DCN: 11893

THE SECRETARY OF THE AIR FORCE
CHIEF OF STAFF, UNITED STATES AIR FORCE
WASHINGTON DC

07 JUN 2005

MEMORANDUM FOR CHAIRMAN, DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION (HONORABLE ANTHONY J. PRINCIPI)

SUBJECT: Department of Defense Recommendation to Realign Eielson AFB, Alaska and Grand Forks AFB, North Dakota

We would like to take this opportunity to provide you information on the U.S. Air Force vision for Eielson Air Force Base (AFB), Alaska and Grand Forks AFB, North Dakota and the significant role these installations will play as the Air Force implements its Future Total Force.

The Secretary of Defense accepted Air Force recommendations to realign, but not close, Eielson and Grand Forks AFBs. Our recommendations, while somewhat unusual as they did not permanently assign additional aircraft to these bases as part of realignment, considered the long-term military value of both installations. During our May 17, 2005 testimony to your commission, we attempted to convey our vision for these bases and the important contributions they will make to the Air Force's ability to confront the new and evolving threats of the 21st Century.

Attached are two papers describing this vision more clearly. We hope you and the members of the Base Realignment and Closure Commission will find this information helpful.

John P. Jumper
General, USAF
Chief of Staff

Michael L. Dominguez
Acting Secretary of the Air Force

Attachments:
1. Background Paper on Eielson AFB
2. Background Paper on Grand Forks AFB

DCN: 11893

BACKGROUND PAPER

ON

REALIGNMENT OF EIELSON AIR FORCE BASE, ALASKA

PURPOSE

Provide Air Force Vision for Eielson Air Force Base (AFB) realignment and how this base will contribute to Air Force Future Total Force missions and initiatives.

DISCUSSION

Eielson AFB provides immediate and easy access to a vast airspace and range complex – a dwindling resource in other United States and overseas locations – about three times larger than the range and airspace complex available to Red Flag (the United States Air Force's largest aerial combat exercise hosted in Nevada). This is only a fraction of the huge amount of airspace that is temporarily established in Alaska for use during large, joint and international exercises. In a region of the world with rapidly expanding strategic importance and growing engagement strategy demands, access to this base is critical to the effective execution of future cooperative Cope Thunder joint and coalition readiness exercises. Cope Thunder, the largest air combat exercise in the Pacific, recently hosted Australia, Singapore, the United Kingdom, and Japan during a two-week exercise. Additionally, Eielson AFB's long summer daylight hours and close proximity to Army installations increases the opportunities to provide valuable training to our deploying Air Expeditionary Force units. Furthermore, the availability of heated hangars that the realignment will provide would significantly expand our ability to increase effective training and coalition building events into late fall and early spring months potentially increasing the overall number of events per year.

The realignment of Eielson AFB will also retain the capability to support PACAF and Alaska/NORAD operational missions accomplished by an Air National Guard refueling squadron (with a proposed Active Associate) as well as current search and rescue detachments. Keeping Eielson AFB open, as BRAC recommends, provides a strategic deployment location for any future contingency, while continuing to support DoD missions in the region.

We estimate nearly two-thirds of the remaining physical infrastructure at Eielson AFB would be retained in fully operational condition (including mission facilities, runway, taxiways, ramps, hangars, munitions storage, maintenance, power & heat plants, water & waste water systems, lodging, dining facility, etc.) to support the missions outlined above. The remaining third of Eielson AFB's facilities would be available to support surge requirements such as additional exercises and contingency deployments.

CONCLUSION

Realigning and retaining Eielson AFB ensures the Air Force has access to expansive cold weather facilities and ranges necessary for Future Total Force integration initiatives and Pacific Rim engagement strategies.

Lt Col Roelofs/HAF/XPFD/(703) 588-5410/03 June 2005

DCN: 11893

BACKGROUND PAPER

ON

REALIGNMENT OF GRAND FORKS AIR FORCE BASE, NORTH DAKOTA

PURPOSE

Provide Air Force Vision for Grand Forks Air Force Base (AFB), North Dakota realignment and how this base will contribute to Air Force Future Total Force (FTF) missions and initiatives.

DISCUSSION

Grand Forks AFB provides a strategic presence in the north central United States and received the highest UAV score of any Air Force location within the region. Establishing a cold weather UAV center is necessary to advance training and system development to ensure these vehicles can be operated worldwide, all weather, and under a wider set of operational circumstances – much like the conditions encountered in Operation ENDURING FREEDOM and Operation IRAQI FREEDOM. Vast amounts of airspace over limited populations make Grand Forks AFB well suited for this mission. We will work with the Federal Aviation Administration and the state of North Dakota to create operating airspace where appropriate and necessary. Furthermore, the University of North Dakota's Aerospace Studies program, which is located at Grand Forks, offers some unique opportunities to focus on the UAV efforts for the Air Force and other Services. North Dakota also gives us UAV location closer to the east coast without the difficult issues of jet route and air traffic avoidance and density. A snapshot of air traffic in North Dakota repeatedly shows few traffic deconfliction requirements – a valuable location for the future employment of remotely piloted vehicles.

Specifically, the Air Force strategic vision for Grand Forks AFB is to become a home to a "family of UAVs," with associated intelligence, surveillance, and reconnaissance support functions. In cooperation with the North Dakota Air National Guard (ANG), the Air Force would establish a Predator MQ-1 ANG unit with an Active Duty Associate unit to backfill F-16 retirements at Fargo's Hector Field. The initial configuration could be a split operation with the ground control and intelligence analysis functions operating at a location selected by the North Dakota ANG and with the airframes and launch recovery element located at Grand Forks AFB. Growth of this mission will include transition to the Predator MQ-9, eventually add the Global Hawk UAV with the Grand Forks Tanker realignment, and FTF emerging missions and associations at both locations.

CONCLUSION

Realigning and retaining Grand Forks AFB affords the Air Force the opportunity to take advantage of Future Total Force integration initiatives to capture highly skilled Airmen for emerging mission requirements. The decision to reduce force structure in North Dakota provides the opportunity to ramp up UAV capabilities.

Lt Col Roelofs/HAF/XPFD/(703) 588-5410/03 June 2005

DCN: 11893

Mr. Anthony J. (Anthony) Principi
Chairman, Base Realignment and Closure (BRAC) Commission

13-16 June 2005

Host

Lieutenant General Carrol H. (Howie) Chandler, USAF
Commander, Alaskan Command/Commander, Joint Task Force--Alaska/Commander, Alaskan NORAD Region/Commander, Eleventh Air Force

Project Officer

Colonel Jose A. (Joe) Torres, USA Chief of Staff, Alaskan Command	Duty: Fax: Home: Cell:	552-3932 552-9798 868-3294 229-8852
Lieutenant Colonel Rick (Beak) Strickland, USAF Deputy Chief of Staff, Alaskan Command	Duty: Fax: Home: Cell:	552-3712 552-9798 696-1491 223-6209

Commanders Action Group

Major Laurie D. (Laurie) Lovrak , USAF Commander's Action Group, Eleventh Air Force	Duty: Fax:	552-7800 552-2178

Protocol – Elmendorf AFB

Staff Sergeant Alicia S. (Alicia) Barr, USAF Elmendorf Protocol	Duty: Fax: Home: Cell:	552-6772 552-4646 696-8209 223-3975

Protocol – Eielson AFB

Technical Sergeant Laurie E. (Laurie) Kelsey, USAF NCOIC, Eielson Protocol	Duty: Cell:	377-7686 347-2987

VISIT OBJECTIVE

Orient the select members of the Defense Base Closure and Realignment Commission (BRAC) on the missions, operations, and facilities of Elmendorf AFB, Fort Richardson, Kulis ANG, and Eielson AFB and answer BRAC specific questions posed by the visiting BRAC Commissioners. BRAC Commissioners will attend Alaska's Regional BRAC Public Hearing on 15 Jun held at the Carlson Center in Fairbanks, Alaska.

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Monday, 13 June **Attire: Flight Suit/BDU**

1545 Mr. Anthony J. Principi, Chairman of the Base Closure and Realignment Commission (BRAC) arrives Ted Stevens Anchorage International Airport (TSAIA), via commercial air

Greeted by Mr. Craig Hall, BRAC Staff member, and Advance Team member

1615 Depart TSAIA en route to Sheraton Anchorage Hotel via rental car driven by Mr. Hall

1645 Arrive Sheraton Anchorage Hotel

Remainder of evening as desired

Tuesday, 14 June **Attire: Long Sleeve Blues**

0740 Depart Sheraton Anchorage Hotel en route to Headquarters, Alaskan Command (HQ ALCOM) via Surrey Bus driven by 3rd Logistics Support Squadron

Escorted by Colonel Jose A. (Joe) Torres, USA, Chief of Staff, Alaskan Command

Accompanied by:
The Honorable James V. (James) Hansen, Former U.S. Representative from Utah, and BRAC Commissioner
The Honorable Philip (Phillip) Coyle, Senior Advisor to the President of the Center for Defense Information, and BRAC Commissioner
Mr. George (George) Lowe, Chief of Staff, Office of The Honorable Theodore F. Stevens, United States Senator for Alaska
Mr. Frank (Frank) Cirillo, BRAC Staffer
Mr. Ken (Ken) Small, BRAC Staffer
Mr. Craig (Craig) Hall, BRAC Staffer
Mr. Dean (Dean) Rhody, BRAC Staffer
Ms. Rumu (Rumu) Sarkar, BRAC Staffer
Mr. Robert K. (Bob) Walsh, Alaska Field Representative, Office of U.S. Senator for Alaska, the Honorable Lisa A. (Lisa) Murkowski

0755 Arrive HQ ALCOM, *Reeves Entrance*
Greeted by Lt Gen Carrol H. (Howie) Chandler, Commander, Alaskan Command/ Commander, Joint Task Force-Alaska/Commander, Alaskan NORAD Region/ Commander, Eleventh Air Force

0800 Office Call with Lt Gen Chandler
Attendees:
Mr. Principi
Mr. Hansen
Mr. Coyle

BRAC Staff members proceed to Reeves Conference Center foyer for mini-reception

0815 Photo Opportunity

Proceed to Reeves Conference Center for briefings

0830 Alaska Military Operations and Warm Base
Briefed by Lt Gen Chandler

See Attachment 3, Attendees

0945 Elmendorf AFB and 3rd Wing Mission and Infrastructure
Briefed by:
Colonel Herbert J. (Hawk) Carlisle, USAF, Commander, 3rd Wing
Colonel Robert M. (Mark) Douglas, USAF, Commander, 3rd Mission Support Group
Colonel Donna G. (Donna) Boltz, USA, Commander, United States Army Garrison – Alaska during Joint Basing discussion

1045 Comfort Break

1100 Fort Richardson and United States Army Alaska Mission and Infrastructure
Briefed by Brigadier General James T. (James) Hirai, Commanding General, United States Army, Alaska

1145 Depart Reeves Conference Center en route to Susitna Club via Surrey Bus

Accompanied by:
Mr. Hansen
Mr. Coyle
Mr. Lowe
Mr. Cirillo
Mr. Small
Mr. Hall
Mr. Rhody
Ms. Sarkar
Mr. Walsh
Lt Gen Chandler
Maj Gen Campbell
BG Hirai
Col Lewis
Col Douglas
COL Boltz
COL Torres
CMSgt Andrews

1155 Arrive Susitna Club, *Main Entrance*
Greeted by Lieutenant Colonel Rick (Beak) Strickland, USAF, Deputy Chief of Staff, Alaskan Command

No Host Luncheon, *Daedalian Room*

See Attachment 4, Attendees and Menu

1245 Depart Susitna Club, *Main Entrance,* en route to windshield tour via Surrey Bus
Briefed by Col Lewis

1335 Arrive Fort Richardson
Briefed by BG Hirai

1430 Depart Fort Richardson en route to Headquarters, 176th Wing, Kulis Air National Guard (HQ 176 WG, Kulis ANG) via Surrey Bus

1500 Arrive HQ 176 WG, Kulis ANG
Greeted by Colonel Tony A. (Tony) Hart, USAF, Commander, 176th Wing

1505 Proceed to 176 WG Conference Room for Kulis ANG and 176 WG Mission and Infrastructure Briefs
Briefed by Col Hart

See Attachment 5, Attendees

1600 Depart 176 WG Conference Room en route Kulis ANG windshield tour via Surrey Bus.
Briefed by Col Hart

1700 Depart Kulis ANG en route to Fort Wainwright via ANG HC-130
Departed by MG Campbell and Col Hart

1800 Arrive Fort Wainwright
Greeted by:
- Mr. Mark (Mark) Vaughn, USA, Executive Officer, United States Army Garrison--Alaska
- Technical Sergeant Laurie (Laurie) Kelsey, USAF, Protocol Noncommissioned Officer in Charge

1815 Depart Fort Wainwright en route Sophie's Station Hotel via Surrey Bus
Accompanied by:
- Mr. Hansen
- Mr. Coyle
- Mr. Cirillo
- Mr. Rhody
- Ms. Sarkar
- Mr. Small
- Mr. Hall
- Mr. Walsh
- COL Torres

1830 Arrive Sophie's Station Hotel

As desired until

(1920) Dinner TBD

Accompanied By:
Mr. Hansen
Mr. James H. (James) Bilbray, Former U.S. Representative from Nevada
Mr. Coyle
Mr. Cirillo
Mr. Rhody
Ms. Sarkar
Mr. Small
Mr. Hall
Mr. Walsh
COL Torres

(2100) Return to Sophie's Station

Remainder of evening as desired

Wednesday, 15 Jun **Attire: Long Sleeve Blues**

(0600) Breakfast at Sophie's Station Hotel

0730 Depart Sophie's Station en route to COPE THUNDER via Surrey Bus and GOV driven by 354 LRS
Accompanied by:
Brigadier General Mare (Hoot) Gibson, USAF, Commander, 354th Fighter Wing
Mr. Coyle
Mr. Hansen
Mr. Bilbray
Mr. Cirillo
Mr. Rhody
Ms. Sarkar
Mr. Small
Mr. Hall
Mr. Walsh
Mr. Lowe
Ms. Sid Ashworth, Majority Clerk, Senate Appropriations Committee, Defense Subcommittee
MG Campbell
COL Torres

0810 Arrive COPE THUNDER for Eielson AFB and 354th Fighter Wing Mission and Infrastructure Briefs
Greeted by Lieutenant Colonel Patrick J. (General) McCrea, USAF, Commander, 353rd Combat Training Squadron

Briefed by Brig Gen Gibson

See Attachment 6, Attendees

0930 Depart COPE THUNDER en route to windshield tour via Surrey Bus and GOV
Briefed by Brig Gen Gibson

1015 Arrive Joint Mobility Complex

1030 Depart Eielson en route to aerial tour of Eielson and ranges via HH-60 helicopter

Seating, Helicopter #1:
Mr. Principi
Mr. Coyle
Brig Gen Gibson
Ms. Ashworth
COL Torres
Mr. Cirillo
Mr. Rhody
Mr. Small

Seating, Helicopter #2
Mr. Hansen
Mr. Bilbray
Lt Col McCrea
Mr. Lowe
Mr. Sarkar
Mr. Hall
Mr. Walsh
MG Campbell

1100 Arrive Fort Wainwright, Base Operations
Greeted by:
Mr. Vaughn
TSgt Kelsey

1105 Depart Fort Wainwright, Base Operations en route to Sophie's Station Hotel via Surrey Bus

1130 Arrive Sophie Station Hotel for Lunch in *Board Room* with Community Leaders

1230 Depart Sophie's Station Hotel en route to Carlson Center for Alaska BRAC Regional Hearing via Surrey Bus

1250 Arrive Carlson Center

1300 Alaska BRAC Regional Hearing

(1515) Press Conference

1600 Depart Carlson Center en route to Sophie's Station Hotel via Surrey Bus

1620 Arrive Sophie's Station Hotel

As desired until

(1730) Depart Sophie's Station Hotel en route to Governor's Dinner at Rivers Edge Hotel via Surrey Bus

(1800) Dinner

(2030) Depart Rivers Edge Hotel en route to Sophie's Station Hotel via Surrey Bus

Remainder of evening as desired

Wednesday, 15 Jun **Attire: Long Sleeve Blues**

(0600) Breakfast at Sophie's Station Hotel

TBD Depart Sophie's Station en route to Fairbanks International Airport for departure
Departed by COL Torres

ATTACHMENT 1

Lodging

13-14 Jun
Sheraton Anchorage Hotel
401 East Sixth Avenue
Anchorage, AK 99501
(907) 276-8700

Mr. Anthony J. (Anthony) Prinicipi
The Honorable James V. (James) Hansen
The Honorable James H. (James) Bilbray
Mr. Philip (Philip) Coyle
Mr. Frank (Frank) Cirillo
Mr. Dean (Dean) Rhody
Ms. Rumu Sarkar

Hotel Captain Cook
939 West Fifth Avenue
Anchorage, AK 99501
(907) 276-6000
Mr. Craig (Craig) Hall
Mr. Ken (Ken) Small

14-16 Jun
Sophie's Station Hotel
1717 University Avenue South
Fairbanks, AK 99709
(907) 479-3650

Mr. Anthony J. (Anthony) Prinicipi
The Honorable James V. (James) Hansen
The Honorable James H. (James) Bilbray
Mr. Philip (Philip) Coyle
Mr. Frank (Frank) Cirillo
Mr. Dean (Dean) Rhody
Ms. Rumu (Rumu) Sarkar
Mr. Craig (Craig) Hall
Mr. Ken (Ken) Small
Mr. Robert (Bob) Walsh

ATTACHMENT 2

Transportation Requirements
Elmendorf AFB

DATE	TIME	VEHICLE	MEETING LOCATION	DRIVER/CELL/NOTES
Mon, 13 Jun	1115	1x DV Surrey Bus	HQ ALCOM, Reeves entrance, to Iditarod dining facility for lunch—Depart at **1230** for windshield tour of Elmendorf, Ft Rich and Kullis ANG	TBD 3rd Wing Protocol and Trans
Tues, 14 Jun	0645	1x Surrey Bus and 1x Luggage Transport	Meet Col Torres at Base Trans. **0700** Baggage pick-up at Capt Cook Hotel **0710** depart for Sheraton Anchorage Hotel **0730** Baggage pick-up at Sheraton Anchorage Hotel **0740** depart for HQ ALCOM. Baggage transported to Kullis ANG.	TBD 3rd Wing Protocol and Trans
Tues, 14 Jun	1115	1X DV Surrey Bus	HQ ALCOM, Reeves entrance to Susitna Club for lunch— **1230** Depart for windshield tour of Elmendorf, Ft Rich and Kullis ANG.	TBD 3rd Wing Protocol and Trans

Note: Plan two Protocol vehicles and ALCOM Chief of staff vehicle on stand-by all day 13 and 14 June.

ATTACHMENT 2

Transportation Requirements
Eielson AFB

DATE	TIME	VEHICLE	MEETING LOCATION	DRIVER/CELL/NOTES
Tues, 14 Jun	1745	1x DV Surrey Bus and 1x Luggage Transport	Ft Wainwright Base Operations. Transport BRAC Commission to Sophie's Station Hotel. Transport BRAC Commission to and from dinner	TBD 354th FW Protocol and Trans
Wed, 15 Jun	0730	1x DV Surrey Bus and 1x DV Excursion driven by Brig Gen Gibson	Meet BRAC Commission at Sophie's Station Hotel and Transport to Eielson, Cope Thunder Building	TBD 354th FW Protocol and Trans
Wed 15 Jun	0930	1x DV Surrey Bus and 1x DV Excursion driven by Brig Gen Gibson	Eielson Cope Thunder Building. Windshield tour of Eielson and transportation to Helicopter pad	TBD 354th FW Protocol and Trans
Wed 15 Jun	1045	1x DV Surrey Bus and 1x DV Excursion	Pre-positioned at Ft Wainwright Base Operations. Transport BRAC Commission to Sophie's Station Hotel and BG Gibson to Eielson. DV Surrey stays with Commission and COL Torres to Transport Commission to the Carlson Center for the BRAC Regional Hearing at 1300 hours. Surrey transports Commission to Sophie's Station upon completion at the BRAC Regional Hearing. Surrey Bus will transport to and from dinner	TBD 354th FW Protocol and Trans

ATTACHMENT 2

Transportation Requirements
Eielson AFB

DATE	TIME	VEHICLE	MEETING LOCATION	DRIVER/CELL/NOTES
Wed 15 Jun	1215	1x DV Surrey Bus	Transport Commission to the Carlson Center for the BRAC Regional Hearing at 1300 hours. Surrey transports Commission to Sophie's Station upon completion at the BRAC Regional Hearing.	TBD 354th FW Protocol and Trans
Wed 15 Jun	1720	1x DV Surrey	Transport to and from Sophie's Station to dinner	TBD 354th FW Protocol and Trans
Wed 16 Jun	0600	1x DV Surrey Bus and 1x GOV	Transport to Fairbanks International Airport	TBD 354th FW Protocol and Trans

ATTACHMENT 3

Elmendorf AFB and Fort Richardson Briefings, Attendees

Reeves Conference Center, Elmendorf Air Force Base
14 June 2005, 0830

Attendees

Mr. Anthony J. (Anthony) Principi, Chairman, Base Realignment and Closure (BRAC) Commission
The Honorable James V. (James) Hansen, Former U.S. Representative from Utah, and BRAC Commissioner
Mr. Philip (Phillip) Coyle, Senior Advisor to the President of the Center for Defense Information, and BRAC Commissioner
Mr. George (George) Lowe, Chief of Staff, Office of The Honorable Theodore F. Stevens, United States Senator for Alaska
Mr. Frank (Frank) Cirillo, BRAC Commission Staff
Mr. Ken (Ken) Small, BRAC Commission Staff
Mr. Craig (Craig) Hall, BRAC Commission Staff
Mr. Dean (Dean) Rhody, BRAC Commission Staff
Ms. Rumu (Rumu) Sarkar, BRAC Commission Staff
Lieutenant General Carrol H. (Howie) Chandler, USAF, Commander, Alaskan Command/Commander, Joint Task Force—Alaska/Commander, Alaskan NORAD Region/Commander, Eleventh Air Force, and Mrs. Chandler
Major General Craig E. (Craig) Campbell, The Adjutant General for the State of Alaska, Commander of the Alaska National Guard
Brigadier General James (Jim) Hirai, Commanding General, U.S. Army Alaska
Colonel Herbert J. (Hawk) Carlisle, Commander, 3rd Wing
Colonel Robert M. (Mark) Douglas, Commander, 3rd Mission Support Group
Colonel Donna (Donna) Boltz, Commander, United States Army Garrison – Alaska
Colonel Jose A. (Joe) Torres, Chief of Staff, Alaskan Command
Colonel Scotty E. (Gov) Lewis, Vice Commander, 3rd Wing
Chief Master Sergeant David K. Andrews, USAF, Command Chief, Eleventh Air Force

ATTACHMENT 4

No Host Luncheon
Susitna Club, Daedalian Room
Elmendorf AFB, Alaska
14 June, 1130-1215

Attendees
Mr. Anthony J. (Anthony) Principi, Chairman, Base Realignment and Closure (BRAC) Commission
The Honorable James V. (James) Hansen, Former U.S. Representative from Utah, and BRAC Commissioner
Mr. Philip (Phillip) Coyle, Senior Advisor to the President of the Center for Defense Information, and BRAC Commissioner
Mr. George (George) Lowe, Chief of Staff, Office of The Honorable Theodore F. (Ted) Stevens, United States Senator for Alaska
Mr. Robert K. (Bob) Walsh, Alaska Field Representative, Office of U.S. Senator for Alaska, the Honorable Lisa A. (Lisa) Murkowski
Mr. Frank (Frank) Cirillo, BRAC Commission Staff
Mr. Ken (Ken) Small, BRAC Commission Staff
Mr. Craig (Craig) Hall, BRAC Commission Staff
Mr. Dean (Dean) Rhody, BRAC Commission Staff
Ms. Rumu (Rumu) Sarkar, BRAC Commission Staff
Lieutenant General Carrol H. (Howie) Chandler, USAF, Commander, Alaskan Command/Commander, Joint Task Force—Alaska/Commander, Alaskan NORAD Region/Commander, Eleventh Air Force, and Mrs. Chandler
Major General Craig E. (Craig) Campbell, The Adjutant General for the State of Alaska, Commander of the Alaska National Guard, Mr. of the Department of Military and Veterans Affairs
Brigadier General James (Jim) Hirai, Commanding General, U.S. Army Alaska
Colonel Hawk (Hawk) Carlisle, Commander, 3rd Wing
Colonel Scotty E. (Guv) Lewis, Vice Commander, 3rd Wing
Colonel Robert M. (Mark) Douglas, Commander, 3rd Mission Support Group
Colonel Jose A. (Joe) Torres, Chief of Staff, Alaskan Command
Colonel Donna (Donna) Boltz, Commander, United States Army Garrison – Alaska
Colonel Christopher J. (Chris) Thelen, Commander, 3rd Civil Engineer Squadron
Chief Master Sergeant David K. Andrews, USAF, Command Chief, Eleventh Air Force
Mr. Scott R. (Scott) Marchand, Legal Advisor, 3rd Wing
Ms. Bevery (Bev) Roberts, Housing Supervisor, 3rd Civil Engineer Squadron
Ms. Elyse (Lisa) Santerre, Housing Officer, USA Garrison - Alaska
Mr. Thomas (Tom) Berg, Director of Public Works, USA Garrison - Alaska

Menu
Chicken Caesar Salad
Soup
Iced Tea/Coffee/Water

ATTACHMENT 5

Kulis Air National Guard Base Briefing

Command Conference Room
Headquarters, 176th Wing
Kulis Air National Guard, Alaska

Tuesday, 14 June 2005, 1430-1700

Attendees

Mr. Anthony J. (Anthony) Principi, Chairman, Base Realignment and Closure (BRAC) Commission

The Honorable James V. (James) Hansen, Former U.S. Representative from Utah, and BRAC Commissioner

The Honorable Philip (Phillip) Coyle, Senior Advisor to the President of the Center for Defense Information, and BRAC Commissioner

Mr. George (George) Lowe, Chief of Staff, Office of The Honorable Theodore F. (Ted) Stevens, United States Senator of Alaska

Mr. Robert K. (Bob) Walsh, Alaska Field Representative, Office of U.S. Senator for Alaska, the Honorable Lisa A. (Lisa) Murkowski

Major General Craig E. (Craig) Campbell, USAF, The Adjutant General for the State of Alaska, Commander of the Alaska National Guard

Colonel Tony A. (Tony) Hart, USAF, AK-ANG, Commander, 176th Wing

Colonel Jose A. (Joe) Torres, USA, Chief of Staff, Alaskan Command

ATTACHMENT 6

Eielson AFB and 354th Fighter Wing Briefing

COPE THUNDER Conference Room
COPE THUNDER Facility
Eielson AFB, Alaska

Wednesday, 15 June 2005, 0815-0930

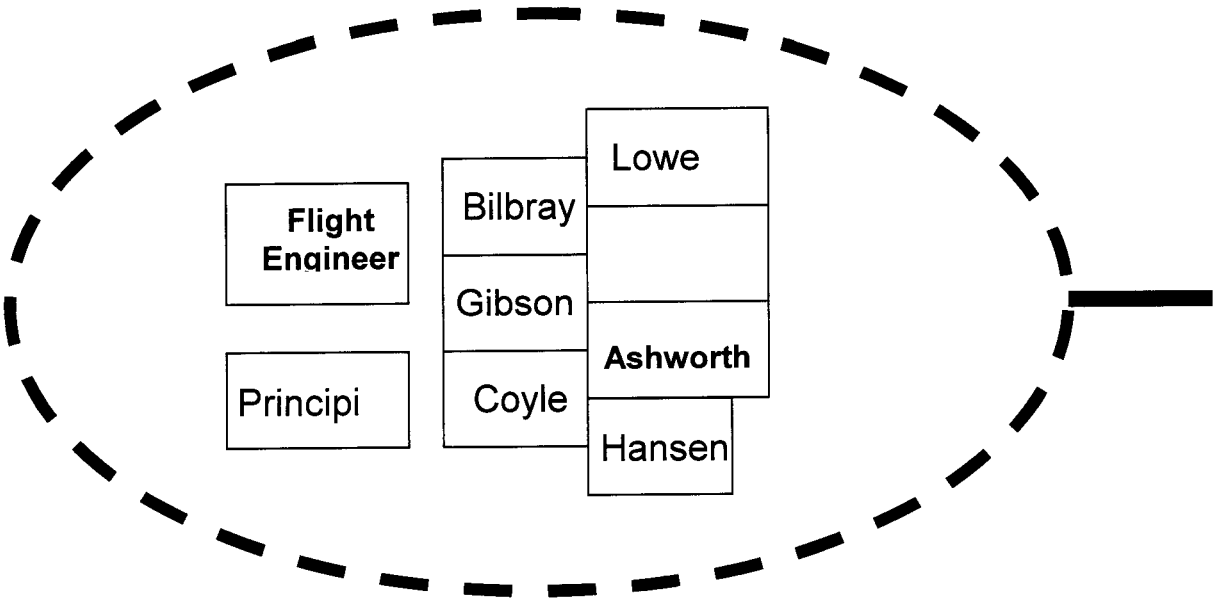
Attendees

Mr. Anthony J. (Anthony) Principi, Chairman, Base Realignment and Closure (BRAC) Commission
The Honorable James V. (James) Hansen, Former U.S. Representative from Utah, and BRAC Commissioner
Mr. Philip (Phillip) Coyle, Senior Advisor to the President of the Center for Defense Information, and BRAC Commissioner
Mr. George (George) Lowe, Chief of Staff, Office of The Honorable Theodore F. (Ted) Stevens, United States Senator for Alaska
Mr. Robert K. (Bob) Walsh, Alaska Field Representative, Office of U.S. Senator for Alaska, the Honorable Lisa A. (Lisa) Murkowski
Mr. Frank (Frank) Cirillo, BRAC Commission Staff
Mr. Ken (Ken) Small, BRAC Commission Staff
Mr. Craig (Craig) Hall, BRAC Commission Staff
Mr. Dean (Dean) Rhody, BRAC Commission Staff
Ms. Rumu (Rumu) Sarkar, BRAC Commission Staff
Ms. Sid Ashworth, Clerk, Senate Appropriations Committee Defense Subcommittee
Major General Craig E. (Craig) Campbell, The Adjutant General for the State of Alaska, Commander of the Alaska National Guard
Colonel Jose A. (Joe) Torres, Chief of Staff, Alaskan Command

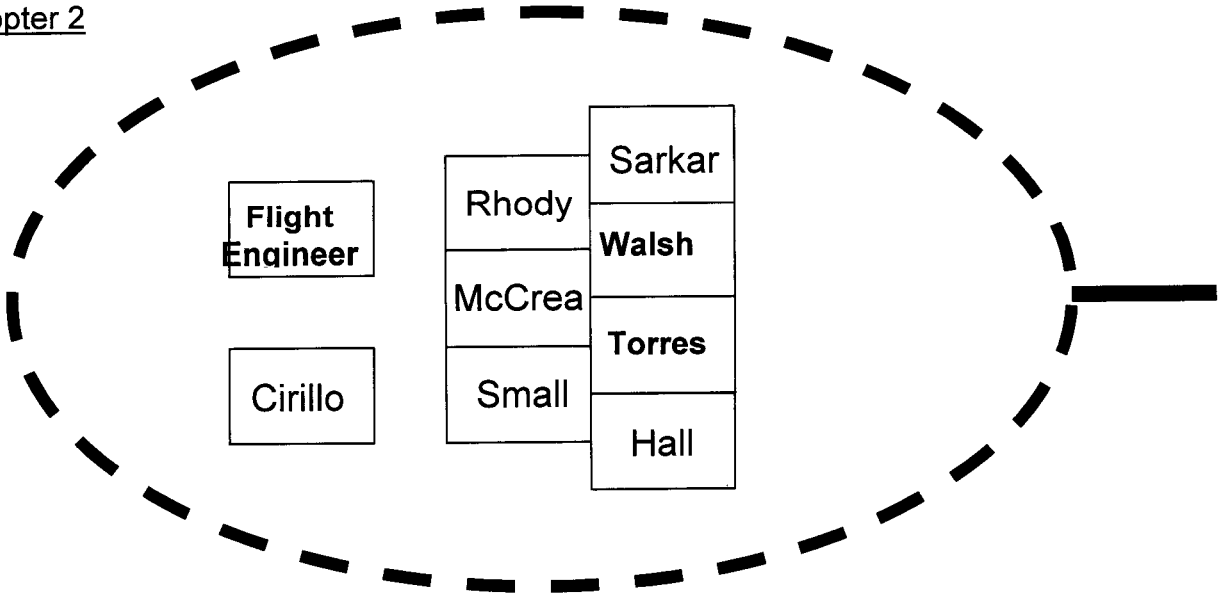
ATTACHMENT 7

Draft Load Plan for Eielson AFB and Range Complex Aerial Tour

Helicopter 1



Helicopter 2



ATTACHMENT 8
Key Personnel

11 AF			
	Duty	Home	Cell
Lt Gen Chandler Commander	552-2100	552-5063	229-8851
Col Miller 11 AF/CV	552-4100	753-1314	229-6840
COL Torres ALCOM/CS	552-3932	868-3294	229-8852
Lt Col Strickland ALCOM/CSD	552-3712	696-1491	223-6209
Maj Law ALCOM/PA	552-2341	248-0164	223-5096
Maj Lovrak 11AF/CCX	552-7800	xxx-xxxx	xxx-xxxx
CMSgt Andrews 11 AF/CCC	552-2295	334-3069	229-6998
3 WG			
Col Carlisle Commander	552-0300	677-0546	230-0321
Col Lewis 3 WG/CV	552-0300	xxx-xxxx	230-1248
Maj Bellucci 3 WG/CCE	552-0303	333-1416	250-9865
SSgt Barr 3 WG/CCP	552-6772	696-8209	223-3975
CMSgt Tappana 3 WG/CCC	552-0304	929-0917	250-9822
FORT RICHARDSON			
BG Hirai CG USARAK	384-2163	xxx-xxxx	xxx-xxxx
COL Boltz HQ Garrison Commander	384-2175	xxx-xxxx	xxx-xxxx
LTC Shutt Ft Richardson Garrison	384-2280	xxx-xxxx	xxx-xxxx

ATTACHMENT 8 (cont.)

KULIS 176 WG			
	Duty	Home	Cell
Maj Gen Cambell TAG-AK	428-6003	748-2337	xxx-xxxx
Col Hart 176 WG CC	249-1760	xxx-xxxx	xxx-xxxx
354 FW			
	Duty	Home	Cell
Brig Gen Gibson Commander	907/377-6101	372-3540	388-3261
Capt Johnson 354 FW/CCE	377-4281	372-1568	347-2985
1Lt Benn 354 FW/CCP	377-7686	372-6926	347-2986
TSgt Kelsey 354 FW/CCP	377-7686	372-3880	347-2987
CMSgt Kabalan 354FW/CCC	377-3246	372-1857	347-2983

NOTES:

Monday, 13 Jun

1645 Remainder of commissioners and team members will arrive throughout the evening. Mr. Hall and Mr. Small will greet/provide transportation for the BRAC Commissioners and staff members.
Lt Col Strickland and Lt Col Stice are on stand-by to assist in meeting/transporting.

** Mr. George Lowe, Chief of Staff for U.S. Senator Stevens will arrive at TSAIA at approximately 1600, 13 Jun and requires no initial assistance.
He will link up with the Commission members on 14 Jun and observe meetings between the military in the Anchorage area and also the Fairbanks/Eielson AFB area.

1700 Maj Gen Campbell and Mr. Lowe will separate from the main party and take commercial air to Fairbanks. Mr. Lowe will link up with the party on the following morning prior to the Commission's departure from Sophie's Station Hotel.
Maj Gen Campbell will link up with the Commission at the COPE THUNDER facility on Eielson AFB.

Tuesday, 14 Jun

1830 The Honorable James H. Bilbray, Former U.S. Representative from Nevada, will fly in to the Fairbanks International Airport the afternoon/evening of 14 June.
He will link up with the Commission at Sophie's Station Hotel the evening of 14 Jun.

Advance BRAC members coordinating the Regional Hearing will greet and transport Mr. Bilbray to Sophie's Station Hotel.

1920 Dinner TBD. Pikes Landing Deck, Pikes Landing Formal Dining Room; or Sophie's Station Hotel Board Room (Reservations for 14 have been made at both locations.....will need to confirm soonest.

Wednesday, 15 Jun

0810 Maj Gen Campbell will drive himself from Fairbanks to Eielson AFB and link up with the Commission at the COPE THUNDER facility upon their arrival.

1030 Surrey Bus at Eielson on-call to transport Commission members to Fairbanks as required if one or both helicopters become unavailable. A second surrey and vehicle for Brig Gen Gibson needs to be pre-positioned at Fort Wainwright Base Ops to transport the Commission to Sophie's Station Hotel.

1800 If the Commission is not invited to the Governor's Dinner, the options for dinner the night before are the same, with one addition: The Pump House on the Chena.

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Eielson AFB

Units

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Official Homepage

- Eielson AFB

The Army completed construction of the original base in October 1944. The base consisted of approximately 600 acres with housing for 108 officers and 330 enlisted. It eventually featured two parallel runways 6,625 feet long by 150 feet wide and Birchwood Hangar, long a fixture on base. The base was dubbed "Satellite" or "Mile 26" by some workers and "26-Mile Strip" by the brass. One story had it the base was named 26-Mile Strip because of its proximity to one of the 13 Army telegraph stations that linked Fairbanks with Valdez as part of the Army's WAMCAT, or Washington-Alaska Military Communications and Telegraph, system. However the reason for the naming was even simpler. Once built, the gate to the base was constructed at the south end of the runway, so people traveling from Fairbanks would have to go to the south end. That drive measured out to be exactly 26 miles, so the base was then known as 26-Mile Strip.

In 1946, with the onset of the Cold War looming, there came a time for a large bomber base in Alaska. The military needed a long runway to accommodate the planned deployment of Strategic Air Command intercontinental bombers. The existing west runway was expanded to a length of 14,500 feet.

In November 1947 the first Strategic Air Command bombers arrived at 26-Mile with the deployment of the 97th Bomber Group from Smokey Hill Air Force Base, Kan. Shortly afterward,

tactical units from Alaskan Air Command, aerial tankers and, most recently, F-16s, A-10s and OA-10s as part of the 354th Fighter Wing, flying close air support and forward air control missions for nearby ground units.

Strategically, Eielson's location allows units based here to respond to hot spots in Europe faster than units at bases on the East Coast. The same is true for Korea and the Far East. Eielson units can respond quicker than many of the units based in California.

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on Feb. 4, 1948, the Air Force changed the name of 26-Mile Post to Eielson Air Force Base in honor of famed Arctic aviation pioneer Carl Ben Eielson.

The 97th Bomber Group departed Eielson in March 1948, but other Strategic Air Command units followed. Eielson played host to B-29s, B-36s and finally B-47s. In fact, the largest hangar on Eielson today, now used for the Air Force's Cope Thunder exercises, was originally built to house two B-36 "Peacekeeper" bombers, the largest bomber ever in Air Force inventory.

The Air Force has seen many changes at Eielson, and many missions and aircraft have come and gone. Since its early days, Eielson has also been home to weather reconnaissance aircraft,

DCN: 11893

FACT SHEET

UNITED STATES AIR FORCE

354th Fighter Wing Public Affairs, 354 Broadway Ave Unit 15A, Eielson AFB AK 99702-1895
Comm: (907) 377-2116; DSN: (317) 377-2116; Fax: 377-1412

Eielson Facts and Figures

The Base

Eielson Air Force Base occupies 63,195 acres southeast of Fairbanks, Alaska. The runway is oriented north to south and is 14,507 feet long. It was extended to its present length in the 1950s to accommodate B-36 aircraft, and is the second longest runway in North America.

Population

About 3,000 military people work at Eielson. The base has 1,476 houses, and 522 dormitory rooms for approximately 3,200 active duty and family members who live on base. An additional 1,800 active duty, Reserve and Guard servicemembers and their families live off-base. More than 500 retirees from all branches of the military reside in the area.

Rounding out the total military-related population are about 950 civilian employees and more than 600 traditional and full-time Air National Guard members.

Economic Impact

The total payroll for active duty military employees is about $133 million. The base contracting office awarded more than $121 million to local contractors in fiscal year 2003.

Organizations

The 354th Fighter Wing mission is to fight and support the fight...any time, any place. The 354 FW is the host unit at Eielson Air Force Base, Alaska and is assigned to 11th Air Force, headquartered at Elmendorf AFB, Alaska. Eleventh Air Force falls under Pacific Air Forces, headquartered at Hickam AFB, Hawaii.

The 354th Fighter Wing is divided into four groups and 10 wing staff agencies. The groups are Operations, Maintenance, Mission Support and Medical. The wing commander's staff agencies include the Historian, Protocol, Chaplain, Staff Judge Advocate, Safety, Finance, Manpower, Command Post, Military Equal Opportunity and Public Affairs.

Associate Units

- **168th Air Refueling Wing**, Alaska Air National Guard, is the primary workhorse tanker unit for the Arctic Region and Pacific Rim, annually transferring more than 17 million pounds of fuel in flight to predominantly active-duty aircraft on operational missions. The wing's strategic location provides an invaluable rapid response capability for emergency and contingency situations, as well as enhancing the Air Force's total force global reach.
- The **353rd Combat Training Squadron** is responsible for sponsoring training and experimentation in Alaska. In this capacity the squadron hosts Pacific Air Force's Cope Thunder, Alaska Command's Northern Edge, and Pacific Command's Cooperative Thunder exercises. The 353rd has a detachment at Elmendorf Air Force Base. Beyond Cope Thunder, the 353rd hosts an increasingly broad number of combat training events on the Pacific-Alaska Range Complex.
- **Detachment 1, 66th Training Squadron**, provides Arctic survival training to members of all branches of the military and the other uniformed services. The "Cool School" graduates about 650 students per year. Instructors at the Air Education and Training Command-assigned unit also provide ground search and rescue capability on and around Eielson.
- **Detachment 1, 210th Rescue Squadron,** Alaska Air National Guard, provides maintenance and operations support for up to two HH-60G Pave Hawk rescue helicopters deployed to Eielson from Kulis Air National Guard Base in Anchorage. These aircraft provide alert rescue coverage for Eielson aircraft and logistics support for interior Alaska military ranges. The detachment is also assigned by 11th Air Force to provide search-and-rescue for both military and civil aviators north of the Alaska Range.
- **Detachment 632, Air Force Office of Special Investigations** provides professional investigative service for felony level criminal activity and counterintelligence matters to commanders of all Air Force activities. AFOSI Detachment 632 provides specialized investigative services for USAF and DoD resources located in the northern half of the State of Alaska.
- **Detachment 460, Air Force Technical Applications Center** operates and maintains the largest and northernmost seismic network in the United States Atomic Energy Detection System, as well as the sole field backup operations center for detection and analysis of foreign nuclear weapons tests. In addition, the detachment operates and maintains a network of gaseous and particulate air sampling units to detect airborne signatures of nuclear events.

(Current as of April 2004)

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Component	Base Name	State	ROI Name	Mil Change	Civ Change	Total Change
Active	Eielson AFB	AK	Fairbanks, AK Metropolitan Statistical Area	(2,821)	(319)	(3,140)
Active	Elmendorf AFB	AK	Anchorage, AK Metropolitan Statistical Area	(769)	(33)	(802)
Active	Elmendorf AFB	AK	Anchorage, AK Metropolitan Statistical Area	247	10	257
Gd/Res	Elmendorf AFB	AK	Anchorage, AK Metropolitan Statistical Area	(580)	191	(389)
Active	Elmendorf AFB	AK	Anchorage, AK Metropolitan Statistical Area	0	0	0
Active	GREELY	AK	Fairbanks, AK Metropolitan Statistical Area	0	0	0
Gd/Res	Kulis AGS	AK	Anchorage, AK Metropolitan Statistical Area	(218)	(241)	(459)
Active	RICHARDSON	AK	Anchorage, AK Metropolitan Statistical Area	(84)	(140)	(224)
Active	RICHARDSON	AK	Anchorage, AK Metropolitan Statistical Area	(2)	(59)	(61)
Active	WAINWRIGHT	AK	Fairbanks, AK Metropolitan Statistical Area	0	0	0
Gd/Res	Abbott USARC	AL	Tuskegee, AL Micropolitan Statistical Area	(2)	(1)	(3)
Gd/Res	AFRC (NEW)	AL	Tuscaloosa, AL Metropolitan Statistical Area	0	0	0
Gd/Res	AFRC Mobile	AL	Mobile, AL Metropolitan Statistical Area	0	0	0
Gd/Res	AFRC Mobile	AL	Mobile, AL Metropolitan Statistical Area	22	0	22
Gd/Res	AFRC Pelham (NEW)	AL	Birmingham-Hoover, AL Metropolitan Statistical Area	0	0	0
Gd/Res	Anderson USARC	AL	Troy, AL Micropolitan Statistical Area	(15)	0	(15)
Active	ANNISTON	AL	Anniston-Oxford, AL Metropolitan Statistical Area	0	(90)	(90)
Active	ANNISTON	AL	Anniston-Oxford, AL Metropolitan Statistical Area	0	25	25
Active	ANNISTON	AL	Anniston-Oxford, AL Metropolitan Statistical Area	0	(1)	(1)
Active	ANNISTON	AL	Anniston-Oxford, AL Metropolitan Statistical Area	0	979	979
Active	ANNISTON	AL	Anniston-Oxford, AL Metropolitan Statistical Area	0	119	119
Active	ANNISTON	AL	Anniston-Oxford, AL Metropolitan Statistical Area	0	2	2
Gd/Res	Birmingham AFRC	AL	Birmingham-Hoover, AL Metropolitan Statistical Area	(146)	(159)	(305)
Gd/Res	Birmingham IAP AGS	AL	Birmingham-Hoover, AL Metropolitan Statistical Area	(66)	(117)	(183)
Gd/Res	Brimingham AFRC	AL	Birmingham-Hoover, AL Metropolitan Statistical Area	0	0	0
Gd/Res	Dannelly Field AGS	AL	Montgomery, AL Metropolitan Statistical Area	0	1	1
Gd/Res	Dannelly Field AGS	AL	Montgomery, AL Metropolitan Statistical Area	18	41	59
Active	Dannelly Field AGS	AL	Montgomery, AL Metropolitan Statistical Area	0	0	0
Gd/Res	Decatur USARC	AL	Decatur, AL Metropolitan Statistical Area	0	0	0
Gd/Res	Faith Wing USARC	AL	Anniston-Oxford, AL Metropolitan Statistical Area	0	0	0
Gd/Res	Finnel USAR	AL	Tuscaloosa, AL Metropolitan Statistical Area	0	0	0
Gd/Res	FT Ganey NG	AL	Mobile, AL Metropolitan Statistical Area	(13)	0	(13)
Gd/Res	Ft Graham NG	AL	Birmingham-Hoover, AL Metropolitan Statistical Area	0	0	0
Gd/Res	Ft Hanna NG	AL	Birmingham-Hoover, AL Metropolitan Statistical Area	(28)	0	(28)
Gd/Res	Ft Hardeman NG	AL	Mobile, AL Metropolitan Statistical Area	0	0	0
Gd/Res	Ft Terhune NG	AL	Birmingham-Hoover, AL Metropolitan Statistical Area	0	0	0
Gd/Res	Gary USARC	AL	Enterprise-Ozark, AL Micropolitan Statistical Area	(9)	(1)	(10)
Active	Huntsville AL	AL	Huntsville, TX Micropolitan Statistical Area	0	0	0
Gd/Res	JFHQ (AFRC) Montgome	AL	Montgomery, AL Metropolitan Statistical Area	0	0	0
Active	Maxwell AFB	AL	Montgomery, AL Metropolitan Statistical Area	(19)	(1)	(20)
Gd/Res	Maxwell AFB	AL	Montgomery, AL Metropolitan Statistical Area	3	39	42
Active	Maxwell AFB	AL	Montgomery, AL Metropolitan Statistical Area	(724)	(549)	(1,273)
Active	NAVCRUITDIST MONTGOM	AL	Montgomery, AL Metropolitan Statistical Area	(31)	(5)	(36)

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Follow-up questions on Eielson AFB

1. What plans exist for conducting a site survey at Eielson to examine viability and cost of 'warm basing"? When will results be provided to the Commission?
2. Are there any other ongoing efforts to detail the "warm base" concept of operations at Eielson? If so, when will results be provided to the Commission?
3. Provide details of Air Staff or PACOM analysis of the impact of the Eielson recommendation on major PACOM operational plans?
    a. If Air Staff conducted this analysis, is there a record of PACOM's concurrence with its result?
    b. Also, in your response to the testimony at the Fairbanks regional hearing, the Air Force cited BCEG discussion of this issue. Provide the dates of these BCEG meetings.
4. Provide May 4, 2005 letter from Admiral Keating, Commander, USNORTHCOM/NORAD on his assessment of draft BRAC Recommendations.
5. What specific plans exist for increasing the number or size of Cope Thunder exercises (i.e. expand Cope Thunder exercises)?
    a. What is the estimate of the cost of increasing Cope Thunder exercises at Eielson?
    b. Is this currently budgeted/programmed?
6. Provide record of Cope Thunder participants (number of aircraft, personnel and where permanently based).
    a. What percentage of Cope Thunder participants current come from the 354th Fighter Wing currently based at Eielson?
    b. In addition, to Cope Thunder exercises, how often is the PARC utilized by units based outside of Alaska?
7. Provide latest overhead/operating costs at Eielson (subsequent to Air Force data call).
8. Provide Base Operating Support costs (trends) at King Salmon and Galena Forward Operating Locations before and after "warm base" status was implemented.
9. What is the specific NORAD/ADIZ requirement for maintain two forward operating locations in Alaska (Galena and King Salmon)? What is source of this requirement?
10. *Question previously submitted:* Provide results of previous studies or experiences with warm basing in Alaska or similar (cold weather) climates, e.g. Army Core of Engineers and Army's Cold Regions Lab studies.

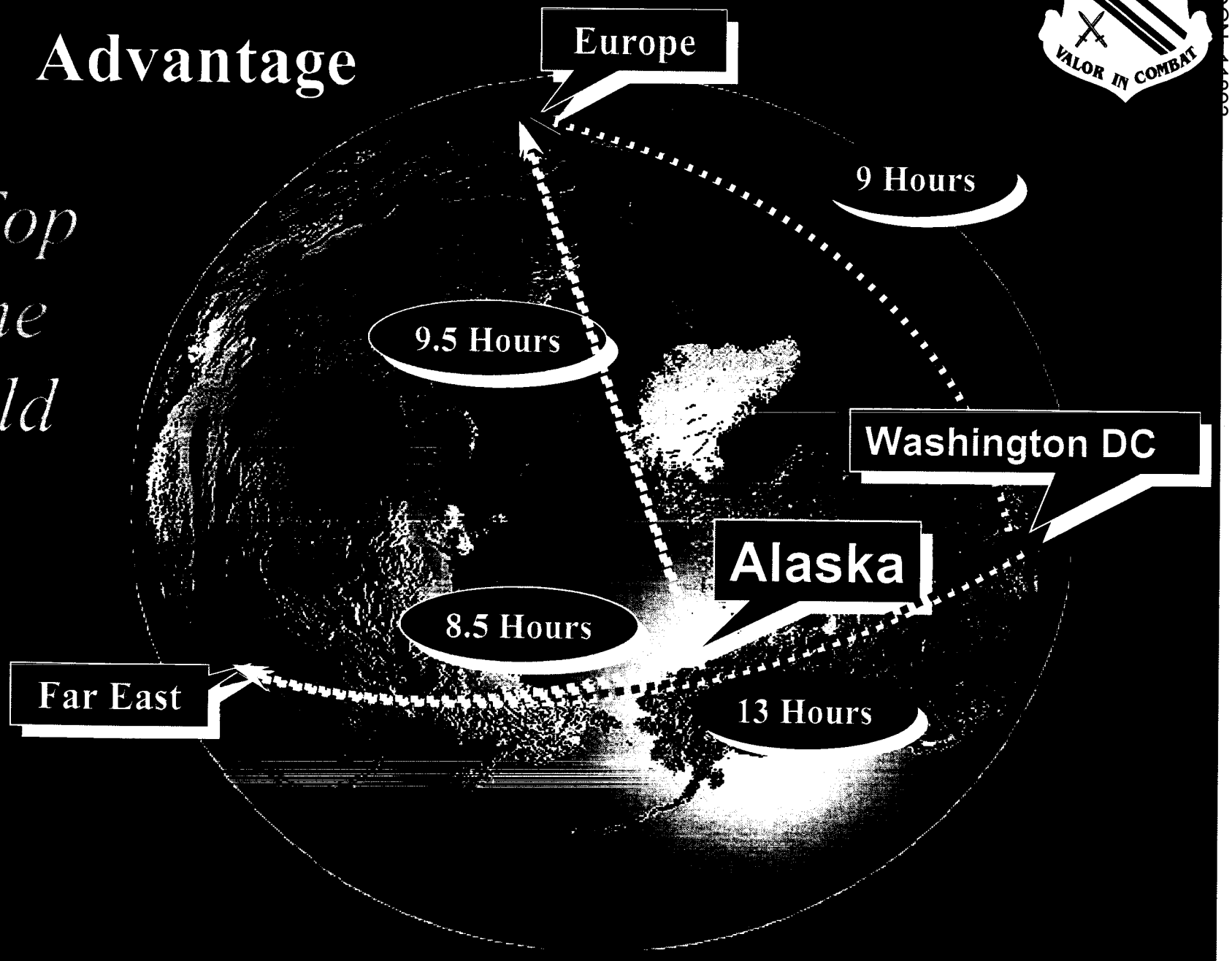
Eielson Air Force Base
ALASKA

DCN: 11893

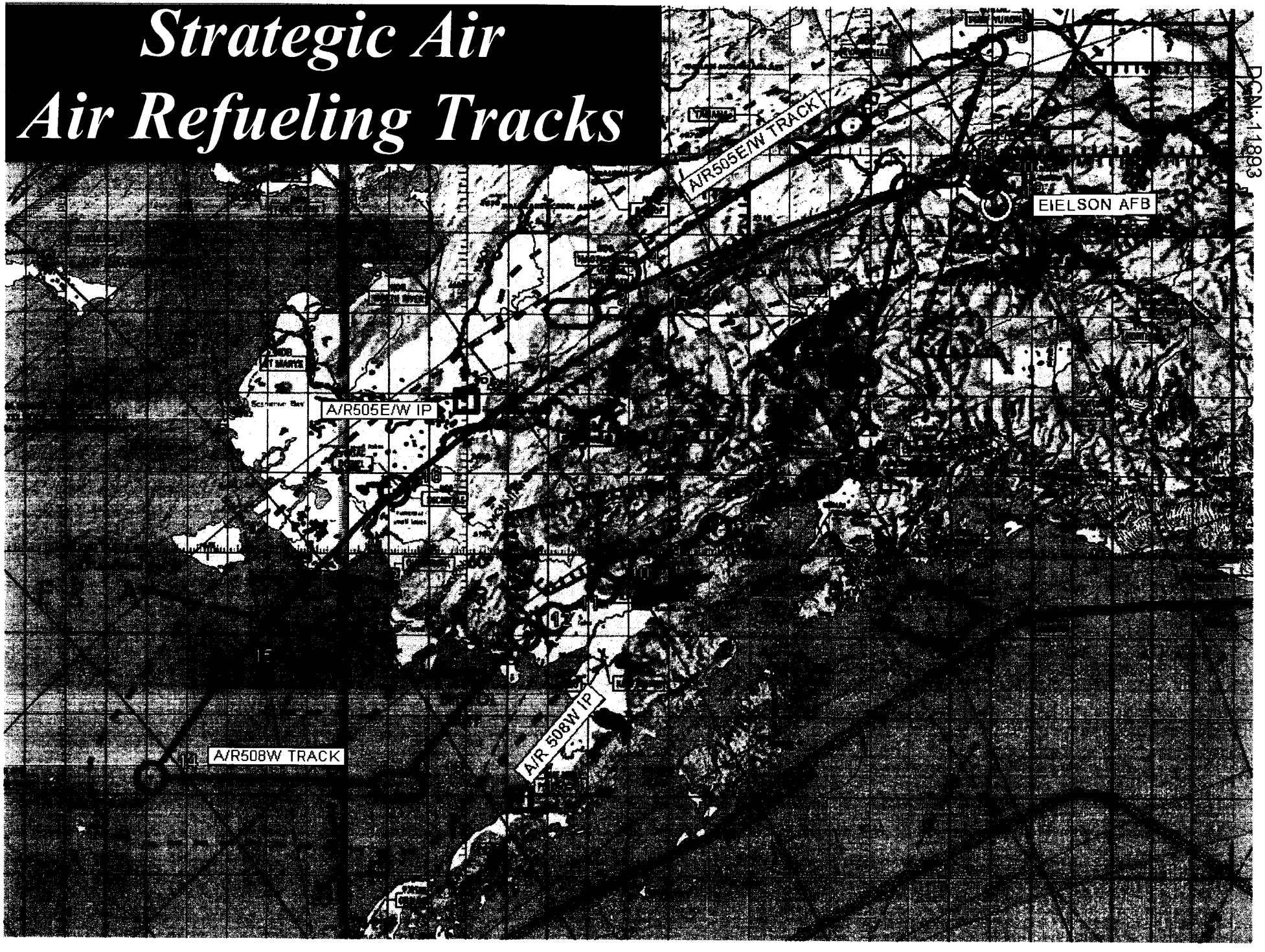
- Location
- Layout
- Personnel Strength
- Wing Structure and Tenants
- Mission
- Projects
- Cope Thunder

Eielson's Advantage

On Top of the World

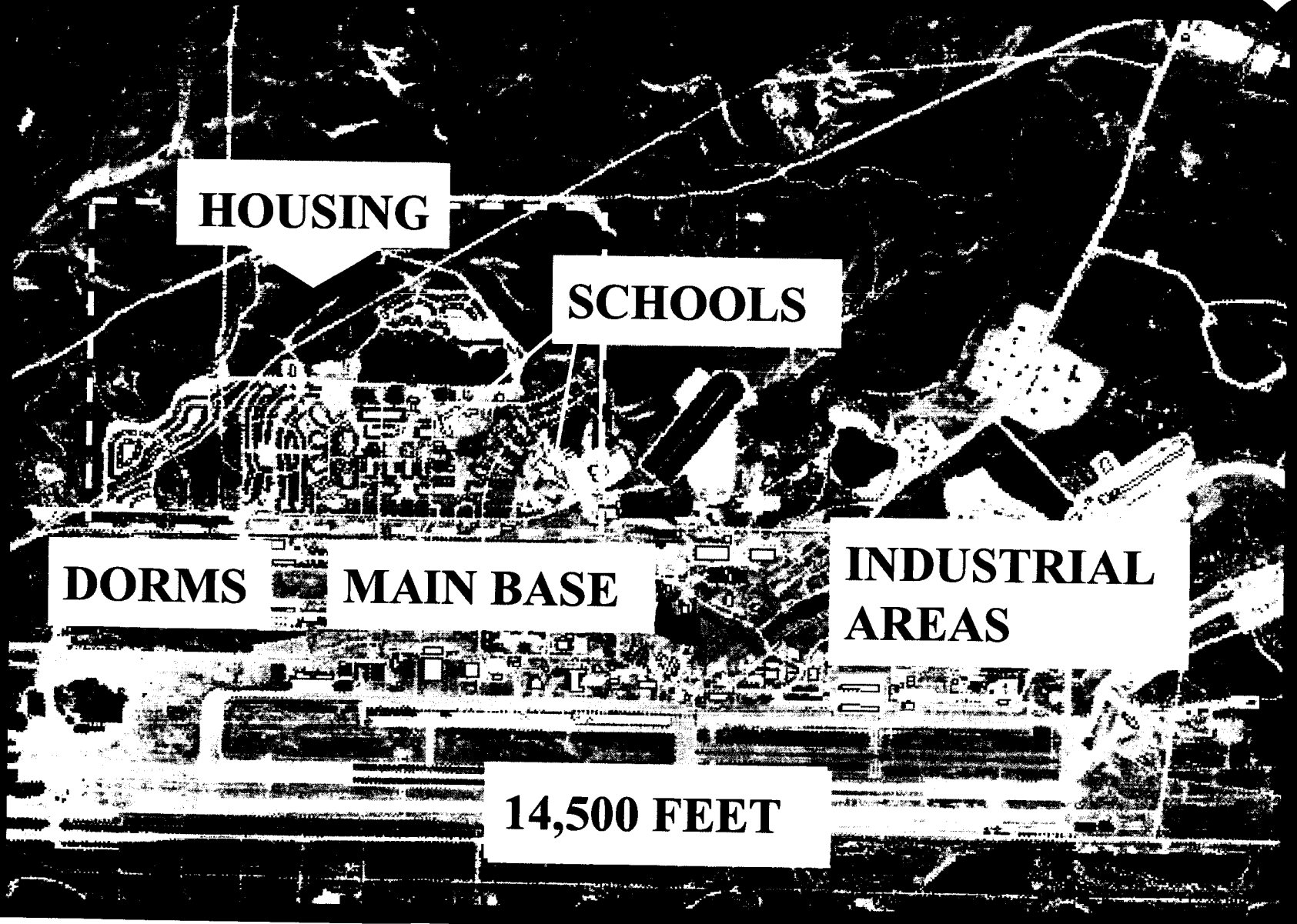


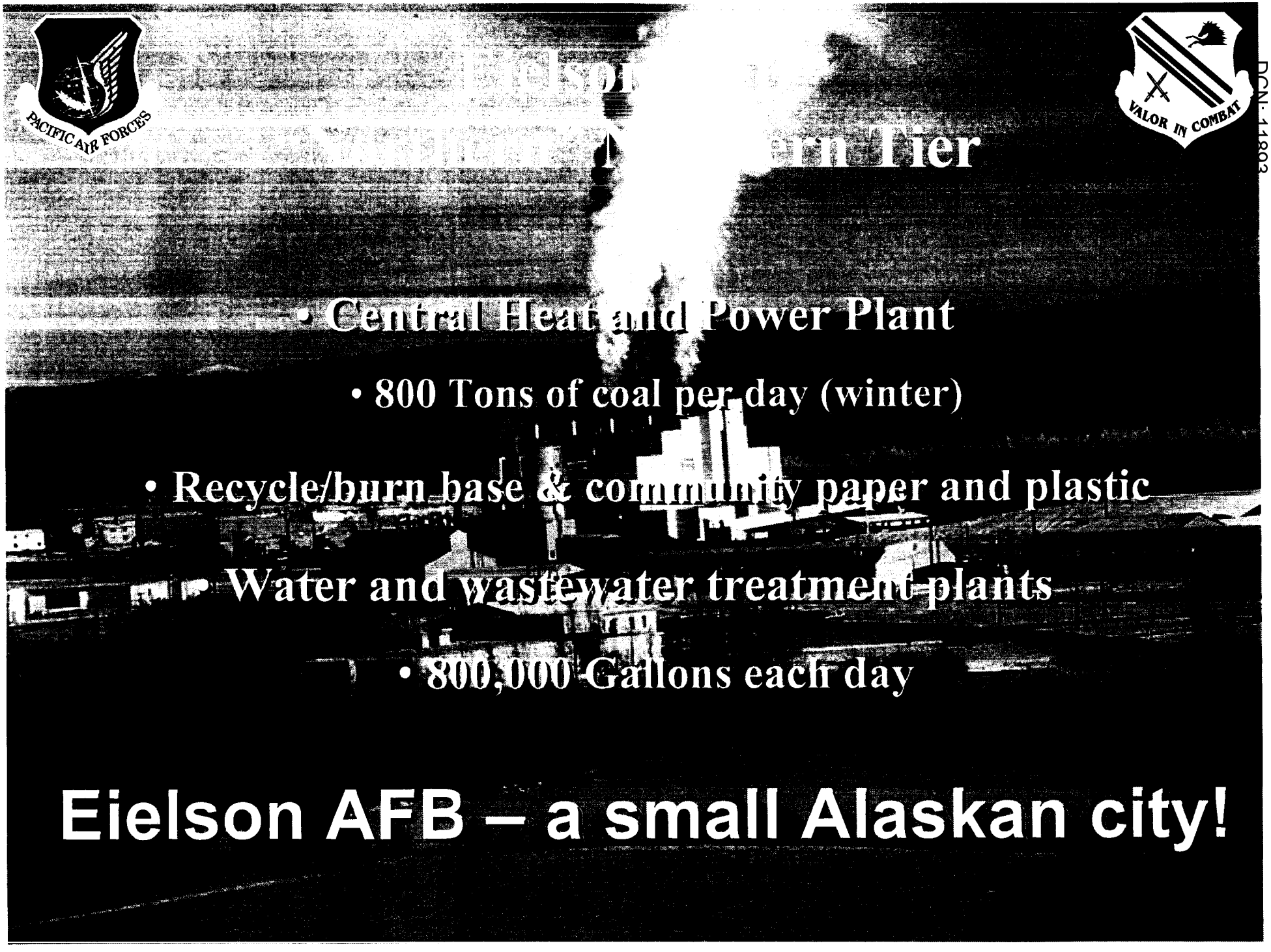
Strategic Air Air Refueling Tracks



DCAN: 11893

Eielson AFB


HOUSING
SCHOOLS
DORMS
MAIN BASE
INDUSTRIAL AREAS
14,500 FEET

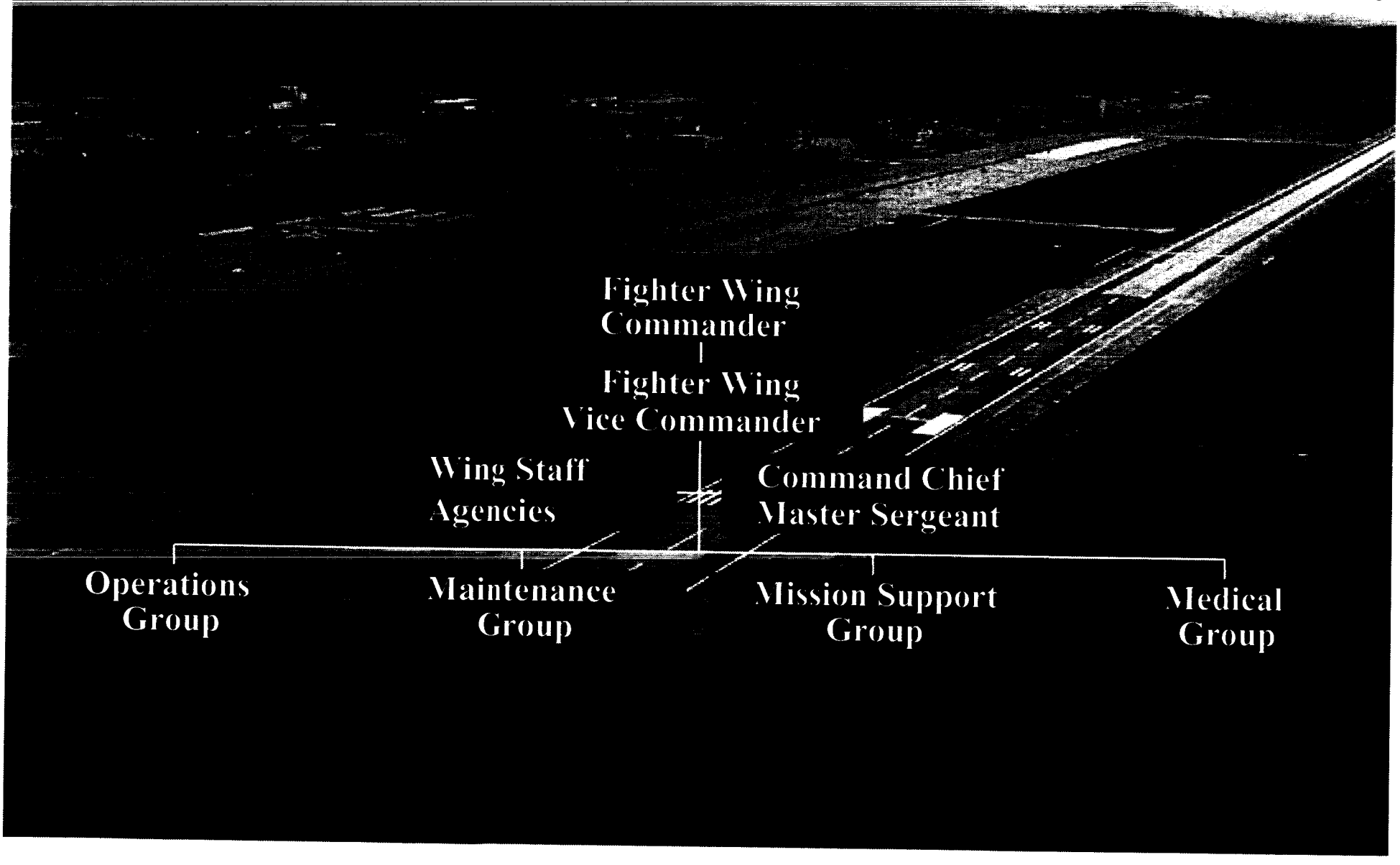

PACIFIC AIR FORCES
VALOR IN COMBAT
• Central Heat and Power Plant
• 800 Tons of coal per day (winter)
• Recycle/burn base & community paper and plastic
• Water and wastewater treatment plants
• 800,000 Gallons each day
Eielson AFB – a small Alaskan city!

DCN: 11803

Eielson AFB

- 7,213 personnel and families
  - 2,992 active duty military
  - 562 AK Air National Guardsmen
  - 659 civilians
  - 3,000 family members

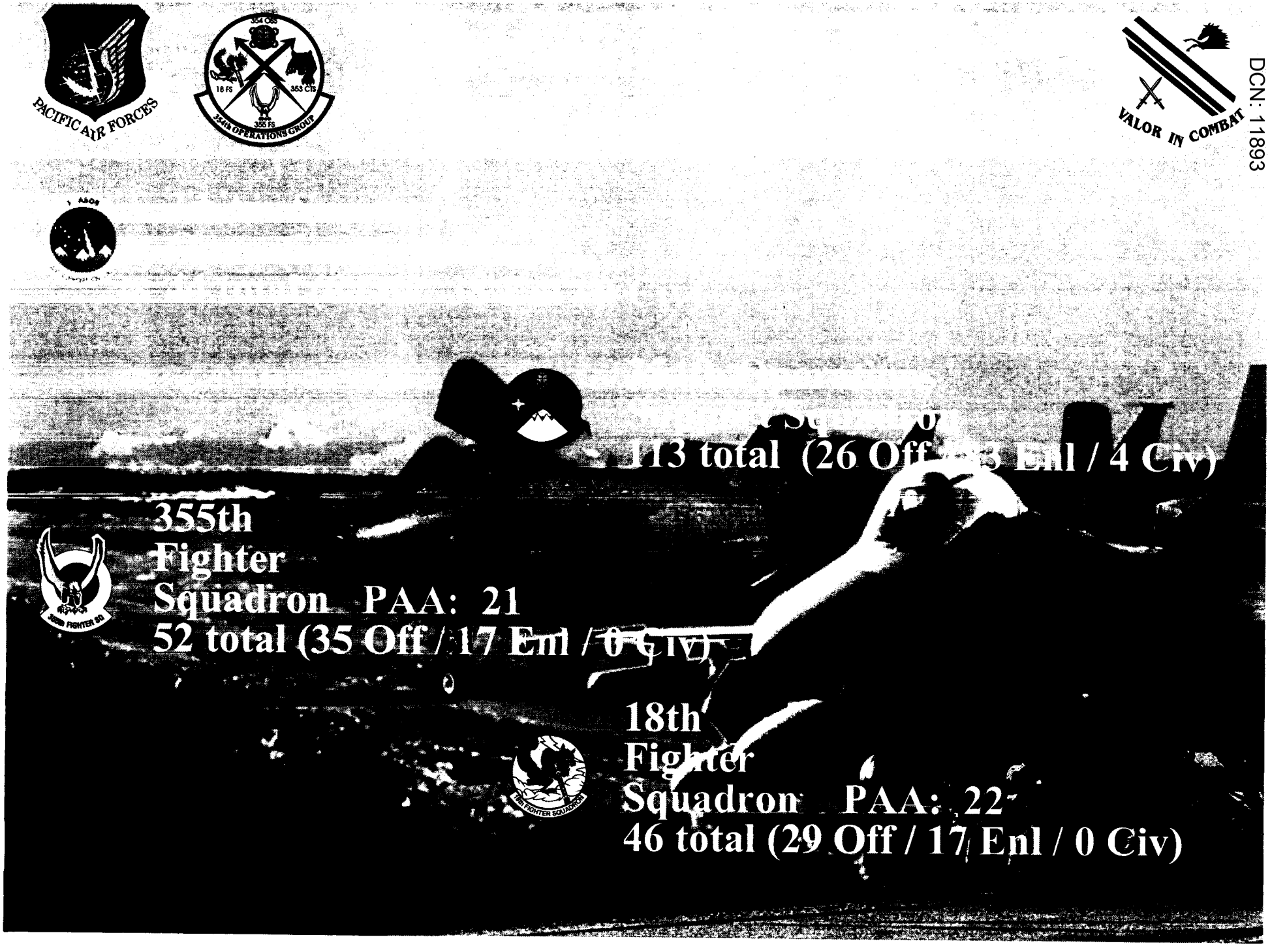
35th Fighter Wing



DCN: 893

354th Fighter Wing

	Officers	Enlisted	Civilian	Total
Command Staff	24	91	11	126
Operations Group	102	159	7	268
Maintenance Group	17	1,239	22	1,278
Mission Support Group	49	1,152	321	1,522
Medical Group	40	119	10	169
TOTAL	232 0	2,760 106	371 201	3,363 307


PACIFIC AIR FORCES
354 OSS
18 FS
353 CTS
355 FS
354th OPERATIONS GROUP
VALOR IN COMBAT
DCN: 11893
113 total (26 Off
Enl / 4 Civ)
355th
Fighter
Squadron PAA: 21
52 total (35 Off / 17 Enl / 0 Civ)
18th
Fighter
Squadron PAA: 22
46 total (29 Off / 17 Enl / 0 Civ)

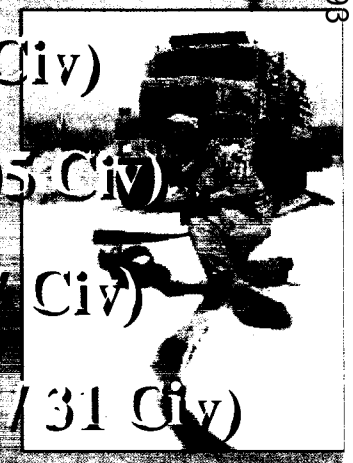
Maintenance Group (1,278 personnel)

Maintenance Squadron
683 total (5 Off / 657 Enl / 21 Civ)

Aircraft Maintenance Squadron
485 total
(7 Off / 478 Enl / O Civ)

Maintenance Operations Squadron
53 total (2 Off / 51 Enl / O Civ)

Mission Support Group
(1,522 personnel)



- Security Forces Sq—162 total (3 Off / 156 Enl / 3 Civ)
- Civil Engineer Sq—565 total (20 Off / 340 Enl / 205 Civ)
- Communications Sq—182 total (4 Off / 171 Enl / 7 Civ)
- Logistics Readiness Sq—387 total (9 Off / 347 Enl / 31 Civ)
- Services Sq—107 total (3 off / 61 Enl / 43 Civ)
- Mission Support Sq—67 total (4 Off / 40 Enl / 23 Civ)
- Contracting Sq—43 total (3 Off / 32 Enl / 8 Civ)

DCN: 11893

Medical Group
(169 personnel)

- Medical Operations Squadron
  124 total (33 Off / 85 Enl / 6 Civ)

- Medical Support Squadron
  41 total (6 Off / 32 Enl / 3 Civ)

Tenant Units

- 168th Air Refueling Wing—AK ANG
- 353rd Combat Training Squadron (Cope Thunder)—11 AF
- Detachment 1, 210 Rescue Squadron—AK ANG
- Air Force Technical Applications Center—ACC
- Arctic Survival (Cool) School—AETC
- Office of Special Investigations

354 FW Mission

- Routine
  - Support Tenants
  - Joint Training
- Contingency
  - Deploy fighters with approx 50% of personnel
  - Remaining support Tanker Task Force and Air Bridge

Ongoing Projects

	Cost
Power Plant Baghouse	$23.8M
Joint Security Forces	$15.8M
Ramp/Hydrant	$47.8M
Dorm	$14.3M
Utilidors, Ph VI	$9.0M
Replace Power Plant Elec Bus	$18.8M

Planned Quality of Life

	Cost
BX (AAFES)	$13.0M
Fitness Center/Fieldhouse	$23.3M
Chapel	$14.2M
Replace Youth Center	$10.1M
Bowling Center (NAF)	$11.0M
Buy "Cool Homes" housing (300 units)	$18.1M
Replace 92 housing units, FY06	$37.6M
Renovate 539 housing units, FY07	$114.0M

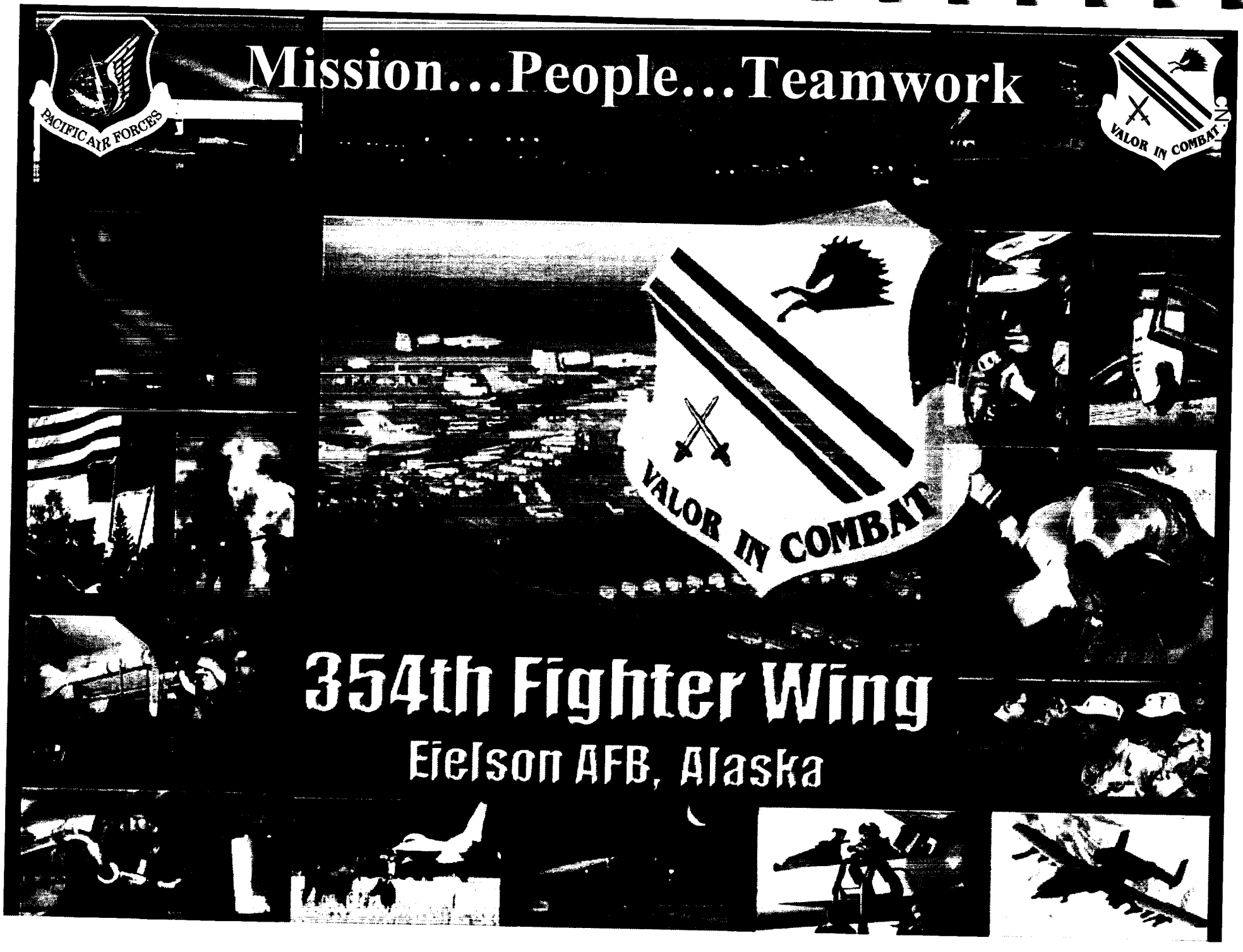
Planned Mission Construction

	Cost
Flight Sim Facility/Life Support	$14.8M
Repair Alpha/Bravo Ramp	$9.0M
A-10 Hangar (6 aircraft)	$20.0M
Range Power and Fiber, Ph 3	$9.0M
MUNS Storage Complex	$31.2M

Mission...People...Teamwork

PACIFIC AIR FORCES

VALOR IN COMBAT



354th Fighter Wing

Eielson AFB, Alaska

DCN: 11893

Eleventh Air Force

Integrity - Service - Excellence

Cope Thunder

Lt Col Pat McCrea
353 CTS/CC

U.S. AIR FORCE

As of: 15 Jun 04

Overview

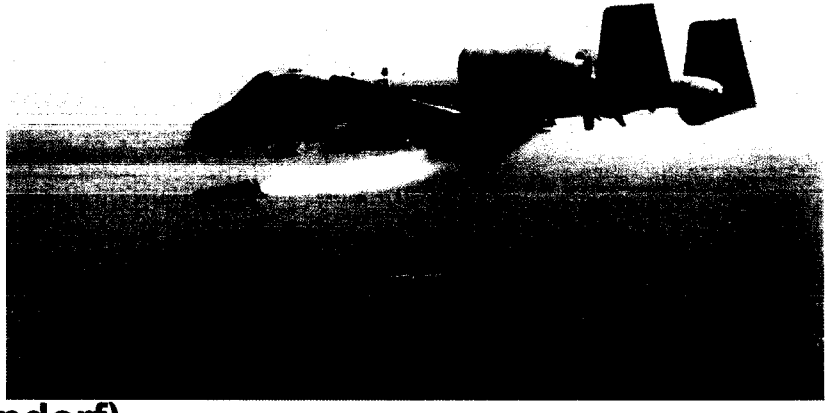
- Cope Thunder Mission
- PARC Capabilities
- On-going Improvements
- The Vision
- Transformation
- Summary

DCN: 11893

DCN: 11893

Cope Thunder

- PACAF's Premier Combat Training Exercise
- Two Week Air War
- Realistic Threats/Targets
- 3-6 Cope Thunders per Year
  - 54 Units in 2004 (26 Foreign/Joint)
  - 4,655 Participants
  - 3,570 per year (2,500 Eielson vs 1,750 Elmendorf)
- AEF Spinup
- Engagement & Coalition Training
- Support Additional Exercises



DCN: 11893

Cope Thunder Provides

- Cope Thunder
  - Relevant & Real-World Combat Scenarios
  - Emphasis on Joint and Coalition Warfighting
  - Traditional Training
  - INT, A/A, CAS, EW
- Specialized Training
  - PR, NEO, Insert/Extract
  - Special Ops
  - Tactical Airlift
- Cooperative CT

DCN: 11893

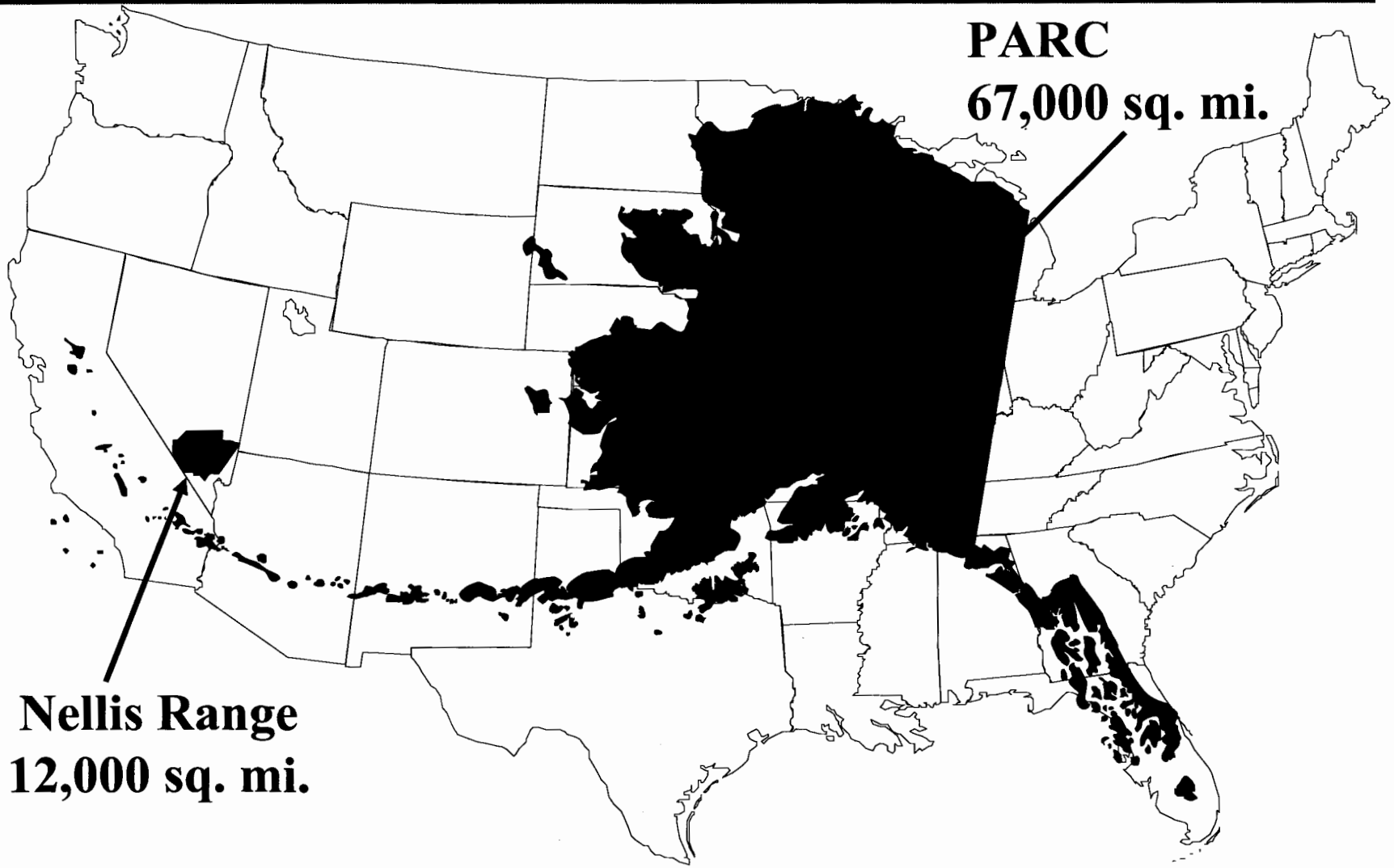
Alaska Air & Ground Spaces

- 67,000 sq mi of Airspace
- 3 Impact Areas
- Diverse Terrain
  - Various topography
  - Represents major AORs
- Joint Use
  - Eielson/Ft. Wainwright
  - Elmendorf/Ft. Richardson

The PARC is a joint training national asset

DCN: 11893

Pacific Alaska Range Complex



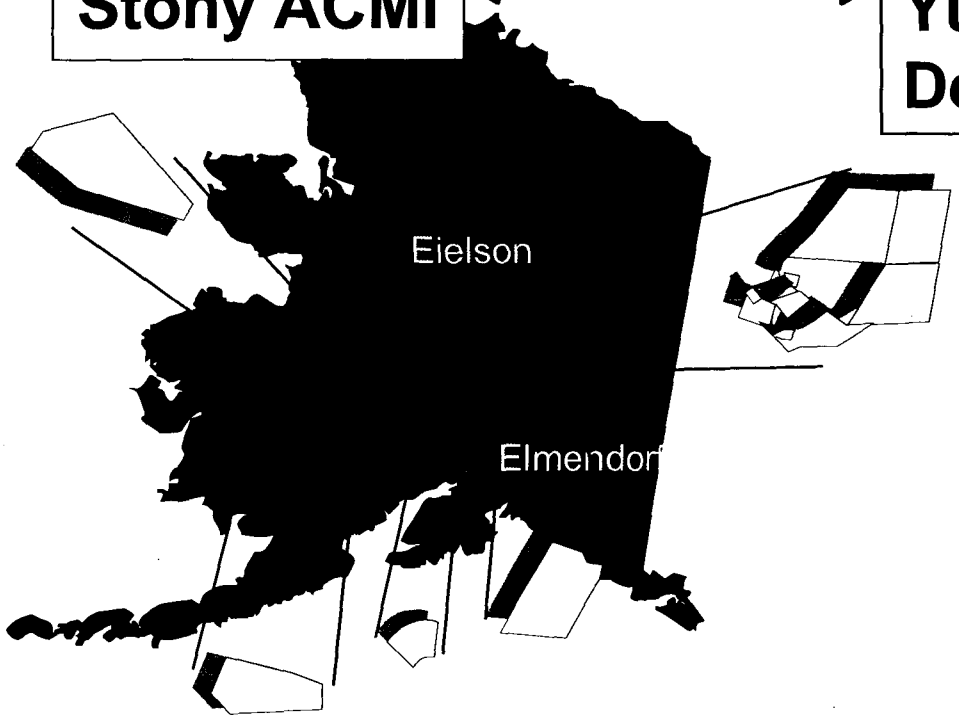
Integrity - Service - Excellence

DCN: 11893

PARC Assets

Air Combat Training Systems

Stony ACMI ⟷ **Yukon Measurement and Debriefing System (YMDS)**



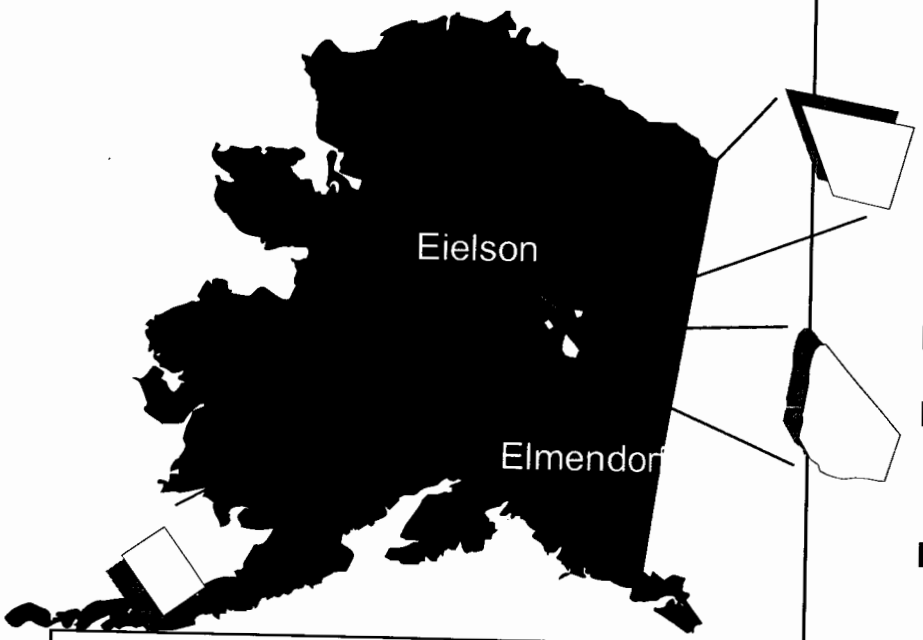
- Monitor 36 Live AC
- Replay 100 AC in debrief
- "Live" AMRAAM Fly-Out
- Fully integrated A-A and EW Debrief
- State of the art ACMI
  - Higher fidelity

Naknek, Susitna, and Fox MOAs

- Post-Mission ACMI (Recorded)
- No Live/Real Time ACMI

PARC Assets

Tactics & Bombing Ranges



R2202 / R2205 Tactics Ranges

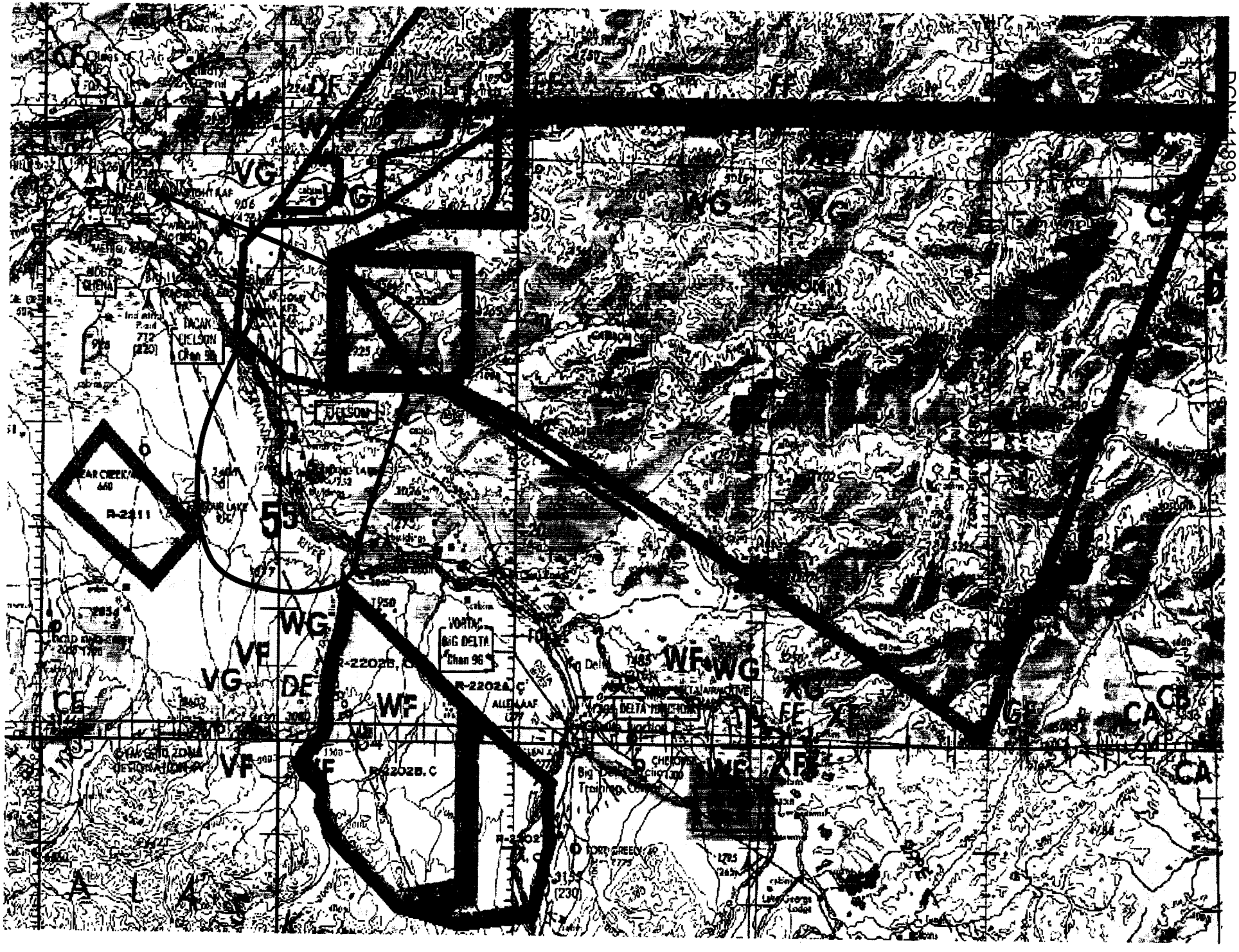
- 400+ Targets
- 4 Weapon Scoring Systems
- 29 Threat Simulators
- Live Ordnance Capable
- PACAF's only Electronic Combat training range
- Close proximity to Eielson and Elmendorf AFB's
- Closest competitor—Nellis Range

R2211 Basic Bombing

- Conventional / Nuclear pattern
- 30mm/20mm Strafe
- TOSS/Acoustic Scoring

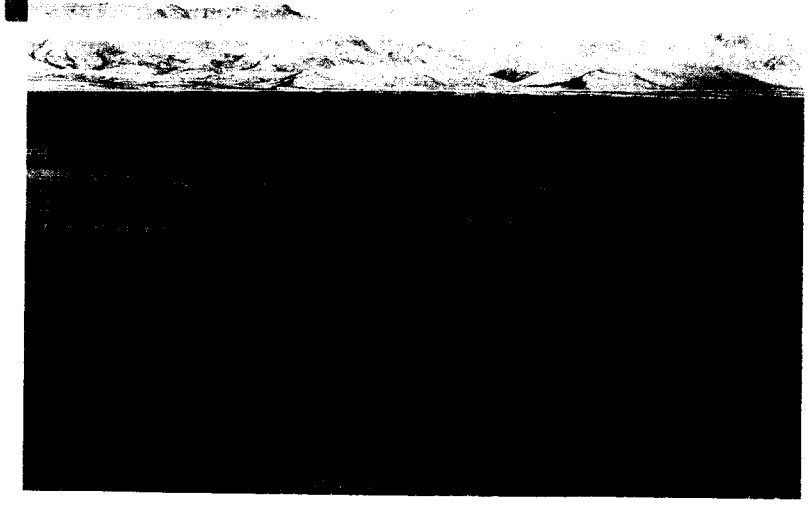
Integrity - Service - Excellence

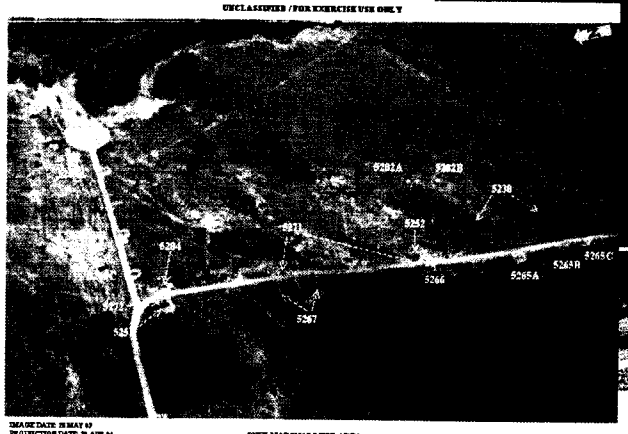
DCN: 11893


R-2211
R-2202B, C
R-2202A, C
BIG DELTA
Chan 96
DELTA JUNCTION
CHEROKEE
Big Delta
Training Center
FORT GREELY
Lake George Lodge
ALLEN AAF
VG
WG
VF
DE
WF
CE
CA
CB
FE
GF

DCN: 41893

Range Targets





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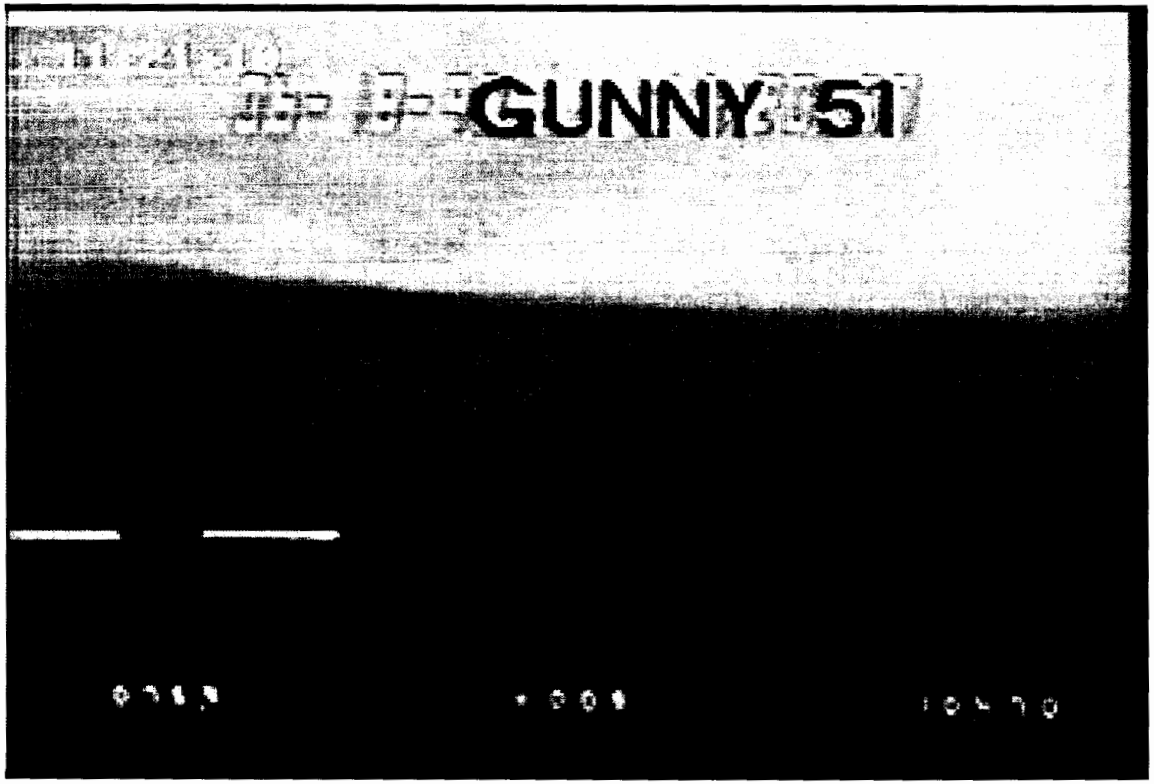
Range Threats (Electronic Warfare)

- Simulated SAM/AAA
- 15 Manned Threat Emitters
- 14 Unmanned Threat Emitters
- Smokey SAMS/AAA
- Integrated Air Defense
- Real-Time Feedback
- PACAF's only EW Rng



The Vision

- Vision: ***COPE THUNDER recognized World-Wide as the premiere Aerospace & Security Cooperation venue***
  - Support Joint, Combined & Service Requirements
  - Incorporate both Physical & Virtual capabilities
  - LINK 16 integration
  - Incorporate campaign level AOC & JFACC play
  - 21st Century relevance (F/A-22, JSF, UAVs, Space, etc.)
  - Air Expeditionary Force (AEF) Spinup
  - Expand to 6 Major Force Exercises per year
  - Take Security Cooperation to new levels
  - Elevate classification level of exercise to CW

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PARC Improvements

- Funded Upgrades $148.9M (FY02-05)

PARC Improvements

- New secure video link between Eielson and Elmendorf
  - Allows parallel planning/briefings/debriefs/analysis
- Joint Advanced Weapons Scoring System (JAWSS)
  - 90% of range targets scoreable by FY07
- Alaska Training Range Enhancement Program
  - Capability to track ground assets, airlift and helo's
  - Significant improvement in Joint air & ground training/analysis
- ACMI, radar, and comm site expansion projects
  - ~50% increase in all-altitude radar/radio coverage

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PARC Improvements

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- Additional Unmanned Threat Emitters
  - 6 of 14 are new Threat Kit 4 systems (Smart Threats)
  - All smart & expanding to 16 by end of FY07
  - Additional $4M in FY04 for FSU threats (Red IADS)

- Range Targets
  - 100+ new targets in FY04
  - ~50 new targets in FY06

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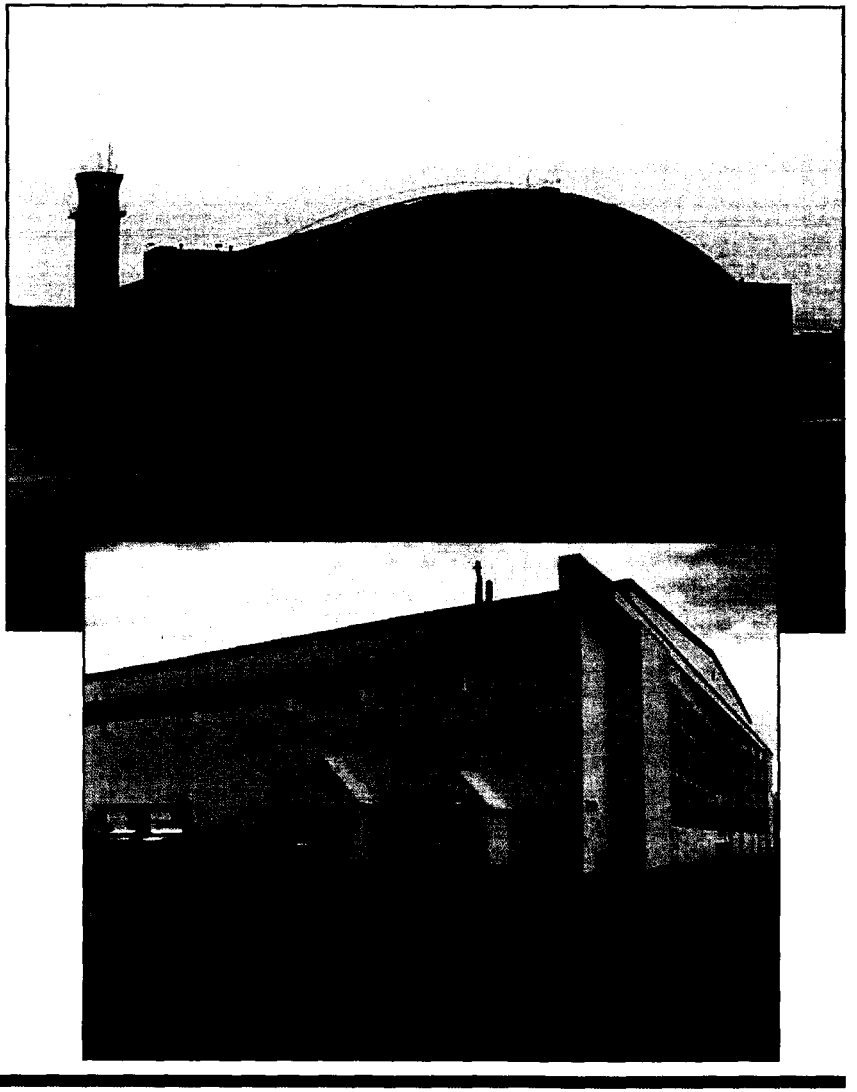
Current Infrastructure

- **Eielson AFB**
  - Adequate operations and maintenance facilities at current level
- **Elmendorf AFB**
  - Ongoing operations & maintenance facility renovations
- **Both Bases**
  - Significant billeting shortfalls
  - Host base support is critical



Summary

- Cope Thunder is PACAF's premiere combat training exercise and a Joint & Combined combat training venue
- The PARC, along with Cope Thunder is a unique national asset with significant growth potential
- We have the resources and the flexibility to tailor each exercise to match participant desires, goals & objectives
- Cope Thunder has the people and expertise ready and willing to help conduct the best training in the world

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ALASKA AIR NATIONAL GUARD

Integrity - Service - Excellence

168th Air Refueling Wing

Col Arne E. Moe
168 ARW/CC

U.S. AIR FORCE

Mission Statement

DCN: 11893

Guardians of the Last Frontier providing Support and Air Refueling to the Total Force Partnership

"One Wing, One Fight"

168th Air Refueling Wing

- 9 KC-135R Aircraft, (8 PAA, 1 BAI)
- 24/7 Hard Alert for NORAD Alaskan Air Sovereignty
- Pacific Theater
  - Only Permanently Assigned Tankers in North Pacific
  - North Pacific Air Bridge Support
  - Operational/Training A/R Support
- Worldwide Air Refueling Deployment Capability
- CORONET/Aircraft Delivery
- Acknowledged Cold Weather Experts for KC-135 Maintenance and Flying Procedures

"One Wing, One Fight"

DCN: 11893

Personnel Statistics *(5 Jun 05)*

DCN: 11893

	AUTHORIZED	ASSIGNED
Total Strength (UMD)	665	562
Traditional Guardsmen (Drill Status)	395	306
Full -Time AGR (Active Military)	139	133
Full -Time Technician (Civilian)	131	123
Full -Time State Employees	14	14

168 ARW Spectrum of Taskings

- Daily Operations (PACAF, AMC, ANG)
- Peacetime Alert (NORAD/NORTHCOM, CINCSOUTH)
- Peacetime Contingency (NORAD, PACOM, PACAF, NORTHCOM)
- Limited Use of Force Contingency Plans: (PACOM/PACAF)
- War Plans (PACAF, AMC, NORAD)

"One Wing, One Fight"

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Eielson Day-to-Day Operations

- **Airbridge (AMC)**
- **Local Receiver Training (11AF/PACAF)**
- **Local 168th Training (ANG)**
- **CORONET (USAF/USN/USMC/Allies)**
- **Exercises (PACAF/PACOM/NORAD)**

"One Wing, One Fight"

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TACC Channel Movements

- *168 ARW Historical Data (last five years)*
  - *Weekly 1B1 tasking (60 plus sorties)*
  - *300 plus hours flown*
  - *4.6 million lbs of Fuel Offloaded*
  - *Aircraft Refueled*
    - *C-141, C-17, C-5, KC-10*

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Alaskan CORONET Movements

- FY 2002 (54 Movements)
  - Coronet North: 42 movements
  - Coronet West: 4 movements
  - Coronet East: 8 movement
- FY 2003 (52 Movements)
  - Coronet North: 36 movements
  - Coronet West: 14 movements
  - Coronet East: 2 movement
- FY2004 (64 Movements)
  - Coronet North: 42 movements
  - Coronet West: 19 movements
  - Coronet East: 3 movement
- Three Year Average
  - 57 Coronets per Year
  - 96 X KC-135s per Year
  - 41 X KC-10s per Year
  - Supporting 315 Receivers

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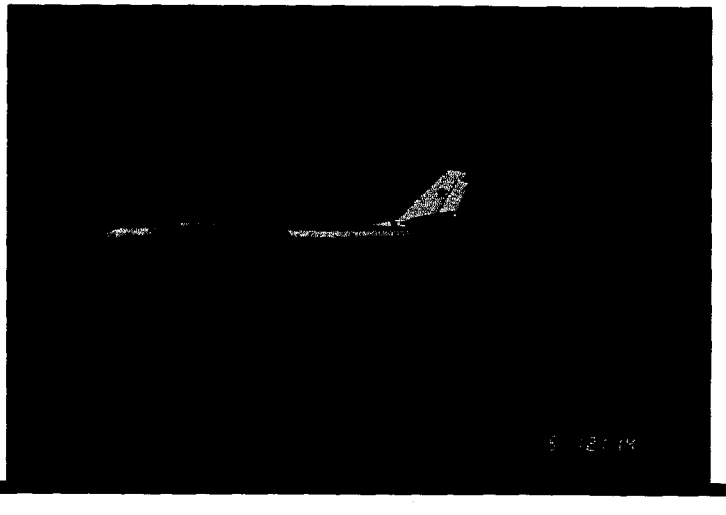
Eielson Peacetime Contingencies

- Operation Northern Denial (NORAD)
- Bomber Movements through North Pacific Theater
- Classified CORONET movements
- Contingency Airbridge Support for PACOM
  - Ranges from Humanitarian to POTUS support to Show of Force to Limited Military Action



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Classified Coronets

Planned by 168 ARW Coronet and Fighter Delivery Officers (FDOs)

6 X F-15C "over the top" from Elmendorf to Europe 1999
18 X F-15E from Elmendorf to South Korea 1999
18 X F-15E from Elmendorf to South Korea 2003

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Classified Bomber Movements

PS I

* Nov 97
* All ARC

PS II

* Feb 98
* McConnell

PS III

* Nov 98
* 13 X KC-135s
* All ARC
* Same mission
* Maxed bldg 3129

"One Wing, One Fight"

Operation NORTHERN DENIAL

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OND I: December 2000

OND III: September 10-12, 2001

OND XII: Spring 2005

Average 2 – 3 per year

3 – 6 KC-135s per Tasking

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Iraqi Freedom
PACOM / NORTHCOM Support

- Bomber Deployment to HAWAII
  - 3 Mar – 8 Mar 03
    - B-52, B-1B
- Strike Eagle Deployment to Osan AB, Korea
  - 11 Mar – 14 Mar 03
    - Backfill for Aircraft Carrier deploying to CENTCOM
- 354th FW Deployment to Andersen AFB, Guam
  - 22 Mar – 27 Mar 03
    - F-16s performing Air Defense of Guam
- Home Station Alert Posture Increase
  - 27 Mar – 10 Apr 03
    - Enhanced Homeland Defense during early days of OIF

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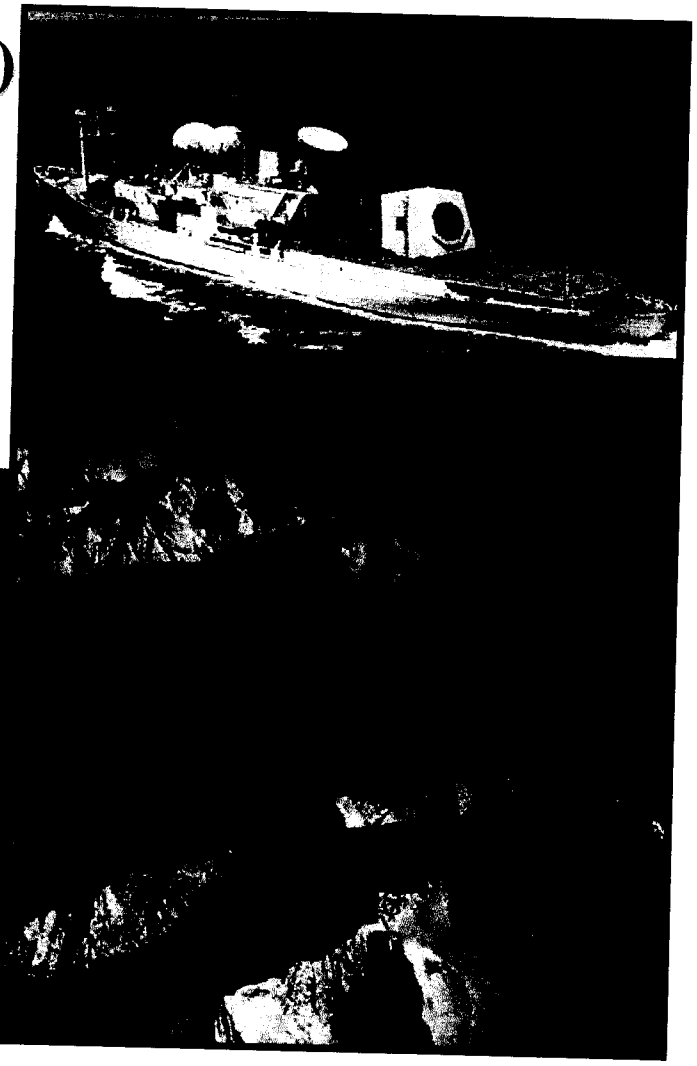
Peacetime Alert (Hard and Soft)

Alert: (NORAD/NORTHCOM, CJCS)

- ✈ **Air Sovereignty – Operation Noble Eagle**
- ✈ **55 WG Support (START Treaty)**
- ✈ **High Priority 1B1 and 1A missions**



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Pacific Contingency Plans

- Peacetime Contingency: (PACAF)
  - [illegible] Operations
  - Show of Force [illegible] Limited Military [illegible]
  - Rapid Movement of [illegible] Fighters [illegible]

"One Wing, One Fight"

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War Plans (OPLANs)

- **War:** (PACAF, AMC, NORAD, NORTHCOM, others)
  - All in-place tasked
  - All are Air Refueling dependent
  - We are tasked to support three MAJCOMs

"One Wing, One Fight"

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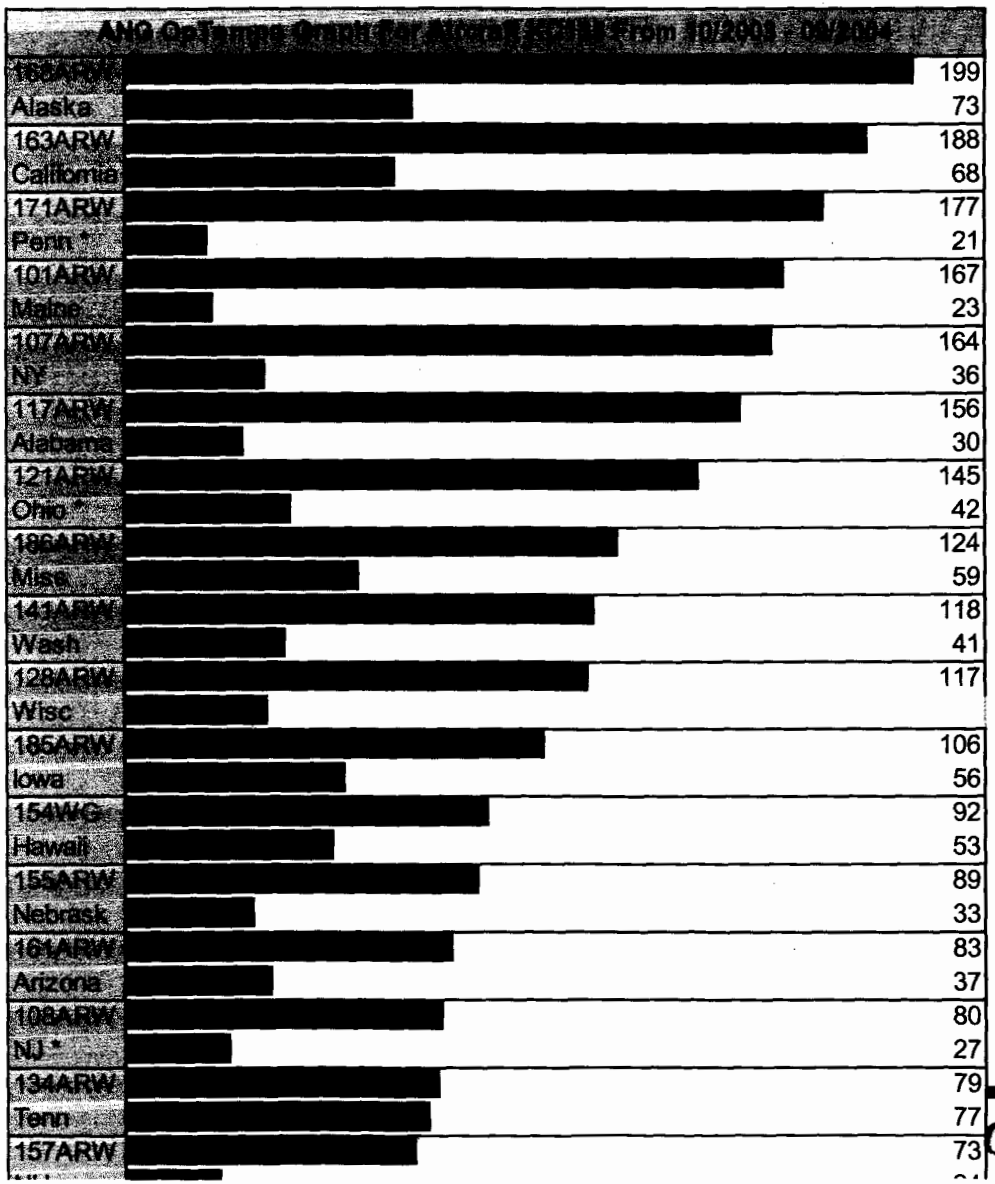
Relation of Taskings to Each Other

Peacetime Contingency	War Plan
* Olympic Titan	XXXX
* ANR Alert / OND	XXXX
* Distant Duty / Phoenix	XXXX
* Phoenix Scorpion	XXXX
* Classified Coronet Movements	XXXX

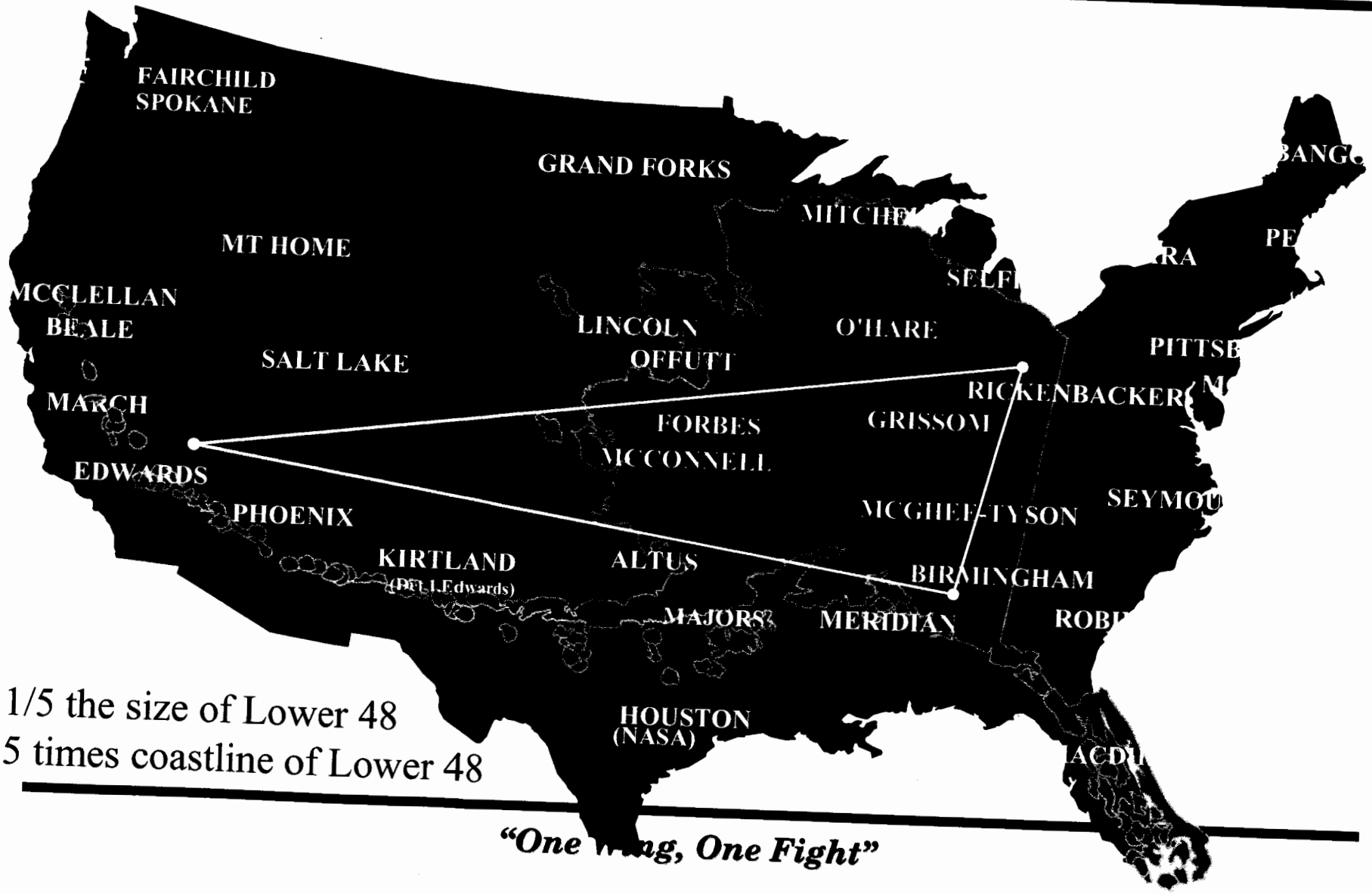
Wartime plans may actually be easier to accomplish since we would be activated and have all wing resources available

ANG KC-135 Ops/Perstempo FY04



- 168 ARW Operations Tempo was the highest in the ANG tanker community for FY04, Pers Tempo was the second highest in the ANG Tanker community

Geographical Scope



1/5 the size of Lower 48
5 times coastline of Lower 48

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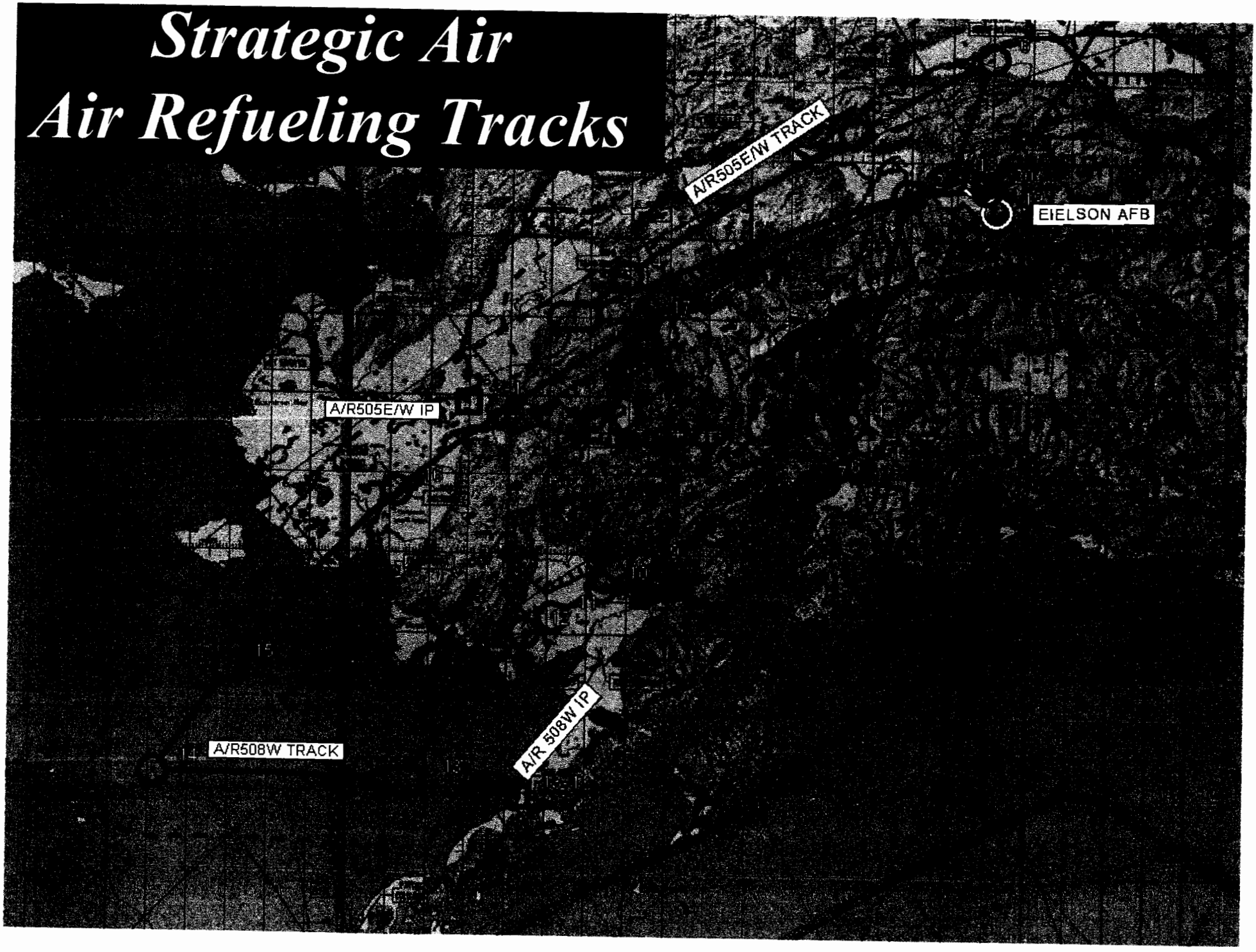
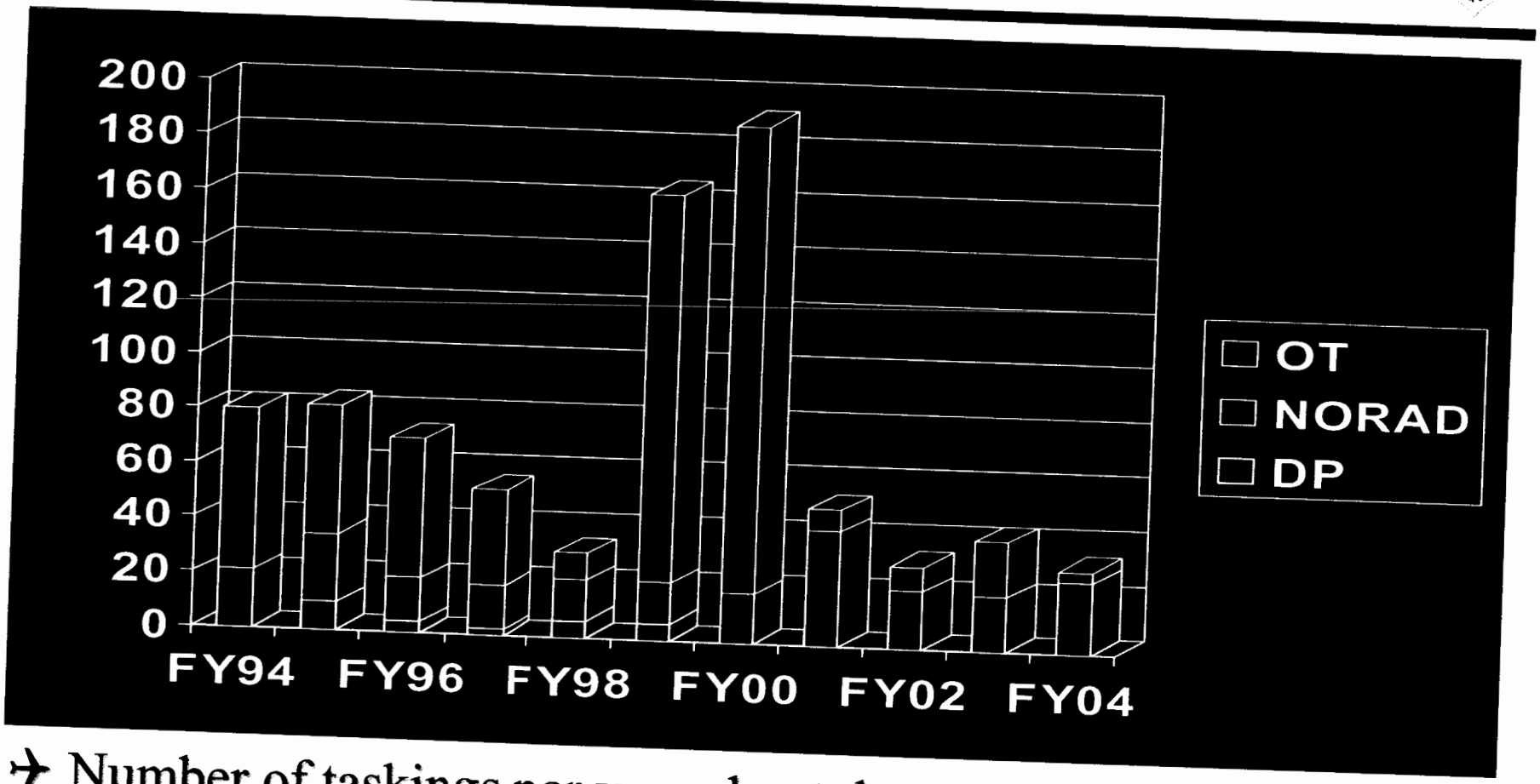
188TH AIR REFUELING WING

DCN: 11893

Strategic Air Air Refueling Tracks



Eielson Alert Sorties Generated



- Number of taskings per year about the same (4.5 OT, 2.5 OND)
- Length of tasking more variable each year

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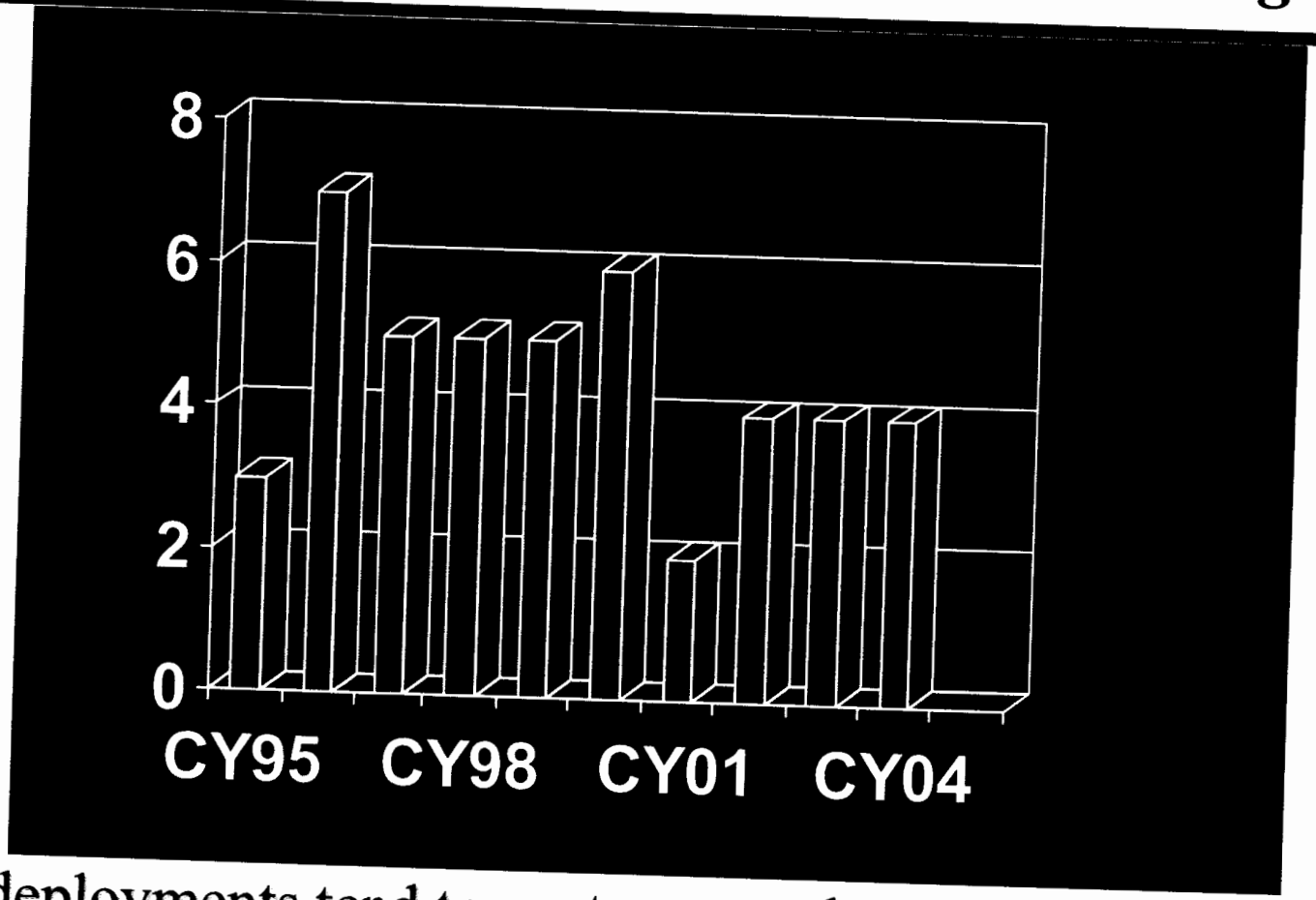
Average Number of 55WG Support Taskings



- 55WG deployments tend to center around certain months
- Vast majority of deployments are START related

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Operations Issues

- *Recent First Quarter FY trend*
  - *3 – 4 Aircraft on Alert 75% of the time*
    - *Increased NORAD Support*
    - *On Station 55WG Support*

- *Aircraft and Aircrews on Alert*
  - *Takes away from local training*
    - *Tanker and Receiver crews lose valuable / required training*
  - *Affects Support Personnel*
    - *Maintenance has to surge cover night time sorties*
    - *Host base support surge to 247 operations*

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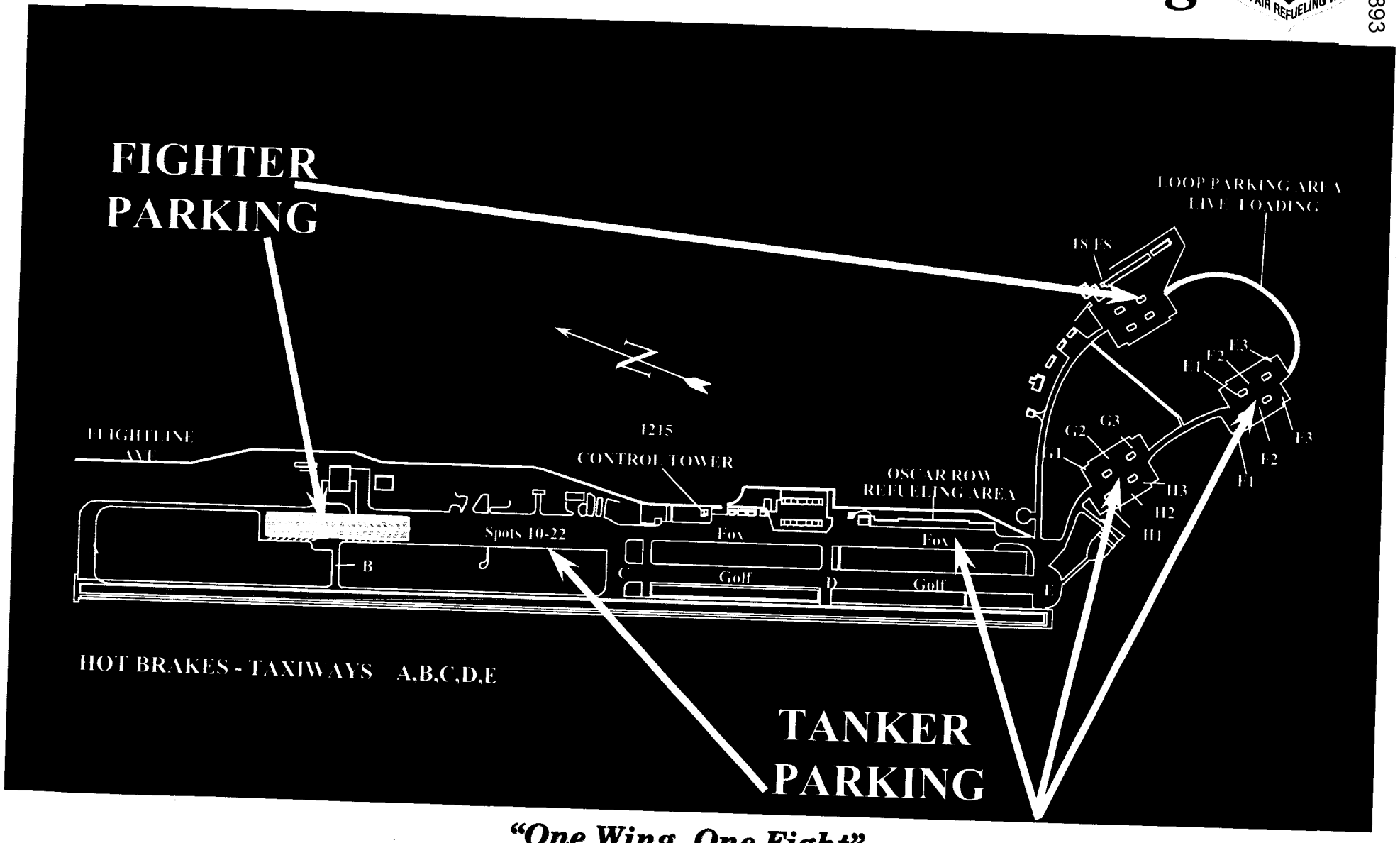
Maintenance Issues

- *Not manned to support transient TDY Aircrew Maintenance*
- *No support mechanism in supply system*
- *Transient Alert calls upon 168 ARW to fix transient KC-135 airframes*
  - *162 Transient KC-135s in CY 2003 through Eielson AFB*
- *Single Fuel Cell capabilities*

Non-Contingency KC-135 Parking



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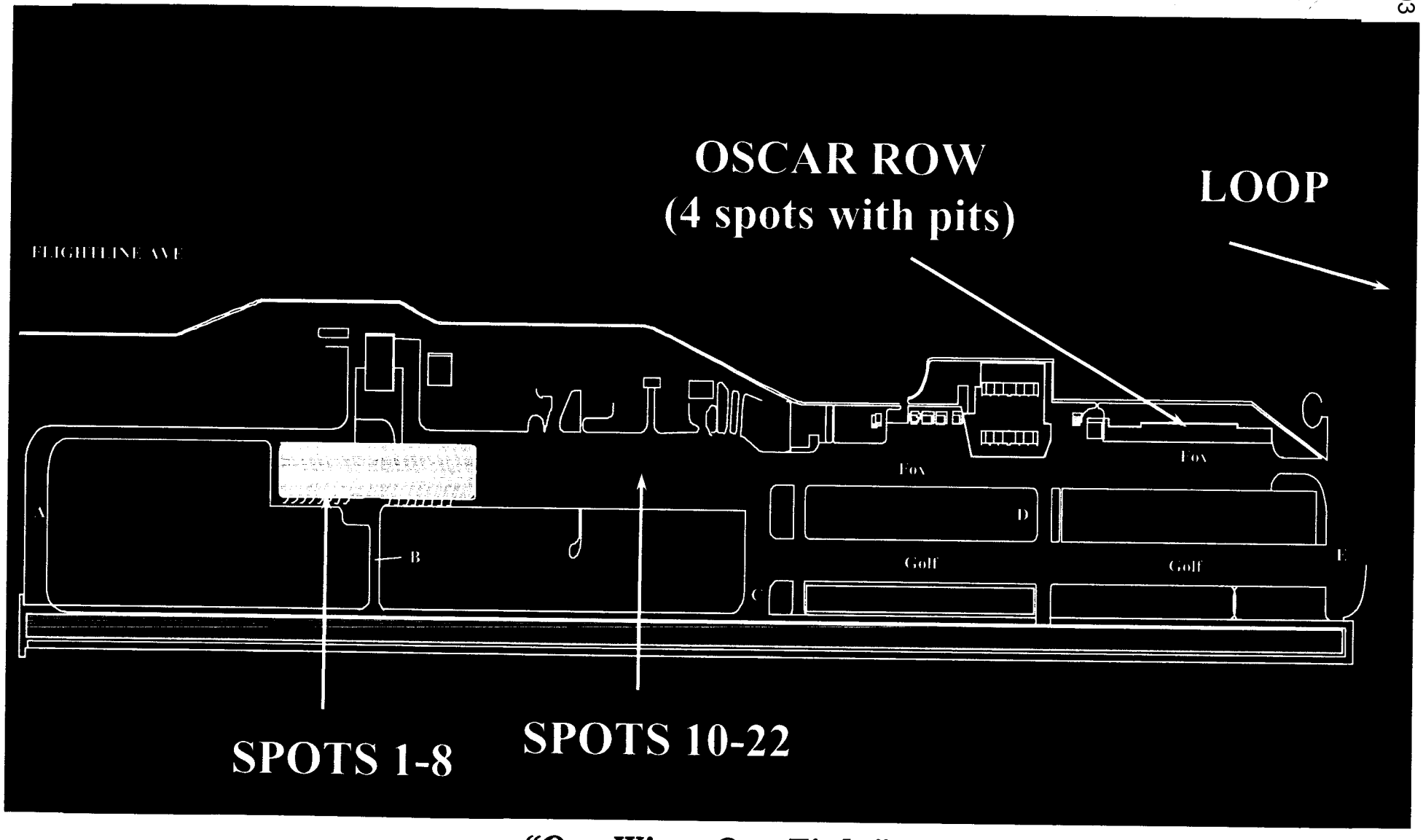
Contingency KC-135 Parking



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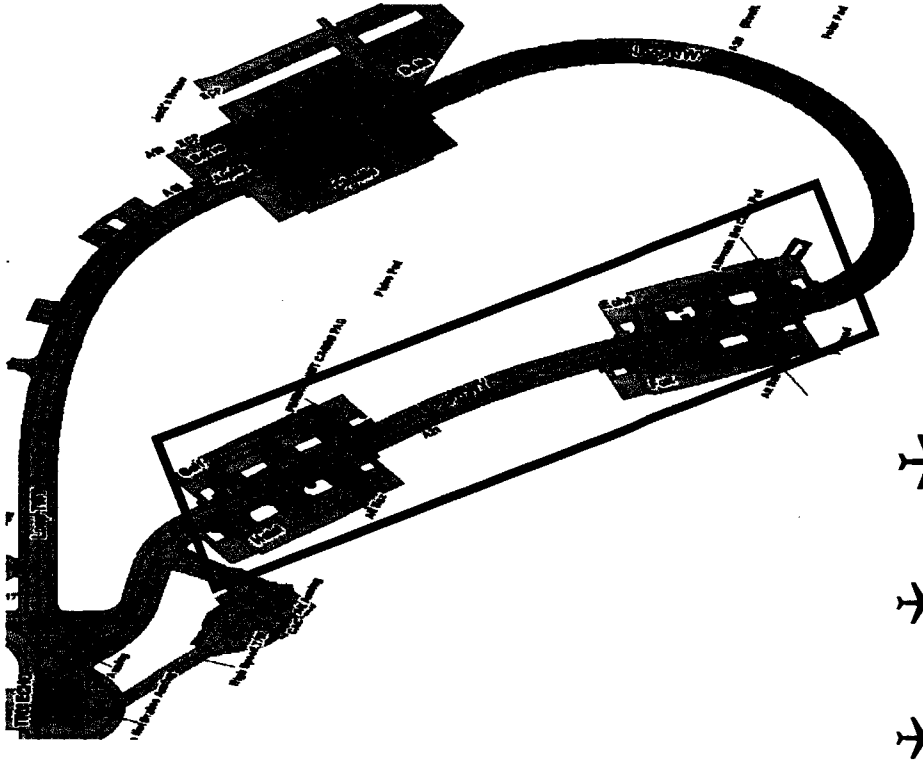
Contingency KC-135 Parking



- 16 Hydrants
- 16 X C-5s
- Contingency 36 X KC-135

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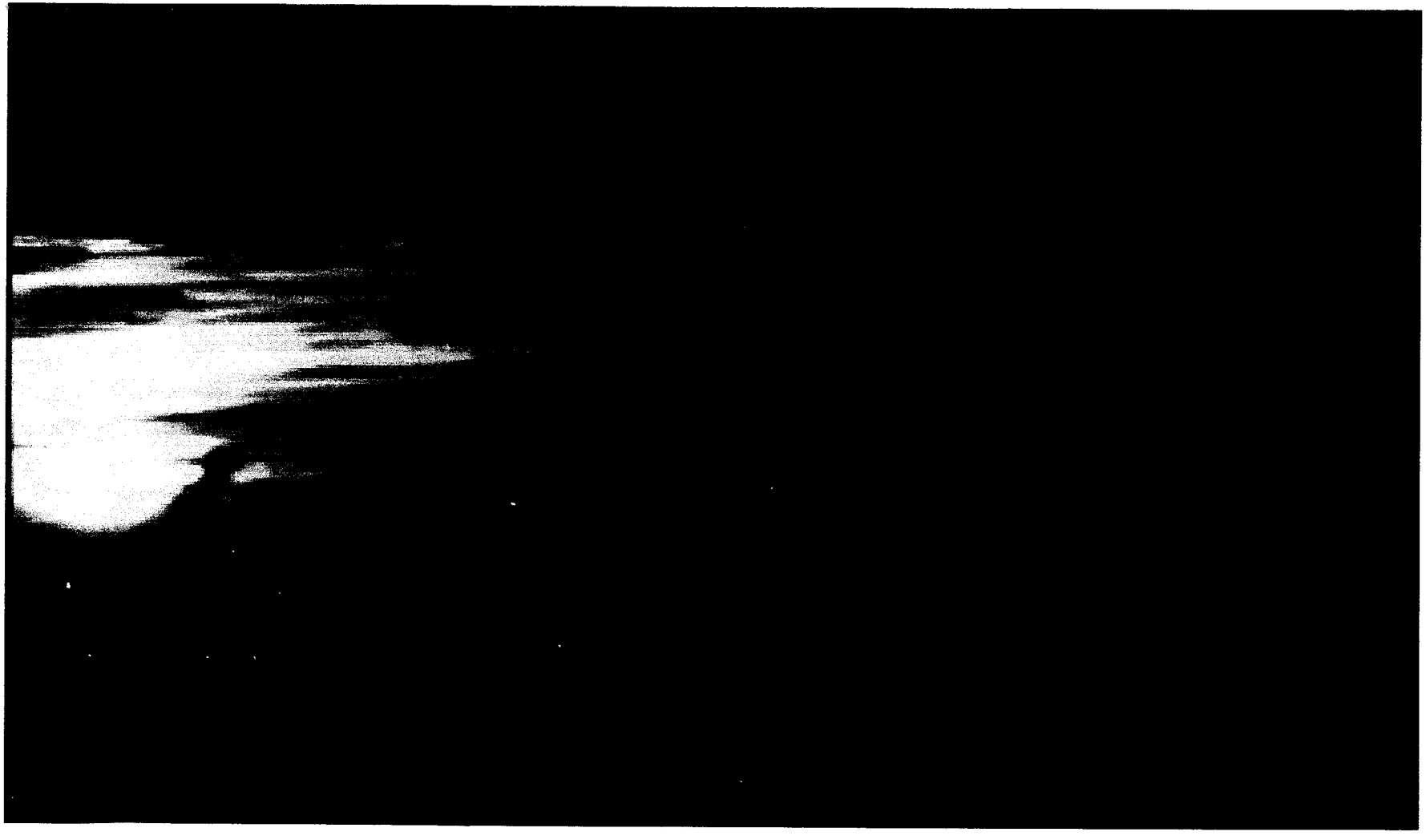
QUESTIONS



"One Wing, One Fight"

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Candidate #USAF-0103 / S905
Establish ALQ-184 CIRF

Candidate Recommendation: Realign Moody AFB, Georgia. Realign base-level ALQ-184 intermediate maintenance from Moody AFB into a Centralized Intermediate Repair Facility (CIRF) at Shaw AFB, South Carolina. Realign a maintenance management position for ALQ-184 intermediate maintenance from Moody to the CIRF Logistics Support Center (LSC) Command and Control Cell at Langley AFB, Virginia.

Justification

- **Increases maintenance productivity by consolidating and smoothing dispersed random work flows**
- **Improves in-shop training and reliability; "trains like we fight"**

Military Value

- **Consolidates EW pods in CONUS to improve warfighter support**
- **Large relative ECM pod facility size at Shaw**
- **Shaw is Center of Gravity based on fleet size/workload**

Payback

- **One Time Cost:** **$3.118M**
- **Net Implementation Cost:** **$3.464M**
- **Annual Recurring Cost:** **$0.078M**
- **Payback Period:** **Never**
- **NPV Cost:** **$3.998M**

Impacts

- **Criterion 6—Total Job Change : -49 (direct -29, indirect -20) ROI -0.07%**
- **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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Scenario S905
Manpower - Moody

	FY 02					FY 03					FY 07				
	Off	Enl	Civ	Ctr	Drill	Off	Enl	Civ	Ctr	Drill	Off	Enl	Civ	Ctr	Drill
Source 30 Sept 03 UMD	534	3122	356	4012	33	534	3118	356	4008	33	534	3117	356	4007	33
Source MAJCOM-Current/Projected 30 Sep 04	689	3098	356	4143	33	689	3098	372	4159	33	688	3097	372	4157	33
(S905) Realign ALQ-184 CIRF manpower to Shaw (AD)											0	-26	0	-26	
(S905) BOS assoc w/ALQ-184 CIRF to Shaw (AD)											0	-1	-1	-2	
(S905) Realign ALQ-184 CIRF manpower to Langley (AD)											0	-1	0	-1	
(S911) Realign TF34 CIRF manpower from Shaw (AD)											0	67	0	67	
(S911) BOS assoc w/TF34 CIRF from Shaw (AD)											0	3	2	5	
Adjusted Baseline	689	3098	356	4143	33	689	3098	372	4159	33	688	3139	373	4200	33
COBRA Delta	0	0	0	0	0	0	0	0	0	0	0	42	1	43	0

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Scenario S905

One-Time Costs

(All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	2,085,000	
Total - Construction		2,085,000
Personnel		
Total - Personnel		0
Overhead		
Program Management Cost	36,070	
Total - Overhead		36,070
Moving		
Civilian Moving	20,686	
Military Moving	61,992	
Freight	13,523	
Information Technologies	105,800	
One-Time Moving Costs	303,000	
Total - Moving		505,001
Other		
HAP / RSE	19,686	
Environmental Mitigation Costs	248,000	
One-Time Unique Costs	224,000	
Total - Other		491,686
Total One-Time Costs		3,117,757

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Scenario S905

MILCON Summary

All values in 2005 Constant Dollars

Base Name	Total MilCon*	Milcon Cost Avoidence	Total Net Costs
Moody AFB	0	0	0
Langley AFB	0	0	0
Shaw AFB	2,085,000	0	2,085,000
Totals:	2,085,000	0	2,085,000

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

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Scenario S905
MILCON

MilCon for Base: **Shaw AFB, SC** (VLSB)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab	Rehab Type	Rehab Cost*	Total Cost*
2171	Electronic and Communication Maintenance	SF	11,400	n/a**	0	Default	n/a**	2,085

Total Construction Cost:	2,085
- Construction Cost Avoid:	0
Total Net Milcon Cost:	2,085

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Candidate #USAF-0105 / S907
Establish F-15 Avionics CIRF

Candidate Recommendation: Realign Langley AFB, Virginia. Realign base-level F-15 Avionics intermediate maintenance from Langley AFB into a Centralized Intermediate Repair Facility (CIRF) at Tyndall AFB. Realign a maintenance management position for F-15 Avionics intermediate maintenance from the 1 FW at Langley AFB to the CIRF Logistics Support Center (LSC) Command and Control Cell at Langley AFB.

Justification

- Increases maintenance productivity by consolidating and smoothing dispersed random work flows
- Improves in-shop training and reliability; "trains like we fight"

Military Value

- Consolidates F-15 avionics maintenance in CONUS to improve warfighter support
- Tyndall has large relative Avionics Shop facility
- Facilitates Langley eventual transition from F-15

Payback

- One Time Cost: $1.463M
- Net Implementation Cost: $1.396M
- Annual Recurring Cost: $0.031M
- Payback Period: Never
- NPV Cost: $1.624M

Impacts

- Criterion 6 - Total Job Change: -37 (direct -18, indirect -19) ROI -0.0%
- 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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DCN: 11893

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Eielson AFB
MCI: Fighter

(The questions that lost the most points are at the top of the list.)

Max Points
This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points
This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points
The difference between Max Points and Earned Points.
Running Score from 100
The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

Formula		Max Points	Earned Points	Lost Points	Running Score from 100
1245.00	Proximity to Airspace Supporting Mission (ASM)	22.08	7.19	14.89	85.11
1266.00	Range Complex (RC) Supports Mission	11.95	7.51	4.44	80.67
1203.00	Access to Adequate Supersonic Airspace	6.72	3.36	3.36	77.31
1246.00	Proximity to Low Level Routes Supporting Mission	7.25	4.40	2.84	74.47
1214.00	Fuel Dispensing Rate to Support Mobility and Surge	2.64	0.77	1.87	72.60
1270.00	Suitable Auxiliary Airfields Within 50NM	5.18	3.88	1.29	71.31
1250.00	Area Cost Factor	1.25	0.00	1.25	70.06
1402.00	BAH Rate	0.88	0.36	0.52	69.54
1403.00	GS Locality Pay Rate	0.25	0.00	0.25	69.29
1207.00	Level of Mission Encroachment	2.28	2.16	0.12	69.17
1269.00	Utilities cost rating (U3C)	0.13	0.05	0.07	69.10
8.00	Ramp Area and Serviceability	2.97	2.97	0.00	69.10
9.00	Runway Dimension and Serviceability	2.28	2.28	0.00	69.10
213.00	Attainment / Emission Budget Growth Allowance	1.68	1.68	0.00	69.10
1205.10	Buildable Acres for Industrial Operations Growth	1.96	1.96	0.00	69.10
1205.20	Buildable Acres for Air Operations Growth	1.96	1.96	0.00	69.10
1221.00	Hangar Capability - Small Aircraft	3.88	3.88	0.00	69.10
1232.00	Sufficient Explosives-sited Parking	3.65	3.65	0.00	69.10
1233.00	Sufficient Munitions Storage	4.79	4.79	0.00	69.10
1235.00	Installation Pavements Quality	2.97	2.97	0.00	69.10
1241.00	Ability to Support Large-Scale Mobility Deployment	1.76	1.76	0.00	69.10
1242.00	ATC Restrictions to Operations	5.98	5.98	0.00	69.10
1271.00	Prevailing Installation Weather Conditions	5.52	5.52	0.00	69.10

DCN: 11893

USAF BRAC 2005 Base MCI Score Sheets

Helpful Hints for Use

This report is intended to quickly show you where any given base lost the most points in any given MCI.

Each page covers one MCI for one base. The pages are in alphabetical order, by base. Within each set of pages for a base, each MCI is presented in alphabetical order.

If a base had a perfect score for a given MCI, it's score would be 100. Likewise, if it had the lowest possible score for an MCI, it's score would be 0.

Because there are many things to consider for each base for each MCI, the individual formula scores are presented in "most lost points first" order. That way, the first few formulas on each page are the ones that dropped the base's score for that MCI the most.

To quickly find the pages for any base, use the Edit-> Find menu option and enter the Base name. All the pages for that base will be together.

DCN: 11893

Formula Sheet for Eielson AFB

MCI: Fighter

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 >= 241,000, get 100 points. Otherwise, if the total square yards of serviceable ramp is >= 198,000, get 75 points. Otherwise, if the total square yards of serviceable ramp is >= 66,000, 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 66,000 and 198,000, so it falls into the 25 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	2.97	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	2.97	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)

DCN: 11893

Formula Sheet for Eielson AFB

MCI: Fighter

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 no.) Otherwise, if the runway is < 150' wide, get 0 points. See OSD Question 9, column 8 for this data. (N/A means no.) Otherwise, if the runway is < 8000' long, get 0 points. See OSD Question 9, column 7 for this data. (N/A means no.) Otherwise, get 100 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, 160' wide, and full of huge holes because it has partially been demolished, so it is not serviceable. Bravo is 8,300' long and 152' 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 100 points. Runway Bravo has the highest score for any runway at the installation, so its score of 100 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	2.28	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	2.28	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 . 1	Airfield Identifier (ICAO 4 character identifier)
1	Air/Space Operations	9 . 7	Length
1	Air/Space Operations	9 . 8	Width
1	Air/Space Operations	9 . 15	Serviceable (5)

DCN: 11893

Formula Sheet for **Eielson AFB**

MCI: **Fighter**

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.

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Formula Sheet for **Eielson AFB**

MCI: Fighter

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.

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Formula Sheet for **Eielson AFB**

MCI: Fighter

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

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Formula Sheet for Eielson AFB

MCI: Fighter

Formula	1203.00
Title	Access to Adequate Supersonic Airspace
Criterion	Condition of Infrastructure
Attribute	Operating Areas
Formula	Identify special use airspace that is suitable for supersonic training. If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. Otherwise, score each special use airspace suitable for supersonic training according to the following formula and return the single highest score. % of Score Category 50 Operating Hours 50 Size For Operating Hours: A supersonic special use airspace gets 100 points if it is available for use 24 hours a day and 0 points if it is unavailable for use. (N/A means unavailable for use.) For operating hours between those two boundaries, pro-rate the score linearly. See OSD question 1276, column 2 for this data. For Size: If the supersonic special use airspace is at least 150 nautical miles (NM) by 80 NM in size, and has an altitude block >= 30,000, get 100 points. See OSD question 1276, column 7 for this data. (N/A means no.) Otherwise, if it is at least 100 NM by 60NM and has an altitude block >= 30,000', get 80 points. See OSD question 1276, column 6 for this data. (N/A means no.) Otherwise, if it is at least 100 NM by 50 NM and has an altitude block >= 30,000', get 60 points. See OSD question 1276, column 5 for this data. (N/A means no.) Otherwise, if it is at least 80 NM by 40 NM and has an altitude block >= 30,000', get 40 points. See OSD question 1276, column 4 for this data. (N/A means no.) Otherwise, if it has an airspace volume >= 2,100 NM squared and an altitude block >= 20,000', get 20 points. See OSD question 1276, column 3 for this data. (N/A means no.) Otherwise, get 0 points. Example: A supersonic special use airspace is listed under OSD question 1276. It has an airspace of 105 NM by 61 NM in size, with an altitude block of 32,000?. That airspace is available for use 18 hours a day. (80 points for 100 NM by 60 NM, 30,000? altitude block airspace * 50%) +((75 points for 18 hours of use / (difference between 24 hours and 0 hours)) * 50%), This equates to 40 size points + 37.5 operating hours points = 77.5 points for this special use airspace. The overall score is the highest score received by any one special use airspace at the installation.
Source	DoD #1203; Digital Aeronautical Flight Information Files (DAFIF), 30 Sep 04; FAA ATCAA Database

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Formula Sheet for **Eielson AFB**

MCI: Fighter

Formula	1203.00	
Title	Access to Adequate Supersonic Airspace	
Formula Score	50.00	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	6.72	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	3.36	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	3.36	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	1276	.	Airspace Attributes - Supersonic
1	Air/Space Operations	1276	.2	Operating Hours
1	Air/Space Operations	1276	.3	Airspace Volume >=2,100NM squared and 20,000' altitude block
1	Air/Space Operations	1276	.4	At least 80NM x 40NM and altitude block >=30,000'
1	Air/Space Operations	1276	.5	At least 100NM x 50NM and altitude block >=30,000'
1	Air/Space Operations	1276	.6	At least 100NM x 60NM and altitude block >=30,000'
1	Air/Space Operations	1276	.7	At least 150NM x 80NM and altitude block >=30,000'

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Formula Sheet for **Eielson AFB**

MCI: Fighter

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	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	1.96	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	1.96	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	1205 .	Installation - Unconstrained Development Acreage
4 CE Programming	1205 .3	Total Unconstrained, Buildable Industrial Operations

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Formula Sheet for Eielson AFB

MCI: Fighter

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	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	1.96	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	1.96	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)
4	CE Programming	1205	.	Installation - Unconstrained Development Acreage
4	CE Programming	1205	.5	Total Unconstrained, Buildable Airfield Operations/ Maintenance

DCN: 11893

Formula Sheet for **Eielson AFB**

MCI: Fighter

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. ((1 - (50 / 100)) * 0.13) + ((1 - (50 / 100)) * 0.19) + ((1 - (50 / 100)) * 0.28)

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Formula Sheet for **Eielson AFB**

MCI: **Fighter**

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	94.74	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	2.28	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	2.16	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.12	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)

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Formula Sheet for Eielson AFB

MCI: Fighter

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	29.23	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	0.77	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	1.87	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)
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: 11893

Formula Sheet for **Eielson AFB**

MCI: Fighter

Formula	1221.00
Title	Hangar Capability - Small Aircraft
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula	Check to see if the installation has Aircraft Hangar Facilities that will accommodate F-15 sized aircraft: state the number of F-15-sized acft (61ft long x 45ft wingspan x 19ft high) that can fit in the installation's maintenance hangars without modification. If the installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. Otherwise, sum the number of aircraft the hangars can hold. See OSD Question 1221, column 2 for this data. (N/A equals 0.) If the sum is >= 24 aircraft, get 100 points. If the sum = 6 aircraft, get 25 points. If the sum is < 6 aircraft, get 0 points. Otherwise, pro-rate the number of aircraft between 6 and 24 on a 25 to 100 point scale. Example: 1) There are 7 hangars at the installation, with the following capacities: 0, 0, 1, 2, 2, 0, and 0, for a sum of 5 aircraft. That is less than 6 aircraft, so the score is 0. 2) There are 7 hangars at the installation, with the following capacities: 1, 2, 3, 2, 2, 3, and 2, for a sum of 15 aircraft. 15 is halfway between 6 and 24, for a score of 50.
Source	Real Property Records, Record Drawings, UFC 3-260-01

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	3.88	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	3.88	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)
19	Maintenance	1221 .	Hangar - Dimension
19	Maintenance	1221 .2	F-15-sized Aircraft to Fit In Hangar

DCN: 11893

Formula Sheet for **Eielson AFB**

MCI: **Fighter**

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 >= 47, get 100 points. Otherwise, if the total >= 24, get 66 points. Otherwise, if the total >= 12, get 33 points. Otherwise, get 0 points. Example: The installation has two listings for explosive sited parking spots, with 5 and 20 respectively, which totals to 25. 25 is between 24 and 47, 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	3.65	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	3.65	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: 11893

Formula Sheet for **Eielson AFB**

MCI: Fighter

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 F-117 18 PAA (GBU-27) and F/A-22 24 PAA (GBU-32 & AIM 120). 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 >= 45312, get 100 points. Otherwise, if the total >= 38520, get 75 points. Otherwise, if the total >= 19260, get 25 points. Otherwise, get 0 points. Example: There are two storage areas, with a capacity of 10,000 each, for a total of 20,000. 20,000 is between 19,260 and 38,250, so the score is 25 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	4.79	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	4.79	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: 11893

Formula Sheet for Eielson AFB

MCI: Fighter

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 fighter 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:

If the PCN is N/A or 0, get 0 points.
Otherwise, if the F-15E ACN divided by the PCN = 0, get 0 points. See OSD Question 1235, column 6 for the F-15E ACN. (N/A means 0.)
Otherwise, if the F-15E ACN divided by the PCN <= 1.0, then get 100 points.
Otherwise, if the F-16 ACN divided by the PCN = 0, get 0 points. See OSD Question 1235, column 9 for the F-16 ACN. (N/A means 0.)
Otherwise, if the F-16 ACN divided by the PCN <= 1.0, then get 75 points.
Otherwise, if the F-16 ACN divided by the PCN <= 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 F-15E ACN. See OSD Question 1239, column 9 for this data. (N/A means 0.)
Get the F-16 ACN. See OSD Question 1239, column 8 for this data. (N/A means 0.)
Sum the apron pavement square yardage (see OSD Question 1239, column 2) where the F-15E ACN divided by the PCN > 0 and <= 1.0.
Sum the apron pavement square yardage where the F-16 ACN divided by the PCN > 0 and <= 1.0.

If the PCN is 0 or N/A, get 0 points. See OSD Question 1239, column 4 for this data.

Otherwise, if the F-15E square yardage >= 241,000, get 100 points.
Otherwise, if the F-16 square yardage >= 198,000, get 75 points.
Otherwise, if the F-16 square yardage >= 66,000, 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 60. The ACN for an F-15E on that runway is 37, for an F-16 it is 18. 37 divided by 60 is <= 1.0, so the base gets 100 pts for runway pavement suitability.

There are 2 apron pavements on the base. Apron Alpha has a PCN of 50 and 100,000 square yards of surface. Apron Bravo has a PCN of 30 and 150,000 square yards. The ACNs for F-15Es and F-16s on both aprons are 37 and 18, respectively.

Apron Alpha's ACN/PCN ratio for F-15Es is 37/50, which is less that 1.0. This counts as 100,000 square yards for the F-15E. Apron Bravo's ACN/PCN ratio for F-15Es is 37/30, which is not less than 1.0, so it's square yards aren't counted towards F-15E square yardage. This gives us a total of

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Formula Sheet for **Eielson AFB**

MCI: Fighter

Formula	1235.00	
Title	Installation Pavements Quality	
	100,000 F-15E square yards, which is less than the 241,000 F-15E square yards needed for a runway pavement suitability score of 100 points. Apron Alpha's ACN/PCN ratio for F-16s is 18/50, which is less that 1.0. This counts as 100,000 square yards for the F-16 Apron Bravo's ACN/PCN ratio for F-16s is 18/30, which is also less than 1.0, so it's square yards are also counted towards F-16 square yardage. This gives us a total of 250,000 F-16 square yards, which is more than the 198,000 F16 square yards needed for an apron pavement suitability score of 75 points. 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	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	2.97	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	2.97	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)
37	Airfield Pavements	1235	.	Airfield Pavements - Runway (1 of 2)
37	Airfield Pavements	1235	.3	Controlling Feature PCN
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	1239	.9	ACN for F-15E at 81 Kips

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Formula Sheet for Eielson AFB

MCI: Fighter

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. Otherwise, total the number of C-17 equivalents the installation transient ramp can hold. See OSD question 1241, column 1 for this data. (N/A equals 0.) If the total >= 6, get 100 points. Otherwise, if the total >= 4, get 75 points. Otherwise, if the total >= 2, get 25 points. Otherwise, get 0 points. Example: The installation transient ramp can hold 5 C-17 equivalents. 5 is between 4 and 6, so the score is 75 points.
Source	ASR (Airfield Suitability Report)

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	1.76	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	1.76	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	1241	.	Ramp - Transient Capability
39	Airfield Management	1241	.1	C-17 MOG

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Formula Sheet for **Eielson AFB**

MCI: Fighter

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	5.98	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	5.98	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

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Formula Sheet for **Eielson AFB**

MCI: Fighter

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 150 Nautical Miles (NM) away will be ignored. See OSD # 1245, column 2. (N/A means more than 250 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) .75% Low Angle Strafe (LA) 3% Live Ordnance (LO) 5% IMC Weapon Release (IW) 5% 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 > 150 miles, get 0 points. Otherwise, if the distance to the airspace = 150 miles, get 10 points. Otherwise, if the distance to the airspace = 50 miles, get 100 points. Otherwise, pro-rate the distance to the airspace from 50 miles to 150 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

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Formula Sheet for **Eielson AFB**

MCI: Fighter

Formula	1245.00	
Title	Proximity to Airspace Supporting Mission (ASM)	
Formula Score	32.56	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	22.08	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	7.19	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	14.89	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	.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

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Formula Sheet for **Eielson AFB**

MCI: Fighter

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 150NM 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 <= 50 Nautical Miles (NM), get 100 points. Otherwise, if the distance is = 150 NM, get 10 points. Otherwise, pro-rate the distance between 50 NM and 150 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 100 miles away. IR Route Bravo has an entry point 150 miles away and an exit point 160 miles away. Alpha's entry point is within 50 miles, so its IR Entry amount is 100 points. The exit point 100 miles distant is 50 percent of the way between 50 and 150 miles, so its IR Exit point amount is 55 points. Bravo's entry point is 150 miles away, so its IR Entry amount is 10 points. The exit point is 160 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.

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Formula Sheet for **Eielson AFB**

MCI: Fighter

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 50 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	60.79	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	7.25	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	4.40	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	2.84	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)
1	Air/Space Operations	1246	.	Airspace - Distance to Routes
1	Air/Space Operations	1246	.1	Route Designator

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Formula Sheet for Eielson AFB

MCI: Fighter

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	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	1.25	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	1.25	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

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Formula Sheet for Eielson AFB

MCI: Fighter

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 150 Nautical Miles (NM) away will be ignored. See OSD # 1245, column 2. (N/A means more than 250 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) .75% Low Angle Strafe (LA) 3% 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:

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Formula Sheet for **Eielson AFB**

MCI: Fighter

Formula	1266.00
Title	Range Complex (RC) Supports Mission

If the AGWD = Yes, get 100 pts. See OSD # 1266 column 4.
Else, get 0 pts.

LA Raw Total:

Sum the pts for each airspace:
If the LA = Yes, get 100 pts. See OSD # 1266 column 5.
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.

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Formula Sheet for **Eielson AFB**

MCI: Fighter

Formula	1266.00	
Title	Range Complex (RC) Supports Mission	
	There are two airspaces within 150 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. AGWD = No, get 0 pts; 200 to 1000 pts; 10. LA = No, get 0 pts; 200 to 1000 pts; 0. 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; 0. 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 = 8.425 pts.	
Source	FLIP AP-1A; Falcon View or other certified flight planning software	
Formula Score	62.82	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	11.95	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	7.51	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	4.44	The difference between Max Points and Earned Points.

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Formula Sheet for **Eielson AFB**

MCI: **Fighter**

Formula	1266.00
Title	Range Complex (RC) Supports Mission

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	.1	150NM 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	.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

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Formula Sheet for **Eielson AFB**

MCI: **Fighter**

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	42.94	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	0.05	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.07	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

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Formula Sheet for **Eielson AFB**

MCI: Fighter

Formula	1270.00
Title	Suitable Auxiliary Airfields Within 50NM
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula	Identify runways within 50 NM of the installation that are 8,000ft x 150ft or greater and are suitable for use as an auxiliary runway. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. For each airfield listed in OSD Question 1270, if it is > 50 nautical miles (NM) away, it is not qualified to be counted. See OSD Question 1270, column 2 for this data. (N/A equals not qualified.) If the count >= 3, get 100 points. Otherwise, if the count = 2, get 75 points. Otherwise, if the count = 1, get 50 points. Otherwise, get 0 points. Example: There are three airfields listed, Alpha, Bravo and Charlie, at distances away of 20, 40, and 200 NM away respectively. Alpha and Bravo are both within the 50 NM limit, so they are qualified. Charlie is 200 NM away, which is > 50 NM, so it is not qualified. The number of qualified airfields for auxiliary use = 2, which results in a score of 75 points.
Source	FLIP and Falcon View (or any other certified flight planning software)

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	5.18	This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points	3.88	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	1.29	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)
39	Airfield Management	1270	.	Air Operations - Auxiliary Airfield
39	Airfield Management	1270	.1	Airfield Name
39	Airfield Management	1270	.2	Distance Main Runway to Aux field

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Formula Sheet for **Eielson AFB**

MCI: Fighter

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	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	1271 .	Air Operations - Prevailing Weather
39	Airfield Management	1271 . 3	Weather > 3000'/3NM

DCN: 11893

Formula Sheet for Eielson AFB

MCI: Fighter

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	41.12	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	0.36	This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points	0.52	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: 11893

Formula Sheet for **Eielson AFB**

MCI: **Fighter**

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	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	0.25	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	0.25	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

DCN: 11893

Pacific Air Forces

Integrity - Service - Excellence

Out Brief Eielson AFB Site Survey 15 Jul 05

PACAF/XPPB

U.S. AIR FORCE

For Official Use Only

Outline

- BRAC Recommendation
- Assumptions
- CONOPS
- Methodology
- Support
- Manpower
- Facilities

BRAC Recommendations

- A-10 aircraft will be distributed to:
  - 3 PAA to BAI (FY07)
  - 3 PAA to 917th Wing (AFRC), Barksdale AFB, LA (FY08)
  - 12 PAA to 347th Wing, Moody AFB, GA (FY08)
- F-16 Block 40 aircraft to 57 WG, Nellis AFB, NV (18 PAA) (FY08)
- ANG Tanker unit and rescue alert detachment remain as tenants on Eielson

Manpower		
Installation Impact	Full Time	Drill
	-3,219	+87

CONOPS/Assumptions

- PACAF remains as host
  - Air Base Wing (ABW) provides support
  - Base maintenance/ support via contract (where possible) and small in-house work force
    - Eielson AFB contract costs may exceed organic costs
  - Maximize consolidation/co-location of common functions
    - Command Post, vehicle maintenance

CONOPS/Assumptions (cont)

- Retain sufficient capability to support
  - 168 ARW (ANG)
    - Daily NORAD Alert (PACOM, NORAD, ANG-MOU)
    - Expanded NORAD Alert
    - Olympic Titan (PACAF, AMC, ANG- MOA)
    - Channel, Air-bridge & Coronet Support
  - 353rd Combat Training Sq (PACAF)
    - Cope Thunder (~ 4 X per Year)
    - Range Support
  - Det 1, 66th Trng Sq (Arctic "Cool" Survival School) (AETC)
  - Det 1, 210th Rescue Squadron (ANG)
  - Det 460, AF Tech Applications Center (AFTAC)

CONOPS / Assumptions (cont)

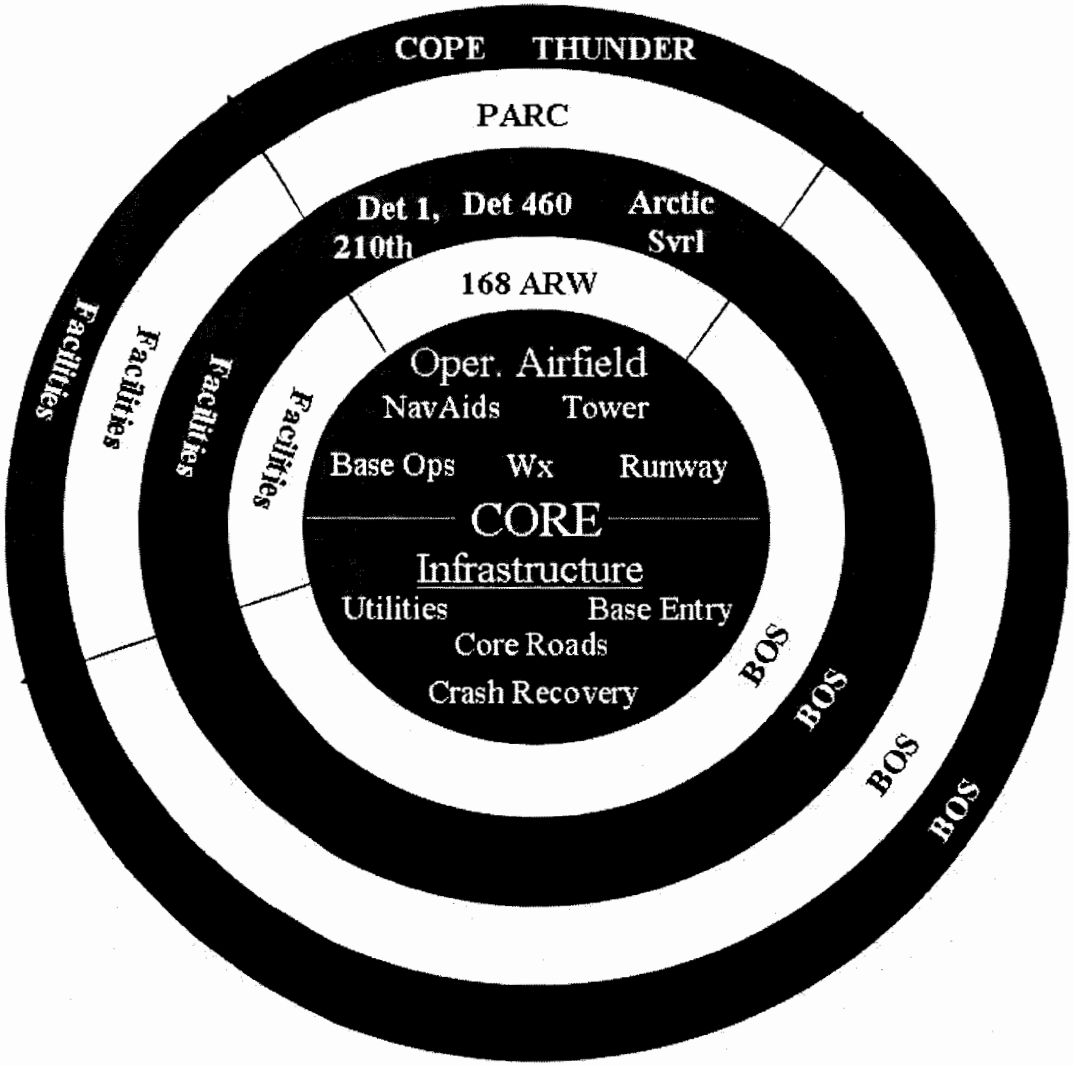
- Retain sufficient facilities at full operational capability to support
  - Flight line facilities
  - Hangars and maintenance shops
  - Common-use infrastructure (runway, taxiways, aprons, etc.)
- Retain other non-family housing facilities for surge requirements (warm status)
  - Perform recurring facilities maintenance/sustainment so surge facilities can be re-occupied for contingencies
- Divest government-owned/leased family housing due to limited number of remaining active duty personnel

DCN: 11893

Other Considerations

- Clear AFS, AK mission (AFSPC) transitioning from AD to ANG
  - Expect minimal impact to Eielson
- Future Total Force Active/Associate initiatives - not addressed
- Eielson AFB supported OPLAN/CONPLAN will need to be reviewed
- Eielson AFB support personnel are not subject to AEF tasking due to planned minimum manning

Methodology



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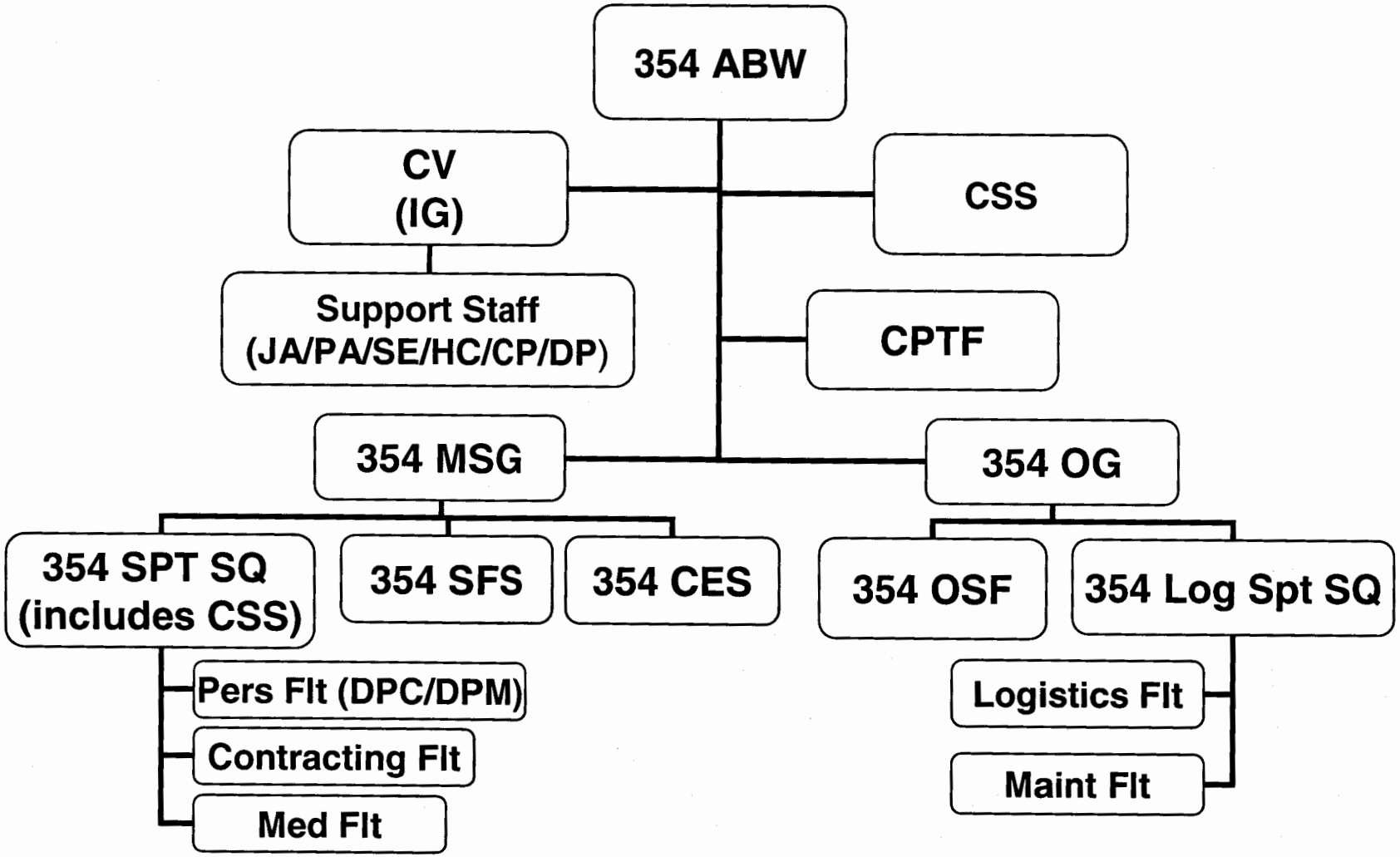
354 ABW
(Notional Organization)



Air Base Wing Staff & Comptroller Flt

Function	AF Military Positions	AF Civilian Positions	Contract Out (CME)	Total Positions
AB Wing Overhead	6	2	0	8
Command Post*	6	0	0	6
Chaplain	2	0	0	2
JA	2	0	0	2
PA	0	1	0	1
Safety	0	4	0	4
Total	16	7	0	23
Comptroller Flt	5	17	0	22
Total	5	17	0	22

*** Assumes consolidation w/168 WG**

DCN: 11893

Group Staff's

Function	AF Military Positions	AF Civilian Positions	Contract Out (CME)	Total Positions
MSG	1	1	0	2
OG	1	1	0	2
Total	2	2	0	4

DCN: 11893

Civil Engineer Facility and Infrastructure Assumptions

- Warm facilities equipped with monitoring and control system
- Small functions will be consolidated into central facilities
  - Drives BRAC renovation costs
- Further consideration will be given to use of warm facilities for further consolidation/cost reduction
  - Drives BRAC renovation costs
- Due to population decrease, anticipate significant increase in reimbursable utility rates
  - Remaining tenants share of fixed costs will increase
- Facility breakout does not account for contingencies/OPlans

DCN: 11893

DCN: 11893

Civil Engineer

Proposed manning does not address ECS requirements

Function	AF Military Positions	AF Civilian Positions	Contract Out (CME)	Total Positions
CIVIL ENGINEER	1	1	0	2
ENGINEERING	0	13	0	13
EXPLOSIVE ORD DISP	8	0	0	8*
FIRE EMERGENCY SVCS	32	51	0	83
HOUSING	0	2	0	2
OPERATIONS & MAINT ENG	1	9	0	10
MATERIALS ACQUISITION	0	0	6	6
FACILITIES MAINTENANCE	0	0	73	73
Total	42	76	79	197

*** Requires TDY augmentation to support COPE Thunder**

DCN: 11893

Civil Engineer (Con't)

Function	AF Military Positions	AF Civilian Positions	Contract Out (CME)	Total Positions
LIQUID FUELS MAINTENANCE	0	0	14	14
MECHANICAL	0	9	22	31
WATER AND WASTEWATER	0	0	20*	20
INFRASTRUCTURE SUPPORT	0	71	0	71
HEAVY REPAIR	0	0	77**	77
RESOURCES	0	3	3	6
ENVIRONMENTAL	0	4	15	19
READINESS	0	2	6	8
Sub-total	0	89	157	246
Page One	42	76	79	197
Total	42	165	236	443

* Possible privatization

** Contractors on flight line

Support Squadron

Operational Assumptions: The CSS is a consolidated CSS that supports the entire Group

Function	AF Military Positions	AF Civilian Positions	Contract Out (CME)	Total Positions
Commanders Support Staff	4	1	0	5
COMM	0	0	40	40
Contracting Flight*	0	24	0	24
Personnel Support Flt	1	7	5	13
Services Oversight	0	0	50	50
Medical Flt	7	6	0	13
Total	12	38	95	145

Other Considerations: * Contracting Flight includes 16 QAEs for proposed contracts.

DCN: 11893

Communications Assumptions/Factors

- Workgroup Management function/manpower will be retained w/in the units for manpower planning. Comm Sq working group will carry the aggregate manpower requirement for this function

- If Base Telephone Operator function is realigned to Elmendorf it will require $367K+ upgrade.

- TDC DOC taskings and resources will be redistributed to other units

DCN: 11893

DCN: 11893

Communications

Function	AF Military Positions	AF Civilian Positions	Contract Out (CME)	Total Positions
NCC & COMSEC/IA	0	0	11	11
POSTAL & SUPPORT	0	0	2	2
AIRFIELD SYSTEMS (TACAN, NEXRAD, etc)	0	0	5	5
RADIO SHOP (LMR, GV, PA) & MISC RADIO SUPPORT	0	0	6	6
CABLE PLANT/TELEPHONE (OSP/ISP)	0	0	12	12
MULTIMEDIA	0	0	1	1
PLANS & IMPLEMENTATION	0	0	3	3
Total	0	0	40	40

1) **An additional 5 mil, 7 US Civ, and 16 contractor positions may be required – subject to XPM validation, CC approval**

2) **LMR infrastructure maintained by AK contract. Requires 1 position at year 5 of contract if not renewed.**

3) **ANG photographer maybe utilized, ANG multimedia is 6K sq ft short on authorized space**

Services

Operational Assumptions:

Dining Facility 7 days/week, 3 meals/day

Lodging 24/7 Ops

Function	AF Military Positions	AF Civilian Positions	Contract Out (CME)	Total Positions
Dining Facility / Flight Kitchen*			21	21
Lodging / Linen Exchange*			7	7
Fitness / Pool			7	7
Recreational Center / Community Center*			1	1
Total			36	36

* Contractor/$$ expansion during COPE T

Other Considerations:

Opening of QoL activities (Library, Outdoor Recreation, Skills Development, Youth Programs and Aero Club) may require additional contract support

Services

Function	AF Military Positions	AF Civilian Positions	Contract Out (CME)	Total Positions
Bowling Center / Information Tickets and Tours[1]			2	2
Outdoor Recreation[1]			1	1
Consolidated Club[1]			1	1
Child Development Center			10	10
Total			14	14
Previous Page Total			36	
Grand Total**			50	

Other Considerations:

QAEs aligned under CONS

1 Contract/$$ expansion during COPE T

** **An additional 9 CMEs may be required for dining facility – subject to XPM validation, CC approval**

Operations Support Flight

Operational Assumptions: 16 hour, 7 day operation with on-call support for 24 hours

Function	AF Military Positions	AF Civilian Positions	Contract Out (CME)	Total Positions
Intel	7	0	0	7
Airfield Operations	0	2	13	15
Control Tower	0	0	18	18
Flight Records	0	0	2	2
Weather	10	0	0	10
Total	17	2	33	52

DCN: 11893

Security Forces (SF)

Function	AF Military Positions	AF Civilian Positions	Contract Out (CME)	Total Positions
Leadership	1	2		3
Admin/Reports (Info/Per/Indus Sec)		1	2	3
Security Ops (Flight line Sec)	42			42
Police Service (Base EC/Patrol)	6		37	43
Training/Resources (CATM/Equip/MWD)	9		2	11
Total	58	3	41	102

Logistics Support Squadron

Function	AF Military Positions	AF Civilian Positions	Contract Out (CME)	Total Positions
SQ CC	1	1	0	2
Logistics Flt	46	13	162	221
Maintenance Flt	43	2	8	53
Total	90	16	170	276

Other considerations: Maint/Munitions/LRS functions to combine into a Logistics Support Squadron – Squadron overhead will include Commander and admin

DCN: 11893

DCN: 11893

Logistics

Logistics Readiness Flight

Function	AF Military Positions	AF Civilian Positions	Contract Out (CME)	Total Positions
Flight Commander	1	1		2
Fuels Ops	43	2		45
Materiel Mgmt			41	41
Readiness, Plans		6		6
Sq/WRM Readiness	2	4		6
Air Terminal Ops			5	5
Surface Cargo			11	11
Personal Property			6	6
Passenger Travel			2	2
Vehicle Management			62	62
Vehicle Ops			35	35
Total	46	13	162	221

Logistics
Maintenance Flight

Operational Assumptions: LRS / TA functions – 24/7

Function	AF Military Positions	AF Civilian Positions	Contract Out (CME)	Total Positions
Flight Commander	1	1		2
AGE	21			21
NDI		1		1
Transient Alert			8	8
Munitions	21			21
Total	43	2	8	53

DCN: 11893

Air Base Wing Summary

Function	AF Military Positions	AF Civilian Positions	Contract Out (CME)	Total Positions
Air Base Wing	16	7	0	23
Comptroller Flight	5	17	0	22
MSG	1	1	0	2
CES	42	165	236	443
SFS	59	2	41	102
Support Squadron	12	38	95	145
OG	1	1	0	2
OSF	17	2	33	52
LSS	90	16	170	276
Total	243	249	575	1067

Integrity - Service - Excellence

DCN: 11893

Civil Engineer

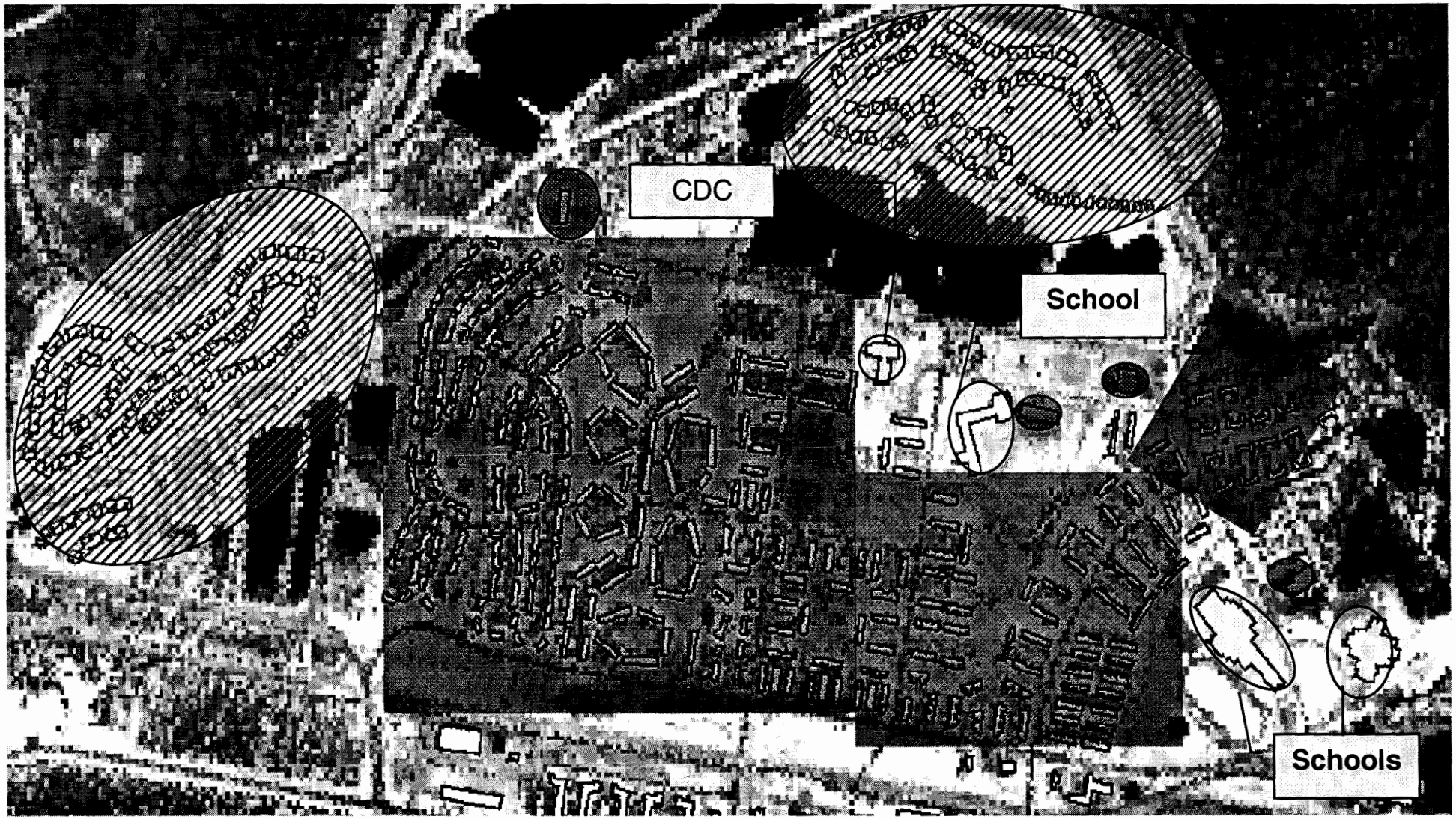
- Savings in utilities and O&M tied to reduction in square footage through demolition and consolidation
  - Family Housing lease buyout - $50M
  - Family Housing demolition - ~$76M
  - Base Facility Demo – TBD
  - Facility Renovation costs for consolidation - TBD
- Opportunities may exist to consolidate 168th and 354th functions
  - Communications – multiple facilities
  - Storage, AGE, Supply, etc.
- Automated systems required to support "Warm" facilities at reduced manning levels
  - ~$7M for monitoring and control system
- Recurring costs for BOS will require relook based on known costs and area cost factor

DCN: 11893

Notional Graphics Legend

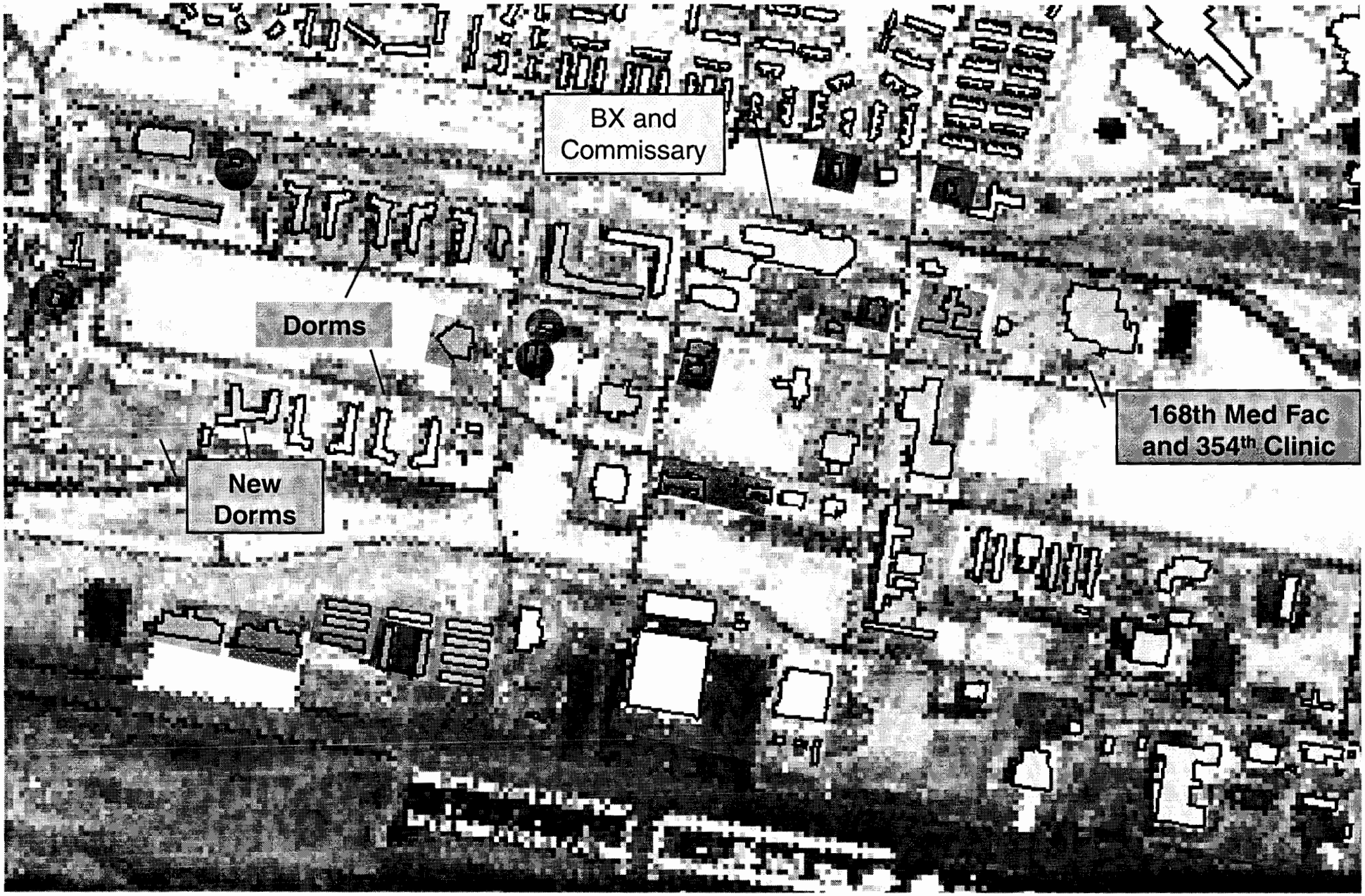
- HOT FACILITY
- WARM FACILITY
- COLD FACILITY
- PROPOSED FOR DEMO
- STATUS TBD (AAFES, DECA, SCHOOLS, ETC.)

DCN: 11893



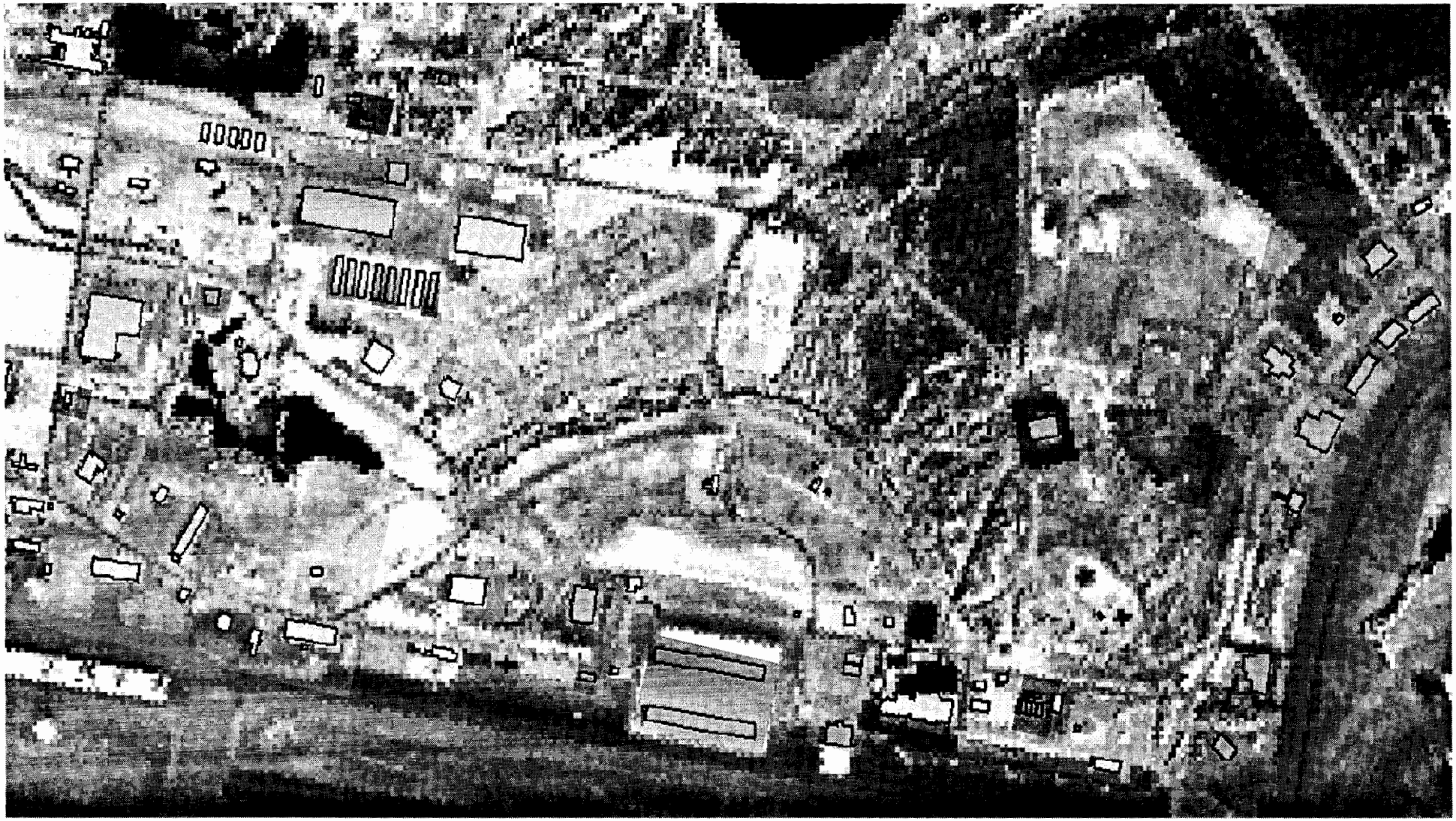
- Final disposition of housing will depend on issues such as final manpower and need by Ft Wainwright
  - Loss of all housing may impact airfield operations due to increased response times for tower personnel
- Disposition of schools TBD; CDC would require relocation

DCN: 11893

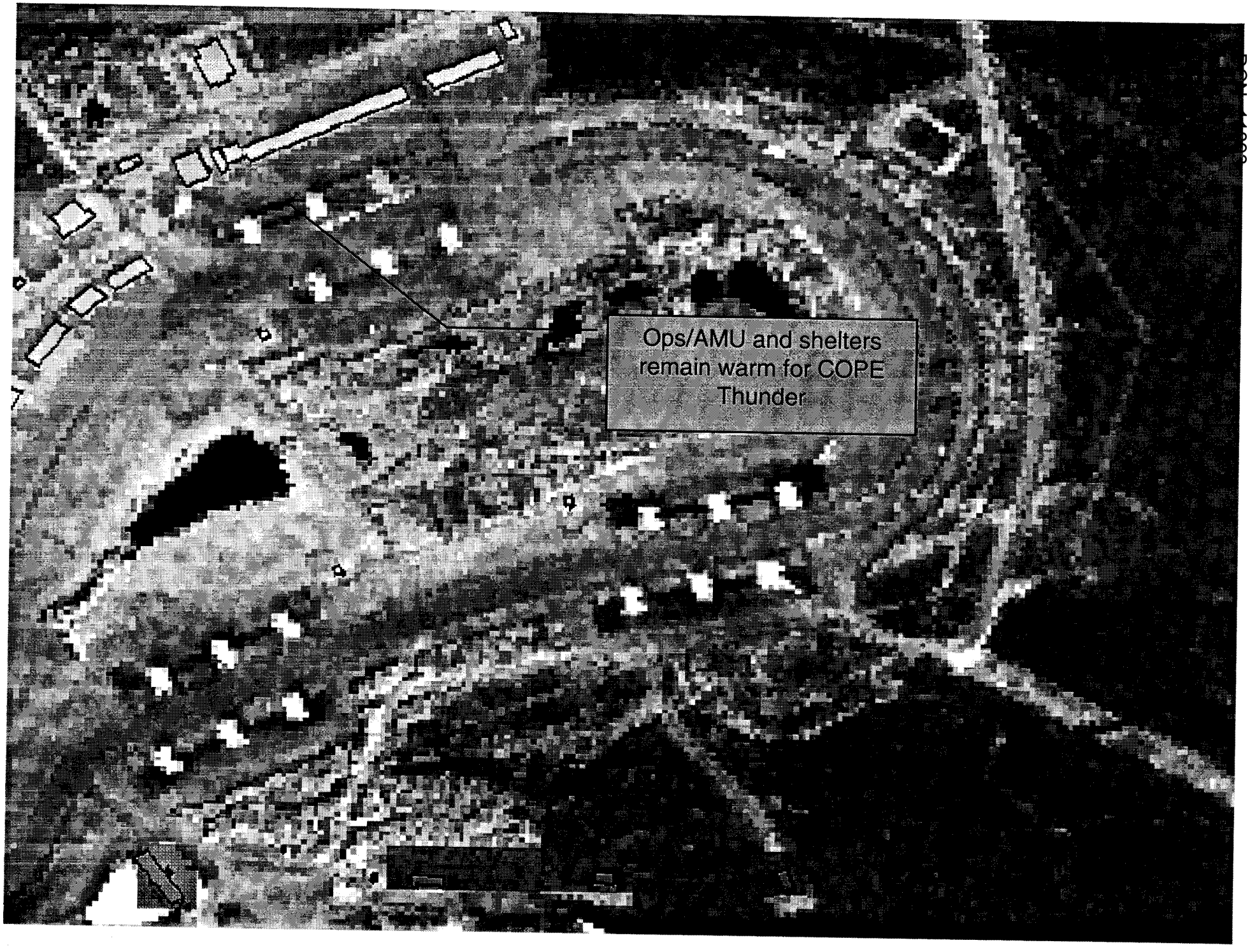


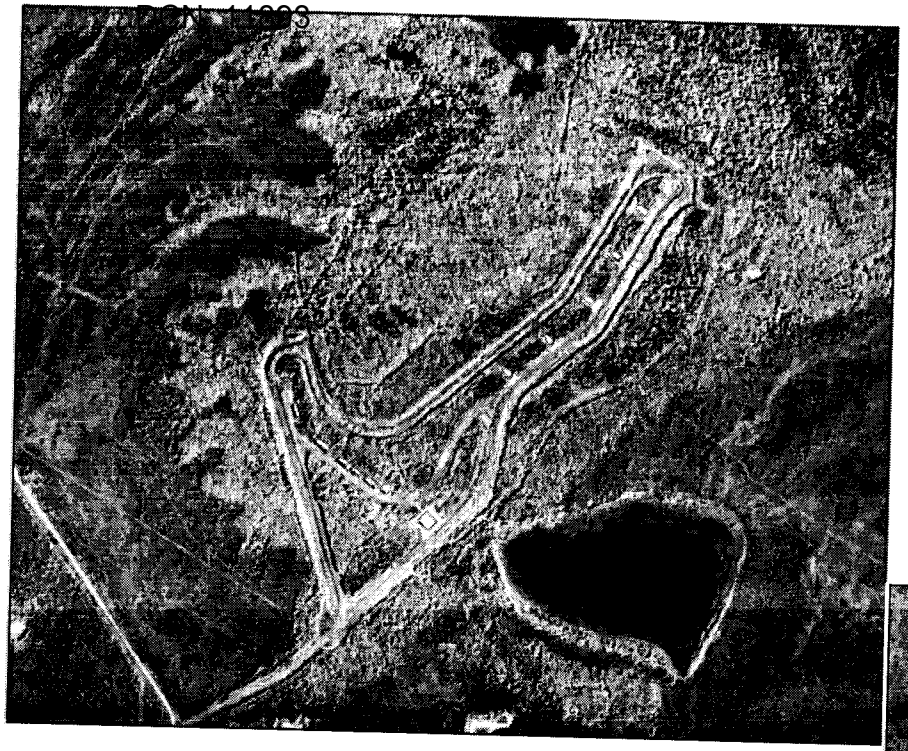
- At least one dorm used for permanent party personnel
- Proposed move of 168th into the 354th Medical Clinic

DCN: 11893



- **Analysis to determine facility status is on-going and will continue after the site survey**

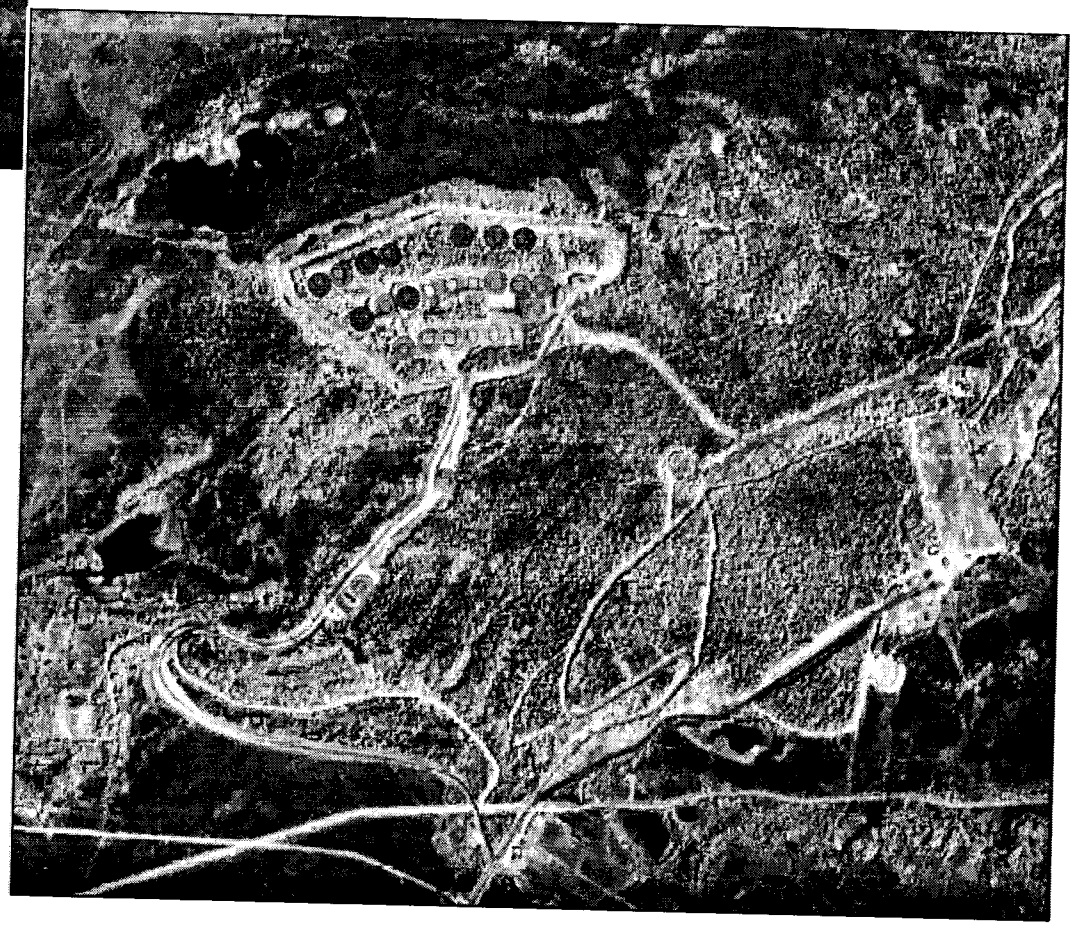

Ops/AMU and shelters
remain warm for COPE
Thunder



Engineer Hill decommissioned

Engineer Hill

- Due to decreased manning and vehicles, will not be able to operate from two locations (Engineer and Quarry Hills)
- Relocation from Engineer Hill requires heated and alarmed storage ($8M)



Eielson Manpower Summary

Function	AF Military Positions	AF Civilian Positions	Contract Manpower Equivalent (CME)	Total Positions
Eielson Site Visit	243	249	575	1067
Current Contract Manpower Equivalents still required			299	
Total Required	**243**	**249**	**874**	**1366**
BRAC Commission "Warm" Runway Mpwr	99	0	200	299
Additional Manpower Req	**144**	**249**	**674**	**1067**

Services, Communications and Civil Engineering manpower continue to refined

DCN: 11893

Eielson AFB - post BRAC (proposed)

Function	AF Military Positions	AF Civilian Positions	Contract Manpower Equivalent * (CME)	Total Positions
354 ABW	243	249	575	1067
168 ARW (ANG - FT)	174	162	0	336
353rd CTS (Cope T)	56	2	0	58
Det 1, 210 RQS	8	0	0	8
Det. 460	14	0	0	14
Det. 1, 66 TRS (Cool School)	10	0	0	10
CATO (AMC contract)	1	0	0	1
Recruiter	1	0	0	1
DECA	0	28	0	28
Total	507	441	575	1523

*** Additive to the existing 299 CME baseline**

DCN: 11893

Current vs Proposed Manpower

Current Org	New Org	Current			Proposed				Delta
		AF Mil	AF Civ	Total	AF Mil	AF Civ	Contract Manpwr *	Total	
Ftr Wg	Air Base Wing	75	5	80	16	7	0	23	-57
CPTS	FM	32	4	36	5	17	0	22	-14
CES	CES	367	203	570	42	165	236	443	-127
MDOS/MDSS	MEDICAL	155	9	164	7	6	0	13	-151
SFS	SFS	162	5	167	59	2	41	102	-65
OSS	OSF	105	4	109	17	2	33	52	-57
MSG	MSG	5	3	8	1	1	0	2	-6
MSS	MSS	44	32	76	5	8	5	18	-58
COMM	COMM	169	7	176	0	0	40	40	-136
SVS	SVS	70	45	115	0	0	50	50	-65
CONS	CONS	34	8	42	0	24	0	24	-18

* Does not include the existing 299 CME baseline

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Current vs Proposed Manpower
(Continued)

Current Org	New Org	Current			Proposed				Delta
		AF Mil	AF Civ	Total	AF Mil	AF Civ	Contract Manpwr *	Total	
LRS	LRS	345	30	375	47	14	162	223	-152
MXS	MXS	656	21	677	43	2	8	53	-624
18 FTR SQ		46	0	46	0	0	0	0	-46
354 AMXS		484	0	484	0	0	0	0	-484
MXG		57	1	58	0	0	0	0	-58
MOS		51	0	51	0	0	0	0	-51
OG		11	2	13	1	1	0	2	-11
355 FTR SQ		48	0	48	0	0	0	0	-48
MDG		3	1	4	0	0	0	0	-4
TOTALS		2919	380	3299	243	249	575	1067	-2232

* Does not include the existing 299 CME baseline

DCN: 11893

DCN: 11893

Questions

EIELSON AIR FORCE BASE

This response addresses testimony on Eielson AFB by addressing in an "Executive Summary," assertions by Generals Gamble and Hamilton that the Secretary of Defense deviated substantially from all BRAC selection criteria (1 through 8). We follow this section with a detailed explanation on why the AF recommended keeping most of Eielson as COPE THUNDER central and the remainder in "warm" status. It also explains why Eielson's existing force structure better served Air Force Operational and Training requirements as distributed by the Secretary's recommendations.

EXECUTIVE SUMMARY:
SPECIFIC ISSUES REGARDING SUBSTANTIAL DEVIATION FROM CRITERIA

-- Criterion 1: Gen Gamble states the Secretary violated Criterion 1 by " grossly undervaluing the loss of joint training opportunities and the resulting loss of combat capability."

AF REPLY: based on military judgment, the AF proposes placing the A-10s at Moody AFB GA in proximity to the 3rd Infantry Division, the US Army infantry school, and the proposed US Army armor center of excellence rather than adjacent to a Stryker brigade.

Gen Gamble states that the AF undervalued Eielson's joint training opportunities and ". . . strategic importance by attributing military value only to peacetime training metrics without connecting them to training readiness, particularly in the Korean theater."

AF REPLY: it agrees with Gen Gamble that Eielson offers superb training opportunities. That is why the Air Force plans to expand the integrated, joint and combined training opportunities in the form of more COPE THUNDER exercises. With regard to strategic importance, the Air Force specifically reviewed and considered the impact upon a possible conflict in Asia in its deliberations and assessed a minimal impact. ← specify

-- Criterion 2: Gen Gambles states the Secretary deviated substantially by not adequately assessing geo-locational factors.

AF REPLY: this is addressed under Criterion 1, not Criterion 2, in the weights of the Mission Compatibility Index. The MCI weight for fighters shows 46% of the overall score relied on such geo-locational attributes as distance to airspace supporting mission, low levels and suitable auxiliary airfields, prevailing weather, and air traffic control restrictions. Criterion 2 addressed key mission infrastructure and operations area environments that describe the airfield. Both PACAF and the ANG provided information regarding "climate and terrain diversity" such as wetland constraints, Arctic conditions, and others to the BCEG in capacity briefings. These were included in the MCIs, but the BCEG addressed these in military judgment.

-- Criterion 3: Gen Gamble states that the Secretary ". . .failed to consider the advantage of response time to potential conflict hot spots. . ."

where

AF REPLY: This is false; the BCEG did discuss response times to potential conflicts, both for mobility and combat force deployments. Strategic location of installations was a consideration by the BCEG and thoroughly considered in its military value decision.

-- Criterion 4: Gen Gamble states that the Secretary deviated substantially from Criterion 4 by ". . . failing to consider the resultant costs of attempting to support COPE THUNDER without a host wing . . ."

AF REPLY: contractor cost estimates are included in COBRA. The decision to operate a third of the base at less than full operational status was discussed at length. In order to allow for added, unexpected costs, the BCEG decided to increase the cost estimate to 25% rather than use the lower 15% DoD figure. The details of this concept will mature in the process of implementing this recommendation by PACAF. The opportunity to have an installation dedicated to realistically prepare Air Expeditionary Forces for deployment is key. This revised concept will exercise many wings and not just the 354th Wing.

-- Criterion 5: Gen Gamble states the Secretary ". . .deviated substantially from Criterion 5 by taking credit for military payroll savings at Eielson. . ."
AF REPLY: area variations in operating costs were included in Criterion 4 metrics and included contractor cost estimates under Criterion 5. The annual sustainment, restoration, modernization and base support costs for this scenario are estimated to be $12.6M in payroll and $61.9M in non-payroll items. OSD policy dictated that manpower cost avoidance be included among BRAC savings.

Gen Hamilton suggests the Air Force believed it could ". . .save the salaries of every active duty person they moved from Eielson, even though they were not going to leave the service."

AF REPLY: it presented savings, as did all the Military Departments and the seven Joint Cross Service Groups, as OSD directed. The term "savings" in this case refers to the manpower positions that will be made available for realignment to fund other high priority requirements and emerging missions within the Air Force.

-- Criterion 6: Gen Gamble states that the Secretary "deviated substantially from Criterion 6 . . . by failing to account for the loss in responsiveness that results from locally refined jet fuel no longer being readily available" and that he expected business reaction of the local refinery transitioning to new products and customers creates the unintended consequence of jeopardizing Eielson's air bridge refueling potential during a short-notice contingency.

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operations, transient aircraft, and maintenance of facilities for exercises, the cost of additional monitoring is not significant.

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VISION

The Air Force vision is to retain two active Air Force bases in Alaska, Eielson and Elmendorf.

Eielson AFB will retain its capability to host large-scale exercises/deployments, support DoD continuing missions, and provide a platform for future contingencies in the Pacific and other eventualities such as force structure increases and/or return of forces from overseas. The Air National Guard refueling mission and forward deployed search and rescue detachment will remain to support PACAF and Alaska/NORAD operational missions. The AF recommendation was predicated on more fully using the Eielson training complex vice opening a third A-10 active operational location and a third F-16 operational location with a single squadron.

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Eielson AFB currently has a tremendous capability to conduct Air Force, joint and coalition exercises. These exercises provide a valuable tool in the final preparation of all Air Force units for their AEF rotations. The use of Eielson AFB as a large-scale exercise location supports the United States' growing engagement strategy in the Pacific Rim. In a region of the world with rapidly expanding strategic importance and growing engagement strategy demands, access to this base is critical to the effective execution of future cooperative Cope Thunder critical to Air Force, joint, and coalition readiness, Cope Thunder is the largest air combat exercise in the Pacific. Recently Cope Thunder hosted Australia, Singapore, the United Kingdom, and Japan during a two-week exercise.

Two to three exercises per year are currently scheduled. This action would provide the opportunity for more participants in each exercise and more exercises per year, potentially increasing the revenue that exercises bring to the local economy. (In 2001, the three Cope Thunder exercises poured more than $2 million into the Alaskan economy.)

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AF REPLY: is that this office is unaware of such a plan. The Air Force plan is to expand the training well beyond 12 weeks in keeping with the testimony of Gen Jumper before the commission, 17 May 2005:

plan
$ (funded)
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> " In the case of Eielson, what we expect is that the operation -- the exercise Cope Thunder, which they host up there now and take advantage of those ranges, will be able to accommodate more -- actually more people ... because the hanger space that was normally devoted to the permanent squadrons will now be able to accommodate guest squadrons that come in there. So, the mission, in addition to the Guard tankers that stay there, will accommodate, we think, a more robust exercise activity and allow us to take better advantage of the ranges, the magnificent ranges, that exist up there."

OTHER STATEMENTS

-- Gen Hamilton states, "Another of Eielson's current missions, tankers, was also poorly considered in the MCIs. The Air Force BRAC team actually considered increasing the Eielson National Guard tanker squadron to an acceptable size, moving it from 8 to 12, which makes a lot of operational sense, but they said that the base could not support 4 additional aircraft. This is absolutely preposterous. They said there were land constraints."

AF REPLY: It is important to understand Military Value decisions did not rely solely on the MCIs. The responsible MAJCOMs briefed the capacities for each of its installations, and in Eielson's case, the capacity of the installation was briefed to the BCEG twice: by PACOM and the ANG. Both agreed: Eielson can accommodate more KC-135s. Additionally, the ANG showed concern over its ability to recruit enough maintainers and aircrew to support more aircraft. The land constraint came into play only when robusting above 12 PAA to 16 PAA. The availability of land was misinterpreted by Gen Hamilton--it refers to wetlands.

-- General Gamble states he was "very familiar with the process" because "he worked in the front office of the Chief of Staff in 1990, 1991 and watched the '91 BRAC come together".

AF REPLY: is that the 2005 process was unlike any previous process. BRAC 2005 permitted no exclusions of installations from consideration in order to remain as fair and impartial in its deliberations as possible. The Air Force developed "imperatives" that did not focus on installations, but specific essential missions such as mobility, space launch, and Presidential support. Only after all 154 installations were evaluated against every Mission Compatibility Index were they then compared against the imperatives to ensure essential installations were retained.

General Gamble goes on to claim "BRAC is built by programmers."

AF REPLY: While this may have been the case in '91, the BRAC 2005 process, led by SAF/IE, carefully and deliberately limited programmer participation on the scale Gen Gamble suggests. Yes, there were a handful of programmers who participated, but planners developed the force structure that was the foundation for BRAC, as required by the law . This was done to preclude budget concerns from skewing the analysis. Military Value remained the primary focus of the Air Force decision process.

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-- Gen Hamilton implies the TransAlaska Pipeline will be left unprotected should A-10s and F-16s leave Eielson.

AF REPLY: The Alyeska Pipeline Company patrols the pipeline, using their helicopters. Any requests for fighter support would be handled by Elemendorf's alert capability.

DCN: 11893

28 June 2005

Inquiry Response

Re: BI-0079 (CT-0357) Regional Hearing Testimony by the Eielson Community

Requester: Kenneth Small, AF Team Leader,
Frank Cirillo, BRAC Commission

Request: Please provide us (Commission) USAF comments and any specific rebuttal to the very detailed, seemingly compelling Regional Hearing testimony by the Eielson Community.

Response:

EIELSON AIR FORCE BASE

This response addresses testimony on Eielson AFB by addressing in an "Executive Summary," assertions by Generals Gamble and Hamilton that the Secretary of Defense deviated substantially from all BRAC selection criteria (1 through 8). We follow this section with a detailed explanation on why the AF recommended keeping most of Eielson as COPE THUNDER central and the remainder in "warm" status. It also explains why Eielson's existing force structure better served Air Force Operational and Training requirements as distributed by the Secretary's recommendations.

EXECUTIVE SUMMARY:
SPECIFIC ISSUES REGARDING SUBSTANTIAL DEVIATION FROM CRITERIA

-- Criterion 1: Gen Gamble states the Secretary violated Criterion 1 by " grossly undervaluing the loss of joint training opportunities and the resulting loss of combat capability."

AF REPLY: based on military judgment, the AF proposes placing the A-10s at Moody AFB GA in proximity to the 3rd Infantry Division, the US Army infantry school, and the proposed US Army armor center of excellence rather than adjacent to a Stryker brigade.

Gen Gamble states that the AF undervalued Eielson's joint training opportunities and ". . . strategic importance by attributing military value only to peacetime training metrics without connecting them to training readiness, particularly in the Korean theater."

AF REPLY: the Air Force agrees with Gen Gamble that Eielson offers superb training opportunities. That is why the Air Force plans to expand the integrated, joint and combined training opportunities in the form of more COPE THUNDER exercises. With regard to strategic importance, the Air Force specifically reviewed and considered the impact upon a possible conflict in Asia in its deliberations and assessed a minimal impact.

-- Criterion 2: Gen Gambles states the Secretary deviated substantially by not adequately assessing geo-locational factors.

AF REPLY: this is addressed under Criterion 1, not Criterion 2, in the weights of the Mission Compatibility Index. The MCI weight for fighters shows 46% of the overall score relied on such geo-locational attributes as distance to airspace supporting mission, low levels

and suitable auxiliary airfields, prevailing weather, and air traffic control restrictions. Criterion 2 addressed key mission infrastructure and operations area environments that describe the airfield. Both PACAF and the ANG provided information regarding "climate and terrain diversity" such as wetland constraints, arctic conditions, and others to the Base Closure Executive Group (BCEG) in capacity briefings. These were included in the MCIs, and the BCEG addressed them through military judgment.

-- Criterion 3: Gen Gamble states that the Secretary ". . .failed to consider the advantage of response time to potential conflict hot spots. . ."

AF REPLY: this is false; the BCEG did discuss response times to potential conflicts, both for mobility and combat force deployments. Strategic location of installations was a consideration by the BCEG and thoroughly considered in its military value decision.

-- Criterion 4: Gen Gamble states that the Secretary deviated substantially from Criterion 4 by ". . . failing to consider the resultant costs of attempting to support COPE THUNDER without a host wing . . ."

AF REPLY: contractor cost estimates are included in COBRA. The decision to operate a third of the base at less than full operational status was discussed at length. In order to allow for added, unexpected costs, the BCEG decided to increase the cost estimate to 25% rather than use the lower 15% DoD figure. The details of this concept will mature in the process of implementing this recommendation by PACAF. The opportunity to have an installation dedicated to realistically prepare Air Expeditionary Forces for deployment is key. This revised concept will exercise many wings and not just the 354th Wing.

-- Criterion 5: Gen Gamble states the Secretary ". . .deviated substantially from Criterion 5 by taking credit for military payroll savings at Eielson. . ."

AF REPLY: area variations in operating costs were included in Criterion 4 metrics and included contractor cost estimates under Criterion 5. The annual sustainment, restoration, modernization and base support costs for this scenario are estimated to be $12.6M in payroll and $61.9M in non-payroll items. OSD policy dictated that manpower cost avoidance be included among BRAC savings.

Gen Hamilton suggests the Air Force believed it could " . . .save the salaries of every active duty person they moved from Eielson, even though they were not going to leave the service."

AF REPLY: USAF presented savings, as did all the Military Departments and the seven Joint Cross Service Groups, as OSD directed. The term "savings" in this case refers to the manpower positions that will be made available for realignment to fund other high priority requirements and emerging missions within the Air Force.

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DCN: 11893

22 August 2005

Inquiry Response

Re: BI-0258 (CT-0974)
Realignment of Eielson AFB F-16s to Nellis AFB, NV and A-10s to Moody AFB, GA

Requester: Defense Base Closure and Realignment Commission (Mr. Ken Small)

Statement: The DOD recommendation on the realignment of Eielson AFB, AK relocates F-16 aircraft to Nellis AFB, NV, and (most) A-10 aircraft to Moody AFB, GA.

Question 1: What justification exists for sending the F-16s to Nellis, e.g. how would they be used at Nellis?

Response 1: Nellis AFB requires Block 40 F-16s from Eielson AFB to replace Block 32 and Block 42 F-16s from Nellis AFB that will either bring two ANG units to 18 PAA, or retire. Block 40 aircraft from Eielson AFB will be used to support the weapons school, test and evaluation, and the Thunderbirds. F-16 Block 52s are being upgraded to accomplish missions Block 42s did in the past, as well as their current primary mission of Suppression of Enemy Air Defenses. The weapons school currently needs both Block 40s and Block 52s to train to all F-16 mission requirements.

Question 2: What impact would occur at Nellis if Nellis did not receive these F-16 aircraft?

Response 2: If Block 40 aircraft from Eielson AFB are not moved to Nellis AFB, Nellis AFB will not have a backfill for Block 32 and Block 42 that are slated to plus up two ANG units, or retire aircraft at the end of their service life. The impact to Nellis would be to limit the installation's ability to instruct in all missions of the F-16s, support test and evaluation, and provide a replacement to the Thunderbirds.

Question 3: What justification exists for 48 A-10 aircraft to be based at Moody AFB, GA?

Response 3: The consolidation of 48 A-10s at Moody AFB increases aircraft availability for joint, close air support training opportunities. Moody Air Force Base is in relatively close proximity to all major Army installations in the southeastern United States. Joint training opportunities involving close air support (CAS) will be available at Fort Benning and Fort Stewart, GA, and Fort Bragg, NC, along with special operations forces at Eglin AFB and Hurlburt Field in Florida. If the proposed recommendations are approved, there will be eight Army Brigade Combat Teams (BCTs), two Special Force Groups and a Ranger Battalion in the southeastern United States. Additionally, Infantry and Armor will join to create the Army's planned Maneuver Center of Excellence at Ft Benning, GA, and Moody AFB has the Grand Bay air-gunnery and bombing range adjacent to the base.

Question 4: Why base 48 A-10s at Moody rather then 2 squadrons of 24 at two separate locations?

Response 4: The DoD recommendation "right-sizes" Air Force squadrons so squadrons have 24 aircraft each. Basing 48 A-10s at Moody AFB creates a two squadron wing and reduces the

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headquarters and maintenance overhead that two separate locations require. Additionally, it provides greater joint opportunities for close air support training with the Army.

Approved

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

DCN: 11893

5 August 2005

Inquiry Response

Re: BI-0142 (CT-0480) Follow-Up Questions on Eielson Air Force Base (Brennan)

Requester: BRAC Commission (Kenneth Small, AF Team Leader)

Questions: Follow-up questions on Eielson AFB

1. What plans exist for conducting a site survey at Eielson to examine viability and cost of 'warm basing"? When will results be provided to the Commission?

   Response 1: A site survey visit for Eielson occurred 11-15 July. The results were available July 21, 2005. The site survey results were provided to the OSD BRAC Clearinghouse for release when requested.

2. Are there any other ongoing efforts to detail the "warm base" concept of operations at Eielson? If so, when will results be provided to the Commission?

   Response 2: Part of the site survey visit was to determine the facilities that will remain in operational status. The results will be provided to the OSD BRAC Clearinghouse for release following your request.

3. Provide details of Air Staff or PACOM analysis of the impact of the Eielson recommendation on major PACOM operational plans.

   a. If Air Staff conducted this analysis, is there a record of PACOM's concurrence with its result?

      Response 3a. The Air Operations Centers at both PACAF and 7 AF (the air component of PACOM) concurred with the assessment that there will be minimal impact on operational plans. This information was presented to the Alaskan delegation in a classified briefing and provided to Mr Craig Hall 5 August 2005.

   b. Also, in your response to the testimony at the Fairbanks regional hearing, the Air Force cited BCEG discussion of this issue. Provide the dates of these BCEG meetings.

      Response 3b. A briefing on Expeditionary Air Force Principles was provided to the BCEG February 27, 2004. This laid the groundwork for future BCEG deliberations on basing and support to combatant commanders.

      The BCEG co-chairs presented and discussed great circle deployments during the 28 February 05, BCEG. The BCEG minutes do not capture the discussion. Specific reference to operational plans were not mentioned due to releasability issues that would impact access to the minutes. Using great circle routes for comparative purposes, the conclusion presented to the BCEG was that CONUS base inflight times were 4 hours longer than those for Eielson.

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Re: BI-0142 (CT-0480) Follow-Up Questions on Eielson Air Force Base (Brennan)

4. Provide May 4, 2005, letter from Admiral Keating, Commander, USNORTHCOM/NORAD on his assessment of draft BRAC Recommendations.

   See letter at Attachment 1.

5. What specific plans exist for increasing the number or size of Cope Thunder exercises (i.e. expand Cope Thunder exercises)?

   Response 5. Plans to expand the Cope Thunder schedule beyond three exercises per year have not yet been developed. Should the Commission accept the Eielson realignment recommendation, the concept of operations for a more robust exercise program will be planned given available resources. The current exercise schedule includes a Cooperative Cope Thunder, designated Air Expeditionary Force (AEF) spin-up Cope Thunders, and, depending upon requirements and budget, one additional Cope Thunder each year.

   5a. What is the estimate of the cost of increasing Cope Thunder exercises at Eielson?

   Response 5a. PACAF spends approximately $750K to $1M for each Cope Thunder, excluding airlift costs for PACAF units. ACC/USAFE units would spend approximately $200K-$400K in addition to airlift for each unit they deploy to the exercise. Variations depend on billeting (on or off base) and number of aircraft/personnel. Airlift is the biggest variable since it depends on either military airlift (at cost when available) or expensive commercial airlift when military airlift is not available.

   5b. Is this currently budgeted/programmed?

   Response 5b. Additional Cope Thunder funds are not currently budgeted or programmed. Funds will be budgeted and programmed if the Eielson AFB recommendation is accepted and after conceptual plans are developed.

6. Provide record of Cope Thunder participants (number of aircraft, personnel and where permanently based).

   Response 6: A spreadsheet detailing Cope Thunder participants is provided at Attachment 2. This data is an uncertified working copy.

   6a. What percentage of Cope Thunder participants currently come from the 354th Fighter Wing based at Eielson?

   Response 6a. Deployments and funding of operations since 2001 resulted in an erratic schedule due to deployments to support combat operations. The following table provides the number of exercise participants from the 354 FW (from planned to least recent):

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Cope Thunder	Total Acft	354 FW	Percent	AEF/AEW
06-3 (plan)	15	0	0%	
06-2 (plan)	117	0	0%	
06-1 (plan)	59	24	41%	AEF 9
05-2	32	18	56%	
05-1	36	8	22%	
04-2	100	6	6%	AEF 3
04-1	38	0	0%	
03-3	26	0	0%	
02-4	44	24	55%	
02-3	99	0	0%	AEF 6
02-2	71	20	28%	AEW
01-4	66	12*	18%	
01-2	55	12	22%	
01-1	44	26	59%	

* Does not include tankers based at Eielson AFB

6b. In addition, to Cope Thunder exercises, how often is the Pacific Alaskan Range Complex (PARC) used by units based outside of Alaska?

Response 6b. The frequency of use by organizations not based in Alaska is, on average, once a week. Aircraft deploying to Alaskan bases fly from both Elmendorf and Eielson. F-16s, F-15s, and F/A-18s deploy to the PARC during summer months for dissimilar air combat training (DACT); they do not normally use the PARC during winter months. Elmendorf AFB, because of its mission, supports most of the DACT missions.

Additionally, bombers deploy for several days monthly to conduct training on the PARC. Some bombers will use the PARC from home station without ever using installations in Alaska.

The PARC is divided into two parts, managed by either Eielson AFB or Elmendorf AFB:

1) Eielson AFB manages Yukon Ranges: Yukon Military Operating Areas (MOAs) 1-5, Buffalo and Birch MOAs; Fox MOAs 1-3; R-2202, R-2205 and R-2211; and Galena MOA.

2) Elmendorf AFB manages Stony MOA, Susitna MOA, Naknek MOA, and W-176.

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Eielson AFB range managers report data for **Yukon Ranges**. Breakdown provided is for bombing ranges which maintain specific records, but not for MOAs, which do not. Data, therefore, do not accurately reflect numbers of sorties if sorties only went to MOAs and did not use a range. The following is for ranges managed by Eielson for aircraft not based in Alaska:

FY04	107 Sorties	*
FY03	79 Sorties	**
FY02	146 Sorties	*

Eielson Notes

* Range managers estimate true value is about 50% higher, but unable to break-out pre/post Cope Thunder Exercise sorties—cannot provide fidelity without lots of historical research

** Low year due to Operation Iraqi Freedom

Elmendorf AFB records of non-Alaska users of MOAs were not available.

Cooperative Cope Thunder: See Attachment 3. Countries and numbers of aircraft where available provided. Records provided were not complete.

7. Provide latest overhead/operating costs at Eielson (subsequent to Air Force data call).

The following uncertified answer is provided by the 354 FW comptroller. COBRA definitions were followed to provide overhead/operations costs in the five categories used in COBRA Tab 3 info. All figures are FY04 (end-of-year) in $K.

- Total Sustainment (excluding civilian pay)	$9,181.1	
- Sustainment Civilian Pay	$9,499.1	
- Base Operations (excluding civilian pay)	$21,528.9	Note 1
- Base Operations Civilian Pay	$12,904.5	
- All Military Family Housing (MFH)	$26,377.7	

Mil Pay, MILCON and Flying Hour Programs were not added as these were not used in previous COBRA scenarios.

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Note 1: Further breakdown of $21.5M BOS above (all in end-of-year FY04 $K):

-- Environmental Compliance		$1,067.0
-- Real Property Services (RPS)		$13,064.0
-- Communications		$742.6
-- Base Operating Support (BOS)		$6,478.2
-- Environmental Conservation		$118.4
-- Pollution Prevention		$58.7
	TOTAL	$21,528.9

Note 2: 168th ARW FY04 costs captured by costs reported in Note 1. Costs below are reimbursements to Eielson AFB and should not be double counted.

-- Sustainment, Restoration, and Modernization (SRM)		$785.3
-- Master Cooperative Agreement		$1,242.2
	TOTAL	$2,027.5

8. Provide Base Operating Support costs (trends) at King Salmon and Galena Forward Operating Locations before and after "warm base" status was implemented.

Response 8: The only data that could be obtained that discussed cost "before 'warm basing'" was from the AF Historian's office. The 11th Air Control Wing reported costs of operation in the document at Attachment 4. No distinction was made as to what funds were expended specifically for either Galena or King Salmon.

Eleventh Air Force provided the following data for currently maintaining the facilities at Galena and King Salmon in a briefing present July 6, 2005. Briefing is at Attachment 5.

Galena:

Manning:	40 contractors
Facilities:	34 active/warm; 13 cold/demolished
BOS Contract:	$8.5M/year
Runway Maintenance:	$450K/year
Utilities Cost:	$2.4M/year
SRM:	$1.8M/year

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King Salmon

Manning:	35 contractors
Facilities:	45 active/warm; 35 cold/demolished
BOS Contract:	$8.0M/year
Runway Maintenance:	$350K/year
Utilities Cost:	$1.4M/year
SRM:	$1.1M/year

Approved

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

5 Attachments:
1. Admiral Keating letter, dated May 4, 2005
2. Cope Thunder Participant Spreadsheet
3. Cooperative Cope Thunder Participants
4. History of 11th Air Control Wing, Jan - Dec 1992
5. Eleventh Air Force Brief: Warm Basing: Alaska Forward Operating Locations (FOLs)

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Attachment 3
Cooperative Cope Thunder Participants

CCT	NATION	ACFT	QTY		Total
FY05	Australia	Not Provided			
FY05	Germany	Not Provided			
FY05	Japan	Not Provided			
FY05	Malaysia	Not Provided			
FY05	Mongolia	Not Provided			
FY05	NATO	Not Provided			
FY05	Republic of Korea	Not Provided			
FY05	Singapore	Not Provided			
FY05	Thailand	Not Provided			
FY05	UK	Not Provided			
04-1	India	Jaguar	6		
04-1	India	IL-76	2		
04-1	India	IL-78	2		
04-1	Singapore	F-16	6		
04-1	Germany	GR-4	10	Tornado	
04-1	Germany	GR-4R	6	Tornado	
04-1	UK	GR-4	9		
04-1	Japan	F-15J	6		
04-1	Japan	E-767	1	AWACS	
04-1	UK	E-3A	1	AWACS	
04-1	Canada	C-130	1		
04-1	Malaysia	C-130	1		51
03-3	France	M2000	8		
03-3	France	F-1CT	4		
03-3	Singapore	F-16	6		
03-3	UK	C-130	2		
03-3	Canada	C-130	1		
03-3	Canada	C-130	1		
03-3	ROK	C-130	1		
03-3	India	IL-76	1		
03-3	NATO	E-3D	1		
03-3	Japan	F-15J	6		
03-3	Japan	C-130H	3		
03-3	Japan	AWACS	1		
03-3	Thailand	C-130	1		
03-3	Malaysia	C-130	1		
03-3	Japan	Stinger Team			37
02-4	Spain	Not Provided			
02-4	France	Not Provided			
02-4	Britain	Not Provided			
02-4	Singapore	Not Provided			
02-4	Japan	Not Provided			
01-4	Singapore	C-130E	1		
01-4	NATO	E-3D	1		
01-4	UK	F-3	10	Tornado	
01-4	UK	Jaguars	9		
01-4	UK	F-16	2		
01-4	ROK	C-130H	1		
01-4	Japan	C-130E	1		25

DCN: 11893

BRAC 2005 - Query Response Manager

Response to E0457

Question:
We understand that the Army plans to field a Stryker Brigade Combat Team and Airborne Brigade Combat Team at Ft. Wainright, AK and Ft Richardson, AK, respectively. With the OSD proposed realignment of Eielson AFB, AK, close air support (CAS) aircraft will be relocated from Alaska to Moody Air Force Base, GA.

1. Overall, how does the Army view the Close Air Support (CAS) requirement for joint training opportunities with the Air Force?
   a. What type of training is most valauable?
   b. Where are the opportunities most valuable, i.e. in terms of locations of units and ranges?
   c. What are the Army's priorities?
      1. Training with AF ground controllers?
      2. Live munition delivery?
      3. Variations in terrain?
      4. Conventional v. smart munitions (e.g., gun strafe, GPS guided munitions, direct fire Laser or TV/IR guided munitions)
      5. Types of targets (structures, vehicles, armor)?
      6. Exercise or deployment planning, small unit and large formations?

2. How will the proposed relignment of Eielson impact joint training opportunities in Alaska?

3. Will any lost opportunities in Alaska be more than offset by increased opportunities in the Southeast U.S. with increased CAS aircraft at Moody AFB, GA?

4. Will the OSD recommendation to remove the A-10s from Pope AFB impact on training at Ft Bragg?

5. How does the Air Force schedule training sorties for joint/combined arms training at any or all locations?

Answer:
Please note that the Army has already fielded the Stryker Brigade Combat Team (SBCT) at Fort Wainwright, AK and will complete the activation of the airborne brigade at Fort Richardson, AK in FY05.

1. All joint training in support of Army and Combatant Commander requirements is important. However, the importance of specific joint training activities varies by unit and their mission. Even specific unit priorities will vary over time. Therefore, it would not be appropriate to provide an over aching Army priority list. Clearly, the Army's most valuable opportunities occur at those installations with large operational unit concentrations, such as Fort Hood, TX and Fort Bragg,NC at our Centers and Schools, such as Fort Benning, GA and Fort Sill, OK and at our major training centers, Fort Irwin, CA and Fort Polk, LA.

2. It is not clear that the proposed realignment of Eielson Air Force Base (AFB) will have a significant positive or negative impact on joint training opportunities in Alaska. The training areas and ranges associated with Fort Wainwright and Eielson AFB still represent excellent training venues for both the Army and the Air Force to conduct integrated, joint and coalition exercises. These exercises provide a valuable spin-up tool for units slated for deployments. The COPE THUNDER exercise conducted at Eielson AFB also supports the United States' growing engagement strategy in the Pacific Rim. With the proposed recommendation to station additional Air Force units at Elmendorf AFB and the Army's activation of an airborne brigade combat team (BCT) at Fort Richardson, joint training opportunities are just as likely to increase in Alaska. Additionally, operational requirements could likely cause the SBCT at Fort Wainwright to be deployed up to one out of every three years. Therefore, maintaining the capability to conduct strategic airlift out of Eielson AFB is very important. Conversely, when the SBCT is deployed, the opportunity for the Air Force to conduct joint training would be reduced.

3. Again, it is not clear that there will be any lost joint training opportunities in Alaska. In fact, the consolidation of Air Force units could increase the availability of aircraft for joint training opportunities. Given the proximity of Moody AFB, GA to all the major Army installations in the southeastern United States, joint training opportunities involving close air support could increase at Fort Benning, GA and Fort Stewart, GA, and Fort Bragg, NC, along with special operations forces at Eglin AFB and Hurlburt Field in Florida. If the proposed recommendations are approved, there will be eight Army BCTs, two Special Force Groups, and a Ranger Battalion in the southeastern United States.

4. The Air Force's proposed recommendation to realign the A-10s from Pope AFB does not necessarily mean that joint training opportunities will be reduced at Fort Bragg, NC. Through the consolidation of A-10s at Moody AFB, the Air Force may actually be able to more effectively and efficiently support close air support training objectives across the entire southeastern United States. However, the interaction between the Air Force and the Army at Pope AFB and Fort Bragg is very important. The units at Fort Bragg have airborne proficiency and deployment requirements that are unique. The Air Force does not exclusively rely on the aircraft stationed at Pope AFB to meet these and other joint training requirements. Therefore, the relationships that exist between the Army units at Fort Bragg and the Air Force at Pope AFB to plan and schedule joint training using the Joint Airborne/Air Transportability Training

(JA/ATT) Process, for example, may be more important than aircraft stationed at Pope Air Force Base.

5. The Army and the Air Force employ the JA/ATT Process, a Department of Defense (DOD) regulated, Joint Chiefs of Staff (JCS) directed program, for airborne and proficiency/continuation training in joint environments. Additionally, Air Force Major Commands use Consolidated Planning Orders (CPO) to task Air Force assets into Chairman Joint Chief of Staff (CJCS) exercises, major Army and Air Force exercises, to include the Army's Battle Command Training Program (BCTP) exercises.

References:

Approved By: Kurt D. Weaver **Date:** 20-Jul-05

DCN: 11893

COMMANDER, U.S. PACIFIC COMMAND
(USPACOM)
CAMP H.M. SMITH, HAWAII 96861-4028

INFO MEMO

13 May 2005

FOR: THE CHAIRMAN OF THE JOINT CHIEFS OF STAFF

FROM: Admiral William J. Fallon, Commander, U.S. Pacific Command

SUBJECT: Review of Base Realignment and Closure (BRAC) Recommendations

- I appreciate the opportunity to review the final draft 2005 BRAC recommendations. None of the recommendations would create an unacceptable risk to our missions to include homeland defense and defense support to civil authorities.

- I realize some recommendations may change before final submission. Request notification of any adjustments that may impact on USPACOM equities.

- Please pass on my appreciation to Colonel Dan Woodward and Commander John Lathroum of your staff for keeping us informed and engaged despite the distance and time difference.

Copy to:
USD (AT&L)

Prepared By: Bill Rudich, GS-14, J440, (808) 477-1555

COPE THUNDER (CT) EXERCISE PARTICIPANTS

EVENT	MAJCOM	WING	MDS	QTY	LOCATION	HOMEBASE	START			
CT 01-1	ANG	176WG	HC-130	1	[redacted]	[redacted]	3/15/2001			
CT 01-1	ANG	176WG	HH-60	2	EIELSON AFB AK	[redacted]	3/15/2001			
CT 01-1	ANG	176WG	C-130	2	[redacted]	[redacted]	3/15/2001			
CT 01-1	ANG	176WG	HC-130	1	[redacted]	[redacted]	3/15/2001			
CT 01-1	ANG	176WG	HH-60	2	EIELSON AFB AK	[redacted]	3/15/2001			
CT 01-1	PACAF	168ARW	KC-135	2	[redacted]	[redacted]	3/15/2001			
CT 01-1	PACAF	354WG	A/OA-10	12	[redacted]	[redacted]	3/15/2001	Total 01-1	41	100%
CT 01-1	PACAF	354WG	F-16CG	12	[redacted]	[redacted]	3/15/2001	Elmendorf	4	10%
CT 01-1	PACAF	3WG	C-130	3	[redacted]	ELMENDORF AFB AK	3/15/2001	[redacted]	8	20%
CT 01-1	PACAF	3WG	E-3	1	[redacted]	ELMENDORF AFB AK	3/15/2001	[redacted]	26	63%
CT 01-1	PACAF	18WG	KC-135	2	EIELSON AFB AK	KADENA AB, JA	3/15/2001	Japan	2	5%
CT 01-1	ACC	552ACW	E-3	1	ELMENDORF AFB AK	TINKER AFB OK	3/15/2001	OK	1	2%
CT 01-2	ALLY	27FW	F-16C	12	ELMENDORF AFB AK	CANNON AFB NM	5/3/2001	Total 01-2	37	100%
CT 01-2	PACAF	354WG	F-16CG	12	EIELSON AFB AK	[redacted]	5/3/2001	Elmendorf	7	19%
CT 01-2	PACAF	3WG	E-3	1	ELMENDORF AFB AK	ELMENDORF AFB AK	5/3/2001	[redacted]	12	32%
CT 01-2	PACAF	3WG	F-15C	6	ELMENDORF AFB AK	ELMENDORF AFB AK	5/3/2001	NM	12	32%
CT 01-2	ANG	149FW	F-16C	6	EIELSON AFB AK	KELLY FIELD TX	5/3/2001	TX	6	16%
CT 01-4	ANG	176WG	HH-60	2	EIELSON AFB AK	[redacted]	7/12/2001			
CT 01-4	ANG	176WG	HC-130	1	EIELSON AFB AK	[redacted]	7/12/2001			
CT 01-4	ANG	110FW	A/OA-10	8	EIELSON AFB AK	BATTLE CREEK (W.K. Kellogg) MI	7/12/2001			
CT 01-4	PACAF	168ARW	KC-135	1	[redacted]	[redacted]	7/12/2001			
CT 01-4	PACAF	354WG	A/OA-10	12	[redacted]	[redacted]	7/12/2001	Total 01-4	46	100%
CT 01-4	PACAF	3WG	E-3	1	[redacted]	ELMENDORF AFB AK	7/12/2001	Elmendorf	8	17%
CT 01-4	PACAF	3WG	C-130	3	[redacted]	ELMENDORF AFB AK	7/12/2001	[redacted]	3	7%
CT 01-4	PACAF	3WG	F-15C	4	[redacted]	ELMENDORF AFB AK	7/12/2001	[redacted]	13	28%
CT 01-4	ANG	154WG	KC-135	1	ELMENDORF AFB AK	HICKAM AFB HI	7/12/2001	HI	1	2%
CT 01-4	PACAF	18WG	KC-135	2	ELMENDORF AFB AK	KADENA AB, JA	7/12/2001	Japan	5	11%
CT 01-4	ANG	159FW	F-15A	8	ELMENDORF AFB AK	NEW ORLEANS NAS LA	7/12/2001	LA	8	17%
CT 01-4	PACAF	374AW	C-130	3	ELMENDORF AFB AK	YOKOTA AB, JA	7/12/2001	MI	8	17%
CT 02-2 (AEW A, C2 Prep)	PACAF	18WG	KC-135	5	EIELSON AFB AK	KADENA AB, JA	4/17/2002			
CT 02-2 (AEW A, C2 Prep)	ACC	27FW	F-16C	12	EIELSON AFB AK	CANNON AFB NM	4/18/2002			
CT 02-2 (AEW A, C2 Prep)	PACAF	354WG	F-16CG	10	[redacted]	[redacted]	4/18/2002			
CT 02-2 (AEW A, C2 Prep)	PACAF	354WG	A/OA-10	10	[redacted]	[redacted]	4/18/2002			
CT 02-2 (AEW A, C2 Prep)	PACAF	3WG	F-15C	6	[redacted]	ELMENDORF AFB AK	4/18/2002	Total 02-2	57	100%
CT 02-2 (AEW A, C2 Prep)	PACAF	3WG	F-15C	2	[redacted]	ELMENDORF AFB AK	4/18/2002	Elmendorf	17	30%
CT 02-2 (AEW A, C2 Prep)	PACAF	3WG	F-15E	8	[redacted]	ELMENDORF AFB AK	4/18/2002	[redacted]	20	35%
CT 02-2 (AEW A, C2 Prep)	PACAF	3WG	E-3	1	[redacted]	ELMENDORF AFB AK	4/18/2002	Japan	6	11%
CT 02-2 (AEW A, C2 Prep)	PACAF	18WG	E-3	1	ELMENDORF AFB AK	KADENA AB, JA	4/18/2002	MO	2	4%
CT 02-2 (AEW A, C2 Prep)	ACC	509BW	B-2	2	[redacted]	WHITEMAN AFB MO	4/18/2002	NM	12	21%

COPE THUNDER (CT) EXERCISE PARTICIPANTS

EVENT	MAJCOM	WING	MDS	QTY	LOCATION	HOMEBASE	START			
CT 02-3 (AEF 6, C3 Prep)	ANG	176WG	HH-60	3	EIELSON AFB AK	[redacted]	6/5/2002	Total 02-3	50	100%
CT 02-3 (AEF 6, C3 Prep)	ACC	55WG	EC-130H	2	ELMENDORF AFB AK	DAVIS MONTHAN AFB AZ	6/5/2002	[redacted]	3	6%
CT 02-3 (AEF 6, C3 Prep)	ACC	1FW	F-15C	16	ELMENDORF AFB AK	LANGLEY AFB VA	6/5/2002	[redacted]	1	2%
CT 02-3 (AEF 6, C3 Prep)	ACC	20FW	F-16CJ	12	EIELSON AFB AK	SHAW AFB SC	6/5/2002	AZ	2	4%
CT 02-3 (AEF 6, C3 Prep)	ACC	552ACW	E-3	2	ELMENDORF AFB AK	TINKER AFB OK	6/5/2002	OK	8	16%
CT 02-3 (AEF 6, C3 Prep)	ANG	138FW	F-16CG	6	EIELSON AFB AK	TULSA INTL OK	6/5/2002	PA	8	16%
CT 02-3 (AEF 6, C3 Prep)	ANG	111FW	A/OA-10	8	EIELSON AFB AK	WILLOW GROVE ARS PA	6/5/2002	SC	12	24%
CT 02-3 (AEF 6, C3 Prep)	PACAF	168ARW	KC-135	1	[redacted]	[redacted]	6/6/2002	VA	16	32%
CT 02-4	PACAF	354WG	F-16CG	12	[redacted]	[redacted]	7/11/2002			
CT 02-4	PACAF	354WG	A/OA-10	12	[redacted]	[redacted]	7/11/2002			
CT 02-4	PACAF	3WG	F-15C	8	[redacted]	**ELMENDORF AFB AK**	7/11/2002	Total 02-4	44	100%
CT 02-4	PACAF	3WG	C-130	3	[redacted]	**ELMENDORF AFB AK**	7/11/2002	**Elmendorf**	19	43%
CT 02-4	PACAF	3WG	F-15E	8	[redacted]	**ELMENDORF AFB AK**	7/11/2002	[redacted]	24	55%
CT 02-4	PACAF	18WG	E-3	1	ELMENDORF AFB AK	KADENA AB, JA	7/11/2002	Japan	1	2%
CT 03-3	PACAF	3WG	C-130	3	ALASKA	**ELMENDORF AFB AK**	6/5/2003			
CT 03-3	PACAF	3WG	F-15C	8	ALASKA	**ELMENDORF AFB AK**	6/5/2003			
CT 03-3	PACAF	18WG	E-3	1	ALASKA	KADENA AB, JA	6/5/2003	Total 03-3	26	100%
CT 03-3	PACAF	18WG	KC-135	2	ALASKA	KADENA AB, JA	6/5/2003	**Elmendorf**	11	42%
CT 03-3	PACAF	35FW	F-16CJ	12	EIELSON AFB AK	MISAWA AB, JA	6/6/2003	Japan	15	58%
CT 04-1	ANG	144FW (AD	F-16C	10	ALASKA	FRESNO YOSEMITE INTL CA	7/8/2004			
CT 04-1	PACAF	18WG	F-15C	12	ELMENDORF AFB AK	KADENA AB, JA	7/8/2004	Total 04-1	28	100%
CT 04-1	PACAF	3WG	E-3	1	[redacted]	**ELMENDORF AFB AK**	7/15/2004	**Elmendorf**	4	14%
CT 04-1	PACAF	3WG	C-130	3	[redacted]	**ELMENDORF AFB AK**	7/15/2004	CA	10	36%
CT 04-1	PACAF	18WG	KC-135	2	EIELSON AFB AK	KADENA AB, JA	7/15/2004	Japan	14	50%
CT 04-2 (AEF 3, C5 Prep)	ACC	9RW	U-2	1	[redacted]	BEALE AFB CA	8/12/2004			
CT 04-2 (AEF 3, C5 Prep)	PACAF	354WG	F-16CG	6	[redacted]	[redacted]	8/12/2004	Total 04-2	77	100%
CT 04-2 (AEF 3, C5 Prep)	ANG	147FW	F-16C	8	EIELSON AFB AK	ELLINGTON FLD TX	8/12/2004	**Elmendorf**	15	19%
CT 04-2 (AEF 3, C5 Prep)	PACAF	3WG	E-3	1	[redacted]	**ELMENDORF AFB AK**	8/12/2004	[redacted]	6	8%
CT 04-2 (AEF 3, C5 Prep)	PACAF	3WG	F-15C	14	[redacted]	**ELMENDORF AFB AK**	8/12/2004	CA	1	1%
CT 04-2 (AEF 3, C5 Prep)	ACC	388FW	F-16CG	14	EIELSON AFB AK	HILL AFB UT	8/12/2004	Japan	1	1%
CT 04-2 (AEF 3, C5 Prep)	PACAF	18WG	E-3	1	ELMENDORF AFB AK	KADENA AB, JA	8/12/2004	SC	32	42%
CT 04-2 (AEF 3, C5 Prep)	ACC	20FW	F-16CJ	16	EIELSON AFB AK	SHAW AFB SC	8/12/2004	TX	8	10%
CT 04-2 (AEF 3, C5 Prep)	ACC	20FW	F-16CJ	16	EIELSON AFB AK	SHAW AFB SC	8/12/2004	UT	14	18%
CT 05-1	ANG	176WG	HC-130	1	ELMENDORF AFB AK	[redacted]	4/21/2005	Total 05-1	32	100%
CT 05-1	ANG	176WG	HH-60	2	ELMENDORF AFB AK	[redacted]	4/21/2005	**Elmendorf**	8	25%
CT 05-1	PACAF	354WG	A/OA-10	8	[redacted]	[redacted]	4/21/2005	[redacted]	3	9%
CT 05-1	PACAF	3WG	F-15E	8	EIELSON AFB AK	**ELMENDORF AFB AK**	4/21/2005	[redacted]	8	25%
CT 05-1	PACAF	35FW	F-16CJ	12	EIELSON AFB AK	MISAWA AB, JA	4/21/2005	Japan	12	38%
CT 05-1	ACC	552ACW	E-3	1	ELMENDORF AFB AK	TINKER AFB OK	4/21/2005	OK	1	3%

DCN-1-11890

COPE THUNDER (CT) EXERCISE PARTICIPANTS

EVENT	MAJCOM	WING	MDS	QTY	LOCATION	HOMEBASE	START
CT 05-2	PACAF	354WG	F-16CG	18	[redacted]	[redacted]	6/9/2005
CT 05-2	PACAF	3WG	C-130	1	[redacted]	ELMENDORF AFB AK	6/9/2005
CT 05-2	PACAF	3WG	E-3	1	[redacted]	ELMENDORF AFB AK	6/9/2005
CT 05-2	ANG	149FW	F-16C	6	EIELSON AFB AK	KELLY FIELD TX	6/9/2005
CT 06-1 (AEF 9, C5 Prep)	PACAF	354WG	F-16CG	12	[redacted]	[redacted]	10/6/2005
CT 06-1 (AEF 9, C5 Prep)	PACAF	354WG	A/OA-10	12	[redacted]	ELMENDORF AFB AK	10/6/2005
CT 06-1 (AEF 9, C5 Prep)	PACAF	3WG	E-3	1	[redacted]	ELMENDORF AFB AK	10/6/2005
CT 06-1 (AEF 9, C5 Prep)	PACAF	3WG	F-15E	12	[redacted]	KADENA AB, JA	10/6/2005
CT 06-1 (AEF 9, C5 Prep)	PACAF	18WG	HH-60	4	EIELSON AFB AK	MOODY AFB GA	10/6/2005
CT 06-1 (AEF 9, C5 Prep)	AFSOC	347RQW	HC-130	1	ELMENDORF AFB AK	SPANGDAHLEM AB, GM	10/6/2005
CT 06-1 (AEF 9, C5 Prep)	USAFE	52FW	F-16CJ	8	EIELSON AFB AK	[redacted]	6/8/2006
CT 06-2 (AEF 3, C6 Prep)	ANG	176WG	HC-130	1	ELMENDORF AFB AK	[redacted]	6/8/2006
CT 06-2 (AEF 3, C6 Prep)	ANG	176WG	HH-60	3	ELMENDORF AFB AK	ANDREWS AFB MD	6/8/2006
CT 06-2 (AEF 3, C6 Prep)	ANG	113WG	F-16C	8	EIELSON AFB AK	BARKSDALE AFB LA	6/8/2006
CT 06-2 (AEF 3, C6 Prep)	ACC	2BW	B-52	3	ELMENDORF AFB AK	DAVIS MONTHAN AFB AZ	6/8/2006
CT 06-2 (AEF 3, C6 Prep)	ACC	55WG	EC-130H	2	ELMENDORF AFB AK	DULUTH INTL MN	6/8/2006
CT 06-2 (AEF 3, C6 Prep)	ANG	148FW	F-16C	4	EIELSON AFB AK	ELMENDORF AFB AK	6/8/2006
CT 06-2 (AEF 3, C6 Prep)	PACAF	3WG	E-3	1	[redacted]	ELMENDORF AFB AK	6/8/2006
CT 06-2 (AEF 3, C6 Prep)	PACAF	3WG	F-15C	14	[redacted]	HILL AFB UT	6/8/2006
CT 06-2 (AEF 3, C6 Prep)	ACC	388FW	F-16CG	6	EIELSON AFB AK	POPE AFB NC	6/8/2006
CT 06-2 (AEF 3, C6 Prep)	ACC	4FW	A/OA-10	10	EIELSON AFB AK	SHAW AFB SC	6/8/2006
CT 06-2 (AEF 3, C6 Prep)	ACC	20FW	F-16CJ	10	EIELSON AFB AK	TOLEDO OH	6/8/2006
CT 06-2 (AEF 3, C6 Prep)	ANG	180FW	F-16CG	4	EIELSON AFB AK	ELMENDORF AFB AK	7/20/2006
CT 06-3	PACAF	3WG	C-130	2	[redacted]	ELMENDORF AFB AK	7/20/2006
CT 06-3	PACAF	3WG	E-3	1	[redacted]	MISAWA AB, JA	7/20/2006
CT 06-3	PACAF	35FW	F-16CJ	12	EIELSON AFB AK		

Total 05-2	26	100%
Elmendorf	2	8%
[redacted]	18	69%
TX	6	23%
Total 06-1	50	100%
Elmendorf	13	26%
[redacted]	24	48%
GA	1	2%
Germany	8	16%
Japan	4	8%
Total 06-2	66	100%
Elmendorf	15	23%
[redacted]	4	6%
AZ	2	3%
LA	3	5%
MD	8	12%
MN	4	6%
NC	10	15%
OH	4	6%
SC	10	15%
UT	6	9%
Total 06-3	15	100%
Elmendorf	3	20%
Japan	12	80%

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- E THUNDER PARTICIPANTS

			REP	Participating Locales	ACFT Participants			ALASKA BREAKOUT					Date
								Elmendorf		Kulis		Eielson	
01-2				AK, Japan, OK	[redacted]			Acft	%				
01-4	3	5		AK, NM, TX	41	38	93%	4	11%	[redacted]		[redacted]	3/15/2001
02-4	5	4	AEW	AK, HI, Japan, LA, MI	37	19	51%	7	37%			[redacted]	3/15/2001
03-3	8	6	AEF	AK, Japan, MO, NM	46	24	52%	8	33%	[redacted]		[redacted]	7/12/2001
04-1	3	2		AK, AZ, OK, PA, SC, VA	57	37	65%	17	46%			[redacted]	4/18/2002
04-2	3	2		AK, Japan	50	4	8%			[redacted]		[redacted]	6/5/2002
05-1	3	3		AK, Japan	44	43	98%	19	44%			[redacted]	7/11/2002
05-2	7	6	AEF 3	AK, CA, Japan	26	11	42%	11	100%			[redacted]	6/5/2003
06-1	5	3		AK, CA, Japan, SC, TX, UT	28	4	14%	4	100%				7/8/2004
06-2	3	2		AK, Japan, OK	77	21	27%	15	71%				8/12/2004
06-3	5	4	AEF 9	AK, TX	32	19	59%	8	42%	[redacted]		[redacted]	4/21/2005
	10	9	AEF 3	AK, GA, Germany, Japan	26	20	77%	2	10%			[redacted]	6/9/2005
	2	2	AEF 3	AK, AZ, LA, MD, MN, NC, OH, SC, UT	50	37	74%	13	35%			[redacted]	10/6/2005
				AK, Japan	66	19	29%	15	79%	[redacted]			6/8/2006
					15	3	20%	3	100%				7/20/2006

Participating Locales: states/countries where wing homestations are

ACFT Participants: Total acft participating, AK aircraft of that total, percent for AK

Alaska Breakout: Considers only AK bases; % of AK contingent provided assests

Prep: Indicates combat/deployment preparation

Locations: Indicates the number of separate geographic states/countries participating

# of Wings: Indicates the numbers of wings to participate

AIRCRAFT TYPES PARTICIPATING

Fighters	Bombers	Airlift	Intel / Surveillance / Recon	CSAR
F-15C	B-2	C-130	E-3	HH-60
F-15E		HC-130	U-2	
F-16C				
F-16CJ				
F-16CG				
A/OA-10				

* NOTE: It is important to realize the numbers of aircraft do not accurately reflect the diversity of participants or level of exercise participation

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Hall, Craig, CIV, WSO-BRAC

From: Torres Joe Col ALCOM/J02 [Joe.Torres@ELMENDORF.af.mil]
Sent: Tuesday, July 05, 2005 4:08 PM
To: Hall, Craig, CIV, WSO-BRAC
Subject: Info requested while you/BRAC Commission were visiting AK
Attachments: AGA Economic Impact 2.doc; BBP on Elmendorf AFB hosting CT (3).doc

<<AGA Economic Impact 2.doc>> <<BBP on Elmendorf AFB hosting CT (3).doc>>

Craig:
(Ref your visit to Alaska)

From the AM session at Elmendorf you asked for / sought additional info....Below are the answers we have found / developed to date:

- Info paper on why Elmendorf cannot accommodate COPE THUNDER in its entirety if Eielson closes. (Action POC: 611th AOG) [See BBP on Elmendorf AFB hosting CT (3).doc above]

- A Corps of Eng study on warm basing mentioned by Mr Berg during his discussion of Ft Rich (Action: US Army Garrison-Alaska, OCR: Corps of Engineers) [The document is which was discussed is fully copyrighted with rights reserved....The original study was done (paid for) by the Army on Army facilities. That study was a topic covered by a conference of the American Society of Civil Engineer and published as part of the conference proceedings. To ensure we do not break any copy right laws I would like to provide you with a site that explains the 776 page book and maybe you researchers can get the document ....site for the info is:

https://www.asce.org/bookstore/book.cfm?book=2683]

- Source and details of NORAD requirement that is associated with the ADIZ (Action: ANR) [Source Document is NORAD OPLAN 3310...a classified document]

- BOS trend at Galena/KS pre / post "warm base" status (Action: 611 ASG) [We have do not have this info in our historical records...we are researching if the Department of the AF may have...to date, no info.....on "pre" status.....see info paper above on AGA Economic Impact for some dollar info]

- Economic Impact of relocation of ops at Galena on local community, eg. Costs to operate the airfield (Action: 611 ASG) [See info paper above on AGA Economic Impact for some dollar info]

Standing by if you need additional info

COL Joe Torres
Chief of Staff, Joint Task Force-Alaska and Alaskan Command
DSN: 317-552-3712/3932

DCN: 11893

Bullet Background Paper on Elmendorf AFB (EDF) ability to host Cope Thunder

ASSUMPTIONS:
- Full-sized Cope Thunder, equaling 80 to 100 aircraft and associated 2,500 personnel
- Up to Six Cope Thunders per year
- Average of four Dissimilar Air Combat Tactics (DACT) deployments hosted at EDF per year will continue
  - -- Supporting F-15C training
  - -- 8 to 10 aircraft and 100 to 150 personnel
  - -- Approximately 16 to 20 sorties per day
- 90 FS (F-15E) aircraft and personnel are removed per BRAC-2005 realignment plan
- F/A-22 unit established at EDF
  - -- F/A-22 unit occupies vacated 90 FS facilities
- C-17 aircraft and unit(s) established/517 AS (C-130) unit removed
  C-17 unit occupies vacated C-130 unit's facilities
- No money to move all C2, ACMI, Threat Simulator Control, and Weapons Scoring capability to EDF
- Operations and Maintenance Contractor resides on/about Eielson AFB
  - -- Daily travel to ranges sites required to operate threat simulators
  - -- Daily travel to ranges to refuel, and repair range equipment
- Range Maintenance (build/repair/upgrade bombing targets), either active duty Civil Engineers or Contractors will be on/near Eielson AFB

POSITIVES:
- Consolidated Cope Thunder Staff
- Larger quantity of, and closer proximity to EDF of off-base hotels
- More off-duty attractions/tourist opportunities
- Generally less harsh weather conditions in winter
- Close proximity to parent organization, 611 AOG & 11 AF
- Easier to integrate DMO/DMT into Cope Thunders perhaps with existing F-15 equipment

NEGATIVES:
- 385 on-base billeting spaces, versus 750 at Eielson AFB
- Limited on-base housing for active duty personnel
  - -- Sky-rocketing housing costs off-base
    - --- Little growth capability for new-housing construction within reasonable commute distances
- Possible higher overall weather-related sortie attrition
  - -- Marine climate affects of Fog and Overcast Ceilings
- Limited ramp-space for visiting units
  - -- Capped at XXXX Fighter parking spots
- Ongoing Cope Thunder Facility renovation based on current mix of participants—roughly 30% at EDF, with a maximum of YYYY EDF participants
  - -- It coalesces current operations where participants are housed in 6 separate buildings, however not designed to support an 80 to 100 aircraft-sized exercise

-- Maintenance personnel will still be housed/operate out of random/scattered Facilities
-- Renovation does not account for mission planning area(s) large enough for 80 to 100 aircraft sized operations

- Limited hanger space
  -- 3 WG units fully utilize existing Hanger 1 and 2
    --- No MILCON to replace Hanger 1or 2, nor add additional hangers
  -- Hanger 4 shared with other 3 WG tenants and too small for major aircraft repairs/storage of equipment
- Lost/Competing live ordnance loading capability
  -- Only four live-load areas—hot pads 21-24
    --- If tankers and airlift on pads, no live loading
- 30 to 45 minute flight to/from CT airspace
  -- Refueling Tankers WILL BE required for most all aircraft to accomplish a Mission
    -- There isn't enough tankers in the world to dedicate to six Cope Thunders per year
      --- Ops Tempo of Tanker will drive participation
    -- Tankers now only augment for aircrew training, emergency fuel reserve, and a select few aircraft desiring longer on-station times
    -- Most foreign fighters will be not be able to participate unless bringing own tankers or are trained/compatible with USAF Tanker capabilities
      --- Mirage, GR-1, F-18s, F-16s, etc. are fuel limited
    -- Boom time becomes limiting factor in generating large packages
    -- Too many tankers and tracks will shrink available fight space
    -- UAVs will need to be forward deployment to Eielson AFB
- Operations and Maintenance Contractor dislocated from serving customer (Cope Thunder)
  -- Need a Quality Assurance Staff at EIL or spend lots of time TDY
  -- Significant impact on partnering and ability to respond to time-sensitive tasks
    --- Flexibility far more difficult to work in parallel in achieving the needed exercise objectives
      ---- Schedules, tasks, scenarios always change rapidly in accommodating exercise objectives and providing leading edge training
- Loss of dual-base operations
  -- More realistic to operations within most war-time theaters
    --- Mission Planning, coordination, execution, C2 from/over multiple locations are the norm and need to trained to
- Very limited exercise C2 capability currently
  -- Relies on ACMI and one Radar feed
    --- Both circuits are single commercial line—single point of failure
- Visiting DACT competes for Cope Thunder facilities, ramp space, and hanger spaces
  -- Full-sized Cope Thunder operations eliminates simultaneous DACT visits
    --- Will impact 3 WG training (F-15C and/or F/A-22)

- Lost Range Control capability
    - -- No real-time Special Use Airspace Information Service (SUAIS)
        - --- A 1995 Environmental Impact Statement requirement
        - --- A habitual aspect civilian aviation assets have become accustomed
            - ---- Increased hazards to both military and civilian aviation
- Lost habitual relationship between Eielson-based Cope Thunder and Ft. Wainwright units
    - -- Decreased Joint training opportunities
    - -- Increased miss-understandings regarding joint range usage/scheduling as well as Repair/upgrade
- Lost capability to sponsor foreign/joint ground forces such as Manpad/TACP teams
    - -- Foreign units require significant care and feeding to ensure safety on-range, sufficient logistical support, and overcome language barriers
        - --- Can be accomplished with enough Cope Thunder personnel sent TDY to host/serve as in current roles
    - -- CSAR and Special Forces sponsorship similar to Manpad/TACP issues
- Will ANC Center and ANC Approach be able support an additional 160 to 200 sorties per day?

COPE THUNDER

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Exercise	Units Total	Foreign and/or Joint Units	Total Aircraft	Total Sorties	Total Hours	Participants Totals
Cope North '91	15	2		1228	~2400	UNK
92-1	11	0	89	1214	2379	272*
92-2	10	0	86	1146	2246	354*
92-3	12	2	84	958	1871	350*
92-4	22	8	132	893	1750	481*
					Total Personnel = 1670	
93-1	13	3	68	906	1775	409*
93-2	9	1	48	643	1260	212*
93-3	16	3	73	805	1575	327*
93-4	13	2	93	1050	2058	313*
					Total Personnel = 1689	
94-2	12	2	66	694	1301	267*
94-3	18	5	75	720	1507	299*
94-4	13	1	55	569	1144	233*
					Total Personnel = 2436	
95-1	10	0	56	673	1467	
95-2	9	1	53	650	1366	
95-3	22	8	71	783	1580	
95-4	16	4	74	1068	2281	
					Total Personnel = 3175	
96-1	14	1	79	735	1543	
96-2	11	2	58	802	1684	
96-3	19	3	108	1139	2402	
96-4	12	6	87	707	1564	
					Total Personnel = 3341	
97-1/NE 97	17	1	56	450	1010	
97-2	15	0	51	520	1187	
97-3	20	4	90	1007	2350	
97-4	19	8	88	1187	2452	

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3

4

4

4

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	Patriot Anteries 97		2		0		12		219		301		
	DF 97		4		4		21		265		380		
	AW 97		10		1		34		100		UNK		
											Total Personnel = 4410		

	98-2		14		1		47		637		1486		1012
	98-3		19		7		74		1038		2394		1340
3	98-4		31		11		105		956		1431		1390
	DF 98		5		4		25		266		450		650
	AW 98		4		0		18		34		156		278
											Total Personnel = 4670		

	99-1		22		2		73		699		1490		1091
3	99-3		6		0		18		49		127		223
	99-4		28		13		84		768		1869		1245
											Total Personnel = 2559		

1	00-1		11		1		51		684		1543		UNK

1	01-4**		26		12		83		1020		2045		UNK

	02-2		12		2		24***		963		2381		700
3	02-3		9		0		52		768		1429		1039
	02-4		22		12		105		1483		3479		1600
											Total Personnel = 3339		

2	03-1		3		1		32****		963		2381		0--local only
	03-3		18		11		62****		977		2372		1228
											Total Personnel = 1228		

	NE-04		13		4		103		696		1682***		1157
2	04-1		23		16		90		1098		2524		1949
	04-2		18		6		124		985		2013		1549
											Total Personnel = 4655		

	05-1		8		0		52		719		1628		799

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(*) - Aircrew only, no support personnel accounted for//may not match totals.

(**) - Eielson Runway Closure--limited CTs

(***) - Some Naval ship-bourne//Army afield--may not reflect full accounting of sorties/aircraft/hours

(****) - OIF operations affected participant and exercise availability

Note: Personnel numbers are for TDY only; General ROT: 2/3 for EIL and 1/3 for EDF

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16 June 2005

Inquiry Response

Re: BI-0059 (CT-0301)
Combined Heat & Power System Performance Envelope, Eielson AFB

Requester: The Defense Base Closure and Realignment Commission

Question 1. What are the lower limits for reduction of steam production without reducing electrical power production below demand?

Answer 1: The Air Force cost analysis did not address this issue. This level of detail will need to be evaluated in a site survey when the operational status of each facility is determined. We will work with the MAJCOM and installation to ensure sufficient information is available to address this question during the site survey.

Question 2. In establishing the cost savings to convert Eielson AFB to "warm stand-by", what portion of that cost savings is depended on reduced utility operations and maintenance?

Answer 2: COBRA cannot calculate savings for specific functions. The savings for functions, such as utility operations and maintenance savings, are included in the BOS and sustainment savings. The annual BOS and sustainment savings for this candidate recommendation were estimated at $20.3M, less than 9% of the total savings.

Question 3. What is the plan to maintain jet fuel storage levels and turnover to assure quality aviation fuels where there are reduced flying hours during months without Cope Thunder exercises?

Answer 3: The current plan, using the Inventory Management Plan (IMP), will not change until assigned F-16 and A-10 aircraft move. At that time, the IMP, which includes contingency/wartime taskings, will reflect the revised demand rates. Cope Thunder fuel requirements will be reflected in the IMP. War reserve fuel and storage levels will remain consistent with regard to IMP levels and will ensure quality aviation fuel is in-place when needed. Rotation and monitoring of fuel stocks by fuels personnel will keep JP-8 on specification within quality limits. Since there will be fuels personnel at Eielson at all times supporting ongoing KC-135E operations, transient aircraft, and maintenance of facilities for exercises, the cost of additional monitoring is not significant.

Approved

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

DCN: 11893

17 June 2005

Inquiry Response

Re: BI-0060 (CT-0302) Concept of Operations for Eielson AFB

Requester: Kenneth Small, AF Team Leader, BRAC Commission R&A

Question 1: What facilities at Eielson AFB will be maintained in full operational condition?

Answer 1: The MAJCOM will determine which Eielson AFB facilities will be maintained in full operational condition once a concept of operations is complete. It is estimated that approximately 64% of the facilities will be maintained at that level.

Question 2: What facilities at Eielson AFB will be maintained in warm stand-by?

Answer 2: The MAJCOM will determine the actual facilities that will be maintained in warm stand-by condition. It is estimated that approximately 36% of the facilities will be maintained at that level. However, the Air Force intends to divest all family housing assets.

Question 3: What facilities will be allowed to cold soak?

Answer 3: All the facilities that are retained by the Air Force will be maintained either at full operational status or at warm stand-by.

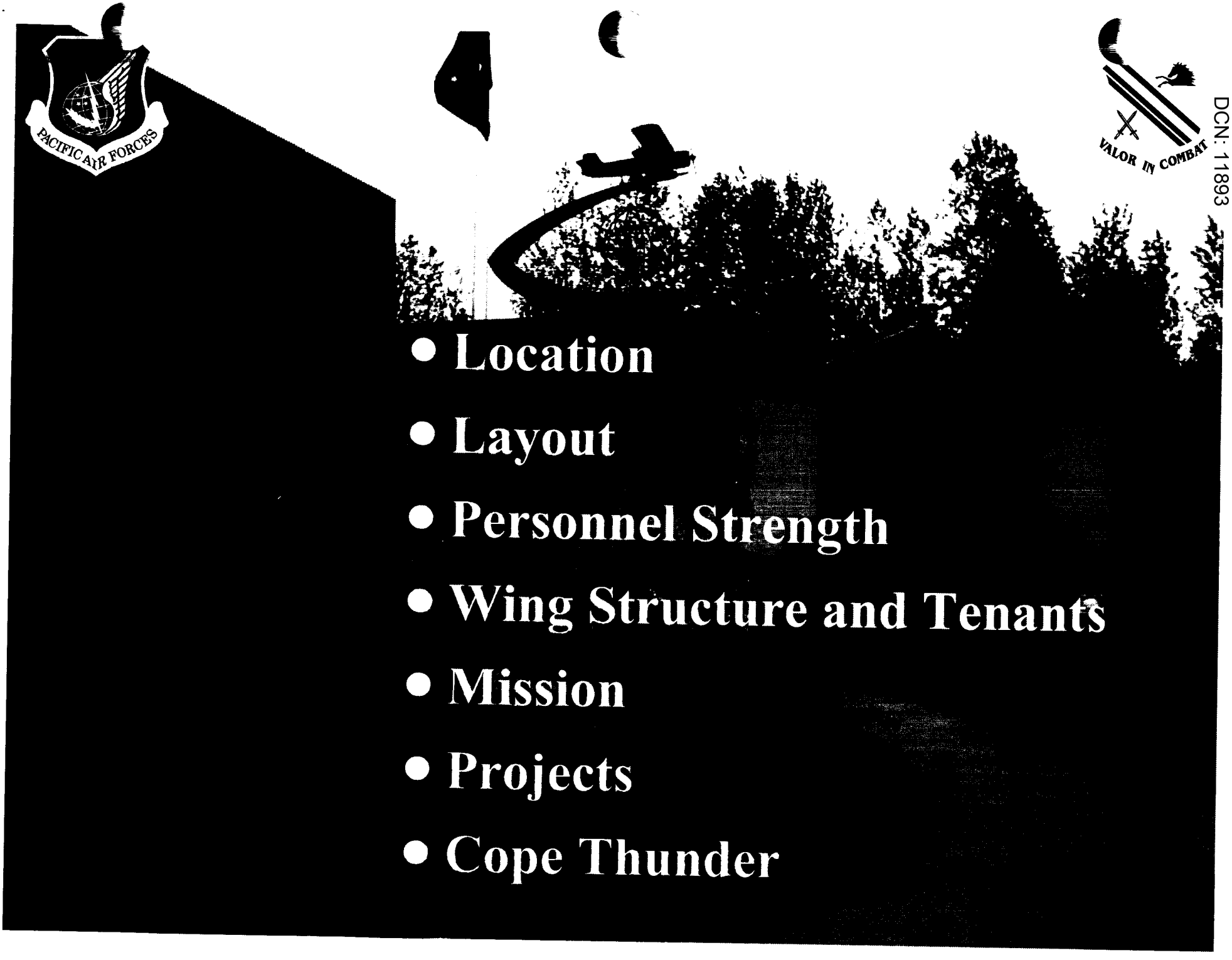
Question 4: Please provide any studies related to re-entry and re-use of cold soaked buildings in the artic or sub-artic (e.g., US Army Cold Regions Laboratory report on the re-entry to facilities at Ft Greely).

Answer 4: We have contacted the US Army Cold Regions Laboratory Library and they are searching for the information. We will forward any information upon receipt to the Commission.

Approved

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

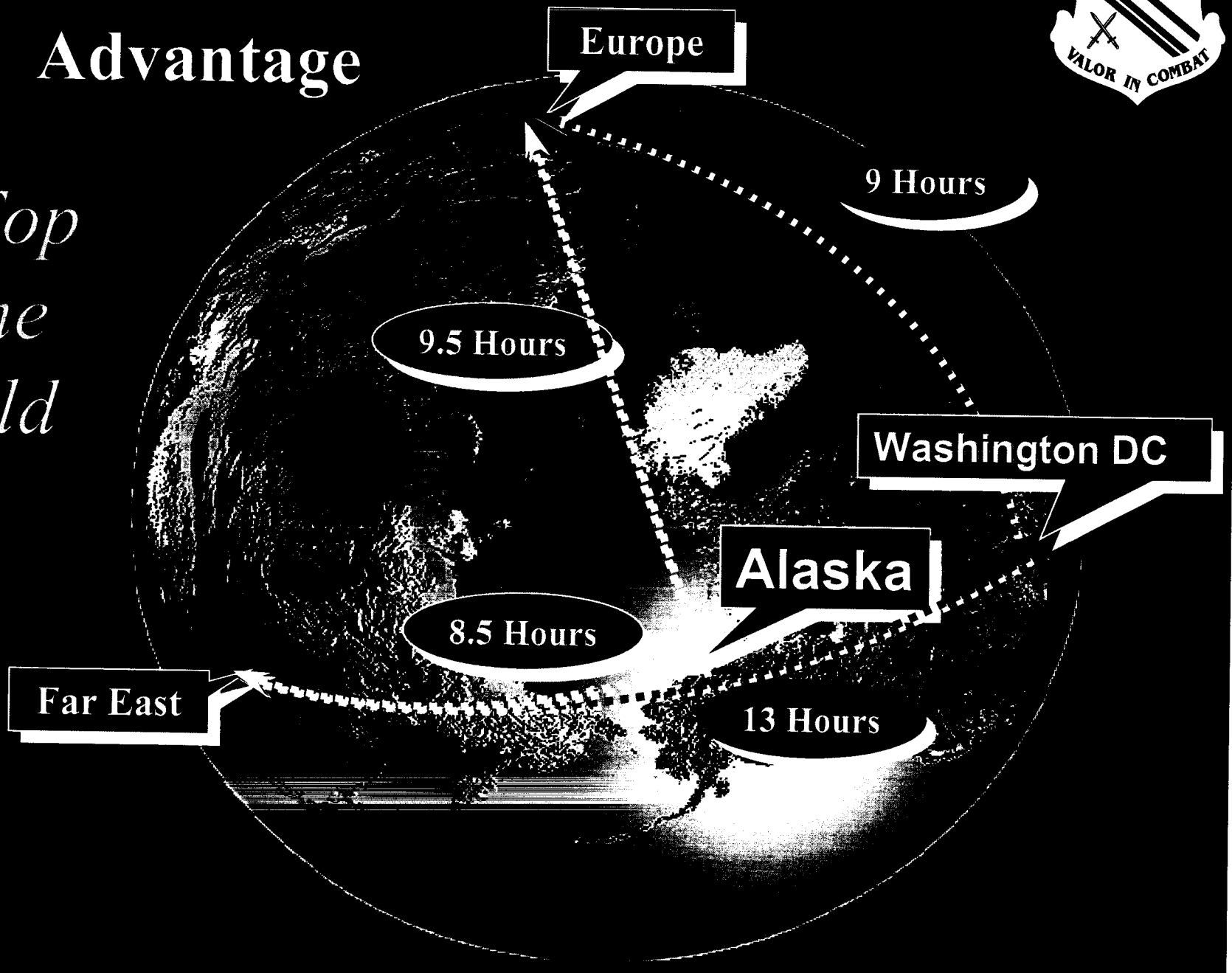
Eielson Air Force Base
ALASKA


PACIFIC AIR FORCES
VALOR IN COMBAT
• Location
• Layout
• Personnel Strength
• Wing Structure and Tenants
• Mission
• Projects
• Cope Thunder

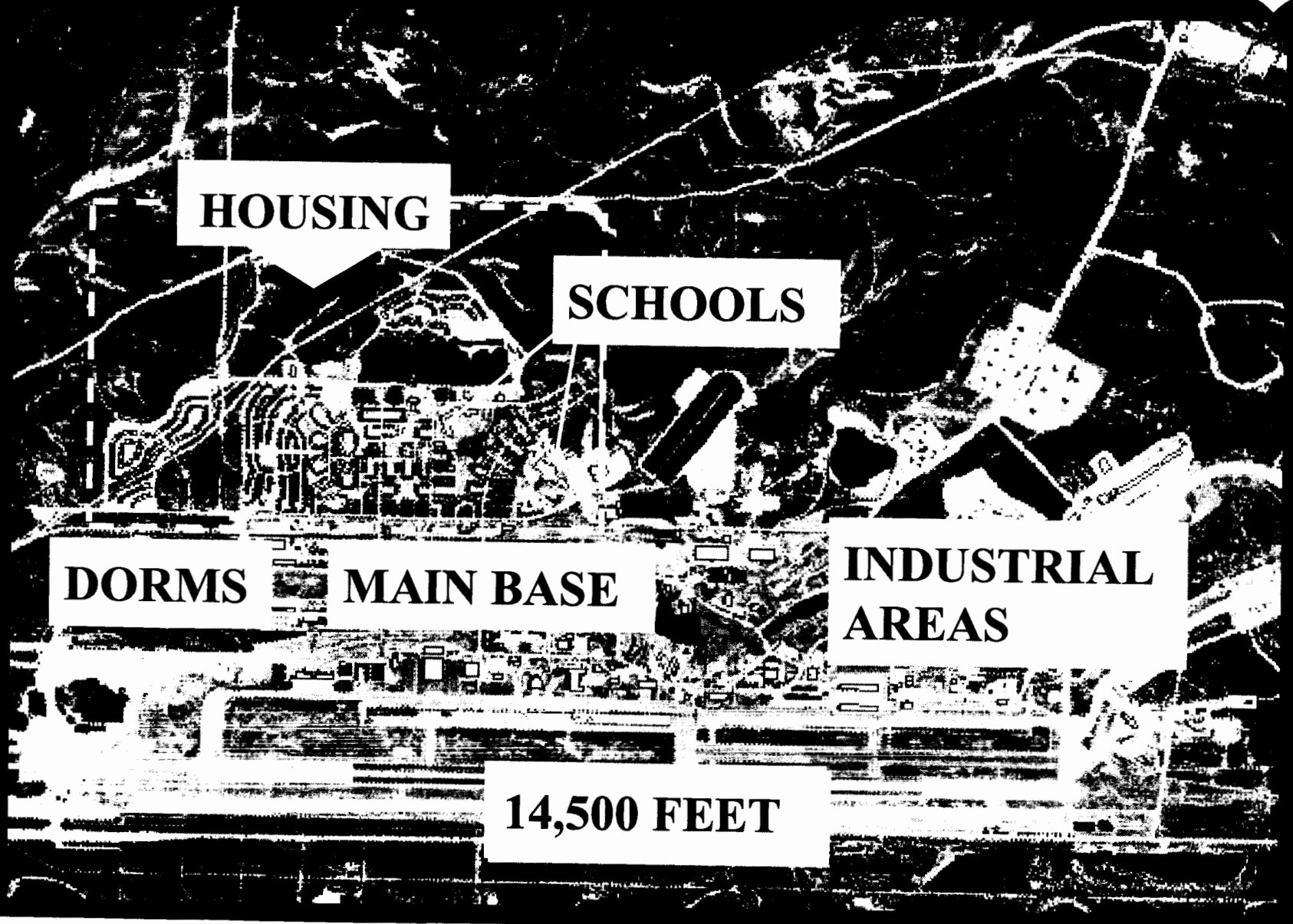
DCN: 11893

Eielson's Advantage

On Top of the World

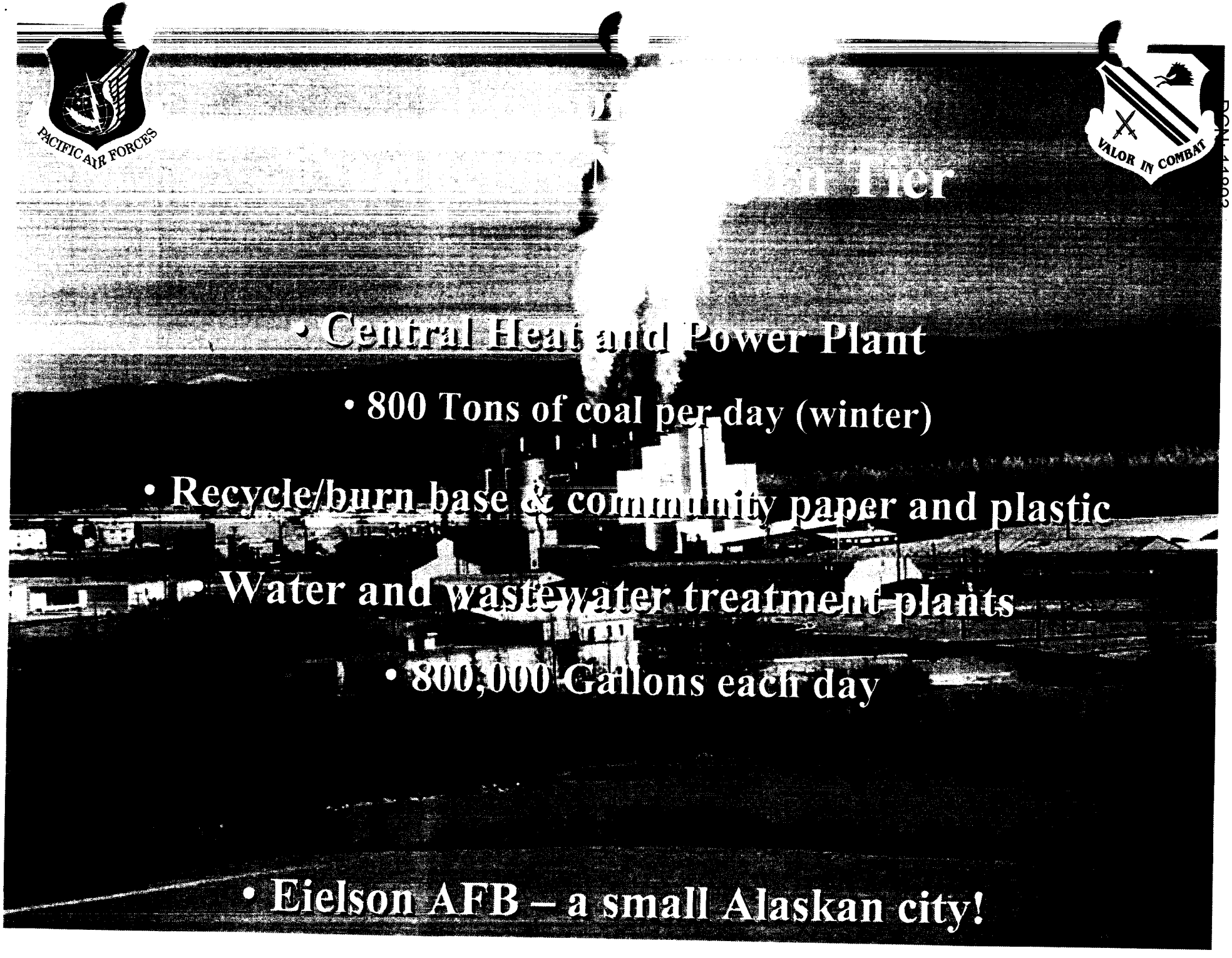


Eielson AFB



↳ runway

DCN: 11803


PACIFIC AIR FORCES
VALOR IN COMBAT
n Tier
• Central Heat and Power Plant
• 800 Tons of coal per day (winter)
• Recycle/burn base & community paper and plastic
• Water and wastewater treatment plants
• 800,000 Gallons each day
• Eielson AFB – a small Alaskan city!

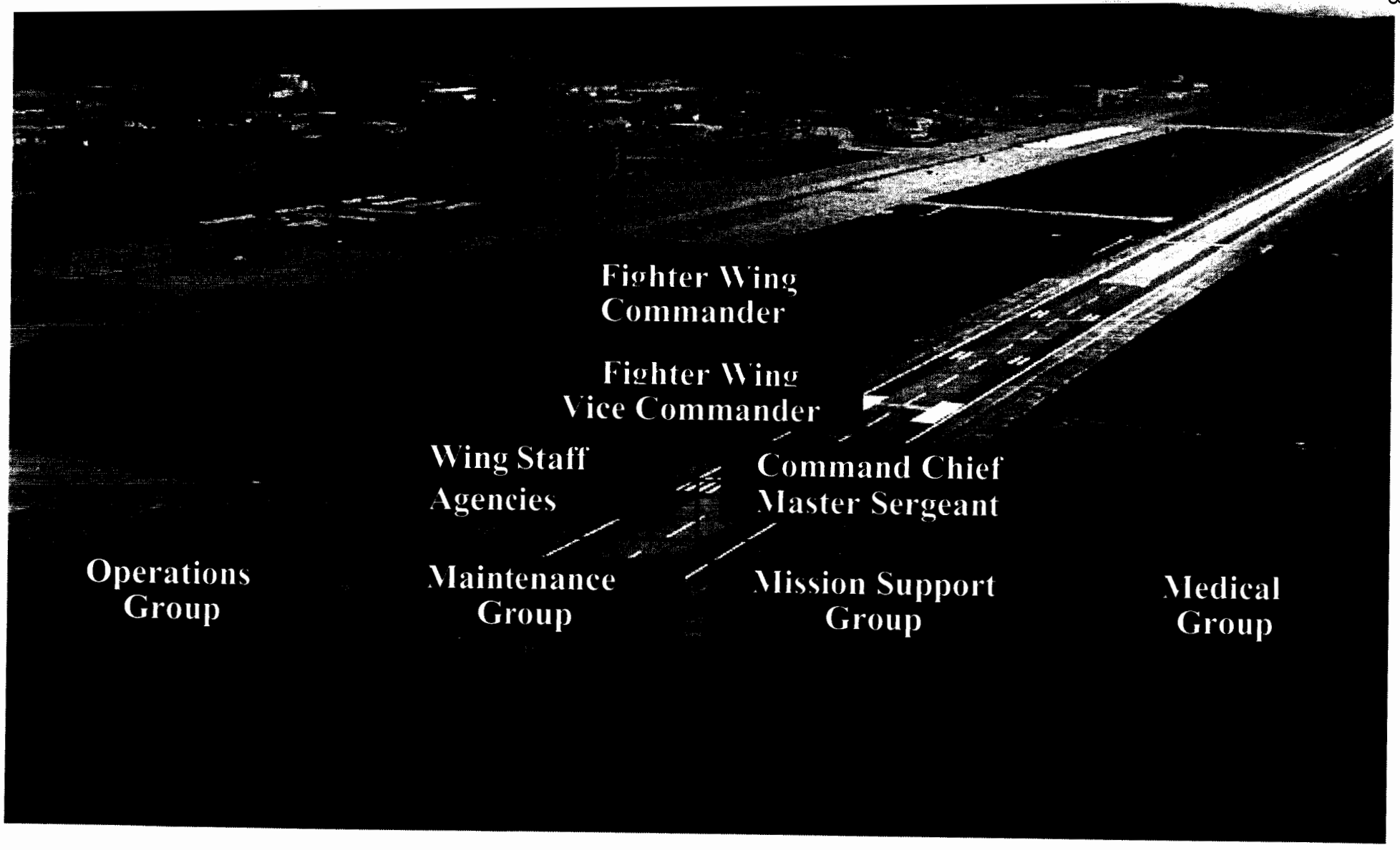
Eielson AFB

- 7,213 personnel and families
  - 2,992 active duty military
  - 562 AK Air National Guardsmen
  - 659 civilians
  - 3,000 family members

DCN: 11893

PACIFIC AIR FORCES

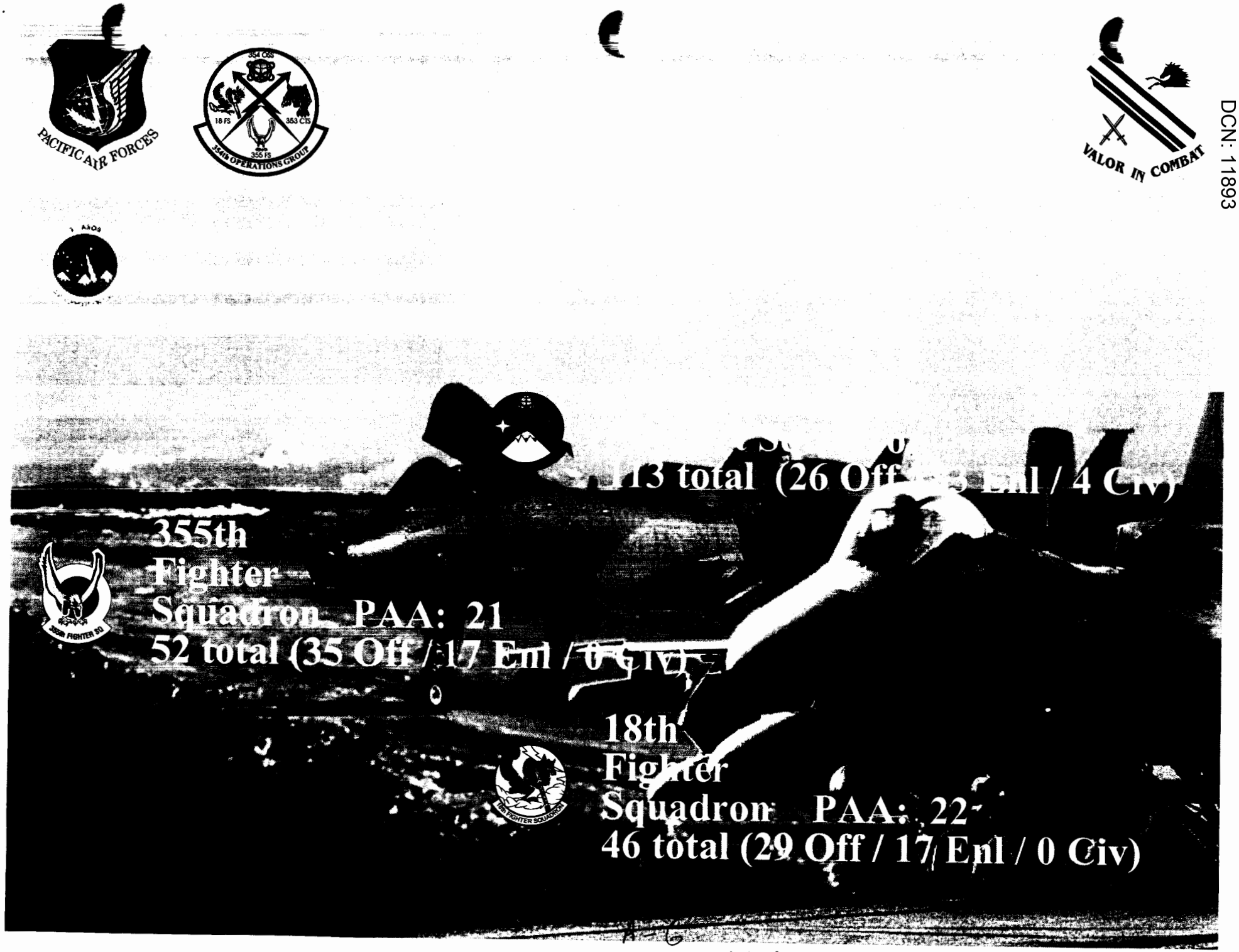
VALOR IN COMBAT



354th Fighter Wing

	Officers	Enlisted	Civilian	Total
Command Staff	24	91	11	126
Operations Group	102	159	7	268
Maintenance Group	17	1,239	22	1,278
Mission Support Group	49	1,152	321	1,522
Medical Group	40	119	10	169
TOTAL	232 0	2,760 106	371 201	3,363 307

DCN: 11893



A-6

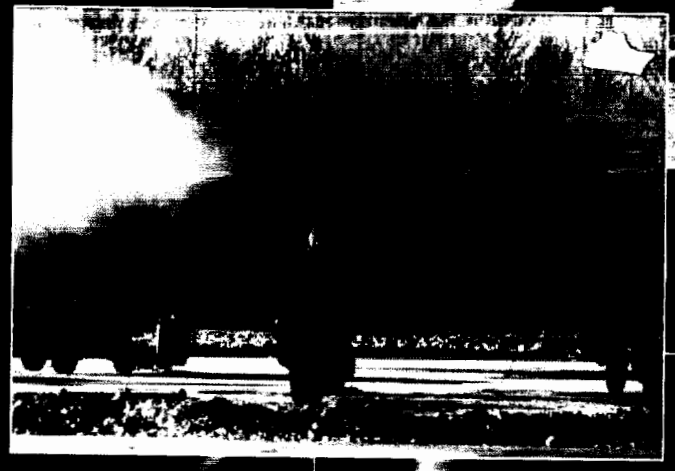
A-A 2nd DOC

Maintenance Group (1,278 personnel)

Maintenance Squadron
683 total (5 Off / 657 Enl / 21 Civ)

Aircraft Maintenance Squadron
485 total
(7 Off / 478 Enl / O Civ)

Maintenance Operations Squadron
53 total (2 Off / 51 Enl / O Civ)



DCN: 11893

Mission Support Group
(1,522 personnel)

Security Forces Sq—162 total (3 Off / 156 Enl / 3 Civ)

Civil Engineer Sq—565 total (20 Off / 340 Enl / 205 Civ)

Communications Sq—182 total (4 Off / 171 Enl / 7 Civ)

Logistics Readiness Sq—387 total (9 Off / 347 Enl / 31 Civ)

Services Sq—107 total (3 off / 61 Enl / 43 Civ)

Mission Support Sq—67 total (4 Off / 40 Enl / 23 Civ)

Contracting Sq—43 total (3 Off / 32 Enl / 8 Civ)

~ 100 people need to stay behind

DCN: 11893

Medical Group
(169 personnel)

- Medical Operations Squadron
  124 total (33 Off / 85 Enl / 6 Civ)

- Medical Support Squadron
  41 total (6 Off / 32 Enl / 3 Civ)

Tenant Units

- 168th Air Refueling Wing—AK ANG
- 353rd Combat Training Squadron (Cope Thunder)—11 AF
- Detachment 1, 210 Rescue Squadron—AK ANG
- Air Force Technical Applications Center—ACC
- Arctic Survival (Cool) School—AETC
- Office of Special Investigations

All TBD but 168th

354 FW Mission

- Routine
  - Support Tenants
  - Joint Training
- Contingency
  - Deploy fighters with approx 50% of personnel
  - Remaining support Tanker Task Force and Air Bridge

Ongoing Projects

	Cost
Power Plant Baghouse	$23.8M
Joint Security Forces	$15.8M
Ramp/Hydrant	$47.8M
Dorm	$14.3M
Utilidors, Ph VI	$9.0M
Replace Power Plant Elec Bus	$18.8M

Planned Quality of Life

	Cost
BX (AAFES)	$13.0M
Fitness Center/Fieldhouse	$23.3M
Chapel	$14.2M
Replace Youth Center	$10.1M
Bowling Center (NAF)	$11.0M
Buy "Cool Homes" housing (300 units)	$18.1M
Replace 92 housing units, FY06	$37.6M
Renovate 539 housing units, FY07	$114.0M

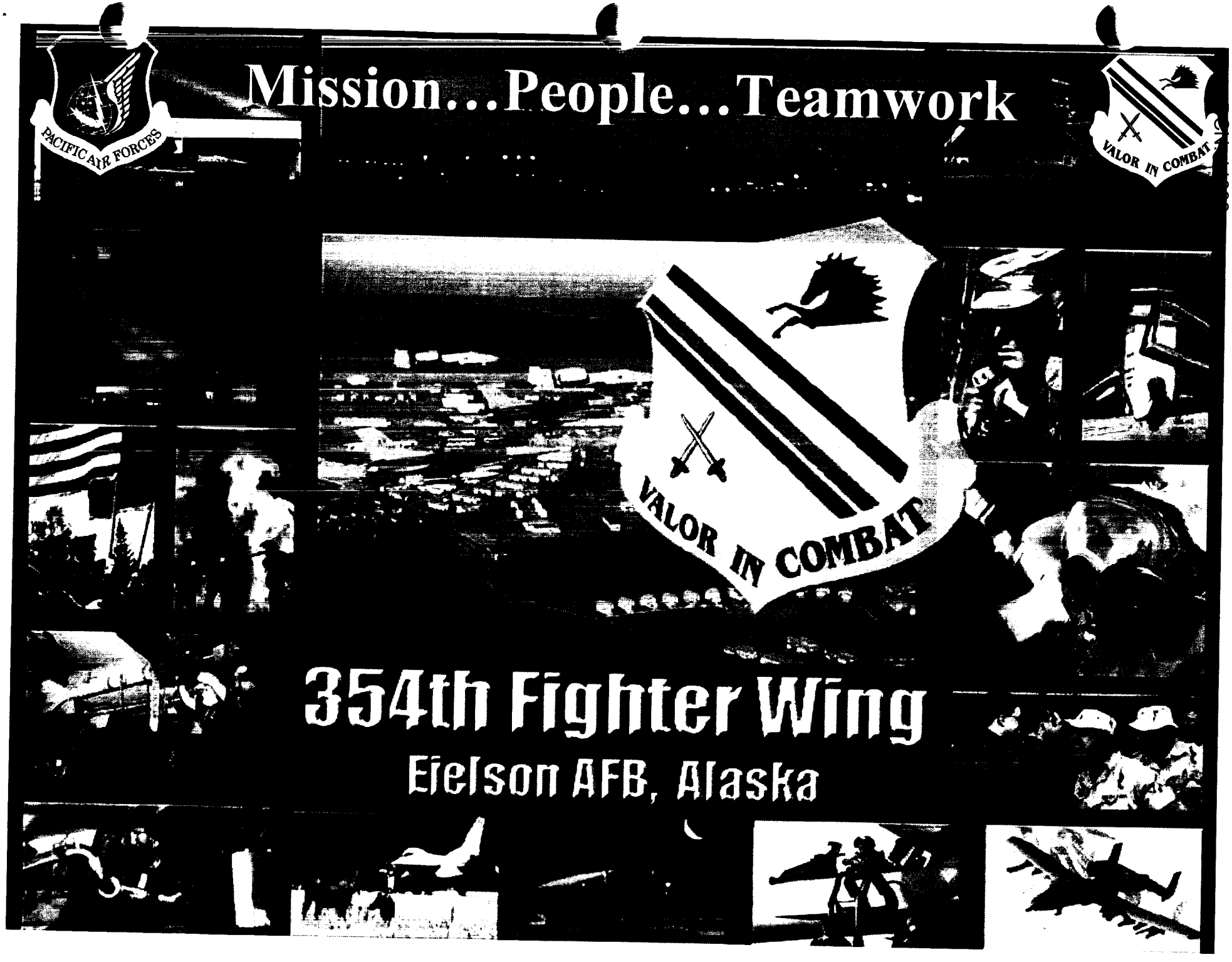
Proposed Mission Construction

	Cost
Flight Sim Facility/Life Support	$14.8M
Repair Alpha/Bravo Ramp	$9.0M
A-10 Hangar (6 aircraft)	$20.0M
Range Power and Fiber, Ph 3	$9.0M
MUNS Storage Complex	$31.2M

Initial BRAC Questions

- Impact of realignment on 168th
- Financial/management implications to maintaining Eielson as "warm base" with ANG unit as tenant
- MILCON required for "warm" base
- Benefits of having A-10 unit at Eielson
- Eielson's access to airspace/ranges and strategic importance of AK

Mission...People...Teamwork



354th Fighter Wing

Eielson AFB, Alaska

DCN: 1893

Eleventh Air Force

Integrity - Service - Excellence

Cope Thunder

Lt Col Pat McCrea
353 CTS/CC

U.S. AIR FORCE

As of: 9 Jun 04

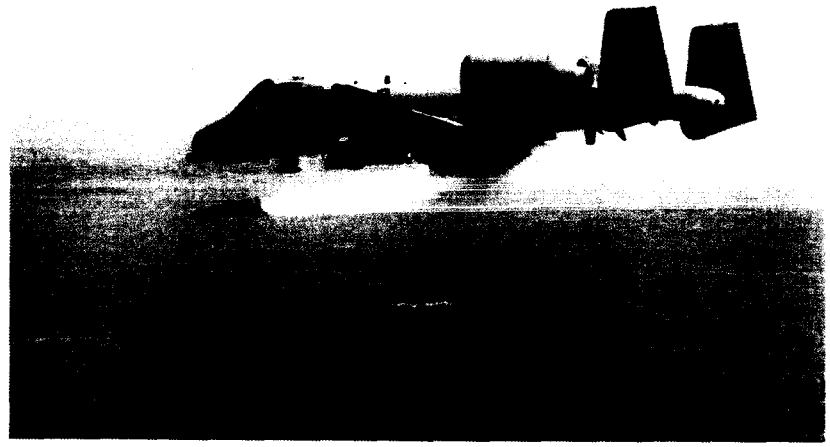
Overview

- Cope Thunder Mission
- PARC Capabilities
- On-going Improvements
- The Vision
- Transformation
- Summary

DCN: 11893

Cope Thunder

- PACAF's Premier Combat Training Exercise
- Two Week Air War
- Realistic Threats/Targets
- 3-6 Cope Thunders per Year
- AEF Spinup
- Engagement & Coalition Training
- Support Additional Exercises



Cope Thunder Provides

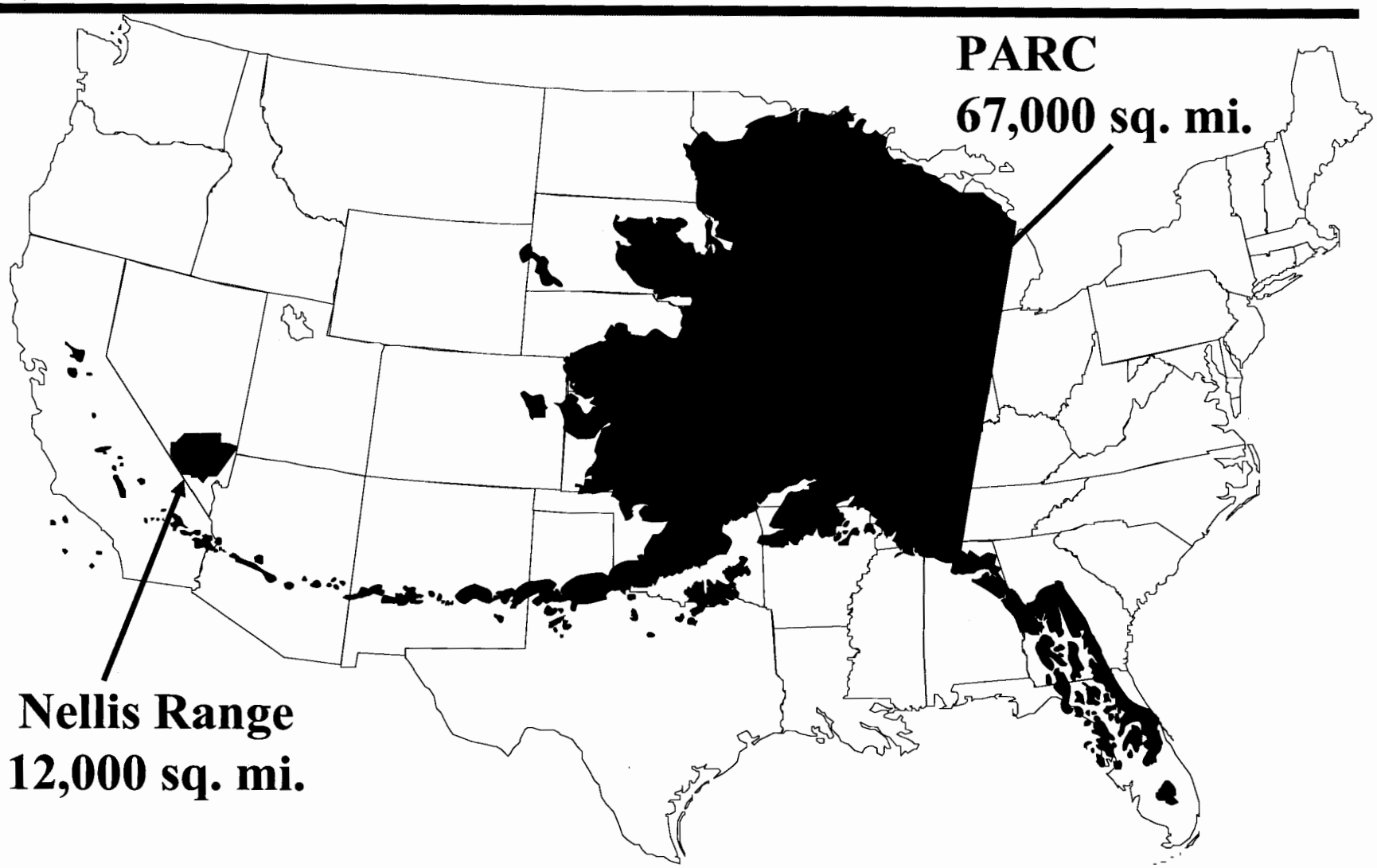
- Cope Thunder
  - Relevant & Real-World Combat Scenarios
  - Emphasis on Joint and Coalition Warfighting
- Traditional Training
  - INT, A/A, CAS, EW
- Specialized Training
  - PR, NEO, Insert/Extract
  - Special Ops
  - Tactical Airlift
- Cooperative CT

Alaska Air & Ground Spaces

- 67,000 sq mi of Airspace
- 3 Impact Areas
- Diverse Terrain
  - Various topography
  - Represents major AORs
- Joint Use
  - Eielson/Ft. Wainwright
  - Elmendorf/Ft. Richardson

The PARC is a joint training national asset

Pacific Alaska Range Complex

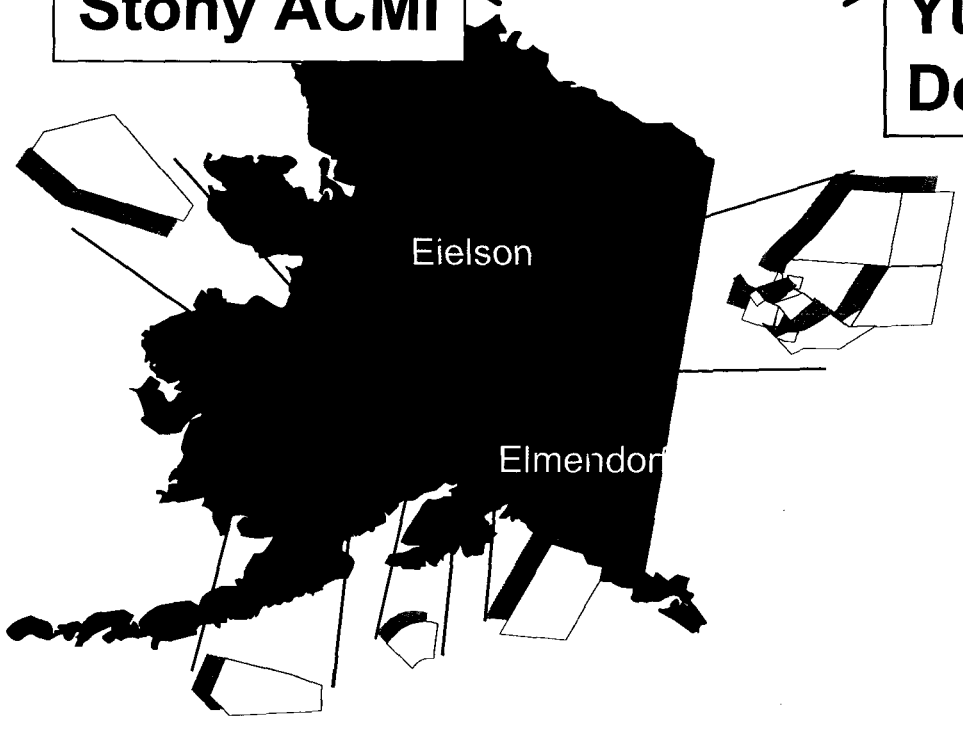


Integrity - Service - Excellence

PARC Assets

Air Combat Training Systems

Stony ACMI ⟷ **Yukon Measurement and Debriefing System (YMDS)**



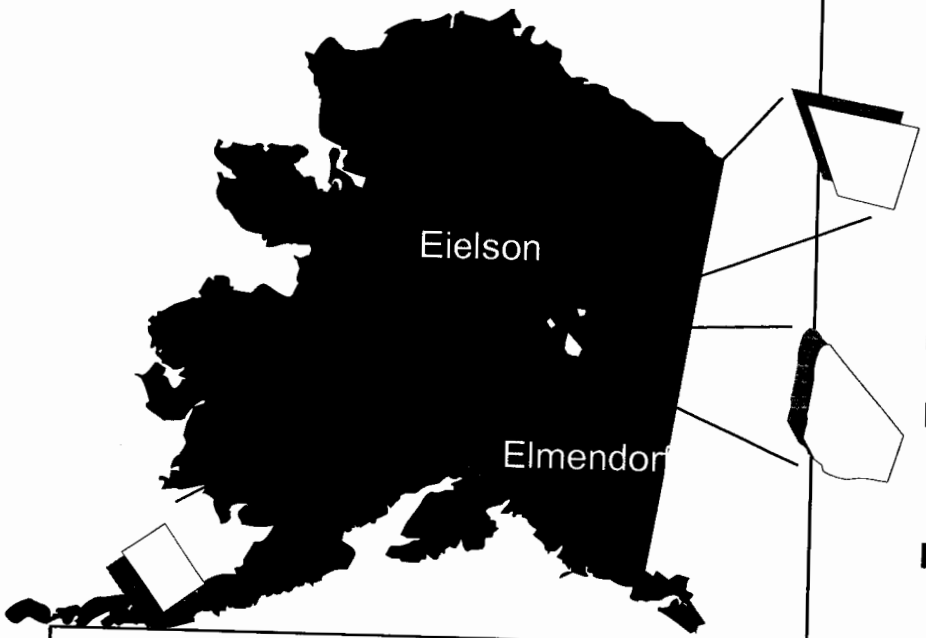
- Monitor 36 Live AC
- Replay 100 AC in debrief
- "Live" AMRAAM Fly-Out
- Fully integrated A-A and EC Debrief
- State of the art ACMI
  - Higher fidelity

Naknek, Susitna, and Fox MOAs

- Post-Mission ACMI (Recorded)
- No Live/Real Time ACMI

PARC Assets

Tactics & Bombing Ranges



R2202 / R2205 Tactics Ranges

- 400+ Targets
- 4 Weapon Scoring Systems
- 29 Threat Simulators
- Live Ordnance Capable
- PACAF's only Electronic Combat training range
- Closest competitor—Nellis Range

R2211 Basic Bombing

- Conventional / Nuclear pattern
- 30mm/20mm Strafe
- TOSS/Acoustic Scoring

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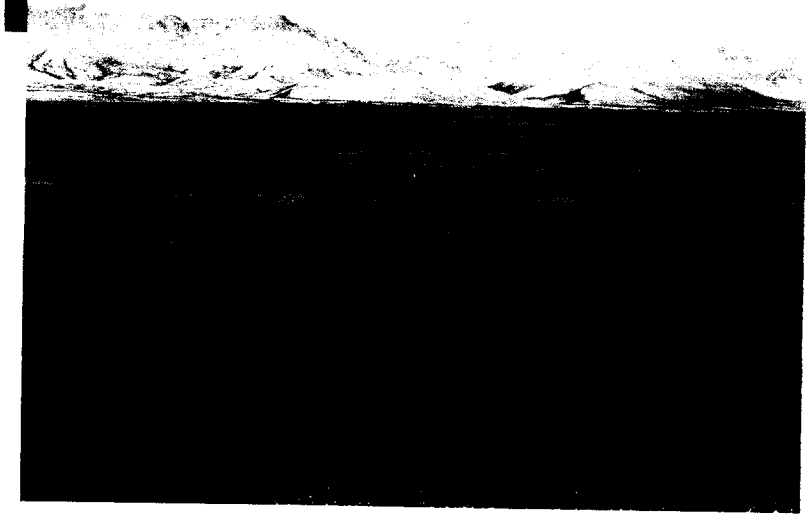
Range Targets



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DCN: 11893

Range Threats (Electronic Warfare)

- Simulated SAM/AAA
- 15 Manned Threat Emitters
- 14 Unmanned Threat Emitters
- Smokey SAMS/AAA
- Integrated Air Defense
- Real-Time Feedback

The Vision

- Vision: ***COPE THUNDER recognized World-Wide as the premiere Aerospace & Security Cooperation venue***
  - Expand to 6 Major Force Exercises per year
  - Support Joint, Combined & Service Requirements
  - Incorporate both Physical & Virtual capabilities
  - Incorporate meaningful AOC & JFACC play
  - 21st Century relevance (F/A-22, JSF, UAVs, Space, etc.)
  - Air Expeditionary Force (AEF) Spinup
  - Take Security Cooperation to new levels
  - Elevate level of exercise to CW

Cope Thunder Transformation

- Exercise Execution
- Pacific Alaska Range Complex
- Supporting Infrastructure

PARC Improvements

- Funded Upgrades $148.9M (FY02-05)

PARC Improvements

- New secure video link between Eielson and Elmendorf
  - Allows parallel planning/briefings/debriefs/analysis
- Joint Advanced Weapons Scoring System (JAWSS)
  - 90% of range targets scoreable by FY07
- Alaska Training Range Enhancement Program
  - Capability to track ground assets, airlift and helo's
  - Significant improvement in Joint air & ground training/analysis
- ACMI, radar, and comm site expansion projects
  - ~50% increase in all-altitude radar/radio coverage

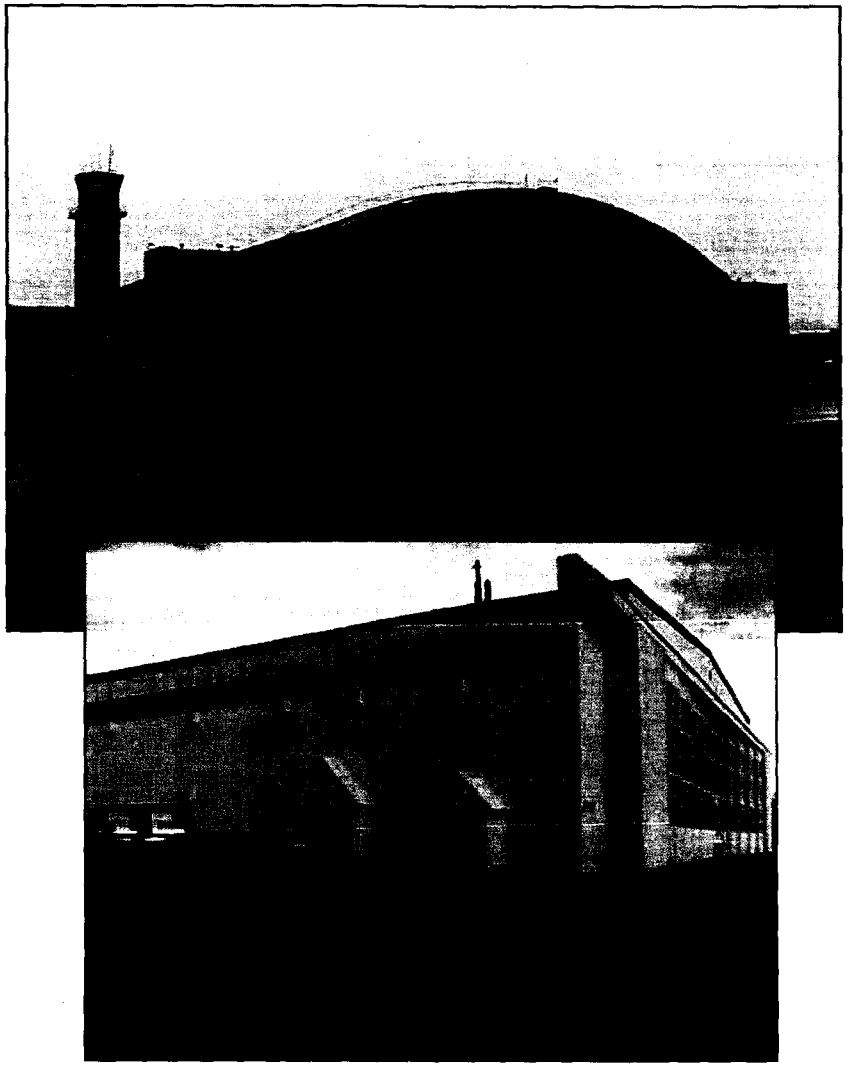
PARC Improvements

- Additional Unmanned Threat Emitters
  - 6 of 14 are new Threat Kit 4 systems (Smart Threats)
  - All smart & expanding to 16 by end of FY07
  - Additional $4M in FY04 for FSU threats (Red IADS)

- Range Targets
  - 100+ new targets in FY04
  - ~50 new targets in FY06

Current Infrastructure

- Eielson AFB
  - Adequate operations and maintenance facilities at current level
- Elmendorf AFB
  - Ongoing operations & maintenance facility renovations
- Both Bases
  - Significant billeting shortfalls
  - Host base support is critical



Long Range Initiatives

- **Exercise**
  - Dynamic Time Sensitive Targeting
  - Ground Mobile Targets
  - Urban Warfare targets / scenarios
  - LO / UAV incorporation
  - Working with PACAF/XPZ on modular CCT
- **PARC Improvements**
  - Total PARC Link 16 integration
  - Live, Virtual, Constructive operations (DMO/DMT)
- **Infrastructure**
  - Railroad/bridge and road connectivity to ranges
    - Significant reduction in O&M costs (~400K)
    - Year-round Joint training access to R2202/R2211

Summary

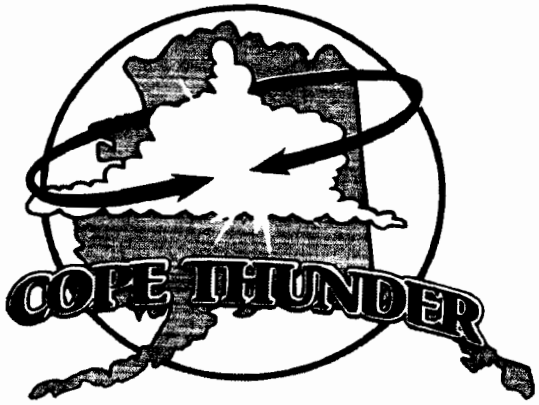
- Cope Thunder is PACAF's premiere combat training exercise and the future of Joint & Combined Combat Training (Air, Ground, Space & Command & Control)

- We have the resources and the flexibility to tailor each exercise to match participant desires, goals & objectives

- Cope Thunder has the people and expertise ready and willing to help conduct the best training in the world

DCN: 11893

Questions



DCN: 11893

DCN: 11893

Chronological Review of Eielson Determination

January 18, 2005
S124 considered which would distribute all 18 A-10s from Eielson to Barksdale. Eielson gains 6 F-16 Block 40s from Cannon.

Total direct job changes are 627 (realigned not eliminated) with a **NPV of $1 million**. Total one-time cost of $33.4 million with $11 million in milcon.

Through the fourth look at F-16 movements, Eielson is gaining 6 aircraft. Through the fourth look at A-10 movements, Eielson loses all A-10s, but Moody AFB is not slated to receive any.

One page relating to Eielson redacted.

February 7, 2005
S137 considered, which would move 12 A-10s to Moody, 3 to Barksdale, and 3 to BAI. Eielson gains 6 F-16 Block 40s from Cannon.

Total direct job changes are 307 (realigned not eliminated) with an **NPV of $12 million and annual recurring savings of $.3 million**. The scenario has a total one-time cost of $18 million with $5 million in milcon.

February 17, 2005
The minutes note the agreement of the BCEG to package together three scenarios (S125.1, S126.2, S137.1) as the Realign Eielson Excursion.

S125.1 (Cannon) provides no annual recurring savings, with an NPV cost of $20 million. S126.2 (Hill) provides $2.9 million in annual recurring savings, with NPV savings of $61 million. But in linking these scenarios with S137.1 (Eielson), significant savings are realized.

S137.1 has a one time cost of $205 million, with **annual recurring savings of $141.3 million, and an NPV savings of $1.372 billion**.

Two pages relating to Eielson redacted.

February 22, 2005
The minutes note that "this realignment of Eielson AFB is a variant of the F-16 Potential Scenario Group." It projects NPV savings which substantially exceed previous variants while preserving key exercise capabilities. Further, it distributes force structure (A-10s and F-16s) to bases with high military value. Upon deliberation, the BCEG, agreed, by consensus, to forward S137.1 as a candidate recommendation, subject to verification of payback and economic data."

The revised S137.1 has total direct job changes of 3,072, with **annual recurring savings of $122 million and NPV savings of $1.125 billion.** The scenario has a total one time cost of $223 million with $103.9 million in milcon.

Through the fourth look at F-16 movements, Phase II, Eielson loses all aircraft.

March 3, 2005
S137.1 has total direct job changes of 2,872, with annual recurring savings of $122 million and NPV savings of $1.125 billion. The scenario has a total one time cost of $223 million.

March 10, 2005
The BCEG discusses calculation of manpower savings and notes: "Risk: GAO says savings should become end-strength reductions." While the minutes note a further discussion of the need for "consistency" in the categorization of manpower, the relevant slide is redacted.

Slide showing the savings calculated on March 3, 2005 is provided.

March 11, 2005 – Undersecretary of Defense Memo
Memo shows Air Force savings to date in BRAC process at $5.34 billion with no log for Eielson action.

March 18, 2005 – Undersecretary of Defense Memo
Memo shows the heavy pressure by OSD to generate greater savings, with a note from Acting Undersecretary of Defense Michael Wynne indicating "I am continuing to scrutinize the savings estimates. Our standard mode is to be conservative. While that's appropriate, if taken to the extreme, we undercut our actions and may eliminate some possibilities." Air Force savings increase to $5.523 billion with no log for Eielson action.

March 30, 2005 – Undersecretary of Defense Memo
Air Force savings sharply increase to $6.66 billion, with inclusion of Eielson.

March 14, 2005 – Red Team Memo to Air Force
The OSD Red Team was sharply critical of Air Force process. Notably, the Red Team expressed concern about consistent application of "military judgment," a particular concern for Eielson, as the base rates very high in military value. The memo notes: "The Red team has found it difficult to track goals, principles, imperatives, strategies, etc. and the application of military judgment … the candidate recommendations are supposed to be strategy-drive [sic], data-verified and this needs to be apparent in your presentation and articulation." Further, "if military judgment was used, we need to know what aspect of military judgment."

April 18, 2005 – Red Team White Paper to Air Force

A follow-up white paper from the Red Team continued to express significant concerns about Air Force actions, particularly such actions as Eielson that shift aircraft without realizing actual infrastructure savings. The memo notes: "The BRAC Red Team believes the Air Force presentations give the perception that in many cases the Air Force is using BRAC only to move aircraft and gain MILCON funding rather than reducing excess infrastructure." The memo also flags the concerns later raised by GAO about improper attribution of personnel savings, noting that "Proposals show personnel position savings while allegedly not reducing overall end strength."

April 19, 2005
The BCEG minutes note that "The BCEG determined, by consensus, that Candidate Recommendation S137.3: Realign Eielson AFB should be forwarded to the ISG following review of COBRA cost data."

S137.3 has total direct job changes of 2,940, with annual recurring savings of $199 million and NPV savings of $2.494 billion. The scenario has a one time cost of $89 million, with $32 million in milcon.

April 28, 2005
S137.3c1 is presented, adding in the annual BOS contract cost, while further modifying the payback data. This final recommendation has total direct job changes of 2,940, with annual recurring savings of $229 million and NPV savings of $2.781 billion. The one time cost increases to $141 million, with $32 million in milcon.

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

05 JUN 22 PM 3:41

JUN 16 2005

The Honorable Ted Stevens
United States Senate
Washington, DC 20510

Dear Senator Stevens:

The Department of the Air Force is pleased to respond to Congressional inquiries concerning the 2005 Base Realignment and Closure (BRAC) recommendations. Your delegation expressed interest in the identification and evaluation of scenarios that were rejected pertaining to Eielson Air Force Base. The Base Closure Executive Group (BCEG) only considered Eielson Air Force Base for realignment, never for closure. Deliberations on Eielson were an iterative process. The initial scenario evaluated removing A-10 force structure and adding 6 F-16s to achieve a full 24 aircraft F-16 squadron. The scenario evolved to recommend removing all active duty aircraft with the goal of retaining Eielson as a training location. The Air Force concluded air refueling requirements in the Pacific warranted keeping eight Air National Guard KC-135s at Eielson. These tankers provide valuable air refueling support to Alaska-based airlift and fighter aircraft. Specific BCEG references to Eielson scenario discussions can be found in the following minutes available on the DoD website:

http://www.defenselink.mil/brac/minutes/brac_af.html

21 December 2004	
18 January 2005	
February 2005:	7; 17; 22
March 2005:	3; 10; 29; 31
April 2005:	19; 28

You also requested the specific data call for Eielson Air Force Base (a single spreadsheet with all of the questions and answers data points). All installations were asked the same, set of questions. This was done to keep the evaluation as impartial as possible. The results for all installations can be sourced at the classified reading rooms found in the following locations:.

S407, Director of Senate Security; Senate Appropriations Committee – Defense
Senate Armed Services Committee
G2L2 House Armed Services Committee
Room 700 of the Polk Building, 521 South Clark Street in Arlington

The unclassified data call questions and answers are also available on the unclassified DoD BRAC web site:

http://www.defenselink.mil/brac/minutes/brac_databases.html

I hope that the discussions that we had with your delegation two weeks ago helped to give you the insight that you needed to understand our decisions. The Department is continuing to address information requests and is committed to providing timely and accurate information regarding BRAC recommendations to the Congress and the BRAC Commission. We will continue to provide support and assistance to Congressional and Commission staffs as the BRAC process moves forward.

Sincerely,

GERALD F. PEASE, JR.
Deputy Assistant Secretary
(Basing and Infrastructure Analysis)

cc: Chair, Senate Committee on Homeland Security and Governmental Affairs
Ranking Member, Senate Committee on Homeland Security and Governmental Affairs
Chair, Senate Committee on Armed Services
Ranking Member, Senate Committee on Armed Services
Chair, House Committee on Armed Services
Ranking Member, House Committee on Armed Services

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DEPARTMENT OF THE AIR FORCE

WASHINGTON, DC 20330-1000

OFFICE OF THE ASSISTANT SECRETARY

JAN 19 2005

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Mtg, 21 Dec 2004

Maj Gen Heckman called the meeting to order at 0830, the Pentagon, Room 5C279. Attendance is at Atch 1. The meeting was categorized as both non-deliberative and deliberative. (Note that the BCEG previously scheduled for Dec 20 was cancelled.) Maj Gen Heckman previewed the agenda and reviewed the BCEG schedules (Slides 3-5).

briefed the JCSG Scenario Data Call (Slide 6). iefed Expeditionary Combat Support (ECS) Enclaves, in relation to ANG realignments and closures, for information. (The slides are labeled 1-24, inserted after Slide 8, and incorporated by reference.) In deliberation, the BCEG directed the ANG Scenario Team to review enclaves for cost-effectiveness and to determine which proposed enclaves are within practicable commuting distance of other installations.

briefed for information and deliberation the CAF "Spider Charts" (Candidate Recommendation Format, Slides 9-34). briefed Closure of Ellsworth and Realignment of Barksdale for information and deliberation in Candidate Recommendation Format (Slides 35-36). He also briefed C-130/SOF/SAR Candidate Recommendation Format slides (Slides 37-51). briefed the Candidate Recommendation Formatted MAF facilities for information and deliberation (Slides 52-69). briefed the Candidate Recommendation Formatted Space facilities for information and deliberation (Slides 70-71).

briefed the Scenario Proposals for Closure of Scott AFB and associated realignments (Slides72-81), and Pope and Moody Excursions with related realignments (Slides 82-88) as Potential Scenarios for information and deliberation. briefed Realignment of the ICBM Force (Slide 89), Battlefield Airmen Co-location with Expeditionary Combat Airman to standardize Ground Warrior Training (Slide 90), and Relocation of AF GSU and Leases (Slide 91) for information and deliberation. briefed the JCSG Scenario Update for information and deliberation (Slides 93-99). It was noted: AF objects to 32 of the approximately 225 scenarios that potentially impact AF facilities. It was further noted that there are 904 scenarios registered on the Scenario Tracker to date.

Ms Ferguson presented Scenario Proposals for Future Logistics Support Center (Slide 101), STAMP and STRAPP Relocations (Slide 102), and . (Slide 103) for information and deliberation. Mr Mleziva offered a Scenario Proposal for Relocation of Human Systems Development and Acquisition (Slide 104) for information and deliberation.

briefed ECS Enclave Manpower, enabling the BCEG to discuss enclaves from a common lexicon (Slides 106-108).

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In deliberation, the BCEG recommended minor changes to the Candidate recommendations and subject to those changes voted to refer the Candidate Recommendations to Scenario Teams for analysis. The BCEG also voted to forward the new scenario proposals to the Scenario Development Teams.

Following closing remarks by the co-chairs the meeting concluded at 1626. The next BCEG meeting is scheduled for 4 January 05 at 1330 in Pentagon Room 5C279.

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

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DEPARTMENT OF THE AIR FORCE

WASHINGTON, DC 20330-1000

OFFICE OF THE ASSISTANT SECRETARY

FEB 4 2005

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Mtg, 18 Jan 2005

Maj Gen Heckman called the meeting to order at 0830, the Pentagon, Room 5C279. Attendance is at Atch 1. The meeting was categorized as deliberative. He reviewed the agenda and schedule (Slides 3-7), and proposed methodology for determination of the Active/ARC mix regarding aircraft and manpower. This determination will occur after review of candidate recommendations. In deliberation the BCEG returned the KC-135 Potential Scenario Group to the KC-135 Scenario Team for further refinement (no Slides).

briefed Candidate Scenario S200: Close Ellsworth (Slides 9-20). In deliberation, the BCEG decided by consensus to maintain Candidate Scenario S200 in active status. I resented Candidate Scenario S122: Realign Mountain Home (Slides 21-26). In deliberation, the BCEG decided by consensus to maintain Candidate Scenario S122 in active status. n offered Candidate Scenario S115: Realign Springfield-Beckley (Slides 27-32). In deliberation, the BCEG decided by consensus to maintain Candidate Scenario S115 in active status. ontinued with Candidate Scenario S124: Realign Eielson (Slides 33-41). In deliberation, the BCEG decided by consensus to maintain Candidate Scenario S124 in active status.

Briefed Candidate Scenario S315: Close Pope (Slides 42-49). In deliberation, the BCEG decided by consensus to maintain Candidate Scenario S315 in active status. presented Candidate Scenario S 304: Close Yeager (Slides 50-56). In deliberation, the BCEG decided by consensus to maintain Candidate Scenario S304 in active status. offered Candidate Scenario S701: Close Kulis (Slides 57-63). In deliberation, the BCEG decided by consensus to maintain Candidate Scenario S701 in active status.

briefed the Active/ARC Mix with regard to tails (this portion of the briefing was classified and therefore the slides are not attached) and within that context briefed revised lay-downs for fighter aircraft (Slides 66-68).

riefed the revised laydown for C-130s (Slide 69). l and briefed the revised Consolidation/Realignment of C-5 and C-17 aircraft (Slide 70). r also presented the revised KC-135 laydown (Slide 71). provided a classified briefing on the ICBM proposed MCI. The ICBM briefing was classified and therefore no slides are attached. In deliberation the BCEG determined by consensus to allow the Candidate Scenarios to move forward and adopted the proposed ICBM MCIs.

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Following closing remarks by the co-chairs the meeting concluded at 1730. The next BCEG meeting is scheduled for 19 January 05 at 0830 in Pentagon Room 5C279.

BCEG Recorder

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

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DRAFT DELIBERATIVE DOCUMENT – FOR DISCUSSION PURPOSES ONLY
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S124: Realign Eielson

DRAFT DELIBERATIVE DOCUMENT – FOR DISCUSSION PURPOSES ONLY
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S124: Realign Eielson

	CAF	Approve for Candidate Recommendation Proposal

Scenario Proposal	Drivers/Assumptions
▪ Distribute A-10s (18 PAA) from Eielson to Barksdale	▪ Principle: ▪ Consolidate legacy fleet ▪ Optimize Squadron Size ▪ Transformational Option: N/A
Justification/Impact	**Potential Conflicts**
▪ Efficiency of operations ▪ Personnel for Emerging Missions: 0	▪ None

DCN: 11893

DRAFT DELIBERATIVE DOCUMENT – FOR DISCUSSION PURPOSES ONLY
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S124: Realign Eielson

[redacted]	CAF	[redacted]	Approve for Candidate Recommendation Proposal

COBRA (Criterion 5)

1. Total One-Time Cost: $33.4M
2. MILCON: $11M
3. NPV: $1M
4. Payback Yrs/Break Even Yr: 15 years / 2026
5. Steady State Savings: $-2.7M
6. Mil/Civ Eliminated: 0 / 0
7. Mil/Civ Realigned: 619 / 50

Environmental (Criterion 8)

- Barksdale - Noticeable increase in off-base noise
- Eielson - Noticeable increase in off-base noise (cumulative impact)

Economic Impact (Criterion 6)

- Total Job Change -996
  - Direct Job Change -627
  - Indirect Job Change -369
- Total Job Change ROI % -1.83%
- Employment Trend Index 1.26
- Unemployment Percent 6.93%

Community (Criterion 7)

- No community infrastructure issues affecting scenario recommendation
  - Barksdale has a lower cost of living than Eielson
  - Barksdale offers better physician and bed-space ratios compared to US averages
  - Both communities have a higher crime rate index compared to the US average

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S124: Realign Eielson

Manpower

[redacted]	[redacted]					[redacted]					[redacted]				
Source 30 Sept 03 UMD	282	2906	494	3682	564	282	2906	494	3682	564	282	2906	494	3682	564
Source MAJCOM-Current/Projected 30 Sep 04	278	2892	487	3657	564	278	2890	487	3655	564	278	2890	487	3655	564
(100) Realign 6 PAA/BOS F-16 B40s from Cannon (AD)											14	52	7	73	
(124) Realign 6 PAA/BOS A-10s to AFR unit at Barksdale (Manpower to AD Base X)											-12	-176	-3	-191	
(124) Realign 12 PAA/BOS A-10s to AD unit at Barksdale (AD)											-32	-396	-8	-436	
Adjusted Baseline	278	2892	487	3657	564	278	2890	487	3655	564	248	2370	483	3101	564
COBRA Delta	0	0	0	0	0	0	0	0	0	0	-30	-520	-4	-554	0

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S124: Realign Eielson

One-Time Costs

(All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	11,010,000	
Total - Construction		11,010,000
Personnel		
Civilian RIF	114,796	
Civilian Early Retirement	49,480	
Unemployment	8,902	
Total - Personnel		173,179
Overhead		
Program Management Cost	2,854,362	
Total - Overhead		2,854,362
Moving		
Civilian Moving	1,424,011	
Military Moving	7,661,600	
Freight	3,200,799	
Information Technologies	2,067,600	
One-Time Moving Costs	1,097,000	
Total - Moving		15,451,010
Other		
HAP / RSE	1,273,988	
Environmental Mitigation Costs	575,000	
One-Time Unique Costs	2,049,000	
Total - Other		3,897,988
Total One-Time Costs		33,386,540

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S124: Realign Eielson

	CAF		Approve for Candidate Recommendation Proposal

MILCON Summary

Barksdale AFB					
FAC	FAC DESCRIPTION	UM	New MILCON (SF)	Rehab (SF)	Total Cost ($K)
1412	Aviation Operations Building	SF		14000	1,421
1412	Aviation Operations Building	SF	3,067		634
2116	Aircraft Maintenance Shop, Depot	SF	2,067		450
2181	Installation Support Vehicle Maint Shop	SF	3,573		733
2112	Aircraft Maintenance Shop	SF		7250	851
2113	Aircraft Corrosion Control Hangar	SF		7375	1,303
2171	Electronic and Comm Maint Shop	SF		2000	193
6100	General Administrative Building	SF	3,090		583
7210	Enlisted Unaccompanied Pers Hsg	SF	11,076		2,236
7220	Dining Facility	SF	1,320		419
7362	Religious Education Facility	SF	2,233		492
7371	Nursery and Child Care Facility	SF	2,881		657
7416	Library, General Use	SF	417		85
7417	Recreation Center	SF	1,706		356
7421	Indoor Physical Fitness Facility	SF	2,739		597
					11,007

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S124: Realign Eielson

MILCON Summary

All values in 2005 Constant Dollars

Base Name	Total MilCon*	Milcon Cost Avoidence	Total Net Costs
Eielson AFB	0	0	0
Barksdale AFB	11,010,000	0	11,010,000
BASE X (AIR FORCE)	0	0	0
NAS New Orleans ARS	0	0	0
Totals:	11,010,000	0	11,010,000

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S124: Realign Eielson

Barksdale MILCON

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	0	n/a**	14,000	Default	n/a**	1,421
1412	Aviation Operations Building	SF	3,067	n/a**	0	Default	n/a**	634
2116	Aircraft Maintenance Shop, Depot	SF	2,067	n/a**	0	Default	n/a**	450
2181	Installation Support Vehicle Maintenance	SF	3,573	n/a**	0	Default	n/a**	733
2112	Aircraft Maintenance Shop	SF	0	n/a**	7,250	Default	n/a**	851
2113	Aircraft Corrosion Control Hangar	SF	0	n/a**	7,375	Default	n/a**	1,303
2171	Electronic and Communication Maintenance	SF	0	n/a**	2,000	Default	n/a**	193
6100	General Administrative Building	SF	3,090	n/a**	0	Default	n/a**	583
7210	Enlisted Unaccompanied Personnel Housing	SF	11,076	n/a**	0	Default	n/a**	2,236
7220	Dining Facility	SF	1,320	n/a**	0	Default	n/a**	419
7362	Religious Education Facility	SF	2,233	n/a**	0	Default	n/a**	492
7371	Nursery and Child Care Facility	SF	2,881	n/a**	0	Default	n/a**	657
7416	Library, General Use	SF	417	n/a**	0	Default	n/a**	85
7417	Recreation Center	SF	1,706	n/a**	0	Default	n/a**	356
7421	Indoor Physical Fitness Facility	SF	2,739	n/a**	0	Default	n/a**	597

Total Construction Cost:	11,010
- Construction Cost Avoid:	0
Total Net Milcon Cost:	11,010

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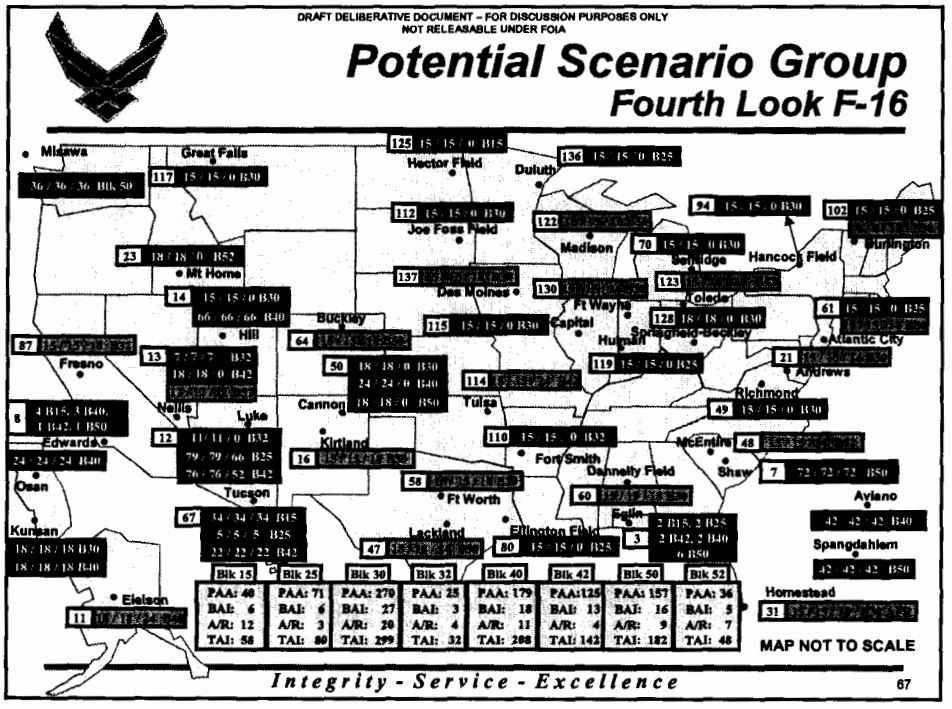
S315: Close Pope

DCN: 11893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Potential Scenario Group
Fourth Look F-16
Minawa
Great Falls
Hector Field
Duluth
Joe Foss Field
Madison
Selfridge
Hancock Field
Burlington
Mt Home
Des Moines
Ft Wayne
Glade
Springfield-Beckley
Hulman
Capital
Atlantic City
Andrews
Richmond
Buckley
Hill
Fresno
Nellis
Luke
Cannon
Tulsa
Edwards
Kirtland
Fort Smith
McEntire
Shaw
Dannelly Field
Osan
Tucson
Ft Worth
Aylano
Kunsan
Lackland
Ellington Field
Spangdahlem
Eielson
Homestead
Bik 15
Bik 25
Bik 30
Bik 32
Bik 40
Bik 42
Bik 50
Bik 52
PAA: 40
BAI: 6
A/R: 12
TAI: 58
PAA: 71
BAI: 6
A/R: 3
TAI: 80
PAA: 270
BAI: 27
A/R: 20
TAI: 299
PAA: 25
BAI: 3
A/R: 4
TAI: 32
PAA: 179
BAI: 18
A/R: 11
TAI: 208
PAA:125
BAI: 13
A/R: 4
TAI: 142
PAA: 157
BAI: 16
A/R: 9
TAI: 182
PAA: 36
BAI: 5
A/R: 7
TAI: 48
MAP NOT TO SCALE
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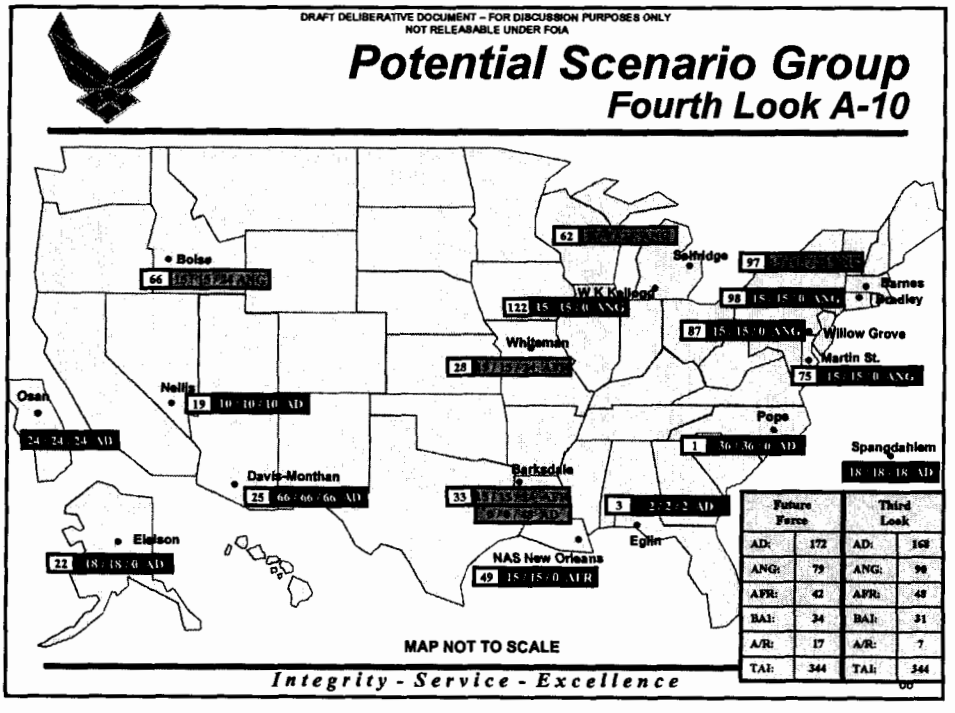
DRAFT DELIBERATIVE DOCUMENT – FOR DISCUSSION PURPOSES ONLY
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Potential Scenario Group
Fourth Look A-10
Boise
Selfridge
W.K. Kellogg
Barnes
Bradley
Willow Grove
Martin St.
Whiteman
Nellis
Osan
Pope
Spangdahlem
Davis-Monthan
Barksdale
Eglin
Eielson
NAS New Orleans
Future Force
Third Look
AD: 172
ANG: 79
AFR: 42
BAI: 34
A/R: 17
TAI: 344
AD: 168
ANG: 90
AFR: 48
BAI: 31
A/R: 7
TAI: 344
MAP NOT TO SCALE
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DCN: 11893

DEPARTMENT OF THE AIR FORCE

WASHINGTON, DC 20330-1000

OFFICE OF THE ASSISTANT SECRETARY

MAR 14 2005

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Mtg, 7 Feb 2005

Mr Pease called the meeting to order at 1300, the Pentagon, Room 5C279. Attendance is at Atch 1. The meeting was categorized as deliberative. Mr Pease and Maj Gen Heckman reviewed the agenda and schedule (Slides 2-4).

briefed the JCSG Education and Training scenario recommendations. The slides for this presentation are marked 1-7, inserted after Slide 4, and incorporated by reference. He briefed three courses of action to be forwarded to ISG and noted that Mr. Dominguez has non-concurred on the recommendation.

briefed Candidate Recommendation #46 addressing undergraduate pilot and navigator training. The slides for this presentation are labeled 1-4, inserted after Slide 6, and incorporated by reference. also briefed scenario impacts on two bases. Mr. Pease asked why Pilot Instructor Training is included in the scenario. Mr. Pease also requested cost information on the impacts of the recommendation on contract logistics services.

briefed several candidate recommendations relating to F-16s. The BCEG unanimously agreed to forward scenarios S103J (Slides 8-13), S107J (Slides 14-22), S119Z (29-34), S125 (Slides 35-41), S126J (Slides 42-49), S137 (Slides 50-55), S319 (Slides 76-81), and S320 (Slides 82-87) as candidate recommendations.

riefed Scenario S307J: Close New Castle APT AGS (Slides 62-69). Upon deliberation, the BCEG unanimously agreed to forward S307J, subject to cost refinement, as a candidate recommendation.

The BCEG recommended disapproval of scenarios S118J (Slides 23-27), S430 (Slides 56-61), and S314J (Slides70-75). The BCEG postponed deliberation on the remainder of scenarios pending additional information.

Following closing remarks by the co-chairs the meeting concluded at 1730. The next BCEG meeting is scheduled for 8 February 05 at 1300 in Pentagon Room 5C279.

BCEG Recorder

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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

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Scenario S126
MILCON

MilCon for Base: **Homestead ARS, FL** (KYJM)

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	4,600	n/a**	0	Default	n/a**	961
2112	Aircraft Maintenance Shop	SF	3,870	n/a**	0	Default	n/a**	935
2151	Weapon Maintenance Shop	SF	4,000	n/a**	0	Default	n/a**	772
2171	Electronic and Communication Maintenance	SF	8,000	n/a**	0	Default	n/a**	1,586

Total Construction Cost:	4,254
- Construction Cost Avoid:	0
Total Net Milcon Cost:	4,254

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S137
Realign Eielson AFB, Fairbanks, AK

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Candidate #USAF-0056 / S137
Realign Eielson AFB, Fairbanks, AK

Candidate Recommendation: Realign Eielson AFB. The 354th Fighter Wing will distribute its assigned A-10 aircraft to the 917th Wing (AFRC), Barksdale AFB, Louisiana (3 PAA); 347th Wing, Moody AFB, Georgia (12 PAA); and to BAI (3 PAA).

Issues:

Justification

- **Enables Future Total Force transformation**
- **Efficiency of operations**
- **Consolidate legacy fleet**

Military Value

- **Distributes force structure to bases with higher military value (For both F-16s and A-10s)**
- **Enables Cannon scenario**

Payback

One Time Cost:	**$18M**
Net Implementation Cost:	**$16M**
Annual Recurring Savings:	**$.3M**
Payback period:	**100+ yrs**
NPV Cost:	**$12M**

Impacts

- **Criterion 6: Total Job Change -490 (direct: -307, indirect: -183)**
- **Criterion 7: No community infrastructure issues affecting scenario recommendation**
- **Criterion 8: No natural infrastructure issues affecting scenario 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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Scenario S137
Manpower

	[redacted]					[redacted]					[redacted]				
Source 30 Sept 03 UMD	282	2906	494	3682	564	282	2906	494	3682	564	282	2906	494	3682	564
Source MAJCOM-Current/Projected 30 Sep 04	278	2892	487	3657	564	278	2890	487	3655	564	278	2890	487	3655	564
(S125) Realign 8 PAA F-16 B40s from Cannon (AD)	15	188	3	206		15	188	3	206		15	188	3	206	
(S125) BOS assoc w/8 PAA F-16 B40 from Cannon (AD)	1	8	7	16		1	8	7	16		1	8	7	16	
(S137) Realign 3 PAA A-10 to BAI (Manpower to AD Non-BRAC Programmatic)	-7	-61	0	-68		-7	-61	0	-68		-7	-61	0	-68	
(S137) Realign BOS for 3 PAA A-10 to AD BRAC Base X	0	-3	-3	-6		0	-3	-3	-6		0	-3	-3	-6	
(S137) Realign 3 PAA A-10 to Barksdale AFRC (Manpower to AD Non-BRAC Programmatic)	-7	-61	0	-68		-7	-61	0	-68		-7	-61	0	-68	
(S137) Realign BOS for 3 PAA A-10 to AD BRAC Base X	0	-3	-3	-6		0	-3	-3	-6		0	-3	-3	-6	
(S137) Realign 12 PAA A-10 to Moody (AD)	-26	-245	-2	-273		-26	-245	-2	-273		-26	-245	-2	-273	
(S137) Realign BOS for 12 PAA A-10 to Moody (AD)	-1	-11	-10	-22		-1	-11	-10	-22		-1	-11	-10	-22	
Adjusted Baseline	253	2704	479	3436	564	253	2702	479	3434	564	253	2702	479	3434	564
COBRA Delta	-11	-86	-8	-85	0	0	0	0	0	0	0	0	0	0	0

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Scenario S137
One-Time Costs

(All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	5,057,000	
Total - Construction		5,057,000
Personnel		
Civilian RIF	123,181	
Civilian Early Retirement	37,945	
Unemployment	8,902	
Total - Personnel		170,028
Overhead		
Program Management Cost	1,564,359	
Total - Overhead		1,564,359
Moving		
Civilian Moving	1,222,710	
Military Moving	3,598,291	
Freight	1,547,036	
Information Technologies	763,800	
One-Time Moving Costs	1,108,000	
Total - Moving		8,239,837
Other		
HAP / RSE	224,384	
Environmental Mitigation Costs	850,000	
One-Time Unique Costs	1,376,000	
Total - Other		2,450,384
Total One-Time Costs		17,481,610

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Scenario S137
MILCON Summary

All values in 2005 Constant Dollars

Base Name	Total MilCon*	Milcon Cost Avoidence	Total Net Costs
Eielson AFB	0	0	0
Barksdale AFB	0	0	0
Moody AFB	5,057,000	0	5,057,000
BASE X (AIR FORCE)	0	0	0
Totals:	5,057,000	0	5,057,000

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

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Scenario S137
MILCON

MilCon for Base: **Moody AFB, GA** (qseu)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*
2112	Aircraft Maintenance Shop	SF	9,172	n/a**	0	Default	n/a**	2,092
2113	Aircraft Corrosion Control Hangar	SF	2,470	n/a**	0	Default	n/a**	848
2151	Weapon Maintenance Shop	SF	2,875	n/a**	0	Default	n/a**	524
2162	Ammunition Maintenance Shop, Depot	SF	722	n/a**	0	Default	n/a**	146
2184	Parachute And Dingy Maintenance Shop	SF	3,925	n/a**	0	Default	n/a**	821
7220	Dining Facility	SF	1,247	n/a**	0	Default	n/a**	378
7371	Nursery and Child Care Facility	SF	1,139	n/a**	0	Default	n/a**	248

Total Construction Cost:	5,057
- Construction Cost Avoid:	0
Total Net Milcon Cost:	5,057

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S430
Realign Grissom ARB, Kokomo, IN

DCN: 11893

DEPARTMENT OF THE AIR FORCE

WASHINGTON, DC 20330-1000

OFFICE OF THE ASSISTANT SECRETARY

MAR 1 4 2005

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Mtg, 17 Feb 2005

Mr Pease called the meeting to order at 0800, 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 and Maj Gen Heckman reviewed the agenda and schedule (Slides 3-5).

eviewed , Scenarios S802.1 (Slide 7) and S802.2 (Slide 8), for information. The BCEG determined, by consensus, that these Scenarios were too expensive and they are therefore removed as potential candidate recommendations.

esented the Aggressors Excursions (S126.1, S141.1) (Slides 9-16) for deliberation. Upon review of the 4th Looks for F-15C/E, FA-22, F-117, and F-16, the BCEG requested further refinement of the cost analysis and these candidate recommendations were placed on hold.

d briefed the following Candidate Recommendations for deliberation:

S322.1: Realign Maxwell AFB (Slides 17-23)
S704.1: Close Kulis AGS (Slides 24-29)
S440: Realign Dover AFB (Slides 30-34)
S803: Realign Minot AFB (Slides 35-39)

Upon deliberation, the BCEG agreed, by consensus, to forward the foregoing candidate recommendations except Minot, which was placed on hold for further analysis.

fed the following Candidate Recommendations for deliberation:

S132, S132.1 and S143 packaged as: Realign McEntire ANGB Excursion (Slides 41-51).

Upon deliberation, the BCEG agreed, by consensus, to forward the packaged S132.1 plus S143, as a candidate recommendation, pending further analysis.

S125.1, S126.2, and S137.1 packaged as: Realign Eielson Excursion (Slides 52-61).

Upon deliberation, the BCEG agreed, by consensus, to forward the Realign Eielson Excursion as a candidate recommendation.

briefed the following scenarios:

S 321.1 and S321.2 as variations of S321: Close Yeager APT AGS (Slides 62-81

Upon deliberation, the BCEG agreed, by consensus, to forward S321.2: Close Yeager APT AGS as a candidate recommendation.

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Agenda
17 Feb 05

0830-0945	**Opening Business** *-Calendar Review*	*Co-chair*
	Break	
1000-1200	**Excursions/Candidate Recommendations** *302.1, S802.2)* *-Aggressors (S126.1, S141.1)* *-Realign Maxwell (S322.1)* *-Close Kulis (S704)* *-Realign Dover (S440)* *-Realign Minot (S803)*	*Scenario Team Leads*
	Break	
1500-A/R	**Excursions/Candidate Recommendations** *-Realign McEntire (S132.1, S143)* *-Realign Eielson (S125.1, S126.2, S137.1)* *-Close Yeager (S321.1, S321.2)* *-Close Cheyenne Mountain* *-Realign AF AOC to Offutt* *-Relocate JIOC*	*Scenario Team Leads*

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BCEG Schedule
February

February BCEG Meetings

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	31	1	2	3	4	5
6	7	8	9	10	11 ISG 1030-1200	12
13	14	15	16	17 BCEG 0830-1700	18 ISG 1030-1200 BCEG 1300-1500	19
20	21 Presidents' Day	22 BCEG 0830-1700	23 IEC 1515-1600	24 BCEG 0830-1700	25 ISG 1030-1130	26
27	28 BCEG 1300-1700	1 BCEG 0830-1700	2	3 BCEG 0830-1700	4 ISG 1030-1200	5

All BCEGs are deliberative unless otherwise noted

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Scenario S143
MILCON

MilCon for Base: **Shaw AFB, SC** (VLSB)

FAC	Title	UM	MilCon	Cost*
1311	Communications Building	SF	8,900	2,490
1411	Airfield Fire and Rescue Station	SF	1,200	339
1441	Photo/TV Production Building	SF	2,500	489
1711	General Purpose Instruction Building	SF	38,000	7,230
1714	Reserve Component Training Facility	SF	26,700	4,496
1718	Indoor Firing Range and Supporting Facili	SF	2,400	361
1721	Flight Simulator Facility	SF	5,250	1,188
2113	Aircraft Corrosion Control Hangar	SF	6,300	2,113
2171	Electronic and Communication Maintenance	SF	25,000	4,572
2191	Facility Engineer Maintenance Shop	SF	15,100	2,123
4122	Liquid Oxygen Storage	SF	1,065	132
4423	Hazardous Materials Storage, Installation	SF	1,900	298
7220	Dining Facility	SF	2,405	712
7313	Police Station	SF	6,000	1,106
7362	Religious Education Facility	SF	4,295	882
7371	Nursery and Child Care Facility	SF	5,515	1,172
7417	Recreation Center	SF	3,278	637
7421	Indoor Physical Fitness Facility	SF	5,262	1,070
1412	Aviation Operations Building	SF	0	585
1711	General Purpose Instruction Building	SF	0	1,472
2112	Aircraft Maintenance Shop	SF	0	2,853
2184	Parachute And Dingy Maintenance Shop	SF	0	309
6100	General Administrative Building	SF	0	421
Total Construction Cost:				37,050

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Eielson Excursion

S125.1, S126.2, 137.1

DCN: 11893

SLIDES 53-54 REMOVED

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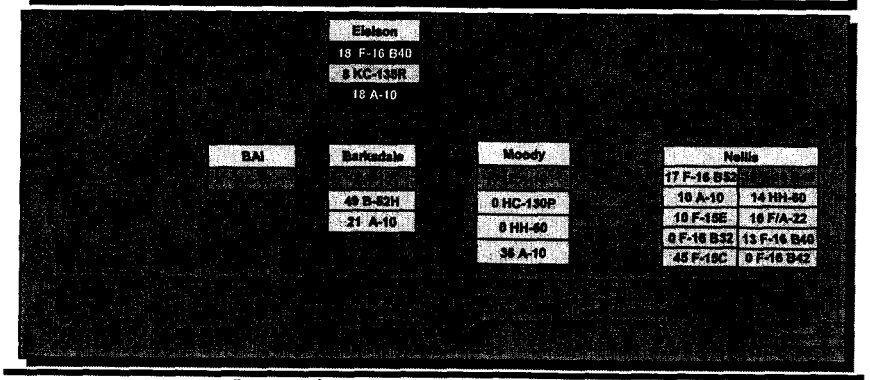
S137.1: Realign Eielson AFB

Recommendation: Realign Eielson AFB to ANG. The 354th Wing inactivates and will distribute its assigned A-10 aircraft to the 917th Wing (AFRC), Barksdale AFB, Louisiana (3 PAA); 347th Wing, Moody AFB, Georgia (12 PAA); and to BAI (3 PAA); and its F-16 Block 40 aircraft to the 57th Wing, Nellis AFB, NV (18 PAA). ANG range control unit and ANG Tanker unit remain.

CHANGE: Eielson distributes all Block 40s to Nellis. Eielson and Cannon feed Nellis.



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Cost Comparison
S125 vs S125.1

	S125 PAYBACK	S125.1 PAYBACK	BETTER (WORSE)
One Time Cost	$79M	$103M	($24M)
Net implementation Savings	$273M	$247M	($26M)
Annual Recurring Savings	$119M	$119M	NO CHG
Payback Period	Immediate	Immediate	NO CHG
NPV Savings	$1,353M	$1,333M	($20M)

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Cost Comparison
S126 vs S126.2

	S126 PAYBACK	S126.2 PAYBACK	BETTER (WORSE)
One Time Cost	$68M	$33M	$35M
Net implementation Cost	$76M	$34M	$42M
Annual Recurring Costs	$3M	$.1M	$2.9M
Payback Period	Never	Never	NO CHG
NPV Cost	$95M	$34M	$61M

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Cost Comparison
S137 vs S137.1

	S137 PAYBACK	S137.1 PAYBACK	BETTER (WORSE)
One Time Cost	$18M	$223M	($205M)
Net implementation Savings or Cost	$16M	$45M	$61M
Annual Recurring Savings	$0.3M	$141M	$140.7M
Payback Period	Never	2 yrs/2011	2 yrs/2011
NPV Savings	$12M	$1,360M	$1,372M

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Excursion Impact

Summary - Eielson Excursion

S125.1 / S126.2 / S137.1	S125.1	S126.2	S137.1	BETTER (WORSE)
One Time Savings or Cost	($24M)	$35M	($205M)	($194M)
Net implementation Savings	$26M	$42M	$61M	$129M
Annual Recurring Savings	NO CHG	$2.9M	$141.3M	$144.2M
Payback Period	Immediate	Never	2 yrs/2011	---
NPV Savings or Cost	($20M)	$61M	$1,372M	$1,413M

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S321.1
Close Yeager APT AGS, Charleston, WV

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DEPARTMENT OF THE AIR FORCE
WASHINGTON, DC 20330-1000

OFFICE OF THE ASSISTANT SECRETARY

MAR 17 2005

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Mtg, 22 Feb 2005

Maj Gen Heckman called the meeting to order at 1300, 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 and Maj Gen Heckman reviewed the agenda and schedule (Slides 3-5). [illegible] provided the BCEG with a Scenario Submission Update. Mr Aimone engaged the BCEG in discussion of potential for Future Total Force initiatives using ANG assets realigned under BRAC 2005.

[illegible]efed S137.1: Realign Eielson AFB (Slides 6-17). This realignment of Eielson AFB is a variant of the F-16 Potential Scenario Group. It projects NPV savings, which substantially exceed previous variants while preserving key exercise capabilities. Further, it distributes force structure (A-10 and F-16) to bases with high military value. Upon deliberation, the BCEG, agreed, by consensus, to forward S137.1 as a candidate recommendation, subject to verification of payback and impact data.

Maj Gen Heckman previewed the agenda for the next BCEG. Following closing remarks by the co-chairs the meeting adjourned at 1415. The next BCEG meeting is scheduled for 17 February 05 at 0830 in Pentagon Room 5C279.

SAF/GCN
BCEG Recorder

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

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Agenda
22 Feb 05

1300-1315	**Opening Business** *-Calendar Review*	*Co-chair*
1315-A/R	**Excursion** *- Eielson (and related)*	*Scenario Team Leads*

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BCEG Schedule
February

February BCEG Meetings

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	31	1	2	3 BCEG 0830-1700	4 ISG 1030-1200 BCEG 1300-1700	5
6	7 BCEG 1300-1700 IEC 1020-1115	8 BCEG 1300-1700	9	10 BCEG 0830-1700	11 BCEG 0800-1000 1300-1700 **ISG** **1030-1200**	12
13	14 BCEG 0830-1700	15 BCEG 0830-1700	16	17 **BCEG** **0830-1700**	18 **ISG** **1030-1200** **BCEG** **1300-1700**	19
20	21 **Presidents' Day**	22 **BCEG** **1300-1700**	23 **IEC** **1645-1730**	24 **BCEG** **0830-1700**	25 **ISG** **1030-1130**	26
27	28 **BCEG** **1300-1700**	1 **BCEG** **0830-1700**	2	3 **BCEG** **0830-1700**	4 **ISG** **1030-1200**	5

All BCEGs are deliberative unless otherwise noted

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BCEG Schedule
Mar - Jun 05

Mar BCEG Meetings

		1 ▲ BCEG 0830-1700	2	3 ▲ BCEG 0830-1700	4	5
6	7 IEC 1515-1600 BCEG 1300-1700	8 ▲ BCEG 0830-1700	9	10 ▲ BCEG 0830-1700	11	12
13	14 ▲ BCEG 1300-1700	15 ▲ BCEG 0830-1700	16	17 ▲ BCEG 0830-1700	18	19
20	21 IEC 1515-1600	22 ▲ BCEG 0830-1700	23	24 △	25	26
27	28	29 ▲	30	31 △		

Apr BCEG Meetings

					1	2
3	4	5 ▲	6	7 △	8	9
10	11 IEC 1515-1600	12 ▲	13	14 △	15	16
17	18	19 ▲	20	21 △	22	23
24	25 IEC 1515-1600	26 ▲	27	28 △	29	30

May BCEG Meetings

1	2 IEC 1515-1600	3 ▲	4	5 △	6	7
8	9 IEC 1515-1600	10 ▲	11	12 △	13	14
15	[redacted]	17	18	19	20	21
22	23	24 ▲	25	26 △	27	28
29	30 Memorial Day	31 ▲				

Jun BCEG Meetings

		▲	1	2 △	3	4
5	6	7 ▲	8	9 △	10	11
12	13	14 ▲	15	16 △	17	18
19	20	21 ▲	22	23 △	24	25
26	27	28 ▲	29	30 △		

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Eielson Excursion

S125.1, S126.2, 137.1

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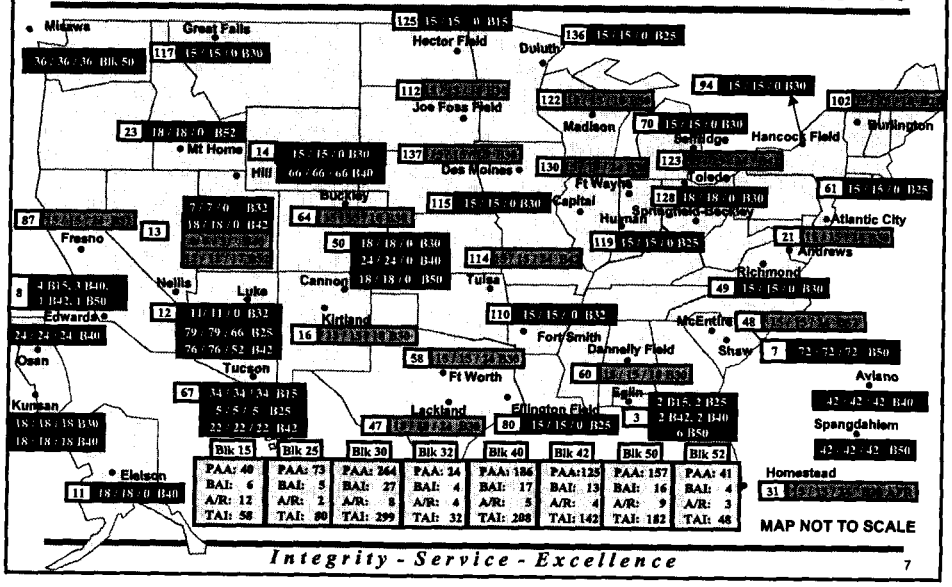
Potential Scenario Group
PHASE II *Fourth Look F-16*



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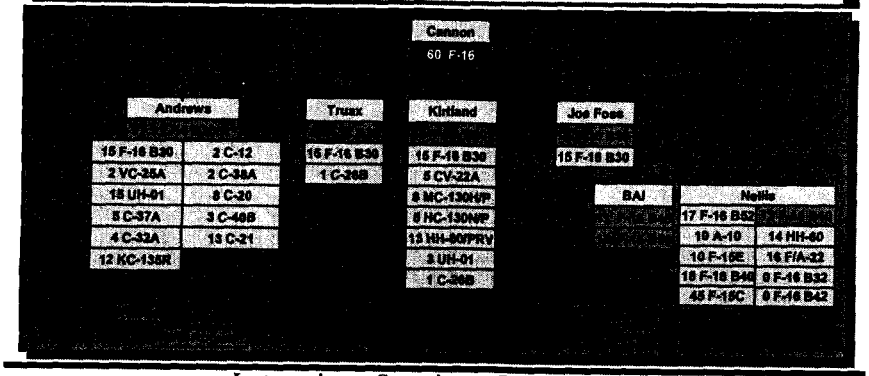
S125.1:
Close Cannon AFB

Recommendation: Close Cannon AFB. The 27th Fighter Wing will inactivate. The wing's F-16 aircraft will be distributed to the 115th Fighter Wing (ANG), Dane County Regional Airport, Truax Field AGS, (3 PAA, Block 30); 114th Fighter Wing (ANG), Joe Foss Field AGS (3 PAA, Block 30); 150th Fighter Wing (ANG), Kirtland AFB, (3 PAA, Block 30); 113th Wing (ANG), Andrews AFB (9 PAA, Block 30); B40); 57th Wing Nellis AFB (13 PAA, B40) and BAI (29 PAA, Block 40/50). Singapore F-16 Block 52 squadron plans to move to Luke AFB, Arizona.

CHANGE: Cannon give block 40 F-16s to Nellis vice Eielson (additional 6 PAA)



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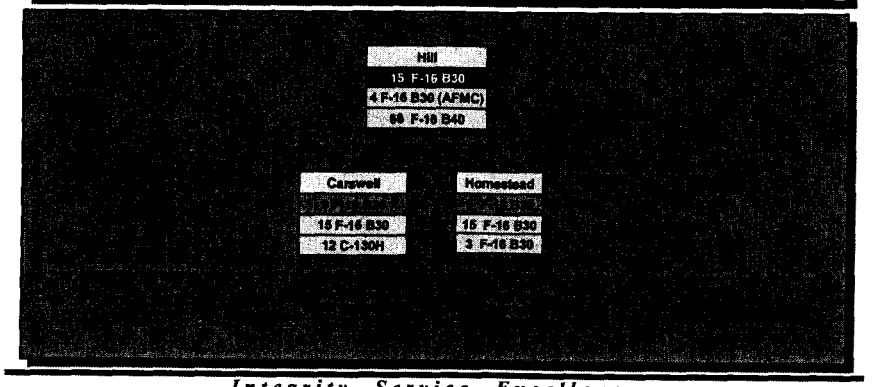
S126.2: Realign Hill AFB

Recommendation: Realign Hill AFB. The 419th Fighter Wing (AFRC) will distribute its F-16 Block 30 aircraft to the 482d Fighter Wing (AFRC), Homestead ARB, Florida (6 PAA) and 301st Fighter Wing (AFRC), Carswell ARS, NAS Fort Worth JRB (9 PAA). AFMC F-16s will remain in place.

CHANGE: Hill keeps all Block 40s. Eielson and Cannon feed Nellis vice Hill.



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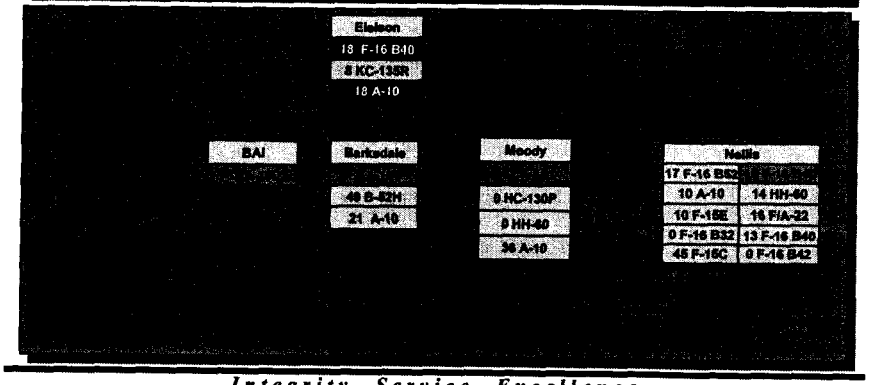
S137.1: Realign Eielson AFB

Recommendation: Realign Eielson AFB to ANG. The 354th Wing inactivates and will distribute its assigned A-10 aircraft to the 917th Wing (AFRC), Barksdale AFB, Louisiana (3 PAA); 347th Wing, Moody AFB, Georgia (12 PAA); and to BAI (3 PAA); and its F-16 Block 40 aircraft to the 57th Wing, Nellis AFB, NV (18 PAA). ANG range control unit and ANG Tanker unit remain.

CHANGE: Eielson distributes all Block 40s to Nellis. Eielson and Cannon feed Nellis.



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Candidate #USAF-0056 / S137.1
Realign Eielson AFB, Fairbanks, AK

Candidate Recommendation: Realign Eielson AFB. The 354th Wing inactivates and will distribute its assigned A-10 aircraft to the 917th Wing (AFRC), Barksdale AFB, Louisiana (3 PAA); 347th Wing, Moody AFB, Georgia (12 PAA); and to BAI (3 PAA); and its F-16 Block 40 aircraft to the 57th Wing, Nellis AFB, NV (18 PAA). ANG Tanker unit and rescue alert detachment remain.

Justification

- **Enables Future Total Force transformation**
- **Increases efficiency of operations**
- **Consolidates aircraft fleet by MDS and block**

Military Value

- **Distributes force structure to bases with high military value (For both F-16s & A-10s)**
- **Retains Cope Thunder capability**

Payback

- **One Time Cost:** **$223M**
- **Net Implementation Savings:** **$41M**
- **Annual Recurring Savings:** **$122M**
- **Payback period:** **3 yrs/2012**
- **NPV Savings:** **$ 1,125M**

Impacts

- **Criterion 6: Total Job Change: -4924 (direct: -3072, indirect: -1852) ROI –9.04%**
- **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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Scenario S137.1
Manpower

Source 30 Sept 03 UMD	282	2906	494	3682	564	282	2906	494	3682	564	282	2906	494	3682	564
Source MAJCOM-Current/Projected 30 Sep 04	278	2892	487	3657	564	278	2890	487	3655	564	278	2890	487	3655	564
(S137.1) Realign 18 PAA F-16 B40 to Nellis (AD)	-54	-699	-14	-767		-54	-699	-14	-767		-54	-699	-14	-767	
(S137.1) Realign BOS to Nellis (AD)	-4	-31	-27	-62		-4	-31	-27	-62		-4	-31	-27	-62	
(S137.1) Realign 3 PAA A-10 to BAI (Manpower to AD Non-BRAC Programmatic)	-7	-61	0	-68		-7	-61	0	-68		-7	-61	0	-68	
(S137.1) Realign BOS for 3 PAA A-10 to AD BRAC Base X	0	-3	-3	-6		0	-3	-3	-6		0	-3	-3	-6	
(S137.1) Realign 3 PAA A-10 to Barksdale AFRC (Manpower to AD Non-BRAC Programmatic)	-7	-61	0	-68		-7	-61	0	-68		-7	-61	0	-68	
(S137.1) Realign BOS for 3 PAA A-10 to AD BRAC Base X	0	-3	-3	-6		0	-3	-3	-6		0	-3	-3	-6	
(S137.1) Realign 12 PAA A-10 to Moody (AD)	-26	-245	-2	-273		-26	-245	-2	-273		-26	-245	-2	-273	
(S137.1) Realign BOS for 12 PAA A-10 to Moody (AD)	-1	-11	-10	-22		-1	-11	-10	-22		-1	-11	-10	-22	
(S137.1) Realign other mission manpower to base undetermined (includes 353 Combat Training Squadron & Arctic Survival Training)\Base X for now	-42	-335	-22	-399		-42	-335	-22	-399		-42	-335	-22	-399	
(S137.1) Realign BOS with other mission manpower moves to Base X (AD)	-5	-31	-15	-51		-5	-31	-15	-51		-5	-31	-15	-51	
(S137.1) Realign Support Manpower to Base X for use in other AD areas (includes medical)	-40	-357	-45	-442		-40	-357	-45	-442		-40	-357	-45	-442	
(S137.1) Manpower that can be considered savings with the deactivation of the AD wing--the only AD manpower left will be to keep the airfield in a "warm" status	-60	-844	-212	-1116		-60	-844	-212	-1116		-60	-844	-212	-1116	
(S137.1) Increase Security, ECS and ATC due to ANG becoming host (Manpower from ANG BRAC Base X)	0	35	31	66	82	0	35	31	66	82	0	35	31	66	82
Adjusted Baseline	32	246	165	443	646	32	244	165	441	646	32	244	165	441	646
COBRA Delta	-232	-2524	-322	-3078	82	0	0	0	0	0	0	0	0	0	0

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Scenario S137.1

One-Time Costs

(All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	103,926,000	
Total - Construction		103,926,000
Personnel		
Civilian RIF	4,121,909	
Civilian Early Retirement	439,452	
Eliminated Militaty PCS	4,003,406	
Unemployment	284,864	
Total - Personnel		8,849,631
Overhead		
Program Management Cost	11,357,371	
Support Contract Termination	51,800,000	
Total - Overhead		63,157,371
Moving		
Civilian Moving	7,518,849	
Civilian PPP	1,526,328	
Military Moving	12,349,798	
Freight	3,371,139	
Information Technologies	2,745,300	
One-Time Moving Costs	967,000	
Total - Moving		28,478,414
Other		
HAP / RSE	2,805,616	
Environmental Mitigation Costs	850,000	
One-Time Unique Costs	15,280,400	
Total - Other		18,936,016
Total One-Time Costs		223,347,432
One-Time Savings		
Military Moving	3,519,075	
One-Time Moving Savings	3,371,100	
Total One-Time Savings		6,890,175
Total Net One-Time Costs		216,457,258

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Scenario S137.1

MILCON Summary

All values in 2005 Constant Dollars

Base Name	Total MilCon*	Milcon Cost Avoidence	Total Net Costs
Eielson AFB	0	0	0
Barksdale AFB	728,000	0	728,000
Moody AFB	10,588,000	0	10,588,000
Nellis AFB	92,610,000	0	92,610,000
BASE X (AIR FORCE)	0	0	0
Totals:	103,926,000	0	103,926,000

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

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Scenario S137.1
MILCON

MilCon for Base: **Barksdale AFB, LA** (AWUB)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab	Rehab Type	Rehab Cost*	Total Cost*
1412	Aviation Operations Building	SF	0	n/a**	1,532	Default	n/a**	212
2116	Aircraft Maintenance Shop, Depot	SF	0	n/a**	1,032	Default	n/a**	150
2181	Installation Support Vehicle Maintenance	SF	1,785	n/a**	0	Default	n/a**	366

Total Construction Cost:	728
- Construction Cost Avoid:	0
Total Net Milcon Cost:	728

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Scenario S137.1
MILCON

MilCon for Base: **Moody AFB, GA** (QSEU)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab	Rehab Type	Rehab Cost*	Total Cost*
2112	Aircraft Maintenance Shop	SF	9,172	n/a**	0	Default	n/a**	2,092
2113	Aircraft Corrosion Control Hangar	SF	2,470	n/a**	0	Default	n/a**	848
2151	Weapon Maintenance Shop	SF	2,875	n/a**	0	Default	n/a**	524
2162	Ammunition Maintenance Shop, Depot	SF	722	n/a**	0	Default	n/a**	146
2184	Parachute And Dingy Maintenance Shop	SF	3,925	n/a**	0	Default	n/a**	821
7220	Dining Facility	SF	1,247	n/a**	0	Default	n/a**	378
7371	Nursery and Child Care Facility	SF	1,139	n/a**	0	Default	n/a**	248
			0	n/a**	0	Red	n/a**	5,531

Total Construction Cost:	10,588
- Construction Cost Avoid:	0
Total Net Milcon Cost:	10,588

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Scenario S137.1
MILCON

MilCon for Base: **Nellis AFB, NV** (RKMF)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*
1131	Aircraft Apron, Surfaced	SY	38,013	n/a**	0	Default	n/a**	11,037
1412	Aviation Operations Building	SF	11,975	n/a**	0	Default	n/a**	5,671
1711	General Purpose Instruction Building	SF	18,129	n/a**	0	Default	n/a**	8,478
2111	Aircraft Maintenance Hangar	SF	24,353	n/a**	0	Default	n/a**	16,417
2112	Aircraft Maintenance Shop	SF	10,025	n/a**	0	Default	n/a**	5,488
2113	Aircraft Corrosion Control Hangar	SF	7,252	n/a**	0	Default	n/a**	5,979
2151	Weapon Maintenance Shop	SF	2,228	n/a**	0	Default	n/a**	974
2171	Electronic and Communication Maintenance	SF	8,354	n/a**	0	Default	n/a**	3,755
2181	Installation Support Vehicle Maintenance	SF	4,316	n/a**	0	Default	n/a**	2,029
2184	Parachute And Dingy Maintenance Shop	SF	3,539	n/a**	0	Default	n/a**	1,777
4421	Covered Storage Building, Installation	SF	6,906	n/a**	0	Default	n/a**	1,704
6100	General Administrative Building	SF	12,971	n/a**	0	Default	n/a**	5,607
7220	Dining Facility	SF	5,120	n/a**	0	Default	n/a**	3,723
7362	Religious Education Facility	SF	9,028	n/a**	0	Default	n/a**	4,556
7371	Nursery and Child Care Facility	SF	11,603	n/a**	0	Default	n/a**	6,062
7416	Library, General Use	SF	1,136	n/a**	0	Default	n/a**	529
7417	Recreation Center	SF	6,891	n/a**	0	Default	n/a**	3,293
7421	Indoor Physical Fitness Facility	SF	11,062	n/a**	0	Default	n/a**	5,531

Total Construction Cost:	92,610
- Construction Cost Avoid:	0
Total Net Milcon Cost:	92,610

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DEPARTMENT OF THE AIR FORCE

WASHINGTON, DC 20330-1000

OFFICE OF THE ASSISTANT SECRETARY

MAR 1 7 2005

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Mtg, 03 Mar 2005

Maj Gen Heckman called the meeting to order at 1000, 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 and Maj Gen Heckman reviewed the agenda and schedule (Slides 3-5). Maj Gen Heckman emphasized the March 15 deadline for submission of Air Force Candidate Recommendations. He noted the possibility of limited exception upon approval by Mr Wynne. updated the status of Candidate Recommendations.

briefed the CAF Excursions:

S125.1, S126.2, S137.1: Realign Eielson AFB (Slides 7-8)
S141.1, S126.1: Aggressors Excursion (Slide 11)
S143, S132.1: McEntire Excursion (Slide 12)

Upon deliberation, the BCEG noted these excursions were previously disapproved by the BCEG. The BCEG determined, by consensus, that further review of these excursions is not required and that the Eielson Realignment (S137.1) (Slide 8) should remain in play, as the previously approved Candidate Recommendation.

Maj Gen Heckman provided the BCEG a preview of his planned, March 4, 2005, Air Force BRAC Update to ISG (Slides 14-36).

Ms Ferguson introduced Proposed IL Scenario Military Compatibility Indices (MCIs). The briefing was provided by He discussed the proposed MCI for Standard Air Munitions Package (STAMP) (Slides 40-58). Upon deliberation, the BCEG returned the proposed STAMP MCI to the MCI team for refinement as a metric versus MCI.

further briefed the Proposed MCI for Centralized Intermediate Repair Facility (CIRF) Engines (Slides 59-75). Upon deliberation, the BCEG requested refinement of the Criterion 1 metrics and accepted the Criteria 2-4 metrics. Continuing, he briefed the Proposed MCI for CIRF – Avionics/Pods (Slides 76-90). The BCEG requested refinement of the CIRF-Avionics and Pods metrics for Criteria 1 and 2. presented the Proposed MCI for Logistics Support Center (LSC) (Slides 91-102) and concluded with a recommendation that the IL Functional MCIs and weights be adopted as metrics (Slide 103). The BCEG, by consensus, approved the LSC evolution with the substitution of a Criteria 3 metric assigning a 100% value to LSC Criteria 3 analysis for all Candidate Recommendations for LSCs.

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The BCEG will revisit the IL metrics at the next meeting. Following closing remarks by the co-chairs, the meeting adjourned at 1452. The next BCEG meeting is scheduled for 8 March 05 at 0830 in Pentagon Room 5C279.

SAF/GCN
BCEG Recorder

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

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Candidate #USAF-0056 / S137.1
Realign Eielson AFB, Fairbanks, AK

Candidate Recommendation: Realign Eielson AFB. The 354th Fighter Wing will distribute its assigned A-10 aircraft to the 917th Wing (AFRC), Barksdale AFB, Louisiana (3 PAA); 347th Wing, Moody AFB, Georgia (12 PAA); and to BAI (3 PAA); and its F-16 Block 40 aircraft to the 57th Wing, Nellis AFB, NV (18 PAA). ANG Tanker unit and rescue alert detachment remain.

Justification

- Enables Future Total Force transformation
- Increases efficiency of operations
- Anchors an Eielson Recommendation Group which consolidates A-10 and F-16 aircraft

Military Value

- Distributes force structure to bases with higher military value (for both F-16s and A-10s)
- Robust two ANG squadrons to effective size
- Retains Cope Thunder

Payback

One Time Cost:	$223M
Net Implementation Cost:	$14M
Annual Recurring Savings:	$122M
Payback period:	3 yrs/2012
NPV Savings:	$ 1,125M

Impacts

- Criterion 6: Total Job Change: - 4,574 (direct: - 2,872, indirect: - 1,702) ROI – 8.4%
- 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: Nellis is in a non-attainment area for Carbon Monoxide (serious), Ozone (subpart 1), and PM10 (serious).

✓ 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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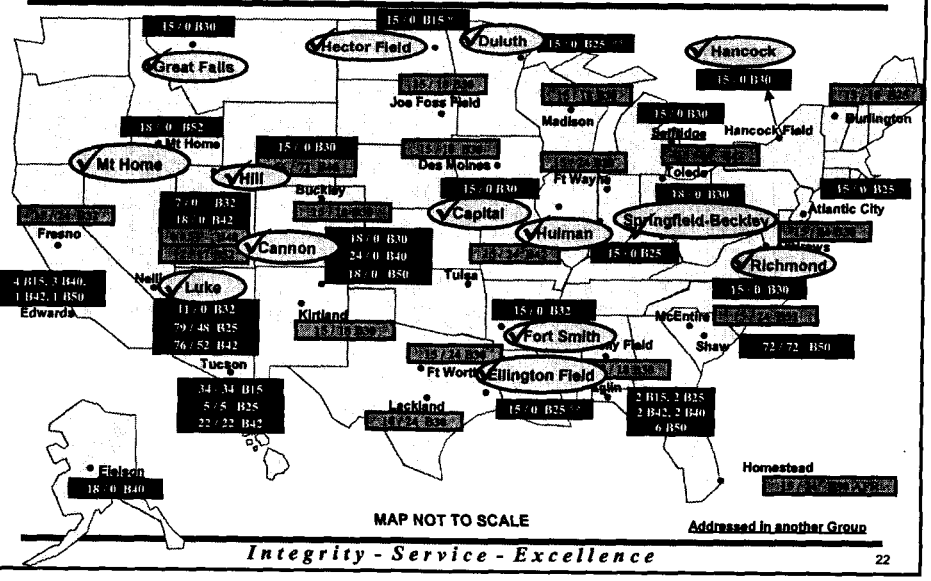
F-16 Group
Candidate Recommendations



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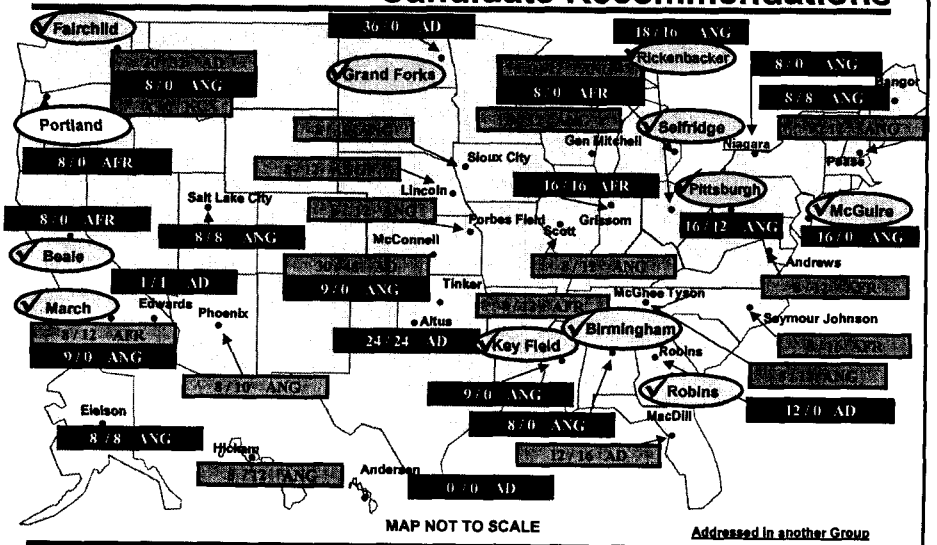
KC-135R Group

Candidate Recommendations



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Candidate #USAF-0087 / S438

Realign Rickenbacker AGS, Columbus, OH

Candidate Recommendation: Realign Rickenbacker IAP AGS. The 121st Air Refueling Wing (ANG) will retain sixteen KC-135R aircraft and distribute the remaining two KC-135R aircraft to the Backup Aircraft Inventory.

Justification	Military Value
▪ Enables Future Total Force transformation ▪ Consolidates tanker fleet	▪ Enables more effective squadron sizes ▪ Optimizes number of backup aircraft for the tanker fleet
Payback	**Impacts**
▪ One Time Cost: $52K ▪ Net Implementation Cost: $27K ▪ Annual Recurring Cost: $5K ▪ Payback period: 12 yrs/2019 ▪ NPV Cost: $18K	▪ Criterion 6: Total Job Change : -3 (direct -2, indirect -1) ROI -0.0% ▪ 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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DEPARTMENT OF THE AIR FORCE

WASHINGTON, DC 20330-1000

OFFICE OF THE ASSISTANT SECRETARY

MAR 22 2005

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Mtg, 10 Mar 2005

Mr Pease called the meeting to order at 0800, 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 and Maj Gen Heckman reviewed the agenda and schedule (Slides 3-6). Mr Pease back-briefed the briefing he provided to senior leaders and the Red Team. (Slides 7-57).

[illegible] iefed four variations of Scott AFB Closure Potential Candidate Recommendation (Slides 59-97). In deliberation, the BCEG authorized the potential Scott Candidate Recommendations to remain active, but on hold, pending support of possible JCSG Candidate Recommendations.

[illegible]iefed:

S804: Realign Vandenberg AFB (Slide 99-102)
S805: Realign Lackland AFB (Slides 99-101)
S806: Realign Barksdale AFB (Slide 99-101, 103)

These potential Candidate Recommendations describe realignments to enable the formation of a Super AOC. In deliberation, the BCEG disapproved these Potential Candidate Recommendations as incomplete.

Mr Jordan briefed Manpower Savings and Reinvestment for information (Slides 105-112). He noted the overall need for consistency in categorization of manpower (Slide 112).

Maj Gen Heckman briefed Spider Groups (Slides 114-136) for information. He described the charts as a conceptual overview tying actions together by group. This facilitates understanding linkage versus independence between BRAC actions. The arrows represent resource movements.

Mr Pease presented, for information, a strawman business model to justify non-payback Candidate Recommendations (Slides 138-142).

Following closing remarks by the co-chairs the meeting adjourned at 1653. The next BCEG meeting is scheduled for 14 March 2005 at 1300 in Pentagon Room 5C279.

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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

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Categories

1. ***Pay back by 2011 or enable CR/CRs which pay back by 2011 (prioritized by the amount of savings) as long as the entire group pays back by 2011***
2. ***Have a NPV savings (prioritized by the amount of savings) or enable CR/CRs with NPV savings as long as the entire group has a NPV savings (prioritized by the amount of savings)***
   ...if it doesn't do one of these, then it must:
3. ***Have a quantifiable savings not captured in BRAC***
4. ***Have a compelling advantage to the DoD***

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Categories
1 and 2

Scenario Cost Track	Title	Total 31 Cost ($K)	MILCON ($K)	Payback Years	Cost/(savings) 2011 ($K)	Steady State ($K)	V	NPV Savings ($K)	Payback Category
USAF-0114	Close Cannon	$102,629	$34,391	0	($247,415)	($118,993)		($1,332,643)	1
USAF-0117	Close Grand Forks	$188,949	$86,005	0	($114,317)	($145,048)		($1,457,000)	1
USAF-0122	Close Pope	$213,145	$104,801	0	($99,790)	($122,013)	2	($1,224,150)	1
USAF-0018	Close Ellsworth	$344,655	$231,351	2	($20,892)	($140,715)		($1,344,000)	1
USAF-0049	Close WK Kellogg	$8,863	$313	1	($16,521)	($5,111)		($83,000)	1
USAF-0112	Close Richmond	$17,726	$1,512	0	($10,380)	($4,444)		($50,725)	1
USAF-0118	Realign McGuire	$3,450	$2,764	2	($6,621)	($2,547)		($30,000)	1
USAF-0035	Close Duluth	$4,764	$302	3	($3,454)	($2,121)		($23,000)	1
USAF-0064	Realign Fairchild	$12,361	$5,309	4	($2,379)	($2,147)		($22,000)	1
USAF-0039	Close Hector	$4,035	$2,434	3	($1,511)	($1,006)		($11,000)	1
USAF-0040	Close Hulman	$5,875	$666	5	($232)	($1,102)		($10,000)	1
USAF-0050	Realign Ellington	$1,900	$1,596	0	$1,200	($10)		($120)	1
USAF-0056	Realign Eielson	$223,347	$103,926	3	$14,076	($121,942)		($1,125,000)	1
USAF-0033	Close Bradley	$5,823	$4,779	43	$2,200	($241)		$2,200	2
USAF-0065	Realign Pittsburgh AGS	$3,044	$1,819	Never	$3,172	$26		$3,000	2
USAF-0061	Realign Beale	$4,406	$1,459	Never	$4,526	$24		$5,000	2
USAF-0111	Realign Capital	$9,917	$4,109	Never	$9,898	$80		$10,000	2
USAF-0063	Realign March	$17,041	$4,141	100	$11,927	($347)		$8,000	2
USAF-0115	Realign Elmendorf	$17,260	$14,917	100	$14,917	($374)		$85,000	2
USAF-0052	Close Willow Grove	$44,085	$17,754	100	$38,693	($919)		$28,000	2
		$1,233,295	$628,368		($423,103)	($668,950)		($6,551,439)	

Cost (Savings) (Savings)

DCN: 11893

DEPARTMENT OF THE AIR FORCE

WASHINGTON, DC 20330-1000

OFFICE OF THE ASSISTANT SECRETARY

APR 1 1 2005

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Mtg, 29 Mar 2005

Maj Gen Heckman called the meeting to order at 1015, 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 back-briefed the 28 March IEC meeting. He noted sister service candidate recommendations costed as longer payback were inferred as undesirable. Maj Gen Heckman previewed the agenda and updated calendar (Slides 2-9). He noted that candidate recommendations with no, or long payback should be rejustified with a clear statement providing a nexus to enable the candidate recommendations.

[illegible] s updated the status of Candidate Recommendations (Slides 9-12). He noted a 1700 publication time for daily updates. [illegible] riefed definitions of Closure and Realignment to highlight the differences between law and policy (Slides14-16).

[illegible] iefed:

S118Jc2: Realign Ellington (Slides 18-19)
S119Zc2: Realign Seymour Johnson (Slides 20-21)
S101Jc2: Close Bradley (Slides 22-30)
S121Zc1: Realign Luke (Slides 31-38)

Upon deliberation, the BCEG approved advancement of the Ellington AGS Realignment (S118Jc2) and the Seymour Johnson Realignment (S119Zc2) as Candidate Recommendations. The BCEG further, revised the Bradley IAP AGS Closure to a realignment (Slide 24) and directed a review of COBRA manpower data for another look. The BCEG also requested a review of the manpower data for the Luke Realignment.

The BCEG determined the rest of the agenda should be deferred pending review for manpower data consistency. Following closing remarks by the co-chairs, the meeting adjourned at 1430. The next BCEG meeting is scheduled for 31 March 05 at 0830 in Pentagon Room 5C279.

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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

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CR Status
(page 2 of 3)

			STATUS PROJECTED DATE								
S312Jc1	USAF-0069V2	Realign Luis Munoz IAP AGS, San Juan, Puerto	21-Mar			26-Mar	TL			26-Mar	
S429c1	USAF-0086V2	Realign Selfridge ANGB, Mt. Clemens, MI	21-Mar			26-Mar	TL			26-Mar	
S439c1	USAF-0065V2	Realign Pittsburgh IAP AGS, Pittsburgh, PA	21-Mar	24-Mar	25-Mar	26-Mar	TL			26-Mar	
S127c1	USAF-0112V2	Close Richmond AGS, Sandston, VA	22-Mar	25-Mar			COBRA			27-Mar	
S135c1	USAF-0049V2	Close W.K. Kellogg APT AGS, Battle Creek, MI	22-Mar	25-Mar	26-Mar	27-Mar	TL			27-Mar	
S141.2c1	USAF-0115V2	Realign Elmendorf AFB, Anchorage, AK	22-Mar				IL			27-Mar	
S142c2	USAF-0044V2	Close Otis ANGB, Falmouth, MA	22-Mar	25-Mar			COBRA			27-Mar	
S437c1	USAF-0077V3	Realign Key Field AGS, Meridian, MS	22-Mar	25-Mar	26-Mar	27-Mar	TL			27-Mar	
S119Zc2	USAF-0051V3	Realign Seymour Johnson AFB, Goldsboro, NC	23-Mar	26-Mar	27-Mar	28-Mar	Complete	24-Mar		28-Mar	Additional info req'd by BCEG
S128c1	USAF-0111V2	Realign Capital AGS, Springfield IL	23-Mar	26-Mar	27-Mar	28-Mar	TL			28-Mar	
S132.2c2	USAF-0054V3	Realign Mountain Home AFB, ID	23-Mar			28-Mar	IL			28-Mar	
S420c1	USAF-0117V2	Close Grand Forks AFB, Grand Forks ND	23-Mar			28-Mar	IL			28-Mar	
S428c1	USAF-0081V2	Realign Beale AFB, Marysville, CA	23-Mar	26-Mar	27-Mar	28-Mar	TL			28-Mar	
S134c1	USAF-0052V2	Close Willow Grove ARS, Willow Grove JRB,			28-Mar	29-Mar	IL			29-Mar	
S137.2	USAF-0056V2	Realign Eielson AFB, Fairbanks, AK			28-Mar	29-Mar	IL			29-Mar	
S138c1	USAF-0038V2	Realign Hancock Field AGS, Syracuse, NY	24-Mar		28-Mar	29-Mar	IL			29-Mar	
S321.3c1	USAF-0127V2	Close Yeager APT AGS, Charleston, WV			28-Mar	29-Mar	IL			29-Mar	
S704c2	USAF-0089V3	Close Kulis AGS, Anchorage, AK			28-Mar	29-Mar	IL			29-Mar	
S133c1	USAF-0041V2	Close Lambert-St Louis IAP AGS, St Louis , MO	25-Mar	28-Mar	29-Mar	30-Mar	IL			30-Mar	
S316.1c1	USAF-0122V3	Close Pope AFB, Fayetteville, NC	25-Mar	28-Mar	29-Mar	30-Mar	IL			30-Mar	

As of 28 Mar 05, 1600

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CR Status
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			STATUS PROJECTED DATE								
S318.3	USAF-0121V3	Close Niagara Falls ARS, NY	25-Mar	28-Mar	29-Mar	30-Mar	IL			30-Mar	
S434c1	USAF-0118V2	Realign McGuire AFB, Wrightstown NJ	25-Mar	28-Mar	29-Mar	30-Mar	IL			30-Mar	
S435c1	USAF-0084V2	Realign Fairchild AFB, Spokane, WA	25-Mar	28-Mar	29-Mar	30-Mar	IL			30-Mar	
S307.1c1	USAF-0064V2	Close New Castle APT AGS, Wilmington, DE	26-Mar	29-Mar	30-Mar	31-Mar	IL			31-Mar	
S317c1	USAF-0123V2	Close Pittsburgh IAP ARS, PA	26-Mar	29-Mar	30-Mar	31-Mar	COBRA			31-Mar	
S319c1	USAF-0066V2	Close Mansfield Lahm MAP AGS, OH	26-Mar	29-Mar	30-Mar	31-Mar	COBRA			31-Mar	
S421c1	USAF-0083V2	Realign March ARB, Riverside, CA	26-Mar	29-Mar	30-Mar	31-Mar	IL			31-Mar	
S433c1	USAF-0120V2	Realign Robins AFB, Warner Robins, GA	26-Mar	29-Mar	30-Mar	31-Mar	IL			31-Mar	
S306Zc1	USAF-0063V2	Realign Andrews AFB, Camp Springs, MD	27-Mar	30-Mar	31-Mar	1-Apr	IL			1-Apr	
S432.1c1	USAF-0079V2	Close Portland IAP AGS, Portland, OR	27-Mar	30-Mar	31-Mar	1-Apr	IL			1-Apr	
S436c1	USAF-0080V3	Realign Birmingham IAP AGS, AL	27-Mar	30-Mar	31-Mar	1-Apr	IL			1-Apr	
S601c1	USAF-0125V2	Realign Indian Springs AFAF, NV	27-Mar	30-Mar	31-Mar	1-Apr	IL			1-Apr	
S705c2	USAF-0090V2	Realign Eglin AFB, Valparaiso, FL	27-Mar	30-Mar	31-Mar	1-Apr	IL			1-Apr	
S126.3	USAF-0113V3	Realign Hill AFB, Clearfield, UT	28-Mar	31-Mar	1-Apr	2-Apr	IL			2-Apr	
S322.1c1	USAF-0059V2	Realign Maxwell AFB, Montgomery, AL	28-Mar	31-Mar	1-Apr	2-Apr	IL			2-Apr	
S440c1	USAF-0124V2	Realign Dover AFB, DE	28-Mar	31-Mar	1-Apr	2-Apr	IL			2-Apr	
S901c2	USAF-0099V2	Realign Lackland AFB, San Antonio, TX (STAMP/STRAFF Missions Lackland AFB TX)	28-Mar	31-Mar	1-Apr	2-Apr	IL			2-Apr	
S904c1	USAF-0102V2	Establish USAF Logistics Support Centers (Langley/Scott AFB)	28-Mar	31-Mar	1-Apr	2-Apr	IL			2-Apr	
S907c2	USAF-0105V2	Establish F-15 Avionics CIRF	29-Mar	1-Apr	2-Apr	3-Apr	IL			3-Apr	
S908.2c1	USAF-0106V2	Establish F100 CIRF	29-Mar	1-Apr	2-Apr	3-Apr	IL			3-Apr	

As of 28 Mar 05, 1600

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DEPARTMENT OF THE AIR FORCE

WASHINGTON, DC 20330-1000

OFFICE OF THE ASSISTANT SECRETARY

APR 1 5 2005

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Mtg, 31 Mar 2005

Maj Gen Heckman called the meeting to order at 0845, 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. Maj Gen Heckman previewed the agenda and updated calendar (Slides 3-8). updated the status of Candidate Recommendations (Slides 9-12). Mr Pease discussed manpower as non-programmatic BRAC action vs programmatic regarding computation of savings (Slide 14). Note that references to deactivation of ANG wings are to be deleted, as BRAC is not relevant to the ultimate disposition of ANG wings.

briefed:

Close Bradley – Revisit S101Jc2 (Slides 16-34)
Close Hector S107Jc1 (Slides 35-46)
Realign Capital S128c1 (Slides 47-56)
Close Fort Smith S129c1 (Slides 57-67)
Close Great Falls S130c1 (Slides 68-77)
Close WK Kellogg S135c1 (Slides 78-85)

Upon deliberation, the BCEG approved, by consensus, S101Jc2, Close Bradley as a Candidate Recommendation subject to verification of manpower. The BCEG revised the Bradley IAP AGS Closure to a Realignment (Slide 24) and directed incorporation of justification details into the notes. The Candidate Recommendations to Realign Capital S128c1 and Close Fort Smith S129c1 were deferred for revisions. The Great Fall Closure (S130c1) was approved, by consensus, as a Candidate Recommendation. The WK Kellogg Closure (S135c1) was approved as a Candidate Recommendation over ANG objection pending written confirmation that ANG can reuse manpower savings.

Realign Rickenbacker S438c1 (Slides 87-93)
Realign Pittsburgh AGS S439c1 (Slides 94-96)

Upon deliberation, the Rickenbacker Realignment (S438c1) was cancelled due to it being a purely programmatic vice BRAC action. The Pittsburg Realignment (S439c1) was returned to the Scenario Development Team for re-running to revisit the manpower data.

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Following closing remarks by the co-chairs, the meeting adjourned at 1530. The next BCEG meeting is scheduled for 02 April 05 at 1300 in Pentagon Room 5C279.

BCEG Recorder

The minutes above are approved.

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

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

Attachments:
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[illegible]	[illegible]	DP DONE [illegible]	H DONE [illegible]	COBRA DONE [illegible]	IL [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
S312Jc1	Realign Luis Munoz IAP AGS, San Juan, Puerto Rico		24-Mar			TL			26-Mar	
S429c1	Realign Selfridge ANGB, Mt Clemens, MI	21-Mar			26-Mar	TL			26-Mar	
S439c1	Realign Pittsburgh IAP AGS, Pittsburgh, PA	21-Mar	24-Mar	25-Mar	26-Mar	TL			26-Mar	
S127c2	Close Richmond AGS, Sandston, VA	22-Mar	25-Mar			DP			27-Mar	29 Mar BCEO: to DP for manpwr
S135c1	Close W.K. Kellogg APT AGS, Battle Creek, MI	22-Mar	25-Mar	26-Mar	27-Mar	TL			27-Mar	
S141.2c1	Realign Elmendorf AFB, Anchorage, AK	22-Mar				IL			27-Mar	
S142c2	Close Otis ANGB, Falmouth, MA		25-Mar			IL			27-Mar	
S437c1	Realign Key Field AGS, Meridian, MS	22-Mar	25-Mar	26-Mar	27-Mar	TL			27-Mar	
S119Zc1	Realign Seymour Johnson AFB, Goldsboro, NC		26-Mar	27-Mar	28-Mar	Complete	24-Mar		28-Mar	Additional info req'd by BCEO
S128c1	Realign Capital AGS, Springfield IL	23-Mar	26-Mar	27-Mar	28-Mar	TL			28-Mar	
S132.2c2	Realign Mountain Home AFB, ID					IL			28-Mar	
S420c1	Close Grand Forks AFB, Grand Forks ND					IL			28-Mar	
S428c1	Realign Beale AFB, Marysville, CA	23-Mar	26-Mar	27-Mar	28-Mar	TL			28-Mar	
S134c1	Close Willow Grove ARS, Willow Grove JRB, [illegible]					IL			29-Mar	
S137.2	Realign Eielson AFB, Fairbanks, AK					IL			29-Mar	
S138c1	Realign Hancock Field AGS, Syracuse, NY	24-Mar				IL			29-Mar	
S321.3c1	Close Yeager APT AGS, Charleston, WV					IL			29-Mar	
S704c2	Close Kulis AGS, Anchorage, AK					IL			29-Mar	
S133c1	Close Lambert-St Louis IAP AGS, St Louis , MO	25-Mar				COBRA			30-Mar	
S316.1c1	Close Pope AFB, Fayetteville, NC	25-Mar				IL			30-Mar	

As of: 31 Mar 05, 1730

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CR Status
(page 3 of 3)

[illegible]	[illegible]	DP DONE [illegible]	H DONE [illegible]	COBRA DONE [illegible]	IL [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
S318.3	Close Niagara Falls ARS, NY	25-Mar				IL			30-Mar	
S434c1	Realign McGuire AFB, Wrightstown NJ	25-Mar				IL			30-Mar	
S435c1	Realign Fairchild AFB, Spokane, WA	25-Mar			30-Mar	TL			30-Mar	
S307.1c1	Close New Castle APT AGS, Wilmington, DE	26-Mar			31-Mar	IL			31-Mar	
S317c1	Close Pittsburgh IAP ARS, PA	26-Mar	29-Mar	30-Mar	31-Mar	TL			31-Mar	
S319c1	Close Mansfield Lahm MAP AGS, OH	26-Mar	29-Mar	30-Mar	31-Mar	TL			31-Mar	
S421c1	Realign March ARB, Riverside, CA	26-Mar			31-Mar	IL			31-Mar	
S433c1	Realign Robins AFB, Warner Robins, GA	26-Mar			31-Mar	IL			31-Mar	
S306Zc1	Realign Andrews AFB, Camp Springs, MD			31-Mar	1-Apr	IL			1-Apr	
S432.1c1	Close Portland IAP AGS, Portland, OR			31-Mar	1-Apr	IL			1-Apr	
S436c1	Realign Birmingham IAP AGS, AL	27-Mar	30-Mar	31-Mar	1-Apr	COBRA			1-Apr	
S601c1	Realign Indian Springs AFAF, NV	27-Mar		31-Mar	1-Apr	IL			1-Apr	
S705c2	Realign Eglin AFB, Valparaiso, FL		30-Mar	31-Mar	1-Apr	COBRA			1-Apr	
S126.3	Realign Hill AFB, Clearfield, UT		31-Mar	1-Apr	2-Apr	IL			2-Apr	
S322.1c1	Realign Maxwell AFB, Montgomery, AL	28-Mar	31-Mar	1-Apr	2-Apr	IL			2-Apr	
S440c1	Realign Dover AFB, DE	28-Mar	31-Mar	1-Apr	2-Apr	IL			2-Apr	
S901c2	Realign Lackland AFB, San Antonio, TX (STAMP/STRAPP Missions Lackland AFB TX)	28-Mar	31-Mar	1-Apr	2-Apr	IL			2-Apr	
S904c1	Establish USAF Logistics Support Centers (Langley/Scott AFB)		31-Mar	1-Apr	2-Apr	IL			2-Apr	
S907c2	Establish F-15 Avionics CIRF	29-Mar	1-Apr	2-Apr	3-Apr	IL			3-Apr	
S908.2c1	Establish F100 CIRF		1-Apr	2-Apr	3-Apr	IL			3-Apr	

As of: 31 Mar 05, 1730

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DCN: 11893

DEPARTMENT OF THE AIR FORCE

WASHINGTON, DC

MAY 2 2005

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Mtg, 19 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 2-5). He provided an IEC back brief to the BCEG. He noted an increase in Net Present Value Savings vs Net Present Value Costs.

briefed:
S121Zc2: Realign Luke AFB (Slides 7-13)
S130c1: Realign Great Falls IAP AGS (Slides 14-24)
S132.2c3: Realign Mountain Home AFB (Slides 25-35)
S133c2: Realign Lambert IAP AGS (Slides 36-48)
S137.3: Realign Eielson AFB (Slides 49-62)
S139c1: Realign Hulman APT AGS (no Slides)
S128c2: Realign Capitol APT AGS (no Slides)
S141.2c1: Realign Elmendorf AFB (Slides 63-69)
S142: Realign Nellis AFB (no Slides)

In deliberation, the BCEG discussed review of individual MDS scenarios to determine if there were any opportunities to consolidate linked Candidate Recommendations to produce operational and financial synergy. The BCEG determined, by consensus, that Candidate Recommendation S121Zc1: Realign Luke AFB should be consolidated with S129 Realign Ft Smith IAP AGS (no Slide). The resulting consolidated Candidate Recommendation was designated S129c2: Realign Ft Smith IAP AGS and forwarded to the ISG. The BCEG decided, by consensus, to forward Candidate Recommendations S130c1: Realign Great Falls IAP AGS and S132.2c3: Realign Mountain Home AFB to the ISG. The BCEG determined, by consensus, that Candidate Recommendation S133c2: Realign Lambert IAP AGS should be consolidated into S142 (now S142c3): Realign Nellis AFB (no slide) and forwarded to the ISG. The BCEG determined, by consensus, that Candidate Recommendation S137.3: Realign Eielson AFB should be forwarded to the ISG following review of COBRA cost data. Additionally, the BCEG determined, by consensus, to consolidate S139c1: Realign Hulman APT AGS (no Slide) into S128c2: Realign Capitol APT AGS (no Slide) and forward S128c2 to the ISG. The BCEG determined, by consensus, that S141.2c1: Realign Elmendorf AFB should be forwarded to the ISG.

briefed:
S200.2: Close Ellsworth AFB (Slides 70-87)
S311Zc2: Realign Reno-Tahoe IAP AGS (Slides 88-97)
S316.2: Realign Pope AFB (Slides 98-107)
S317.1: Close Pittsburgh ARS (Slides 108-116)

S318.3c1: Close Niagara Falls ARS (Slides 117-129)
S319.1: Close Mansfield Lahm MAP AGS (Slides 130-141)
S320c2: Realign Schenectady County APT AGS (Slides 142-148)
S321.3c2: Realign Yeager APT AGS (Slides149-158)
S324: Close Gen Mitchell ARS (Slides 159-166)
S325: Realign Boise Air Terminal AGS (Slides 167-174)
S704.2: Realign Kulis AGS (Slides 175-182)

In deliberation, the BCEG discussed revision of S200.2: Close Ellsworth AFB to incorporate changes in other Candidate Recommendations. This Candidate Recommendation will be reworked by the Scenario Team, be revisited as Candidate Recommendation 200.3, and presented at a future BCEG meeting. The BCEG determined, by consensus, that Candidate Recommendation S311Zc2: Realign Reno-Tahoe IAP AGS should be forwarded to the ISG. In discussion of Candidate Recommendation S316.2: Realign Pope AFB, the BCEG determined this CR should be reworked to incorporate Candidate Recommendations S321.3c2: Realign Yeager APT AGS and S317.1: Close Pittsburgh ARS. The BCEG determined, by consensus, to forward Candidate Recommendation S318.3c1: Close Niagara Falls ARS to the ISG. The BCEG determined, by consensus, to forward Candidate Recommendation S319.1: Close Mansfield Lahm MAP AGS to the ISG. The BCEG determined, by consensus, to forward Candidate Recommendation S320c2: Realign Schenectady County APT AGS to the ISG. The BCEG determined, by consensus, to forward Candidate Recommendation S324: Close Gen Mitchell ARS to the ISG. The BCEG returned Candidate Recommendation S325: Realign Boise Air Terminal AGS to the Scenario Team for incorporation in S200.3 Close Ellsworth AFB. Candidate Recommendation S704.2: Realign Kulis AGS was returned to the Scenario team for incorporation with S141 (not briefed), and will be returned to a future BCEG.

. 'riefed:
S421c2: Realign March ARB (Slides 183-194)
S432.1c2: Realign Portland (Slides 195-212)
S436c2: Realign Birmingham (Slides 213-225)
S437c2 Realign Key Field AGS (Slides 226-239)
S439c2: Realign Pittsburgh AGS (Slides 240-246)
S440c2: Realign Dover AFB (Slides 247-255)

Upon deliberation, the BCEG determined, by consensus, that Candidate Recommendations S421c2: Realign March ARB, and S432.1c2: Realign Portland should be moved forward to the ISG. Candidate Recommendations S436c2: Realign Birmingham, S437c2 Realign Key Field AGS and, S439c2: Realign Pittsburgh AGS were returned to the Scenario Team for further analysis. After further discussion, the BCEG decided to delete Candidate Recommendation S440c2: Realign Dover AFB.

briefed:
S800Jc1: Close Onizuka AFS (Slides 256-261)
S907c1: CIRF F-15 Avionics - Realign Langley AFB (Slides 262-267)

Upon deliberation, the BCEG determined, by consensus, that Candidate Recommendations S800Jc1: Close Onizuka AFS and S907c1: CIRF F-15 Avionics - Realign Langley AFB should be forwarded to the ISG.

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Following closing remarks by the co-chairs, the meeting adjourned at 1710. The next BCEG meeting is scheduled for 21 April 05 at 0830 in Pentagon Room 5C279.

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

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DRAFT DELIBERATIVE DOCUMENT – FOR DISCUSSION PURPOSES ONLY
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Candidate #USAF-0056V2 / S137.3
Realign Eielson AFB, Fairbanks, AK

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Candidate #USAF 0056V2 / 137.3 Errata

1. **Execute to complete in 2008**

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Candidate #USAF-0056V2 / S137.3
Realign Eielson AFB, Fairbanks, AK

Candidate Recommendation: Realign Eielson AFB. The 354th Wing's assigned A-10 aircraft will be distributed to the 917th Wing (AFRC), Barksdale AFB, Louisiana (3 PAA); 347th Wing, Moody AFB, Georgia (12 PAA); and to BAI (3 PAA). Its F-16 Block 40 aircraft will be distributed to the 57th Wing, Nellis AFB, NV (18 PAA). The ANG Tanker unit and rescue alert detachment remain. Realign base-level ALQ-184 intermediate maintenance from Moody into a ALQ-184 Centralized Intermediate Repair Facility (CIRF) at Shaw AFB, South Carolina. Realign base-level TF-34 engine intermediate maintenance from Shaw into TF-34 CIRFs at Moody and Bradley AGS CT. Realign a maintenance management position for ALQ-184 intermediate maintenance from Moody and a maintenance management position for TF-34 Engine intermediate maintenance from Shaw to the CIRF Logistics Support Center (LSC) Command and Control Cell at Langley AFB, Virginia.

Justification

- **Reduces expense of high cost base while retaining valuable training infrastructure**
- **Consolidates F-16 and A-10 aircraft fleets**

Military Value

- **Eielson (11) distributes F-16 force structure to Hill (14) (fighter MCI)**
- **Eielson (22) distributes A-10 force structure to Moody (11) (SOF/CSAR MCI)**
- **Retains large exercise capability**
- **Mil Judgment: Eielson's mil value is driven by the range and airspace which is being retained**

Payback

One-Time Cost:	$89M
Net Implementation Savings:	$613M
Annual Recurring Savings:	$199M
Payback Period:	Immediate
NPV Savings:	$2,494M

Impacts

- Criterion 6: Total Job Change: Reference Summary Chart
- 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: Nellis is in a non-attainment area for Carbon Monoxide (serious), Ozone (subpart 1), and PM10 (serious).

✓ 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 0056V2 / 137.3
EIT Summary Chart

137.3 EIT Report

Base	Total Estimated Job Change	Cummlative Direct	Cummulative Indirect	Job Change ROI Employment
Eielson AFB, AK	-4,711	-2,940	-1,771	-8.65%
Shaw AFB, SC	-40	-23	-17	-0.07%
Langley AFB, NC	4	2	2	0.00%
Barksdale AFB, LA	44	21	23	0.02%
Moody AFB, GA	530	313	217	0.80%
Nellis AFB, NV	1,033	627	406	0.12%

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Candidate #USAF 0056V2 / 137.3
Manpower

5-Apr-05

Source 30 Sept 03 UMD	285	2914	478	3677	559	283	2912	502	3697	557	282	2906	495	3683	564						
Source MAJCOM-Current/Projected 30 Sep 04	282	2906	474	3682	559	279	2904	497	3680	557	278	2896	488	3682	564	282	2906	494	3682	564	
(S137.3) Realign 18 PAA F-16 B40 to Nellis (AD)																275	2894	487	3682	564	
(S137.3) BOS assoc w/18 PAA F-16B40 to Nellis (AD)																-40	-541	0	-581		
(S137.3) Excess F16 Manpower (AD) (Manpower to AD BRAC Base X)																-3	-23	-20	-46		
(S137.3) BOS assoc w/excess F-16 B40 manpower (AD) (Manpower to AD BRAC Base X)																-14	-158	-15	-187		
(S137.3) Realign 3 PAA A-10 to BAI (Manpower to AD Non-BRAC Programmatic)																0	-8	-7	-15		
(S137.3) Realign BOS for 3 PAA A-10 (AD) (Manpower to AD Non-BRAC Programmatic)											-6	-61	0	-67		-6	-61	0	-67		
(S137.3) Realign 3 PAA A-10 to Barksdale AFRC (Manpower to AD BRAC Base X)											0	-3	-2	-5		0	-3	-2	-5		
(S137.3) Realign BOS for 3 PAA A-10 (AD) (Manpower to AD BRAC Base X)																-7	-61	0	-68		
(S137.3) Realign 12 PAA A-10 to Moody (AD)																0	-3	-2	-5		
(S137.3) Realign BOS for 12 PAA A-10 to Moody (AD)																-27	-245	-2	-274		
(S137.3) Realign other mission manpower to bases undetermined (includes 353 Combat Training Squadron & Arctic Survival Training) (AD) (Manpower to AD BRAC Base X for now)																-1	-11	-10	-22		
(S137.3) Realign BOS with other mission manpower moves (AD) (Manpower to AD BRAC Base X for now)																-43	-335	-22	-399		
(S137.3) Realign Support Manpower to AD BRAC Base X for use in other AD areas (includes medical)																-5	-31	-15	-51		
(S137.3) Manpower that can be considered savings with the deactivation of the AD wing--the only AD manpower left will be to keep the airfield in a "warm" status																-40	-357	-45	-442		
(S137.3) Increase Security, ECS and ATC due to ANG becoming host (Manpower from ANG BRAC Base X)																-80	-544	-212	-1116		
																0	35	31	66	82	
Adjusted Baseline	282	2906	474	3682	559	279	2904	497	3680	557	272	2832	486	3590	564	33	248	165	447	646	
COBRA Delta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-239	-2582	-319	-3140	82	

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Candidate #USAF 0056V2 / 137.3
Manpower

5-Apr-05

Source 30 Sept 03 UMD	534	3122	356	4012	33		534	3116	356	4006	33		534	3117	356	4007	33		534	3117	356	4007	33		
Source MAJCOM-Current/Projected 30 Sep 04	689	3098	356	4143	33		689	3098	372	4159	33		688	3097	372	4157	33		687	3089	372	4148	33		
(S137.3) Realign 12 PAA A-10 from Eielson (AD)																			27	245	2	274			
(S137.3) Realign BOS from Eielson (AD)																			1	11	10	22			
(S137.3) Realign ALQ-184 Manpower to Shaw (AD)													0	-23	0	-23			0	-23	0	-23			
(S137.3) Realign BOS assoc w/ALQ-184 to Shaw (AD)													0	-1	-1	-2			0	-1	-1	-2			
(S137.3) Savings assoc w/ALQ-184 to Shaw (AD)													0	-3	0	-3			0	-3	0	-3			
(S137.3) Realign ALQ-184 Maint Mgt to Langley (AD)													0	-1	0	-1			0	-1	0	-1			
(S137.3) Realign TF-34 engine from Shaw (AD)													0	43	0	43			0	43	0	43			
(S137.3) BOS assoc w/TF-34 from Shaw (AD)													0	2	1	3			0	2	1	3			
Adjusted Baseline	689	3098	356	4143	33	0	689	3098	372	4159	33	0	746	3976	410	5134	0	0	415	4044	291	4750	0		
COBRA Delta	0	0	0	0	0		0	0	0	0	0		60	879	38	977	-33		-332	76	-119	-375	0		

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Candidate #USAF 0056V2 / 137.3
Manpower

Source 30 Sept 03 UMD	925	5946	846	7717	0	926	5940	846	7712	0	930	5940	842	7712	0	930	5940	841	7711	0
Source MAJCOM-Current/Projected 30 Sep 04	932	5979	900	7811	127	933	5966	901	7830	172	937	5969	894	7820	178	937	6022	893	7852	185
(S125.1c2) Realign 7 PAA F-16 B40s from Cannon (AD)											18	220	3	241		18	220	3	241	
(S125.1c2) BOS assoc w/7 PAA F-16 B40s from Cannon (AD)																				
(S126.3c1) Realign F110 engine manpower to Hill (AD)											0	10	9	19		0	10	9	19	
(S126.3c1) BOS assoc w/F110 engine to Hill (AD)											0	-13	0	-13		0	-13	0	-13	
(S126.3c1) Savings assoc w/F110 engine to Hill (AD)											0	-1	0	-1		0	-1	0	-1	
(S133c2) Realign 9 PAA F-15C from Lambert (No additional AD manpower required due to new AD/ANG association, ref S311Z)											0	-5	0	-5		0	-5	0	-5	
(133c2) Plus 9 PAA F-15 from Lambert, Ops and Maint from ANG Assoc (ANG)																0	0	0	0	
(S133c2) BOS assoc w/9 PAA F-15 from Lambert (AD) (Manpower from AD BRAC Base X)																7	0	183	190	276
(S137.3) Realign 18 PAA F-16 B40 from Eielson (AD)																0	3	3	6	
(S137.3) Realign BOS from Eielson (AD)																40	541	0	581	
																3	23	20	46	
Adjusted Baseline	932	5979	900	7811	127	933	5966	901	7830	172	955	6200	906	8061	178	1005	6800	1111	8916	461
COBRA Delta	0	0	0	0	0	0	0	0	0	0	18	211	12	241	0	50	567	206	823	276

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Candidate #USAF 0056V2 / 137.3
Manpower

Source 30 Sept 03 UMD	1852	6725	1730	10307	178	1853	6724	1730	10307	178	1912	6724	1670	10306	178	1909	6724	1670	10303	178
Source MAJCOM-Current/Projected 30 Sep 04	1852	6564	1823	10239	290	1852	6563	1824	10239	291	1850	6561	1827	10238	291	1847	6561	1827	10235	291
(S141.2c1) Realign 24 PAA F-15C/D from Elmendorf (AD)																38	629	0	667	
(S141.2c1) BOS assoc w/24 PAA F-15C/D from Elmendorf (AD)																3	27	23	53	
(S141.2ef) Reduce 24 PAA F-15C/D manpower already in place at Langley (AD) (Manpower to AD Non-BRAC Programmatic)																-38	-629	0	-667	
(S141.2c1) BOS assoc w/reducing manpower for 24 PAA F-15C/D (AD) (Manpower to AD Non-BRAC Programmatic)																-3	-27	-23	-53	
(S137.3) Realign ALQ-184 Maint Mgt from Moody (AD)											0	1	0	1		0	1	0	1	

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Candidate #USAF 0056V2 / 137.3
One-Time Cost

(All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	32,080,000	
Total - Construction		32,080,000
Personnel		
Civilian RIF	7,245,947	
Civilian Early Retirement	351,346	
Eliminated Military PCS	8,821,620	
Unemployment	498,512	
Total - Personnel		16,917,424
Overhead		
Program Management Cost	9,463,771	
Total - Overhead		9,463,771
Moving		
Civilian Moving	1,492,508	
Civilian PPP	2,058,768	
Military Moving	7,499,340	
Freight	2,700,407	
Information Technologies	2,286,400	
One-Time Moving Costs	2,390,000	
Total - Moving		18,427,423
Other		
HAP / RSE	2,753,225	
Environmental Mitigation Costs	2,364,000	
One-Time Unique Costs	7,051,000	
Total - Other		12,168,225
Total One-Time Costs		89,056,843

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Candidate #USAF 0056V2 / 137.3
MILCON Summary

All values in 2005 Constant Dollars

Base Name	Total MilCon*	Milcon Cost Avoidence	Total Net Costs
Eielson AFB	0	0	0
Barksdale AFB	537,000	0	537,000
Moody AFB	9,767,000	0	9,767,000
Nellis AFB	18,493,000	0	18,493,000
BASE X (AIR FORCE)	0	0	0
Shaw AFB	3,283,000	0	3,283,000
Langley AFB	0	0	0
Martin State APT AGS	0	0	0
Selfridge ANGB	0	0	0
Bradley IAP AGS	0	0	0
Barnes MPT AGS	0	0	0
Totals:	32,080,000	0	32,080,000

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

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Candidate #USAF 0056V2 / 137.3 MILCON

MilCon for Base: **Barksdale AFB, LA** (AWUB)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab	Rehab Type	Rehab Cost*	Total Cost*
1412	Aviation Operations Building	SF	0	n/a**	1,533	Default	n/a**	314
2116	Aircraft Maintenance Shop, Depot	SF	0	n/a**	1,033	Default	n/a**	223

Total Construction Cost:	537
- Construction Cost Avoid:	0
Total Net Milcon Cost:	537

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Candidate #USAF 0056V2 / 137.3 MILCON

MilCon for Base: **Moody AFB, GA** (QSEU)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab	Rehab Type	Rehab Cost*	Total Cost*
2112	Aircraft Maintenance Shop	SF	17,461	n/a**	0	Default	n/a**	3,946
2113	Aircraft Corrosion Control Hangar	SF	4,200	n/a**	0	Default	n/a**	1,427
2151	Weapon Maintenance Shop	SF	2,875	n/a**	0	Default	n/a**	520
2162	Ammunition Maintenance Shop, Depot	SF	722	n/a**	0	Default	n/a**	145
2184	Parachute And Dingy Maintenance Shop	SF	3,568	n/a**	0	Default	n/a**	740
7220	Dining Facility	SF	1,897	n/a**	0	Default	n/a**	569
7371	Nursery and Child Care Facility	SF	1,343	n/a**	0	Default	n/a**	290
2111	Aircraft Maintenance Hangar	SF	4,543	n/a**	0	Red	n/a**	1,263
6100	General Administrative Building	SF	2,516	n/a**	0	Default	n/a**	449
7362	Religious Education Facility	SF	475	n/a**	0	Default	n/a**	99
7417	Recreation Center	SF	1,618	n/a**	0	Default	n/a**	319

Total Construction Cost:	9,767
- Construction Cost Avoid:	0
Total Net Milcon Cost:	9,767

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Candidate #USAF 0056V2 / 137.3
MILCON

MilCon for Base: **Nellis AFB, NV** (RKMF)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab	Rehab Type	Rehab Cost*	Total Cost*
1711	General Purpose Instruction Building	SF	12,533	n/a**	0	Default	n/a**	3,639
2111	Aircraft Maintenance Hangar	SF	5,898	n/a**	0	Default	n/a**	2,467
2113	Aircraft Corrosion Control Hangar	SF	5,013	n/a**	0	Default	n/a**	2,562
2171	Electronic and Communication Maintenance	SF	4,213	n/a**	0	Default	n/a**	1,176
2181	Installation Support Vehicle Maintenance	SF	2,984	n/a**	0	Default	n/a**	871
2184	Parachute And Dingy Maintenance Shop	SF	2,447	n/a**	0	Default	n/a**	763
6100	General Administrative Building	SF	5,519	n/a**	0	Default	n/a**	1,482
7220	Dining Facility	SF	1,991	n/a**	0	Default	n/a**	898
7362	Religious Education Facility	SF	668	n/a**	0	Default	n/a**	209
7371	Nursery and Child Care Facility	SF	1,819	n/a**	0	Default	n/a**	590
7417	Recreation Center	SF	2,264	n/a**	0	Default	n/a**	672
7421	Indoor Physical Fitness Facility	SF	3,639	n/a**	0	Default	n/a**	1,129
1721	Flight Simulator Facility	SF	5,898	n/a**	0	Default	n/a**	2,035

Total Construction Cost:	18,493
- Construction Cost Avoid:	0
Total Net Milcon Cost:	18,493

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Candidate #USAF 0056V2 / 137.3
MILCON

MilCon for Base: **Shaw AFB, SC** (VLSB)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab	Rehab Type	Rehab Cost*	Total Cost*
2171	Electronic and Communication Maintenance	SF	18,105	n/a**	0	Default	n/a**	3,283

Total Construction Cost:	3,283
- Construction Cost Avoid:	0
Total Net Milcon Cost:	3,283

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DCN: 11893

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] offered:

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)

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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)

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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

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Candidate #USAF-0047V2 / S131c4
Realign Springfield-Beckley MPT AGS, OH

Candidate Recommendation: Realign Springfield-Beckley Municipal Airport AGS. The 178th Fighter Wing's (ANG) F-16 Block 30 aircraft will be distributed to the 132d Fighter Wing (ANG), Des Moines IAP AGS, Iowa (9 PAA); 140th Wing (ANG) Buckley AFB, Colorado (3 PAA) and to the 149th Fighter Wing (ANG) Lackland AFB, Texas (6 PAA). The wing's ECS elements, 251st Combat Communications Group (ANG), and 269th Combat Communications Squadron (ANG) will remain in place. Firefighter positions will move to Rickenbacker AGS, OH.

Justification

- Eliminates excess infrastructure
- Realigns F-16 fleet consistent with the force structure plan
- Realigns force structure in support of potential Homeland Defense mission (Des Moines)
- Optimizes ANG F-16 FTU squadron (Lackland)
- Retains expeditionary mission capability in place

Military Value

- Springfield-Beckley (128) realigns F-16s to Lackland (47), Buckley (64), Des Moines (137)
- Mil Judgment: Des Moines can support Homeland Defense mission
- Enables FAA to better serve National Airspace requirements (eliminates Buckeye MOA)

Payback

One-Time Cost:	$11M
Net Implementation Cost:	$ 8M
Annual Recurring Savings:	$0.9M
Payback Period:	17 yrs/2024
NPV Savings:	$0.7M

Impacts

- Criterion 6: Total Job Change: -440 (direct: -291, indirect: -149); Job Impact: -0.65%
- 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: 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-0056V2 / S137.3c1
Realign Eielson AFB, Fairbanks, AK

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Candidate #USAF-0056V2 / S137.3c1 Errata

1. Add in annual BOS contract cost.

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Candidate #USAF-0056V2 / S137.3c1 Realign Eielson AFB, Fairbanks, AK

Candidate Recommendation: Realign Eielson AFB. The 354th Wing's assigned A-10 aircraft will be distributed to the 917th Wing (AFRC), Barksdale AFB, Louisiana (3 PAA); 347th Wing, Moody AFB, Georgia (12 PAA); and to BAI (3 PAA). Its F-16 Block 40 aircraft will be distributed to the 57th Wing, Nellis AFB, NV (18 PAA). The ANG Tanker unit and rescue alert detachment remain. Realign base-level ALQ-184 intermediate maintenance from Moody into a ALQ-184 Centralized Intermediate Repair Facility (CIRF) at Shaw AFB, South Carolina. Realign base-level TF-34 engine intermediate maintenance from Shaw into TF-34 CIRFs at Moody and Bradley AGS CT. Realign a maintenance management position for ALQ-184 intermediate maintenance from Moody and a maintenance management position for TF-34 Engine intermediate maintenance from Shaw to the CIRF Logistics Support Center (LSC) Command and Control Cell at Langley AFB, Virginia.

Justification

- Reduces expense of high cost base while retaining valuable training infrastructure
- Consolidates F-16 and A-10 aircraft fleets

Military Value

- Eielson (11) distributes F-16 force structure to Hill (14) (fighter MCI)
- Eielson (22) distributes A-10 force structure to Moody (11) (SOF/CSAR MCI)
- Retains large exercise capability
- Mil Judgment: Eielson's mil value is driven by the range and airspace which is being retained

Payback

One Time Cost:	$141M
Net Implementation Savings:	$594M
Annual Recurring Savings:	$229M
Payback Period:	Immediate
NPV Savings:	$2,781M

Impacts

- Criterion 6: Total Job Change: - 4,711 (direct: - 2,940, indirect: - 1,771) 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: Nellis is in a non-attainment area for Carbon Monoxide (serious), Ozone (subpart 1), and PM10 (serious).

✓ 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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Eielson AFB BRAC 2005 COBRA Output Comparison

Initial Recommendation Compared to Increased Population Scenario 1

Assumptions:

1. Additional 400 personnel to support Combat Training Squadron and Artic Survival School.
2. Requirement for retaining additional 286 units of housing.

Scenario Concerns: There is no way, with available data, to estimate additional

1. personnel support facilty requirements - schools, fitness, religious, etc.
2. mission support facilities - vehicle maintenance, security, logisitcs, etc.
3. sustainment and base operating costs.

General Concern: There is not way to estimate the additional costs or personnel needed to retain a larger portion of the installation as a "warm base."

COBRA Summary Results Comparison					
	$ in Millions				
Scenario	**20-Year NPV**	**Payback Period**	**1-Time**	**Total (2006 - 2011)**	**Annual**
Recommendation*	-$2,780.0	Immediate	$141.4	-$594.0	-$229.4
400 Enlisted & 286 Housing	-$2,294.0	Immediate	$138.5	-$470.1	-$191.2
Change	***$486.0***	***None***	***-$2.9***	***$123.9***	***$38.2***

* USAF 0056V2 137.3c1 4/27/2005 7:11:22 PM

DCN: 11893

Bullet Background Paper on Elmendorf AFB (EDF) ability to host Cope Thunder

ASSUMPTIONS:
- Full-sized Cope Thunder, equaling 80 to 100 aircraft and associated 2,500 personnel
- Up to Six Cope Thunders per year
- Average of four Dissimilar Air Combat Tactics (DACT) deployments hosted at EDF per year will continue
    -- Supporting F-15C training
    -- 8 to 10 aircraft and 100 to 150 personnel
    -- Approximately 16 to 20 sorties per day
- 90 FS (F-15E) aircraft and personnel are removed per BRAC-2005 realignment plan
- F/A-22 unit established at EDF
    -- F/A-22 unit occupies vacated 90 FS facilities
- C-17 aircraft and unit(s) established/517 AS (C-130) unit removed
    C-17 unit occupies vacated C-130 unit's facilities
- No money to move all C2, ACMI, Threat Simulator Control, and Weapons Scoring capability to EDF
- Operations and Maintenance Contractor resides on/about Eielson AFB
    -- Daily travel to ranges sites required to operate threat simulators
    -- Daily travel to ranges to refuel, and repair range equipment
- Range Maintenance (build/repair/upgrade bombing targets), either active duty Civil Engineers or Contractors will be on/near Eielson AFB

POSITIVES:
- Consolidated Cope Thunder Staff
- Larger quantity of, and closer proximity to EDF of off-base hotels
- More off-duty attractions/tourist opportunities
- Generally less harsh weather conditions in winter
- Close proximity to parent organization, 611 AOG & 11 AF
- Easier to integrate DMO/DMT into Cope Thunders perhaps with existing F-15 equipment

NEGATIVES:
- 385 on-base billeting spaces, versus 750 at Eielson AFB
- Limited on-base housing for active duty personnel
    -- Sky-rocketing housing costs off-base
        --- Little growth capability for new-housing construction within reasonable commute distances
- Possible higher overall weather-related sortie attrition
    -- Marine climate affects of Fog and Overcast Ceilings
- Limited ramp-space for visiting units
    -- Capped at XXXX Fighter parking spots
- Ongoing Cope Thunder Facility renovation based on current mix of participants—roughly 30% at EDF, with a maximum of YYYY EDF participants
    -- It coalesces current operations where participants are housed in 6 separate buildings, however not designed to support an 80 to 100 aircraft-sized exercise

-- Maintenance personnel will still be housed/operate out of random/scattered Facilities
-- Renovation does not account for mission planning area(s) large enough for 80 to 100 aircraft sized operations
- Limited hanger space
-- 3 WG units fully utilize existing Hanger 1 and 2
--- No MILCON to replace Hanger 1or 2, nor add additional hangers
-- Hanger 4 shared with other 3 WG tenants and too small for major aircraft repairs/storage of equipment
- Lost/Competing live ordnance loading capability
-- Only four live-load areas—hot pads 21-24
--- If tankers and airlift on pads, no live loading
- 30 to 45 minute flight to/from CT airspace
-- Refueling Tankers WILL BE required for most all aircraft to accomplish a Mission
-- There isn't enough tankers in the world to dedicate to six Cope Thunders per year
--- Ops Tempo of Tanker will drive participation
-- Tankers now only augment for aircrew training, emergency fuel reserve, and a select few aircraft desiring longer on-station times
-- Most foreign fighters will be not be able to participate unless bringing own tankers or are trained/compatible with USAF Tanker capabilities
--- Mirage, GR-1, F-18s, F-16s, etc. are fuel limited
-- Boom time becomes limiting factor in generating large packages
-- Too many tankers and tracks will shrink available fight space
-- UAVs will need to be forward deployment to Eielson AFB
- Operations and Maintenance Contractor dislocated from serving customer (Cope Thunder)
-- Need a Quality Assurance Staff at EIL or spend lots of time TDY
-- Significant impact on partnering and ability to respond to time-sensitive tasks
--- Flexibility far more difficult to work in parallel in achieving the needed exercise objectives
---- Schedules, tasks, scenarios always change rapidly in accommodating exercise objectives and providing leading edge training
- Loss of dual-base operations
-- More realistic to operations within most war-time theaters
--- Mission Planning, coordination, execution, C2 from/over multiple locations are the norm and need to trained to
- Very limited exercise C2 capability currently
-- Relies on ACMI and one Radar feed
--- Both circuits are single commercial line—single point of failure
- Visiting DACT competes for Cope Thunder facilities, ramp space, and hanger spaces
-- Full-sized Cope Thunder operations eliminates simultaneous DACT visits
--- Will impact 3 WG training (F-15C and/or F/A-22)

DCN: 11893

- Lost Range Control capability
    - -- No real-time Special Use Airspace Information Service (SUAIS)
        - --- A 1995 Environmental Impact Statement requirement
        - --- A habitual aspect civilian aviation assets have become accustomed
            - ---- Increased hazards to both military and civilian aviation
- Lost habitual relationship between Eielson-based Cope Thunder and Ft. Wainwright units
    - -- Decreased Joint training opportunities
    - -- Increased miss-understandings regarding joint range usage/scheduling as well as Repair/upgrade
- Lost capability to sponsor foreign/joint ground forces such as Manpad/TACP teams
    - -- Foreign units require significant care and feeding to ensure safety on-range, sufficient logistical support, and overcome language barriers
        - --- Can be accomplished with enough Cope Thunder personnel sent TDY to host/serve as in current roles
    - -- CSAR and Special Forces sponsorship similar to Manpad/TACP issues
- Will ANC Center and ANC Approach be able support an additional 160 to 200 sorties per day?

ASSESSMENT OF EIELSON AFB COBRA ANALYSES
July 2005

Introduction: An assessment of four COBRA analyses that included possible BRAC 2005 recommendations for Eielson AFB was performed by Public Private Solutions Group, Inc. These analyses were completed by the Air Force analysis team during the deliberative portion of the BRAC 2005 process and included:

- S-124 (Jan. 17, 2005)
- S-137 (Feb. 9, 2005)
- S-137.1 (Feb. 18, 2005)
- S-137.3c1 (Apr. 27, 2005)

The purpose of the assessment was to provide additional insight into the process, not simply the result, of the Air Force's conclusion to remove force structure from Eielson AFB and recommend it for "warm basing." The final scenario reviewed (S-137.3c1) is the COBRA analysis used to justify the Secretary of Defense's recommendation to the BRAC Commission. While review of the four analyses did provide additional insight into the process, it could not identify the timing of the most significant change made as the earlier scenario evolved into the Secretary's recommendation – a dramatic increase in the 20-Year Net Present Value (NPV) between Feb. 18 and Apr. 27. The lack of scenarios numbered S-137.2 and a S-137.3 makes it appear the Air Force completed additional COBRA analyses that have not been released to the BRAC Commission, general public or in response to a Congressional request for them. Those iterations – and any variations upon them, i.e., 2c1,2 or 3c1, etc., may hold the key to understanding the timing of actions that more than doubled the 20-year savings projection for the recommended action that make it "too good" a deal to not take. If timing can be linked to the evolution of DoD pressure on the Services to "find savings," this information could be used to further strengthen the community's argument to the BRAC Commission that the DoD recommendation for Eielson AFB should be rejected.

Scenario Overviews: This section provides a summary and initial impression of each COBRA analysis.

S-124 Eielson to Barksdale AFB, LA (Jan. 17)
Net Present Value (NPV): $36.4 Million Cost **Payback**: Never

- No type or number of aircraft designated.
- Only 669 personnel designated to relocate and no personnel eliminated.
- Personnel from NAS New Orleans were included the move.
- MILCON was "apportioned" to Eielson, but no information about how – or with whom it was shared – was included.
- $2 Million was programmed for Barksdale AFB in FY 2009 and FY 2010.
- No savings were generated at Eielson even though it was coded as a "closure."

The action appears to be a "unit move" (small number of personnel), but coded Eielson for closure. It is likely the Air Force was testing assumptions and attempting to determine how far Eielson assets could be moved and generate savings. This type of macro assessment and/or sensitivity analysis is not unusual in an Air Force approach to initial BRAC analyses. However, such analyses are normally completed toward the beginning of a BRAC deliberative process – in

this case in late 2003 or early 2004 at the latest – and not so close to the end. In fact, based on the late-2004 guidance to Services to deliver their recommendations to DoD in the final week of January 2005, this scenario was generated almost at the last minute. This suggests the scenario may have been an early attempt by the Air Force to respond to the beginning of DoD pressure to generate scenarios that saved money. The fact that the Services did not generate sufficient savings in late January has been suggested as the primary reason the late-January deadline for submissions of recommendations to DoD was changed. Also, the scenario indicates the MILCON was "apportioned." This was an accepted practice in previous BRAC rounds, but the way costs were apportioned was significantly different. In prior rounds, costs were apportioned across actions in the same scenario. In this BRAC round, some of the apportioned costs were attributed to actions generated by installations/activities in different scenarios. The effect of the new method is to allow some costs to be "buried" in actions with large savings thus allowing savings in costly scenarios to be maximized by moving costs onto other actions. Arguably, this practice could be considered to violate the BRAC statute since the legislation requires the Secretary of Defense to evaluate all installation equally. Considering all costs within some recommendations, but not in all, does not consider all installations equally since some were "fully burdened" and others were not.

This COBRA scenario is the only one projecting Barksdale AFB as the only receiver for Eielson AFB personnel.

S-137 A-10s are realigned to Barksdale and Moody AFBs and BAI as in the recommendation to the BRAC Commission. F-16s from Cannon AFB are realigned to Eielson AFB. (Feb. 9)

Net Present Value (NPV): $14.3 Million Cost **Payback**: 100+ Years

- Only 473 personnel realigned; no personnel eliminations.
- Scenario did not close installation.
- Issue with ANG Range Control and Tanker unit retained, but identified as "Issue."
- No F-16s realigned, but aircraft gained from Cannon AFB.
- No costs included associated with Cannon gains. Attributed to Cannon scenario. Incomplete modeling of costs/savings of actions.
- Action programmed for FY 2009.
- All MILCON programmed for FY 2007.

The action is an incomplete model since it assumes addition of F-16s from Cannon, but includes no costs to for their beddown. It appears to be a plan to unload some of the aircraft activity and attempt to derive savings from incremental shutdown of facilities, not close the base. Realignments with MILCON that are not associated with savings fairly guarantee long payback periods.

S-137.1 A-10s are realigned to Barksdale and Moody AFBs and BAI as in the recommendation to the BRAC Commission. F-16s are realigned to Nellis AFB, NV and the F-16s from Cannon AFB are diverted to Hill AFB, UT. (Feb. 18)

Net Present Value (NPV): $1.2 Billion Savings **Payback**: 3 Years

- Moves all aircraft except ANG Tanker unit.
- Scenario "essentially" closes installation by shutting down majority of facilities.

- Concept of "warm basing" introduced since mothball authority was not available.
- Leaving the ANG Range Control and Tanker activities identified as "Issue."
- Action programmed for FY 2009.
- All MILCON programmed for FY 2007.
  - ~ $5.5 Million at Moody AFB for 12 A-10s.
  - ~ $96 Million at Nellis AFB for 18 F-16s.

The scenario is the first to model what is, essentially, a closure of the installation. Of particular note, is that the MILCON requirement appears to be huge, especially for installations already hosting similar aircraft. In the recommendation version of this scenario, construction costs were reduced by about 70%. This may have resulted from the DoD Red Team criticism of the Air Force trying to use BRAC to obtain MILCON funds through other-than the normal process. Additional discussion of this option is included in a section discussing all the S-137 series COBRA scenarios.

S-137.2 Unavailable.

S-137.3 Unavailable.

S-137.3c1 Recommendation Scenario. A-10s are realigned to Barksdale and Moody AFBs and BAI as in the recommendation to the BRAC Commission. The F-16s are realigned to Nellis AFB, NV. (Apr. 27)

Net Present Value (NPV): $2.8 Billion Savings **Payback**: Immediate

- Reflects "force structure harvesting" – savings taken upon realignment , but not "bought back" at gaining installation.
- Moves or eliminates all personnel and aircraft except ANG Tanker unit and converts support to contractor.
- Retains intent to "warm base."
- Action programmed for FY 2009.

As with the in the S-37.1 scenario, all the MILCON was programmed for FY 2007. This represents a very aggressive schedule for construction. Even though the MILCON program was reduced from $104 to $32 Million – 93% from Feb. 18 scenario – planning for all construction to be completed so quickly is not the norm.

S-137 Series Discussion:

It appears the initial effort (Jan 17) by the Air Force was to "unload" Eielson AFB of A-10s and leave the other aircraft and ANG units in place, but the financial implications were unacceptable.

The second option (Feb 9) was to unload the A-10s, but add F-16s. Even with no costs associated with the F-16s from Cannon, the unrealistic front-loading of all MILCON in FY 2007, and personnel moves in FY 2009, the payback period equaled 100+ years.

The third option (Feb 18) was to essentially mothball Eielson. This approach moved all the A-10s and F-16s, but left the ANG KC-135 unit and range operations. As in the Feb. 9 scenario, all MILCON was planned in FY 2007. This was particularly unrealistic given the size of the program – more than $104 Million. Moreover, the distribution of the MILCON is unusual.

Nellis AFB MILCON was programmed for ~$96 Million to support 18 F-16s or about $5.3 Million/aircraft while Moody AFB was programmed for only $5.5 Million to support 12 A-10s or about $458,000/aircraft. The majority of MILCON for Nellis AFB is "mission related." As noted in the foregoing, the overall program was reduced dramatically in the evolution of the scenario from $104 to 32 Million, probably in response to the DoD Red Team criticism of the Air Force on April 18 for "using BRAC only to move aircraft and gain MILCON funding...."

The S-137 COBRA was reworked between its first iteration on Feb. 9 and Apr. 27 when the recommendation was "locked in" as version S-137.3c1. It is clear the more than doubling of the 20-year savings resulted from "harvesting" force structure positions at Eielson AFB and not "buying back" personnel required to operate, maintain and support aircraft at receiving locations. However, the timing can not be determined precisely given the absence of at least two versions/iterations of S-137 as it was developed – S-137.2 and S-137. The addition of over 1,100 personnel position eliminations was as significant factor in the dramatic increase in the NPV.

Another factor that increased the NPV was reduction of MILCON projections by $62 Million, or about 70%. As previously noted, this reduction seems to coincide with DoD Red Team criticism the Air Force was using the BRAC process to obtain MILCON through other-than the normal process.

Finally, several unrelated maintenance actions associated Langley, Shaw, and Moody AFBs and Bradley Air Guard Station, CT, were "bundled" into S-137.3c1, probably to hide their costs or long payback period. Their inclusion appears to be in conflict with the Red Team's guidance on March 25, 2005 direction "actions that are independent of each other should not be lumped together into the same candidate [recommendation]." This type of action was specifically criticized as a "misuse of BRAC" by the DoD Red Team on March 14, 2005.

Conclusion: The evolution of the Eielson AFB COBRA analyses contains many understandable – and many questionable – developments. The combination of changing underlying assumptions about the requirements – personnel, force structure realignments and construction requirements – and the date Eielson appeared to become a candidate for adverse BRAC action is questionable. All indications are that the Air Force decided – at some point – that Eielson AFB should be drawn down to minimum personnel and activity levels. Following that decision, the Air Force aggressively "worked the numbers" to obtain a satisfactory cost/savings relationship. It appears the warm basing/mothballing of Eielson AFB was not driven by military value considerations, but rather by the pursuit of savings needed to enable other, more costly actions.

DCN: 11893

F-16s, Strykers will train and deploy together

BY: Elizabeth Rees, Inside the Air Force
07/11/2005

The Air Force and Army are developing a prototype force package of F-16 fighter aircraft and Stryker ground vehicles that will train and deploy together, testing a new joint construct that demonstrates how U.S. military forces could prepare for combat and fight in the future.
The Joint Mission Capability Package is a "capabilities-based force package composed of fielded weapons systems with interoperable information network equipment," Col. Louis Durkac, who is leading the development of the "Joint MCP," told Inside the Air Force this week. Durkac is the Air National Guard assistant to the director of requirements at Air Combat Command headquarters, Langley Air Force Base, VA.

Durkac and his team at ACC, along with the Army's Stryker program management office, are drafting a concept of operations for the Joint MCP, and are heavily involved in planning for the prototype package.

The mission package now in development will pair a number of Air Force F-16C+ fighter squadrons with an Army Stryker Brigade Combat Team into a single joint force package that will train and deploy together. The F-16C+ is an upgraded version of the F-16C.

Individual units, still to be determined, will be assigned to a specific joint package so the given components' Air Expeditionary Force rotation lines

up with the Army's Operation Iraqi Freedom rotation, Durkac said.

The F-16C+s and Strykers were selected for the prototype Joint MCP because they each already share interoperable communication and navigation equipment.

According to Durkac, the concept came to life as a result of several factors, including the emergence of network-centric warfare as the key to future combat as well as the latest strategic guidance issued by the Office of the Secretary of Defense, which says joint interdependency is expected to be a linchpin for future combat operations. "As all those things started to come together, we started saying, 'Well, the strategic guidance tells us to do this; we have the capability right now with these [F-16 and Stryker] systems; and this is the way it's being envisioned in the future with network-centric warfare,'" the colonel said. "So, why don't we provide a prototype for the future and use this, not only to increase mission effectiveness but as a prototype of the future force, and learn all those lessons and develop all those capabilities?"

The Air Force's F-16C+ is operated mostly by Air National Guard and Air Force Reserve pilots, and the 2005 base realignment and closure round, which makes big changes to the service's reserve installations, could interfere with some Joint MCP plans. Once the BRAC process is complete, however, some of the remaining F-16C+ squadrons are slated to be lined up with a Stryker team to create the first joint force capability package.

A so-called "wildcat prototype" of a Joint MCP -- in other words, an operationally significant number but still a relatively small test batch -- could deploy as soon as next summer, Durkac said.

ACC's Joint Strike Fighter office already is involved in the Joint MCP program as it aims to

achieve interoperability with the Army's Future Combat System. "They're looking at all our lessons learned along the way to make sure that when they develop their interoperability, they build it right from the beginning," Durkac said.

In the future, the military would like to operate under a true joint fires umbrella, where any air asset could show up and effectively support any ground operation. But that combat reality might be a long way off, so Joint MCPs are being built as a stop-gap solution, Durkac said.

"We're looking at it from the other end of the spectrum, saying, 'Wouldn't it be a lot better if you knew who was going to show up and you trained with them all the time?'" he said. "Obviously we'd like to get to the joint fires capability where . . . anybody can show up and it works seamlessly. Practically, we think that may be a long way off."

Durkac said the first meeting on the Joint MCP concept was held in April, although he has been working on the idea for more than a year.

Originally, there was little interest in the joint force package, according to the colonel. "Everybody had their own programs that they were working, and this was just something new," he said, noting the buy-in to the concept has increased dramatically since then.

Fairbanks Daily News-Miner

Room to roam

By SAM BISHOP News-Miner Washington Bureau

Sunday, July 10, 2005 - WASHINGTON--Kristine Tupper was napping on a couch with her cat last summer when a sonic boom from a military jet hit her cabin.

"I still have all the claw marks on my side," she said.

At times each summer, when military exercises are in full swing, the booms regularly interrupt the quiet at the two-story cabin near Central that Tupper's husband, Gary, built over the past 15 years and where they have lived full-time since 2002.

Such booms may become more frequent if the military's plan for Eielson Air Force Base gains the approval of an independent commission this summer. But the subject is surrounded with uncertainty because there has been no information released beyond a few broad statements by top military leaders.

In mid-May, at one of the first meetings of the Base Realignment and Closure Commission in Washington, D.C., both the chief of staff and the acting secretary of the Air Force said they saw a new role for Eielson. Instead of supporting a resident contingent of F-16s and A-10s, they envisioned Eielson and its vast nearby airspace hosting year-round training exercises for fighters based elsewhere in the nation and world.

Since then, News-Miner questions about the specifics of this broad vision and how existing limits on airspace usage might limit it have been sent up the Air Force public affairs chain but not answered.

Those existing limits are detailed and extensive, the result of a lengthy public review and environmental impact study the Air Force conducted in the mid-1990s. Whether the new vision would increase the size of the military's exercises or put them over the airspace usage limits in existing regulation isn't clear to observers outside the Air Force.

"They could put a lot of airplanes out in that airspace" even without changes in the current regulations, said Mike Vivion of Fairbanks, chairman of the nonprofit group Alaska Aviation Safety Foundation.

In addition to the Tuppers' concerns about noise, Vivion adds his concern about the safety issues raised by an increased exercise schedule.

"If that were the case, from the perspective of the civilian flying community, I think it would have some ramifications for safety and convenience," he said.

However, officials have worked very closely with civilian pilots since the Air Force designated nine "military operating areas" in the mid-1990s, Vivion added.

"I'll give the military all kinds of credit," he said. "They've worked hard to make this joint-use airspace."

If the Air Force does want to ramp up training flights beyond today's regulations, though, it likely would need to complete some kind of environmental review, said Derril Bergt, an airspace specialist with the Federal Aviation Administration in Anchorage.

Whether that would be a less-extensive environmental assessment or a full-blown environmental impact statement can't be determined without first seeing a specific proposal.

Until then, the "record of decision" signed by Secretary of the Air Force Sheila Widnall in 1997 sets the rules.

"That is gospel," Bergt said.

Rules to follow

The gospel according to the U.S. Air Force is this:

* Above 60,000 square miles of Alaska, including the sky over the Tuppers' cabin near Central, the Air Force has designated nine operating areas and three restricted areas.

* The operating areas do not give the military exclusive use; only the restricted areas do that, and even then private pilots can get permission to fly through them when not in use.

* But the operating area designation does give the military more freedom. In such areas, military jets can exceed 250 knots at elevations below 10,000 feet, something not allowed for civilian planes except large jets during take offs. The military jets can also maneuver abruptly and fly close to other aircraft, again not actions generally allowed.

Eielson's A-10s and F-16s fly regularly outside the operating areas. But when outside the boundaries, they must observe the same rules as civilian planes.

* Inside the operating area boundaries, the military has numerous complicated restrictions. For example, in a triangle-shaped area fanning out south and west of Eagle, part of the Yukon area, the flights must stay 2,000 feet above ground level. Farther north, in a narrow rectangle east of Fort Yukon, they must stay above 5,000 feet. But in much of the remainder of Yukon, including the space above the Tupper's cabin, their floor is 100 feet.

*Many of the regulations govern what are known as the "major flying exercises," such as Cope Thunder. These exercises can involve up to 200 flights, or "sorties," each day between 7 a.m. and 10 p.m.

*But existing rules permit only six major exercises a year. The exercises cannot average longer than 10 days or extend beyond 15 days in any single case. And each must be separated by two weeks. The exercises must cover no more than two weekends in any given quarter of the year. And no major exercises can be held for one week on either side of July 4, during September because of hunting season or in December and January.

These restrictions leave far less than the "360" days a year that Air Force Chief of Staff Gen. John Jumper in May told the BRAC Commission could be available.

However, Vivion said, the rules still leave a lot of room for growth. The Air Force, to date, has never had more than four major exercises in a year, he said. In addition, the Air Force could simply fly below the regulations' cap on the number of planes used in a "major flying exercise."

"If they're one airframe shy of that number, you could still have a lot of airplanes thrashing around out there and not have it considered a major flying exercise," he said.

One obstacle to additional exercises in the past has been the lack of warm hangars, Vivion said.

"They did a March Cope Thunder one time and they had a lot of problems because they didn't have enough hangar space," he said. "I suspect that's part of what they're looking at--we get rid of the fighters that are living there so we can use all of that space."

The Air Force did not respond to a News-Miner question about whether that was the case.

'Sensitive critters'

Kristine Tupper said life in a military operating area can be startling. Her husband experienced that one day while on a hillside.

"He saw them flying once so low that he was able to look down on them," she said.

A neighbor has had dishes fall off shelving when a sonic boom strikes. It shakes the cabin like an earthquake, Tupper said.

Her husband actually added a brace to the front of their cabin because of the shifting they believe is caused by the booms, she said. The more common cause, permafrost, is not to blame because their cabin sits on a hillside of solid rock.

Visitors to Alaska's backcountry are also sometimes surprised, said Dave Mills, superintendent of the Yukon-Charley

National Preserve, all of which lies under the Yukon operating area. But the military designated corridors along the Yukon and Charley rivers where they won't fly low, and pilots have been following those.

Those corridors were established in part to protect peregrine falcon nests along the bluffs. Mills said the Air Force also funded wildlife studies in the preserve.

"In general what we're finding on these jet studies is that we ought to be concerned about the startling effect," he said. "But if they're not startled, if it's not a startling thing like a sonic boom or a jet that creeps up on them (at low altitude), wildlife can be pretty tolerant of sound levels that would be more of a concern to humans out there, whether they are hunting or recreating or floating.

"Humans are critters that are pretty sensitive."

A good deal

Back in the mid-1990s, one of the most outspoken opponents of the Air Force's original airspace plan was Jack McCombs, a retired state mental health services director who at the time owned a cabin on the Salcha River, which lies southeast just over a ridge from Eielson.

McCombs has since sold his cabin for unrelated reasons, but said he was generally satisfied with the Air Force's eventual 1997 compromise, "which they have stuck with."

If the Air Force tried to expand those areas, McCombs said, he isn't sure Fairbanksans would do much to protest.

"I think Fairbanks would sell its grandmother to keep Eielson" in any form, he said. "I feel even now that the public looks disapprovingly on any sort of criticism of the military or military exercises."

In Minnesota and North Dakota, he recalled, hundreds of people showed up to meetings on expanding the airspace. In Fairbanks, "getting people to those meetings was like dragging horses."

Because the operating areas are now set, McCombs said, he isn't too worried about the Air Force's new plan for Eielson.

"The thing I was protesting at the time was the size of the military operating areas," he said. "I mean these guys wanted the whole state."

But the Air Force doesn't view the existing operating areas as immutable, according to an e-mail from Lt. Troy Wickman with Air Force public affairs at Elmendorf Air Force Base.

"No promises were made to reduce, increase or not change the airspace," he wrote of the 1997 decision. "Mission needs can and do change. Methods for maintaining mission readiness will also evolve over time. No limitations were placed on the airspace's future."

Uncertain outcomes

Vivion said the Air Force has dealt well with safety issues raised by the military operating areas.

Eielson, for example, created the Special Use Airspace Information Service, which private pilots can consult to see what sort of military traffic is in an operating area.

"SUAIS has been superb," Vivion said. "Within a week, almost all the air-taxi guys were using it."

Nevertheless, trading Eielson's experienced resident pilots for more visitors would raise some issues, he said.

"The guys who live here and fly here on a daily basis know the airspace very well. They know the rules," he said.

The Air Force puts a lot of effort into briefing visiting pilots, he said, but time is limited.

"You aren't going to be as familiar with the civilian traffic that goes through there on a daily basis," Vivion said.

Also, he said, the local Eielson commanders have been very sensitive to local concerns. Under the new plan, the airspace controllers with the 11th Air Force out of Elmendorf would likely be more involved.

"They're a little harder to convince of certain things, such as, 'Don't fly A-10s up Dry Creek during sheep season,'" Vivion said. "And their response is, 'Well, we can.'"

One recent command shift tells Vivion that the Air Force has already started to change its command structure to de-emphasize Eielson's resident force. He said the combat training squadron at Eielson, which runs the Cope Thunders, transferred out of the Eielson command and into Elmendorf's 11th Air Force this past winter, well before the May recommendations to the BRAC Commission.

"It looks to me like they already kind of took a first step," Vivion said.

Demands for more military airspace in Alaska are growing on other fronts, he said. The Army needs a restricted area near Delta Junction so the Stryker Brigade can train with unmanned aerial vehicles. And the Air Force will soon ask for new low-level training routes near Fairbanks.

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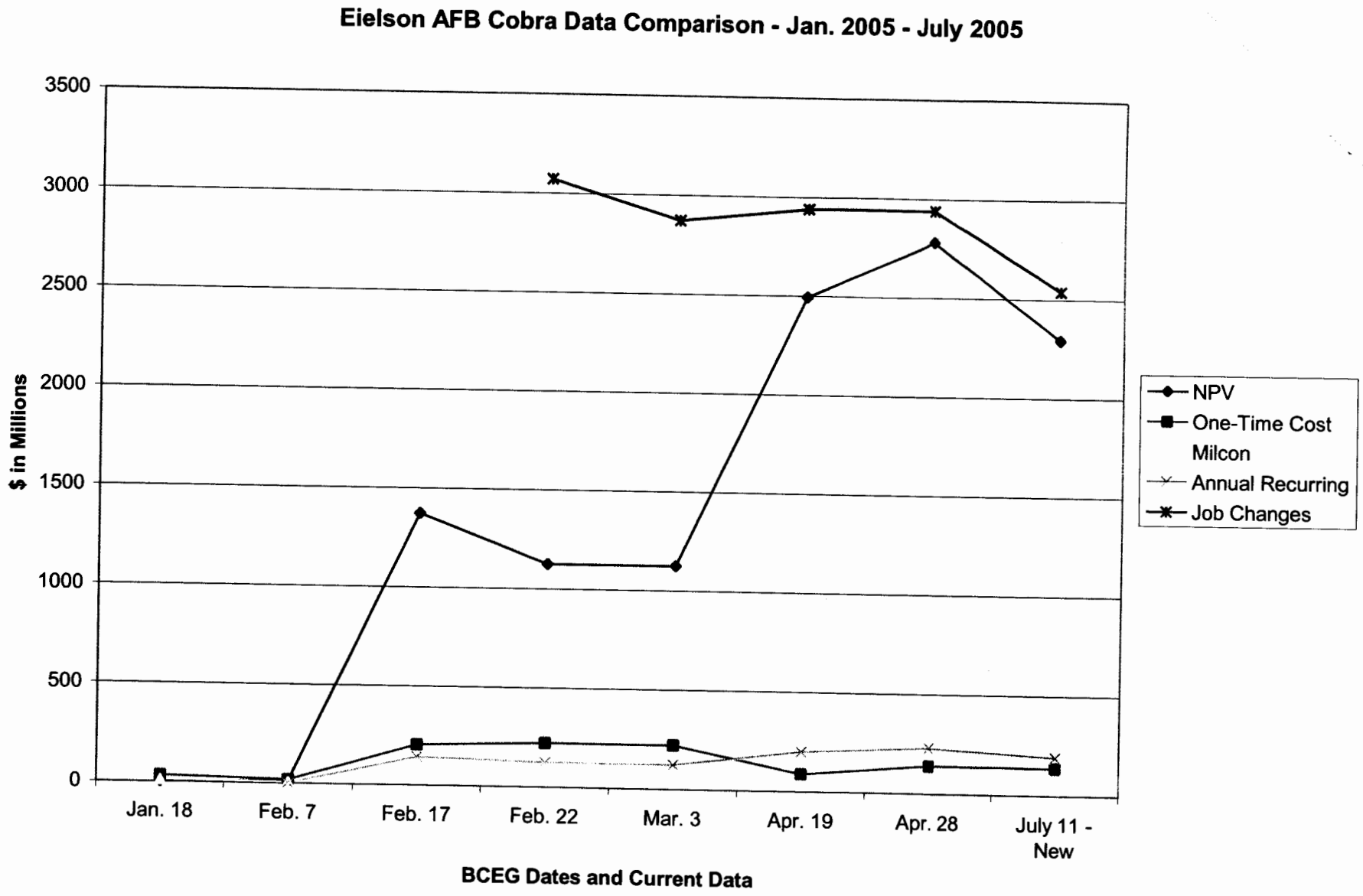
Eielson AFB Cobra Data Comparison - Jan. 2005 - July 2005
3500
3000
2500
2000
1500
1000
500
0
$ in Millions
Jan. 18
Feb. 7
Feb. 17
Feb. 22
Mar. 3
Apr. 19
Apr. 28
July 11 - New
BCEG Dates and Current Data
NPV
One-Time Cost Milcon
Annual Recurring
Job Changes

DCN: 11893

Purpose

- Identify potential Alaskan transformational areas
- Propose Alaska ANG transformation path
- Gain approval of proposed changes for inclusion in ANG Vanguard roadmap

DCN: 11893

Goals

- Robust Personnel Recovery/Combat Search and Rescue and Strategic Air Refueling capabilities in Alaska
- Combine Alaska Air National Guard support functions with Air Force counterparts to gain manpower efficiencies that can be applied to increased warfighting capabilities (more tooth to tail)
- Employ integrated organizational structure to maximize aircraft utilization rates and enhance deployment capabilities
- Achieve transformational successes by improving relevant skills with minimal external cost (manpower or milcon)

VANGUARD
ANG Engagement Strategy

1. *Transformational Organization* – Eliminate redundant practices incorporate technological efficiencies.
2. *Geographically Separated Units* – Reduce the number of GSU's.
3. *Like Missions and Equipment* – Integrate units with like missions and equipment. Consider blended, integrated, associate units.
4. *Multiple Flying Units* – Co-Locate units and integrate BOS to reduce infrastructure costs.
5. *Units Located on or Near Active Duty Bases* – Co-Locates, as appropriate. Share BOS and reduce cost of infrastructure.

Alaska and ANG Vanguard Transformational Areas

Focus Area

- Geographically Separated Units (3)
- Air National Guard units located on or near Active Duty Bases (2)
- Multiple Flying Units at Kulis ANGB and Eielson AFB (2)

Organizational Construct

- Mega Basing
- Active Associate (Integrated) Units
- Reserve Associate (Integrated) Units

Geographically Separated Units

- 611 Air Control Squadron (176th Wing)
  - Located on Elmendorf AFB
- 206 Combat Communications (176th Wing)
  - Located on Elmendorf AFB
- 213 Space Warning Squadron (176th Wing)
  - "Super GSU" located near Anderson, AK

Geographically Separated Units Recommended Change

- 611 ACS must remain located at Alaska Command (ALCOM) HQ
- 213 SWS is a true GSU with no relocation possibilities
- 206 Combat Comm is a Pacific Command (PACOM) resource
  - Part of 201st Combat Comm Group (Hawaii ANG)
  - Manpower and positions could be transferred to HIANG

ANG Guard Units Located Near or on an Active Duty Installation

- Kulis ANG Base, 176th Wing
  - Located at Ted Stevens Anchorage International Airport, is less than 10 miles from Elmendorf AFB.
    - 8 C-130H2's
    - 4 HC-130H3's
    - 6 HH-60G's
  - Complete Base Operations Support (BOS) – Except reduced with acquisition of 210th Rescue Squadron
- 3rd Wing
  - F-15 C&E, C-130, C-12, E3B

U.S. AIR FORCE

V A N G U A R D

AIR NATIONAL GUARD

ANG Guard Units Located Near or on an Active Duty Installation

- Eielson AFB, 168th ARW
  - 9 KC-135R
  - Complete BOS EXCEPT:
    - POL
    - Operations Support Squadron (Base Ops, Wx, Passenger Terminal, Aerial Port etc)
- 354 FW
  - F-16C, OA-10

Mega Basing – South

- 176 WG relocation to Elmendorf
  - Gain efficiencies in some BOS areas: Finance, Civil Engineering, Security Forces, Logistics, Medical
  - Use some existing AF aircraft facilities

Transform 176th Wing

- Restructure 176 WG flying organizations
  - Convert to HC-130J
  - Reduce total PAA to 6 HC-130J's
  - 12 C-130H's returned to AMC for reallocation
  - Increase HH-60G PAA by two (6 total)
  - Create Active Duty associate (integrated) rescue unit (HC-130J, HH-60G plus maintenance)