DCN: 12135

Commissioner Base Visit Book

Ellsworth Air Force Base, SD And Dyess Air Force Base, TX BRAC Recommendation And Supporting Documentation

21 June 2005

ITINERARY FOR
BRAC Commissioner Visit

1. BRAC will visit Ellsworth Air Force Base on 21 June 05.

2. Purpose: Base Visit

3. Accompanied by: Samuel K. Skinner, Commissioner
Philip Coyle, Commissioner
James H. Bilbray, Commissioner
Tim Johnson, US Senator, State of South Dakota
John Thune, US Senator, State of South Dakota
Stephanie Herseth, US Congresswoman, State of South Dakota
Michael Rounds, South Dakota State Governor
Mr. Bob Cook, Deputy Director BRAC Review and Analyst Team
Ms Tanya Cruz, BRAC Air Force Team
Mr. Art Beauchamp, BRAC Commission Analyst
Ms Christine Hill, Director Legislative Affairs

4. Arrive: 0730L, Tuesday, 21 June, Radisson Hotel, 445 Mt Rushmore Road, Rapid City, SD
Depart: 1215L, Tuesday, 21 June, Visitors Center, Ellsworth AFB, SD

5. Transportation: Primary Bus: Contracted Bus with Contracted Driver
Alternate Bus: Services Bus with SSgt David Thurston driver

6. Project Officers: Lt Col David Garrett
Capt Jennifer Rollins
Mark Wheeler
Arliss Lakos

7. Dress: Service Dress for Base Visit
Casual attire for Downtown Event

8. Helpful Numbers:

Col Smith	- DSN	675-2801
Protocol Office	- DSN	675-1205
Command Post	- DSN	675-3800
Radisson Hotel	- COM	605-348-8300

9. Itinerary:

Current as of:06/17/05 9:06 AM

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Tuesday, 21 June

0730 Pick up Commissioners at Radisson Hotel
Vehicle: Contracted Bus
Escorted by: Colonel Smith

Passengers: Commissioner Skinner, Commissioner Coyle, Commissioner Bilbray, Senator Johnson, Senator Thune, Congresswoman Herseth, Governor Rounds, Mr Art Beauchamp, and staffers

0750 Arrive at Bomb Wing Headquarters, Office Call
Greeted by: Col Smith, 28 Bomb Wing Commander
Attendees: Commissioner Skinner and Commissioner Coyle

0750 Pre-Unit Mission Brief Reception in Executive Conference Room
Greeted by: 28th Bomb Wing Group Commanders
Attendees: Sen Johnson, Sen Thune, and Congresswoman Herseth, Gov Rounds,

0815 Arrive Wing Conference Room for Unit Mission Brief
Greeted by: Colonel Smith, 28th Bomb Wing Commander
28th Bomb Wing Group Commanders
Lt Col Garrett, Lt Col Singh, Mr Mark Wheeler

0900 Depart Bomb Wing Headquarters via Services Bus
POC: Mr. Mark Wheeler
Guests: Commissioner Skinner, Commissioner Coyle, Commissioner Bilbray, Sen. Tim Johnson, Sen. John Thune, Congresswoman Stephanie Herseth, Gov Michael Rounds, Col Jeffry Smith, Lt Col David Garrett, Mr Art Beauchamp

0910 Arrive at the Munitions Storage Area
Greeted by: Lt Col Deborah Hollick, MUNS/CC
Chief Bill Stamper, MUNS/MXW

0930 Depart Weapons Storage Area windshield tour

0935 Arrive at the 37th Squad Ops
Greeted by: Mr Larry Herges, Base Architect
Lt Col Timothy Shepherd, 37BS/DO
Lt Col Joseph Seufzer, 28 AMXS/CC

1005 Depart 37th Squad Ops

1010 Arrive Pride Hanger
Greeted by: Lt Col Nav Singh, CES/CC and Maj Chris Knutson, CES/CEO

1030 Depart Pride Hanger

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1035 Depart through Bismarck Gate (stop and discuss encroachment?

1040 Enter through Bismarck Gate

1050 Arrive at 316 Birch, Prairie View Housing
Greeted by: Mr. Larry Herges, Lt Col Nav Singh, Mr. Bob Allman

1105 Depart MFH, 316 Birch

1115 Arrive Phase 3 MFH

1125 Arrive at Education Center

1130 Arrive at Dakotas for Lunch
Greeted by: Col Gerald Plourde
Group Commanders

(NOTE: Lunch served in the Eagles Nest...**Group CC's with Colonel Smith for Lunch**)
Comfort Break

1215 Depart Dakota's

Departure Arrangements: 5 Suburban will be staged in front of Dakota's for departure. Once the luncheon is over police escorted motorcade will depart for Rapid City Civic Center

1215 Depart for Rapid City Civic Center

personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or water resources. Impacts of costs include $0.3M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Ellsworth Air Force Base, SD and Dyess Air Force Base, TX

Recommendation: Close Ellsworth Air Force Base, SD. The 24 B-1 aircraft assigned to the 28th Bomb Wing will be distributed to the 7th Bomb Wing, Dyess Air Force Base, TX. Realign Dyess Air Force Base, TX. The C-130 aircraft assigned to the 317th Airlift Group will be distributed to the active duty 314th Airlift Wing (22 aircraft) and Air National Guard 189th Airlift Wing (two aircraft), Little Rock Air Force Base, AR; the 176th Wing (ANG), Elmendorf Air Force Base, AK (four aircraft); and the 302d Airlift Wing (AFR), Peterson Air Force Base, CO (four aircraft). Peterson Air Force Base will have an active duty/Air Force Reserve association in the C-130 mission. Elmendorf Air Force Base will have an active duty/Air National Guard association in the C-130 mission.

Justification: This recommendation consolidates the B-1 fleet at one installation to achieve operational efficiencies. Ellsworth (39) ranked lower in military value for the bomber mission than Dyess (20). To create an efficient, single-mission operation at Dyess, the Air Force realigned the tenant C-130s from Dyess to other Air Force installations. The majority of these aircraft went to Little Rock (17-airlift), which enables consolidation of the active duty C-130 fleet into one stateside location at Little Rock, and robusts the Air National Guard squadron to facilitate an active duty association with the Guard unit. The other C-130s at Dyess were distributed to Elmendorf (51-airlift) and Peterson (30-airlift) to facilitate active duty associations with the Guard and Reserve units at these installations.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $299.1M. The net of all costs and savings to the Department during the implementation period is a savings of $316.4M. Annual recurring savings to the Department after implementation are $161.3M, with a payback expected in one year. The net present value of the cost and savings to the Department over 20 years is a savings of $1,853.3M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 6,768 jobs (3,852 direct jobs and 2,916 indirect jobs) over the 2006-2011 period in the Rapid City, SD, Metropolitan Statistical economic area,

which is 8.5 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or threatened and endangered species or critical habitat. Impacts of costs include $3.2M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Nashville International Airport Air Guard Station, TN

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

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

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $25.4M. The net of all costs and savings to the Department during the implementation period is a cost of $16.7M. Annual recurring savings after implementation are $13.7M, with payback expected in two years. The net present value of the cost and savings to the Department over 20 years is a savings of $120.0M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 328 jobs (191 direct jobs and 137 indirect jobs) over the 2006-2011 period in the Nashville, TN, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all

State Installation	Action	Out Mil	 Civ	In Mil	 Civ	Net Gain/(Loss) Mil	 Civ	Net Mission Contractor	Total Direct
Texas									
Army National Guard Reserve Center # 2 Dallas	Close	(90)	0	0	0	(90)	0	0	(90)
Army National Guard Reserve Center (Hondo Pass) El Paso	Close	(106)	0	0	0	(106)	0	0	(106)
Army National Guard Reserve Center California Crossing	Close	(47)	0	0	0	(47)	0	0	(47)
Army National Guard Reserve Center Ellington	Close	(14)	(45)	0	0	(14)	(45)	0	(59)
Army National Guard Reserve Center Lufkin	Close	(10)	0	0	0	(10)	0	0	(10)
Army National Guard Reserve Center Marshall	Close	(15)	(1)	0	0	(15)	(1)	0	(16)
Army National Guard Reserve Center New Braunfels	Close	(106)	0	0	0	(106)	0	0	(106)
Brooks City Base	Close	(1,297)	(1,288)	0	0	(1,297)	(1,288)	(358)	(2,923)
Defense Finance and Accounting Service, San Antonio	Close	(32)	(303)	0	0	(32)	(303)	0	(335)
Lone Star Army Ammunition Plant	Close	(2)	(18)	0	0	(2)	(18)	(129)	(149)
Naval Station Ingleside	Close	(1,901)	(260)	0	0	(1,901)	(260)	(57)	(2,218)
Navy Reserve Center Lubbock, TX	Close	(7)	0	0	0	(7)	0	0	(7)
Navy Reserve Center Orange,TX	Close	(11)	0	0	0	(11)	0	0	(11)
Red River Army Depot	Close	(9)	(2,491)	0	0	(9)	(2,491)	0	(2,500)
U.S. Army Reserve Center # 2 Houston	Close	(2)	0	0	0	(2)	0	0	(2)
Leased Space - TX	Close/Realign	(78)	(147)	0	0	(78)	(147)	0	(225)
Carswell ARS, Naval Air Station Fo	Gain	0	(12)	8	116	8	104	0	112
Dyess Air Force Base	Gain	(1,615)	(65)	1,925	129	310	64	0	374
Fort Bliss	Gain	(4,564)	(223)	15,918	370	11,354	147	0	11,501
Fort Sam Houston	Gain	(117)	0	7,765	1,624	7,648	1,624	92	9,364
Laughlin Air Force Base	Gain	0	0	102	80	102	80	0	182
Naval Air Station Joint Reserve Base Ft. Worth	Gain	(54)	(5)	330	41	276	36	2	314
Randolph Air Force Base	Gain	(576)	(174)	164	705	(412)	531	63	182

This list does not include locations where there were no changes in military or civilian jobs.
Military figures include student load changes.

Base

FXBM *Ellsworth AFB*

ScenarioID E&T-0009 ***Title*** Establish Western T&E OAR Complex ***Status*** Deleted

Description Consolidate T&E capabilities and workload requiring open-air ranges for T&Et a western U.S. complex of ranges for air, sea, and, space, armament/munitions, C4ISR, EW, and CB Defense.
Gaining Activities: Edwards AFB, China Lake, Pt Mugu, PMRF, Vandenberg AFB, Nellis AFB, UTTR, DPG, YPG, Ft. Huachuca, WSMR
Losing Activities: Patuxent River NAS, Eglin AFB, Redstone Arsenal, Ft. Rucker, APG, Ellsworth AFB, Shaw AFB, McConnell AFB, Buckley AFB, Luke AFB, Selfridge ANGB, Tucson IAP AGS, Ft. A.P.Hill, Ft. Belvoir, Ft. Bragg, Ft. Eustis, Ft. Hood, Ft. Knox, Ft. Leonard Wood, and Ft. Sill.

ReasonInactive

ReasonDeleted Per guidance from E&T JCSG, 18 Nov 04, this Scenario was deleted because certified data did not support this strategy-driven Scenario.

ScenarioID USAF-0018 ***Title*** Close Ellsworth AFB (S200.1c3) ***Status*** Active

Description Close Ellsworth AFB. The 28th Bomb Wing will inactivate. The wing's 24 B-1B aircraft will be distributed to the 7th Bomb Wing, Dyess AFB. The 317th Airlift Group at Dyess will inactivate and its C-130 aircraft will be distributed to the 3d Wing, Elmendorf AFB (4 PAA); 302d Airlift Wing (AFRC), Peterson AFB (4 PAA); 153d Airlift Wing (ANG), Cheyenne Airport AGS (4 PAA); Pope/Ft Bragg (4 PAA); and 314th Airlift Wing, Little Rock AFB (16 PAA). Peterson, Cheyenne anf Pope/Ft Bragg will have C-130 active duty/ARC associations at a 50/50 force mix. Elmendorf will have C-130 association mix of 8 PAA/4PAA (ANG/SD).

Belle Fourche Electronic Scoring Site assets will need to be moved. Active/ARC C-130 associations at Elmendorf, Peterson, Cheyenne and Little Rock (50/50 mix). Active/ARC mix at Pope/Ft Bragg will be 50/50 mix (AFRC/AD).

ReasonInactive

ReasonDeleted

Base

FNWZ *Dyess AFB*

ScenarioID USAF-0012 ***Title*** Realign C-130 Fleet ***Status*** Deleted

Description Realign current C-130 force structure at as few locations as practicable using standard squadron sizes and crews, consistent with Mission Capabilitites Indices and Future Total Force tenents.

Principles: Primary determinant - MCI rating; Optimize squadron size; Consolidate airlift assets

Exceptions: If installation has consolidated MDS now, do not reduce

ReasonInactive

ReasonDeleted Realign C-130 Scenario Replaced with the following USAF Scenarios:
USAF-58, 59, 60, 61
USAF- 64, 65, 66, 67, 68, 69
USAF-71

ScenarioID USAF-0018 ***Title*** Close Ellsworth AFB (S200.1c3) ***Status*** Active

Description Close Ellsworth AFB. The 28th Bomb Wing will inactivate. The wing's 24 B-1B aircraft will be distributed to the 7th Bomb Wing, Dyess AFB. The 317th Airlift Group at Dyess will inactivate and its C-130 aircraft will be distributed to the 3d Wing, Elmendorf AFB (4 PAA); 302d Airlift Wing (AFRC), Peterson AFB (4 PAA); 153d Airlift Wing (ANG), Cheyenne Airport AGS (4 PAA); Pope/Ft Bragg (4 PAA); and 314th Airlift Wing, Little Rock AFB (16 PAA). Peterson, Cheyenne anf Pope/Ft Bragg will have C-130 active duty/ARC associations at a 50/50 force mix. Elmendorf will have C-130 association mix of 8 PAA/4PAA (ANG/SD).

Belle Fourche Electronic Scoring Site assets will need to be moved. Active/ARC C-130 associations at Elmendorf, Peterson, Cheyenne and Little Rock (50/50 mix). Active/ARC mix at Pope/Ft Bragg will be 50/50 mix (AFRC/AD).

ReasonInactive

ReasonDeleted

ScenarioID USAF-0018 ***Title*** Close Ellsworth AFB (S200.1c3) ***Status*** Active

Description Close Ellsworth AFB. The 28th Bomb Wing will inactivate. The wing's 24 B-1B aircraft will be distributed to the 7th Bomb Wing, Dyess AFB. The 317th Airlift Group at Dyess will inactivate and its C-130 aircraft will be distributed to the 3d Wing, Elmendorf AFB (4 PAA); 302d Airlift Wing (AFRC), Peterson AFB (4 PAA); 153d Airlift Wing (ANG), Cheyenne Airport AGS (4 PAA); Pope/Ft Bragg (4 PAA); and 314th Airlift Wing, Little Rock AFB (16 PAA). Peterson, Cheyenne anf Pope/Ft Bragg will have C-130 active duty/ARC associations at a 50/50 force mix. Elmendorf will have C-130 association mix of 8 PAA/4PAA (ANG/SD).

Belle Fourche Electronic Scoring Site assets will need to be moved. Active/ARC C-130 associations at Elmendorf, Peterson, Cheyenne and Little Rock (50/50 mix). Active/ARC mix at Pope/Ft Bragg will be 50/50 mix (AFRC/AD).

ReasonInactive

ReasonDeleted

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Comparison of (1) Grand Forks AFB and (2) Ellsworth AFB

MCI: Bomber

Max Points

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

Earned Points 1 and 2

This is the number of points this formula did contribute to the overall MCI score for these two bases, respectively.

Difference

The difference between the two base scores.

Crit	Formula		Max Points	Earned Points 1	Earned Points 2	Difference
1	1242.00	ATC Restrictions to Operations	5.52	5.52	5.52	0.00
1	1271.00	Prevailing Installation Weather Conditions	3.68	3.53	3.68	-0.15
1	1245.00	Proximity to Airspace Supporting Mission (ASM)	20.24	2.66	2.29	0.37
1	1246.00	Proximity to Low Level Routes Supporting Mission	16.56	2.18	3.47	-1.29
2	1.00	Fuel Hydrant Systems Support Mission Growth	2.03	2.03	2.03	0.00
2	8.00	Ramp Area and Serviceability	3.49	0.87	3.49	-2.62
2	9.00	Runway Dimension and Serviceability	5.52	0.00	5.52	-5.52
2	19.00	Hangar Capability - Large Aircraft	2.91	1.06	1.46	-0.40
2	1207.00	Level of Mission Encroachment	2.03	2.03	1.82	0.21
2	1231.00	Certified Weapons Storage Area	2.03	0.00	0.00	0.00
2	1232.00	Sufficient Explosives-sited Parking	3.20	3.20	3.20	0.00
2	1233.00	Sufficient Munitions Storage	2.91	2.18	2.91	-0.73
2	1235.00	Installation Pavements Quality	4.94	3.09	4.32	-1.23
2	1266.00	Range Complex (RC) Supports Mission	12.45	1.77	1.57	0.20
3	1214.00	Fuel Dispensing Rate to Support Mobility and Surge	2.64	0.74	1.67	-0.93
3	1241.00	Ability to Support Large-Scale Mobility Deployment	1.76	0.44	1.76	-1.32
3	213.00	Attainment / Emission Budget Growth Allowance	1.68	1.68	1.68	0.00
3	1205.10	Buildable Acres for Industrial Operations Growth	1.96	1.56	1.96	-0.40
3	1205.20	Buildable Acres for Air Operations Growth	1.96	1.96	0.42	1.54
4	1250.00	Area Cost Factor	1.25	0.92	0.96	-0.04
4	1269.00	Utilities cost rating (U3C)	0.13	0.09	0.12	-0.03
4	1402.00	BAH Rate	0.88	0.72	0.70	0.02
4	1403.00	GS Locality Pay Rate	0.25	0.25	0.25	0.00
				38.48	**50.80**	**-12.32**

DCN: 12135

Comparison of (1) Grand Forks AFB and (2) Ellsworth AFB

MCI: Tanker

Max Points

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

Earned Points 1 and 2

This is the number of points this formula did contribute to the overall MCI score for these two bases, respectively.

Difference

The difference between the two base scores.

Crit	Formula		Max Points	Earned Points 1	Earned Points 2	Difference
1	1242.00	ATC Restrictions to Operations	6.90	6.90	6.90	0.00
1	1245.00	Proximity to Airspace Supporting Mission (ASM)	39.10	19.12	29.63	-10.51
2	1.00	Fuel Hydrant Systems Support Mission Growth	4.15	4.15	4.15	0.00
2	8.00	Ramp Area and Serviceability	7.89	1.97	7.89	-5.92
2	9.00	Runway Dimension and Serviceability	9.55	9.55	9.55	0.00
2	19.00	Hangar Capability - Large Aircraft	3.32	1.21	1.67	-0.46
2	1207.00	Level of Mission Encroachment	2.08	2.08	1.86	0.22
2	1235.00	Installation Pavements Quality	14.53	10.89	12.71	-1.82
3	1214.00	Fuel Dispensing Rate to Support Mobility and Surge	3.85	1.08	2.44	-1.36
3	1241.00	Ability to Support Large-Scale Mobility Deployment	1.65	0.41	1.65	-1.24
3	213.00	Attainment / Emission Budget Growth Allowance	1.35	1.35	1.35	0.00
3	1205.10	Buildable Acres for Industrial Operations Growth	1.58	1.25	1.58	-0.33
3	1205.20	Buildable Acres for Air Operations Growth	1.58	1.58	0.34	1.24
4	1250.00	Area Cost Factor	1.25	0.92	0.96	-0.04
4	1269.00	Utilities cost rating (U3C)	0.13	0.09	0.12	-0.03
4	1402.00	BAH Rate	0.88	0.72	0.70	0.02
4	1403.00	GS Locality Pay Rate	0.25	0.25	0.25	0.00
				63.52	**83.75**	**-20.23**

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Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1.00
Title	Fuel Hydrant Systems Support Mission Growth
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula	Check the current fuel hydrant system capability. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. 20% of the score is based upon the best type of fuel hydrant available. 80% of the score is based upon the number of qualified refueling points/outlets. Type of Fuel Hydrant: Check each Fuel System. See OSD question 1 for this data. Ignore those that are not aircraft fueling hydrants. See OSD Question 1, column 2 for this data, where the value is not an 'A'. If any one of them is a Type III, get 100 points. See OSD Question 1, column 3 for this data. Otherwise, If any one of them is a Type I or II, get 75 points. Otherwise, If any one of them is a Type IV or V, get 25 points. Otherwise, get 0 points. Number of Qualified Refueling Points/Outlets: Sum the number of qualified refueling points/outlets. See OSD Question 1, column 6 for this data, but ignore those that are not aircraft fueling hydrants. See OSD Question 1, column 2 for this data, where the value is not an 'A'. Also ignore those that are not Type I, II, III, IV or V. See OSD Question 1, column 3 for this data. If the sum of qualified refueling points/outlets >= 24, get 100 points. Otherwise, if the sum of qualified refueling points/outlets = 0, get 0 points. Otherwise, pro-rate the sum between 0 and 24 on a 0 to 100 scale. Example: There are three refueling facilities. One is a Type I, one a Type IV, and one is a Truck Fill Stand. There are no Type III facilities, so we check for Type I or II. Since there is a Type I, the score for the type of fuel hydrant is 75. There are 3 Type 1 refueling points/outlets, 9 Type IV refueling points/outlets, and 22 Truck Fill Stand refueling points/outlets. The Type 1 and Type IV refueling points/outlets sum to 12, the 22 Truck Fill Stand refueling points/outlets do not count. 12 is halfway between 0 and 24, for a number of qualified refueling points score of 50. (20% of 75) plus (80% of 50) = an overall score of 55.
Source	ACES-RP; existing record drawings or physically verification;

Formula Score	100.00	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	2.03	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	2.03	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.00	The difference between Max Points and Earned Points.

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1.00
Title	Fuel Hydrant Systems Support Mission Growth

Supporting Data

Section		Question.Field		
1	Air/Space Operations	9	.	Runways
1	Air/Space Operations	9	.7	Length
1	Air/Space Operations	9	.8	Width
1	Air/Space Operations	9	.15	Serviceable (5)
15	Fuel	1	.	Fuel Systems
15	Fuel	1	.2	Vehicle or Aircraft ("V" or "A")
15	Fuel	1	.3	System Type
15	Fuel	1	.6	Number of Refueling Points/Outlets

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	8.00
Title	Ramp Area and Serviceability
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. Total the square yardage of every serviceable ramp at the installation. See OSD Question 8, column 9 to determine serviceability. (N/A means not serviceable.) See OSD Question 8, column 2 for the square yardage of that ramp. If the total square yards of serviceable ramp is >= 614,000, get 100 points. Otherwise, if the total square yards of serviceable ramp is >= 423,000, get 75 points. Otherwise, if the total square yards of serviceable ramp is >= 141,000, get 25 points. Otherwise, get 0 points. Example: The installation has three ramps, Alpha, Bravo and Charlie. Alpha and Bravo are both fully serviceable and active; Charlie is not serviceable because of major sinkholes that have developed. Alpha has 50,000 square yards, Bravo has 20,000 square yards, and Charlie has 200,000 square yards, for a total of 70,000 serviceable square yards of ramps. This number is between 0 and 141,000, so it falls into the 0 point range.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Formula Score	100.00	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	3.49	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	3.49	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.00	The difference between Max Points and Earned Points.

Supporting Data

Section	Question.Field	
1 Air/Space Operations	9 .	Runways
1 Air/Space Operations	9 .7	Length
1 Air/Space Operations	9 .8	Width
1 Air/Space Operations	9 .15	Serviceable (5)
28 Real Property	8 .	Ramp/Apron Space
28 Real Property	8 .2	Area
28 Real Property	8 .9	Serviceable (2)

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Formula Sheet for Dyess AFB

MCI: Bomber

Formula	9.00
Title	Runway Dimension and Serviceability
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula	Check the dimension of all serviceable runways that support the installation. Calculate a score for each runway at the installation as follows: If the runway is not serviceable, get 0 points. See OSD Question 9, column 15 for this data. (N/A means not serviceable.) Otherwise, if the runway is < 200' wide, get 0 points. See OSD Question 9, column 8 for this data. (N/A means 0.) Otherwise, if the runway is < 10,000' long, get 0 points. See OSD Question 9, column 7 for this data. (N/A means 0.) Otherwise, if the runway is >= 12,000' long, get 100 points. Otherwise, pro-rate the runway length from 10,000' to 12,000' on a 50 to 100 scale to get the points. The overall score is the highest score received by any one runway. Example: An installation has two runways, Alpha and Bravo. Alpha is 12,000' long, 203' wide, and full of huge holes because it has partially been demolished, so it is not serviceable. Bravo is 11,000' long and 202' wide, plus it is fully serviceable. Runway Alpha scores 0 points because it isn't serviceable. Runway Bravo meets all the specified criteria so it gets some points. 11,000' is halfway between 10,000' and 12,000', so Runway Bravo gets 75 points. Runway Bravo has the highest score for any runway at the installation, so its score of 75 is used for the installation's score.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Formula Score	100.00	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	5.52	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	5.52	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.00	The difference between Max Points and Earned Points.

Supporting Data

Section	Question.Field	
1 Air/Space Operations	9 .	Runways
1 Air/Space Operations	9 . 7	Length
1 Air/Space Operations	9 . 8	Width
1 Air/Space Operations	9 . 15	Serviceable (5)

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	19.00
Title	Hangar Capability - Large Aircraft
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula	Check the facilities to hangar large aircraft. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. Total the gross square feet for hangars for each installation. See OSD Question 19, column 5 for this data, but ignore all hangars whose Service Facility Code is not a 1, 2, or 3. See OSD Question 19, column 4 for this data. Also ignore all hangars whose door opening size < 131'. See OSD Question 19, column 6 for this data. Also ignore all hangars whose gross square feet < 6000. See OSD Question 19, column 5 for this data. If the sum above is < 6000 square feet, get 0 points. Otherwise, if the sum above is = the highest score received by any installation, get 100 points. Otherwise, pro-rate the sum above between 6000 and the highest score received by any installation on a 25 to 100 point scale. Example: There are three hangars on the facility that have a Service Facility Code of 1, 2, or 3, and which have door openings >= 131' in width, and which are at least 6,000 gross square feet in size. Those three hangars have a gross square footage of 6,000, 14,000 and 10,000 respectively, for a total of 30,000 gross square feet at that installation. The highest number of gross square feet at any installation using the above formula is 50,000. 30,000 is 65.91% of the way between 6,000 and 50,000, so the score is 65.91.
Source	ACES-RP, Record Drawings, Base Real Property Records; pre-populated from ACES-RP; "Service Facility Condition Code" rated 1 through 6 in accordance with OSD BRAC library

Formula Score	36.60	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	2.91	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	1.06	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	1.84	The difference between Max Points and Earned Points.

Supporting Data

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

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	19.00
Title	Hangar Capability - Large Aircraft

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	213.00
Title	Attainment / Emission Budget Growth Allowance
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential

Formula

Check the attainment designation classifications of the installation's NAAQS (National Ambient Air Quality Standard) for the following applicable criteria: Attainment, Nonattainment, Nonattainment (Deferred), Maintenance, and Unclassifiable. Identify the amount of the SIP emissions budget for non-attainment and maintenance criteria pollutants, if any, allocated to the installation.

Use the following formula to compute this score:

Multiply the Attainment / Emission Budget Growth Allowance MinA by the Attainment / Emission Budget Growth Allowance *B* for the base score. Add the SIP Score to the base score. If the base score is now over 100, reduce it to 100.

SIP Score:

Sum the Installation SIP Growth Allowance (Tons/Year)" for the following constituents: '001. VOC' and '002. Nox'.
See OSD question 221, column 3 for the Installation SIP Growth Allowance (Tons/Year). See OSD Question 221, column 1 for the constituent.
If the total is > 0, then SIP Score = 20, otherwise it is 0.

Attainment / Emission Budget Growth Allowance MinA and *B*:

Perform the following calculation for each of the specified criteria pollutants and pick the lowest value from them all.

The criteria pollutants are '002. PM10', '004. S02', '005. CO', 007. O3 (8hr)*'. See OSD Question 213, column 1 for this data.

Attainment / Emission Budget Growth Allowance MinA:

If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 100. See OSD Question 213, column 2 for this data.

Otherwise, if the NAAQS Designation is Maintenance, get 77.778.

Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get 66.667. See OSD Question 213, column 3 for this data.

Otherwise, if the NAAQS Classification is Serious, get 43.5.

Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get 25.714.

Otherwise, if the NAAQS Classification is Extreme, get 7.

Otherwise, get 0.

Attainment / Emission Budget Growth Allowance *B*:

If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 1. See OSD Question 213, column 2 for this data.

Otherwise, if the NAAQS Designation is Maintenance, get .9.

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	213.00

Title	Attainment / Emission Budget Growth Allowance

Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get .9. See OSD Question 213, column 3 for this data.

Otherwise, if the NAAQS Classification is Serious, get .8.

Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get .7.

Otherwise, if the NAAQS Classification is Extreme, get 1.

Otherwise, get 0.

Example:

The NAAQS Designation for 002. PM10 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9.
The NAAQS Designation for 004. S02 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9
The NAAQS Designation for 005. CO is Nonattainment and the NAAQS Classification is Severe, which means 25.714 * .8.
The NAAQS Designation for 007. O3 (8hr)* is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9.

25.714 * .8, which equals 20.5712, is the lowest value, so it becomes the base score.

The Installation SIP Growth Allowance (Tons/Year) for 001. VOC is 0, for 002. Nox it is 1. As the total of these two values is > 0, the SIP Score = 20, which needs to be added to the base score of 20.5712, for a new base score of 40.5712. This is less than 100, so it does not need to be reduced to 100, which makes the final score = 40.5712.

Source	DoD#213: Current Edition of 40 CFR 81; or Federal Register; or Federal Register Citation to EPA's "final rule" approving the area's "maintenance plan" and "redesignation" of the area to "attainment status" DoD#221: State Implementation Plan

Formula Score	100.00	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	1.68	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	1.68	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.00	The difference between Max Points and Earned Points.

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	213.00
Title	Attainment / Emission Budget Growth Allowance

Supporting Data

Section	Question.Field	
12 Environment	213 .	Air Quality Attainment
12 Environment	213 . 2	NAAQS Designation
12 Environment	213 . 3	NAAQS Classification
12 Environment	221 .	SIP Emissions Budget
12 Environment	221 . 1	Criteria Pollutant
12 Environment	221 . 3	(b) Installation SIP Growth Allowance

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1205.10
Title	Buildable Acres for Industrial Operations Growth
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula	Identify the number of "buildable," unconstrained, development acres available for industrial operations. Sum the number of suitable acres at the installation. See OSD Question 1205, column 3 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. Example: There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Formula Score	42.07	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	1.96	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	0.82	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	1.14	The difference between Max Points and Earned Points.

Supporting Data

Section	Question.Field	
4 CE Programming	1205 .	Installation - Unconstrained Development Acreage
4 CE Programming	1205 .3	Total Unconstrained, Buildable Industrial Operations

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1205.20
Title	Buildable Acres for Air Operations Growth
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula	Buildable acres for air operations growth. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. Sum the number of suitable acres at the installation. See OSD Question 1205, column 5 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. Example: There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Formula Score	75.17	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	1.96	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	1.47	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.49	The difference between Max Points and Earned Points.

Supporting Data

Section	Question.Field	
1 Air/Space Operations	9 .	Runways
1 Air/Space Operations	9 .7	Length
1 Air/Space Operations	9 .8	Width
1 Air/Space Operations	9 .15	Serviceable (5)
4 CE Programming	1205 .	Installation - Unconstrained Development Acreage
4 CE Programming	1205 .5	Total Unconstrained, Buildable Airfield Operations/ Maintenance

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1207.00
Title	Level of Mission Encroachment
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure

Formula

Characterize the level of encroachment for the area in which the installation is located.

There are four categories of acres for this purpose: 65-69, 70-74, 75-79, and 80+. See OSD Question 1208, column 1 for this data.

For each category, compute a category total as follows:

If the total acres in that category = 0, get 0 points. See OSD question 1208, column 5. (N/A means 0.)
Otherwise, compute the ratio of residential acres to the respective total acres. See OSD question 1208, columns 4 for residential acres. (N/A means 0.)

Subtract the 65-69 category total from 1, then multiply the result by 0.13.
Subtract the 70-74 category total from 1, then multiply the result by 0.19.
Subtract the 75-79 category total from 1, then multiply the result by 0.28.
Subtract the 80+ category total from 1, then multiply the result by 0.4.

Add the above 4 amounts together and multiply the result by 100 for the raw total.

Add these points to the raw total as follows:

If the installation purchased "Restrictive Easements" on undeveloped or developed land, add 7 points. See OSD Question 1209, columns 2 and 3 for this data, where a Yes in either qualifies for the 7 points. (N/A means no.)

If the installation confirms "Land Use Controls that Correlate w/ AICUZ-JLUS Recommendation.", add 5 points. See OSD Question 1209, column 5 for this data, where a Yes qualifies for the 5 points. (N/A means no.)

If the installation is in a state that has Mandatory Coordination of Development Proposals or there is a Local Joint Land Use Coordinating Board, add 1 point. See OSD Question 1209, columns 6 or 8 for this data, where a Yes in either qualifies for the 1 point.

The above process can compute a score from 0 to 113.
If the computed score is > 100, it is dropped to 100.

Example:

60-65 Residential acres: 50
60-65 Total acres: 100
70-74 Residential acres: 50
70-74 Total acres: 100
75-79 Residential acres: 50
75-79 Total acres: 100
80+ Residential acres: 50
80+ Total acres: 100

Restrictive Easements = Yes (column 2) and No (column 3)
Land Use Controls ... = N/A
Mandatory Coordination ... = No and No.

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  ((1 - ( 50 / 100)) * 0.13)
+ ((1 - ( 50 / 100)) * 0.19)
+ ((1 - ( 50 / 100)) * 0.28)
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DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1207.00
Title	Level of Mission Encroachment
	+ ((1 - (50 / 100)) * 0.4) + 7 + 0 + 0 for a score of 7.5 points.
Source	1207: AFI 32-7063, AFH 32-7084, AICUZ Report, Base Comprehensive Plan F Series maps or D Series as noted in AFI 32-7062 Atch7, local governmental zoning or land use planning authorities; 1208: AFI 32-7063, AICUZ Report, MAJCOM Approved Noise Study; 1209: State legislation, local referendums to purchase lands, zoning ordinance, noise exposure maps, noise control plans, documentation of state purchases of land

Formula Score	100.00	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	2.03	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	2.03	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.00	The difference between Max Points and Earned Points.

Supporting Data

Section	Question.Field	
4 CE Programming	1208 .	Installation - Encroachment (2 of 3)
4 CE Programming	1208 . 4	Residential
4 CE Programming	1208 . 5	Total Acres
4 CE Programming	1209 .	Installation - Encroachment (3 of 3)
4 CE Programming	1209 . 2	Purchased Restrictive Easements On Undeveloped Land (1)
4 CE Programming	1209 . 3	Purchased Restrictive Easements On Currently Developed Land (2)
4 CE Programming	1209 . 5	Land Use Controls that Correlate w/ AICUZ-JLUS Recommendation (4)
4 CE Programming	1209 . 6	Mandatory Coordination of Development Proposals (5)
4 CE Programming	1209 . 8	Local Joint Land Use Coordination Board (7)

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1214.00
Title	Fuel Dispensing Rate to Support Mobility and Surge
Criterion	*Contingency, Mobilization, Future Forces*
Attribute	Mobility/Surge
Formula	Check the installation's sustained jet fuel dispensing rate capability. Sum the JP5 and JP8 figures for jet fuel dispensing. See OSD Question 1214, column 4, for both JP5 and JP8. (N/A equals 0.) If the sum is >= 2,500,000 gallons, get 100 points. If the sum is = 0 gallons, get 0 points. Otherwise, pro-rate the sum of gallons between 0 and 2,500,000 on a 0 to 100 point scale. Example: JP5 can handle 500,000 gallons. JP8 can handle 750,000 gallons, for a total of 1,250,000 gallons. 1,250,000 is halfway between 0 and 2,500,000 gallons, for a score of 50.
Source	Base Support Plan as required by AFI 10-404, Attachment 20

Formula Score	57.60	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	2.64	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	1.52	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	1.12	The difference between Max Points and Earned Points.

Supporting Data

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

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1231.00
Title	Certified Weapons Storage Area
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula	Identify if installation has a currently certified Weapons Storage Area. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. If the installation has a currently certified weapons storage area (wsa), get 100 points. See OSD Question 1231, column 1 for this data. (N/A means 0 points.) Otherwise, get 0 points. Example: The base answered 'Yes' to whether they had a currently certified WSA, so the score is 100.
Source	AFMAN 91-201, Explosives Safety Standards; Installation Explosives Site Plan

Formula Score	0.00	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	2.03	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	0.00	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	2.03	The difference between Max Points and Earned Points.

Supporting Data

Section		Question.Field	
1	Air/Space Operations	9 .	Runways
1	Air/Space Operations	9 .7	Length
1	Air/Space Operations	9 .8	Width
1	Air/Space Operations	9 .15	Serviceable (5)
36	Safety	1231 .	Munitions - Weapons Storage Area
36	Safety	1231 .1	Answer

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1232.00
Title	Sufficient Explosives-sited Parking
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula	List the number of explosives-sited parking spots by MDS (Mission Design Series). If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. Total the number of explosives sited parking spots. See OSD Question 1232, column 2 for this data. (N/A equals 0.) If the total >= 23, get 100 points. Otherwise, if the total >= 12, get 66 points. Otherwise, if the total >= 6, get 33 points. Otherwise, get 0 points. Example: The installation has two listings for explosive sited parking spots, with 5 and 10 respectively, which totals to 15. 15 is between 12 and 23, so the score is 66 points.
Source	AFMAN 91-201, Explosives Safety Standards; Installation Explosives Site Plan

Formula Score	100.00	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	3.20	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	3.20	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.00	The difference between Max Points and Earned Points.

Supporting Data

Section		Question.Field	
1	Air/Space Operations	9 .	Runways
1	Air/Space Operations	9 . 7	Length
1	Air/Space Operations	9 . 8	Width
1	Air/Space Operations	9 . 15	Serviceable (5)
36	Safety	1232 .	Munitions - Live Load Area
36	Safety	1232 . 2	Number of Sited Parking Spots

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1233.00
Title	Sufficient Munitions Storage
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula	List maximum explosive capacity for the installation's hazard classification Class 1.1 munitions storage areas, in pounds. Maximum assumes 12 PAA squadrons (JDAM & MK 82). NEW figures determined from NCAA (nuclear consumables annual analysis) fly away requirement considering only 2 squadrons. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. Otherwise, total the capacity. See OSD question 1233, column 1 for this data. (N/A means 0.) If the total >= 544,320, get 100 points. Otherwise, if the total >= 396,576, get 75 points. Otherwise, if the total >= 198,288, get 25 points. Otherwise, get 0 points. Example: There are two storage areas, with a capacity of 200,000 each, for a total of 400,000. 400,000 is between 396,576 and 544,320, so the score is 75 points.
Source	AFMAN 91-201, Explosives Safety Standards; Installation Explosives Site Plan.

Formula Score	100.00	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	2.91	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	2.91	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.00	The difference between Max Points and Earned Points.

Supporting Data

Section	Question.Field	
1 Air/Space Operations	9 .	Runways
1 Air/Space Operations	9 . 7	Length
1 Air/Space Operations	9 . 8	Width
1 Air/Space Operations	9 . 15	Serviceable (5)
36 Safety	1233 .	Munitions - Explosive Capacity w/o Waivers
36 Safety	1233 . 1	Hazard Class 1.1

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1235.00
Title	Installation Pavements Quality
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula	Identify if the installation pavement for the primary runway can support Bomber aircraft operations. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. Compute the runway pavement suitability score and the apron pavement suitability score. Each of these is worth 50% of the overall score. Runway Pavement Suitability: Find the highest PCN among all the runways. See OSD Question 1235, column 3 for this data. (N/A means 0.) Compute a score for every runway with that PCN and use the highest scoring runway. Score the runway for runway pavement suitability as follows: Get the B-52 ACN. See OSD Question 1236, column 3 for the B-52 ACN. (N/A means 0.) Get the B-1B ACN. See OSD Question 1235, column 8 for the B-1B ACN. (N/A means 0.) If the PCN is N/A or 0, get 0 points. Otherwise, if the B-52 ACN divided by the PCN > 0 and <= 1.0, then get 100 points. Otherwise, if the B-1B ACN divided by the PCN > 0 and <= 1.0, then get 75 points. Otherwise, if the B-1B ACN divided by the PCN > 0 and <= 1.1, then get 50 points. Otherwise, get 0 points. Apron pavement suitability: Score each apron for pavement quality and choose the highest scoring apron. Get the B-52 ACN. See OSD Question 1240, column 5 for this data. (N/A means 0.) Get the B-1B ACN. See OSD Question 1240, column 4 for this data. (N/A means 0.) If the PCN is 0 or N/A, get 0 points. See OSD Question 1239, column 4 for this data. Sum the apron pavement square yardage (see OSD Question 1239, column 2, N/A means 0) where the B-52 ACN divided by the PCN > 0 and <= 1.0. Sum the apron pavement square yardage (see OSD Question 1239, column 2, N/A means 0) where the B-1B ACN divided by the PCN > 0 and <= 1.0. If the B-52 square yardage >= 409,000, get 100 points. Otherwise, if the B-1B square yardage >= 283,000, get 75 points. Otherwise, if the B-1B square yardage >= 141,000, get 50 points. Otherwise, get 0 points. Example: There are 2 runways on the base, but one has the highest runway pavement PCN value, which is 120. The ACN for an B-52 on that runway is 111, 111 divided by 120 is <= 1.0, so the base gets 100 pts for runway pavement suitability. In this case, the B-1B ACN/PCN ratio was a moot point. There are 2 apron pavements on the base. Apron Alpha has a PCN of 120 and 200,000 square yards of surface. Apron Bravo has a PCN of 85 and 150,000 square yards. The ACN for B-52s on both aprons is 111, and for B-1Bs it is 80. Apron Alpha's ACN/PCN ratio for B-52s is 111/120, which is less that 1.0. This counts as 200,000 square yards for the B-52. Apron Bravo's ACN/PCN ratio for B-52s is 111/85, which is more than 1.0, so it's square yards aren't counted towards B-52 square yardage. This gives us a total of 200,000 B-52 square yards, which is not greater than 409,000 square yards.

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1235.00
Title	Installation Pavements Quality

Apron Alpha's ACN/PCN ratio for B-1Bs is 80/120, which is less that 1.0. This counts as 200,000 square yards for the B-1B. Apron Bravo's ACN/PCN ratio for B-1Bs is 80/85, which is less than 1.0, so it's 150,000 square yards are also counted towards B-1B square yardage. This gives us a total of 350,000 B-1B square yards, which is greater than 283,000 square yards, which gives us a score of 75 points for apron pavement suitability.

50% of the Runway pavement suitability score of 100 equals 50. 50% of the apron pavement score of 75 equals 37.5. 50 plus 37.5 equals a score of 87.5.

Source	AFCESA Pavement Evaluation Report and Base General Plan; Existing Record Drawings or Physical Verification; Base Real Property Records; FLIP; ASSR	
Formula Score	0.00	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	4.94	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	0.00	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	4.94	The difference between Max Points and Earned Points.

Supporting Data

Section		Question.Field		
1	Air/Space Operations	9	.	Runways
1	Air/Space Operations	9	.7	Length
1	Air/Space Operations	9	.8	Width
1	Air/Space Operations	9	.15	Serviceable (5)
37	Airfield Pavements	1235	.	Airfield Pavements - Runway (1 of 2)
37	Airfield Pavements	1235	.3	Controlling Feature PCN
37	Airfield Pavements	1236	.	Airfield Pavements - Runway (2 of 2)
37	Airfield Pavements	1236	.3	ACN for B-52 at 488 Kips
37	Airfield Pavements	1239	.	Airfield Pavements - Aprons (1 of 2)
37	Airfield Pavements	1239	.2	Total Size of Primary Facility (2)
37	Airfield Pavements	1239	.4	Predominant Feature PCN (4)
37	Airfield Pavements	1240	.	Airfield Pavements - Aprons (2 of 2)
37	Airfield Pavements	1240	.4	ACN for B-1B at 477 Kips
37	Airfield Pavements	1240	.5	ACN for B-52 at 488 Kips

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1241.00
Title	Ability to Support Large-Scale Mobility Deployment
Criterion	Contingency, Mobilization, Future Forces
Attribute	Mobility/Surge
Formula	State installation's parking MOG for C-17 equivalents using surveyed/approved transient parking ramps. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. Find the total number of C-17 MOGs. See OSD Question 1241, column 1 for this data. If the total is >= 6, get 100 points. Otherwise, if the total is >= 4, get 75 points. Otherwise, if the total is >= 2, get 25 points. Otherwise, get 0 points. Example: There are a total of 3 C-17 MOGs. 3 is between 2 and 4, so the score is 25 points.
Source	ASR (Airfield Suitability Report)

Formula Score	75.00	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	1.76	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	1.32	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.44	The difference between Max Points and Earned Points.

Supporting Data

Section		Question.Field		
1	Air/Space Operations	9	.	Runways
1	Air/Space Operations	9	.7	Length
1	Air/Space Operations	9	.8	Width
1	Air/Space Operations	9	.15	Serviceable (5)
39	Airfield Management	1241	.	Ramp - Transient Capability
39	Airfield Management	1241	.1	C-17 MOG

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1242.00
Title	ATC Restrictions to Operations
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula	List the percentage of installation departures delayed by Air Traffic Control. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. Check the Delayed Departures Percentage. See OSD question 1242, column 5 for this data. If the percentage delayed = 0, get 100 points. Otherwise, if the percentage delayed is >= 3%, get 0 points. Otherwise, pro-rate the percentage delayed between 0 to 3% on a 100 to 0 point scale. Example: The departure percentage delayed is 1%. 1% is one third of the way between 0 and 3%, so the score is 66.67 points.
Source	CAMS (Computerized Aircraft Maintenance System)/ G081

Formula Score	100.00	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	5.52	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	5.52	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.00	The difference between Max Points and Earned Points.

Supporting Data

Section		Question.Field	
1	Air/Space Operations	9 .	Runways
1	Air/Space Operations	9 .7	Length
1	Air/Space Operations	9 .8	Width
1	Air/Space Operations	9 .15	Serviceable (5)
39	Airfield Management	1242 .	Air Operations - Departure Delays
39	Airfield Management	1242 .5	Precentage Delayed for ATC

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1245.00
Title	Proximity to Airspace Supporting Mission (ASM)
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. All airspace over 300 Nautical Miles (NM) away will be ignored. See OSD # 1245, column 2. (N/A means more than 300 NM.) Data is in OSD #s 1266, 1245 and 1274 must be matched via column 1 in each question. Calculate each of the subcategories scores listed below, and weight as listed. 15% Airspace Volume (AV) 15% Operating Hours (OH) 10% Scoreable Range (SR) 11.25% Air to Ground Weapons Delivery (AGWD) 3.75% Live Ordnance (LO) 5% IMC Weapon Release (IW) 10% Electronic Combat (EC) 10% Laser Use Auth. (LU) 10% Lights Out Capable (LC) 5% Flare Auth. (FA) 5% Chaff Auth. (CA) Each of the subcategories use the following general pattern for calculating them: Check the corresponding subcategory in formula #1266. If it would get 0 points for that subcategory, get 0 points here also. Otherwise, Compute a raw total for the subcategory for the base according to this formula: For each airspace: If the distance to the airspace is > 300 miles, get 0 points. Otherwise, if the distance to the airspace = 300 miles, get 10 points. Otherwise, if the distance to the airspace = 100 miles, get 100 points. Otherwise, pro-rate the distance to the airspace from 100 miles to 300 miles on a 100 to 10 point scale. Once you have a base raw subcategory total, find the highest, and the lowest, non-zero raw total for the subcategory across all bases. If the raw total = 0, that subcategory score = 0. Else, if the raw total = the highest raw total, the subcategory score = 100. Else, if the raw total = the lowest, non-zero raw total, the subcategory score = 10. Else, pro-rate the raw total between the lowest non-zero raw total and the highest raw total on a 10 to 100 scale. Once each score for each subcategory is known, multiply them by their respective weighting percentage and total the results for the overall score. The overall mechanism is very similar to that of formula #1266.
Source	FLIP AP-1A; IFR Supp; Falcon View or other certified flight planning software

Formula Score	27.96	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	20.24	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	5.66	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	14.58	The difference between Max Points and Earned Points.

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1245.00
Title	Proximity to Airspace Supporting Mission (ASM)

Supporting Data

Section		Question.Field		
1	Air/Space Operations	9	.	Runways
1	Air/Space Operations	9	.7	Length
1	Air/Space Operations	9	.8	Width
1	Air/Space Operations	9	.15	Serviceable (5)
1	Air/Space Operations	1245	.	Airspace - Distance to Airspace
1	Air/Space Operations	1245	.1	Airspace/Route Designator
1	Air/Space Operations	1245	.2	Distance to Airspace/Route
2	Army Operations	1274	.	Airspace Attributes - Ranges (2 of 2)
2	Army Operations	1274	.2	Airspace Volume: at least 2,100NM cubed; altitude block >=20,000'
2	Army Operations	1274	.3	Flare
2	Army Operations	1274	.4	Chaff
2	Army Operations	1274	.5	Live Ordnance
27	Ranges	1266	.	Airspace Attributes - Ranges (1 of 2)
27	Ranges	1266	.3	Scoreable range complexes/target array
27	Ranges	1266	.4	Air to Ground Weapons Delivery
27	Ranges	1266	.5	Low Angle Strafe Authorized
27	Ranges	1266	.6	IMC weapons release
27	Ranges	1266	.7	Electronic Combat
27	Ranges	1266	.8	Laser Use Authorized
27	Ranges	1266	.9	Lights-Out Capable

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1246.00
Title	Proximity to Low Level Routes Supporting Mission
Criterion	Current / Future Mission
Attribute	Geo-locational Factors

Formula

Check the distance to all Airspace for Special Use (IR/VR routes) within 300NM radius of the installation.

If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts.

For a list of routes, see OSD Question 1246. The type of route can be found in column 1. Entry point distances are found in column 2. Exit point distances are found in column 3. For distances, N/A means 0 points.

IR Entry points, IR Exit points, VR Entry points and VR Exit points are each worth 25% of the score.

(.25 * "IR Entry") + (.25 * "IR Exit") + (.25 * "VR Entry") + (.25 * "VR Exit")

Entry and Exit Point:

Within each of the above four categories, award each route points as follows:

If the distance = N/A, get 0 points.
Otherwise, the distance is <= 100 Nautical Miles (NM), get 100 points.
Otherwise, if the distance is = 300 NM, get 10 points.
Otherwise, pro-rate the distance between 100 NM and 300 NM on a 100 to 10 point scale.

Total the number of points received above for each base for each of the above four categories.

Get the highest base score in each of the above four categories.
Get the lowest, non-zero score in each of the above four categories.

If the installation's score for one of the above categories = 0, it remains 0.
Otherwise, if the installation's score for one of the above categories = the highest score in its respective category, get 100 points.
Otherwise, if the installation's score for one of the above categories = the lowest non-zero score in its respective category, get 10 points.
Otherwise, pro-rate the installation's score between the lowest non-zero and highest score in its respective category on a 10 to 100 point scale.

Example:

Two IR routes and 1 VR route.

IR Route Alpha has an entry point 35 miles away and an exit point 200 miles away.
IR Route Bravo has an entry point 300 miles away and an exit point 310 miles away.

Alpha's entry point is within 100 miles, so its IR Entry amount is 100 points. The exit point 200 miles distant is 50 percent of the way between 100 and 300 miles, so its IR Exit point amount is 55 points.

Bravo's entry point is 300 miles away, so its IR Entry amount is 10 points. The exit point is 310 miles away, so its amount is 0 points.

The IR Entry total for these two routes is 100 + 10 for 110 points. The total IR Exit total for these two routes is 55 + 0 for 55 points.

The highest IR Entry total for any base is 165 and the lowest non-zero IR Entry total for any base is 30.
The highest IR Exit total for any base is 105 and the lowest non-zero IR Exit total for any base is 5.

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1246.00
Title	Proximity to Low Level Routes Supporting Mission

So, this base's IR Entry score is 100, because 165 is equal to the highest score of any base.
Pro-rating the IR Exit total of 55 between 5 and 105 on a 10 to 100 point scale gives this base an IR Exit score of 55.

VR Route Charlie has an entry point 40 miles away and an exit point 45 miles away.

Both the entry and exit point are within 100 miles, so both the VR Entry and VR Exit category amounts get 100 points.
As there is only one VR route, that makes the VR route totals the same, 100 points each.

The highest VR Entry total for any base is 300 and the lowest non-zero VR Entry total for any base is 50 points.
Ditto for the VR Exit totals.

So, this base's VR Entry score of 100 is pro-rated between 50 and 300 on a 10 to 100 scale. Since 100 is 20% of the way from 50 to 300, the VR Entry score is 28 points.
Ditto for the VR Exit totals.

By applying the 25% weighting to each of the four category scores, in IR Entry, IR Exit, VR Entry and VR Exit order, we get the overall score:

(.25 * 100) + (.25 * 55) + (.25 * 28) + (.25 * 28), for an overall score of 52.75 points.

Source	FLIP AP-1B; IFR Supp; Falcon View or other certified flight planning software	
Formula Score	52.49	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	16.56	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	8.69	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	7.87	The difference between Max Points and Earned Points.

Supporting Data

Section		Question.Field		
1	Air/Space Operations	9	.	Runways
1	Air/Space Operations	9	.7	Length
1	Air/Space Operations	9	.8	Width
1	Air/Space Operations	9	.15	Serviceable (5)
1	Air/Space Operations	1246	.	Airspace - Distance to Routes
1	Air/Space Operations	1246	.1	Route Designator

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1250.00
Title	Area Cost Factor
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula	Evaluate the Area Cost Factor for each installation. Find the lowest area cost factor listed for that installation. See OSD question 1250, column 2 for this data. If the area cost factor <= 0.78, get 100 points. Otherwise, if the area cost factor >= 1.42, get 0 points. Otherwise, pro-rate the area cost factor between 0.78 and 1.42, on a 100 to 0 point scale. Example: The lowest area cost factor for the base is 1.3. 1.3 is 81.25% of the way between 0.78 and 1.42, so the score is 18.75 points.
Source	DoD Facilities Pricing Guide, Table B, March 2004

Formula Score	70.31	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	1.25	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	0.88	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.37	The difference between Max Points and Earned Points.

Supporting Data

Section	Question.Field	
4 CE Programming	1250 .	Area Cost Factor
4 CE Programming	1250 .2	Area Cost Factor

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1266.00
Title	Range Complex (RC) Supports Mission
Criterion	Condition of Infrastructure
Attribute	Operating Areas

Formula

If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts.

All airspace over 300 Nautical Miles (NM) away will be ignored. See OSD # 1245, column 2. (N/A means more than 300 NM.) Data is in OSD #s 1266, 1245 and 1274 must be matched via column 1 in each question.

Calculate each of the subcategories scores listed below, and weight as listed.
15% Airspace Volume (AV)
15% Operating Hours (OH)
10% Scoreable Range (SR)
11.25% Air to Ground Weapons Delivery (AGWD)
3.75% Live Ordnance (LO)
5% IMC Weapon Release (IW)
10% Electronic Combat (EC)
10% Laser Use Auth. (LU)
10% Lights Out Capable (LC)
5% Flare Auth. (FA)
5% Chaff Auth. (CA)

Each of the subcategories use the following general pattern for calculating them:

Compute a raw total for the base by following the instructions for the respective subcategory total.
Find the highest, and the lowest, non-zero raw total for the subcategory across all bases.
If the raw total = 0, that subcategory score = 0.
Else, if the raw total = the highest raw total, the subcategory score = 100.
Else, if the raw total = the lowest, non-zero raw total, the subcategory score = 10.
Else, pro-rate the raw total between the lowest non-zero score and the highest score on a 10 to 100 scale.

Once each score for each subcategory is known, multiply them by their respective weighting percentage and total the results for the overall score.

AV Raw Total:

Get AV for the pts. See OSD # 1277, column 1. (N/A means 0.)

OH Raw Total:

Sum the pts for each airspace:
If the OH < 1 or = N/A, get 0 pts. See OSD # 1266, column 2.
Else, if the OH = 1 or IMTMT or INTMT, get 10 pts.
Else, if the OH = 24 or NOTAM, get 100 pts.
Else, pro-rate the OH between 0 and 24 on a 10 to 100 point scale.

SR Raw Total:

Sum the pts for each airspace:
If the SR = Yes, get 100 pts. See OSD # 1266, column.3.
Else, get 0 pts.

AGWD Raw Total:

Sum the pts for each airspace:
If the AGWD = Yes, get 100 pts. See OSD # 1266 column 4.

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Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1266.00
Title	Range Complex (RC) Supports Mission

Else, get 0 pts.

LO Raw Total:

Sum the pts for each airspace:
If LO = Yes, get 100 pts. See OSD # 1274, column 5.
Else, get 0 pts.

IW Raw Total:

Sum the pts for each airspace:
If IW = Yes, get 100 pts. See OSD # 1266, column 6.
Else, get 0 pts.

EC Raw Total:

Sum the pts for each airspace:
If EC = Yes, get 100 pts. See OSD # 1266, column.7.
Else, get 0 pts.

LU Raw Total:

Sum the pts for each airspace:
If LU = Yes, get 100 pts. See OSD # 1266, column 8.
Else, get 0 pts.

LC Raw Total

Sum the pts for each airspace:
If LC = Yes, get 100 pts. See OSD # 1266, column 9.
Else, get 0 pts.

FA Raw Total

Sum the pts for each airspace:
If FA = Yes, get 100 pts. See OSD # 1274, column 3.
Else, get 0 pts.

CA Raw Total

Sum the pts for each airspace:
If CA = Yes, get 100 pts. See OSD # 1274, column 4.
Else, get 0 pts.

Example:

AV = 20,000, get 20,000 pts, 10 pts.

There are two airspaces within 300 NM, and they both have these characteristics (which means their raw totals will be double the number of pts listed) followed by the lowest non-zero and highest raw totals across all bases and subcategory scores.

OH = NOTAM, get 100 pts; 20,000 to 150,000 pts; 10
SR = Yes, get 100 pts; 200 to 500 pts; 10.

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1266.00
Title	Range Complex (RC) Supports Mission

AGWD = No, get 0 pts; 200 to 1000 pts; 10.
LO = Yes, get 100 pts; 500 to 1000 pts; 10.
IW = N/A, get 0 pts; 200 to 2000 pts; 0.
EC = N/A, get 0 pts; 200 to 1000 pts; 10.
LU = Yes, get 100 pts; 100 to 1000 pts; 20.
LC = Yes, get 100 pts; 200 to 1000 pts; 10.
FA = No, get 0 pts; 100 to 1000 pts; 0.
CA = No, get 0 pts; 100 to 1000 pts; 0.

Weighted, the overall score = 8.5 pts.

Source	FLIP AP-1A; Falcon View or other certified flight planning software

Formula Score	33.41	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	12.45	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	4.16	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	8.29	The difference between Max Points and Earned Points.

Supporting Data

Section		Question.Field	
1	Air/Space Operations	9 .	Runways
1	Air/Space Operations	9 .7	Length
1	Air/Space Operations	9 .8	Width
1	Air/Space Operations	9 .15	Serviceable (5)
1	Air/Space Operations	1245 .	Airspace - Distance to Airspace
1	Air/Space Operations	1245 .2	Distance to Airspace/Route
1	Air/Space Operations	1277 .	Airspace Attributes - Volume
1	Air/Space Operations	1277 .4	300NM radius
2	Army Operations	1274 .	Airspace Attributes - Ranges (2 of 2)
2	Army Operations	1274 .3	Flare
2	Army Operations	1274 .4	Chaff
2	Army Operations	1274 .5	Live Ordnance
27	Ranges	1266 .	Airspace Attributes - Ranges (1 of 2)
27	Ranges	1266 .1	Airspace Designator
27	Ranges	1266 .2	Operating Hours
27	Ranges	1266 .3	Scoreable range complexes/target array
27	Ranges	1266 .4	Air to Ground Weapons Delivery
27	Ranges	1266 .6	IMC weapons release
27	Ranges	1266 .7	Electronic Combat
27	Ranges	1266 .8	Laser Use Authorized
27	Ranges	1266 .9	Lights-Out Capable

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1269.00
Title	Utilities cost rating (U3C)
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula	Check the Utilities Costs and Climatic Consideration (U3C) Rating for the installation. If the U3C rating is <= .59, get 100 points. See OSD Question 1269, column 1 for this data. Otherwise, if the U3C rating is >= 2.29, get 0 points. Otherwise, pro-rate the U3C rating between .59 and 2.29 on a 100 to 0 scale. Example: The U3C rating is 1.6. 1.6 is 59.41% of the way between .59 and 2.29, so the score is 40.59.
Source	ASHRAE Standards; DoD 5126.46-M-2, Defense Utility Energy Reporting System; UFC 3-400-02, DOE Website: Buildings Energy Databook: Table 7.4 Typical Commercial Buildings

Formula Score	70.00	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	0.13	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	0.09	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.04	The difference between Max Points and Earned Points.

Supporting Data

Section	Question.Field	
35 Utilities	1269 .	Utilities Cost Rating (U3C)
35 Utilities	1269 . 1	Answer

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1271.00
Title	Prevailing Installation Weather Conditions
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula	Check the average number of days annually the prevailing weather is better than 3000'/3 Nautical Miles (NM). If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. If the average number of days >= 300, get 100 points. See OSD Question 1271, column 3 for this data. Otherwise, if the average number of days <= 250, get 0 points. Otherwise, pro-rate the average number of days between 250 and 300 on a 0 to 100 scale. Example: The average number of days annually where the prevailing weather is better than 3000'/3 NM is 275. 275 is halfway between 250 and 300, for a score of 50.
Source	AFCCC Climatological tables

Formula Score	100.00	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	3.68	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	3.68	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.00	The difference between Max Points and Earned Points.

Supporting Data

Section		Question.Field		
1	Air/Space Operations	9	.	Runways
1	Air/Space Operations	9	.7	Length
1	Air/Space Operations	9	.8	Width
1	Air/Space Operations	9	.15	Serviceable (5)
39	Airfield Management	1271	.	Air Operations - Prevailing Weather
39	Airfield Management	1271	.3	Weather > 3000'/3NM

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1402.00
Title	BAH Rate
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula	Check the 2004 monthly BAH rate for an O-3 with dependents. See OSD question 1402, column 1 for this data. If the BAH rate <= 746, get 100 points. Otherwise, if the BAH rate >= 2013, get 0 points. Otherwise, pro-rate the BAH rate between 746 and 2013 on a 100 to 0 scale. Example: The BAH rate is 974. 974 is 18% between 746 and 2013, which results in a score of 82.00.
Source	www.dtic.mil/perdiem/bah.html

Formula Score	82.79	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	0.88	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	0.72	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.15	The difference between Max Points and Earned Points.

Supporting Data

Section	Question.Field	
13 Finance	1402 .	BAH Rate
13 Finance	1402 . 1	BAH Rate

DCN: 12135

Formula Sheet for Dyess AFB

MCI: Bomber

Formula	1403.00
Title	GS Locality Pay Rate
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula	Check the 2004 locality pay rate for the GS pay schedule. See OSD question 1403, column 1 for this data. (N/A equals 0.) If the pay rate <= 10.90, get 100 points. Otherwise, if the pay rate >= 20.37, get 0 points. Otherwise, pro-rate the pay rate between 10.90 and 20.37 on a 100 to 0 scale. Example: The pay rate is 14.31, which is 36.01% of the way between 10.90 and 20.37, which results in a score of 63.99.
Source	Office of Personnel Management Web page

Formula Score	100.00	This is the unweighted formula's score for this base on a 0 to 100 scale. A score of 100 equals the Max Points once the weighting for this formula is applied.
Max Points	0.25	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	0.25	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.00	The difference between Max Points and Earned Points.

Supporting Data

Section	Question.Field	
13 Finance	1403 .	GS Locality Pay Rate
13 Finance	1403 . 1	GS Locality Pay Rate

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pick-up plan. Base probably shouldn't be on the hook to provide transport from hearing, back to hotel (unless they are volunteerig that support). If the Milair from SD to ND comes through, would definitely want base transpo - just to expedite getting to the flightline, etc.

Tks.

Art

Bob 334 596-2211

Thanks

Levi

Lt Col Dave Garrett

28 BW/XP

605-385-4414

DSN 675-4414

Ellsworth BOC
Cell (605) 431-6442
Capt Rollins

From: Beauchamp, Arthur, CIV, WSO-BRAC [mailto:Arthur.Beauchamp@wso.whs.mil]
Sent: Friday, June 10, 2005 2:21 PM
To: Garrett Dave S LtCol 28 BW/XP
Subject: RE: Ellsworth Contact information

Dave,

To confirm, I'll now be arriving now on 20 Jun and plan to be at Ellsworth from 1300 to 1600 hrs for questions, dry run the briefings and tour. The key to a productive visit will be communication on Ellsworth perspective on the move and its military value, along with any issues/challenges of implementating the BRAC recommendations. Pls sent me prior to the 20 Jun the tenative agenda for the 20 Jun and the 21 Jun. Note the installations we will visit, who who attend...need all for the after action report.

Tks. Art

DCN: 12135

Beauchamp, Arthur, CIV, WSO-BRAC

From: Hill, Christine, CIV, WSO-BRAC
Sent: Tuesday, June 14, 2005 10:09 AM
To: Beauchamp, Arthur, CIV, WSO-BRAC
Subject: RE: BRAC Visit: Ellsworth

and you can find me at - 703-901-7812 or 703-283-3506 or e-mail

Christine

Christine O. Hill
Director, Legislative Affairs
BRAC Commission
703-699-2950

From: Beauchamp, Arthur, CIV, WSO-BRAC
Sent: Tuesday, June 14, 2005 7:48 AM
To: Hill, Christine, CIV, WSO-BRAC
Subject: RE: BRAC Visit: Ellsworth

Christine,

Thanks.

In case you need to contact me when you arrive at Ellsworth my cell number is (253) 376-0658. I'll provide you a copy of the itinerary once its firm. If you need base grojnd trans support if you arrive via mil air it won't me a problem to get support. Just let me know so I can arrange for you. Tks. Art

---

From: Hill, Christine, CIV, WSO-BRAC
Sent: Tuesday, June 14, 2005 7:29 AM
To: Beauchamp, Arthur, CIV, WSO-BRAC
Subject: FW: BRAC Visit: Ellsworth

Art - some additions included

Christine
Christine O. Hill
Director, Legislative Affairs
BRAC Commission
703-699-2950

-----Original Message-----
From: Beauchamp, Arthur, CIV, WSO-BRAC
Sent: Monday, June 13, 2005 6:48 PM
To: Hill, Christine, CIV, WSO-BRAC
Subject: FW: BRAC Visit: Ellsworth

DCN: 12135

Name	Extension	Room
703 699		
Security & Advance	2965	600-02
States & Comm.	2065	600-04
House Affairs	2967	600-06
Conference Room	2960	600-03
Tiffany Richardson	2950	600-01
Christine Hill	2968	600-08
Jennifer Logan	2969	600-10
Library Station 1	2997	600-10A
Library Station 2	2996	600-12A
	2996	600-12B
Library Station 3	2995	600-14A
Contractor	2970	600-12
Contractor	2971	600-14
Library Station 4	2994	600-16A
Contractor	2972	600-16
Associate General Counsel	2973	600-18
Librarian	2992	600-18A
Assistant Security	2991	600-20A
Deputy General Counsel	2974	600-20
Magda Angulo	2975	600-22
Travel	2990	600-22A
Travel	2989	600-24A
Diane Carnevale	2976	600-24
ED MA	2977	600-26
Sharee Brent	2982	600-26A
Executive Secretary	2983	600-28A
Charles Battaglia	2952	600-28
Shirley Lai	2951	600-34
David Hague	2953	600-36
Comm. James Bilbray	2954	600-38
Exec. Sec. (Chairman)	2978	600-28C
Comm. Philip Coyle	2955	600-40
Comm. Harold W. Gehman	2956	600-42
Comm. Lloyd W. Newton	2957	600-29
Editor	2979	600-28B
Editor	2980	600-26C
Comm. Sue Ellen Turner	2958	600-27
TBD (JS)	2959	600-25

Name	Extension	Room
TBD (JS)	2961	600-23
Communications Dir.	2962	600-21
Communications Asst.	2963	600-19
Robert McCreary	2964	600-15
Travel	2988	600-18B
Travel	2987	600-20B
Travel	2986	600-20C
Advance	2985	600-22B
Advance	2984	600-24B
Assistant Editor	2961	600-26B
Comm. Jim Hanson	2906	625-38
Comm. James T. Hill	2905	625-36
Comm. Samuel K. Skinner	2904	625-34
Frank Cirillo	2903	625-32
Conference Room	2901	625-30
Bob Cook (IA)	2902	625-24
Marilyn Wasleski (IA)	2925	625-22
Inter TBD	2924	625-20
Inter TBD	2923	625-18
Ken Small (Air Force)	2922	625-16
AF TBD	2921	625-14
AF TBD	2920	625-12
Army TBD	2919	625-10
Gary Dinsick (Army)	2918	625-08
Jim Hanna (Navy)	2917	625-06
Navy TBD	2916	625-04
Navy TBD	2915	625-02
Navy TBD	2945	625-4C
Navy TBD	2946	625-4B
Navy TBD	2947	625-4A
Navy TBD	2944	625-6B
Navy TBD	2943	625-6A
Army TBD	2942	625-8A
Army TBD	2900	625-07A
Army TBD	2948	625-07B
Conference Room	2910	625-11
Army TBD	2939	625-10A
Army TBD	2938	625-12A
Army TBD	2936	625-14A

Name	Extension	Room
AF TBD	2937	625-16A
AF TBD	2935	625-18A
AF TBD	2934	625-18B
JS TBD	2940	625-16B
JS TBD	2941	625-14B
Les Farrington (JS)	2914	625-13A
JS TBD		625-13B
JS TBD	2913	625-15A
JS TBD		625-15B
JS TBD	2912	625-17A
JS TBD		625-17B
JS TBD	2911	625-19A
JS TBD		624-19B
AF TBD	2932	625-20B
AF TBD	2933	625-20A
JS TBD	2931	625-22C
IA TBD	2930	625-22B
IA TBD	2929	625-24B
Kathleen Robertson (JS)	2909	625-21
Dave Van Saun (JS)	2908	625-23
JS TBD	2907	625-25
IA TBD	2928	625-30A
Inter Agency TBD	2926	625-22A
R&A TBD	2927	625-24A

DCN: 12135

DCN: 12135

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

South Carolina	
Charleston AFB	
Establish Jnt Base (Charleston AFB/NAS Charleston) (HSA)	N/A
Fort Jackson	
+ Establish Joint CoE for Religious Functions (E&T)	From Maxwell AFB, AL
McEntire AGS	
+ F-16 block 52	From Mt Home AFB, ID
Shaw AFB	
- TF-34 engine intermediate maintenance	To Bradley IAP AGS, CT and Moody AFB, GA
- ALQ-184 intermediate maintenance manpower	To Langley AFB, VA
+ 3d Army Headquarters (Army)	From Fort McPherson, GA
South Dakota	
Ellsworth AFB	
- B-1B	To Dyess AFB, TX
Joe Foss Field AGS	
+ F-16 block 30	From Cannon AFB, NM
- F-110 intermediate maintenance	To Capital AGS, IL
Tennessee	
McGhee-Tyson Apt. AGS	
+ KC-135R	From Key Field AGS, MS, Birmingham IAP AGS, AL, Beale AFB, CA, and March (ANG), CA
- KC-135E	To retire
Nashville IAP AGS	
- C-130H	To Greater Peoria Apt. AGS, IL; Louisville IAP AGS, KY
- Expeditionary Combat Support (Fire fighters & Aerial Port)	To Memphis IAP AGS, TN

Disposition of Units and Aircraft Organization and Aircraft Moves by State (+) = inbound assets; (-) = outbound assets	
- Expeditionary Combat Support (Aeromedical)	To Carswell ARS, TX
Texas	
Carswell ARS	
+ C-130H	From Will Rogers World Apt. AGS, OK
+ F-16 block 30	From Hill AFB, UT
+ Aeromedical ECS	From Nashville
Dyess AFB	
+ B-1B	From Ellsworth AFB, SD
- C-130H	To Elmendorf AFB, AK; Peterson AFB, CO and Little Rock AFB, AR
+ Armed Forces Reserve Center	From Grimes United States Army Reserve Center, Abilene, Texas
Lackland AFB	
+ F-16 block 30	From Springfield-Beckley IAP, AGS, OH
- Standard Air Munitions Package (STAMP)/Standard Tank, Rack, Adaptor, and Pylon Packages (STRAPP) (Medina Annex)	To McConnell AFB, KS
- F-110 Intermediate Maintenance	To Capital AGS, IL
+ Establish Joint Base (Lackland/Ft. Sam Houston/Randolph) (HSA)	Realign
- Department of Defense Joint Regional Correctional Facilities (HSA)	To Ft Leavenworth, KS
- Disestablish Inpatient Facility (Med)	To Fort Sam Houston, TX
- Transfer Service ICPs to DLA and Consolidate (Include DLRs) (S&S)	To Robins AFB, GA and DLA
- C4ISR RDAT&E Consolidations (Tech)	To Hanscom AFB, MA
- Establish Joint CoE for Culinary Trng (E&T)	To Fort Lee, VA
- Joint Center for Consolidated Transportation Management Trng (E&T)	To Fort Lee, VA
- Realign all depot maintenance workload and capability (Ind)	To Tobyhanna, PA
+ AFRC Expeditionary Combat Support	From Nashville
Randolph AFB	

personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or water resources. Impacts of costs include $0.3M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Ellsworth Air Force Base, SD and Dyess Air Force Base, TX

Recommendation: Close Ellsworth Air Force Base, SD. The 24 B-1 aircraft assigned to the 28th Bomb Wing will be distributed to the 7th Bomb Wing, Dyess Air Force Base, TX. Realign Dyess Air Force Base, TX. The C-130 aircraft assigned to the 317th Airlift Group will be distributed to the active duty 314th Airlift Wing (22 aircraft) and Air National Guard 189th Airlift Wing (two aircraft), Little Rock Air Force Base, AR; the 176th Wing (ANG), Elmendorf Air Force Base, AK (four aircraft); and the 302d Airlift Wing (AFR), Peterson Air Force Base, CO (four aircraft). Peterson Air Force Base will have an active duty/Air Force Reserve association in the C-130 mission. Elmendorf Air Force Base will have an active duty/Air National Guard association in the C-130 mission.

Justification: This recommendation consolidates the B-1 fleet at one installation to achieve operational efficiencies. Ellsworth (39) ranked lower in military value for the bomber mission than Dyess (20). To create an efficient, single-mission operation at Dyess, the Air Force realigned the tenant C-130s from Dyess to other Air Force installations. The majority of these aircraft went to Little Rock (17-airlift), which enables consolidation of the active duty C-130 fleet into one stateside location at Little Rock, and robusts the Air National Guard squadron to facilitate an active duty association with the Guard unit. The other C-130s at Dyess were distributed to Elmendorf (51-airlift) and Peterson (30-airlift) to facilitate active duty associations with the Guard and Reserve units at these installations.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $299.1M. The net of all costs and savings to the Department during the implementation period is a savings of $316.4M. Annual recurring savings to the Department after implementation are $161.3M, with a payback expected in one year. The net present value of the cost and savings to the Department over 20 years is a savings of $1,853.3M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 6,768 jobs (3,852 direct jobs and 2,916 indirect jobs) over the 2006-2011 period in the Rapid City, SD, Metropolitan Statistical economic area,

which is 8.5 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or threatened and endangered species or critical habitat. Impacts of costs include $3.2M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Nashville International Airport Air Guard Station, TN

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

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

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $25.4M. The net of all costs and savings to the Department during the implementation period is a cost of $16.7M. Annual recurring savings after implementation are $13.7M, with payback expected in two years. The net present value of the cost and savings to the Department over 20 years is a savings of $120.0M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 328 jobs (191 direct jobs and 137 indirect jobs) over the 2006-2011 period in the Nashville, TN, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all

actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Grand Forks Air Force Base, ND

Recommendation: Realign Grand Forks Air Force Base (AFB), ND. Distribute the 319th Air Refueling Wing's KC-135R aircraft to the 126th Air Refueling Wing (ANG), Scott AFB, IL (12 aircraft), which retires its eight KC-135E aircraft; the 916th Air Refueling Wing (AFR), Seymour-Johnson AFB, NC (eight aircraft), which will host an active duty associate unit; the 6th Air Mobility Wing, MacDill AFB, FL (four aircraft), which will host a Reserve association with 927th Air Refueling Wing (AFR) manpower realigned from Selfridge ANGB, MI; the 154th Wing (ANG), Hickam AFB, HI (four aircraft), which will host an active duty associate unit; and the 22d Air Refueling Wing, McConnell AFB, KS (eight aircraft), which currently associates with the 931st Air Refueling Group (AFR). Grand Forks will remain an active Air Force installation with a new active duty/Air National Guard association unit created in anticipation of emerging missions at Grand Forks.

Realign McConnell Air National Guard (ANG) Base by relocating the 184th Air Refueling Wing (ANG) nine KC-135R aircraft to the 190th Air Refueling Wing at Forbes Field AGS, KS, which will retire its eight assigned KC-135E aircraft. The 184th Air Refueling Wing 's operations and maintenance manpower will transfer with the aircraft to Forbes, while the wing's expeditionary combat support (ECS) elements will remain at McConnell.

Justification: Grand Forks (40-tanker) ranked lowest in military value of all active duty KC-135 bases. However, of Northern tier bases, Grand Forks ranked highest in military value for the UAV mission (43-UAV). Military judgment argued for a continued strategic presence in the north central U.S. (Grand Forks is one of the last remaining active military installations in the region). Military judgment also indicated the potential for emerging missions in homeland defense, particularly for border states. Therefore, Grand Forks is retained as an active installation, but realigned to distribute its KC-135R force structure to bases with higher value for the tanker mission--MacDill (36), McConnell (15), Seymour Johnson (25), and Scott (38). The additional aircraft at MacDill optimize the unit size, establish a new active duty/Air Force Reserve association to enhance unit capability, and preserve sufficient capacity for future beddown of the next generation tanker aircraft. Scott receives KC-135R model aircraft to replace older, higher maintenance KC-135E models, capture Scott's existing capacity, and increase its capability by robusting the ANG squadron. The additional aircraft at Seymour Johnson optimize the squadron, increase the wing's capability, and establish another new active duty/Air Force Reserve unit association. Additional aircraft at McConnell capitalize on available excess capacity at no cost and optimize three squadrons for greater total wing capability. The Air Force used military judgment in moving force structure from Grand Forks to Hickam (87), concluding that Hickam's strategic location argued for a more robust global mobility capability in the western Pacific. Increasing tanker force structure at Hickam robusts the unit and establishes an active duty/Air Force Reserve association to maximize Reserve participation. Realigning ANG KC-135R aircraft from McConnell to Forbes (35) replaces aging, higher

maintenance KC-135E aircraft with newer models while retaining the experienced personnel from one of the highest-ranking reserve component tanker bases.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $131.5M. The net of all costs and savings to the Department during the implementation period is a savings of $322.5M. Annual recurring savings after implementation are $173.3M, with payback expected in one year. The net present value of the cost and savings to the Department over 20 years is a savings of $1,982.0 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4,929 jobs (2,645 direct jobs and 2,284 indirect jobs) over the 2006-2011 period in the Grand Forks, ND-MN, Metropolitan Statistical economic area, which is 7.4 percent of economic area employment.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to marine mammals, resources, or sanctuaries. Impacts of costs include $1.2M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Hector International Airport Air Guard Station, ND

Recommendation: Realign Hector International Airport Air Guard Station, ND. The 119th Fighter Wing's F-16s (15 aircraft) retire. The wing's expeditionary combat support elements remain in place.

Justification: Hector (125) ranked low in military value. The reduction in F-16 force structure and the need to align common versions of the F-16 at the same bases argued for realigning Hector to allow its aircraft to retire without a flying mission backfill.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $1.8M. The net of all costs and savings to the Department during the implementation period is a savings of $3.3M. Annual recurring savings to the Department after implementation are $1.0M with a payback expected in two years. The net present value of the costs and savings to the Department over 20 years is a savings of $12.9M.

U.S. Air Force

Alabama **Alaska** **Arizona** **Arkansas** **California** **Colorado** **Connecticut** **Delaware** **Florida** **Georgia** **Hawaii** **Idaho** **Illinois** **Indiana** **Iowa** **Kansas** **Kentucky** **Louisiana**
Maine **Maryland** **Massachusetts** **Michigan** **Minnesota** **Mississippi** **Missouri** **Montana** **Nebraska** **Nevada** **New Hampshire** **New Jersey** **New Mexico** **New York** **North Carolina** **North Dakota** **Ohio** **Oklahoma**
Oregon **Pennsylvania** **Rhode Island** **South Carolina** **South Dakota** **Tennessee** **Texas** **Utah** **Vermont** **Virginia** **Washington** **West Virginia** **Wisconsin** **Wyoming**
District of Columbia **Guam** **Puerto Rico**

Information

South Dakota

Ellsworth Air Force Base -- Close

Manpower: The installation will lose 3,315 military and 438 civilians and gain no military and no civilians for a total loss of 3,315 military and 438 civilians.

-- Air Force Recommendations:

Move all assigned B-1s to Dyess AFB, Texas.

-- Joint Recommendations: NONE.

Incoming Activities

-- Air Force Actions: NONE.

-- Joint Actions: NONE.

Departing Activities:

-- Air Force Actions:

What: Ellsworth AFB moves all assigned B-1s to Dyess AFB, Texas.

Why: This action consolidates the B-1 fleet.

Joint Actions: NONE.

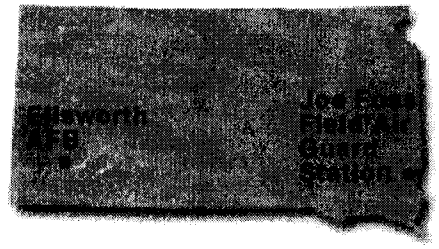
Back to Listings

Joe Foss Field Air Guard Station -- Gain

Manpower: The installation will lose 4 military and no civilians

State Map

South Dakota



Affected Locations

Ellsworth Air Force Base

Joe Foss Field Air Guard Station

search libra
Advanced
• DOD BRA
• Army BRA
• Navy BRA
• Guard BR
• Prior AF E
• BRAC De
• DOD BRA
• AF BRAC
• Complete
• DOD BRA
• 1-888-473-
• **O'Brien: E communitie 90 percent**
• **Grand For key to Air F Total Force**
• **BRAC foc environmer**
• **BRAC cha medicine fc training, re:**
• **Former m official offe advice**
More New

and gain 32 military and 27 civilians for a total gain of 28 military and 27 civilians.

-- Air Force Recommendations:

Receive three F-16 aircraft from Cannon AFB, N.M. Move base-level F-110 intermediate maintenance to Capital Airport AGS, IL to establish a Centralized Intermediate Repair Facility (CIRF) at Capital for F110 engines.

-- Joint Recommendations: NONE.

Incoming Activities:

-- Air Force Actions:

What: Receive three F-16 aircraft from Cannon AFB.

Why: This action is part of a larger effort to consolidate the F-16 fleet.

-- Joint Actions: NONE.

Departing Activities:

-- Air Force Actions:

What: Move base-level F-110 intermediate maintenance to Capital Airport AGS, Ill., to establish a Centralized Intermediate Repair Facility (CIRF) at Capital for F110 engines.

Why: Establishing a CIRF at Capital for F110 engine maintenance compliments the realignment of the F-16 fleet. The CIRF at Capital compliments force structure realignment

-- Joint Actions: NONE.

Back to Listings

Contact Us

Security and F

Comparative Military Value Rankings Between Ellsworth AFB, Grand Forks AFB, & Minot AFB

Air Force Function	1st in Rankings		2nd in Rankings		3rd in Rankings	
Bomber	**Ellsworth**	50.81	Minot	45.72	Grand Forks	38.48
Lift	**Ellsworth**	59.40	Minot	54.34	Grand Forks	50.53
Tanker	**Ellsworth**	83.73	Grand Forks	63.52	Minot	62.74
Fighter	**Ellsworth**	58.06	Minot	56.64	Grand Forks	55.88
SOF	Minot	45.12	**Ellsworth**	43.91	Grand Forks	43.75
C2ISR	**Ellsworth**	87.72	Minot	77.04	Grand Forks	76.33
UAV	Grand Forks	70.93	**Ellsworth**	69.73	Minot	67.53
Space	**Ellsworth**	84.12	Minot	83.93	Grand Forks	82.64

DCN: 12135

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Ellsworth Air Force Base

Environmental Considerations

$61 million spent to date on clean-up. DoD estimates $3.23 million in costs for environmental compliance and waste management. The hazardous substances found most often on the Base are solvents and jet fuels, located in both soils and ground water. Some ground-water contaminants have moved beyond the EAFB boundary to the east and south at low concentrations, but above federal drinking-water standards. Continued use of the contaminated ground water over long periods for household purposes, particularly as drinking water, could pose unacceptable health risks.

The Air Force installed cleanup systems to address possible future health risks. Construction of cleanup systems is complete at all contaminated areas. The cleanup includes ground-water pump- and-treat systems, landfill covers, soil treatment systems, excavation activities and natural attenuation (lessening). The systems are functioning properly.

Ground-water contamination has impacted the drinking water wells of some homes adjacent to the east and south of EAFB. The Air Force has provided potable water to these homes via water main extensions from the EAFB water-supply system. Eventually, the mains will be transferred to the City of Box Elder for operation and maintenance.

The Air Force capped landfills and has enforced institutional controls to prevent unauthorized access to those landfills and to prevent the caps from being disturbed.

These ground-water cleanup systems will be in operation for 20 to 30 years to complete the cleanup. The relatively low levels of contamination in off-Base areas are expected to lessen within the same time frame.

Cleanup of the entire EAFB, including 20 years of ground-water treatment, is expected to cost approximately $30 million. All cleanup activities are being performed by the Air Force. EPA and the State of South Dakota provide regulatory oversight.

All existing remedial systems require monitoring and sometimes minor modifications. The EAFB Environmental Flight staff conduct these efforts and ensure that the remedies remain protective of human health and the environment.

Prepared by? BC Ethan Saxon
Environmental Clean ups Section Chief
BRAC. Annual costs —

DCN: 12135

DCN: 12135

DCN: 12135

from the 2/5/05 BCEG Minutes

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

S200Z
Close Ellsworth AFB, Rapid City, SD

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

Candidate #USAF-0018/ S200Z
Close Ellsworth AFB, Rapid City, SD

Candidate Recommendation: Close Ellsworth AFB. The 28th Bomb Wing will inactivate. The wing's 24 B-1B aircraft will be distributed to the 7th Bomb Wing, Dyess AFB. The 317th Airlift Group at Dyess will inactivate and its C-130 aircraft will be distributed to the 3d Wing, Elmendorf AFB, Alaska (8 PAA); 302d Airlift Wing (AFRC), Peterson AFB, Colorado (4 PAA); 153d Airlift Wing (ANG), Cheyenne Airport AGS, Wyoming (4 PAA); 167th Airlift Wing (ANG), Eastern West Virginia Regional Airport, Shepherd Field AGS (4 PAA); and 314th Airlift Wing, Little Rock AFB (12 PAA). Belle Fourche ESS assets will be moved to Nellis AFB. Active/ARC C-130 associations at Elmendorf, Peterson, Cheyenne and Little Rock (50/50 mix).

Justification

- **Enables Future Total Force transformation**
- **Increase efficiency of Operations**
- **Consolidate B-1B fleet**

Military Value

- **Enables increased capability at Dyess to consolidate Future Total Force (FTF) missions**
- **Frees resources for Future Total Force investment**

Payback

One Time Cost:	**$348M**
Net Implementation Savings:	**$31M**
Annual Recurring Savings:	**$142M**
Payback period:	**2 yrs/2011**
NPV Savings:	**$1,344M**

Impacts

- **Criterion 6—Total Job Change : -7,635 (direct -4,352, indirect -3,283) ROI: 9.55%**
- **Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel**
- **Criterion 8: No natural infrastructure issues affecting candidate recommendation**

✓ Strategy ✓ Capacity Analysis / Data Verification ✓ JCSG/MilDep Recommended ✓ Deconflicted w/JCSGs
✓ COBRA ✓ Military Value Analysis / Data Verification ✓ Criteria 6-8 Analysis ✓ Deconflicted w/MilDeps

DCN: 12135

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Scenario S200Z
Manpower

	FY 09					FY 10					FY 11				
	Off	Enl	Civ	Tot	Drill	Off	Enl	Civ	Tot	Drill	Off	Enl	Civ	Tot	Drill
Source 30 Sept 03 UMD	329	3023	356	3708	0	329	3023	356	3708	0	329	3023	356	3708	0
Source MAJCOM-Current/Projected 30 Sep 04	329	2966	395	3710	0	329	2966	395	3710	0	329	2966	395	3710	0
(S200Z) Realign 24 PAA B-1B to Dyess (AD)	-206	-1636	-20	-1862		-206	-1636	-20	-1862		-206	-1636	-20	-1862	
(S200Z) BOS assoc w/24 PAA B1B mission move to Dyess (AD)	-8	-75	-66	-149		-8	-75	-66	-149		-8	-75	-66	-149	
(S200Z) Other Support Realignments to AD BRAC Base X	-44	-373	-56	-473		-44	-373	-56	-473		-44	-373	-56	-473	
(S200Z) Savings (AD)	-71	-902	-253	-1226		-71	-902	-253	-1226		-71	-902	-253	-1226	
Adjusted Baseline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COBRA Delta	-329	-2966	-395	-3710	0	-329	-2966	-395	-3710	0	-329	-2966	-395	-3710	0

Tenant Impacts	Gains				
Unit	Off	Enl	Civ	Tot	Drill
Corps of Engineers	0	0	5	5	0
DECA	0	0	33	33	0
DRMO	0	0	3	3	0
Defense Security Service	0	0	2	2	0

Programmed Installation Population Changes (non-BRAC) by Year (+incr
COBRA Delta

	FY06	FY07	FY08	FY09	FY10	FY11
Officer	0	0	0	0	0	0
Enlisted	-38	0	0	0	0	0
Civilian	39	0	0	0	0	0

Integrity - Service - Excellence

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Scenario S200Z
One-Time Costs

(All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	233,025,000	
Total - Construction		233,025,000
Personnel		
Civilian RIF	4,364,441	
Civilian Early Retirement	528,424	
Eliminated Military PCS	4,350,573	
Unemployment	338,276	
Total - Personnel		9,581,714
Overhead		
Program Management Cost	16,703,124	
Support Contract Termination	1,662,000	
Mothball / Shutdown	663,120	
Total - Overhead		19,028,244
Moving		
Civilian Moving	8,104,034	
Civilian PPP	1,810,296	
Military Moving	14,489,596	
Freight	3,202,026	
Information Technologies	6,363,600	
One-Time Moving Costs	10,222,000	
Total - Moving		44,191,551
Other		
HAP / RSE	2,430,817	
Environmental Mitigation Costs	3,418,000	
One-Time Unique Costs	36,691,400	
Total - Other		42,540,217
Total One-Time Costs		348,366,727

Integrity - Service - Excellence

DCN: 12135

Scenario S200Z
MILCON Summary

All values in 2005 Constant Dollars

Base Name	Total MilCon*	Milcon Cost Avoidence	Total Net Costs
Ellsworth AFB	0	0	0
Dyess AFB	139,871,000	0	139,871,000
Elmendorf AFB	23,511,000	0	23,511,000
Peterson AFB	35,769,000	0	35,769,000
Ewvra Sheppard AGS	0	0	0
Cheyenne APT AGS	5,920,000	0	5,920,000
Little Rock AFB	22,869,000	0	22,869,000
BASE X (AIR FORCE)	0	0	0
Francis E. Warren AF	5,085,000	0	5,085,000
Rosecrans Memorial A	0	0	0
Totals:	233,025,000	0	233,025,000

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

Scenario S200Z
MILCON

MilCon for Base: **Dyess AFB, TX** (FNWZ)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*
1711	General Purpose Instruction Building	SF	15,222	n/a**	0	Default	n/a**	3,385
2111	Aircraft Maintenance Hangar	SF	135,810	n/a**	0	Default	n/a**	43,532
2113	Aircraft Corrosion Control Hangar	SF	35,000	n/a**	0	Default	n/a**	13,720
2121	Missile Maintenance/Assembly Building	SF	33,000	n/a**	0	Default	n/a**	11,742
2171	Electronic and Communication Maintenance	SF	17,500	n/a**	0	Default	n/a**	3,740
2181	Installation Support Vehicle Maintenance	SF	21,501	n/a**	0	Default	n/a**	4,807
2184	Parachute And Dingy Maintenance Shop	SF	7,822	n/a**	0	Default	n/a**	1,867
4111	Bulk Liquid Fuel Storage	BL	12,381	n/a**	0	Default	n/a**	959
4221	Ammunition Storage, Installation	SF	2,245	n/a**	0	Default	n/a**	676
4421	Covered Storage Building, Installation	SF	8,828	n/a**	0	Default	n/a**	1,036
6100	General Administrative Building	SF	22,525	n/a**	0	Default	n/a**	4,630
7220	Dining Facility	SF	9,526	n/a**	0	Default	n/a**	3,294
7362	Religious Education Facility	SF	17,148	n/a**	0	Default	n/a**	4,115
7371	Nursery and Child Care Facility	SF	21,998	n/a**	0	Default	n/a**	5,465
7416	Library, General Use	SF	3,192	n/a**	0	Default	n/a**	707
7417	Recreation Center	SF	13,086	n/a**	0	Default	n/a**	2,974
2111	Aircraft Maintenance Hangar	SF	0	n/a**	90,000	Default	n/a**	19,294
2112	Aircraft Maintenance Shop	SF	0	n/a**	80,000	Default	n/a**	13,928

Total Construction Cost:	139,871
- Construction Cost Avoid:	0
Total Net Milcon Cost:	139,871

DCN: 12135

Scenario S200Z
MILCON

MilCon for Base: **Elmendorf AFB, AK** (FXSB)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*
1412	Aviation Operations Building	SF	3,902	n/a**	0	Default	n/a**	1,522
1711	General Purpose Instruction Building	SF	1,733	n/a**	0	Default	n/a**	667
1721	Flight Simulator Facility	SF	3,711	n/a**	0	Default	n/a**	1,699
2112	Aircraft Maintenance Shop	SF	8,305	n/a**	0	Default	n/a**	3,744
2113	Aircraft Corrosion Control Hangar	SF	6,175	n/a**	0	Default	n/a**	4,192
2151	Weapon Maintenance Shop	SF	2,106	n/a**	0	Default	n/a**	758
2162	Ammunition Maintenance Shop, Depot	SF	889	n/a**	0	Default	n/a**	356
2184	Parachute And Dingy Maintenance Shop	SF	1,531	n/a**	0	Default	n/a**	633
4111	Bulk Liquid Fuel Storage	BL	10,343	n/a**	0	Default	n/a**	1,388
4422	Covered Storage Shed, Installation	SF	235	n/a**	0	Default	n/a**	17
7371	Nursery and Child Care Facility	SF	4,107	n/a**	0	Default	n/a**	1,767
1412	Aviation Operations Building	SF	0	n/a**	4,222	Default	n/a**	1,101
2111	Aircraft Maintenance Hangar	SF	0	n/a**	8,667	Default	n/a**	3,218
2112	Aircraft Maintenance Shop	SF	0	n/a**	1,778	Default	n/a**	394
2113	Aircraft Corrosion Control Hangar	SF	0	n/a**	3,778	Default	n/a**	1,716
2184	Parachute And Dingy Maintenance Shop	SF	0	n/a**	1,667	Default	n/a**	339

Total Construction Cost:	23,511
- Construction Cost Avoid:	0
Total Net Milcon Cost:	23,511

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Scenario S200Z
MILCON

MilCon for Base: **Peterson AFB, CO** (TDKA)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*
1412	Aviation Operations Building	SF	25,500	n/a**	0	Default	n/a**	6,571
2112	Aircraft Maintenance Shop	SF	12,700	n/a**	0	Default	n/a**	3,783
2113	Aircraft Corrosion Control Hangar	SF	12,107	n/a**	0	Default	n/a**	5,431
2184	Parachute And Dingy Maintenance Shop	SF	14,000	n/a**	0	Default	n/a**	3,825
4421	Covered Storage Building, Installation	SF	3,215	n/a**	0	Default	n/a**	432
6102	Large Unit Headquarters Building	SF	27,100	n/a**	0	Default	n/a**	7,029
7220	Dining Facility	SF	3,288	n/a**	0	Default	n/a**	1,301
7362	Religious Education Facility	SF	6,331	n/a**	0	Default	n/a**	1,738
7371	Nursery and Child Care Facility	SF	8,075	n/a**	0	Default	n/a**	2,296
7417	Recreation Center	SF	4,829	n/a**	0	Default	n/a**	1,256
7421	Indoor Physical Fitness Facility	SF	7,745	n/a**	0	Default	n/a**	2,107

Total Construction Cost:	35,769
- Construction Cost Avoid:	0
Total Net Milcon Cost:	35,769

DCN: 12135

Scenario S200Z
MILCON

MilCon for Base: **Cheyenne APT AGS,** WY (DPEZ)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*
1412	Aviation Operations Building	SF	25,500	n/a**	0	Default	n/a**	5,920
						Total Construction Cost:		5,920
						- Construction Cost Avoid:		0
						Total Net Milcon Cost:		5,920

Scenario S200Z
MILCON

MilCon for Base: **Little Rock AFB, AR** (NKAK)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*
2113	Aircraft Corrosion Control Hangar	SF	9,451	n/a**	0	Default	n/a**	3,323
2116	Aircraft Maintenance Shop, Depot	SF	1,429	n/a**	0	Default	n/a**	304
2181	Installation Support Vehicle Maintenance	SF	3,299	n/a**	0	Default	n/a**	662
4421	Covered Storage Building, Installation	SF	3,788	n/a**	0	Default	n/a**	399
6100	General Administrative Building	SF	14,859	n/a**	0	Default	n/a**	2,739
7210	Enlisted Unaccompanied Personnel Housing	SF	30,734	n/a**	0	Default	n/a**	6,065
7220	Dining Facility	SF	5,690	n/a**	0	Default	n/a**	1,765
7362	Religious Education Facility	SF	11,172	n/a**	0	Default	n/a**	2,404
7371	Nursery and Child Care Facility	SF	14,227	n/a**	0	Default	n/a**	3,170
7416	Library, General Use	SF	1,747	n/a**	0	Default	n/a**	347
7417	Recreation Center	SF	8,299	n/a**	0	Default	n/a**	1,691
						Total Construction Cost:		22,869
						- Construction Cost Avoid:		0
						Total Net Milcon Cost:		22,869

DCN: 12135

Scenario S200Z
MILCON

MilCon for Base: **Francis E. Warren AF, WY** (GHLN)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
4421	Covered Storage Building, Installation	SF	2,414	n/a**	0 Default	n/a**	292
7220	Dining Facility	SF	2,464	n/a**	0 Default	n/a**	878
7362	Religious Education Facility	SF	4,731	n/a**	0 Default	n/a**	1,170
7371	Nursery and Child Care Facility	SF	6,035	n/a**	0 Default	n/a**	1,546
7416	Library, General Use	SF	1,550	n/a**	0 Default	n/a**	354
7417	Recreation Center	SF	3,608	n/a**	0 Default	n/a**	845

Total Construction Cost:	5,085
- Construction Cost Avoid:	0
Total Net Milcon Cost:	5,085

S303J
Close Nashville IAP AGS, TN

DCN: 12139 BCEG Minutes

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Candidate #USAF 0115 / 141.2c1 MILCON Summary

All values in 2005 Constant Dollars

Base Name	Total MilCon*	Milcon Cost Avoidence	Total Net Costs
Elmendorf AFB	0	0	0
Langley AFB	0	0	0
Totals:	0	0	0

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

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Candidate #USAF-0018V3/ S200.2
Close Ellsworth AFB, Rapid City, SD

Candidate #USAF-0018V3/ S200.2 Errata

1. Spider updated – distributes more C-130s to Little Rock and fewer to Elmendorf
2. Eglin no longer part of this scenario
3. F/A-22 is no longer part of this scenario
4. Make move happen 1 yr earlier

Candidate #USAF-0018V3/ S200.2 Close Ellsworth AFB, Rapid City, SD

Candidate Recommendation: Close Ellsworth AFB. The 28th Bomb Wing's 24 B-1B aircraft are distributed to the 7th Bomb Wing, Dyess AFB, Texas. The 317th Airlift Group at Dyess assigned C-130 aircraft are distributed to the 176 Wing (ANG), Elmendorf AFB, Alaska (8 PAA); 302d Airlift Wing (AFRC), Peterson AFB, Colorado (4 PAA); 153d Airlift Wing (ANG), Cheyenne Airport AGS, Wyoming (4 PAA); a new 12 PAA Reserve and active duty associate unit at Pope/Fort Bragg, North Carolina (4 PAA); and the 314th Airlift Wing, Little Rock AFB, Arkansas (12 PAA). Elmendorf, Peterson, Cheyenne and Little Rock will have C-130 active duty/ARC associations at a 50/50 force mix. The association at Pope/Fort Bragg is a 75/25 mix (AFRC/AD).

Justification

- Eliminates excess infrastructure
- Realigns small B-1B fleet
- Realigns active duty C-130s at Little Rock
- Creates effective sized C-130 ARC units

Military Value

- Ellsworth (39) distributes B-1s to Dyess (20, Bmbr)
- Mil Judgment: Moves C-130s from Dyess to facilitate capacity for B-1B consolidation

Payback

One-Time Cost:	$295M
Net Implementation Savings:	$403M
Annual Recurring Savings:	$184M
Payback Period:	1 yr/2009
NPV Savings:	$2,154M

Impacts

- Criterion 6: Total Job Change: -6,768: (direct: -3,852, indirect: -2,916) ROI: -8.46%
- Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel
- Criterion 8: No natural infrastructure issues affecting candidate recommendation

✓ Strategy ✓ Capacity Analysis / Data Verification ✓ JCSG/MilDep Recommended ✓ Deconflicted w/JCSGs
✓ COBRA ✓ Military Value Analysis / Data Verification ✓ Criteria 6-8 Analysis ✓ Deconflicted w/MilDeps

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Candidate #USAF-0018V3/ S200.2 Manpower

SCENARIO #: S200.2 8-Apr-05

BASE NAME: Ellsworth

	FY 06					FY 07					FY 08					FY 09				
	Off	Enl	Civ	Tot	Delt	Off	Enl	Civ	Tot	Delt	Off	Enl	Civ	Tot	Delt	Off	Enl	Civ	Tot	Delt
Source 30 Sept 03 UMD	329	3024	356	3709	0	329	3023	356	3708	0	329	3023	356	3708	0	329	3023	356	3708	0
Source MAJCOM-Current/Projected 30 Sep 04	329	2986	395	3710	0	329	2986	395	3710	0	329	2986	395	3710	0	329	2986	395	3710	0
(S200.2) Realign 24 PAA B-1B to Dyess (AD)																-206	-1636	-20	-1862	
(S200.2) BOS assoc w/24 PAA B1B mission move to Dyess (AD)																-8	-75	-66	-149	
(S200.2) Other Support Realignments to AD BRAC Base X																-44	-373	-56	-473	
(S200.2) Savings (AD)																-71	-902	-253	-1226	
Adjusted Baseline	329	2986	395	3710	0	329	2986	395	3710	0	329	2986	395	3710	0	0	0	0	0	0
COBRA Delta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-329	-2986	-395	-3710	0

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Candidate #USAF-0018V3/ S200.2 Manpower

SCENARIO #: S200.2 USAFSPI Version 2 - 8 Apr 05

BASE NAME: Dyess

	FY 06					FY 07					FY 08					FY 09				
	Off	Enl	Civ	Tot	Delt	Off	Enl	Civ	Tot	Delt	Off	Enl	Civ	Tot	Delt	Off	Enl	Civ	Tot	Delt
Source 30 Sept 03 UMD	666	4548	321	5535	0	678	4595	321	5594	0	690	4629	321	5640	0	590	4629	316	5535	0
Source MAJCOM-Current/Projected 30 Sep 04	662	4578	346	5586	8	674	4626	346	5646	0	686	4659	347	5692	0	686	4659	342	5687	0
(S200.2) Add 24 PAA B-1Bs from Ellsworth (AD)																206	1636	20	1862	
(S200.2) BOS assoc w/24 PAA B-1Bs from Ellsworth (AD)																8	75	66	149	
(S200.2) Realign 4 PAA C-130H to ANG at Elmendorf: Create new ANG/AD Associate Unit (AD)																-32	-158	-1	-191	
(S200.2) BOS assoc w/4 PAA C-130H to ANG at Elmendorf (AD)																-1	-7	-7	-15	
(S200.2) Realign 4 PAA C-130H to AFRC at Peterson (AD): Create AFRC/AD Associate Unit (AD)																-32	-158	-1	-191	
(S200.2) BOS assoc w/4 PAA C-130H to AFRC at Peterson (AD)																-1	-7	-7	-15	
(S200.2) Realign 4 PAA C-130H to AFRC at Pope/Ft Bragg (AD): Create AFRC/AD associate Unit (AD)																-32	-158	-2	-192	
(S200.2) BOS assoc w/4 PAA C-130H to AFRC at Pope/Ft Bragg (AD)																-1	-7	-7	-15	
(S200.2) Realign 4 PAA C-130H to ANG at Cheyenne (AD): Create AFRC/AD associate Unit (AD)																-32	-158	0	-190	
(S200.2) BOS assoc w/4 PAA C-130H to ANG Cheyenne (AD) (Manpower FE Warren)																-1	-7	-7	-15	
(S200.2) Realign 16 PAA C-130H to Little Rock (AD)																-129	-634	-6	-769	
(S200.2) BOS assoc w/16 PAA C-130H to Little Rock (AD)																-4	-31	-27	-62	
(S200.2) Additional non-mission manpower at Dyess (AD) (Manpower to AD BRAC Base X)																-1	-25	0	-26	
Adjusted Baseline	662	4578	346	5586	0	674	4626	346	5646	0	686	4659	347	5692	0	634	5020	363	6017	0
COBRA Delta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-52	361	21	330	0

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Candidate #USAF-0018V3/ S200.2 Manpower

BRAC ID: 176 | BASE NAME: Cheyenne

	FY 06					FY 07					FY 08					FY 09					FY 10				
	Off	Enl	Civ	Tot	Delt	Off	Enl	Civ	Tot	Delt	Off	Enl	Civ	Tot	Delt	Off	Enl	Civ	Tot	Delt	Off	Enl	Civ	Tot	Delt
Source 30 Sept 03 UMD	5	80	194	279	986	5	80	194	279	990	5	79	192	276	991	5	79	192	276	991	5	79	192	276	991
Source MAJCOM-Current/Projected 30 Sep 04	5	85	196	286	991	5	85	195	285	985	5	84	193	282	986	5	84	193	282	986	5	84	193	282	986
(S200.2) Realign 4 PAA C-130H to ANG from Dyess (AD); Create ANG/AD associate Unit (AD)																32	156	0	190						
(S200.2) BOS assoc w/ 4 PAA C-130H AD associate unit @ Cheyenne to be put into FE Warren																0	0	0	0						
(S200.2) Additional AD manpower req'd to build associate unit (Manpower from AD Non-BRAC Programmatic)																12	193	0	195						
(S200.2) BOS assoc w/Additional AD manpower req'd to build associate unit (Manpower from AD Non-BRAC Programmatic) (Manpower to FE Warren)																0	0	0	0						
Adjusted Baseline	5	85	196	286	991	5	85	196	286	985	5	84	193	282	986	49	305	193	637	986					
COBRA Delta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	156	0	190	0					

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Candidate #USAF-0018V3/ S200.2 Manpower

BRAC ID: 176 | BASE NAME: Cheyenne

	FY 06					FY 07					FY 08					FY 09					FY 10				
	Off	Enl	Civ	Tot	Delt	Off	Enl	Civ	Tot	Delt	Off	Enl	Civ	Tot	Delt	Off	Enl	Civ	Tot	Delt	Off	Enl	Civ	Tot	Delt
Source 30 Sept 03 UMD	1001	1966	1956	4923	1248	1001	1966	1955	4922	1248	1001	1966	1955	4922	1248	1000	1966	1955	4921	1248					
Source MAJCOM-Current/Projected 30 Sep 04	1096	2013	2049	5158	1382	1094	2013	2058	5165	1244	1091	1998	2072	5161	1244	1083	1984	2082	5149	1244					
(S200.2) Plus 4 PAA C-130H from Dyess (AFRC) (No additional AFRC manpower due to AD Associate unit)																0	0	0	0	0					
(S200.2) Realign 4 PAA C-130H to AFRC at Peterson (AD); Create AFRC/AD Associate Unit (AD)																32	158	1	191						
(S200.2) BOS assoc w/4 PAA C-130H to AFRC at Peterson (AD)																1	7	7	15						
(S200.2) Additional AD manpower needed for associate unit (Manpower from AD Non-BRAC Programmatic)																28	247	2	277						
(S200.2) BOS assoc w/Additional AD manpower req'd to build associate unit (Manpower from AD Non-BRAC Programmatic)																1	11	10	22						
(S200.2) Build AD Associate to AFRC (16 PAA, 1.0/1.0 CR) - Manpower to AFRC Non-BRAC Programmatic																0	0	-37	-37	-177					
(S200.2) BOS assoc w/AFRC reduction due to building AD Associate to AFRC (16 PAA, 1.0/1.0 CR) (Manpower to AD Non-BRAC Programmatic)																0	-3	-2	-5						
TECH-0017 BOS Tail (AD) (Manpower from AD BRAC Base X)											0	1	0	1		0	1	0	1						
(INT-0013) Realign CPA Colorado Springs, CO											0	0	11	11		0	0	11	11						
(INT-0013) BOS tail (AD) (Manpower from AD BRAC Base X)											0	1	0	1		0	1	0	1						
Adjusted Baseline	1096	2013	2049	5158	1382	1094	2013	2058	5165	1244	1091	2000	2083	5174	1244	1145	2406	2074	5625	1067					
COBRA Delta	0	0	0	0	0	0	0	0	0	0	0	2	11	13	0	33	165	8	206	0					

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Candidate #USAF-0018V3/ S200.2 Manpower

BASE NAME: Pope / Ft Bragg

	FY 07					FY 08				
	Off	Enl	Civ	Tot	Drill	Off	Enl	Civ	Tot	Drill
Source 30 Sept 03 UMD	642	4729	366	5737	152	647	4729	366	5742	152
Source MAJCOM-Current/Projected 30 Sep 04	641	4827	379	5847	152	647	4830	381	5858	152
(S200.2) Realign 4 PAA C-130H to AFRC from Dyess (AD); Create AFRC/AD associate Unit (AD)						32	158	2	192	
(S200.2) BOS assoc w/4 PAA C-130H to AFRC from Dyess (AD)						1	7	7	15	
(S200.2) Additional manpower needed for AFRC/AD associate unit (Manpower from AD Non-BRAC Programmatic)						28	247	1	276	
(S200.2) Additional BOS from AD Non-BRAC Programmatic						1	11	10	22	
Adjusted Baseline	641	4827	379	5847	152	709	5253	401	6363	152
COBRA Delta	#REF!	#REF!	#REF!	#REF!	#REF!	33	165	9	207	0

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Candidate #USAF-0018V3/ S200.2 Manpower

BASE NAME: Little Rock

	FY 07					FY 08				
	Off	Enl	Civ	Tot	Drill	Off	Enl	Civ	Tot	Drill
Source 30 Sept 03 UMD	652	4088	589	5329	#	651	4088	589	5328	974
Source MAJCOM-Current/Projected 30 Sep 04	662	4236	629	5529	#	657	4222	622	5501	974
(S200.2) Realign 16 PAA C-130H from Dyess (AD)						129	634	6	769	
(S200.2) BOS assoc w/16 PAA C-130H from Dyess (AD)						4	31	27	62	

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DCN: 12135

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Candidate #USAF-0018V3/ S200.2
Manpower

BASE NAME: Elmendorf

	FY 07					FY 08				
	Off	Enl	Civ	Tot		Off	Enl	Civ	Tot	Delta
Source 30 Sept 03 UMD	821	5905	834	7560	#	821	5905	829	7555	164
Source MAJCOM-Current/Projected 30 Sep 04	864	6219	1005	8088	#	864	6220	1000	8084	272
(S141.2c1) Realign 24 PAA F-15C/D to Langley (AD)						-38	-629	0	-667	
(S141.2c1) BOS assoc/w 24 PAA F-15 C/D to Langley (AD)						-3	-27	-23	-53	
(S141.2c1) Excess AD F-15C/D to AD BRAC Base X						-16	-62	-8	-86	
(S141.2c1) BOS assoc/w excess AD F-15C/D manpower (Manpower to AD BRAC Base X)						0	-4	-3	-7	
(S200.2) Plus 4 PAA C-130H from Dyess (ANG) (No additional ANG manpower)						0	0	0	0	0
(S200.2) Realign 4 PAA C-130H to ANG from Dyess; Create new ANG/AD Associate Unit (AD)						32	158	1	191	
(S200.2) BOS assoc w/4 PAA C-130H to ANG from Dyess (AD)						1	7	7	15	
(S200.2) AD Manpower needed or not needed for the ANG/AD association (AD) (Manpower to/from AD Non-BRAC Programmatic)						-5	52	0	47	
(S200.2) BOS assoc w/AD Manpower for the ANG/AD association (AD) (Manpower from AD Non-BRAC Programmatic)						0	2	2	4	
(HSA-0015) Establish Joint Base Elmendorf-Richarcson	0	0	0	0		0	0	0	0	
Adjusted Baseline	0	864	6219	1005	8088	# 0	835	5717	976	7528	272
COBRA Delta		0	0	0	0	0	-24	-557	-26	-607	0

Integrity - Service - Excellence

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Candidate #USAF-0018V3/ S200.2
One-Time Costs

(All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	184,454,000	
Total - Construction		184,454,000
Personnel		
Civilian RIF	6,084,215	
Civilian Early Retirement	503,538	
Eliminated Military PCS	6,413,475	
Unemployment	471,806	
Total - Personnel		13,473,034
Overhead		
Program Management Cost	13,242,628	
Support Contract Termination	11,133,000	
Mothball / Shutdown	663,120	
Total - Overhead		25,038,748
Moving		
Civilian Moving	4,553,434	
Civilian PPP	2,236,248	
Military Moving	13,657,734	
Freight	2,999,243	
Information Technologies	3,755,200	
One-Time Moving Costs	11,832,000	
Total - Moving		39,033,858
Other		
HAP / RSE	3,120,283	
Environmental Mitigation Costs	3,619,000	
One-Time Unique Costs	26,123,000	
Total - Other		32,862,283
Total One-Time Costs		294,861,924

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Candidate #USAF-0018V3/ S200.2 MILCON Summary

All values in 2005 Constant Dollars

Base Name	Total MilCon*	Milcon Cost Avoidence	Total Net Costs
Ellsworth AFB	0	0	0
Dyess AFB	124,125,000	0	124,125,000
Elmendorf AFB	18,562,000	0	18,562,000
Peterson AFB	14,454,000	0	14,454,000
Pope AFB	0	0	0
Cheyenne APT AGS	5,864,000	0	5,864,000
Little Rock AFB	20,590,000	0	20,590,000
Francis E. Warren AF	859,000	0	859,000
Totals:	184,454,000	0	184,454,000

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

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Candidate #USAF-0018V3/ S200.2 MILCON

MilCon for Base: **Dyess AFB, TX** (FNWZ)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*
1711	General Purpose Instruction Building	SF	15,222	n/a**	0	Default	n/a**	3,353
1721	Flight Simulator Facility	SF	36,000	n/a**	0	Default	n/a**	9,422
2111	Aircraft Maintenance Hangar	SF	191,370	n/a**	0	Default	n/a**	60,702
2113	Aircraft Corrosion Control Hangar	SF	21,570	n/a**	0	Default	n/a**	8,359
2121	Missile Maintenance/Assembly Building	SF	33,000	n/a**	0	Default	n/a**	11,611
2162	Ammunition Maintenance Shop, Depot	SF	25,700	n/a**	0	Default	n/a**	5,890
2171	Electronic and Communication Maintenance	SF	14,944	n/a**	0	Default	n/a**	3,164
2181	Installation Support Vehicle Maintenance	SF	6,541	n/a**	0	Default	n/a**	1,449
4111	Bulk Liquid Fuel Storage	BL	11,990	n/a**	0	Default	n/a**	916
4221	Ammunition Storage, Installation	SF	2,245	n/a**	0	Default	n/a**	669
4421	Covered Storage Building, Installation	SF	40,000	n/a**	0	Default	n/a**	4,671
6101	Small Unit Headquarters Building	SF	5,559	n/a**	0	Default	n/a**	1,251
7220	Dining Facility	SF	2,736	n/a**	0	Default	n/a**	936
7371	Nursery and Child Care Facility	SF	2,352	n/a**	0	Default	n/a**	579
7417	Recreation Center	SF	2,905	n/a**	0	Default	n/a**	654
1412	Aviation Operations Building	SF	0	n/a**	24,851	Default	n/a**	3,532
2112	Aircraft Maintenance Shop	SF	0	n/a**	57,747	Default	n/a**	6,967

Total Construction Cost:	124,125
- Construction Cost Avoid:	0
Total Net Milcon Cost:	124,125

Candidate #USAF-0018V3/ S200.2 MILCON

MilCon for Base: **Elmendorf AFB, AK** (FXSB)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
1411	Airfield Fire and Rescue Station	SF	281	n/a**	0 Default	n/a**	159
2141	Vehicle Maintenance Shop	SF	351	n/a**	0 Default	n/a**	119
2151	Weapon Maintenance Shop	SF	562	n/a**	0 Default	n/a**	200
2184	Parachute And Dingy Maintenance Shop	SF	2,878	n/a**	0 Default	n/a**	1,176
4122	Liquid Oxygen Storage	SF	195	n/a**	0 Default	n/a**	48
1412	Aviation Operations Building	SF	0	n/a**	16,099 Default	n/a**	2,910
1712	Applied Instruction Building	SF	0	n/a**	4,984 Default	n/a**	1,103
2111	Aircraft Maintenance Hangar	SF	0	n/a**	30,818 Default	n/a**	7,930
2112	Aircraft Maintenance Shop	SF	0	n/a**	11,899 Default	n/a**	2,486
2113	Aircraft Corrosion Control Hangar	SF	0	n/a**	725 Default	n/a**	228
2116	Aircraft Maintenance Shop, Depot	SF	0	n/a**	3,627 Default	n/a**	691
2162	Ammunition Maintenance Shop, Depot	SF	0	n/a**	1,112 Default	n/a**	206
2171	Electronic and Communication Maintenance	SF	0	n/a**	3,510 Default	n/a**	602
2181	Installation Support Vehicle Maintenance	SF	0	n/a**	3,920 Default	n/a**	704

Total Construction Cost:	18,562
- Construction Cost Avoid:	0
Total Net Milcon Cost:	18,562

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Candidate #USAF-0018V3/ S200.2 MILCON

MilCon for Base: **Peterson AFB, CO** (TDKA)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
1412	Aviation Operations Building	SF	20,406	n/a**	0 Default	n/a**	5,206
2112	Aircraft Maintenance Shop	SF	5,000	n/a**	0 Default	n/a**	1,474
2113	Aircraft Corrosion Control Hangar	SF	12,108	n/a**	0 Default	n/a**	5,368
2184	Parachute And Dingy Maintenance Shop	SF	5,400	n/a**	0 Default	n/a**	1,460
7220	Dining Facility	SF	161	n/a**	0 Default	n/a**	63
7362	Religious Education Facility	SF	246	n/a**	0 Default	n/a**	67
7371	Nursery and Child Care Facility	SF	617	n/a**	0 Default	n/a**	174
7372	Family Service Center	SF	105	n/a**	0 Default	n/a**	32
7416	Library, General Use	SF	161	n/a**	0 Default	n/a**	40
7417	Recreation Center	SF	830	n/a**	0 Default	n/a**	214
7421	Indoor Physical Fitness Facility	SF	1,321	n/a**	0 Default	n/a**	356

Total Construction Cost:	14,454
- Construction Cost Avoid:	0
Total Net Milcon Cost:	14,454

DCN: 12135

Candidate #USAF-0018V3/ S200.2 MILCON

MilCon for Base: **Cheyenne APT AGS, WY** (DPEZ)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
1412	Aviation Operations Building	SF	25,500	n/a**	0 Default	n/a**	5,864

Total Construction Cost:	5,864
- Construction Cost Avoid:	0
Total Net Milcon Cost:	5,864

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Candidate #USAF-0018V3/ S200.2 MILCON

MilCon for Base: **Little Rock AFB, AR** (NKAK)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
2111	Aircraft Maintenance Hangar	SF	10,100	n/a**	0 Default	n/a**	2,875
2112	Aircraft Maintenance Shop	SF	1,084	n/a**	0 Default	n/a**	251
2113	Aircraft Corrosion Control Hangar	SF	5,257	n/a**	0 Default	n/a**	1,828
2116	Aircraft Maintenance Shop, Depot	SF	1,784	n/a**	0 Default	n/a**	376
2181	Installation Support Vehicle Maintenance	SF	4,930	n/a**	0 Default	n/a**	980
6100	General Administrative Building	SF	14,070	n/a**	0 Default	n/a**	2,572
7210	Enlisted Unaccompanied Personnel Housing	SF	28,607	n/a**	0 Default	n/a**	4,417
7220	Dining Facility	SF	5,186	n/a**	0 Default	n/a**	1,591
7362	Religious Education Facility	SF	10,154	n/a**	0 Default	n/a**	2,165
7371	Nursery and Child Care Facility	SF	6,087	n/a**	0 Default	n/a**	1,344
7416	Library, General Use	SF	491	n/a**	0 Default	n/a**	97
7417	Recreation Center	SF	7,742	n/a**	0 Default	n/a**	1,564
1412	Aviation Operations Building	SF	0	n/a**	516 Default	n/a**	56
2171	Electronic and Communication Maintenance	SF	0	n/a**	586 Default	n/a**	60
2184	Parachute And Dingy Maintenance Shop	SF	0	n/a**	912 Default	n/a**	104
4421	Covered Storage Building, Installation	SF	0	n/a**	5,521 Default	n/a**	310

Total Construction Cost:	20,590
- Construction Cost Avoid:	0
Total Net Milcon Cost:	20,590

DCN: 12135

Candidate #USAF-0018V3/ S200.2 MILCON

MilCon for Base: **Francis E. Warren AF, WY** (GHLN)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*
7220	Dining Facility	SF	854	n/a**	0	Default	n/a**	301
7371	Nursery and Child Care Facility	SF	1,029	n/a**	0	Default	n/a**	261
7416	Library, General Use	SF	563	n/a**	0	Default	n/a**	127
7417	Recreation Center	SF	731	n/a**	0	Default	n/a**	170

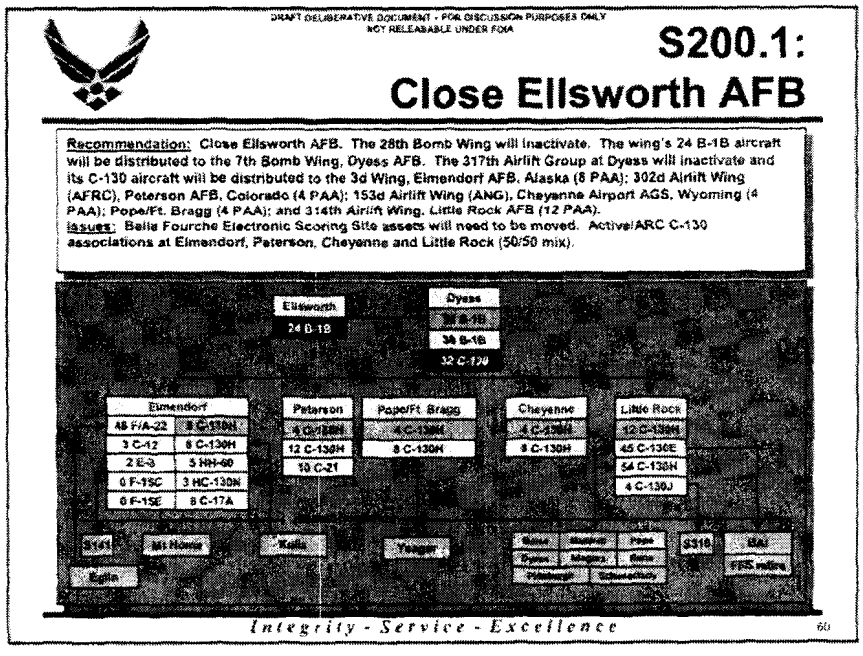
Total Construction Cost:	859
- Construction Cost Avoid:	0
Total Net Milcon Cost:	859

S311Zc2
Realign Reno-Tahoe IAP AGS

DCN: 12135

2/18/05 BCEG

This slide was removed.



DEPARTMENT OF THE AIR FORCE

WASHINGTON, DC

MAY 9 2005

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF BCEG) Mtg, 28 Apr 2005

Mr Pease called the meeting to order at 0830, the Pentagon, Room 5C279. Attendance is at Atch 1. The slides presented are included as Atch 2 and individually referenced herein. The meeting was categorized as deliberative. Mr Pease previewed the agenda and updated calendar (Slides 2-7). He reiterated the finalization of the Air Force Analysis and Recommendations BRAC 2005 report will occur prior to May 2. SECAF and VCSAF will receive their copies for comment on May 2. SECAF comments are due on 4 May with the report going to the printer on the 5th. The BCEG signature page will be available in the BCEG conference room on 2 May. From this point forward only substantive changes will be accepted. The briefings this session are limited to presentations of administrative revisions by with the exception of one JCSG proposed Candidate Recommendation (Tech-0014), realignment of Space Research, Development, and Acquisition activities, and its companion Candidate Recommendation (AF-0013) Air Force closure of Los Angeles Air Force Base.

[illegible] briefed:

S127c3: Realign Richmond AGS (Slides 8-10)
S128c2: Realign Capital AGS (Slides 11-13)
S129c2: Realign Ft Smith AGS (Slides 14-16)
S131c4: Realign Springfield-Beckley AGS (Slides17-19)
S137.3c1: Realign Eielson AFB (Slides 20-22)
S138.3c4: Realign Hancock Field AGS (Slides 24-25)
S142c3: Close Otis AGS (Slides 26-28)

Upon deliberation, the BCEG decided by consensus these Candidate Recommendations, as revised, should be forwarded to the IEC.

S435c5: Realign Fairchild AFB (Slides 29-30)
S436c5: Realign Birmingham AGS (Slides 31-32)
S437c5: Realign Key Field AGS (Slides33-34)

The BCEG was informed that the supporting materials for these Candidate Recommendations require further corrections and they were therefore deferred until later in this session.

S200.3: Close Ellsworth AFB (Slides 35-37)
S316.3: Realign Pope AFB (Slides 38-42)
S318.3c2: Close Niagara ARS (Slides 43-46)
S325.1: Realign Boise ARS (Slides 47-49)
S704.4: Close Kulis AGS (Slides 50-53)

Upon deliberation, the BCEG decided by consensus that Candidate Recommendation S200.3: Close Ellsworth AFB, as revised, should be forwarded to the IEC. Candidate Recommendations S316.3: Realign Pope AFB, S318.3c2: Close Niagara ARS, S325.1: Realign Boise AGS, and S704.4: Close Kulis AGS require further corrections and they were therefore deferred until later in this session.

OSD-ATL and Technical Joint Cross Service Group (TJCSG) representative, briefed military value associated with Tech-0014 and remained present for the ensuing discussion on Los Angeles AFB. He noted Space RDA realignment would consolidate numerous small activities.

riefed proposed Candidate Recommendations that incorporated Tech-0014 analysis from the TJCSG into USAF-0013/S801c1. The proposed Candidate Recommendation was defined in BCEG standard format slides (Slides 58-62) and briefed as a series of alternatives for either closure or realignment of this installation. The discussion covered a wide range of pros and cons. The BCEG discussed quality of life, advantages of operational synergy within the command, and other, harder to quantify potential advantages to the proposed action. The BCEG noted operational risk alone outweighs all the arguments in favor of this proposed Candidate Recommendation.

BCEG voted unanimously to not approve proposal Tech-0014 as an Air Force Candidate Recommendation the following reasons:

Military Value:
- LA AFB has highest quantitative mil value score for space D&A of all installations considered by the TJCSG
- LA AFB (0.84) rated four times higher than Peterson AFB (0.21)

Near Term (2-10 yr) operational risk
- Potential schedule and performance disruption to D&A programs/activities
- Potential loss of intellectual capital
- Potential loss of synergy with industry based in Los Angeles and surrounding areas

It was the sense of the BCEG that the Air Force needs to work quality of life issues and explore other ways to create synergy between D&A functions and the operational command

resented the final iterations of:
S435c5: Realign Fairchild AFB (Slides 64-65)
S436c5: Realign Birmingham AGS (Slides 66-67)
S437c5: Realign Key Field AGS (Slides 68-69)
Upon deliberation, the BCEG decided by consensus to forward these Candidate Recommendations to the IEC.

presented the final iterations of:
S316.3: Realign Pope AFB (Slides 70-72)

DCN: 12135

Following closing remarks by the co-chairs, the meeting adjourned at 1452. The next BCEG meeting is scheduled for 3 May 05 at 0830 in Pentagon Room 5C279.

B__.
Atch: As Stated

The minutes above are approved.

GERALD F. PEASE, JR.
SAF/IEB
Co-Chairman

GARY HECKMAN, Maj Gen, USAF
AF/XP (BRAC)
Co-Chairman

Attachments:
As Stated

Candidate #USAF-0018V3/ S200.3
Close Ellsworth AFB, Rapid City, SD

Candidate #USAF-0018V3/ S200.3 Errata

1. **Removed two C-130 receiver bases (Pope, Cheyenne) and re-flowed aircraft to Little Rock**

Candidate #USAF-0018V3/ S200.3
Close Ellsworth AFB, Rapid City, SD

Candidate Recommendation: Close Ellsworth AFB. The 28th Bomb Wing's 24 B-1B aircraft are distributed to the 7th Bomb Wing, Dyess AFB, Texas. The 317th Airlift Group at Dyess assigned C-130 aircraft are distributed to the 314th Airlift Wing (22 PAA) and 189th Airlift Wing (ANG) (2 PAA), Little Rock AFB, Arkansas; the 176 Wing (ANG), Elmendorf AFB, Alaska (4 PAA); and the 302d Airlift Wing (AFRC), Peterson AFB, Colorado (4 PAA). Peterson will have a C-130 AD/AFRC association. Elmendorf will have a C-130 AD/ANG association.

Justification

- Eliminates excess bomber infrastructure
- Realigns B-1B fleet at a single site
- Facilitates realignment of active duty C-130s at Little Rock
- Robusts C-130 ARC units at two locations

Military Value

- Ellsworth (39 Bmbr MCI) distributes B-1s to Dyess (20 Bmbr MCI)
- Mil Judgment: Moves C-130s from Dyess to facilitate capacity for B-1B realignment

Payback

One-Time Cost:	$299M
Net Implementation Savings:	$316M
Annual Recurring Savings:	$161M
Payback Period:	1 yr/2009
NPV Savings:	$1,853M

Impacts

- Criterion 6: Total Job Change: -6,768 (direct: -3,852, indirect: -2,916); Job Impact: -8.46%
- Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel
- Criterion 8: No natural infrastructure issues affecting candidate recommendation

✓ Strategy ✓ Capacity Analysis / Data Verification ✓ JCSG/MilDep Recommended ✓ Deconflicted w/JCSGs
✓ COBRA ✓ Military Value Analysis / Data Verification ✓ Criteria 6-8 Analysis ✓ Deconflicted w/MilDeps

S316.3
Realign Pope AFB

DCN: 12135

THERE WERE NO BRAC CLOSURES AND REALIGNEMENTS IN SOUTH DAKOTA IN 1988, 1991, AND 1993.

BRAC 2005 CLOSURES AND REALIGNMENT RECOMMENDATIONS ARE:

- ***CLOSE ELLSWORTH AIR FORCE BASE***
  - ***Move all B1 Bombers to Dyess AFB, TX***
  - ***Total manpower loss: 3,315 military; 438 civilians***
- ***REALIGN JOE FIELD AIR GUARD STATION***
  - ***Receive F-16s (3) from Cannon***
  - ***Move F-110 Intermediate Maintenance to Capital Airport AGS, IL to establish a Centralized Intermediate Repair Facility (CIRF) at Capital for F-110 engines***
    - ***Total manpower gain: 32 military; 27 civilians***

DCN: 12135

DCN: 12135

USAF Almanac

Major Commands

A major command is a subdivision of the Air Force assigned a major part of the Air Force mission and directly subordinate to Hq. USAF. In general, there are two types of major commands: functional and geographical.

ACC Air Combat Command

Headquarters Langley AFB, Va.

Established June 1, 1992

Commander Gen. Hal M. Hornburg

MISSIONS

Operate USAF bombers (active and ANG and AFRC gained); USAF's CONUS-based (active and gained) fighter and attack, reconnaissance, battle management, and command and control aircraft and intelligence and surveillance systems

Organize, train, equip, and maintain combat-ready forces for rapid deployment and employment to meet the challenges of peacetime air sovereignty and wartime air defense

Provide combat airpower to America's warfighting commands (Central, European, Northern, Pacific, and Southern); nuclear, conventional, and information operations forces to STRATCOM; air defense forces to NORAD

COROLLARY MISSIONS

Monitor and intercept illegal drug traffic

Test new combat equipment

FORCE STRUCTURE

Three numbered air forces: **8th,** Barksdale AFB, La.; **9th,** Shaw AFB, S.C.; **12th,** Davis–Monthan AFB, Ariz.
Three primary subordinate units: Air and Space Expeditionary Force Center, Langley AFB, Va.; Air Intelligence Agency, Lackland AFB, Tex.; Air Warfare Center, Nellis AFB, Nev.
26 wings
Three groups

OPERATIONAL ACTIVITY

Flying hours: 32,425 per month

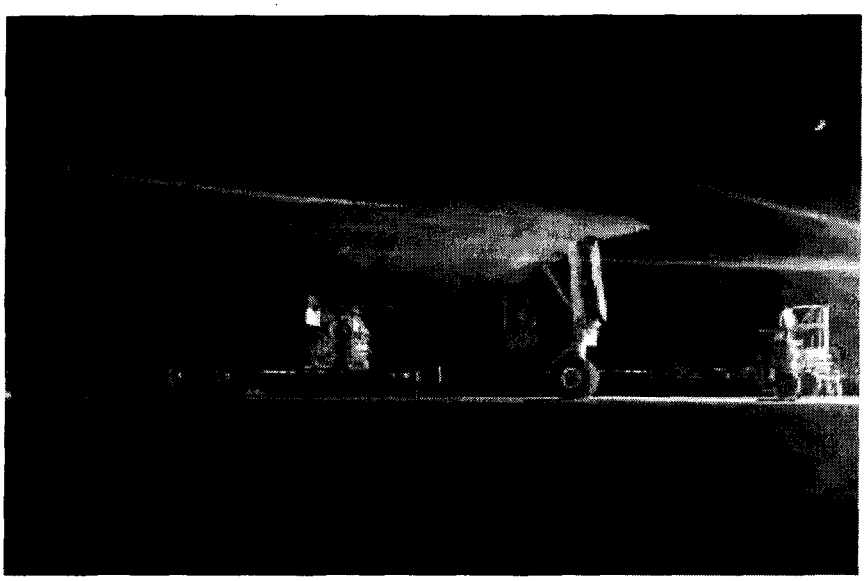
Major operations
Enduring Freedom (Afghanistan); Iraqi Freedom (Iraq); Noble Eagle (US)

Major training exercises
Air Warrior and AW II; Amalgam Warrior; Baltops; Blue Advance; Blue Flag; Bright Star; Cooperative Zenith; Eagle Flag; Fuertas Defensas; Global Guardian; Initial Link; Internal Look; Joint Task Force Exercise; Linked Seas; Maple Flag; New Horizons; Northern Viking; Red Flag; Roving Sands; Rugged Arch; Strong Resolve

PERSONNEL

(as of Sept. 30, 2003)

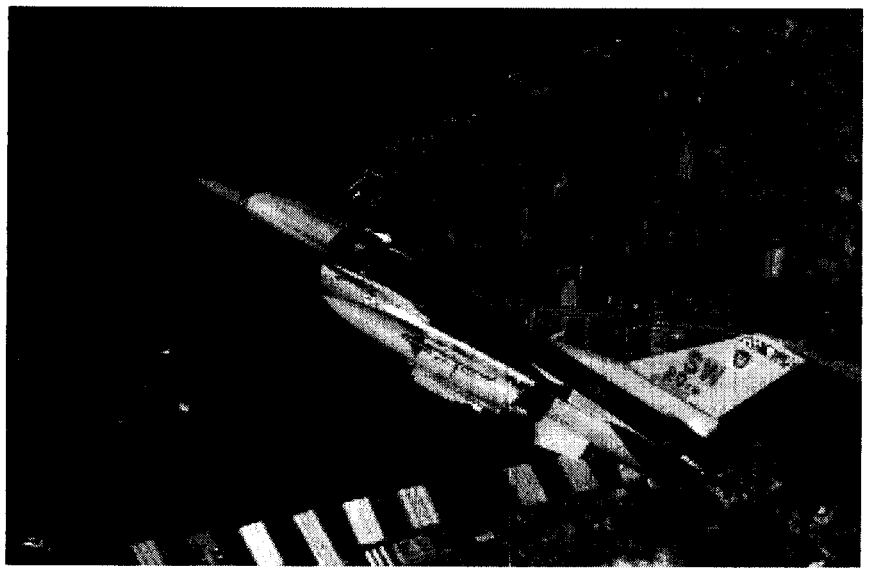
Active duty		93,115
Officers	13,094	
Enlisted	80,021	
Reserve components		54,459
ANG	45,469	
AFRC	8,990	
Civilian		9,690
Total		**157,264**



USAF photo by MSgt. Michael R. Nixon

The B-2* Spirit of Pennsylvania *from the 509th Bomb Wing, Whiteman AFB, Mo., sits on the ramp at Nellis AFB, Nev. The bomber and personnel from Whiteman were at Nellis participating in a Red Flag exercise.

DCN: 12135



USAF photo by SSgt. Aaron D. Allmon

An F-16CJ Fighting Falcon, 20th Fighter Wing, Shaw AFB, S.C., flies over New York City during a mission in support of Operation Noble Eagle, the homeland defense effort.

8th AIR FORCE (ACC), BARKSDALE AFB, LA.

Commander
Lt. Gen. Bruce A. Carlson

2nd Bomb Wing
Barksdale AFB, La.
(B-52H)

5th Bomb Wing
Minot AFB, N.D.
(B-52H)

9th Reconnaissance Wing
Beale AFB, Calif.
(T-38, U-2R/S)

55th Wing
Offutt AFB, Neb.
(E-4B, OC-135B, RC-135S/U/V/W, TC-135S/W)

67th Information Operations Wing
Lackland AFB, Tex.

70th Intelligence Wing
Ft. Meade, Md.

55th Electronic Combat Group
Davis-Monthan AFB, Ariz.
(EC-130H)

116th Air Control Wing
Robins AFB, Ga.
(E-8C)

480th Intelligence Wing
Langley AFB, Va.

509th Bomb Wing
Whiteman AFB, Mo.
(B-2, T-38)

552nd Air Control Wing
Tinker AFB, Okla.
(E-3B/C)

9th AIR FORCE (ACC), SHAW AFB, S.C.

Commander
Lt. Gen. Walter E. Buchanan III

1st Fighter Wing
Langley AFB, Va.
(F-15C/D)

4th Fighter Wing
Seymour Johnson AFB, N.C.
(F-15E)

20th Fighter Wing
Shaw AFB, S.C.
(F-16C/CJ/D)

33rd Fighter Wing
Eglin AFB, Fla.
(F-15C/D)

23rd Fighter Group
Pope AFB, N.C.
(A/OA-10)

DCN: 12135

PERSONNEL
(as of Sept. 30, 2003)

Active duty		71,666
Officers	15,332	
Enlisted	56,334	
Reserve components		7,966
ANG	4,739	
AFRC	3,227	
Civilian		14,712
Total		**94,344**

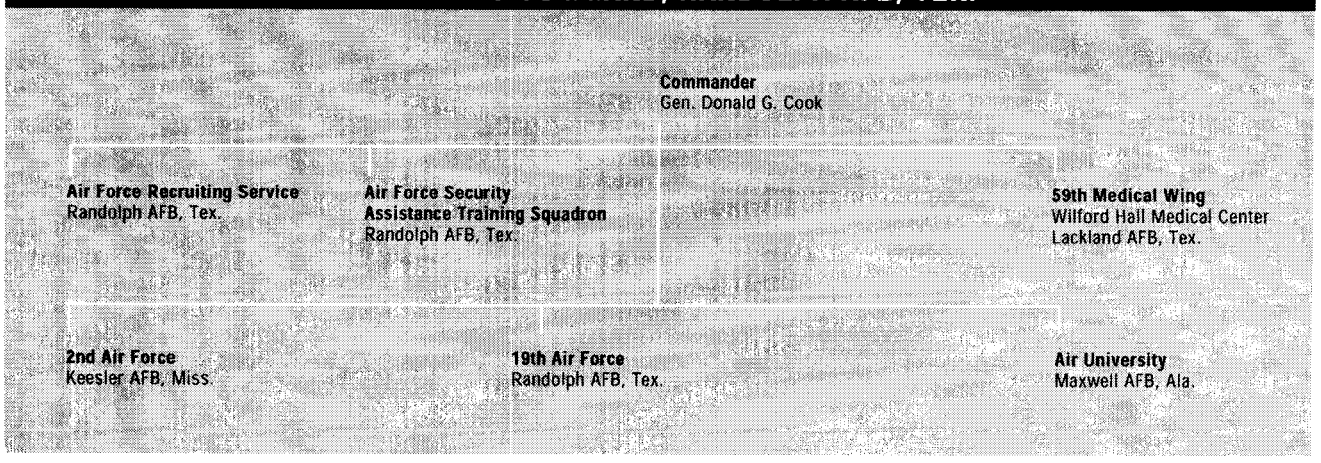
EQUIPMENT
(PAI as of Sept. 30, 2003)

Fighter/Attack	219
Helicopter	17
Special Operations Forces	17
Tanker	25
Trainer	914
Transport	56

UNIT	BASE	WEAPONS
Flying/Aircrew Training Units (Active)		
12th Flying Training Wing	Randolph AFB, Tex.	T-1, T-6, T-37, T-38, T-43
14th Flying Training Wing	Columbus AFB, Miss.	T-1, T-37, T-38
45th Airlift Squadron[a]	Keesler AFB, Miss.	C-21
47th Flying Training Wing	Laughlin AFB, Tex.	T-1, T-6, T-37, T-38
56th Fighter Wing	Luke AFB, Ariz.	F-16
58th Special Operations Wing	Kirtland AFB, N.M.	HC-130N/P, MC-130H, MC-130P, HH-60G, MH-53, UH-1
71st Flying Training Wing	Vance AFB, Okla.	T-1, T-37, T-38
80th Flying Training Wing	Sheppard AFB, Tex.	T-37, T-38
97th Air Mobility Wing	Altus AFB, Okla.	C-5, C-17, KC-135
314th Airlift Wing	Little Rock AFB, Ark.	C-130E
325th Fighter Wing	Tyndall AFB, Fla.	F-15, F/A-22
336th Training Group	Fairchild AFB, Wash.	UH-1
479th Flying Training Group	Moody AFB, Ga.	T-6, T-38C
Technical Training Units		
17th Training Wing	Goodfellow AFB, Tex.	
37th Training Wing	Lackland AFB, Tex.	
81st Training Wing	Keesler AFB, Miss.	
82nd Training Wing	Sheppard AFB, Tex.	
381st Training Group	Vandenberg AFB, Calif.	
Other Major Units		
Air University	Maxwell AFB, Ala.	
Air Force Recruiting Service	Randolph AFB, Tex.	
42nd Air Base Wing	Maxwell AFB, Ala.	
59th Medical Wing	Lackland AFB, Tex.	

[a]Part of 314th Airlift Wing.

AIR EDUCATION AND TRAINING COMMAND, RANDOLPH AFB, TEX.



DCN 12135

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
2521 SOUTH CLARK STREET
ARLINGTON, VA 22202
TELEPHONE: (703) 699-2950

May 26, 2005

Colonel (name here)
Garrison Commander
Ft. Bragg, NC 28310

Dear Sir:

Thank you and your staff for their professionalism and hospitality during our recent BRAC Commission visit to **(base)**, **(state)**. The information presented will assist the Commission during deliberation of the official recommendation concerning the realignment of **(base)**.

As you know, our visit was part of a multi-step process to evaluate and validate the Department of Defense recommendations with respect to all actions involving **(base)**. The visit allowed me and members of our staff to associate the volumes of DoD data with the installation they represent. It also provided a better understanding of the issues involved from a military value perspective.

Our tours of military installations are an integral part of a dynamic, open process which will enhance our ability to assess the current infrastructure prior to making our official report to the President. We appreciate you being part of that process.

Very respectfully,

General James T. Hill, USA (Ret.)
Commissioner

DCN: 12135

Final

ENVIRONMENTAL ASSESSMENT for Global Hawk Main Operating Base Beddown

United States Air Force
Air Combat Command

March 2001

DCN: 12135

FINDING OF NO SIGNIFICANT IMPACT

1.0 NAME OF PROPOSED ACTION

Global Hawk Main Operating Base Beddown.

2.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

The U.S. Air Force, Headquarters Air Combat Command (ACC) proposes to establish a main operating base within the contiguous United States for the Global Hawk, a high altitude, high endurance, unmanned aerial vehicle. This proposal involves locating 18 aircraft, associated equipment, and approximately 900 personnel at an Air Force base.

Five alternative locations for the Global Hawk main operating base beddown were considered in the analysis: Beale Air Force Base (AFB), California; Edwards AFB, California; Ellsworth AFB, South Dakota; Tinker AFB, Oklahoma and Wright-Patterson AFB, Ohio. The no-action alternative was also analyzed. Under this alternative, the Air Force would not beddown the Global Hawk at one of the five alternative bases. The Air Force's preferred alternative is to establish the Global Hawk main operating base at Beale AFB, California.

3.0 SUMMARY OF ENVIRONMENTAL CONSEQUENCES

The Environmental Assessment provides an analysis of the potential environmental impacts resulting from implementing the proposed action. Ten resource categories were evaluated in detail to identify potential environmental consequences. Resource categories discussed in the EA are: airspace management, air safety, noise, land use, socio-economics, air quality, hazardous materials and hazardous wastes, soils and water, biological resources, and cultural resources.

Basing the Global Hawk for operational use at any of the bases would require the development of specific flight operation procedures to meet Federal Aviation Administration requirements. These specific procedures would be developed by the Air Force and involve air traffic control facilitation outlined in formal agreements. No significant impacts to airspace management would result from the establishment of these procedures.

Implementation of the proposed action at any of the five alternative bases would increase annual baseline airfield operations by 1,248, an increase of no more than 3.1 percent at any one base. Aircraft located at the bases generate sound exposure levels 18 to 27 decibels higher than Global Hawk, resulting in negligible changes to the noise environment due to Global Hawk aircraft operations.

No conflicts with existing on-base land uses would result from the proposed construction at any of the bases. The proposed facilities would be located in compatible land use areas. Maintenance and operation of the Global Hawk would generate approximately 2,300 pounds of hazardous waste per year. The added hazardous waste would not affect current hazardous waste management procedures or generator status for any of the bases. No new types of hazardous waste would be generated from the operation of the Global Hawk aircraft.

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Site-specific environmental impacts for each base are provided below:

Beale AFB: The proposed beddown would add a maximum of 1,673 jobs and up to $146 million dollars in revenue to the region of influence. The proposed action would be phased over a 12-year period, and therefore would not result in a significant impact to the local labor pool or economy. Beale AFB is located in a maintenance area for ozone; however, the proposed action would not contribute ozone-related emissions above Environmental Protection Agency (EPA) established *de minimus* levels for ozone. Therefore, a formal air quality conformity determination is not required. No significant impacts to natural or cultural resources would be expected since the areas considered for construction are in developed or disturbed areas of the base. Vernal pools are located on the base, but none are located on proposed construction sites. No sensitive natural resource species are located on the proposed construction sites. No properties listed in the National Register of Historic places occur in the area around the base.

Edwards AFB: The proposed beddown would add a maximum of 2,062 jobs and up to $173 million dollars in revenue to the region of influence. Because the proposed action would be phased over a 12-year period, the local community could absorb the additional labor demand and revenue increase. This would result in no significant socioeconomic impact. Edwards AFB is located in areas of nonattainment for ozone and particulate matter. The total direct and indirect emissions from the proposed beddown would be below the EPA established *de minimus* levels specified for these two criteria pollutants, therefore a formal conformity determination would not be required. Construction at Edwards AFB would occur in developed or disturbed areas of the base. In 1991, The U.S. Fish and Wildlife Service issued a Biological Opinion pertaining to the federally threatened Desert Tortoise, which is known to occur on Edwards AFB. The Opinion covers potential impacts (loss of habitat, fatality rates) to the Desert Tortoise from any construction activities and aircraft ground operations within the flight line area. The Opinion determined that construction activities may affect but are not likely to adversely affect the Desert Tortoise. Site inspections by a trained biologist would occur during construction to allow removal of any Desert Tortoise. No adverse impacts would occur to significant cultural resources under this alternative. Buildings to be used are not historically significant. There is potential for some archaeological sites to exist on the main base, however, areas proposed for ground disturbance would be examined prior to construction and significant cultural resources, if discovered, would be avoided.

Ellsworth AFB: The proposed beddown would add a maximum of 2,498 jobs and up to $150 million in revenue to the region of influence. The local community could absorb the additional labor demand and revenues, since the proposed action would be phased over a 12-year period, resulting in no significant socioeconomic impact. Ellsworth AFB is located in an attainment area for all EPA established National Ambient Air Quality Standards (NAAQS). Therefore, a formal air quality conformity determination would not be required. No significant impacts to natural or cultural resources would be expected since the proposed construction is located in developed portions of the base. Two wetlands have been identified at the base in the vicinity of the flight line apron where Global Hawk construction is proposed. However, this area is not on the construction site and would be avoided. Although Building 7504, which is considered historically significant, would be used in this alternative, no structural changes or renovations would occur to the building.

Tinker AFB: The proposed beddown would add a maximum of 2,656 jobs and up to $170 million in revenue to the region of influence. The proposed action would be phased over a 12-year period and therefore would not result in a significant impact to the local labor pool or

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economy. Tinker AFB is located in an area in attainment for all EPA established NAAQS and therefore a formal air quality conformity determination would not be required. No significant impact to natural or cultural resources would occur. No threatened or endangered species, species of concern or wetlands are located on or near the proposed construction sites. The buildings to be used are not historically significant.

Wright-Patterson AFB: Long-term economic effect would add a maximum of 2,104 jobs and $148 million in revenue to the region of influence. Because the proposed action would be phased over a 12-year period, the local labor pool could absorb the additional labor demand and the additional revenues absorbed into the local economy, resulting in negligible impacts. Wright-Patterson AFB is located in a maintenance area for ozone; however, the proposed action would not contribute ozone related emissions above EPA *de minimus* levels. No significant impact to natural or cultural resources would occur, as the proposed construction areas are located in developed portions of the base. The upland sandpiper, a state listed threatened species, and the Indiana bat, a federally endangered species, are known to occur in areas adjacent to proposed construction sites. However, steps would be implemented to avoid disturbing these species or their habitat near the construction sites. Although one of the buildings identified for use is considered historically significant, the Air Force has not proposed renovations to it under the Global Hawk beddown proposal.

4.0 CONCLUSION

On the basis of the findings of the Environmental Assessment, no significant impact to human health or the natural environment would be expected from implementation of the proposed action at any of the potential beddown locations. Therefore, issuance of a Finding of No Significant Impact is warranted, and preparation of an Environmental Impact Statement, pursuant to the National Environmental Policy Act of 1969 (Public Law 91-190) is not required.

Kenneth P. Shelton — 9 Mar 01

KENNETH P. SHELTON
Lt Colonel, USAF
Chairperson, ACC Environmental Leadership Board

Date

DCN: 12135

COVER SHEET
Environmental Assessment for
Global Hawk Main Operating Base Beddown

Responsible Agency: United States Air Force, Air Combat Command

Proposed Action: Establish a main operating base for the high-altitude, unmanned aerial vehicle, Global Hawk, at one of five Air Force bases within the contiguous United States.

Written comments and inquiries regarding this document should be directed to

HQ ACC/CEVP
129 Andrews St., Ste 102
Langley AFB, VA 23665-2769
ATTN: Ms. Sheryl Parker

In addition, the document can be viewed on and downloaded from the world wide web at www.cevp.com.

Designation: Final Environmental Assessment

Abstract: The purpose of the proposed action is to establish and operate a main operating base for the Global Hawk, an unmanned aerial vehicle, at one of five Air Force bases within the contiguous United States. The proposal involves locating 18 high-altitude, long-endurance unmanned aerial vehicles, associated equipment, and approximately 900 personnel at an Air Force base. The beddown would start with an initial beddown of up to four aircraft in 2001, with two additional aircraft delivered each year through 2012. The proposal includes constructing support facilities and using existing airspace around the base. Based on the Air Force's alternative identification and evaluation process, five alternative bases were carried forward for detailed analysis: 1) Beale Air Force Base (AFB), California; 2) Edwards AFB, California; 3) Ellsworth AFB, South Dakota; 4) Tinker AFB, Oklahoma; and 5) Wright-Patterson AFB, Ohio. Beale AFB is the Air Force's preferred alternative for the location of the main operating base beddown. In addition, as required by the Council for Environmental Quality regulations implementing NEPA (CFR 40 Parts 1500-1508), the no-action alternative was also analyzed. Under this alternative, the Air Force would not beddown the Global Hawk at one of the five alternative bases at this time.

EXECUTIVE SUMMARY

This final Environmental Assessment (EA) describes the potential environmental consequences resulting from a U.S. Air Force (Air Force) proposal to establish a main operating base for the Global Hawk, an Unmanned Aerial Vehicle (UAV), at one of five Air Force bases within the contiguous United States. This proposal involves basing 18 Global Hawk aircraft (or two squadrons), and about 900 personnel at an Air Force base. This final EA was prepared by the Air Force, Headquarters Air Combat Command (HQ ACC), in accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) regulations implementing NEPA, and Air Force Instruction (AFI) 32-7061; therefore, the Environmental Impact Analysis Process (EIAP) as promulgated in Title 32 of the Code of Federal Regulations (CFR) Part 989.

PURPOSE AND NEED FOR THE ACTION

Commanders in charge of combat areas, peacekeeping, and humanitarian operations around the world must be able to collect, process, and report intelligence quickly and accurately. Commanders also need the ability to obtain that data from anywhere within the territory for which they are responsible, day or night, regardless of weather. The Global Hawk fulfills the need for near real-time, on-demand images and will complement and enhance current capabilities, providing many advantages for reconnaissance and intelligence gathering.

The Global Hawk provides long endurance, on-station intelligence, surveillance, and reconnaissance operations at about 65,000 feet above mean sea level. Global Hawk collects and disseminates imagery (e.g., photographs), which directly input into the Air Force's existing airborne reconnaissance and ground-based intelligence systems.

Global Hawk comprises an essential asset for worldwide intelligence gathering and near real-time information dissemination. No other Department of Defense asset provides the current or future intelligence gathering capabilities combined with long-endurance missions offered by Global Hawk. Therefore, the purpose of the proposed action is to implement the Global Hawk program at a main operating base within the contiguous United States.

To fulfill the Global Hawk program requirements, the first beddown should be implemented at a single Air Force base within the contiguous United States. Although Global Hawk aircraft and support capabilities would be deployed to different locations worldwide, a single main base is required to provide a consistent, secure, and dedicated location for overall command, maintenance, data collection, upgrades, and training. Using a single main operating base within the contiguous United States reduces overall requirements for facilities, personnel, and equipment, thereby decreasing program costs.

PROPOSED ACTION AND ALTERNATIVES

The Air Force proposes to establish a main operating base within the contiguous United States for the Global Hawk. The proposed beddown would occur in two phases:

Initial Phase - 2001 to 2002: This initial phase would involve the beddown of up to four Global Hawk aircraft at the selected main operating base. The first set of aircraft would come from Edwards AFB in late 2001 and consist of the Global Hawks used in the on-going test and evaluation program. Accompanying these aircraft would be ground segments for launch, recovery, and mission control, up to 50 Air Force personnel, and some additional contractor support personnel. Only existing facilities or at Tinker AFB, temporary facilities, including hangars and operations buildings, would be used for the initial beddown. The Air Force expects Global Hawk to undertake actual intelligence surveillance, and reconnaissance missions and to conduct training as soon as possible during the initial beddown.

Final Build-up Phase - 2002 to 2012: In 2002, the Air Force anticipates starting the final build-up phase of the Global Hawk beddown. Available information indicates that two Global Hawk aircraft would be delivered to the main operating base each year beginning in 2002. From 2003 through 2012, two aircraft per year would be delivered to the base to form two squadrons when combined with the original four from the initial phase. This set of aircraft would form the operational wing for the Global Hawk program. Personnel needed to operate and maintain the Global Hawk aircraft and equipment would be incrementally added during this phase. An increase of 918 personnel would occur at the main operating base. Construction of facilities (e.g., hangars, dormitories) would be undertaken and the amount of construction would vary according to the base selected. Equipment, including six sets of common ground segments, would be in place and functioning at this time. With the associated personnel, Global Hawk would be fully capable of meeting all its projected mission requirements around the world.

Based on the Air Force's alternative identification and evaluation process, five bases met the requirements needed to fulfill the proposed action:

1. Beale AFB, California;
2. Edwards AFB, California;
3. Ellsworth AFB, South Dakota;
4. Tinker AFB, Oklahoma; and
5. Wright-Patterson AFB, Ohio.

Each of these five alternatives is analyzed in this EA as a potential site for the Global Hawk main operating base. Beale AFB has been selected as the Air Force's preferred location for establishment of the Global Hawk main operating base. The EA also analyzes the no-action alternative, as required by NEPA and CEQ regulations. No action means the Air Force would not beddown Global Hawk at one of the five alternative bases at this time.

SUMMARY OF ENVIRONMENTAL CONSEQUENCES

This EA provides an analysis of the potential environmental consequences resulting from implementing one of the six alternatives. Ten resource categories received a thorough interdisciplinary analysis to identify potential impacts. Table ES-1 summarizes and compares the results of the analysis for each alternative according to the ten resource categories. According to the analysis in this EA, implementation of the proposed action at any one of the five alternative bases would not result in significant impacts in any resource category. Implementing any of these alternatives would not substantially change baseline conditions in the affected environment for each base.

Comparison of Alternatives by Resource (page 1 of 2)

Resource	*Beale AFB*	*Edwards AFB*	*Ellsworth AFB*	*Tinker AFB*	*Wright-Patterson AFB*	*No-Action Alternative*
4.2 Airspace Management and Air Safety						
Airspace Management	2.4% increase in airfield operations. Monitoring by Sacramento TRACON and Oakland ARTCC would provide equivalent level of safety.	2.4% increase in airfield operations. Global Hawk would climb and descend entirely within special use airspace.	2.3% increase in airfield operations. Ellsworth AFB RAPCON and Denver ARTCC would provide radar coverage for equivalent level of safety to 18,000 feet MSL.	2.2% increase in airfield operations. Oklahoma City TRACON and Fort Worth ARTCC could provide equivalent level of safety if the Global Hawk uses prescribed departures and approaches.	3.0% increase in airfield operations. Dayton TRACON and Blue Ash military radar unit could provide equivalent level of safety if the Global Hawk uses prescribed departures and approaches.	No change to airspace management or safety Airfield Operations: Beale: 51,825 Edwards: 52,607 Ellsworth: 54,600 Tinker: 57,000 Wright-Patterson: 40,251
Air Safety	Global Hawk would not measurably contribute to potential for BASH. Global Hawk projected mishap rate less than dominant aircraft (U-2).	Global Hawk would not measurably contribute to potential for BASH. Global Hawk projected mishap rate could increase the overall base mishap rate.	Global Hawk would not measurably contribute to potential for BASH. Global Hawk projected mishap rate could increase the overall base mishap rate.	Global Hawk would not measurably contribute to potential for BASH. Global Hawk projected mishap rate could increase the overall base mishap rate.	Global Hawk would not measurably contribute to potential for BASH. Global Hawk projected mishap rate could increase the overall base mishap rate.	Bird Aircraft Strikes between 14 (Beale AFB) and 45 (Tinker AFB) per year. Class A Mishap rate between 0.19 (Tinker AFB) and 7.17 (Beale AFB).
4.3 Noise and Land Use						
Noise	No change to baseline noise levels.	No change to baseline noise levels.	No change to baseline noise levels.	No change to baseline noise levels.	No change to baseline noise levels.	Acres affected by noise: Beale: 31,287 Edwards: 41,064 Ellsworth: 33,558 Tinker: 12,986 Wright-Patterson: 6,322
Land Use	Construction would affect 2.3 acres/consistent with all plans. No increase in areas affected by noise.	Construction would affect 1.7 acres/consistent with all plans. No off base residential areas affected by noise.	Construction would affect 1.3 acres/consistent with all plans. No increase in areas affected by noise.	Construction would affect 5.5 acres/consistent with all plans. No increase in areas affected by noise.	Construction would affect 1.8 acres/consistent with all plans. No increase in areas affected by noise.	Residential acres affected by 70 DNL or greater: Beale: 97 Edwards: -0- Ellsworth: 656 Tinker: 322 Wright-Patterson: 11
4.4 Human Resources						
	Global Hawk operations would add up to 755 indirect jobs and $146 million in revenue.	Global Hawk operations would add up to 1,144 indirect jobs and $173 million in revenue.	Global Hawk operations would add up to 1,580 indirect jobs and $150 million in revenue.	Global Hawk operations would add up to 1,738 indirect jobs and $170 million in revenue.	Global Hawk operations would add up to 1,186 indirect jobs and $148 million in revenue.	Median Household Income: Beale: $35,353 Edwards: $33,912 Ellsworth: $33,011 Tinker: $33,616 Wright-Patterson: $37,475

Table ES-1
Comparison of Alternatives by Resource (page 2 of 2)

Resource	*Beale AFB*	*Edwards AFB*	*Ellsworth AFB*	*Tinker AFB*	*Wright-Patterson AFB*	*No-Action Alternative*
4.5 Physical Resources						
Air Quality	Does not exceed *de minimis* for NO_x, VOCs. 2-3% increase in VOCs, SO_x, PM_{10}, CO and NO_x less than 0.2% of county emissions.	Does not exceed *de minimis* levels for NO_x, VOCs, PM_{10}. 2-3 % increase in VOCs, SO_x, PM_{10}. 4% increase in CO and NO_x.	In attainment. 1-15% increase in VOCs, SO_x, PM_{10}. Less than 0.2% of county CO and NO_x emissions.	In attainment. 1-4% increase in VOCs, SO_x, PM_{10}. 3% increase in CO and NO_x.	Does not exceed *de minimis* for NO_x, VOCs. 1% increase in VOCs, SO_x, PM_{10}. 2-3% increase in CO and NO_x.	Beale: maintenance for ozone. Edwards: serious/severe nonattainment for ozone, moderate nonattainment for PM_{10} Ellsworth: attainment Tinker: attainment Wright-Patterson: maintenance for ozone
Hazardous Materials and Hazardous Waste	Global Hawk would add 0.2% to hazardous waste; no change in management.	Global Hawk would add 0.4% to hazardous waste; no change in management.	Global Hawk would add 5% to hazardous waste; no change in management.	Global Hawk would add 0.02% to hazardous waste; no change in management.	Global Hawk would add 0.6% to hazardous waste; no change in management.	Annual Hazardous Waste (lbs): Beale: 1,145,789 Edwards: 604,014 Ellsworth: 45,838 Tinker: 9,337,400 Wright-Patterson: 379,179
Soils and Water Resources	Air Force would minimize erosion and implement BMPs.	Air Force would minimize erosion and implement BMPs.	Air Force would minimize erosion and implement BMPs.	Air Force would minimize erosion and implement BMPs.	Air Force would minimize erosion and implement BMPs.	Potential for soil erosion: Beale: moderate Edwards: moderate Ellsworth: moderate Tinker: moderate Wright-Patterson: severe
4.6 Natural Resources						
	No effects on Threatened and Endangered species, wetlands, or sensitive habitat.	No effects on Threatened and Endangered species, wetlands, or sensitive habitat.	No effect on Threatened and Endangered species; no effect on burrowing owls, wetlands, or sensitive habitat.	No effects on Threatened and Endangered species, wetlands, or sensitive habitat.	Two Threatened and Endangered species or species of concern would be avoided by construction.	Most bases are highly developed; usually have areas set aside for species/habitats.
4.7 Cultural Resources						
	No significant cultural resources affected.	No significant cultural resources affected.	No significant cultural resources affected.	No significant cultural resources affected.	No significant cultural resources affected.	All bases have archaeological and architectural surveys.
5.0 Cumulative Resources						
	No cumulative effects.	No cumulative effects.	No cumulative effects.	No cumulative effects.	No cumulative effects.	No cumulative effects.

DCN: 12135
JOHN THUNE
SOUTH DAKOTA

COMMITTEES
ARMED SERVICES
ENVIRONMENT & PUBLIC WORKS
SMALL BUSINESS
VETERANS' AFFAIRS

United States Senate

WASHINGTON, DC 20510

Can you get this report? B

The Honorable David M. Walker
Comptroller General of the United States
Government Accountability Office
441 G Street, NW
Washington, D.C. 20548

June 3, 2005

Subject: Comptroller General BRAC Analysis

Dear Mr. Walker:

As GAO begins the process of preparing detailed analysis and a report due to Congressional defense committees by July 1, 2005 on the Secretary of Defense's 2005 Base Closure and Realignment (BRAC) recommendations, I respectfully request that you direct your staff to review one particular GAO observation made in 1995 and assess its relevance to the current BRAC recommendations.

In GAO's April 1995 report titled, *Analysis of DoD's 1995 Process and Recommendations for Closure and Realignment*, page 67-68, it was noted that Ellsworth AFB (which then, as now, housed B-1 bombers) was considered for closure. Of interest, GAO observed in the report that "in discussion between the Air Force Secretary and Executive Group regarding Ellsworth, concerns were raised about overloading Dyess AFB, Texas, the other B-1 base." It went on to note, "other concerns were the placement of all B-1 assets at a single location..." Presumably, this refers to concerns about the wisdom of consolidating the entire inventory of a high-value bomber platform like the B-1 at a single location.

As you know, Ellsworth was not on the final recommendation list for closure in the1995 BRAC round. However, in the current set of BRAC recommendations, the Secretary of Defense concludes that Ellsworth AFB should be closed and all B-1s consolidated at Dyess AFB. I merely bring this to your attention and suggest that you may wish to explore whether the concerns brought up by the Air Force in 1995, were adequately addressed in this BRAC round and why they would not be just as valid today.

Sincerely,

John Thune
U.S. Senator

NORTH MAIN AVENUE
SIOUX FALLS, SD 57104
(605) 334-9596

1313 WEST MAIN STREET
RAPID CITY, SD 57701
(605) 348-7551

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SUITE 101
ABERDEEN, SD 57401
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Taken from GAO Analysis of DoD 1995 Proposed Recommendations for Closure & Realignment

DCN: 12135

Secretary and the Executive Group regarding Ellsworth, concerns were raised about overloading Dyess AFB, Texas, the other B-1 bomber base. Other concerns were the placement of all B-1 assets at a single location and provisions in the Strategic Arms Reduction Treaty that preclude collocation of nonnuclear-capable aircraft (the B-1) with nuclear-capable aircraft (the B-52). The Secretary and the Executive Group were also concerned about the high one-time costs ($250 million) to close Scott and the disruption of the U.S. Transportation Command's activities at the base. For Grand Forks, a Working Group official said that the Executive Group's analyses and discussions with the Secretary centered on finding a base that could receive Grand Forks' 48 KC-135 aircraft as a single package. Consideration was given to moving the aircraft to McGuire AFB, New Jersey, but air quality issues there precluded the action. Also, Grand Forks is a prime location for single integrated operational plan (SIOP) purposes.

After discussing the bases in the bottom tier, the Secretary looked at candidate bases from the middle tier, giving primary attention to Minot AFB; Beale AFB, California; and Malmstrom AFB. According to a Working Group official, Minot AFB could have been closed; however, the Air Force does not intend to decrease its B-52 inventory, as planned, and a suitable receiver base could not be found. For example, moving Minot's B-52 aircraft to other bases like Beale raised air quality environmental concerns, as well as concerns over the high cost ($183 million) to move the mission. Beale AFB was cited as a potential base to receive a special operations wing returning from overseas. The Executive Group minutes point out that closing Beale and moving its U-2 aircraft would create problems of overloading aircraft and encroachment problems at the potential receiving base (Davis-Monthan AFB, Arizona). The Working Group official also said that the importance of the Minuteman Missile Field at Malmstrom AFB precluded it from being a closure candidate. The Secretary also discussed the other second tier bases (Offutt AFB and McGuire AFB) but eliminated them from further consideration because of their missions. The Secretary did recommend the realignment of Grand Forks and Malmstrom AFBs.

Small Aircraft Bases

Three small aircraft bases were rated in the bottom tier—Cannon AFB, New Mexico; Holloman AFB, New Mexico; and Moody AFB, Georgia. According to Executive Group minutes, potential receiving bases (Hill AFB, Utah; Nellis AFB, Nevada; and Shaw AFB, South Carolina) have operational constraints affecting their ability to accommodate aircraft and meet range and training requirements. According to the minutes, Cannon and Holloman had airspace and range capabilities that would be difficult to

DCN: 12135

Base

Realignment and Closure

2005

Revised

Force Structure Plan

2 March 2005

UNCLASSIFIED
Version

INTRODUCTION

The Chairman of the Joint Chiefs of Staff provided a long-term force structure plan for the Defense Department based on its analysis of current and future threats, challenges, and opportunities and on the President's national strategy to meet such circumstances. In accordance with Section 2912 of the Defense Base Closure and Realignment Act of 1990, Public Law 101-510, as amended, the force structure plan for Base Realignment and Closure (BRAC) 2005 is based on the probable threats to national security for a 20-year period, from 2005 to 2024. In previous BRAC rounds, this projection ran only 6 years into the future. It is important to note that this report focuses on a snapshot of force structure through Fiscal Years 2011 due to security classifications. However, this snapshot is a realistic representation of future force structure.

An unclassified portion of the force structure plan is included in this report. The entire plan is classified and available through restricted distribution. The force structure plan does not reflect temporary adjustments to the force structure of one or another military service that the Secretary of Defense may make from time to time in response to unique but transient conditions. The Secretary of Defense submitted the force structure plan to Congress in March 2004 per Public Law 101-510. This submission is a revision to that plan.

Strategy and Force Development

The President's National Security Strategy and the Secretary of Defense's Strategy provide a new focus for US military forces. These strategies require that US forces, by their presence and activities, assure friends and allies of the United States resolve and ability to fulfill commitments. Military forces must dissuade adversaries from developing dangerous capabilities. In addition, forces must provide the President with a wide range of options to deter aggression and coercion, and if deterrence fails, forces must have the ability to defeat any adversary at the time, place, and in the manner of US choosing.

Based on detailed analysis since the Secretary's 2001 Quadrennial Defense Review, the Department of Defense has updated its strategic thinking, incorporating lessons learned from recent military operations.

The Department's planning has informed decisions to date on the force's overall mix of capabilities, size, posture, patterns of activity, readiness, and capacity to surge globally. Just as strategy is constantly updated to incorporate and account for a changing global security environment, force planning standards also are adaptive and dynamic over time.

The Department's force planning framework does not focus on specific conflicts. It helps determine capabilities required for a range of scenarios. The Department analyzes the force requirements for the most likely, the most

dangerous, and the most demanding circumstances. Assessments of US capabilities will examine the breadth and depth of this construct, not seek to optimize in a single area. Doing so allows decision makers to identify areas where prudent risk could be accepted and areas where risk should be reduced or mitigated.

The defense strategy requires the creation of new forms of security cooperation to support US efforts to swiftly defeat an adversary with modest reinforcement. Specifically, security cooperation will underpin diversified, operational basing access and training opportunities for forward stationed forces, and strengthen US influence with potential partners that could provide coalition capabilities for future contingencies. Security cooperation efforts will focus on activities to build defense relationships that promote US and allied security interests, develop allied and friendly military capabilities for self-defense and coalition operations, and provide US forces with peacetime and contingency access and en route infrastructure.

Transformation To A Capabilities-Based Approach

Continuous defense transformation is part of a wider governmental effort to transform America's national security institutions to meet 21st-century challenges and opportunities. Just as our challenges change continuously, so too must our military capabilities.

The purpose of transformation is to extend key advantages and reduce vulnerabilities. We are now in a long-term struggle against persistent, adaptive adversaries, and must transform to prevail.

Transformation is not only about technology. It is also about:

- Changing the way we think about challenges and opportunities;
- Adapting the defense establishment to that new perspective; and,
- Refocusing capabilities to meet future challenges, not those we are already most prepared to meet.

Transformation requires difficult programmatic and organizational choices. We will need to divest in some areas and invest in others.

Transformational change is not limited to operational forces. We also want to change long-standing business processes within the Department to take advantage of information technology. We also are working to transform our international partnerships, including the capabilities that our partners and we can use collectively.

Derivative of a transformational mindset is adoption of a capabilities-based planning methodology. Capabilities-based planning focuses more on how adversaries may challenge us than on whom those adversaries might be or where we might face them. It focuses the Department on the growing range of

capabilities and methods we must possess to contend with an uncertain future. It recognizes the limits of intelligence and the impossibility of predicting complex events with precision. Our planning aims to link capabilities to joint operating concepts across a broad range of scenarios.

The Department is adopting a new approach for planning to implement our strategy. The defense strategy will drive this top-down, competitive process. Operating within fiscal constraints, our new approach enables the Secretary of Defense and Joint Force Commanders to balance risk across a range of areas.

We seek to foster a culture of innovation. The War on Terrorism imparts an urgency to defense transformation; we must transform to win the war.

Addressing Capabilities Through Force Transformation

The Department's transformation strategy will balance near-term operational risk with future risk in investment decisions. It will invest now in specific technologies and concepts that are transformational, while remaining open to other paths towards transformation. Capabilities will be developed, supported by force transformation, which will allow us to meet the defense strategy while remaining open to explore new and essential capabilities. This force transformation will allow us to create a new/future force structure, which will move from its current platform-centric condition to a more capabilities-based and network-centric philosophy that addresses the full spectrum of conflict. It will allow the US military to create conditions for increased speed of command and opportunities for coordination across the battlespace.

PROBABLE THREATS TO NATIONAL SECURITY

Range of Challenges. Uncertainty is the defining characteristic of today's strategic environment. We can identify trends but cannot predict specific events with precision. While we work to avoid being surprised, we must posture ourselves to handle unanticipated problems – we must plan with surprise in mind.

We contend with uncertainty by adapting to circumstances and influencing events. It is not enough to react to change. We must safeguard US freedoms and interests while working actively to forestall the emergence of new challenges.

The US military predominates in the world in traditional forms of warfare. Potential adversaries accordingly shift away from challenging the United States through traditional military action and adopt asymmetric capabilities and methods. An array of traditional, irregular, catastrophic, and disruptive capabilities and methods threaten US interests.

These categories overlap. Actors proficient in one can be expected to try to reinforce their position with methods and capabilities drawn from others.

Indeed, recent experience indicates that the most dangerous circumstances arise when we face a complex of such challenges. For example, our adversaries in Iraq and Afghanistan presented both traditional and irregular challenges. Terrorist groups like al Qaida pose irregular threats but also actively seek catastrophic capabilities. The government of North Korea at once poses traditional, irregular, and catastrophic challenges. In the future, the most capable opponents may seek to combine truly disruptive capacity with traditional, irregular, and catastrophic forms of warfare.

Traditional challenges come largely from states employing recognized military capabilities and forces in well-known forms of military competition and conflict. While traditional forms of military competition remain important, trends suggest that these challenges will receive lesser priority in the planning of adversaries vis-à-vis the United States. This can be attributed, in part, to US and allied superiority in traditional forms of warfare and the enormous cost to develop, acquire, and maintain conventional capabilities. But it is also explained by the increasing attractiveness of irregular methods, as well as the increasing availability of catastrophic capabilities. Even where adversaries possess considerable capacity in traditional domains, they often seek to reinforce their position with catastrophic, irregular, and disruptive methods and capabilities. Therefore, some strictly traditional or hybrid challenges require the active maintenance of sufficient combat overmatch in key areas of traditional military competition.

Irregular challenges are characterized as "unconventional" methods employed by state and non-state actors to counter the traditional advantages of stronger opponents. Irregular methods of increasing sophistication – including terrorism, insurgency, civil war, and third-party coercion – will challenge US security interests to a greater degree than they have in the past. Our adversaries are likely to exploit a host of irregular methods in an attempt to erode US influence, power, and national will over time.

Two factors in particular have intensified the rapid growth and potential danger of irregular challenges: the rise of extremist ideologies and the erosion of traditional sovereignty. Worldwide political, religious, and ethnic extremism continue to fuel deadly and destabilizing conflicts. Particularly threatening are those extremist ideologies that sanction horrific violence targeted at civilians and noncombatants. Areas in Central and South America, Africa, the Middle Ease, and South, Central, and Southeast Asia have provided havens for terrorists, criminals, insurgents, and other groups that threaten global security. Many governments in these areas are unable or unwilling to extend effective control over their territory, thus increasing the area available to hostile exploitation. Irregular challenges in and from these areas will grow more

intense over time and are likely to challenge the security of the United States and its partners for the indefinite future.

Our ongoing War on Terrorism and our resulting operational experience call for a reorientation of our military capabilities to contend with these challenges more effectively.

Catastrophic challenges involve the acquisition, possession, and use of weapons of mass destruction (WMD) or methods producing WMD-like effects. A number of state and non-state actors are vigorously seeking to acquire dangerous and destabilizing catastrophic capabilities. States seek these capabilities to offset perceived regional imbalances or to hedge against US military superiority. Terrorists seek them because of the potential they hold for greater physical and psychological impact on targeted audiences.

Porous international borders, weak controls over weapons-related materials and expertise, and ongoing revolutions in information technology are increasingly enabling this trend. Particularly troublesome is the nexus of transnational terrorists, WMD proliferation, and rogue states. Unchecked, this confluence raises the prospect of direct WMD employment against the United States or our allies and partners. Indeed, many would-be adversaries likely believe the best war to check American reach and influence is to develop the capability to threaten the US homeland directly. Catastrophic attacks could arrive via a number of delivery means ranging from rogue use of WMD-armed ballistic missiles to surreptitious delivery through routine commercial channels to innovative attacks like those undertaken on 9/11.

Elements of the US national infrastructure are vulnerable to catastrophic attack. The interdependent nature of the infrastructure crests more vulnerability because attacks against one sector – the electric power grid for instance – would impact other sectors as well. Parts of the defense-related critical infrastructure are vulnerable to a wide range of attacks, especially those that rely on commercial sector elements with multiple single points of failure.

The continuing illicit proliferation of WMD technology and expertise makes contending with catastrophic challenges an enduring necessity. A single catastrophic attack against the United States is an unacceptable prospect. The strategic effect of such an attack transcends the mere economic and social costs. It represents a more fundamental, existential threat to our nation, our institutions, and our free society. Thus, new emphasis must be applied to capabilities that enable us to dissuade acquisition of catastrophic capabilities, deter their use, and finally, when necessary, defeat them prior to their posing direct threats to us and our partners.

Disruptive challenges are those posed by competitors employing breakthrough technology that might counter or negate our current advantages

in key operational domains. In doing so, competitors seek to provide new military options that offset our advantages in niche areas and threaten our ability to operate from the strategic commons – space, international waters and airspace, and cyberspace. Such developments will afford opponents only temporary advantage. In a few instances, however, the United States could confront technological breakthroughs that would fundamentally alter our approach to security. These might include, but are not limited to, breakthroughs in biotechnology, cyber-operations, space, directed-energy, and other emerging fields. Although such developments are unpredictable, we must be attentive to the consequences that such possibilities hold, and plan and invest accordingly.

The goal of our transformation is to contend effectively with these challenges and channel future security competition in ways favorable to the United States and its international partners. We accomplish this by assuring our allies and friends – demonstrating our resolve to fulfill defense commitments and protect common interests; dissuading potential adversaries from adopting threatening capabilities and ambitions; deterring aggression and coercion by maintaining capable and rapidly deployable military forces. Finally, at the direction of the President, we will defeat adversaries at the time, place, and in the manner of our choosing – setting the conditions for future security.

The Unclassified Force Structure Plan

The following table shows the programmed force structure, manning, and funding for the Army, Navy, Marine Corps, and Air Force for Fiscal Years 2005, 2007, 2009, and 2011. When reviewing this plan, it should be noted that it depicts only Service force units; that is, not all of the force structure is identified. For example, the unclassified version does not account for Army non-divisional units including its associated assets like aviation and special operations; Navy non-carrier-based aircraft and construction battalions; and Air Force airlift, special operation, tankers, and missiles.

DCN: 12135

Service Force Units

	FY05	FY07	FY09	FY11
Army UEx				
Active	6	11	13	13
Reserve	1	5	8	8
Army Divisions				
Active	5			
Reserve	7	3		
Aircraft Carriers	12	11	11	11
Carrier Air Wings				
Active	10	10	10	10
Reserve	1	1	1	1
Battle Force Ships	324	325	337	342
Air Force AEFs	10	10	10	10
USMC Divisions				
Active	3	3	3	3
Reserve	1	1	1	1

End-strength (k)

		FY05	FY07	FY09	FY11
USA*	AC	482	482	482	482
	RC	555	555	555	555
USN	AC	366	345	345	345
	RC	83	71	70	70
USMC*	AC	175	175	175	175
	RC	40	40	40	40
USAF	AC	360	356	350	350
	RC	183	182	182	183

* The Army projects it will end FY05 with end strength of 511,800 or 29,400 above the baseline of 482,400. The Marine Corps projects it will end FY05 with end strength of 177,675 or 2,675 above the baseline of 175,000. The FY05 Supplemental request includes $1.7 billion to support these overstrengths. In FY06, the Army and Marine Corps plan to exceed the funded end strength levels by at least 30,000 and 3,000 end strength, respectively. Both Services plan to seek Supplemental funding for any additional end strength above the baseline in support of the War on Terrorism.

Anticipated Level of Funding ($B)

	FY05	FY07	FY09	FY11
USA	115	110.1	120.3	125.6
USN	103.7	110.5	122.7	131.5
USMC	18.9	18.5	20.6	21.9
USAF	119.6	133.3	138.7	146.8

DCN: 12135

Defense Transformation: Background and Oversight Issues for Congress

(Summary extracted from CRS Report to Congress; April 4, 2005; Code RL32238*)

Summary

The Bush Administration identified transformation as a major goal for the Department of Defense (DOD) soon after taking office and has since worked to refine and implement its plans for defense transformation. Defense transformation can be defined as large-scale, discontinuous, and possibly disruptive changes in military weapons, concepts of operations (i.e., approaches to warfighting) and organization. The issue for the 109th Congress is how to take the concept of defense transformation into account in assessing and acting on Administration proposals for DOD.

The Administration argues that new technologies make defense transformation possible and that new threats to U.S. security make defense transformation necessary. The Administration's vision for defense transformation calls for placing increased emphasis in U.S. defense planning on irregular warfare including terrorism, insurgencies, and civil war; potential catastrophic security threats, such as the possession and possible use of weapons of mass destruction by terrorists and rogue states; and potential disruptive events, such as the emergence of new technologies that could undermine current U.S. military advantages. The Administration's vision for defense transformation calls for shifting U.S. military forces toward a greater reliance on joint operations, network-centric warfare, effects-based operations, speed and agility, and precision application of firepower. Transformation could affect the defense industrial base by transferring funding from "legacy" systems to transformational systems, and from traditional DOD contractors to firms that previously have not done much defense work.

Debate has arisen over several elements of the Administration's transformation plan, including its emphasis on network-centric warfare; the planned total size of the military; the balance between air and ground forces; the restructuring of the Army; the balance of tactical aircraft relative to unmanned air vehicles and bombers; its emphases on missile defense and special operations forces; and its plans regarding reserve forces and forces for stability operations. Potential areas of debate regarding the Administration's strategy for implementing transformation include overall leadership and management; the balance of funding for transformation vs. near-term priorities; the roles of DOD offices responsible for transformation; tests, exercises, and metrics for transformation; independent analysis of the Administration's plans; and actions for creating a culture of innovation.

Some observers are concerned that the Administration's regular (some might even say habitual) use of the term transformation in discussing its proposals for DOD has turned the concept of transformation into an empty slogan or buzz-phrase. Other observers are concerned that the Administration is invoking the term transformation as an all-purpose rhetorical tool for justifying its various proposals for DOD, whether they relate to transformation or not, and for encouraging minimal debate on those proposals by tying the concept of transformation to the urgent need to fight the war on terrorism. This report will be updated as events warrant.

* Full CRS Report available on request

PREPARED TESTIMONY OF U.S. SECRETARY OF DEFENSE
DONALD H. RUMSFELD
BEFORE THE SENATE ARMED SERVICES COMMITTEE
GLOBAL POSTURE
SEPTEMBER 23, 2004

Mr. Chairman, members of the Committee:

We thank you for the opportunity to discuss our work of some 3½ years to transform the Department of Defense.

History is traced by major events. It is important to learn from them. As we look back now on the wars of the last few centuries, we see the key moments, the turning points, and the statesmen and legislative leaders who played critical roles in helping to make our world more secure and allowing freedom to spread.

I am not certain that our work, together with this Committee and the Congress, in carrying out the President's vision for transforming of our military is one of those milestones.

But it could prove to be so.

I hope it is. Indeed, it is important that that be the case.

Today I will mention some of the elements of reform – even revolution – that fit under the somewhat pedestrian term of "transformation" or "transforming." We all can look back with some satisfaction on how much has been achieved, and look forward with encouragement, as we seek to do still more.

We meet as the brave men and women in uniform are defending the American people against those who seek to terrorize and intimidate civilized societies and to attack our freedoms. The folks in uniform represent the best our country has to offer. They have not wavered in meeting the tough challenges we face.

While I know the Committee agrees that our responsibility is to ensure that they have the tools they need to fight this war, and a military structure that helps them win it, we need to do still more.

Rearranging our global posture, the subject of today's hearing, is essential to our success. General Jim Jones, Admiral Thomas Fargo, and General Leon LaPorte are here today with Chairman of the Joint Chiefs of Staff, General Dick Myers, to discuss these important proposals.

It is important to note that rearranging our global posture is only part of our considerably broader set of undertakings. What we are doing is changing mindsets and perspectives.

Essential to this is transforming our military into a more agile, more efficient force that is ready and able to combat the asymmetric challenges of this new and uncertain time.

This is a sizable undertaking. It is said that Abraham Lincoln once equated reorganizing the Army with "bailing out the Potomac River with a teaspoon." He was expressing the truth that change is not easy.

But history has long warned great nations of the perils of seeking to defend themselves by using the successful tactics and strategies of the last war. The French experienced this with the Maginot Line.

Throughout our history, Americans have shown a talent for innovation and invention, and the providence of finding the right leaders for the times. General Ulysses S. Grant made skillful use of the rifle, the telegraph, and railroads to win the Civil War. At the turn of the 20th Century, President Theodore Roosevelt recognized the potency of deterrence and used naval power to project American strength.

After World War I, visionaries like Billy Mitchell predicted the rise of air power as critical to future battles. And Patton and Eisenhower's awareness of the importance of the tank and armored warfare helped to prepare for World War II.

In Afghanistan, our forces utilized a creative combination of cutting edge satellite technology and old-time cavalry charges to liberate that country with a minimal loss of life.

America today remains the world's preeminent military power because our leaders have properly challenged assumptions and the status quo, invested in and made use of new technologies, and abandoned old certainties and strategies when freedom's defense required it. Ours are the military forces that have been on the cutting edge of new ideas. And so we must be today.

Members of the Committee, we do not propose changes to our defense strategies lightly or precipitously. They are part of a broad strategy that, as this Committee knows, has been years in the making. These proposals will take place over the next six to eight years. There will be no grand announcement. This administration has consulted extensively with our allies – new and old – on a multitude of levels, every step of the way. We have sought the advice of the Congress. We recognize that no one has a monopoly on wisdom.

The course we have charted is not novel or sudden. Key points were designated by the President, before he was even elected.

In a 1999 speech at the Citadel, then-Governor Bush warned of the rise of terrorism, the spread of missile technology, and the proliferation of weapons of mass destruction – a "world of terror and missiles and madmen."

Calling for a "new spirit of innovation," he outlined ambitious goals: "to move beyond marginal improvements – to replace existing programs with new technologies and strategies. Our forces in the next century must be agile, lethal, readily deployable, and require a minimum of logistical support. We must be able to project our power over long distances, in days or weeks, rather than months."

Mr. Chairman, I realize these goals are not new to you or to this Committee. We have been working on these changes together for a number of years.

But let me set out where we are at this point of our journey:

- We have increased the size of the U.S. Army and are re-organizing it into more agile, lethal and deployable brigades – light enough to move quickly on short notice, but also with enough protection, firepower and logistics assets to sustain themselves;

- We are retraining and restructuring the Active and Reserve components to achieve a more appropriate distribution of skill sets, to improve the total force's responsiveness to crises, and so that individual reservists and guardsmen will mobilize less often, for shorter periods of time, and with somewhat more predictability. Already the services have rebalanced some 10,000 military spaces both within and between the Active and Reserve components in 2003, and are projected to rebalance 20,000 more during 2004.

- We are increasing the jointness between the services. Instead of simply de-conflicting the armed services and members of the intelligence community we are integrating them to interact as seamlessly as possible.

- We are improving communications and intelligence activities. This includes, for example, the development of Space Based Radar (SBR) to monitor both fixed and mobile targets deep behind enemy lines and over denied areas, in any kind of weather. We also are at work on the Transformational Communications Satellite (TSAT) to provide our joint warfighter with unprecedented communication capability. To give you an idea of the speed and situational awareness the TSAT will provide, consider this: transmitting a Global Hawk image over a current Milstar II, as we do today, takes over 12 minutes. With TSAT it will take less than a second.

- The Department is constructing three new state-of-the-art guided missile destroyers to patrol the seas; 42 new F/A-18 fighter aircraft to guard the skies; and new C-17 strategic air lifters, which will improve our ability to move forces quickly over long distances.

- We have significantly expanded the capabilities and missions of Special Operations. SOCOM has moved from exclusively a "supporting" command to both a "supporting" and a "supported" command, with the authority to plan and execute missions in the global war on terror.

- We have established new commands and restructured old ones:

    - the Northern Command, dedicated to defending the homeland;
    - the Joint Forces Command, to focus on continuing transformation; and
    - the Strategic Command, responsible for early warning of and defense against missile attack, and the conduct of long-range attacks.

- We are working with NATO in an effort to make the Alliance more relevant and credible in this post-Cold War era, shedding redundant headquarters and creating a new rapid response force.

- It used to be that operational and contingency plans were developed, then placed on the shelf for years. We're working to maintain a regular review of plans, challenging our own assumptions and keeping the plans fresh and relevant.

- The Department is changing its approach to infrastructure and installations. When the Administration arrived, facilities were funded at a rate and level that reflected an expectation that they would be replaced only every 175 to 200 years. Our goal was and remains to cut it down to a more realistic recapitalization rate closer to 70 years.

- We are making progress in changing the culture in the Department and the military from one of "risk avoidance" to one that rewards achievement and innovation.

Let me mention another example of an activity underway that on its own may seem minor, but is crucial to the process of transforming.

Today we have tens of thousands of uniformed people doing what are essentially non-military jobs. And yet we are calling up Reserves to help deal with the global war on terror. The same benefit as we achieve with an increase in military personnel is already coming from converting some of these jobs filled by uniformed personnel to positions supported by DoD civilians or contractors. The Department has identified over 50,000 positions to begin such conversion and plans to carry out this conversion at a rate of about 10,000 positions per year. We are also continuing to review thousands of other positions for possible conversion.

To support this, we are working with the Congress and the unions to improve our civilian personnel systems so we can fill these converted positions expeditiously. This is an enormously complicated matter and there is a great deal more work to be done. But when fully implemented, the National Security Personnel System, should:

- Expedite the hiring process for civilian employees;
- Recognize and reward outstanding civilian individuals;
- Make it easier to provide merit-based promotions and reassignments; and
- Streamline the complex webs of rules and regulations that currently frustrate efficient management of the Department.

When we talk about changes to our country's global posture, it is important to look at those changes – as part of the broader transforming of our way of doing things. One cannot succeed without the other.

If our goal is to arrange the Department and our forces so we are prepared for the challenges of this new century – the newer enemies and the more lethal weapons – it is clear that our existing arrangements are seriously obsolete.

We have entered an era where enemies are in small cells scattered across the globe. Yet America's forces continue to be arranged essentially to fight large armies, navies, and air forces, and in support of an approach – static deterrence – that does not apply to enemies who have no territories to defend and no treaties to honor.

We are still situated in a large part as if little has changed for the last fifty years – as if, for example, Germany is still bracing for a Soviet tank invasion across its northern plain. In South Korea, our troops were virtually frozen in place from where they were when the Korean War ended in 1953.

So we have developed a set of new concepts to govern the way we will align ourselves in the coming years and decades. Though this should not be news to many on the Committee since we have offered extensive briefings to Members and staffs, let me reiterate some of the concepts.

A first notion is that our troops should be located in places where they are wanted, welcomed, and needed. And, in some cases, the presence and activities of our forces grate on local populations and have become an irritant for host governments. The best example is our massive headquarters in some of the most valuable downtown real estate in Seoul – Korea's capital city – long a sore point for many South Koreans. Under our proposed changes, that headquarters will be moved to a location well south of the capital.

In the last few years, we have built new relationships with countries that are central to the fight against extremists – in places such as Afghanistan, Pakistan, and Uzbekistan, to offer a few examples. We also have strong partnerships with the newly-liberated nations of Eastern Europe. We believe it makes sense to try to work out arrangements with countries that are interested in the presence of the U.S. and which are in closer proximity to the regions of the world where our troops are more likely to be needed in the future.

A second governing concept is that American troops should be located in environments that are hospitable to their movements. Because U.S. soldiers may be called to a variety of locations to engage extremists at short notice, we need to be able to deploy them to trouble spots quickly. Yet over time, some host countries and or their neighbors have imposed restrictions on the movement and use of our forces. So it makes sense to place a premium on developing more flexible legal and support arrangements with our allies and partners where we might choose to locate, deploy or exercise our troops.

Many of our current legal arrangements date back a half a century or more. We need our international arrangements to be up-to-date – to reflect the new realities and to permit operational flexibility. They have to help, not hinder, the rapid deployment and employment of U.S. and coalition forces worldwide in a crisis. These legal arrangements should encourage responsibility and burden-sharing among our partners and ourselves, and be certain to provide the necessary legal protections for U.S. personnel.

Third, we need to be in places that allow our troops to be usable and flexible. As the President has noted, the 1991 Gulf War was a stunning victory. But it took six months of planning and transport to summon our fleets and divisions and position them for battle. In the future, we cannot expect to have that kind of time.

Finally, we believe we should take advantage of advanced capabilities that allow us to do more with less. The old reliance on presence and mass reflects the last century's industrial-age thinking.

In this century, we are shifting away from the tendency to equate sheer numbers of things – tanks, troops, bombs, etc. – with capability. If a commander has a smart bomb that is so precise that it can do the work of eight dumb bombs, for example, the fact that his inventory is reduced from ten dumb bombs to five smart bombs does not mean his capability has been reduced – indeed his capability has been significantly increased.

The "old think" approach needs to be modernized. In terms of lethality, precision weapons have greatly expanded our capability, while significantly reducing the number of weapons needed.

We can, for example, attack multiple targets in one sortie, rather than requiring multiple sorties to attack one target. The Navy's response time for surging combat ships has been shortened to the point that we will likely not need a full-time carrier strike group presence in every critical region.

As a result of these new ways of thinking, we have developed plans for a more flexible and effective force posture for the 21st century. For example, main operating bases in places like Germany, Italy, the U.K., Japan, and Korea, will be consolidated, but retained. We hope to rely on forward operating sites and locations, with rotational presence

and pre-positioned equipment, and to gain access to a broader range of facilities with little or no permanent U.S. presence, but with periodic service or contractor support.

In Asia, our ideas build upon our current ground, air, and naval access to overcome vast distances, while bringing additional naval and air capabilities forward into the region. We envision consolidating facilities and headquarters in Japan and Korea, establishing nodes for special operations forces, and creating multiple access avenues for contingency operations.

In Europe, we seek lighter and more deployable ground capabilities and strengthened special operations forces – both positioned to deploy more rapidly to other regions as necessary – and advanced training facilities.

In the broader Middle East, we propose to maintain what we call "warm" facilities for rotational forces and contingency purposes, building on cooperation and access provided by host nations during Operations Enduring Freedom and Iraqi Freedom.

In Africa and the Western Hemisphere, we envision a diverse array of smaller cooperative security locations for contingency access.

And, of course, we welcome comments and suggestions as negotiations with potential host countries proceed.

One additional benefit to our proposed new arrangements is that they will significantly improve the lives of U.S. military families. This is important. Over the coming period of years, we plan to transfer home, to American soil, up to 70,000 troops and some 100,000 family members and civilian employees. In addition, deployments of the future should be somewhat shorter, families should experience somewhat fewer permanent changes of station, and thus less disruption in their lives.

Base Realignment and Closure (BRAC)

The global posture decision process and Base Realignment and Closure (BRAC) are tightly linked, indeed they depend on each other. They are both key components of the President's transformation agenda, and they both will be critical instruments for stability in the lives of service members and their families. Together, they will help to provide more predictability in assignments and rotations.

The progress made to date on global posture enables DoD to provide specific input on overseas changes for BRAC 2005. That input will allow domestic implications of the global posture review – with forces and personnel either returning to or moving forward from U.S. territory – to be accounted for as effectively as possible within the BRAC decision-making process.

Finally, as was the case with previous BRAC rounds, the U.S. will retain enough domestic infrastructure to provide for difficult-to-reconstitute assets to respond to surge needs, and to accommodate significant force reconstitution as necessary, including all forces based within or outside the United States.

Any initiative as complex as the proposed global posture realignment will stimulate questions – especially in an election year.

I appreciate this opportunity to address a few of the myths and misconceptions that seem to be lingering out there about what is contemplated.

For example, will reducing overall force levels in Korea reduce our ability to come to its defense?

In fact, our partnership with the Republic of Korea is a good example of what we hope to accomplish. The Defense Department has been investing in and making arrangements for improved capabilities – such as long range precision weaponry – to be available on the Korean peninsula. As a result, as we are increasingly able to transfer responsibility to Korean forces, we will be able to reduce U.S. troop levels. The combined capabilities of the U.S. and the Republic of Korea will make our defense of Korea stronger than before.

As in Western Europe, the situation in Korea is different from what it was 50 years ago, back when South Korea was impoverished and virtually destroyed. Today South Korea is an economic powerhouse, with a modern military force of some 600,000, and a GDP per capita of 18 times that of North Korea. Our proposed global force posture initiatives make it clear that the U.S. and the Republic of Korea are working together as partners, each bringing important capabilities to our shared challenges.

Has the Administration prepared the public – and informed Congress – about these changes?

As I mentioned, these concepts were outlined years ago – first in a 1999 speech before President Bush took office and then a number of times since.

The global posture review had its origins in the 2001 Report of the statutory Quadrennial Defense Review. On November 25, 2003, President Bush announced that the U.S. would intensify consultations with friends, allies, and partners overseas.

We have made significant progress during 2003-2004, and these proposals have been shared frequently with the Congressional leadership, committee leadership and members, and with committee staffs.

I'm told that in the past two years the Department of State and this Department have provided at least:

- Four briefings to House committee staffs and one each to members of the House Armed Services Committee and House Appropriations Committee – Defense Subcommittee;
- Four briefings to individual Senators;
- Nine briefings to Senate committee staffs or members' personal staffs; and
- This year alone, I took part in five breakfast meetings on the subject with Congressmen and Senators, including one on April 29, 2004 with Chairman Warner and Senator Levin.

Should we have given earlier warning to our allies?

In fact, we have met with officials in foreign governments on a variety of levels on these concepts. Secretary Powell and I have spoken many times with our counterparts abroad, as have our staffs.

The results of multiple consultations by Under Secretary of Defense Feith, his State Department colleague Marc Grossman, and others at NATO and in key European, Asian and other capitals helped to create understanding and cooperation regarding our posture realignment.

Our foreign counterparts have appreciated that their input was sought before key decisions were made and they understood our global, long-term view and the strategic rationale for conducting the review at this time.

Does realigning our posture send a dangerous message to North Korea about our commitment to the South?

The answer is an emphatic "no." We know that sheer numbers of people are no longer appropriate measures of commitment or capabilities. As I have noted earlier, our capabilities in defending the Republic of Korea are increasing, not decreasing.

Senator Joe Lieberman said it well in an interview a few weeks ago. He noted that: "Kim Jong Il ... is not under any misconceptions. We have enormous power at sea, in the air, on the ground, in the Asian Pacific region and on the Korean peninsula. And if he tries to take aggressive action against the South Koreans, he will pay a very, very heavy price." The Senator is correct.

Will sending more troops home from theaters in Europe weaken our ability to surge quickly to trouble spots?

Actually, the opposite is closer to the truth. Presence is important, but forward stationing does not mean optimal stationing. Forces in Europe, for example, are only closer to the Middle East if they can deploy rapidly to the south. If those same forces have to deploy to the north, through the Baltic and North Seas, then to the Atlantic and Mediterranean, then we can move roughly as fast from the United States. We do not expect our forces to fight where

they are stationed. We know that our forces will need to move to the fight, wherever it is. That means that command structures and capabilities must be expeditionary. We need well-developed transportation networks. And we need materiel and supplies along transportation routes.

So, if there are legal or political restrictions on the movement of our troops where they are stationed, the difficulties in using them quickly multiply.

Additionally, the more flexible arrangements we are seeking with our allies will allow us to make changes as changes are needed. Area commanders don't own forces. Our country does. We have no hesitation in moving forces from one region to another as circumstances change and require – and we do frequently.

Critics of these proposed moves seem trapped in the thinking of the last century. In some ways, that is understandable. It is difficult to part with thoughts that one has harbored for decades. But the world changes and updated thinking is needed.
We owe an up-to-date defense posture to our troops in the field and the generations that may be called to battle in the future.

This week, I had the privilege of participating in one of our regular meetings in Washington with the combatant commanders, some of whom are here today. They are impressive. They follow in the footsteps of the visionary military leaders of the past. And this plan was undertaken with the benefit of their military advice.

One day future generations will look back at them with gratitude for what they have accomplished in the last few years in the struggle against global extremists.

And our task is to see that one day historians and generations will look back at what is being done today, at what is being accomplished, and say that our actions also helped to make the world more peaceful, our military more formidable, and our freedom more secure.

Thank you, Mr. Chairman.

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DCN: 12135

Candidate #USAF-0117V2 / S420c3

Close Grand Forks AFB, Grand Forks, ND

Candidate Recommendation: Close Grand Forks AFB. The 319th Air Refueling Wing's KC-135R aircraft will be distributed to the 126th Air Refueling Wing (ANG), Scott AFB, IL (12 PAA), the 126th will retire its KC-135Es (8 PAA); the 916th Air Refueling Wing (AFRC), Seymour-Johnson AFB, NC (8 PAA) will host an active duty associate unit; the 6th Air Mobility Wing, MacDill AFB, FL (4 PAA) will associate with AFRC using 927th ARW (AFRC) operations and maintenance with ECS from Selfridge AGS, MI; the 154th Wing (ANG), Hickam AFB, HI (4 PAA) will host an active duty associate unit; the 22d Air Refueling Wing, McConnell AFB, KS (8 PAA) with current programmed 931st ARG (AFRC) associate unit. The 184th Air Refueling Wing's (ANG) KC-135R aircraft will be distributed to the 190th Air Refueling Wing (ANG) at Forbes Field, KS (9 PAA). The 190th will retire its KC-135Es (8 PAA). 184th ARW Operations and Maintenance manpower will relocate to the 190th ARW, Forbes Field, Kansas, and ECS will remain in place.

Justification

- **Retires KC-135E's at Scott; robusts with KC-135Rs**
- **Optimizes squadron size at Seymour Johnson and MacDill; also establishes new active/reserve associations at both locations increasing capability**
- **Optimizes 3 unit squadron sizes at McConnell for increased effectiveness and capability**
- **Retains reserve experience at Forbes Field by retiring KC-135Es with robusted KC-135R unit**

Military Value

- **Grand Forks (40), the lowest ranking AD KC-135 base, distributes force structure to McConnell (15), Seymour Johnson (25), MacDill (36), Scott (38), and Hickam (87)**
- **Military Judgment: Hickam's strategic location provides a rapid, "first responder" for short notice Pacific and far east air refueling taskings**

Payback

One Time Cost:	**$129M**
Net Implementation Savings:	**$490M**
Annual Recurring Savings:	**$227M**
Payback period:	**Immediate**
NPV Savings:	**$2,656M**

Impacts

- Criterion 6: Total Job Change: -5,728 (direct: -3,072, indirect: –2,656) ROI: -8.65%
- Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel
- Criterion 8: Potential minor environmental impacts, but no impediments to implementation of the CR

Candidate #USAF-0018V3/ S200.3
Close Ellsworth AFB, Rapid City, SD and Realign Dyess AFB, TX

Candidate Recommendation: Close Ellsworth AFB. The 28th Bomb Wing's 24 B-1B aircraft are distributed to the 7th Bomb Wing, Dyess AFB, Texas. Realign Dyess AFB, TX. The 317th Airlift Group at Dyess assigned C-130 aircraft are distributed to the 314th Airlift Wing (22 PAA) and 189th Airlift Wing (ANG) (2 PAA), Little Rock AFB, Arkansas; the 176 Wing (ANG), Elmendorf AFB, Alaska (4 PAA); and the 302d Airlift Wing (AFRC), Peterson AFB, Colorado (4 PAA). Peterson will have a C-130 AD/AFRC association. Elmendorf will have a C-130 AD/ANG association.

Justification

- Eliminates excess bomber infrastructure
- Realigns B-1B fleet at a single site
- Facilitates realignment of active duty C-130s at Little Rock
- Robusts C-130 ARC units at two locations

Military Value

- Ellsworth (39) distributes B-1s to Dyess (20)
- Mil Judgment: Moves C-130s from Dyess to facilitate capacity for B-1B realignment

Payback

One-Time Cost:	$299M
Net Implementation Savings:	$316M
Annual Recurring Savings:	$161M
Payback Period:	1 yr/2009
NPV Savings:	$1,853M

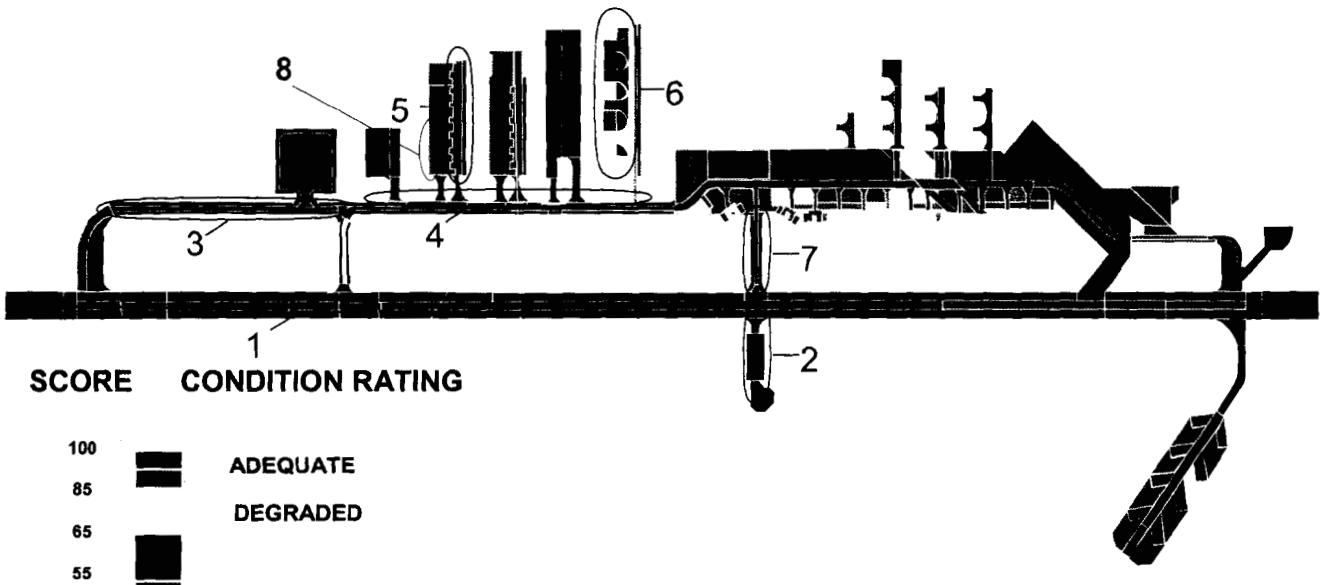
Impacts

- Criterion 6: Total Job Change: -6,768 (direct: -3,852, indirect: -2,916); Job Impact: -8.46%
- Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel
- Criterion 8: Potential minor environmental impacts but no impediments to implementation of the CR

DCN: 12135

12135

Airfield Pavements
Ellsworth AFB



SCORE	CONDITION RATING
100	ADEQUATE
85	
	DEGRADED
65	
55	
40	UNSATISFACTORY
25	
10	
0	NOT EVALUATED

CONDITION RATINGS SHOWN ARE TAKEN FROM THE ENGINEERING CONDITION ASSESSMENT GIVEN IN 2004 BY THE ACC SUSTAIN TEAM MODIFIED TO REFLECT WORK FUNDED OR COMPLETED SINCE 2004

IMPROVEMENTS FOR 2004

1) RUNWAY 13	RESEAL CENTERLINE JOINT
2) TAXIWAY D-WEST	RECONSTRUCT
3) TAXIWAY A-NORTH	RECONSTRUCT KEEL
4) TAXIWAY A-NORTH	OVERLAY EDGE & SHOULDERS
5) 90-ROW APRON	REPAIR B-1 PARKING SPOTS

IMPROVEMENTS FOR 2005

6) 60 ROW APRON	OVERLAY APRON & SHOULDERS
7) TAXIWAY D-EAST	OVERLAY EDGES & SHOULDERS
8) 90-ROW APRON	REPLACE SLABS, REPAIR SPALLS

AFCESA TO CONDUCT STRUCTURAL EVALUATION AND FRICTION CHARACTERISTICS TESTING IN AUGUST 2005
LAST AIRFIELD PAVEMENT CONDITION SURVEY IN 2003

DCN: 12135

DCN: 12135

TALKING PAPER

ON

ELLSWORTH HOUSING REPLACEMENT PROGRAM

- Seven phase program to construct 310 units while demolishing 1008 units. Funding authority began FY02 and is scheduled through FY07.

Phase	Old Units Demolished	New Units Built	Cost ($ millions)
1/2	100	100	16.9
3	80	75	16.3
4	212	75	21.5
5	116	60	
6/7	500	n/a	

- Phase 1 and 2 (FY02/03) were completed summer 2004. Project included 60 three bedroom Junior Enlisted units and 40 four bedroom Junior Enlisted units. Unique features include maintaining the base "Prairie Style" theme, attached double car garages which separate each duplex, covered front porches, rear patios, large back yards with chain link fencing, full unfinished basements, central a/c, carpeted, microwave, dishwasher, ice-maker. Phase 1& 2 were designed under the "old" design standards. Basements/unfinished spaces were not considered when calculating square footage unit/grade requirements. Thus, these units contain optimum net square footage in addition to full unfinished basements.

- Phase 3 (FY04) current contract completion date is 18 August 2005. Amenities include double car garages, chain link fenced back yards, carpeting, covered front porches, and rear patios. Beginning with this phase, the new Air Force Family Housing Guide provides the standards for design. Thus, basements have been eliminated based on how net and gross square footage/unit is calculated.

- Phase 4 (FY05) awarded Feb 05. Includes 3 Senior Officer units, 1 Command Chief unit, 11 Field Grade Officer units, 22 Company Grade Officer units, 14 Senior NCO units, and 25 Junior Enlisted units. All units are three or four bedrooms.

- Phase 5 (FY06) requirements include demolishing 116 units while constructing 60 four bedroom Junior Enlisted units.

- Phase 6/7 (FY06/07) identified as an O&M requirement to demolish 500 units and infrastructure to include all of Black Hills Estates. Required completion date is 30 September 2007.

21 Jun 05, 28 CES/CEC

DCN: 12135

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

7/12/2005

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**

DCN: 12135

Beauchamp, Arthur, CIV, WSO-BRAC

Subject:	Updated: R&A Meeting with UTAH delegation
Location:	Large Conference Room (confirmed)
Start:	Thu 7/14/2005 5:00 PM
End:	Thu 7/14/2005 5:45 PM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Beauchamp, Arthur, CIV, WSO-BRAC; Small, Kenneth, CIV, WSO-BRAC; Long, Kathryn, CIV, WSO-BRAC

PURPOSE: Meeting with representatives from Hill AFB and congressional staff. They will present a white paper outlining areas of disagreement with the 2005 DoD recommendation as relates to transfers of certain functions from the Ogden ALC at Hill AFB, Utah. (They promise to be as succinct and to the point as possible - plan to wrap up in 45 minutes since some need to be on 6:30 Reagan Flight)

ATTENDEES:

Steve Petersen (Office of Rep. Bishop)

Bill Castle (Office of Senator Hatch)

[redacted]naun Parkin (Office of Senator Bennett)

Rick Mayfield (Executive Director, Utah Defense Alliance)

Sean Slatter (Logistics Specialties Inc., CEO)

Tom Miner (Logisitics Specialties Inc., Analyist, retired Chief Civilian Executive at Ogden Air Logistics Center)

Gen. Les Lyles, USAF (retired) -

Jamie Gallagher, Gallagher and Associates

POC: Steve Peterson - direct line is: 202-225-0456.

BRAC ATTENDEES: Art Beauchamp, + 1 for assistance

LA: CHill

DCN: 12135

MEETING ATTENDANCE ROSTER

Date: 12 July 2005 **Time:** 0900 Hours **Location:** BRAC Commission Offices Large Conference Room

Name	Title	Organization	Address	Telephone Number	Email Address
Bob Cook	Dep Dir BRAC R&A	BRAC			
Tim MacGregor	Senior AF Analyst	BRAC			
ART BEAUCHAMP	"	"			
Tanya Cruz	" "	BRAC			
David Combs	✓	BRAC			
Ken Small	Team leader.	BRAC			
Gen Michael Loh	Guest	Afcea			
Dan Cowhig	DEP GEN CNSL	BRAC			
CRAIG HALL	senior analyst	BRAC			
Steve Moffitt	Principal	WHD Gov't Affairs	400 Second St. Suite 300 WDC	551-1429	SMoffitt@WHDGA.com
Barry Rhoads		TRG	700 13th St NW Suite 350 20005	202 637-0040	brhoads@rhoadsdc.com
Pat McElgunn	Director Ellsworth Task Force	ETF	PO Box 7417 Rapid City 57709	605-348-6317	
Bob Taylor	legis Director	Senator Thune	383 Russell Bldg	202-228-5385	bob_taylor@thune.senate.gov

DRAFT: 12135

MEETING ATTENDANCE ROSTER

Date: 12 July 2005 **Time:** 0900 Hours **Location:** BRAC Commission Offices Large Conference Room

Name	Title	Organization	Address	Telephone Number	Email Address
MATZABEL	Chief of Staff	Sen. John Thune			
MURRAY FELDMAN	COUNSEL	Holland & Hart LLP (counsel to Davis Mtns Trans Pecos Heritage Assn)	P.O. Box 2527 Boise, ID 83701	208.342.5000	mfeldman@hollandhart.com
Kaare Remme	chairman, Letsgatsun committee	Davis Mountains Trans-Pecos Heritage Assn	P.O. Box 1315 San Marcos, TX 78667	512-396-4828	Kaare.Remme@RemmeCorp.com