3).CBR
 Option Pkg Name: USAF 0018V3 (200.3) Close Ellsworth
 Std Fctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Ellsworth AFB, SD (FXBM)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	0	3,308	0	0	0	3,308
NET CHANGE-Mil	0	0	-3,308	0	0	0	-3,308
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	0	438	0	0	0	438
NET CHANGE-Civ	0	0	-438	0	0	0	-438
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	7	0	0	0	7
NET CHANGE-Stu	0	0	-7	0	0	0	-7

Dyess AFB, TX (FNWZ)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	1,918	0	0	0	1,918
Jobs Lost-Mil	0	0	1,615	0	0	0	1,615
NET CHANGE-Mil	0	0	303	0	0	0	303
Jobs Gained-Civ	0	0	129	0	0	0	129
Jobs Lost-Civ	0	0	65	0	0	0	65
NET CHANGE-Civ	0	0	64	0	0	0	64
Jobs Gained-Stu	0	0	7	0	0	0	7
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	7	0	0	0	7

Elmendorf AFB, AK (FXSB)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	252	0	0	0	252
Jobs Lost-Mil	0	0	5	0	0	0	5
NET CHANGE-Mil	0	0	247	0	0	0	247
Jobs Gained-Civ	0	0	10	0	0	0	10
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	10	0	0	0	10
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Peterson AFB, CO (TDKA)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	482	0	0	0	482
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	482	0	0	0	482
Jobs Gained-Civ	0	0	8	0	0	0	8
Jobs Lost-Civ	0	0	27	0	0	0	27
NET CHANGE-Civ	0	0	-19	0	0	0	-19
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

COBRA SUSTAINMENT/RECAP/BOS/HOUSING CHANGE REPORT (COBRA v6.10) - Page 2
 Data As Of 5/19/2005 10:54:39 AM, Report Created 5/19/2005 10:54:55 AM

Department : USAF
 Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0018V3 (200.3)\USAF 0018V3 (200.3).CBR
 Option Pkg Name: USAF 0018V3 (200.3) Close Ellsworth
 Std Fctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Little Rock AFB, AR (NKAK)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	1,095	0	0	0	1,095
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	1,095	0	0	0	1,095
Jobs Gained-Civ	0	0	90	0	0	0	90
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	90	0	0	0	90
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Francis E. Warren AF, WY (GHLN)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	0	0	0	0	0
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	0	0	0	0	0
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0



Develop Abilene

Military Affairs

Military Affairs
174 Cypress Street, Suite 200
Abilene, Texas 79601
Tel.: 325/677-7241
Fax: 325/677-0622
Website: www.developabilene.com

July 28, 2005

Mr. Art Beauchamp
Senior Analyst, Air Force
2521 Clark Street, Suite 600
Arlington, VA 22202

Dear Mr. Beauchamp:

On behalf of the City of Abilene and Dyess Air Force Base, I want to thank you for taking the time to meet with my community on July 25, 2005. I appreciate the time you gave us and the attention each one paid to our presentation. One can only imagine how many times you have had to go through this with other communities.

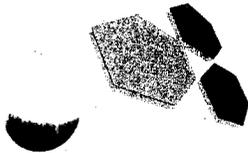
Enclosed is a complete package of all the documents we referenced during our meeting. I highlighted the key points we discussed. Additionally, I have included a complete photo package of Dyess AFB for those to review since many have not visited the installation.

We all realize the difficulty of the task at hand but the data clearly indicates that Dyess Air Force Base is the best choice for consolidation of the B-1s and retention of the C-130s.

If you have any questions, please feel free to contact me at any time.

Sincerely,

William J. Ehrie
President
Abilene Industrial Foundation



Develop Abilene

Military Affairs

Military Affairs
174 Cypress Street, Suite 200
Abilene, Texas 79601
Tel.: 325/677-7241
Fax: 325/677-0622
Website: www.developabilene.com

August 2, 2005

COPY

BRAC Commission

AUG 04 2005

Received

Mr. Timothy B. MacGregor
Senior Air Force Analyst
2521 S. Clark Street, Suite 600
Arlington, VA 22202-3920

Dear Mr. MacGregor:

I felt that I owed you a more definitive answer to the question you asked me on July 25 at the meeting held with my community, Abilene. The question revolved around the number of B-1s on the ground at any one time at Dyess assuming the fleet is consolidated. Assuming 67 aircraft are assigned, the breakout would be as follows:

36	Combat coded
18	Training coded
2	Test
4	Attrition Reserve
7	BAI
<u>67</u>	Total

If the fleet is in place, we assume the following loading:

6	At depot
6	TDY in the forward area
2	Test at Edwards AFB
6	Hangars for Phase/Maintenance or Modifications
<u>8-10</u>	Daily Flyers
28-30	Total

The above does not include any at Red Flag or other exercises.

The real unknown is if the USAF decides to downsize the fleet again, how many aircraft would be retired; and if not consolidated, where would they come from, Dyess or Ellsworth, thus creating more inefficiencies.

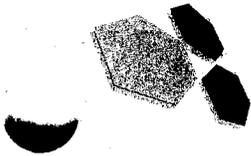
I hope this helps.

Sincerely,

William J. Ehrie, CEcD
President
Abilene Industrial Foundation

CC: Art Beauchamp
Tanya Cruz
Frank Cirillo

Michael Flinn
Kenneth Small
Christine Hill



Develop Abilene

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August 2, 2005

BRAC Commission

Dr. Michael H. Flinn, Ph.D.
Senior Analyst, Air Force
2521 S. Clark Street, Suite 600
Arlington, VA 22202-3920

AUG 04 2005

Received

Dear Dr. Flinn:

When I visited with the BRAC staff on July 25th to discuss Dyess AFB/Abilene, you had several questions regarding C-130s. I need to insure I answered all of them, so I have included the following:

- Dyess AFB has a 40-year history with C-130s which at one time included three (3) squadrons;
- The Base has a drop zone on base and two assault strips;
- Numerous low levels are active in the area;
- Dyess can accommodate the 67 B-1s and 33 C-130s on the ramp (see chart);
- The two (2) squadrons assigned are in a new consolidated squadron operations building that was opened this year;
- Each squadron rotates TDY every 120 days;
- Dyess has 29 aircraft assigned, mostly H-1s;
- Dyess was scheduled to get four (4) more H-1s from Elmendorf AFB this next fiscal year. This was to bring the total to 33;
- The C-130 fleet at Dyess is a compatible configuration of H-1s as is the B-1 fleet compatible. This is the main difference from Little Rock which will have numerous C-130 models and configurations on station. I have worked the configuration issue as a maintenance officer and it is a major issue for logistics;
- Additionally, base loading at Little Rock will be in excess of 118 aircraft which may cause a lock deck at times;
- You asked, "Why both aircraft at Dyess?" My answer remains: they work well together and are not in competition for the same training resources as they would be at Little Rock;
- In my opinion, it may be best to consolidate like models at one location until the issues regarding the fleet, AMP, wing box cracks, "Js" procurement are resolved;
- It may also be wise to review the size of a squadron. There is no perfect number, at times it has been 18, 12, 24, 8 (Guard). The best appears to be 12 in each squadron but it is in the eyes of the beholder.

I hope this helps. If I can be of assistance, let me know. Thanks for all the work on BRAC.

Sincerely,

William J. Ehrie, CEcD
President
Abilene Industrial Foundation

CC: Art Beauchamp
Tanya Cruz
Frank Cirillo

Timothy MacGregor
Kenneth Small
Christine Hill

M E M O R A N D U M

To: Art Beauchamp
J. Tyler Oborn
Tanya Cruz

Date: July 8, 2005

From: Rich Leidl

Subject: Dyess Air Force Base

On behalf of the Abilene Texas community, attached is a point paper concerning the DoD recommendation to transfer Dyess AFB's C-130 squadron to Little Rock AFB.

COBRA ECONOMIC IMPACT REPORT (COBRA v6.10)

Data As Of 5/19/2005 10:54:39 AM, Report Created 5/19/2005 10:54:55 AM

Department : USAF
 Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0018V3 (200.3)\USAF 0018V3 (200.3).CBR
 Option Pkg Name: USAF 0018V3 (200.3) Close Ellsworth
 Std Fctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Ellsworth AFB, SD (FXBM)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	0	3,308	0	0	0	3,308
NET CHANGE-Mil	0	0	-3,308	0	0	0	-3,308
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	0	438	0	0	0	438
NET CHANGE-Civ	0	0	-438	0	0	0	-438
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	7	0	0	0	7
NET CHANGE-Stu	0	0	-7	0	0	0	-7

Dyess AFB, TX (FNWZ)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	1,918	0	0	0	1,918
Jobs Lost-Mil	0	0	1,615	0	0	0	1,615
NET CHANGE-Mil	0	0	303	0	0	0	303
Jobs Gained-Civ	0	0	129	0	0	0	129
Jobs Lost-Civ	0	0	65	0	0	0	65
NET CHANGE-Civ	0	0	64	0	0	0	64
Jobs Gained-Stu	0	0	7	0	0	0	7
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	7	0	0	0	7

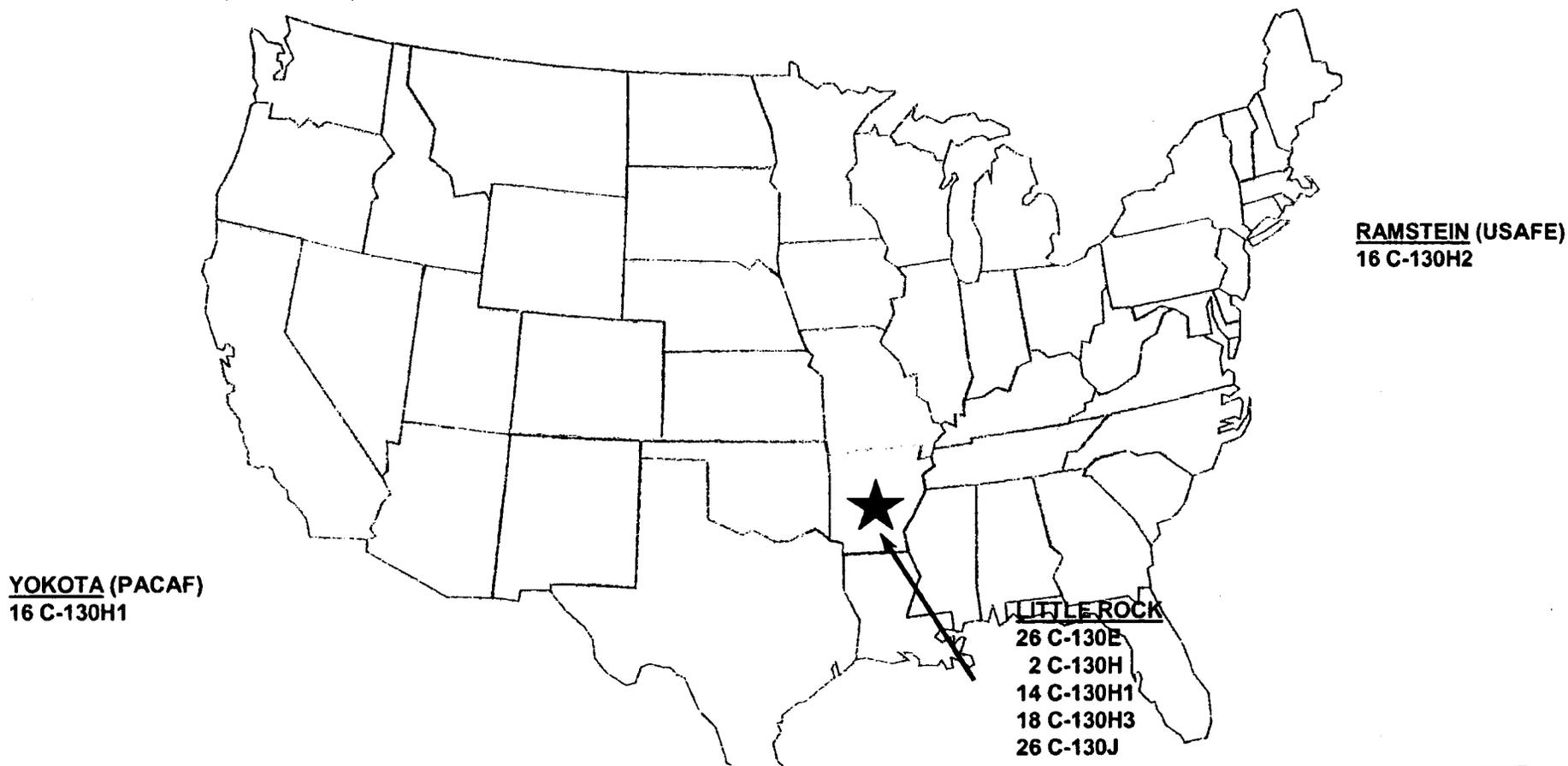
Elmendorf AFB, AK (FXSB)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	252	0	0	0	252
Jobs Lost-Mil	0	0	5	0	0	0	5
NET CHANGE-Mil	0	0	247	0	0	0	247
Jobs Gained-Civ	0	0	10	0	0	0	10
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	10	0	0	0	10
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Peterson AFB, CO (TDKA)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	482	0	0	0	482
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	482	0	0	0	482
Jobs Gained-Civ	0	0	8	0	0	0	8
Jobs Lost-Civ	0	0	27	0	0	0	27
NET CHANGE-Civ	0	0	-19	0	0	0	-19
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Post-BRAC AD PAI MAF C-130 Forces

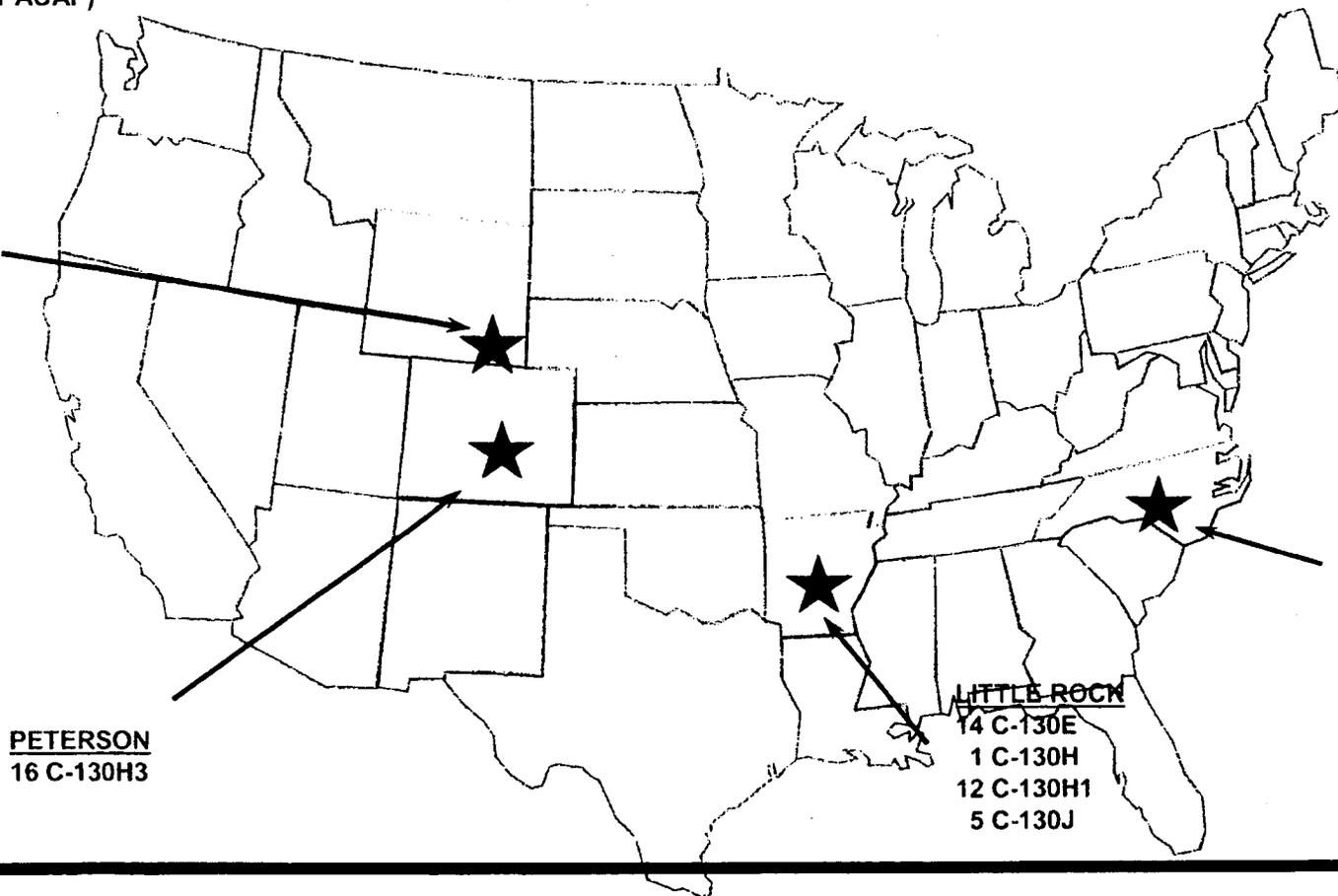


Total Aircraft = 118

Post-BRAC AD/Assoc PAI MAF C-130 Forces

ELMENDORF (PACAF)
12 C-130H2

CHEYENNE
12 C-130H3



Total Aircraft = 88

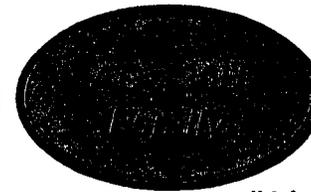
Five Family Groupings

Combat Delivery Family

Tanker Family



AC-130H Family



C-130E #1
Hercules
AMC, ACC

HC-130N/P #8
ACC, Nat Guard



AC-130H #13
AFSOC



C-130H1 #2
Hercules
AMC, ACC

HC-130P #9
ACC, Nat Guard



C-130H(2) #3
Hercules
AMC, ACC

MC-130P #10
Combat Shadow
AFSOC

C-130H(2.5) #4
Hercules
AMC, ACC

C-130H(3) #5
Hercules
AMC, ACC

EC-130H #6
Compass Call
ACC

LC-130H #7
SKI, Nat Guard

AMP Brings in One Avionics Configuration To Fourteen Mission Series Aircraft

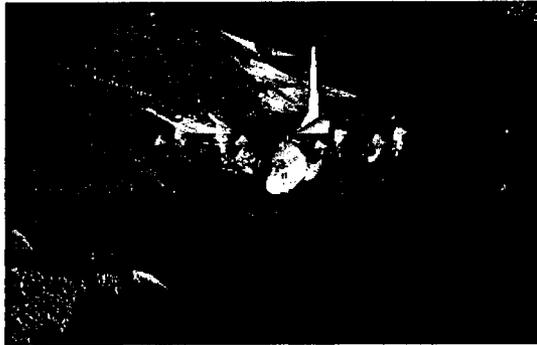
Aircraft Type	Total
C-130E	74
C-130H	3
C-130H1	44
C-130H2	135
C-130H2.5	24
C-130H3	80
EC-130H	15
LC-130H	7
HC-130N	6
HC-130P	34
MC-130P	28
MC-130E	14
MC-130H	24
AC-130H	8
AC-130U	13



C-130 HERCULES

Mission

The C-130 Hercules primarily performs the tactical portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for air dropping troops and equipment into hostile areas. The C-130 operates throughout the U.S. Air Force, serving with Air Mobility Command (stateside based), Air Force Special Operations Command, theater commands, Air National Guard and the Air Force Reserve Command, fulfilling a wide range of operational missions in both peace and war situations. Basic and specialized versions of the aircraft airframe perform a diverse number of roles, including airlift support, Antarctic ice resupply, aeromedical missions, weather reconnaissance, aerial spray missions, fire-fighting duties for the U.S. Forest Service and natural disaster relief missions.


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Features

Using its aft loading ramp and door the C-130 can accommodate a wide variety of oversized cargo including everything from utility helicopters and six-wheeled armored vehicles to standard cargo and military personnel. In an aerial delivery role, it can airdrop loads up to 42,000 pounds or use its high-flotation landing gear to land and deliver cargo on rough, dirt strips.

The flexible design of the Hercules enables it to be configured for many different missions, allowing for one aircraft to perform the role of many. Much of the special mission equipment added to the Hercules is removable, allowing the aircraft to revert back to its cargo delivery role if desired. Additionally, the C-130 can be rapidly reconfigured for the various types of cargo such as palletized equipment, floor-loaded material, airdrop platforms, container delivery system bundles, vehicles and personnel or aeromedical evacuation.

The C-130J is the latest addition to the C-130 fleet and will replace aging C-130E's. The C-130J incorporates state-of-the-art technology to reduce manpower requirements, lower operating and support costs, and provides life-cycle cost savings over earlier C-130 models. Compared to older C-130s, the J model climbs faster and higher, flies farther at a higher cruise speed, and takes off and lands in a shorter distance. The C-130J-30 is a stretch version, adding 15 feet to fuselage, increasing usable space in the cargo compartment.

C-130J/J-30 major system improvements include: advanced two-pilot flight station with fully integrated digital avionics; color multifunctional liquid crystal displays and head-up displays; state-of-the-art navigation systems with dual inertial navigation system and global positioning system; fully integrated defensive systems; low-power color radar; digital moving map display; new turboprop engines with six-bladed, all-composite propellers; digital auto pilot; improved fuel, environmental and ice-protection systems; and an enhanced cargo-handling system.

Background

Four decades have elapsed since the Air Force issued its original design specification, yet the venerable C-130 remains in production. The initial production model was the C-130A, with four Allison T56-A-11 or -9 turboprops. A total of 219 were ordered and deliveries began in December 1956. The C-130B introduced Allison T56-A-7 turboprops and the first of 134 entered Air Force service in May 1959.

Introduced in August of 1962, the 389 C-130E's that were ordered used the same Allison T56-A-

A-10/OA-10 Thunder...
 AC-130H/U Gunship
 B-1B Lancer
 B-2 Spirit
 B-52 Stratofortress
 C-130 Hercules
 C-141 Starlifter
 C-17 Globemaster III
 C-20
 C-21
 C-32
 C-37A
 C-40B/C
 C-5 Galaxy
 E-3 Sentry (AWACS)
 E-4B
 E-8C Joint Stars
 EC-130E/J Commando...
 EC-130H Compass Call
 F-117A Nighthawk
 F-15 Eagle
 F-15E Strike Eagle
 F-16 Fighting Falcon
 Global Hawk
 HC-130P/N
 HH-60G Pave Hawk
 KC-10 Extender
 KC-135 Stratotanker
 MC-130E/H Combat T...
 MC-130P Combat Shadow
 MH-53J/M Pave Low
 MQ-1 Predator Unma...
 OC-135B Open Skies
 RC-135U Combat Sent
 RC-135V/W Rivet Joint
 T-1A Jayhawk
 T-37 Tweet
 T-38 Talon
 T-43A
 T-6A Texan II
 U-2S/TU-2S
 UH-1N Huey
 VC-25 - Air Force One
 WC-130 Hercules
 WC-135 Constant Ph...

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DCN:11987

7 engine, but added two 1,290 gallon external fuel tanks and an increased maximum takeoff weight capability. June 1974 introduced the first of 308 C-130H's with the more powerful Allison T56-A-15 turboprop engine. Nearly identical to the C-130E externally, the new engine brought major performance improvements to the aircraft.

Next C-130 to be produced, the C-130J entered the inventory in February 1999. With the noticeable difference of a six-bladed composite propeller coupled to a Rolls-Royce AE2100D3 turboprop engine, the C-130J brings substantial performance improvements over all previous models, and has allowed the introduction of the C-130J-30, a stretch version with a 15-foot fuselage extension. Air Force has selected the C-130J-30 to replace retiring C-130E's. Approximately 168 C-130J/J-30s are planned for the inventory. To date, the Air Force has taken delivery of 32 C-130J aircraft from Lockheed Martin Aeronautics Company with orders for approximately 46 more aircraft.

General Characteristics

Primary Function: Global airlift

Contractor: Lockheed Martin Aeronautics Company

Power Plant:

C-130E: Four Allison T56-A-7 turboprops; 4,200 prop shaft horsepower

C-130H: Four Allison T56-A-15 turboprops; 4,591 prop shaft horsepower

C-130J: Four Rolls-Royce AE 2100D3 turboprops; 4,700 horsepower

Length: C-130E/H/J: 97 feet, 9 inches (29.3 meters)

C-130J-30: 112 feet, 9 inches (34.69 meters)

Height: 38 feet, 10 inches (11.9 meters)

Wingspan: 132 feet, 7 inches (39.7 meters)

Cargo Compartment:

C-130E/H/J: length, 40 feet (12.31 meters); width, 119 inches (3.12 meters); height, 9 feet (2.74 meters). Rear ramp: length, 123 inches (3.12 meters); width, 119 inches (3.02 meters)

C-130J-30: length, 55 feet (16.9 meters); width, 119 inches (3.12 meters); height, 9 feet (2.74 meters). Rear ramp: length, 123 inches (3.12 meters); width, 119 inches (3.02 meters)

Speed:

C-130E: 345 mph/300 ktas (Mach 0.49) at 20,000 feet (6,060 meters)

C-130H: 366 mph/318 ktas (Mach 0.52) at 20,000 feet (6,060 meters)

C-130J: 417 mph/362 ktas (Mach 0.59) at 22,000 feet (6,706 meters)

C-130J-30: 410 mph/356 ktas (Mach 0.58) at 22,000 feet (6,706 meters)

Ceiling:

C-130J: 28,000 feet (8,615 meters) with 42,000 pounds (19,090 kilograms) payload

C-130J-30: 26,000 feet (8,000 meters) with 44,500 pounds (20,227 kilograms) payload.

C-130H: 23,000 feet (7,077 meters) with 42,000 pounds (19,090 kilograms) payload.

C-130E: 19,000 feet (5,846 meters) with 42,000 pounds (19,090 kilograms) payload

Maximum Takeoff Weight:

C-130E/H/J: 155,000 pounds (69,750 kilograms)

C-130J-30: 164,000 pounds (74,393 kilograms)

Maximum Allowable Payload:

C-130E, 42,000 pounds (19,090 kilograms)

C-130H, 42,000 pounds (19,090 kilograms)

C-130J, 42,000 pounds (19,090 kilograms)

C-130J-30, 44,000 (19,958 kilograms)

Maximum Normal Payload:

C-130E, 36,500 pounds (16,590 kilograms)

C-130H, 36,500 pounds (16,590 kilograms)

C-130J, 34,000 pounds (15,422 kilograms)

C-130J-30, 36,000 pounds (16,329 kilograms)

Range at Maximum Normal Payload:

C-130E, 1,150 miles (1,000 nautical miles)

C-130H, 1,208 miles (1,050 nautical miles)

C-130J, 2,071 miles (1,800 nautical miles)

C-130J-30, 1,956 miles (1,700 nautical miles)

Range with 35,000 pounds of Payload:

C-130E, 1,438 miles (1,250 nautical miles)

C-130H, 1,496 miles (1,300 nautical miles)

C-130J, 1,841 miles (1,600 nautical miles)

C-130J-30, 2,417 miles (2,100 nautical miles)

Maximum Load:

C-130E/H/J: ^{DCN:11987} 6 pallets or 74 litters or 16 CDS bundles or 92 combat troops or 64 paratroopers, or a combination of any of these up to the cargo compartment capacity or maximum allowable weight.

C-130J-30: 8 pallets or 97 litters or 24 CDS bundles or 128 combat troops or 92 paratroopers, or a combination of any of these up to the cargo compartment capacity or maximum allowable weight.

Crew: C-130E/H: Five (two pilots, navigator, flight engineer and loadmaster)

C-130J/J-30: Three (two pilots and loadmaster)

Aeromedical Evacuation Role: Minimum medical crew of three is added (one flight nurse and two medical technicians). Medical crew may be increased to two flight nurses and four medical technicians as required by the needs of the patients.

Unit Cost: C-130E, \$11.9, C-130H, \$30.1, C-130J, \$48.5 (FY 1998 constant dollars in millions)

Date Deployed: C-130A, Dec 1956; C-130B, May 1959; C-130E, Aug 1962; C-130H, Jun 1974; C-130J, Feb 1999

Inventory: Active force, 186; Air National Guard, 222; Air Force Reserve, 106

Point of Contact

Air Mobility Command, Public Affairs Office, 503 Ward Drive Ste 214, Scott AFB, IL 62225-5335, DSN 779-7839 or (618) 229-7839.

September 2003

Contact Us

Security and Privacy notice

Beauchamp, Arthur, CIV, WSO-BRAC

From: Fenton Roland D LtCol 7 BW/XP [roland.fenton@dyess.af.mil]
Sent: Thursday, July 14, 2005 4:12 PM
To: Beauchamp, Arthur, CIV, WSO-BRAC
Subject: FW: BRAC Commission Request--Time Critical..Need ASAP
Importance: High
Attachments: Pyote_ATCAA_Errata_25_Apr_05.DOC; Pyote Draft 1-12-05.doc; Pyote & Shelf with IR-178; 7-14-05.ppt; PYOTE with IR-178 and Relation with Dyess; 7-14-05.ppt; Airspace Brief.ppt

Art,

Our airspace expert provided the following answers to your questions w/attachments. I added another copy of the airspace brief you received during your visit. There are more slides on the Pyote location in the brief. Let me know if you need anything else.

Roland

Answers to your questions below;

1. Yes PYOTE ATCAA is active. Became active 1 May 05 after two years of coordination with ABQ ARTCC
2. Vertical Limits are from FL190 – FL450; Horizontal limits are approx. 170 NM side to side; Area approx 16,250 sq miles; Volume approx 60,000 cubic miles
3. Slides, LOA, Errata Sheet are attached.

Also, for additional information, we are currently in the process (have been for more than 6 months) of relocating two additional Mini-Mutes underneath PYOTE for better EW training. This is an on-going program but we expect one to be operational early CY 06...DW

Hope that helps...DW

From: Beauchamp, Arthur, CIV, WSO-BRAC [mailto:Arthur.Beauchamp@wso.whs.mil]
Sent: Thursday, July 14, 2005 10:43 AM
To: Fenton Roland D LtCol 7 BW/XP
Subject: Pyote ATCAA

Roland,

Hope all is well. Need some information regarding the Pyote ATCAA:

1. Is it active? If so, when did it become operational?
2. What are the vertical and horizontal limits.
3. Any slides on where it's located.

Tks.

Art

7/15/2005



Range/MOA	Dist	Approx Dimensions	Airspace Volume (AV) nm ³	Operating Hours (OH)/wk	Scoreable Range (SR)	Capable to Ground Weapons Delivery (AGWD)	Live Ordnance (LO)	IMC Weapon Release (IW)	Electronic Combat (EC)	Laser Use Auth (LU)	Lights Out Capable (LC)	Flare (FA)	Chaff (CA)
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Ranges													
Snyder ESS/ Lancer	40	80 X 40	17,801	60		N	N	N		N	N	N	N
Ft Hood/ R6302	107	25 x 22	1,450	?				N	N			?	?
Falcon/R5601	140	19 x 8	951	60				N	N				
Melrose	221	30 X 13	1,104	60			N	N					
Pecos ESS/ Pyote	240	130 x 110	61,192	60	N	N	N	N		N	N	N	N
Catulla/R6312	253	26 x 6	584	60			N	N	N				
Centennial/R5103C	285	25 x 20	3,703	75			N	N	N				N
Red Rio (excludes restricted area)	320	15 x 15	878	75	N		N		N				
Oscura (excludes restricted area)	321	18 x 15	1,564	75			N		N				
Casa (excludes restricted area)	335	30 x 20	494	75	N	N	N	N	N	N			
Smokey Hill	383	20 x 14	1,267	40			N						
UTTR	804	80 x 70	48,848	88							Dim		
MOAs													
Brownwood	23	80 x 40	4,687	24 hrs/ day via schedule	N	N	N	N	N	N		N	N
Lancer	27	80 x 40	17,801	60		N	N	N		N	N	N	N
Westover	33	55 x 70	5,386	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Brady	67	50 x 20	1,975	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Texon	100	40 x 30	2,370	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Sheppard 1	111	30 x 35	1,728	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Laughlin 1	116	85 x 50	6,295	24 hrs/ day via	N	N	N	N	N	N	N	N	N

Green = Range is Capable
 Yellow = Undetermined at this time

As of 24 Jun 05

Range/MOA	Dist	Approx Dimensions	Airspace Volume (AV) nm ³	Operating Hours (OH)/wk	Scoreable Range (SR)	AGWD	Live Ordnance (LO)	IMC Weapon Release (IW)	Electronic Combat (EC)	Laser Use Auth (LU)	Lights Out Capable (LC)	Flare (FA)	Chaff (CA)
				schedule									
Sheppard 2	117	35 x 25	1,440	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Bronco	119	90 x 50	30,597	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Hollis	122	38 x 28	1,226	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Washita	145	37 x 25	1,522	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Laughlin 2	152	55 x 30	2,987	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Randolph 2A	155	45 x 25	1,666	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Randolph 2B	171	20 x 15	197	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Pyote	175	130 x 110	61,192	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Randolph 1	204	75 x 25	3,302	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Vance	204	110 x 80	14,773	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Laughlin 3	211	35 x 9	259	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Crystal	211	50 x 40	3,950	24 hrs/ day via	N	N	N	N	N	N	N	N	N

Green = Range is Capable
 Yellow = Undetermined at this time

Range/MOA	Dist	Approx Dimensions	Airspace Volume (AV) nm ³	Operating Hours (OH)/wk	Scoreable Range (SR)	Close to Ground Weapons Delivery (AGWD)	Live Ordnance (LO)	IMC Weapon Release (IW)	Electronic Combat (EC)	Laser Use Auth (LU)	Lights Out Capable (LC)	Flare (FA)	Chaff (CA)
				schedule									
Talon	225	50 x 35	12,230	24 hrs/ day via schedule	N	N	N	N	N	N		N	N
Pecos/Taiban	228	55 x 50	20,956	24 hrs/ day via schedule	N	N	N	N		N		N	N
Kingsville 4	236	45 x 40	2,666	24 hrs/ day via schedule	N	N	N	N	N	N		N	N
Kingsville 3	240	55 x 30	2,716	24 hrs/ day via schedule	N	N	N	N	N	N		N	N
Valentine	240	45 x 40	889	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Kingsville 5	245	20 x 20	592	24 hrs/ day via schedule	N	N	N	N	N	N		N	N
Mt Dora	285	80 x 60	9,381	24 hrs/ day via schedule	N	N	N	N	N	N	N	N	N
Kingsville 1	299	70 x 55	6,336	24 hrs/ day via schedule	N	N	N	N	N	N		N	N
Kingsville 2	300	17 x 17	238	24 hrs/ day via schedule	N	N	N	N	N	N		N	N
Warrior	310	70 x 60	5,530										
Bison	362	50 x 30	6,419	24 hrs/ day via schedule	N	N	N	N		N			

Green = Range is Capable
 Yellow = Undetermined at this time

As of 24 Jun 05

DCN 1007 **Low Level Training Routes With Entry and/or Exit Points Within 300 NM of Dyess AFB TX**

IR Routes

IR ROUTE	ENTRY DISTANCE	EXIT DISTANCE	IR ROUTE	ENTRY DISTANCE	EXIT DISTANCE
139	71	118	181	252	234
128	75	87	175	255	273
124	77	93	116	256	317
180	85	74	113	259	237
154	91	123	147	261	165
155	94	123	150	265	299
103	99	139	185	271	254
123	130	90	164	273	329
149	165	261	134	282	308
169	167	102	133	283	318
170	176	262	102	287	284
172	185	253	503	291	273
117	205	325	178	297	68
129	207	224	*136	304	312
148	229	245	*135	312	304
127	231	221	115	317	256
145	233	257	132	318	287
171	234	253	142	319	279
130	241	269	166	329	274
107	245	237			

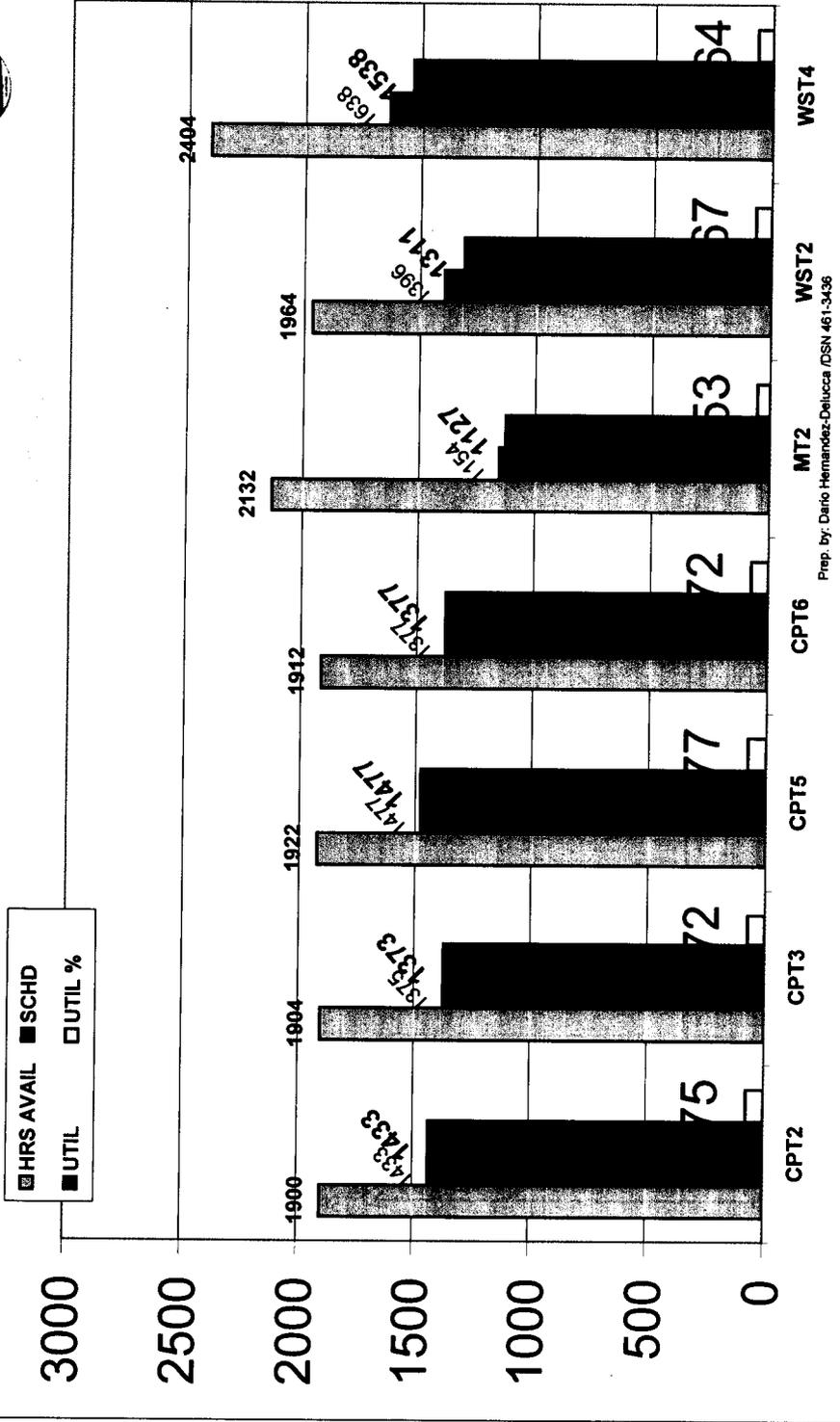
VR Routes

VR ROUTE	ENTRY DISTANCE	EXIT DISTANCE	VR ROUTE	ENTRY DISTANCE	EXIT DISTANCE
118	59	100	188	193	209
186	77	120	1120	197	259
1116	80	138	114	201	236
1143	85	96	196	205	252
1138	89	98	100	223	233
1110	93	120	125	231	222
162	94	80	187	233	224
101	95	123	152	235	390
1142	96	85	168	251	200
159	97	94	197	252	205
1144	97	85	1106	255	209
1139	102	173	1121	259	197
163	103	129	1123	259	156
1145	108	128	189	260	283
104	121	141	1108	260	182
1124	123	117	1104	276	333
144	124	154	1175	279	446
143	126	100	119	292	391
184	153	123	106	293	351
1122	167	259	138	294	392
1141	175	96	151	299	291
1117	177	260	*1195	337	325

* Although the entry and exit points are outside of 300 NMs, the bulk of IR-135, IR-136 and VR-1195 are inside 300 NMs



DYESS B-1B TNG DEV SUMMARY FOR MAY 04 - APR 05



Prep. by: Darío Hernández-Delucca /DSN 461-3436

	CPT2	CPT3	CPT5	CPT6	MT2	WST2	WST4
HRS AVAIL	1900	1904	1922	1912	2132	1964	2404
SCHD	1433	1375	1477	1377	1154	1396	1638
UTIL	1433	1373	1477	1377	1127	1311	1538
UTIL %	75	72	77	72	53	67	64

MAY 04 - APR 05 B-1B TNG DEV AVAIL/SCHD/UTIL HR

	May-04	Jun-04	Jul-04	Aug-04	Sep-04	Oct-04	Nov-04	Dec-04	Jan-05	Feb-05	Mar-05	Apr-05	
CPT2	158.5	164.5	162.5	165	164.5	151	157	137	150	145	182	163	
CPT3	157.5	166.5	165	166.5	162.5	151.5	156	136.5	150.5	146.5	182	162.5	
CPT5	159.5	167	166	167	165	151	156	151	150.5	146	181	162	
CPT6	159.5	167	167	166.5	163	151.5	154	139	151.5	147	182.5	163.5	
MT2	199.5	210	209.5	220	208.5	190	180	168	48	151.5	182	165	
WST2	198	209.5	206	197.5	0	50	193	177	184	193	186.5	169	
WST4	199	207.5	209	220	207.5	197.5	189.5	173.5	182	190	224.4	204	
TOTALS	1231.5	1292	1285	1302.5	1071	1042.5	1185.5	1082	1016.5	1119	1320.4	1189	14136.9
													14136.9

	May-04	Jun-04	Jul-04	Aug-04	Sep-04	Oct-04	Nov-04	Dec-04	Jan-05	Feb-05	Mar-05	Apr-05	
CPT2	137	142	131.5	127.6	132	132.7	127.3	76.5	104.5	93.5	123.7	105	
CPT3	136.2	137	146.8	142.5	134.8	138.5	89.5	73	71	99.5	83	123	
CPT5	147.5	144.5	143	133	121.5	125.5	87	81	118	131.5	128	116.5	
CPT6	150	126.5	122	107.5	111.5	59.8	60.8	113.5	143.5	125	121	135.5	
MT2	166.5	130	163	171	97.5	4	2	0	48	132	133	106.5	
WST2	110.2	132	153	164.5	0	10.3	137.5	127	151	153	123.5	133.8	
WST4	168.1	164.5	169.5	162.6	156.5	155.1	147	100.5	135.7	0	146.5	132.4	
TOTALS	1015.5	976.5	1028.8	1008.7	753.8	625.9	651.1	571.5	771.7	734.5	858.7	852.7	9849.4
													9849.4

	May-04	Jun-04	Jul-04	Aug-04	Sep-04	Oct-04	Nov-04	Dec-04	Jan-05	Feb-05	Mar-05	Apr-05	
CPT2	137	142	131.5	127.6	132	132.7	127.3	76.5	104.5	93.5	123.7	105	
CPT3	136.2	137	146.3	141.5	134.8	138.5	89.5	73	71	99.5	83	123	
CPT5	147.5	144.5	143	132.5	121.5	125.5	87	81	118	131.5	128	116.5	
CPT6	150	126.5	122	107.5	111.5	59.8	60.8	113.5	143.5	125	121	135.5	
MT2	166.5	127	163	162.3	88.7	4	1.5	0	48	131.5	133	101.3	
WST2	104.9	123.4	142	156.9	0	9.3	130.5	120.7	145.6	145.9	117.3	114	
WST4	166.3	156.6	163.1	155.6	142.2	148.4	129.1	89.6	129	0	133.3	125.1	
TOTALS	1008.4	957	1010.9	983.9	730.7	618.2	625.7	554.3	759.6	726.9	839.3	820.4	9635.3
													9635.3

CPT2	86	86	81	77	80	88	81	56	70	64	68	64	75
CPT3	86	82	89	85	83	91	57	53	47	68	46	76	72
CPT5	92	87	86	79	74	83	56	54	78	90	71	72	77
CPT6	94	76	73	65	68	39	39	82	95	85	66	83	72
MT2	83	60	78	74	43	2	1	0	100	87	73	61	55
WST2	53	59	69	79	0	19	68	68	0	76	63	67	52
WST4	84	75	78	71	69	75	68	52	71	0	59	61	64

17 June 2005

Inquiry Response

Re: BI-0073 (CT-0342) Dyess AFB Letters - Sen Hutchinson (15 Jun 05)

Requesters: Senator Kay Bailey Hutchinson
Senator John Cornyn
Representative Randy Neugebauer

Question 1: What are the ramp capacities for Dyess, Ellsworth, and Little Rock?

Response: Ramp capacities are contained in the responses to question 008 Ramp/Apron Space, in Section 28, Real Property (*Sections 21-30 (13.1MB)*) and can be accessed on the BRAC web site http://www.defenselink.mil/brac/minutes/brac_databases.html. Organization identifiers from the installation list (Installation List (38KB)) are as follows: Dyess-38, Ellsworth-39, and Little Rock-68.

Question 2: Please provide copies of all studies concerning the ramp capacity at Dyess, Ellsworth, and Little Rock.

Response: The capacity analysis for Dyess and Ellsworth are contained in the BCEG minutes of 24 August 2004. No formal capacity analysis was accomplished for Little Rock AFB by the Air Force because Little Rock AFB fell under the purview of the Education and Training Joint Cross Service Group. During the scenario phase of the Air Force analysis the Air Education and Training Command was asked if Little Rock had adequate capacity to bed down additional C-130 aircraft. Their informal analysis confirmed that adequate capacity existed to accommodate the Dyess C-130 aircraft.

Question 3: In recommending the transfer of the C-130s from Dyess to Little Rock, did the Air Force intend to preserve a certain amount of Dyess' ramp capacity to accommodate future missions?

Response: The Air Force maintains additional capacity throughout its basing structure to accommodate surge requirements to support its operational requirements.

Question 4: The available COBRA analysis concerns only the DOD's recommendations. Please provide the DOD's COBRA analysis for the scenario under which the B-1s at Ellsworth would be transferred to Dyess, and Dyess would retain its two C-130s squadrons. If the DOD did not perform this analysis, please provide the basis for deciding not to do so. Also, if this COBRA analysis has not been done, I would appreciate if the Air Force would prepare such an analysis and provide a copy to me.

Response: The Air Force did not perform a COBRA analysis for a scenario for all B1-Bs and two Squadrons of C-130 aircraft at Dyess. The Air Force philosophy emphasized consolidating like mission design series aircraft at the same location to enhance

operational and maintenance efficiencies. In addition, the capacity analysis for Dyess showed that such a scenario would result in significant additional MILCON costs.

Question 5: Please provide any COBRA analyses that were done for the consolidation of all B-1s at Ellsworth.

Response: There was none accomplished.

Question 6: How many B-1s will be transferred from Ellsworth to Dyess?

Response: The 24 PAA assigned to Ellsworth will be transferred to Dyess.

Question 7: Will all 67 B-1s be based at Dyess after the transfer? If not, how many B-1s will be based at Dyess and where will the remaining B-1s be based?

Response: All B-1Bs will be assigned to Dyess except for two test coded B-1Bs based at Edwards AFB CA.

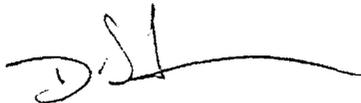
Question 8: What are the classifications of the B-1s at Dyess, i.e., the number of aircraft that are combat-coded, training-coded, test coded and BAI/Attrition Reserve?

Response: This data was provided in the classified Future Force Plan provided to Congress on 15 March 2005 by the Joint Staff in accordance with Public Law 101-510 Section 2912(a)(94) of the Defense Base Closure and Realignment Act of 1990.

Question 9: How will the B-1s be classified upon their transfer to Dyess?

Response: The mission coding of aircraft in the B1-B fleet will be based on training and operational missions needs. This coding may vary, over time, as mission needs, maintenance requirements, and attrition factors affect the aircraft fleet.

Approved



DAVID L. JOHANSEN, Lt Col, USAF
Chief, Base Realignment and Closure Division

Congress of the United States
Washington, DC 20515

June 15, 2005

The Honorable Michael L. Dominguez
Acting Secretary
Department of the Air Force
1670 Air Force Pentagon
Washington, DC 20330

Dear Secretary Dominguez:

I am writing to request information concerning the Defense Department's recommendations that the B-1s at Ellsworth AFB be transferred to Dyess AFB, and the C-130s at Dyess AFB be transferred to Little Rock AFB, Elmendorf AFB and Peterson AFB. Specifically, please provide written information concerning the following:

1. How many B-1s will be transferred from Ellsworth to Dyess?
2. Will all 67 B-1s be based at Dyess after the transfer? If not, how many B-1s will be based at Dyess and where will the remaining B-1s be based?
3. What are the classifications of the B-1s at Dyess, i.e., the number of aircraft that are combat-coded, training coded, test coded and BAI Attrition Reserve?
4. How will the B-1's be classified upon their transfer to Dyess?

Since the Base Realignment and Closure (BRAC) Commission is currently reviewing data for upcoming regional meetings, I respectfully request a response as soon as possible.

Thank you for your attention in this matter. If you should have any questions, please do not hesitate to contact me.

Sincerely,


Senator Kay Bailey Hutchison


Senator John Cornyn


Rep. Randy Neugebauer

Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
1	Eglin AFB	79.43	72.45	81.55	100	90.39
2	Seymour Johnson AFB	78.03	71.25	83.82	83.34	85.03
3	Charleston AFB	74.09	64.57	83.15	79.91	75.49
4	Barksdale AFB	72.43	52.92	87.48	97.7	80.79
5	Altus AFB	71.3	64.97	73.95	87.04	80.99
6	Pope AFB	69.99	71.21	73.4	46.19	86.08
7	Hurlburt Field	69.61	75.12	67.11	50.15	87.18
8	Tinker AFB	68.62	55.2	80.62	76.23	85.8
9	Shaw AFB	67.7	71.86	59.5	78.12	85.64
10	Eielson AFB	67.34	61.25	73.03	84.43	16.54
11	Dyess AFB	65.95	54.87	76.82	68.94	77.64
12	Holloman AFB	65.78	61.34	70.94	62.43	75.23
13	Edwards AFB	65.53	55.18	75.19	79.33	40.87
14	Fairchild AFB	64.22	52.54	72.85	79.72	73.99
15	Nellis AFB	63.95	59.85	72.31	53.08	43.94
16	Robins AFB	63.89	52.22	71.87	78.5	87.45
17	Little Rock AFB	63.25	49.25	73.05	80.66	88.12
18	Andrews AFB	62.05	54.38	70.4	67.79	41.74
19	Tyndall AFB	61.75	68.65	50.88	67.84	90.98
20	MacDill AFB	60.12	47.48	66.41	88.14	76.56
21	Maxwell AFB	59.9	70.78	55.31	22.48	85.68
22	March ARB	59.86	56.53	71.33	31.15	45.41
23	Mountain Home AFB	59.77	46.58	68.64	81.35	68.58
24	Ellsworth AFB	59.4	42.43	72.78	76.53	81.32
25	McEntire AGS	59.35	71.7	49.85	35.48	85.19
26	Hill AFB	58.83	45.27	66.57	84.33	77.82
27	McChord AFB	57.95	49.64	71.78	38.95	57.08
28	Whiteman AFB	57.82	39.47	71.25	82.33	74.42
29	Columbus AFB	57.51	53.22	58.08	65.55	94.97
30	Peterson AFB	57.2	58.4	59.78	39.75	61.91
31	Langley AFB	56.57	53.37	54.97	72.81	77.2
32	Key Field AGS	56.39	64.14	50.02	42.43	75.4
33	Charlotte/Douglas IAP AGS	56.27	70.45	49.46	12.94	81.48
34	Dover AFB	56.06	48.75	66.73	43.17	64.93
35	Davis-Monthan AFB	55.89	45.11	66	59.49	71.89
36	Grissom ARB	55.66	42.59	68.46	58.32	73.25
37	Kirtland AFB	55.47	49.12	58.01	70.63	69.56
38	Sheppard AFB	55.21	60.81	52.33	35.24	80.04
39	McConnell AFB	54.65	45.85	65.92	43	75.83
40	Beale AFB	54.63	38.4	70.78	65.31	42.78
41	Buckley AFB	54.62	56.16	52.45	56.83	53.78
42	Minot AFB	54.34	39.7	65.42	70.91	73.42
43	Wright-Patterson AFB	54.27	44.62	58.95	74.34	74.09
44	Travis AFB	53.86	41.24	72.89	40.31	24.22
45	Luke AFB	52.17	50.43	55.68	41.35	68.92
46	Westover ARB	52	42.8	58.47	68.13	49.23
47	Forbes Field AGS	51.93	43.85	61.74	42.08	77.32
48	McGuire AFB	51.8	39.42	62.51	67.95	37.26
49	Moody AFB	51.72	52.29	41.64	81.05	91.37
50	Ellington Field AGS	51.65	47.25	53.91	60.12	61.2
51	Elmendorf AFB	51.6	29.97	70.05	85.17	8.86
52	Birmingham IAP AGS	50.93	53.99	48.35	40.7	77.96

Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
53	Carswell ARS, NAS Fort Worth Joint Reserve	50.57	53.62	50.3	32.08	72.7
54	Grand Forks AFB	50.53	35.28	62.52	63.66	79.09
55	Rickenbacker IAP AGS	50.04	45.27	61.23	20.26	71.11
56	Hickam AFB	49.77	34.58	66.93	60.5	1.12
57	Andersen AFB	49.64	30.79	70.34	62.87	0
58	Dannelly Field AGS	49.46	69.74	31.75	20.6	85.51
59	Randolph AFB	49.2	43.66	51.76	56.76	78.51
60	McGee Tyson APT AGS	48.32	47.96	51.87	25.79	86.02
61	Homestead ARS	48.15	37.64	59.36	48.73	53.65
62	Phoenix Sky Harbor IAP AGS	48.12	53.14	45.21	32.12	68.42
63	Memphis IAP AGS	48.01	50.94	45.72	37.17	75.57
64	Will Rogers World APT AGS	47.79	56.31	37.47	42.22	84.8
65	Lackland AFB	47.44	45.03	44.29	63.85	78.33
66	Boise Air Terminal AGS	47.32	46.89	46.65	44.25	78.4
67	Selfridge ANGB	47.27	44.66	52.56	38.56	42.51
68	Offutt AFB	47.07	43.55	49.1	48.25	73.2
69	Keesler AFB	46.8	64.62	29.62	26.47	85.3
70	Pease International Trade Port AGS	46.65	43.72	52.48	39.09	33.8
71	Dobbins ARB	46.5	51.35	44.38	27.71	67.58
72	Laughlin AFB	46.13	46.75	39.38	61.81	84.09
73	Indian Springs AFS	45.8	60.77	31.08	38.5	43.94
74	Jacksonville IAP AGS	45.79	53.89	38.47	30.75	77.87
75	Stewart IAP AGS	45.53	45.03	49.72	40.99	3.65
76	Cannon AFB	45.43	45.45	43.94	44.4	73.61
77	Savannah IAP AGS	45.1	52.68	38.84	26.3	84.65
78	Pittsburgh IAP AGS	44.85	36.28	55.13	35.53	69.3
79	Louisville IAP AGS	44.66	49.33	41.32	28.67	78.1
80	Scott AFB	44.55	39.62	52.04	33.65	53.95
81	Vandenberg AFB	44.16	40.15	43.97	66.26	32.48
82	Jackson IAP AGS	44.15	47.37	39.33	39.24	84.66
83	Salt Lake City IAP AGS	43.99	45.47	43.47	32.41	71.72
84	Bangor IAP AGS	43.83	43.24	42.24	48.22	63.61
85	Vance AFB	43.45	55.12	32.89	22.51	87.75
86	Tulsa IAP AGS	43.2	49.4	38.74	23.72	81.03
87	Lincoln MAP AGS	43.08	45.83	42.39	26.26	71.2
88	Harrisburg IAP AGS	42.89	47.01	44.21	11.84	69.5
89	Richmond IAP AGS	42.64	53.44	35.69	13.67	75.18
90	Fort Smith Regional APT AGS	42.58	52.08	31.91	31.62	88.84
91	Portland IAP AGS	42.32	46.23	37.58	39.48	60.13
91	Fort Wayne IAP AGS	42.32	48.09	39.65	17.72	79.17
93	Burlington IAP AGS	42.29	51.69	34.88	26	57.07
94	Patrick AFB	42.23	47	32.91	52.75	66.83
95	Gen Mitchell IAP AGS	41.98	40.89	43.76	35.25	59.38
96	Tucson IAP AGS	41.92	45.19	39.16	30.57	72.7

Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
96	Channel Islands AGS	41.92	44.04	42.05	36.32	23.21
98	NAS New Orleans ARS	41.65	46.93	39.81	17.2	72.63
99	Minn/St Paul IAP ARS	41.52	32.19	52.63	36.8	47.69
100	Toledo Express APT AGS	41.45	44.03	36.46	42.51	72.76
101	Reno-Tahoe IAP AGS	40.51	44.93	39.29	23.44	47.47
102	Youngstown-Warren Regional APT ARS	40.09	40.95	38.26	35.23	73.97
103	Niagara Falls IAP ARS	40.03	35.85	43.28	41.92	55.66
104	Nashville IAP AGS	39.77	48.71	27.61	39.33	78.64
105	Pittsburgh IAP ARS	39.64	36.28	42.44	36.01	69.59
106	Joe Foss Field AGS	39.59	36.23	40.62	41.13	77.92
107	Sioux Gateway APT AGS	39.3	39.33	37.14	38.03	79.98
108	W. K. Kellogg APT AGS	39.22	38.19	37.74	44.28	62.57
109	Otis AGB	38.95	36.97	36.9	55.82	42.04
110	Kulis AGS	38.93	43.14	42.67	11.81	8.01
111	Atlantic City IAP AGS	38.81	45.55	31.54	37.39	41.33
112	Hulman Regional APT AGS	38.63	42.75	36.72	16.55	82.24
113	Dane County Regional - Truax Field AGS	38.59	42.35	37.71	19.21	61.55
114	Rosecrans Memorial APT AGS	38.22	40.01	32.73	41.97	81.65
115	Bradley IAP AGS	37.83	43.58	36.03	17.46	43.06
116	Barnes MPT AGS	37.75	43.93	31.39	33.33	47.17
117	Schenectady County APT AGS	37.72	49.21	25.33	30.66	60.05
118	Cheyenne APT AGS	37.65	46.92	24.3	42.72	68.7
119	Mansfield Lahm MAP AGS	37.28	42.33	33.5	20.6	74.01
120	New Castle County Airport AGS	36.96	48.83	28.33	15.48	47.53
121	Luis Munoz Marin IAP AGS	36.78	42.16	38.47	10.74	14.06
122	Hancock Field AGS	36.2	44.61	21.04	52.9	66.32
123	Willow Grove ARS, NAS Willow Grove Joint Reserve	35.85	43.92	32.22	12.92	39.74
124	Great Falls IAP AGS	35.51	35.71	32.68	39.59	62.23
125	Quonset State APT AGS	35.29	40.77	29.32	33.62	40.59
126	Klamath Falls IAP AGS	35.18	38.18	32.91	22.29	69.01
127	Greater Peoria Regional APT AGS	34.56	35.77	32.28	33.46	54.24
128	Capital APT AGS	34.53	36.96	32.03	28.06	57.09
129	Arnold AFS	34.22	44.49	13.9	57.35	89.61
130	Gen Mitchell IAP ARS	33.77	40.89	24.5	32.87	59.94

Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
131	Springfield-Beckley MPT AGS	33.54	41.59	23.23	29.78	71.74
131	Des Moines IAP AGS	33.54	35.7	30.8	24.21	76.75
133	Moffett Federal Field AGS	33.14	40.1	31.66	11.59	15.79
134	Ewvra Sheppard AGS	33.11	47.05	17.83	22.37	73.39
135	Fresno Air Terminal AGS	32.77	46.12	21.98	12.56	46.99
136	Lambert - St. Louis IAP AGS	32.04	29.73	37.4	13.46	59.7
137	Yeager APT AGS	31.9	40.64	19.79	29.7	81.12
138	Hector IAP AGS	30.78	38.72	21.49	22.3	72.6
139	Duluth IAP AGS	30.43	35.49	21.71	34.16	66.75
140	Martin State APT AGS	30.37	50.13	10.15	16.26	58.71
141	F. S. Gabreski APT AGS	30.21	41.65	20.77	16.92	29.52
142	Hanscom AFB	29.65	42.58	20.17	10.54	25.42
143	Goodfellow AFB	7.37	0	4	36.4	82.66
144	Brooks City-Base	7.24	0	4	36.4	77.48
145	Malmstrom AFB	6.87	0	4	36.4	62.67
146	Francis E. Warren AFB	6.16	0	4	27.41	70.53
147	Schriever AFB	5.78	0	4	27.31	55.46
148	Rome Laboratory	4.92	0	4	16.8	63.1
149	Air Reserve Personnel Center (ARPC)	4.69	0	4	16.8	53.84
150	United States Air Force Academy	4.59	0	4	13.92	61.68
151	Cheyenne Mountain AFS	4.24	0	4	11.89	55.61
152	Bolling AFB	3.59	0	4	9.07	40.62
153	Onizuka AFS	3.09	0	4	10.08	16.85
154	Los Angeles AFB	2.45	0	4	1.94	23.81

TOTAL 104,098,258 90,882,691 -13,215,567 -13% 8,966
 COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10) - Page 2
 Data As Of 5/19/2005 10:54:39 AM, Report Created 5/31/2005 2:02:06 PM

Department : USAF

Scenario File : S:\R & A\COBRA Analysis Team\Official COBRA Files\Air Force
 COBRA\109 - Ellsworth Air Force Base, SD and Dyess Air Force Base, TX\COBRA USAF
 0018V3 (200.3).CBR

Option Pkg Name: USAF 0018V3 (200.3) Close Ellsworth

Std Fctrs File : S:\R & A\COBRA Analysis Team\COBRA 6.10 April 21
 2005\BRAC2005.SFF

Base	Recapitalization (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Ellsworth AFB	14,495,219	0	-14,495,219	-100%	3,862
Dyess AFB	10,829,158	11,854,001	1,024,843	9%	2,740
Elmendorf AFB	32,873,165	33,021,992	148,826	0%	579
Peterson AFB	8,749,477	8,868,931	119,454	1%	258
Little Rock AFB	9,120,700	9,362,808	242,107	3%	204
Francis E. Warren AF	7,877,905	7,877,905	0	0%	0
TOTAL	83,945,624	70,985,637	-12,959,987	-15%	8,792

Base	Sustain + Recap + BOS (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Ellsworth AFB	49,416,011	0	-49,416,011	-100%	13,167
Dyess AFB	50,330,514	53,231,643	2,901,129	6%	7,757
Elmendorf AFB	164,319,426	166,247,282	1,927,856	1%	7,501
Peterson AFB	85,636,094	88,886,900	3,250,806	4%	7,021
Little Rock AFB	43,295,430	46,944,172	3,648,742	8%	3,079
Francis E. Warren AF	38,021,916	38,021,916	0	0%	0
TOTAL	431,019,391	393,331,913	-37,687,478	-9%	25,568

Base	Plant Replacement Value (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Ellsworth AFB	1,753,921,464	0	-1,753,921,464	-100%	467,338
Dyess AFB	1,310,328,163	1,434,334,163	124,006,000	9%	331,567
Elmendorf AFB	3,977,652,988	3,995,660,988	18,008,000	0%	70,070
Peterson AFB	1,058,686,708	1,073,140,708	14,454,000	1%	31,218
Little Rock AFB	1,103,604,744	1,132,899,744	29,295,000	3%	24,721
Francis E. Warren AF	953,226,473	953,226,473	0	0%	0
TOTAL	10,157,420,540	8,589,262,076	-1,568,158,464	-15%	1,063,879

* "Start" and "Finish" values for Personnel and BOS both include the Programmed Installation Population (non-BRAC) Changes, so that only changes attributable to the BRAC action are reflected in the "Change" columns of this report.

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10)
 Data As Of 5/19/2005 10:54:39 AM, Report Created 5/31/2005 2:02:06 PM

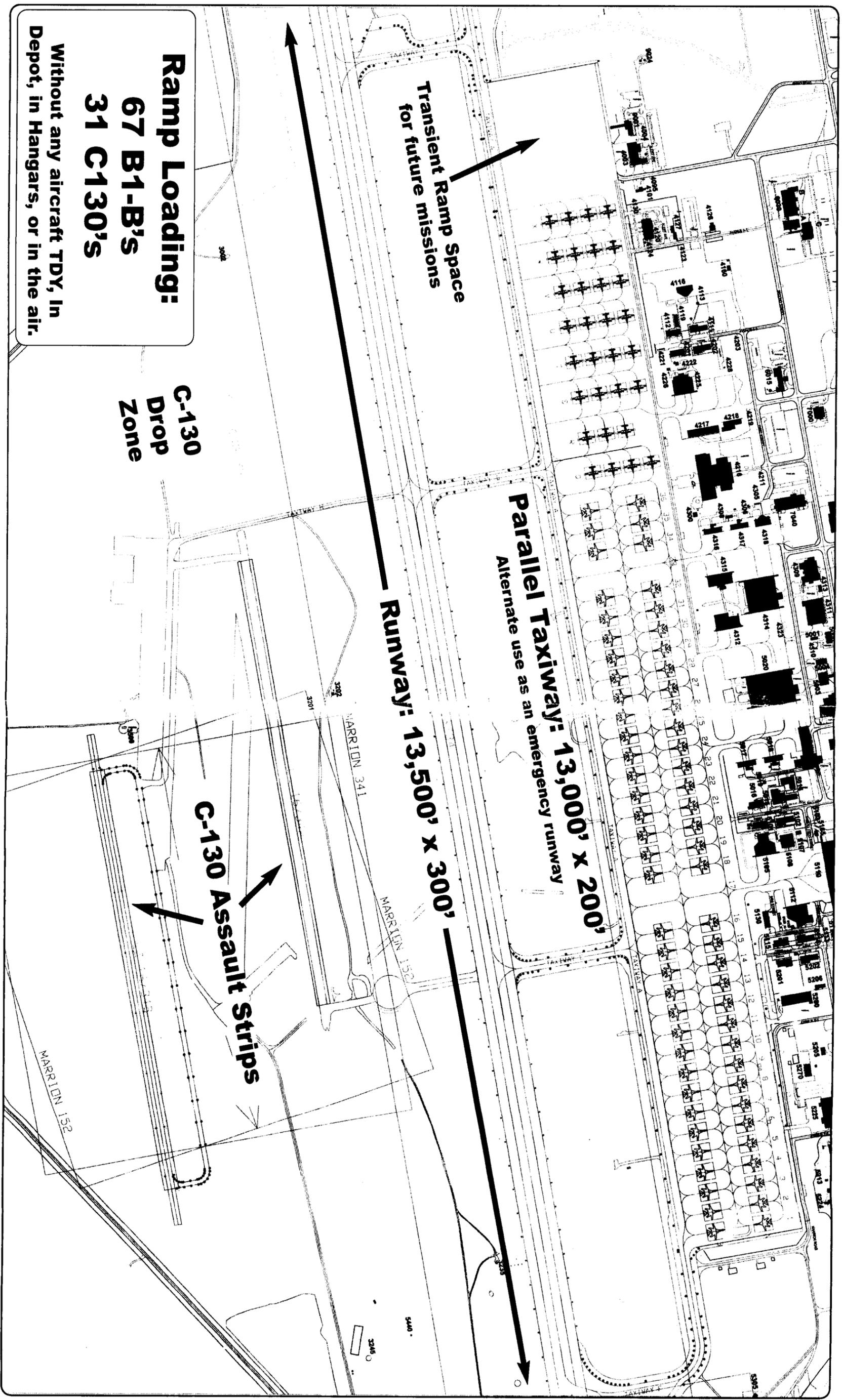
Department : USAF
 Scenario File : S:\R & A\COBRA Analysis Team\Official COBRA Files\Air Force
 COBRA\109 - Ellsworth Air Force Base, SD and Dyess Air Force Base, TX\COBRA USAF
 0018V3 (200.3).CBR
 Option Pkg Name: USAF 0018V3 (200.3) Close Ellsworth
 Std Fctrs File : S:\R & A\COBRA Analysis Team\COBRA 6.10 April 21
 2005\BRAC2005.SFF

Base	Personnel			
	Start*	Finish*	Change	%Change
Ellsworth AFB	3,753	0	-3,753	-100%
Dyess AFB	5,777	6,151	374	6%
Elmendorf AFB	9,218	9,475	257	3%
Peterson AFB	7,155	7,618	463	6%
Little Rock AFB	5,588	6,773	1,185	21%
Francis E. Warren AF	3,998	3,998	0	0%
TOTAL	35,489	34,015	-1,474	-4%

Base	Square Footage				
	Start	Finish	Change	%Change	Chg/Per
Ellsworth AFB	3,684,000	0	-3,684,000	-100%	982
Dyess AFB	2,676,000	3,076,144	400,144	15%	1,070
Elmendorf AFB	6,403,000	6,407,267	4,267	0%	17
Peterson AFB	2,544,000	2,590,355	46,355	2%	100
Little Rock AFB	3,103,000	3,239,650	136,650	4%	115
Francis E. Warren AF	2,294,000	2,294,000	0	0%	0
TOTAL	20,704,000	17,607,416	-3,096,584	-15%	2,101

Base	Base Operations Support (2005\$)				
	Start*	Finish*	Change	%Change	Chg/Per
Ellsworth AFB	20,533,723	0	-20,533,723	-100%	5,471
Dyess AFB	25,171,731	26,240,437	1,068,705	4%	2,857
Elmendorf AFB	83,971,619	85,733,309	1,761,690	2%	6,855
Peterson AFB	66,948,533	69,991,349	3,042,816	5%	6,572
Little Rock AFB	22,903,645	26,052,232	3,148,587	14%	2,657
Francis E. Warren AF	23,446,257	23,446,257	0	0%	0
TOTAL	242,975,509	231,463,584	-11,511,924	-5%	7,810

Base	Sustainment (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Ellsworth AFB	14,387,069	0	-14,387,069	-100%	3,833
Dyess AFB	14,329,624	15,137,205	807,581	6%	2,159
Elmendorf AFB	47,474,642	47,491,981	17,339	0%	67
Peterson AFB	9,938,085	10,026,620	88,535	1%	191
Little Rock AFB	11,271,084	11,529,132	258,048	2%	218
Francis E. Warren AF	6,697,754	6,697,754	0	0%	0



Ramp Loading:
67 B1-B's
31 C130's

Without any aircraft TDY, In Depot, in Hangars, or in the air.

**C-130
 Drop
 Zone**

Runway: 13,500' x 300'

Parallel Taxiway: 13,000' x 200'
 Alternate use as an emergency runway

**Transient Ramp Space
 for future missions**

C-130 Assault Strips

MARRIDN 152

MARRIDN 341

MARRIDN 152

5440

3245

3042

3201

4218

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4215

4214

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