

Itinerary for the BRAC Commission Visit to Galena on 29 Jul

Fri/29 Jul

- 0800 Commissioners Bilbray and Coyle and 3 x BRAC Staffers Picked up at Hotel Captain Cook by COL Joe Torres, C/S Alaskan Command and Col Joe Skaja, Commander, 611th Air Support Group (Galena FOL activities fall under Col Skaja)
- Commissioner Coyle's Baggage is placed in vehicle for afternoon departure
- 0805-0820 BRAC Commission Party enroute to Elmendorf AFB/Hangar 6 [UC35 Hangar]
- 0820 BRAC Commission Party links up with Col Skaja, loads UC35 Aircraft
- Personnel on the flight:
- Commissioner Bilbray
 - Commissioner Coyle
 - Mr Craig Hall, BRAC Staffer
 - Mr Justin Breitschopf, BRAC Staffer
 - Mr. McCreary, BRAC PA
 - Col Joe Skaja, Cdr, 611th ASG
 - COL Joe Torres, C/S ALCOM
- 0830 Depart Elmendorf AFB en route to Galena FOL on UC35
- Commissioners receive Command Overview Brief and discuss BRAC Commissioners' Interest Items
- Briefing conducted by Col Skaja
- 0930 Arrive Galena FOL, Depart enroute to Galena FOL Conference Room
- BG Scott, Alaska Air National Guard, representing Governor Murkowski and the state of Alaska links up with Commissioners
- 0935 Arrive Conference Room
- 0935-0945 Comfort Break
- 0945-1030 BRAC Commissioners receive Final Discussion of Galena Command Overview and Windshield Tour by Col Skaja
- 1030 BRAC Commissioners, Mr Hall, and COL Torres enroute to the Louden Tribal Office for meeting with Community leaders via 15 Pax Van
- 1040 Commissioners arrive Louden Tribal Office, meet by First Chief Peter Captain of the Louden Tribal Council and Mr Marvin Yoder, Galena City Manager (and possibly 1-2 School District officials)
- 1045-1145 BRAC Commissioners Bilbray and Coyle receive comments from Community leaders [Chief Peter Captain and Mr. Marvin Yoder]
- 1150-1200 BRAC Commissioners conduct 10 minute Press Conference outside of the Louden Tribal Officer immediately following Community Meeting
- 1210 BRAC Commissioners Depart from Louden Tribal Office / Press Conference, en route to UC35 aircraft via 15 Pax van

- 1220 BRAC Commission Party arrive Galena FOL and all to include Col Skaja board aircraft
 - 1230 Depart Galena FOL enroute to Elmendorf AFB via UC35 (Box Lunches on board)
 - 1330 Arrive Elmendorf AFB / Hangar 6
 - 1335 BRAC Commission Party departs Elmendorf AFB
 - Commissioner Coyle departs en route to TSAIA via GOV; escorted by COL Torres
 - Commissioner Bilbray and BRAC Staffers en route to Hotel Captain Cook via GOV
 - 1345 Commissioner Bilbray and BRAC Staffers arrive Hotel Captain Cook/Personal Time
 - 1400 Commissioner Coyle arrives TSAIA and Checks in for 4:45 PM departure
- *****Note: Commissioner Coyle needs to be at TSAIA NLT 1500 Hours. If itinerary at Galena needs to be expanded, we must depart NLT 1330 from Galena.*
- 1645 Commissioner Coyle departs
 - TBD Commissioner Bilbray and BRAC Staffers
 - Dinner/TBD

Saturday/30 Jul

As required Depart Hotel Captain Cook en route to TSAIA/Arrive TSAIA/Check-in

Possible Saturday morning activities in Anchorage:

- Saturday Morning Market (3rd and C Street/Across from the Hilton)

July 29, 2005

To the BRAC Commission:

There are several issues I would like to address and some misconceptions that need to be clarified.

- The importance of the Galena airbase has always been measured by the level of hostility with Russia. During the cold war Galena was vital. Air space incursions were common and intercepts were the order of the day.
- The last documented intercept of Russian aircraft in US territory was August of 2003.
- If there is a need to intercept Russian military aircraft Galena is still essential. Because of the distances involved, intercepting Russian aircraft in American territory is nearly impossible from either Elmendorf or Eielson.
- The range of the F-22's is about 400 miles, with auxiliary tanks. That is 200 miles short of the Russian border for either of the large bases. Galena is the ONLY Airport capable of sending fighters to the Russian border and back without in-the-air refueling.
- Regardless of whether the speed is Mach 1.5 or 500 miles an hour it only takes half as much time to reach the coast from Galena then either Eielson or Elmendorf.
- Galena is a non-certified airport. Without Air Force funds it may be hard packed snow for much of the winter! (John McKinnon, ADOT)
- For an area the size of 5 midwestern states, Galena is the ONLY available landing strip for military jets. What happens to aircraft and the pilots with emergencies or mechanical problems that are 400+ miles from Elmendorf?
- Galena could serve as an alternative landing site in case of a natural disaster such as an earthquake or a terrorist act that disrupted activity at the other bases.
- Has the cost of maintaining Galena been measured against the cost of saving one fighter jet every 10 years?
- Galena is considering installing a small Nuclear Power Plant. With the waste heat from that, the lower cost of electricity and possible privatization of utilities, the Air Force cost for heat, lights and utilities would be reduced by half.

We are aware that many decisions are based on intelligence that is not known by the general public. So I realize the possibility that someone in Washington DC has declared that "all is quiet on the western front". In which case all the fine logic that went into this presentation is for naught.

However, the very stark realities of the economic impacts relayed to you by Chief Captain are true. Those impacts could be mitigated by other action. We have a vocational school with post secondary certification and a high school with accommodation for boarding students. (as noted by Superintendent Smith) These programs provide 40 to 50 jobs and education for up to 200 students. We would like to maintain and expand these programs.

This can only be done with financial assistance during the transition period and with another agency picking up at least a portion of the operation and maintenance costs. The City will be working with the Tribal Government and the School to prepare a redevelopment scenario. It is imperative that we find a way to mitigate the extreme economic impacts that will happen if this base is closed with no alternatives in place.

A redevelopment plan will include the local needs of federal agencies which already have a lease hold interest and/or a presence at the Galena air base including; USF&WS, FAA, BLM, US Army COE, the US Coast Guard and US Department of Commerce. The state agencies are the Alaska State Troopers, ADOT/PF and Alaska Fish and Game.

Another issue which must be addressed is the environmental clean-up which is currently underway. I serve as a member of the Technical Project Team for the base clean-up. For the past 18 months we have met with the Air Force Environmental Consultants, Air Force personnel and the Alaska Department of Environmental Conservation to review historical and current data. I believe that of the dozen or so contaminated sites more than half will have Decision Documents which recommend natural attenuation. The rest will require some activity ranging from monitoring to active mitigation. At this point I suggest this work may take more than 3 years.

One last consideration. All the land is owned by the State of Alaska. The Air Force and the other Federal agencies lease land for their improvements. While this may not impact the BRAC decision it may very heavily impact the redevelopment process. All of this raises several questions.

- Given the number of entities with leasehold interest at the base, can the Air Force "deed" the improvements to different entities, rather than transferring the entire facility wholesale to a single entity?
- To date we have not heard any comments about the length of the transition if the base is included in the final list. Given the environmental issues what time frame do you envision the process would take?

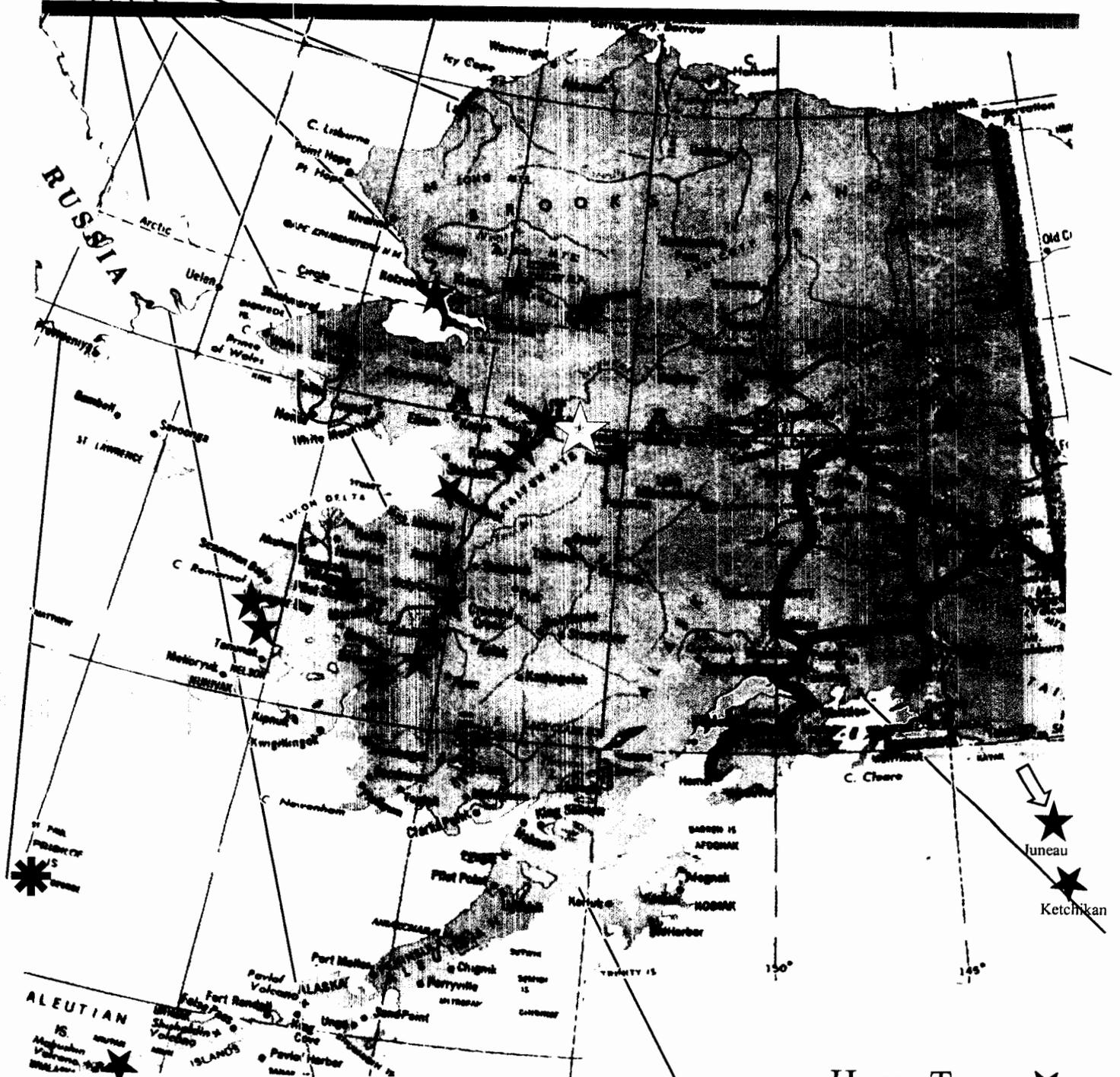
- If it turns out to be a 3 to 5 year process to close the base, can building transfers begin in the early part of the process so that the redevelopment can take place in stages?

A handwritten signature in black ink, appearing to read "Marvin L Yoder". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Marvin L Yoder
City Manager
City of Galena



PERS Student Home Town



Accounts for
71.3% of PERS
Students

Sept 2004

- Home Town ★
- Home Town with schools that do NOT meet Adequate Yearly Progress [AYP] ★
- Home Town with no Grade 11-12 High School ★

Galena ★

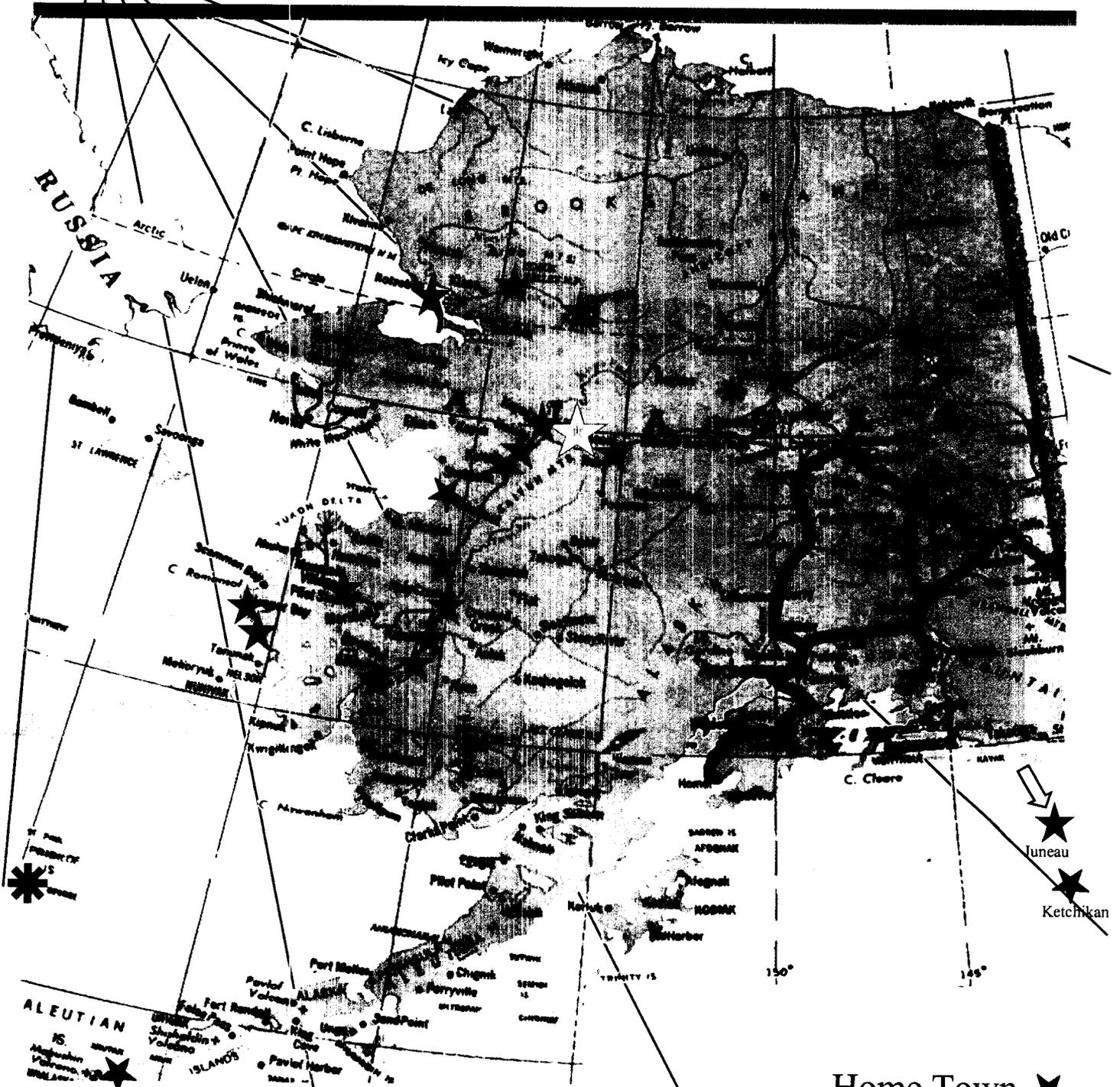
PROJECT EDUCATION RESIDENTIAL SCHOOL - GALENA, ALASKA School Campus



Aviation Technology
Hanger and Class Room



PERS Student Home Town



Accounts for
71.3% of PERS
Students

Sept 2004

Home Town ★
Home Town with schools that do NOT meet Adequate Yearly Progress [AYP] ★
Home Town with no Grade 11-12 High School ✱

Galena ☆

Mr Craig Hall,

Thank you for attending the hearing in Galena. I know how much effort you the Commission and staff are putting in to get the best information to the President.

I want to insure that my attempt to explain the Galena position, with regard to BRAC for either Eielson Air Base or the Galena FOL is clear.

I readily admit that if the question posed is, "does the USAF require an FOL in Alaska?" I am not qualified to answer that question. I intended to make it clear that whether a presence is needed along the Russian border is a strategic decision that will be decided at the NORAD or Pentagon level.

However, if the decision is made to maintain an FOL and the question is "should it be Eielson or Galena?" that is no longer a strategic but a logistical question.

As a caveat, I need to state that I do hope the Commission can find a way to maintain Eielson. I am puzzled why the two are somehow linked together. Historically, there has been a very little linkage between the two.

This brings me to the other point, from a logistical perspective it makes no sense to consider Eielson as an forward location for Elmendorf. As I attempted to show with the Alaskan map, the distance from either base to the Russian border is nearly identical. An F-22 can fly from Elmendorf to the border at "super cruise" (1000 mph) in 37 minutes. What is the advantage if you move the planes to Eielson to an alternate station and still have it take 37 minutes?

You obviously have someone that can provide you with specifications and flight times that I would not have access to. I would appreciate if you could check out my "facts?" and pass your findings on to me prior to the August 8th hearing.

Marvin Yoder
City Manager

28 Jul 05 Galena FOL BRAC Pre brief

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 552-8744

GALENA PROJECTS
(CURRENT FUTURE)

prog amt

FY	FUNDING SOURCE	FUNDING SUBSOURCE	PROJECT NUMBER	PROJECT TITLE	PA ³ K	AWD AMT	CONTRACTOR
2005	DLA		HPZW030018	REPAIR JP-8 PIPELINE 76401	395000		
2005	SRM	AORI	HPZW010013	REMOVE AIRFIELD OBSTRUCTIONS	500000		
2005	SRM	AORI	HPZW030024	REPAIR AIRFIELD DRAINAGE	300000		
2005	SRM	LOCAL	HPZW020003A	REPAIR FIRE DEPARTMENT ROOF(1556)	650000		
2005	SRM	LOCAL	HPZW050010	REPAIR FIRE ALARM SYSTEMS	68000	35400	CHUGACH SUPPORT SERVICES
2005	SRM	LOCAL	HPZW050011	REPLACE FIRE ALARM PANEL	200000		
2005	SRM	LOCAL	HPZW027777	REPAIR WASTEWATER SYSTEM	400000		
2005	TEN		HPZW030025	ELECTRICAL HOOK UP DORM 1872	55000		
2006	DLA		HPZW010009	INSTALL CANOPIES AT FILL STANDS	110000		
2006	DLA		HPZW030037	CONSTRUCT SECONDARY CONTAINMENT	96000		
2006	DLA		HPZW020005	REPAIR FILTER SEPARATOR HOUSE (1572)	100000		
2006	DLA		HPZW040011	INSTALL WATER SHUT OFF AND PRODUCT RECOVERY TANK	40000		
2006	DLA		HPZW010009A	INSTALL COVER OVER SERVICE STATION DISPENSERS	110000		
2006	SRM	LOCAL	HPZW030042	REPLACE REIL LIGHT CABLES	500000		
2006	SRM	LOCAL	HPZW040003	ADD TO FUEL FACILITY FOR NEW REFUELING TRUCKS	600000		
2007	ATFP		HPZW040002	INSTALL FORCE PROTECTION LIGHTING	715000		
2007	ATFP		HPZW040001	INSTALL CAC RAMP SECURITY LIGHTING	330000		
2007	ATFP		HPZW040005	PROVIDE SECURITY BARRIER GATES	220000		
2007	ATFP		HPZW040004	PROVIDE BLDG STANDOFF	240000		
2007	SRM	DEMO	HPZW020051	DEMOLISH BLDG 1812	285000		
2007	SRM	DEMO	HPZW020052	DEMOLISH BLDG 1833	45000		
2007	SRM	DEMO	HPZW020053	DEMOLISH BLDG 1836	33000		
2007	SRM	LOCAL	HPZW030026	REPAIR ARRESTING BARRIER FOUNDATIONS	1100000		
2007	SRM	LOCAL	HPZW020003	REPAIR FIRE DEPARTMENT (1556)	700000		
2007	SRM	LOCAL	HPZW020006	REPAIR FIRE PROTECTION @ CAC (1428)	550000		
2007	SRM	LOCAL	HPZW020004	REPAIR FIRE DEFICIENCIES COLD STORAGE BLDG	72000		
2007	SRM	LOCAL	HPZW000008	INSTALL GEN CONNECTION (1573)	55500		
2007	SRM	LOCAL	HPZW030044	REPLACE APPROACH LIGHTING FEEDER	1000000		
2007	SRM	LOCAL	HPZW030011	REPAIR ALARM SYSTEM (1573)	65000		
2007	SRM	LOCAL	HPZW030034	REPAIR ROOF 1578	95000		
2007	SRM	LOCAL	HPZW025555	REPLACE BASE SIGNS	50000		
2007	SRM	LOCAL	HPZW040009	EXTEND STEAM LINE TO VEHICLE MAINTENANCE	250000		
2008	SRM	DEMO	HPZW020008	demolish hangar foundation	860000		
2008	SRM	LOCAL	HPZW050012	REPAIR LIVING AND DINING AREAS, ALERT FACILITY	250000		
2008	SRM	LOCAL	HPZW020002	ABANDON VALVE PIT #5 & #2	68000		
2008	SRM	LOCAL	HPZW030027	REPAIR BASE ROADS	950000		
2008	SRM	LOCAL	HPZW040008	INSTALL SPRINKLERS IN MUNITION STORAGE	450000		
2008	SRM	LOCAL	HPZW030036	REPAIR ROOF 1872	135000		
2008	SRM	LOCAL	HPZW030045	PAINT DEICING TANKS	75000		
2008	SRM	LOCAL	HPZW990004	MOD STRT LIGHTS TO PHOTO CELLS	24500		
2008	SRM	LOCAL	HPZW030041	MAINTAIN ROOF 1874	280000		
2008	SRM	LOCAL	HPZW107001A	REPAIR ELECTRICAL DISTRIBUTION SYSTEM PH2	1800000		
2008	SRM	LOCAL	HPZW040007	REPLACE HALON SPRINKLER SYSTEM	125000		

GALENA PROJECTS
(CURRENT FUTURE)

FY	FUNDING SOURCE	FUNDING SUBSOURCE	PROJECT NUMBER	PROJECT TITLE	PA	AWD AMT	CONTRACTOR
2008	SRM	LOCAL	HPZW030012	REPLACE VALVE ON MULTI PRODUCT LINE	60000		
2008	SRM	LOCAL	HPZW030035	REPAIR ROOF 1857	290000		
2008	SRM	LOCAL	HPZW030043	RESTORE UTILITIES	105000		
2008	SRM	LOCAL	HPZW087001	REPAIR WATER DISTRIBUTION SYSTEM PH 1	1300000		
2008	SRM	LOCAL	HPZW107001	REPAIR ELECTRICAL DISTRIBUTION SYSTEM PH 1	1800000		
2008	SRM	LOCAL	HPZW030023	SPRINKLER SYSTEM 1769	460000		
2008	SRM	LOCAL	HPZW030022	SPRINKLER SYSTEM 1876	845000		
2008	SRM	LOCAL	HPZW030007	REFURBISH BLDG 1852	90000		
2008	SRM	LOCAL	HPZW030009	REFURBISH CONTROL POINT 1430	43000		
2008	SRM	LOCAL	HPZW030010	REFURBISH CONTROL POINT 1429	88000		
2008	SRM	LOCAL	HPZW040006	REMOVE GENERATOR (1499)	75000		
2008	SRM	LOCAL	HPZW030039	REPAIR ROOF 1428	100000		
2008	SRM	LOCAL	HPZW030020	SPRINKLER SYSTEM 1872	1075000		
2008	SRM	LOCAL	HPZW050013	REPAIR LIGHTING IN WAREHOUSE	130000		
2008	SRM	LOCAL	HPZW050009	REPLACE DIESEL STORAGE TANK-1404	75000		
2008	SRM	QOL	HPZW000009	Repair Dorm (1874)	915000		
2009	SRM	LOCAL	HPZW030040	MAINTAIN ROOF 1769	120000		
2009	SRM	LOCAL	HPZW030021	SPRINKLER SYSTEM 1875	145000		
2009	SRM	LOCAL	HPZW030008	CHECK AND SAMPLE TRANSFORMERS	90000		
2009	SRM	LOCAL	HPZW030038	REPLACE ROOF 1499	600000		
2009	SRM	LOCAL	HPZW087001A	REPAIR WATER DISTRIBUTION SYSTEM PH 2	1300000		
2010	SRM	LOCAL	HPZW107001B	REPAIR ELECTRICAL DISTRIBUTION SYSTEM PH 3	1800000		
2010	SRM	LOCAL	HPZW087001B	REPAIR WATER DISTRIBUTION SYSTEM PH 3	1300000		
2011	SRM	LOCAL	HPZW087001C	REPAIR WATER DISTRIBUTION SYSTEM PH 4	1300000		
2011	SRM	LOCAL	HPZW107001C	REPAIR ELECTRICAL DISTRIBUTION SYSTEM PH 4	1800000		
2012	SRM	LOCAL	HPZW087001D	REPAIR WATER DISTRIBUTION SYSTEM PH 5	1300000		
2012	SRM	LOCAL	HPZW107001D	REPAIR ELECTRICAL DISTRIBUTION SYSTEM PH 5	1800000		
Total					33953000		

ASUNOIP

Region

ANR/DO

Col Gene O'Nale

CLASSIFIED



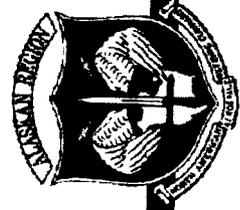
AIR BREATHING SYSTEMS





POSTURE

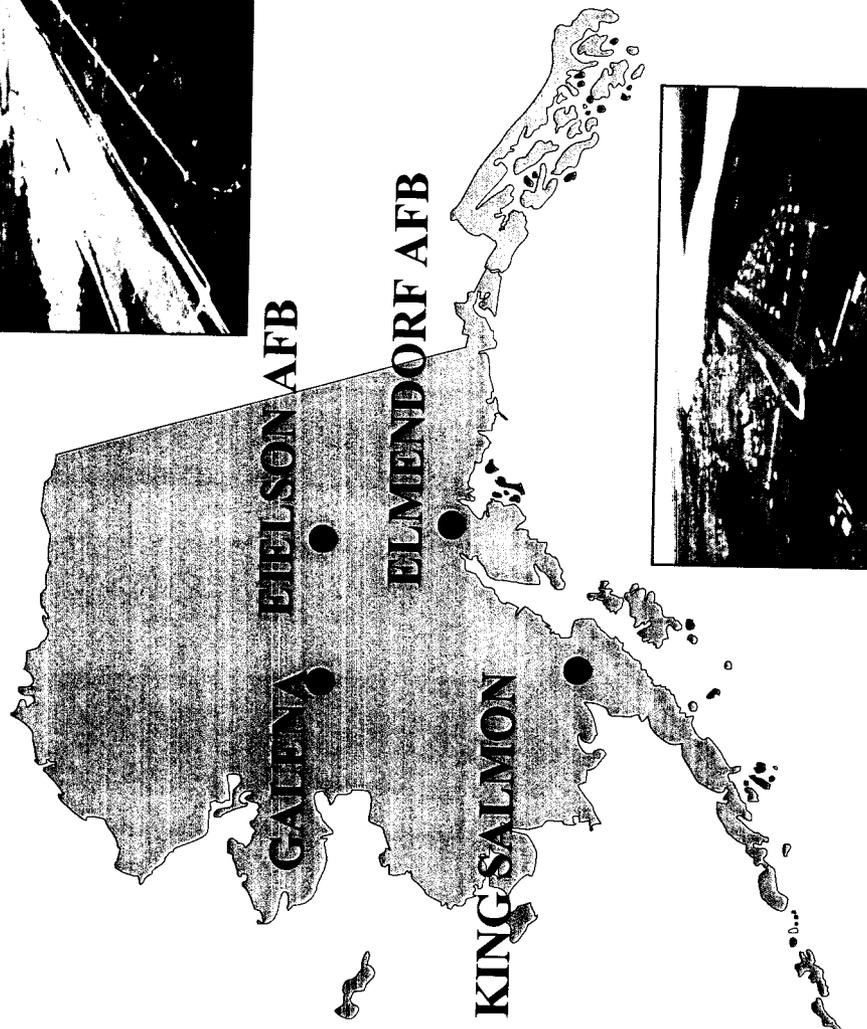
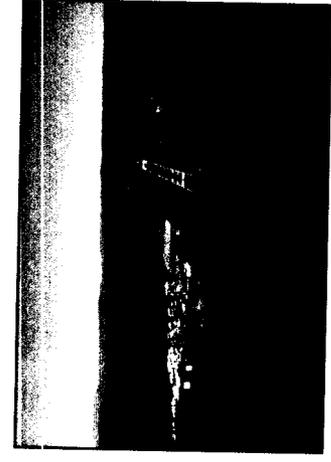
- 2 x F-15
- 2 x F-15
- 1 x KC-135
- 1 x E-3



UNCLASSIFIED//FOUO

DCN: 11894

ALASKAN AIRFIELD OPERATING LOCATIONS



UNCLASSIFIED//FOUO



GALENA FOL



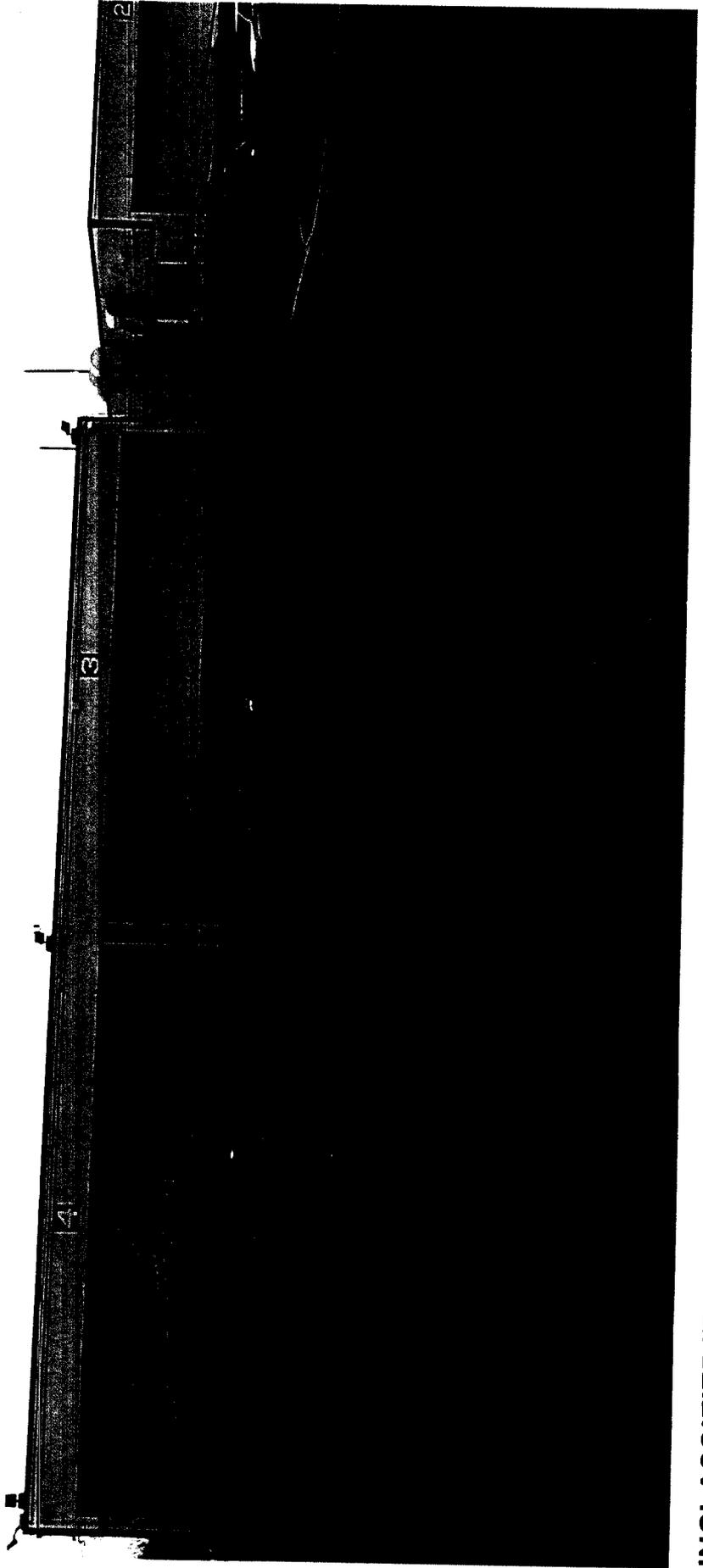
- 40 PERSONNEL ON SITE
- 7200' RUNWAY
- 3 BARRIERS
- VORTAC, ILS, NDB
- 2 FUEL STORAGE TANKS
CAPACITY 2.2M GAL (JP8)



GALENA CAC

UNCLASSIFIED//FOUO

DCN: 11894



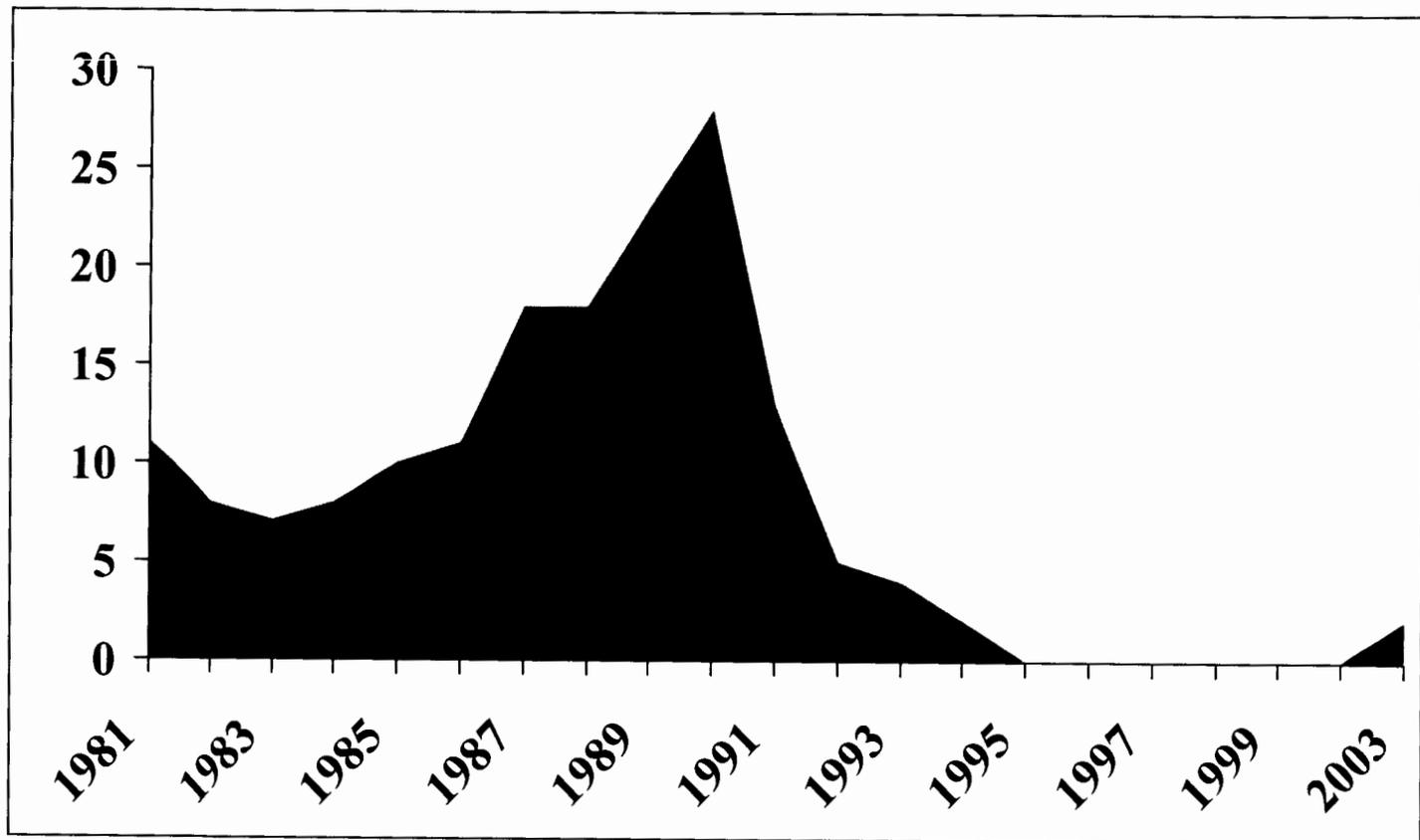
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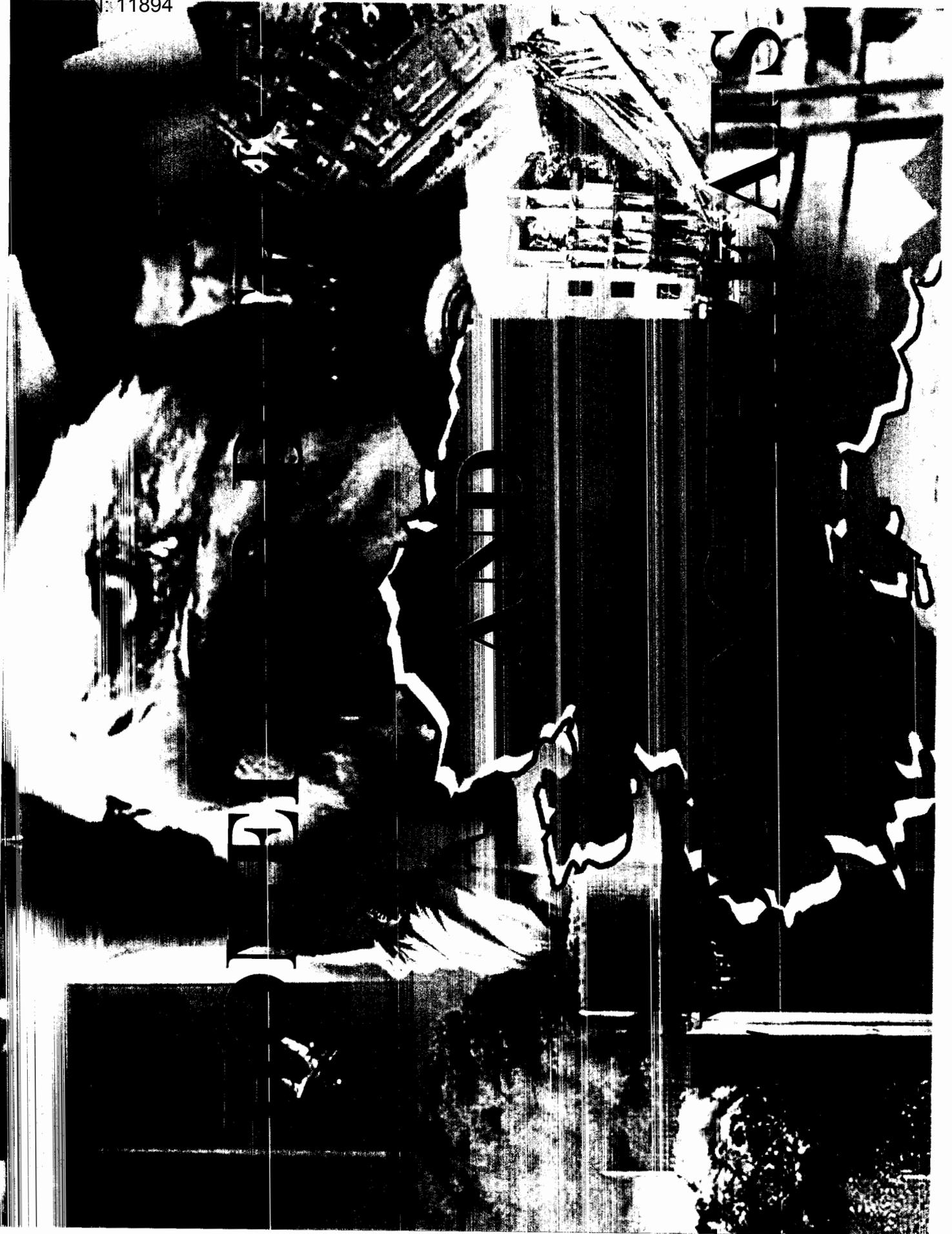
RUSSIAN STRATEGIC AVIATION





ANR AIR SOVEREIGNTY INTERCEPTS







POSSIBLE ALASKA TARGETS

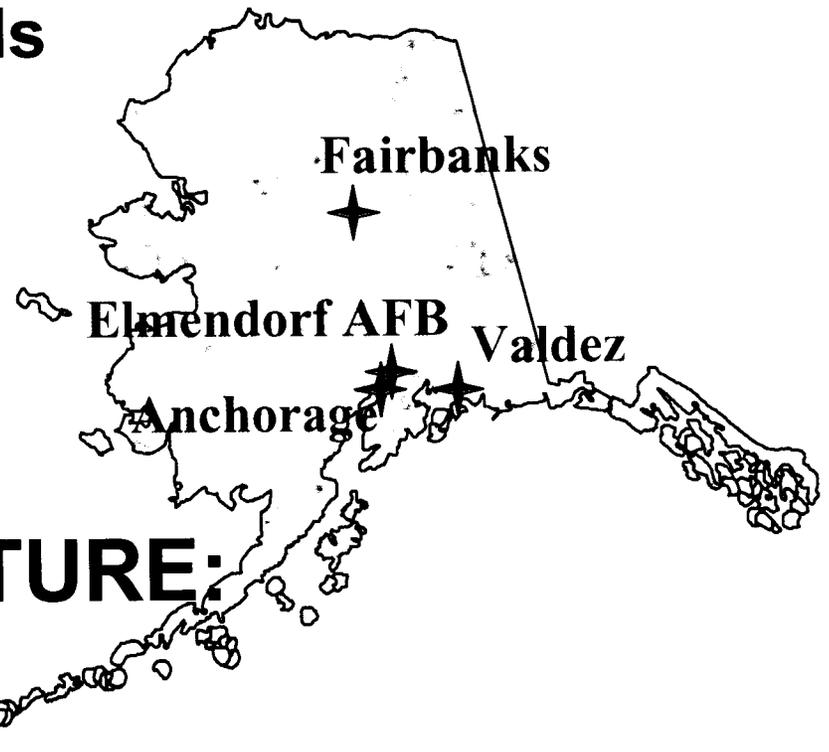
TYPES OF TARGETS:

- Economic and political symbols
- Military presence
(NOT capability per se)

- Infrastructure

CRITICAL INFRASTRUCTURE:

- Anchorage
- Valdez
- Greely



DCN 11894



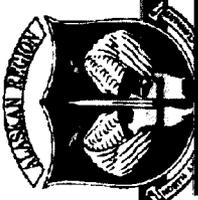
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EIELSON CAC

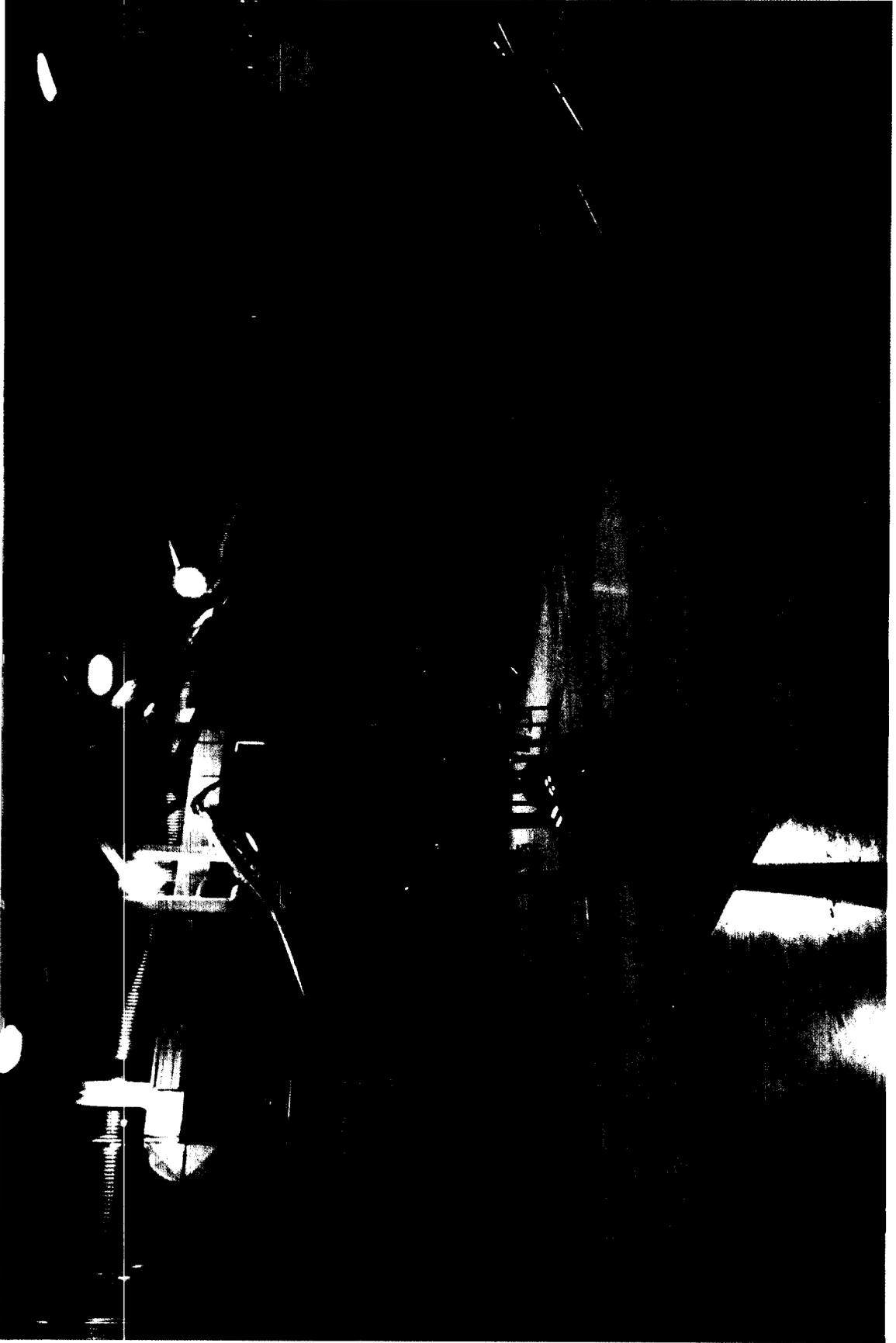


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UNCLASSIFIED//FOUO



BIELSON CAC



UNCLASSIFIED//FOUO



Alaska Community Database Community Information Summaries (CIS)

State of Alaska > Commerce > Community Advocacy > Community Database Online > CIS > Results



Galena
(guh-LEE-nuh); a.k.a. Louden
For Photos of Galena click here

Current Population: 717 (2004 State Demographer estimate)
Incorporation Type: 1st Class City
Borough Located In: Unorganized
Taxes: Sales: 3%, Property: None, Special: None

Location and Climate

Galena is located on the north bank of the Yukon River, 45 miles east of Nulato and 270 air miles west of Fairbanks. It lies northeast of the Innoko National Wildlife Refuge. The community lies at approximately 64.733330° North Latitude and -156.9275° (West) Longitude. (Sec. 06, T009S, R010E, Kateel River Meridian.) Galena is located in the Nulato Recording District. The area encompasses 17.9 sq. miles of land and 6.1 sq. miles of water. The area experiences a cold, continental climate with extreme temperature differences. The average daily high temperature during July is in the low 70s; the average daily low temperature during January ranges from 10 to below zero. Sustained temperatures of -40 degrees are common during winter. Extreme temperatures have been measured from -64 to 92. Annual precipitation is 12.7 inches, with 60 inches of snowfall annually. The River is ice-free from mid-May through mid-October.

History, Culture and Demographics

The area's Koyukon Athabascans had spring, summer, fall, and winter camps, and moved as the wild game migrated. In the summer many families would float on rafts to the Yukon to fish for salmon. There were 12 summer fish camps located on the Yukon River between the Koyukuk River and the Nowitna River. Galena was established in 1918 near an old Athabascan fish camp called Henry's Point. It became a supply and trans-shipment point for nearby lead ore mines. In 1920, Athabascans living 14 miles upriver at Louden began moving to Galena to sell wood to steamboats and to work hauling freight for the mines. A school was established in the mid-1920s, and a post office opened in 1932. The Galena Air Field was constructed in World War II. In 1945, the community suffered a major flood. During the 1950s, military facilities at the Galena and Campion Air Force



Topographic
map of
Galena
area

Phone 907-656-1205
Galena, AK 99741-0299
P.O. Box 299
School District - Galena City Schools

Fax 907-656-1769
Phone 907-656-1301
Galena, AK 99741
P.O. Box 149
City - City of Galena

Organizations with Local Offices

Galena serves as a regional transport center for surrounding villages. The State-owned Edward G. Pitka Sr. Airport provides the only year-round access. There is a paved, lighted 7,254' long by 150' wide runway and a 2,786' long by 80' wide gravel ski strip adjacent to the main runway. The rivers allow access by cargo barges from mid-May through mid-October. A boat launch was recently completed. Pickups, cars, snowmachines, skiffs and ATVs are used for local travel. During winter, the frozen rivers are used for travel to Rubby, Koyukuk, Kallag and Nulato. A winter trail is available to Huslia.

Economy and Transportation

Galena serves as the transportation, government and commercial center for the western interior. Federal, state, city, school and village government jobs dominate, but Galena has many other jobs in air transportation and retail businesses. 31 residents hold commercial fishing permits. Other seasonal employment, such as construction work and BLM fire fighting, provide some income. The Illinois Creek gold mine, 50 miles southwest of Galena, has closed due to low market prices.

Facilities, Utilities, Schools and Health Care

Water is derived from wells and is treated. 28 residences and the school are connected to a piped water and sewer system. 10 households now use a flush/haul system. 20 households use honeybuckets, and others have individual septic tanks. Construction of a new well, water treatment system, storage tank and washeteria are underway. Additional homes are being added to the piped water system. Refuse collection and a landfill are provided by the City. The City began operating the landfill, located on the former Campion AFS grounds, in 1997. Improvements are needed. Electricity is provided by City of Galena. There are 4 schools located in the community, attended by 3,846 students. Local hospitals or health clinics include Edgar Noliner Health Center (656-1366); Galena Public Health Office (656-1200). The clinic is a qualified Emergency Care Center. X-Ray, Laboratory, Dental, Dental X-Ray, and Dark Room are available. Galena is classified as an isolated town/Sub-Regional Center, it is found in EMS Region 1C in the Interior Region. Emergency Services have limited highway, river and airport access. Emergency service is provided by 911 Telephone Service, volunteers, a health aide and the military.

A federally-recognized tribe is located in the community -- the Loudon Tribal Council. The population of the community consists of 67.4% Alaska Native or part Native. The population is mixed Athabaskan and non-Native, and traditional festivals attract visitors from other river villages. The establishment of the Galena and Campion Air Force Bases in the 1950s brought growth and change to Galena. Many of Galena's residents were originally from Loudon or are descendants of Loudon. Subsistence food sources include salmon, whitefish, moose and berries are harvested. During the 2000 U.S. Census, total housing units numbered 259, and vacant housing units numbered 43. Vacant housing units used only seasonally numbered 18. U.S. Census data for Year 2000 showed 334 residents as employed. The unemployment rate at that time was 8.74 percent, although 32.53 percent of all adults were not in the work force. The median household income was \$61,125, per capita income was \$22,143, and 10.16 percent of residents were living below the poverty level.

Stations, airport and road developments, sparked growth in the community. Due to another severe flood in 1971, a new community site was developed at Alexander Lake, about 1 1/2 miles east of the original townsite. City offices, the health clinic, schools, washeteria, store, and more than 150 homes were constructed at "New Town," and a City government was formed. The Air Force Station was closed in 1993, and the facilities are currently being used by the Galena School District as a Boarding School. The Base facilities are maintained under contract by the Chugach Development Corp.

Fax 907-656-1368
E-mail jims@galenanet.com
Web <http://www.galenaska.org>

Village Corporation - Gana-A' Yoo, Limited

3000 A Street #417
Anchorage, AK 99503

Phone 907-569-9599

Fax 907-569-9699

E-mail ganaayoo@arctic.net

Village Council - Louden Village Council

P.O. Box 182

Galena, AK 99741

Phone 907-656-1711

Fax 907-656-1716

E-mail louden@arctic.net

Regional Organizations

School District - Galena City Schools

P.O. Box 299

Galena, AK 99741-0299

Phone 907-656-1205

Fax 907-656-1368

E-mail jims@galenanet.com

Web <http://www.galenaska.org>

Regional Native Corporation - Doyon, Limited

One Doyon Place, Suite 300

Fairbanks, AK 99701

Phone 907-459-2000

Fax 907-459-2060

E-mail info@doyon.com

Web <http://www.doyon.com>

Regional Native Health Corporation - Tanana Chiefs Conference

122 First Avenue, Suite 600

Fairbanks, AK 99701-4897

Phone 907-452-8251

Fax 907-459-3850

E-mail hbrown@tanachiefs.org

Web <http://www.tanachiefs.org>

Native Housing Authority - Louden Village Council

P.O. Box 182

Galena, AK 99741

Phone 907-656-1711

Fax 907-656-1716

E-mail louden@arctic.net

Galena, Alaska

From Wikipedia, the free encyclopedia.

Galena is a city located in Yukon-Koyukuk Census Area, Alaska. As of the 2000 census, the population of the city is 675.

Contents

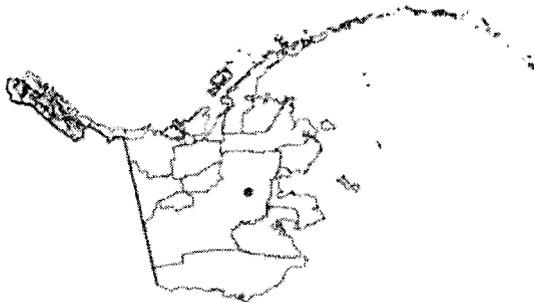
- 1 Geography
- 2 Demographics
- 3 History
- 4 External links

Geography

Galena is located at 64°44′26″ North, 156°53′8″ West﻿ / ﻿64.740643, -156.885462﻿ / 64.740643; -156.885462.

Galena is located on the north bank of the Yukon River, 72 km (45 miles) east of Nulato. The Innoke National Wildlife Refuge is southwest of Galena.

According to the United States Census Bureau, the city has a total area of 62.1 km² (24.0 mi²). 46.3 km² (17.9 mi²) of it is land and 15.8 km² (6.1 mi²) of it is water. The total area is 25.41% water.



Demographics

As of the census² of 2000, there are 675 people, 216 households, and 149 families residing in the city. The population density is 14.6/km² (37.8/mi²). There are 259 housing units at an average density of 5.6/km² (14.5/mi²). The racial makeup of the city is 30.22% White, 0.30% Black or African American, 63.41% Native American, 1.04% Asian, 0.30% Pacific Islander, 0.30% from other races, and 4.44% from two or more races. 1.93% of the population are Hispanic or Latino of any race.

There are 216 households out of which 49.1% have children under the age of 18 living with them, 50.5% are married couples living together, 12.0% have a female householder with no husband present, and 31.0% are non-families. 24.5% of all households are made up of individuals and 3.7% have someone living alone who is 65 years of age or older. The average household size is 2.83 and the average family size is 3.44.

In the city the population is spread out with 37.5% under the age of 18, 7.6% from 18 to 24, 29.9% from 25 to 44, 20.9% from 45 to 64, and 4.1% who are 65 years of age or older. The median age is 28 years. For every 100 females there are 121.3 males. For every 100 females age 18 and over, there are 123.3 males.

The median income for a household in the city is \$61,125, and the median income for a family is \$70,250. Males have a median income of \$46,563 versus \$37,000 for females. The per capita income for the city is \$22,143. 10.2% of the population and 1.3% of families are below the poverty line. Out of the total population, 1.4% of those under the age of 18 and 0.0% of those 65 and older are living below the poverty line.

History

The Koyukon Athabascans had seasonal camps in the area and moved as the wild game migrated. In the summer many families floated on rafts to the Yukon River to fish for salmon. There were 12 summer fish camps located on the Yukon River between the Koyukuk River and the Nowina River. Galena was established in 1918 near an Athabascan fish camp called Henry's Point. It became a supply and point for nearby lead ore mines that opened in 1918 and 1919.

In 1920, Athabascans living upriver at Louden began moving to Galena to sell wood to steamboats and to work hauling freight for the mines. A school was established in Galena in the mid-1920s. In World War II an air field, the Galena Air Force Station, was built. During the 1950s, the construction of military facilities at the Galena and Campion Air Force Stations, airport and road developments, caused economic growth in Galena.

There were floods in 1945 and 1971. Because of the floods, a new townsite, called New Town, was chosen at Alexander Lake, about 2 1/2 km (1 1/2 miles) east of the original townsite. The city offices, the health clinic, schools, store, and more than 150 homes were constructed at New Town.

The Air Force Station was closed in 1993.

External links

- Maps and aerial photos (http://kvalberg.com/extensions/mapsources/index.php?params=64.740643_N_-156.885462_E_type:city_region:US)
 - Street map from MapQuest (<http://mapquest.com/maps/map.adp?latlongtype=decimal&latitude=64.740643&longitude=-156.885462&zoom=6>) or Google Maps (<http://maps.google.com/maps?ll=64.740643,-156.885462&spn=0.11,0.18>)
 - Topographic map from TopoZone (<http://topozone.com/map.asp?lat=64.740643&lon=-156.885462&size=m&layer=DRG100&datum=nad83>)
 - Aerial image or topographic map from TerraServer-USA (<http://terraserver-usa.com/image.aspx?s=14&lon=-156.885462&lat=64.740643&w=2>)
 - Satellite image from Google Maps (<http://maps.google.com/maps?ll=64.740643,-156.885462&spn=0.11,0.18&t=k>)

Retrieved from "http://en.wikipedia.org/wiki/Galena%2C_Alaska"
Categories: Cities in Alaska | Yukon-Koyukuk Census Area, Alaska

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DCN: 11894

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[DEC Home](#)

Division of Spill Prevention and Response

Contaminated Sites Program

State of Alaska > DEC > SPAR > CSP > Site Summaries > Interior > Galena Air Force Station

Galena Air Force Station

[Description](#)[Health & Environment](#)[Current Status](#)[More Info](#)

Location



Summary Date: February 23, 2005

[View detailed information from database on](#)

Status: Active

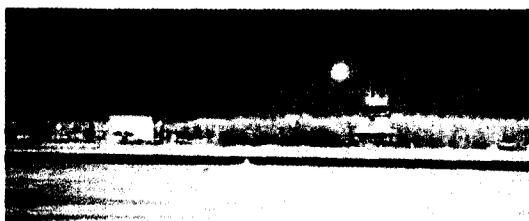
Database Name: Galena AFB

Location: Galena, Alaska

DEC Contaminated Sites Contact: [Colin Craven](#), Project Manager - 907-451-2181US Air Force Project Manager: [Dave Hertzog](#), U.S. Air Force, 611 CES/CEVR - 907-552-7261

Description

The Galena Airport is located in the City of Galena on the Yukon River, approximately 100 miles west of Fairbanks, Alaska. Galena is located in traditional Koyuk Athabaskan Indian territory. The airport was constructed in 1940. During World War II, Galena supported the Alaska-Siberia route for transfer of aircraft to the Soviet Union. Since 1951, the U.S. Air Force has had joint civilian-military use of the airfield, which became a Forward Operating Base for fighter-interceptors to meet the threat of Soviet bombers during the Cold War until the base was closed down in 1993. ([Additional history appears below](#)).



The full moon in January at midday over the airport runway and control tower.

Through military operations over the years, releases of hazardous materials have occurred via spills or historical disposal practices. The Air Force has numerous Installation Restoration Program Sites (IRP) that are due to contamination from past (pre-1985) Air Force activities ([see map](#)). The U.S. Air Force is the responsible party for cleaning up these sites under the federal Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) standards for protecting people, animals, and the environment. The Air Force oversees the cleanup to ensure that it meets the State of Alaska standards. The Air Force and DEC work with the Loudon Tribal Council via government-to-government meetings to address the Tribe's environmental concerns. This communication with Galena community members occurs via a [Resident Advisory Board](#).



The Yukon River, its resources and quality of life it brings to Galena, is symbolic of the need to contain and clean up contamination from the Air Force base.

The Galena Airport occupies a total area of 84 acres and is comprised of a number of buildings and other structures. The Air Force-owned structures comprise the majority of facilities at Galena Airport, although there are also City of Galena, Department of Transportation, Federal Aviation Administration, Bureau of Land Management) properties there as well. The Air Force leases land at Galena through a deed agreement with the State of Alaska.

Public Health and Environmental Concerns

The environmental concerns at the Galena Airport include:

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A geoprobe being used in August 2002 to learn more about the free-phase petroleum in the ground around the vocational school's aviation technology building.

- Petroleum-contaminated soil and groundwater at several locations airport such as the two fuel tank farms (Million Gallon Hill and the I and Lubricants [POL] Tank Farm), the Fire Protection Training Area Southeast Runway Fuel Spill area (see map below);
- Chlorinated-solvents in groundwater beneath maintenance shops (and 1700); and
- Pesticide-contaminated soil around the airport.

Potential pathways for contaminant impact on humans or the environment include contaminated groundwater migrating to drinking water wells and/or the Yukon River, vapors from the subsurface contamination migrating into buildings, and contact with contaminated subsurface soils, and accumulation of contaminants in animals used for subsistence activities.

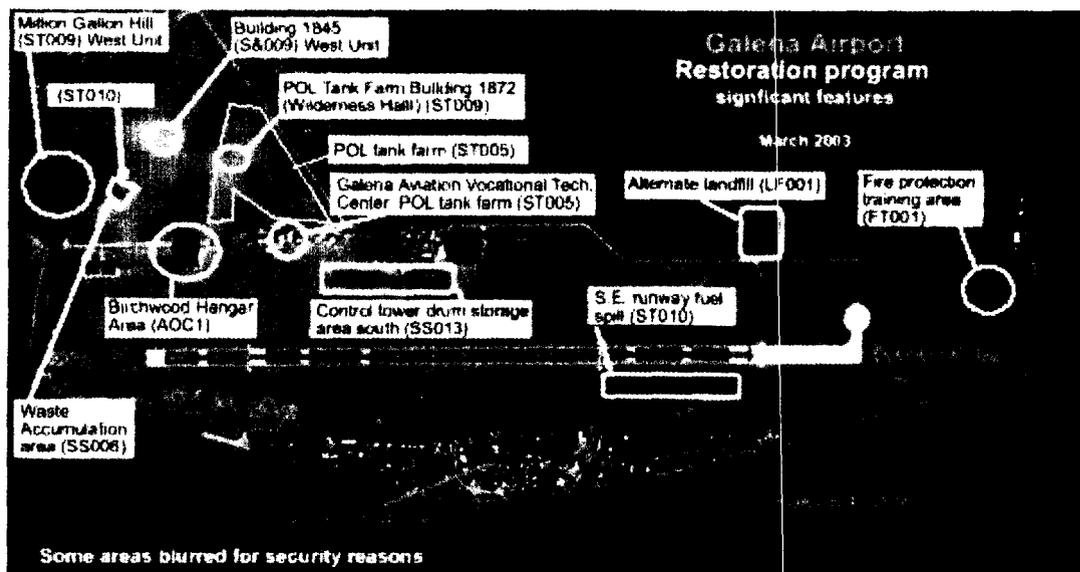
Current Status

At this time, the Galena Airport is in the Remedial Investigation/Feasibility Study (RI/FS) Phase of the CERCLA cleanup process. This means extensive investigation of the Galena Airport is being completed to assess the extent of contamination, determine the associated risks to humans and the environment, and evaluate different mechanisms to cleanup the contamination. During the RI/FS, a Risk Assessment is being developed to address the risks to human health by contamination at each of the IRP Sites.

The information collected to date indicates the water in the drinking water wells is safe to drink and that contaminated groundwater is most likely not reaching the Yukon River. There is a problem with groundwater potentially migrating into one building, the Galena City School District's Aviation Vocational Technical Center, from groundwater contamination associated with the POL Tank Farm. A system was installed in August 2002 to help reduce the movement into the building, and subsequent air sampling and system monitoring have found the system to be effective in reducing the concentrations of petroleum hydrocarbon vapors in the indoor air. Potential risks to subsistence resources are continuing to be evaluated.

Bioventing treatment systems designed to cleanup the contaminated soil have been tested at Million Gallon Hill and the POL Tank Farm in the summers of 2003 and 2004. The findings from these tests will be included in the pending RI/FS. The findings from soil and groundwater contamination at the other IRP Sites will also be discussed in the RI/FS.

Click on map for larger image.



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More Information

- **Galena Restoration Advisory Board** - meeting schedule, minutes.
- **Technical Project team meeting summaries** also available.

Contaminated Sites Database reports - There are a number of individual "contaminated sites" on the air station, and status of each is available on DEC's database. We have a [glossary](#) available to help you with any acronyms used.

- Galena AFS - Sitewide
- Galena AFS - POL (petroleum, oils and lubricants) Tank Farm
- Galena AFS - SE Runway Fuel Spill
- Galena AFS - Fire Training Area
- Galena AFS - Bldgs. 1845/1700
- Galena AFS - Perimeter Drum Area
- Galena AFS - Waste Accumulation
- Galena AFS - Power Plant
- Galena AFS - Million Gallon Tanks
- Galena Airport - Heating Oil Tanks
- Galena AFS - Bldg. 1872

Report on air quality issues with the Aviation Facility ([PDF 2.76M](#)) - "Environmental Update: Galena Public School Aviation Vocational Training Center", by the US Air Force, 611th CES/CEVR. For more information contact [Steve](#) 552-8166.

History * - Galena was established in 1919 as a supply and transshipment point for the mining of lead ore (galena) south of the Yukon River. The location was on the site of a former Athabaskan fish camp recorded in the 1880 Census. A school was established in the mid-1920s and post office opened in 1932. The population of Galena in 1932, the year the military began a major buildup in Alaska, was 30. Most were Athabaskan Indians who moved there from villages on the Yukon River.

Galena Airport was constructed in 1941 and 1942 and was used as an auxiliary airfield for the American-Soviet Lend-Lease program during World War II. Although the airfield was built by the Civil Aeronautics Authority (CAA) as part of a program of civilian airport expansion in Alaska, the U.S. Army established a military post at Galena in June 1942. In 1945, Galena supported the Alaska-Siberia route for transfer of aircraft to the Soviet Union under Lend-Lease.

After World War II, the CAA resumed control of Galena Airport. However, in early 1951, the U.S. Air Force negotiated an agreement with the CAA for joint civilian-military use of the airfield. Galena Airport was established as a Forward Operating Base for fighter-interceptors to meet the threat of Soviet bombers that had developed during the early years of the Cold War. Galena Airport served as the northernmost Forward Operating Base until the end of the Cold War, and fighter-interceptors made the majority of interceptions of Soviet aircraft over Alaska. In 1993, following the end of the Cold War, Galena was closed down.

On 1 October 1993, the Air Force turned over responsibility for operating and maintaining the Galena Forward Operating Base to a contractor. All military personnel were withdrawn and the Air Force facilities reverted to a caretaker status. The contractor assumed responsibility for keeping Galena's runway open and maintaining selected Air Force facilities on a 24-hour basis for weather and alternate emergency base and for support of periodic alert exercises.

** Information from 1) the Cultural Resources Management Plan for Galena Airport, Alaska, June 2000, prepared by the Department of the Air Force 611th Civil Engineer Squadron, Elmendorf Air Force Base, Alaska by John F. Hoffert and 2) a historical summary provided by the 11 AF History Office.*

Links off DEC pages

- [Galena City Schools](#)
- Alaska Department of Community and Economic Development [Community Information Summary on Galena](#) (Galena from community list)
- [CERCLA Overview](#)

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Forward Operating Location (FOL) Activities - Galena Airport



Colonel Joe Skaja
Commander, 611th Air Support Group

U.S. AIR FORCE



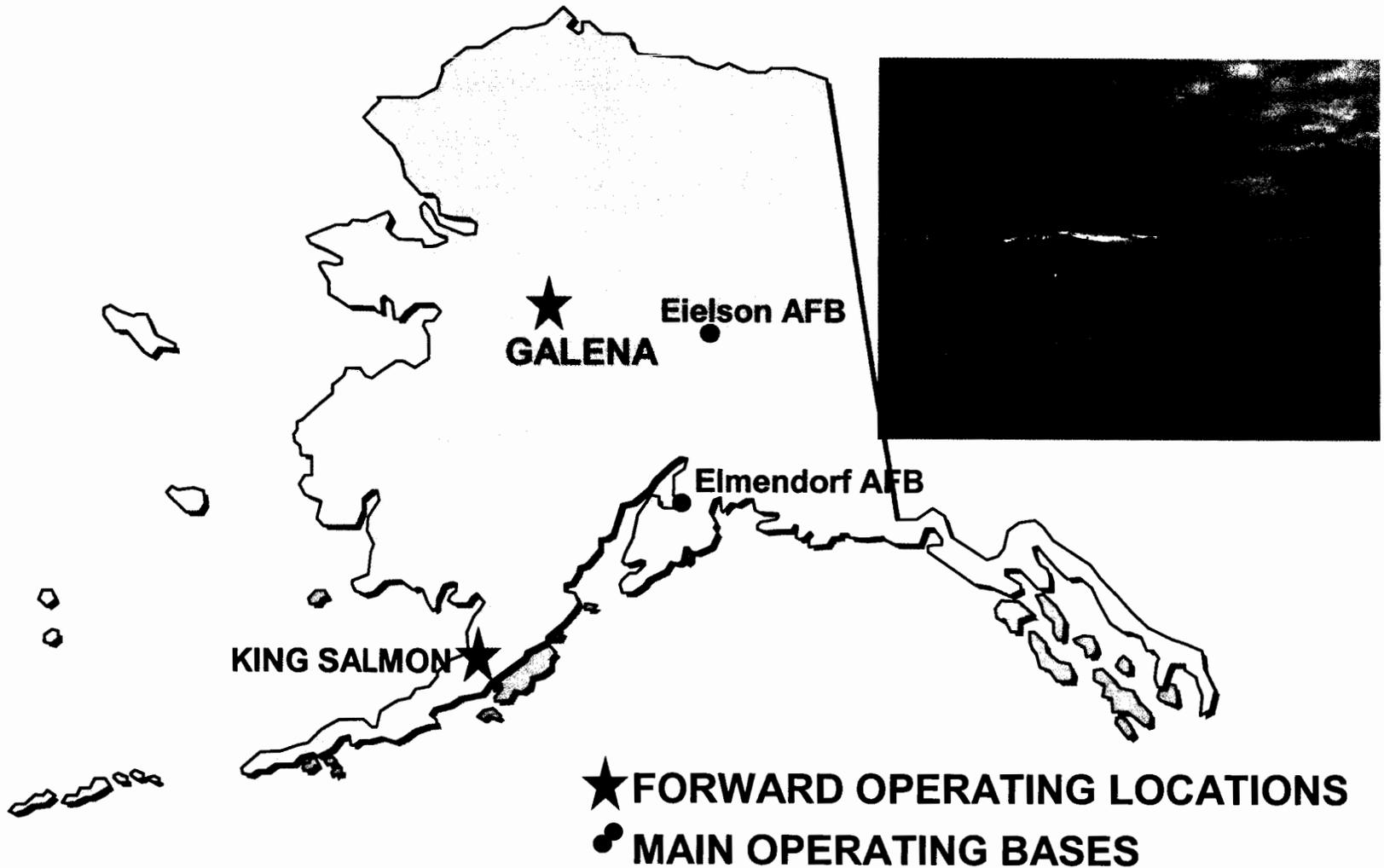
Overview



-
- **Location**
 - **History**
 - **Mission**
 - **Current Operating Status and Costs**
 - **Other Factors**
 - **611 ASG Discussion Items**
 - **Commission Items of Interest**

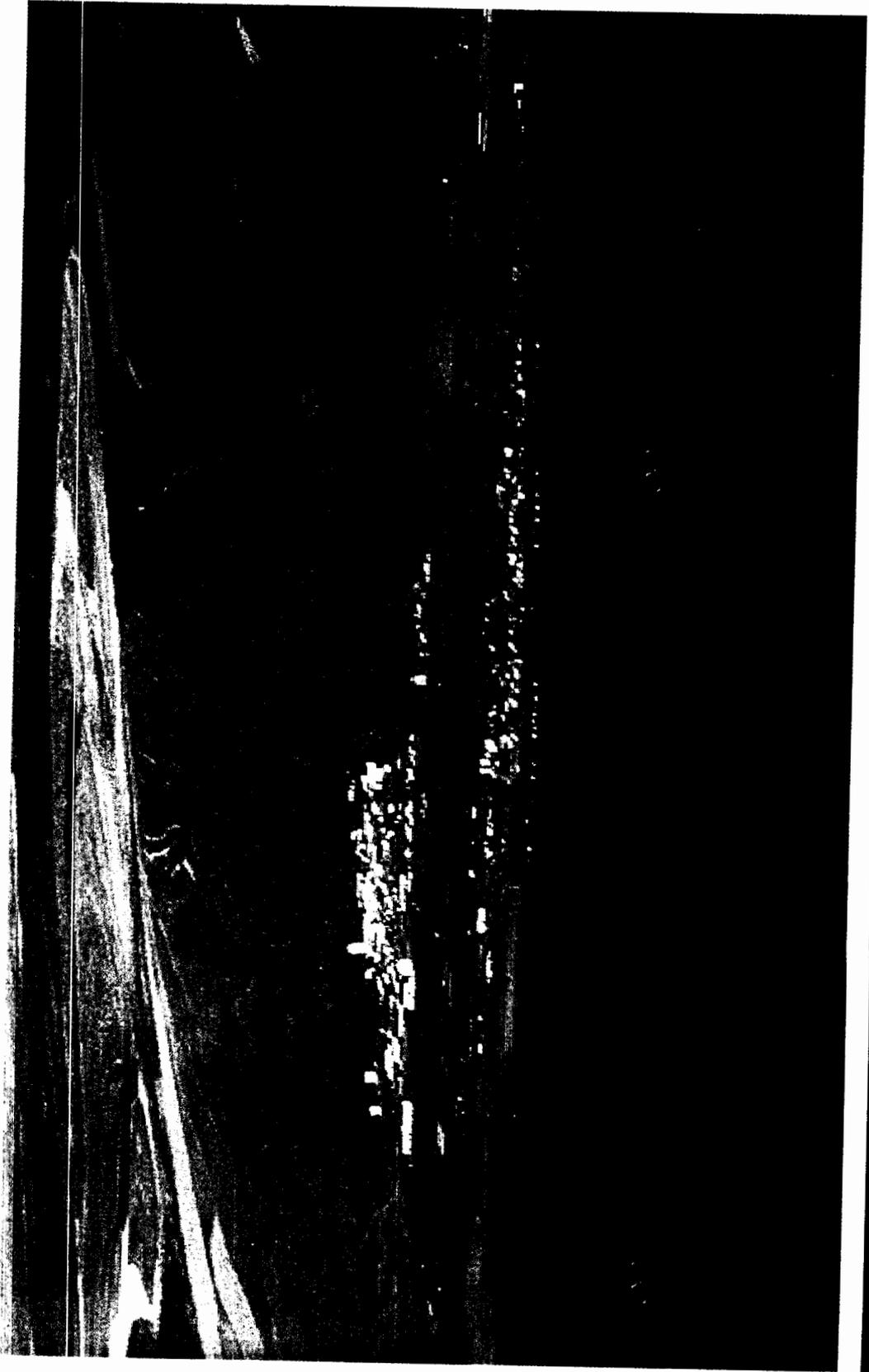


Galena Airport



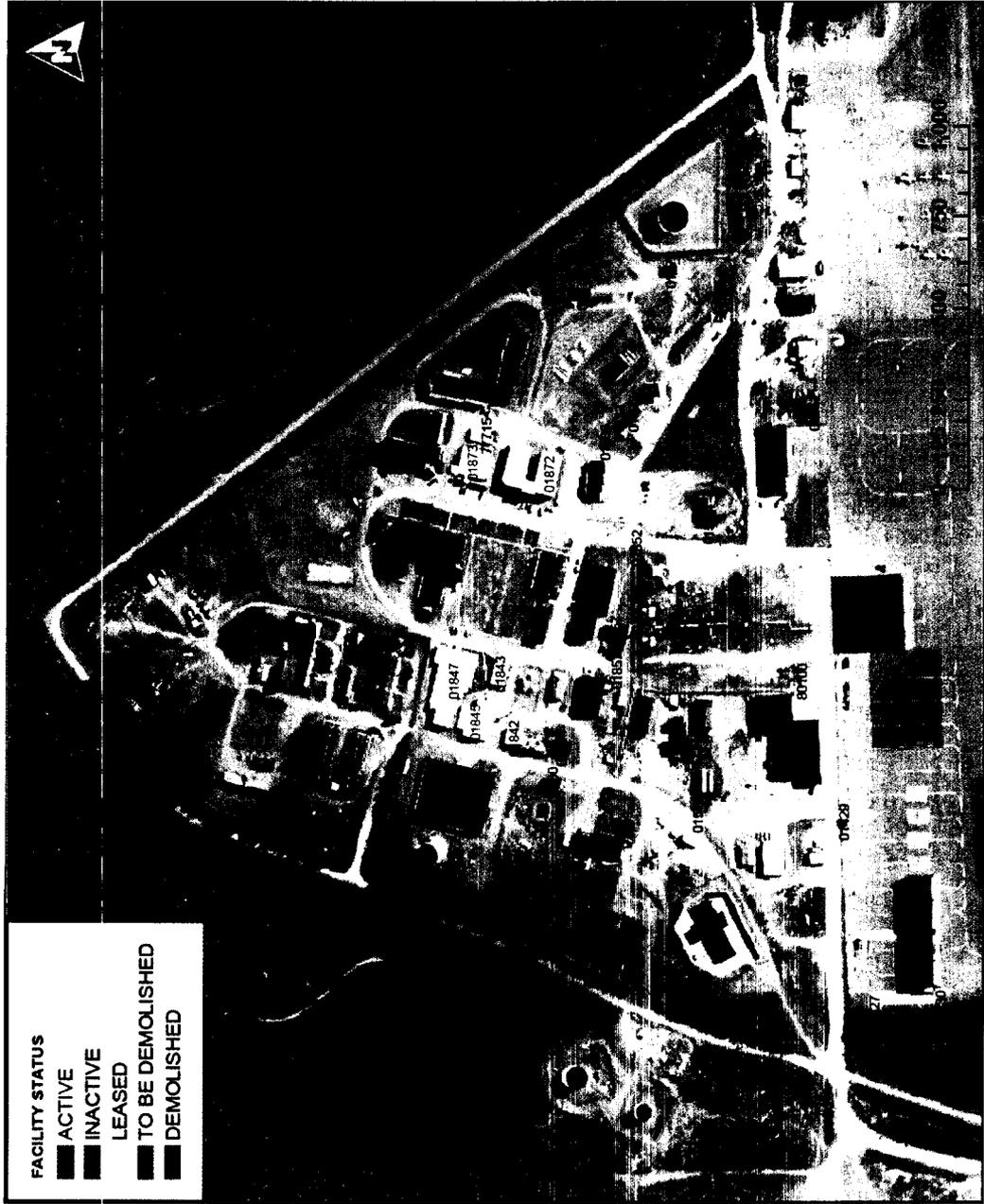


Galena Airport





Galena Airport





History

- Originally constructed in 1941/1942
- WW II: Support airfield for Lend-Lease to Russian Air Force
- Cold War: 24/7 fighter alert base for NORAD mission
 - 300+ assigned personnel
 - 200+ successful intercepts of USSR aircraft from Galena
 - 24/7 alert moved to Elmendorf AFB in 1993
- 1993: HQ PACAF directed conversion of to full contracted “caretaker” installation (Warm Base)
 - Base kept ready to support contingencies/exercises
 - Can receive 150 personnel on 24 hour notice
 - Expand to 350+ personnel within 7 days



Mission



Provide a ready forward operating location to support aircraft operations in support of the North American Aerospace Defense Command to ensure the air sovereignty of the United States and Canada



Current Operating Status



- **Base Operating Support (BOS) contract with Chugach Support Services (CSS)**
 - **Combined contract for both Galena and King Salmon**
 - **Contract total of \$16.5M per year**
 - **Galena part is \$8.5M per year**
 - **Contractor responsibilities**
 - **Maintain facilities at basic level to support contingencies**
 - **Operate/Maintain base water and steam plants**
 - **Billeting and messing**
 - **Fire Brigade and industrial security**
 - **Airfield operations (includes aerial port and aircraft refueling)**
 - **Base communications systems**



Current Operating Status (Cont)



- **Separate contract with State of Alaska for Runway/Taxiway maintenance - \$442K for FY05**
 - **Snow removal**
 - **Runway/Taxiway De-Icing**
 - **Sweeping/FOD control**
 - **Equipment furnished by USAF to State**
 - **Will convert to State-owned equipment in FY07**
 - **Contract cost will increase approx \$250K per FOL per year**



Current Operating Status (Cont)



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- Leased communications circuits through Defense Information Systems Agency - \$58.8K per year
- Leases for properties and rights of way - \$5K per year
- Refuse removal services - \$21K per year
- Electricity costs \$1.35M to \$1.45M per year
 - Purchased from City of Galena
 - Complex rate formula includes fuel cost adjustment
- Additional Sustainability, Restoration, and Maintenance (SRM) funding has averaged \$1.8M per year
 - Projects accomplished either by CSS as “over and above” or in-house by 611 Civil Engineer Squadron



Current Operating Status (Cont)



	<u>Annual Cost</u>
BOS Contract	\$8.5M
Airfield Maintenance Contract	\$472K
Electricity	\$1.35M - \$1.45M
Leased Communications Circuits	\$58K
Refuse Removal Services	\$21K
Leases	\$5K
TOTAL (excludes SRM projects)	\$10.36M - \$10.46M



Other Factors

- **Air Force facilities leased/licensed to other agencies**
 - **Galena School District**
 - Bldg 1872 - Old Dormitory
 - Bldg 1845 - Old Vehicle Maintenance Facility
 - Bldg 1847 - Composite Facility
 - Bldg 1851 - Base Gym (joint use with USAF)
 - **Alaska State Troopers**
 - Bldg 1700 - Old Fuel Vehicle Bldg (used for storage)
 - Bldg 1854 - Headquarters Bldg (four offices on first floor)
 - **U.S. Fish and Wildlife Service**
 - Bldg 1842 - Old Heating Maintenance Bldg (used for storage)



611 ASG Discussion Items



- Dealing with three governments
 - State of Alaska
 - City of Galena
 - Louden Tribal Council



Questions ?

BACKGROUND PAPER
ON
ECONOMIC IMPACT OF RELOCATING OPERATIONAL MISSION
FROM GALENA AIRPORT

This paper identifies economic impacts on community of Galena, Alaska, that could result from the Air Force terminating the requirement for and discontinuing contracted caretaker operations at the forward operating location (FOL) at Galena Airport, Alaska.

- USAF cost to operate Galena – Approximately \$10.4M to \$11.3M for FY05
 - Base Operating Support (BOS) contract with Chugach Support Services (CSS) for both King Salmon and Galena (total \$16.5M per year, Galena portion \$8.5M per year)
 - Runway/Taxiway maintenance contract with State of Alaska Department of Transportation and Public Facilities - \$442K for FY05
 - Cost will increase to approximately \$700K per year in FY07 due to conversion from Government Furnished Equipment to Contractor Furnished Equipment
 - Various leases for rights of way, land, etc. - \$5K for FY05
 - Utilities
 - Water, steam, and wastewater included in BOS contract
 - Electricity purchased from City of Galena – FY05 estimate is \$.300 to .320 per Kwh (\$1.35M to \$1.45M for 4.55M Kwh consumed)
 - Comparative data – electrical rates
 - Elmendorf AFB: \$.0946 per Kwh
 - Eielson AFB: \$.1155 per Kwh
 - King Salmon: \$.1955 per Kwh
 - Leased communications circuits cost of \$58.8K for FY05
 - “Tipping Fees” for Galena Landfill approximately \$21K per year
 - Sustainability, Restoration, and Maintenance (SRM) funding averages \$1.8M per year

Mr. Randy Barker/11 AF-ANR/LGD/552-7103/rdb/21 Jun 05

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- BOS contractor operations at Galena
 - 40 full-time CDC personnel on site
 - 24 geographically separated from families, live/eat on installation
 - 16 live on local economy
 - Sub-contract with Yukana Development Corporation (YDC), corporate arm of Louden Tribal Council, for food service and billeting (Contract data unavailable)
- Economic impact on Galena area if base closed
 - State of Alaska Department of Transportation
 - USAF no longer paying for runway/taxiway maintenance
 - State would assume responsibility for replacing/repairing runway/taxiway surface
 - State would assume responsibility for annual crack sealing and striping - \$250K per year
 - Local Galena area
 - Loss of 16 jobs for local hire personnel
 - Salaries/benefits loss of approximately \$960K per year (\$60K per employee)
 - Loss of sub-contracted jobs under sub-contract between CSS and YDC
 - Commercial activity loss
 - Very little from non-local hire contractor personnel
 - Contractor also does not local purchase items in Galena
 - Local lodging facility income from third-party contractors – about \$250K per year
 - Local community will absorb cost of operating local power plant
 - Actual amount determined by which facilities remain in use
 - Could exceed \$1.0M per year
 - Local community would absorb cost of maintaining facilities turned over from closure
 - Galena School District already paying to maintain facilities they lease from USAF

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- Loss of revenue for Galena Landfill – approximately \$21K per year
- City gains modern water processing facility and base wells
 - System rebuilt in 2003/2004
- Local community gains 2.2M gallons of fuel storage plus barge header at river
- Potential gain of seasonal jobs to work environmental clean-up projects (\$10.6M in projects planned between FY05 and FY15
 - YDC has been used for \$407K in third-party contracts since FY00
- Impacts to the USAF
 - Contract termination costs for Galena part of King Salmon/Galena contract
 - ROM is \$5.1M (60% of annual contract cost)
 - Contract would either have to be renegotiated or rebid to King Salmon only
 - Cancellation of \$33.9M of planned projects between FY06 and FY12 (cost avoidance)
 - Limited operational impact of using Eielson for alert fighters vice Galena
 - Current 4-bay Combat Alert Center (CAC) requires upgrades/repair
 - Cost savings to USAF in first year projected to be approximately \$6.0M to \$7.0M
 - Could be lowered by environmental remediation costs
 - In outyears, savings would be approximately \$9.5M to \$11.0M per year

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Warm Basing: Alaska Forward Operating Locations (FOLs)



THIS BRIEFING IS CLASSIFIED AS
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U.S. AIR FORCE



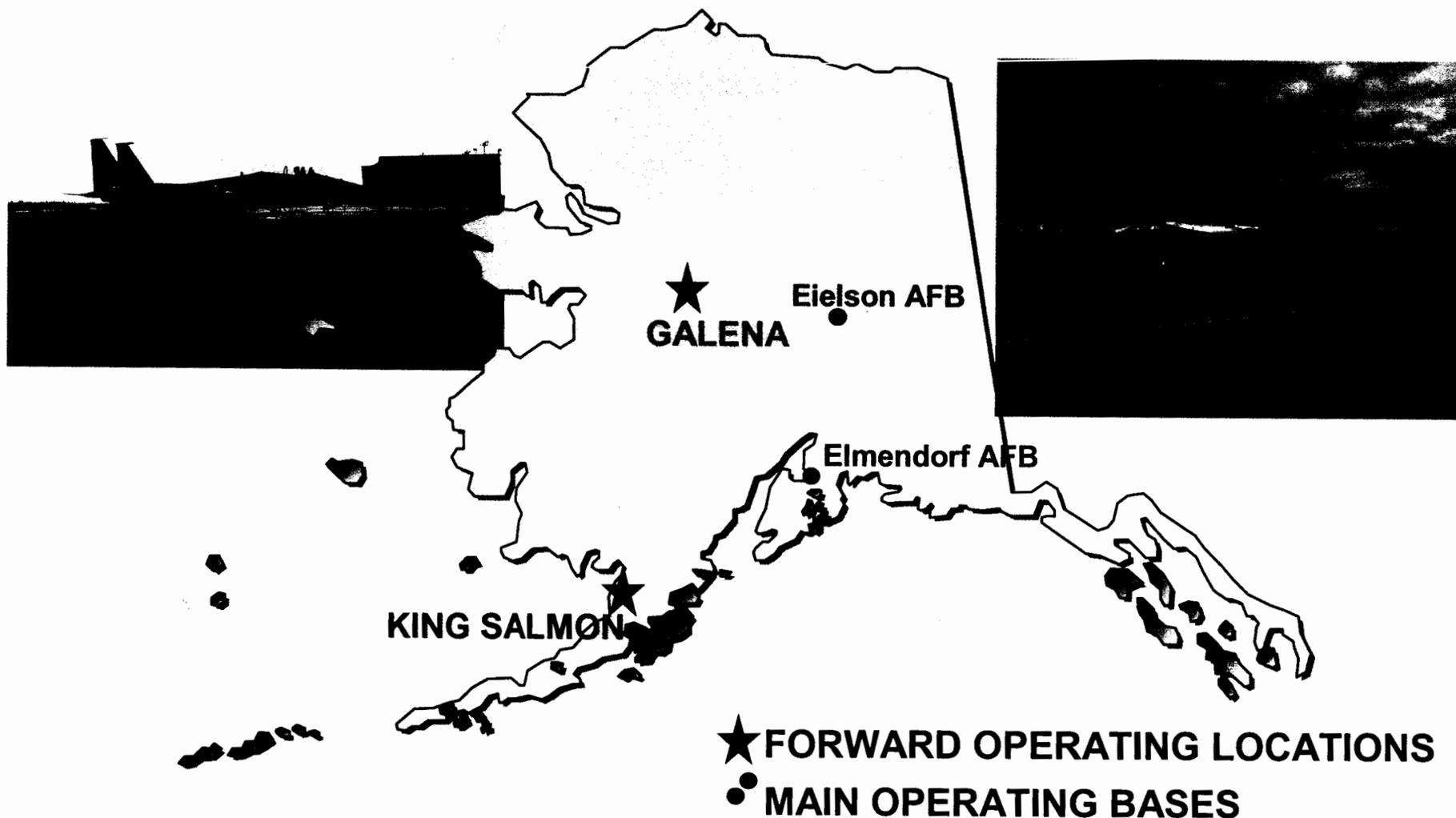
Overview



- **History/Requirements**
- **Alaska Warm Basing 101**
- **Current FOL Status**
 - **King Salmon Airport**
 - **Galena Airport**
- **Applicability to Eielson AFB**



Forward Operating Locations





History/Requirements

- **FOLs provided 24/7 fighter alert bases in support of NORAD mission**
 - **Each FOL had 300+ military personnel assigned**
 - **Full services and facilities (Supply, Security Forces, etc.)**
 - **Limited aircraft maintenance personnel assigned**
- **End of Cold War changed daily fighter alert posture**
 - **Daily fighter alert relocated to Elmendorf AFB**
 - **Tanker alert remained at Eielson AFB**
 - **AWACS alert remained at Elmendorf AFB**
 - **FOLs still required for increased alert postures**
 - **Operation NORTHERN DENIAL primary example**



History/Requirements (Cont)



- HQ PACAF directed conversion of FOLs to full contracted “caretaker” installations (Warm Base)
 - Galena converted in 1993
 - King Salmon converted in 1994
 - FOLs now manned 100% by contractor personnel
 - Military positions eliminated or reallocated
 - Funding burden shifted from MilPers to O&M
 - Contractor maintains base facilities at minimum level to support contingency operations
 - Must be able to support 150 personnel on 24 hours notice
 - Expansion to full operational level (350+ personnel) attainable within 7 days
-



History/Requirements (Cont)



- **Separate contract with State of Alaska for Runway/Taxiway maintenance**
 - **Snow removal**
 - **Runway/Taxiway De-Icing**
 - **Sweeping/FOD control**
 - **Equipment currently GFE to State**
 - **Will convert to CFE in FY07 (New equipment)**
 - **Contract cost will increase approx \$250K per FOL per year**



Alaska Warm Basing 101

- **Determine facility status based on overall mission**
 - **Active facilities – Daily use**
 - **Warm facilities – Support Contingency/OPlan**
 - **Cold facilities – No mission requirement**
- **Active facilities maintained/operated at full capability**
- **Warm facilities**
 - **Minimum temperature of 45° F**
 - **Water service shut off – system drained**
 - **Frequent monitoring**
 - **Brought to full capability as needed**
 - **Time required dependent on time of year, weather, etc.**



Alaska Warm Basing 101 (Cont)



- **Cold facilities = demolition candidates**
 - All utilities shut off
 - No minimum temperature
 - Once cold-soaked, facility cannot be economically revived
- **Other factors**
 - **Annual Aircraft Arresting System certification engagement**
 - External unit must be tasked to perform (e.g., 3 WG @ Elmendorf)
 - **Base utility runs may necessitate some facilities being in warm status when there is no requirement for them**
 - Would require project to re-route utility run
 - **Impacts of lowered heating/electrical usage on base heating/power generation facilities**



King Salmon Airport



- **Manning: 35 Contractors**
- **Facilities**
 - 45 Active/Warm
 - 35 Cold/Demolished

- **BOS Contract**
 - \$8.0M/Yr
- **Rwy Maintenance**
 - \$350K/Yr

- **Utilities Cost**
 - \$1.4M/Yr
- **SRM**
 - \$1.1M/Yr



Galena Airport



- Manning: 40 Contractors
- Facilities
 - 34 Active/Warm
 - 13 Cold/Demolished

- BOS Contract
 - \$8.5M/Yr
- Rwy Maintenance
 - \$450K/Yr

- Utilities Cost
 - \$2.4M/Yr
- SRM
 - \$1.8M/Yr



KING SALMON

	<u>Before Conversion</u>	<u>Current</u>
Electricity	Base Power Plant	Commercial Power
Heating Steam	Base Steam Plant	Base Steam Plant
Water	Base Wells	Base Wells
Sewer	Base Sewage Lagoon	City Sewer
Control Tower	24/7 FAA/USAF Tower	FAA Tower (16 hours per day)
Communications	USAF Maintained	Contractor Maintained
Security	USAF (Included Entry Control)	Contractor – Industrial Only



Galena

	<u>Before Conversion</u>	<u>Current</u>
Electricity	Base Power Plant	Commercial Power
Heating Steam	Base Steam Plant	Base Steam Plant
Water	Base Wells	Base Wells
Sewer	Base Sewage Lagoon	Base Sewage Lagoon
Control Tower	24/7 FAA/USAF Tower	Uncontrolled Airfield - No Tower
Communications	USAF Maintained	Contractor Maintained
Security	USAF (Included Entry Control)	Contractor - Industrial Only



DCN: 11894

Questions ?

27-Jul-05

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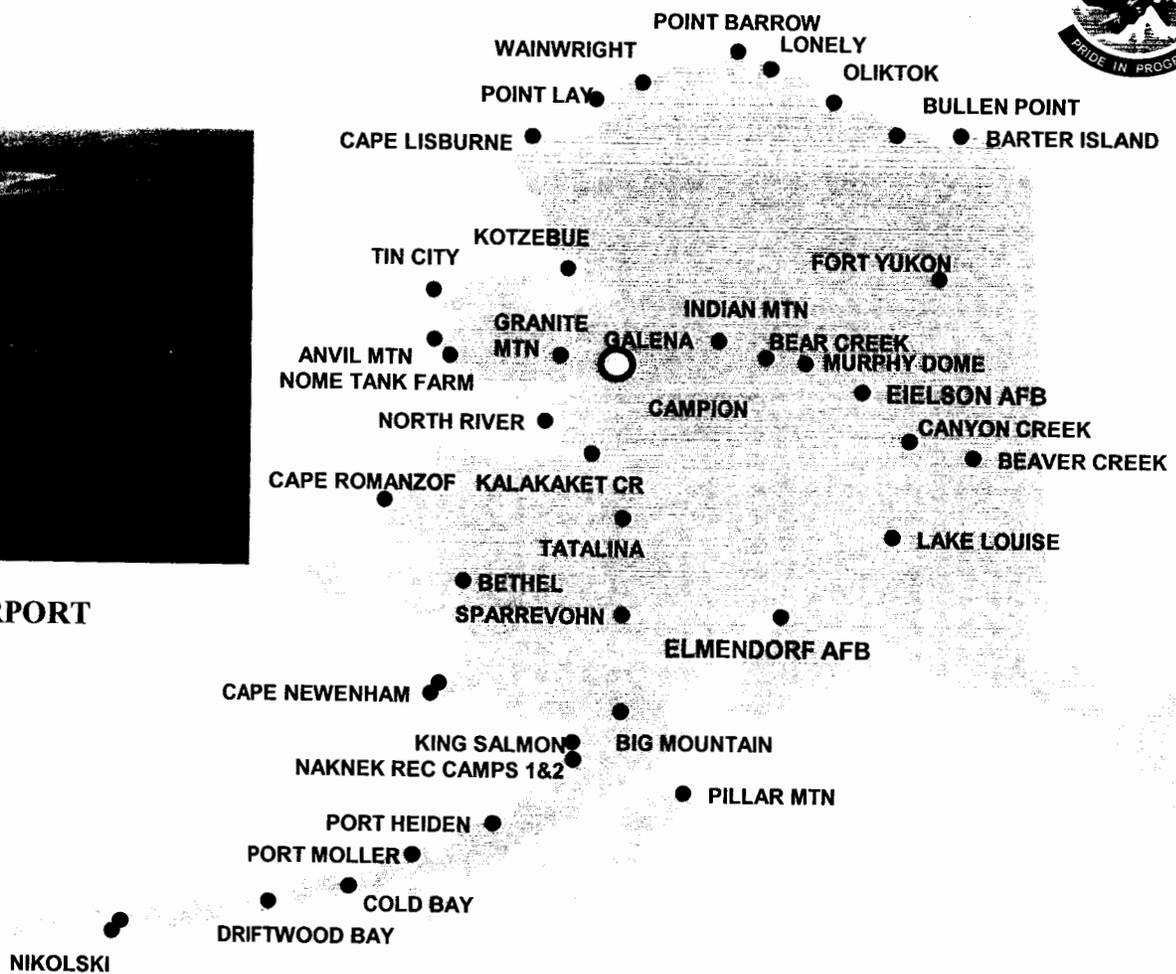


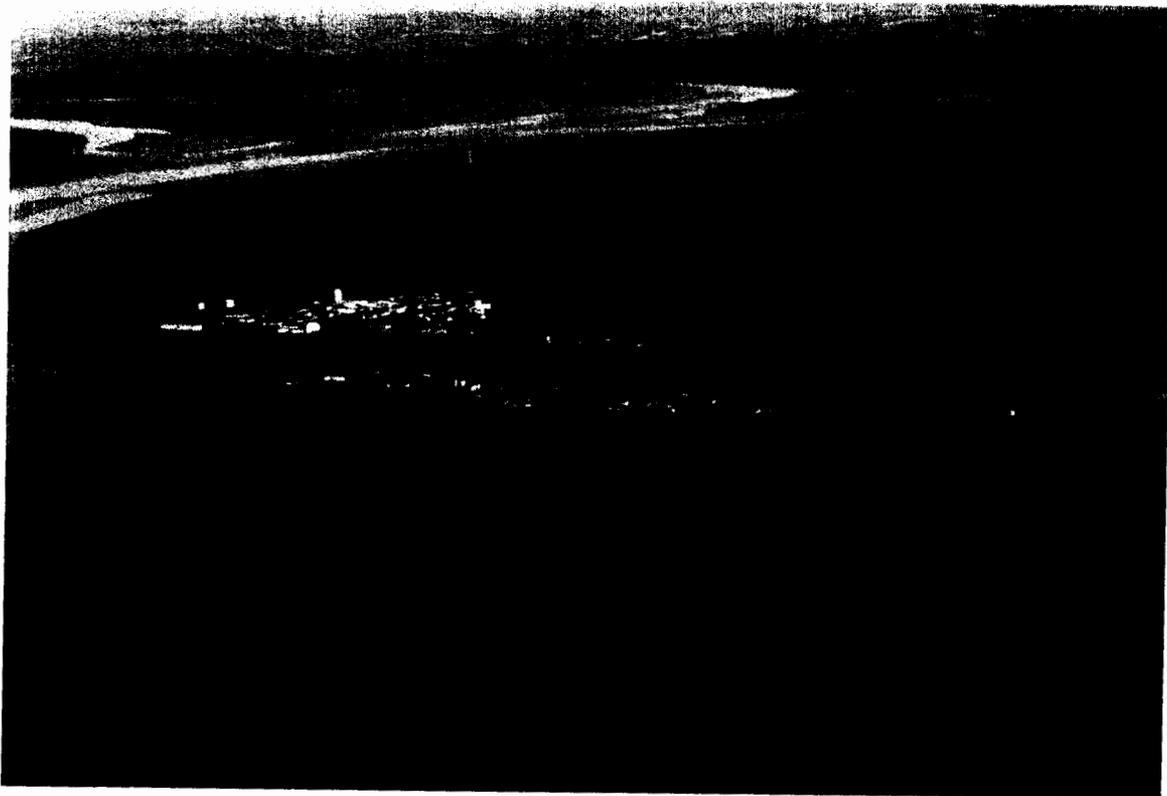
Galena Airport



GALENA AIRPORT

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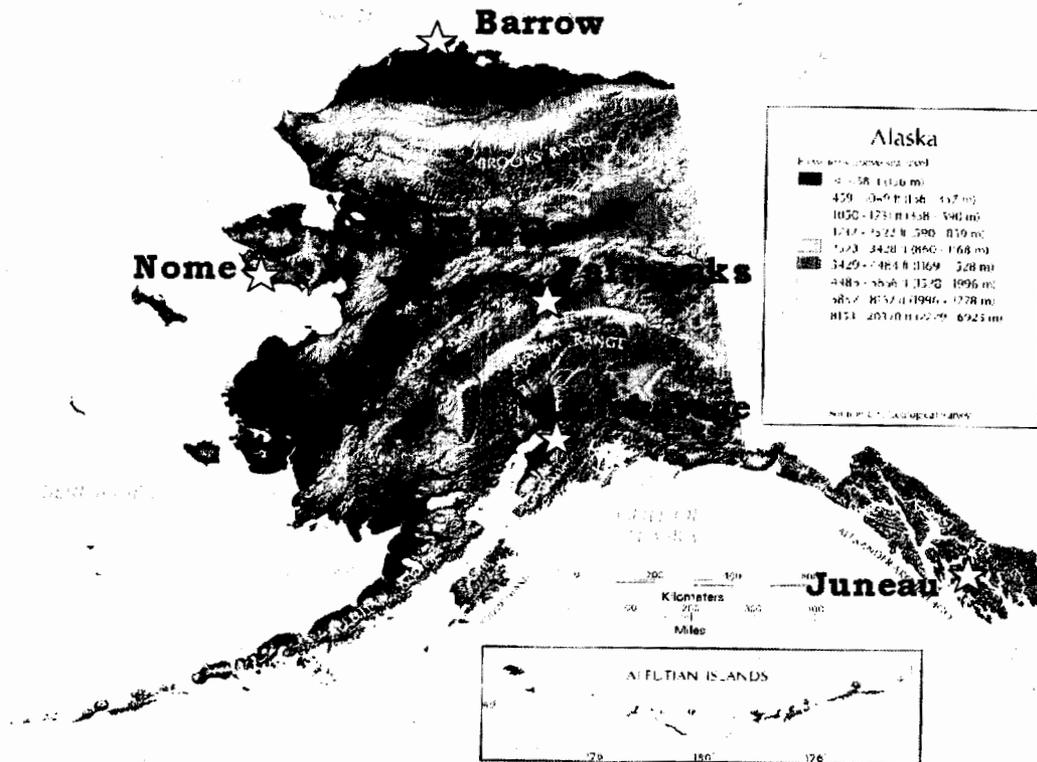


Galena Airport

Key Personnel:

Position	Name	Phone
Site Manager	John Mackey	446-3310
Fire Chief	Mel Davis	446-3396

SITE LOCATION



Galena Airport is located on the north side of the Yukon River at Galena, Alaska. The Galena Airport is 270 miles west of Fairbanks, Alaska and 350 miles northwest of Anchorage. Air Force C-130's and contract air freight provide Galena with year-round logistics support, which is augmented in the summer by barges on the Yukon River from Nenana. There is one scheduled airline and several regional air carriers serving Galena.

Base roads give access to the site facilities and state roads connect the base with "New" and "Old" Galena. Barges off load in "Old Town" and supplies are then transported via the state roads to the airport.

The Galena Airport runways, taxiways, and a few fixed base operator buildings at the site are owned and operated by the Alaska Department of Transportation and Public Facilities (DOTPF). The coordinates are 64° 44' 31" N, 156° 57' 27" W. The elevation is 152 feet above sea level.

Since the Air Force has operational requirements and responsibilities in excess of that normally required at most other state airports, special contractual agreements and arrangements have been implemented to accommodate them. As an example, the Air Force provides equipment to remove snow and ice from the runway, taxiways and apron.

The Galena airport is encircled by a levee to prevent flooding when the Yukon River rises each spring. Annual flooding of "Old Town" Galena on the south side of the levee (elevation 120 feet mean sea level (MSL), resulted in the development of "New Town" Galena on Alexander Lake a mile and one half east of the end of Runway 25. The "New Town" is higher in elevation and out of the flood plain.

City offices, Galena City School, Galena Health Center, Galena Electric Utilities, the laundromat, stores, some rental properties and more than 150 homes are located in "New Town" and it continues to grow. The "Old Town" Galena town site, along the south of the airfield, still exists. It contains the civilian oil storage facility, post office, hotel, the Gana-a'Yoo, Ltd. (a local Native Corporation) office, some commercial enterprises, and several homes.

"Old Town" is between the levee and the river, and therefore not protected from flooding. The community relies heavily on local subsistence, but on a lesser scale than the other villages in the area. Most residents own fish camps on native allotment land along the Yukon River where they set up fish wheels and other fishing paraphernalia to harvest fish. Most residents of the community are employed by a governmental entity. The population of Galena is approximately 700 people year around.

Galena is a center for the Bureau of Land Management's (BLM) forest fire fighting effort in the west central part of Alaska. In the summer months, additional employees are hired by the BLM for that purpose and personnel are quartered in dormitories within the dike area of Galena Airport in an area provided for the BLM. The State of Alaska also has quarters on Galena Airport.

The geology of the Galena area is dominated by modern flood plains and associated low terrace and alluvial fan deposits. Soils in the Galena area are fairly uniform, with poorly drained silt dominating. These deposits consist of silt, sand, and gravel and are commonly overlain with silt and mud. Galena is generally underlain by discontinuous permafrost.

AIRFIELD

Galena Airport services the Air Force and the city of Galena. It is owned and operated by the DOTPF and maintained using equipment and materials provided by the Air Force. The Airport runway, 07/25, is an asphalt and concrete runway 7200 feet-long and 150 feet-wide. There is a parallel grass strip 2400 feet-long and 150 feet-wide on the North side of the runway. This strip is used as a ski strip during the winter months.

NAVAIDS

The airfield has a control tower but it is not routinely operated. Aircraft using the airfield must land and take-off on their own volition. The airfield has a full complement of navigational-aid equipment including VORTAC, ILS, VASI's, HIRLS, approach lighting, pilot controlled lighting, and a rotating beacon. The FAA, with the exception of the runway lighting and the ILS, which are maintained by the Air Force contractor, maintain all navigational equipment. The airfield also has 3 BAK-12 barriers; one located at each end and one at midfield that is maintained by the Air Force and are certified annually in conjunction with scheduled deployments of F-15 aircraft to the site. The State provides snow removal for the runways, maintaining a Runway Condition Report (RCR) of 12.

CAC

The combat alert cell (CAC) at the site has four cells capable of handling F-15 aircraft. There are 8 beds in the CAC for handling crewmembers and there are tie downs on the ramp for 12 aircraft.

COMMUNICATIONS

The site has three DSN telephone lines and twelve FEX lines to meet the sites communication needs. The site also has radios for communication with aircraft that meet all operational requirements for aircraft deployments and exercises.

WEATHER

CSC provides a weather observer who makes surface observations and provides reports from 0800 – 1600 Monday through Friday. The remainder of the time, weather reporting for the site is provided by an Automatic Weather Observation System (AWOS), which is maintained by the contractor.

WATER

Water is provided at the site from three water wells situated within the base boundary. Wells number 1 and 7 are used as the primary sources for all base potable water. Well number 3 in facility 1812, provides non-potable water for other than for human consumption such as fire fighting. Another well, number 4, is located in the CAC, Bldg 1428, but is suitable only for wash-down purposes. Well numbers 1 and 7 pump to the treatment plant, Bldg 1578, where it is

treated for domestic use and stored in a 100,000-gallon storage tank located inside the plant. Water is supplied from the storage tank to the distribution network by means of a pressure pump at 70 PSI. The electrically driven fire pump is located in the water plant, facility 1578.

POWER AND HEAT

The primary source of power for the Galena Airport is from the Galena Electric Utility, a city owned company. This service began in March of 1991. Stand-by power is provided by the base power plant in facility 1499. This facility has four primary diesel generators. Three Caterpillar 350KW generators and a 650KW from a diesel train engine. They are capable of providing full power for all Air Force facilities and operations at the site. Additional emergency back-up electrical power is available from individual stand-by diesel generators located at other facilities around the base, including the HQ Bldg 1854, the Dining Hall Bldg 1859, Control Tower Bldg 1404, Utility Vault Bldg 1552, CAC Bldg 1428, and the GATR Bldg 1875.

Distribution of power at Galena is by overhead, underground, and direct burial power distribution lines located throughout the base. The BOS contractor maintains all aspects of the power distribution utility including the switchgear located in Bldg 1499, which allows switching from local to stand-by power and redistribution of loads throughout the base.

There are six boilers on Galena. Bldg 1499 houses three Clever Brooks 50214 MBH boilers that provide primary heat to all facilities. Bldg 1858 houses a Steel/Burnam 2343 MBH pony boiler that is run in the summer months so the primary boilers can be shut down. Bldg 1573 houses two Steel/Burnam 5055 MBH pony boilers that service that facility only. The output of the boilers in Bldg 1499 is distributed via utilidors to most buildings on the base. Utilidors are underground and above ground utility corridors, which permit all-weather access and maintenance to utilities while protecting the utilities from the elements.

FUEL

The site has 2.2M gals of JP8 fuel storage capacity. This fuel is used for running the heat and power plants and refueling aircraft. Approximately 15,000 gallons of mogas is stored at the site for vehicles and running small pumps and engines. The primary storage tank at Galena is tank 44, a 1.7M gal tank. Galena's "Million Gallon Hill" consists of tanks 41, a 420K gal tank, and tank 42, a 796K gal tank. Tank 42 is in stand-by status for the spill response plan. Galena's service station consists of one 30K gal DF-8 and one 15K gal mogas tank. Two 30K gal tanks are located at the stand-by power plant.

RECEIPTS: JP-8/DF-8 is delivered via barge on the Yukon River. Mogas is purchased locally. JP-8/DF-8 is transferred from the river dock facility to the site via pipeline.

FILLSTANDS: One JP-8 fillstand utilizing one of two risers can issue 520 gal per minute to an R-9 unit. Using both risers it can fill 2 trucks at an average of 320 gal per minute each. Dispatch from fuels control center to the fillstand takes about 1 hour on the average. A DF-8 fill stand issues 300 gal per minute to an R-9.

BILLETING AND MESSING

Galena maintains billeting accommodations for 150 personnel in addition to the 39 contractor personnel at the site. This number can be accommodated on very short notice. Additional personnel can be accommodated in contingency operations, but would require additional time

and would mean using facilities other than dormitory facilities to house personnel. The contractor also operates the dining facility, providing breakfast, lunch, and dinner seven days a week.

MEDICAL

The site has a medical-aid facility but no medical services are provided. The local medical clinic located in "New Town" which has capabilities to handle small medical emergencies, handles medical requirements. More serious medical emergencies must be airlifted to Anchorage or Fairbanks. The facility is available for use should a deployment package require it but medical personnel would have to be transported to the clinic to receive service.

FORCE PROTECTION AND SITE SECURITY

The BOS contractor is responsible for implementing force protection measures and providing industrial security for all installation facilities. The contractor also provides Industrial Security under the DoD and AF Information Security Programs, for classified material maintained on station. GSA security containers are available at the HQ Bldg and the CAC for visitors and deploying units. 3 WG Security Forces support all PL-2 Alert Aircraft during NORAD deployments. The contractor is not responsible to provide security for transient PL-3 Aircraft. A support agreement is in place with Alaska State Troopers (AST) to provide armed response to incidents. AST is located on the first floor of the HQ Bldg 1854. Its presence on site also acts as a deterrent.

OFFICE SPACE

Office space is at a premium on the site, but is sufficient to support all operations and deployments. The BOS contractor operates out of the HQ Bldg 1854 and vehicle maintenance facility, Bldg 1573. Additional office space is located in the supply building, Bldg 1769, the med-aid facility, Bldg 1857, and the RAPCON Facility, Bldg 1578. Base Operations are conducted from the fire station located on the parking ramp.

CARGO HANDLING

The contractor provides handling of cargo, loading and unloading of aircraft, and storage of shipments of supplies at the base supply Bldg 1769. This requirement is limited to the normal operations and maintenance of the site. Large-scale deployments or other large material handling or storage requirements will require augmentation of the contractor effort by outside parties. The contractor remains available to lend support to this requirement in terms of vehicles or other means. The base supply building has approximately 24,000 sq ft of space and, although the contractor uses the facility for normal operations, there remains ample storage capacity to meet most contingent requirements.

ENVIRONMENTAL COMPLIANCE

The BOS contractor is responsible for providing collection and disposal of all accumulated hazardous wastes generated at the site. The site itself is a small quantity generator of hazardous substances and special provisions apply for any operations that take place at the site by third

parties. Any party that conducts operations at the site will be responsible for maintaining their own accumulation point and providing proper documentation and packaging of materials in accordance with Alaska Department of Environmental Conservation (ADEC) and federal laws and regulations governing hazardous substances and wastes. When the product is properly prepared by the third party and turned over to the BOS contractor, the BOS contractor will be responsible for shipping and tracking for disposal.

MUNITIONS

Galena Airport has a munitions storage Bldg 1488. A blast wall to protect facilities located in close proximity encloses the facility. The facility is primarily used for maintenance, inspection, and ready use storage of AIM missiles supporting F-15 aircraft. The facility is also used for conventional maintenance of 20MM ammunition, chaff and flares.

CUSTOMERS

Galena Airport provides support for a variety of agencies, both federal and local. Primary support is provided to 3 WG and Alaska NORAD Region, which are directly in our mission statement. Support agreements and other working agreements involve agencies such as the Federal Aviation Administration and National Weather Service, National Parks Service, DOTPF, BLM, Coast Guard, US Fish & Wildlife, and the Army Air National Guard. The Alaska State Troopers use facilities at the site for HQ offices and provide limited security for the station. A lease arrangement has been worked with the Galena school district to allow unused facilities to hold a local vocational-technical school for local students.

FIRE PROTECTION

The BOS contractor maintains a fire brigade on site for protection of facilities and assets. A total of 16 contractor personnel are carried on the payrolls and receive training to respond to fires and airfield mishaps at the incipient stage. The brigade also receives egress training from the Air Force to respond to aircraft incidents. A minimum of 12 trained brigade members must be on site at all times. The Air Force also has a mutual aid agreement with the Galena City Fire Department and the two units assist each other in responding to fires and emergencies in the area. All fire brigade members have full time jobs in other skills, but can respond quickly and efficiently when required.

VEHICLES

The contractor is responsible for maintaining all vehicles at the site. The special purpose vehicles such as cranes, forklifts, fuel trucks, and fire trucks are Air Force assets, while the personnel fleet is contractor owned/leased. The contractor provides transportation at the site for all official visitors and deployments and will provide vehicles if available.

WASTE MANAGEMENT

A sewage lagoon and sewage treatment plant is located on the west side of the base, which handles all wastewater generated at the site. A separate contract was negotiated with the City of Galena to haul all trash from the site to a city landfill located nine miles away at Campion in Oct of 1998. This allowed closure of the old landfill, which was located in a low-lying area just

outside the dike on the west side of the site and was always susceptible to flooding. The new site at Campion also has an asbestos cell for the disposal of asbestos containing materials.

AIR FIELD USAGE

The contractor accomplishes the loading, unloading, fueling, and deicing of aircraft visiting the site. This includes supply/cargo missions, mission support flights, orientation site visits, exercises, deployments, refueling stops and emergency and weather divers. The following is a count of the aircraft that the contractor served during FY04 at Galena Airport:

C12	94	CH47	53
C130	71	F15	40
FAA FLT CHK.	2	SHERPA	2
L100	2	LIFE FLIGHT	0
UH60	43	CONQUEST	3
LEAR 60	7		

TOTAL=317

TOP

Region

VARADO

GENERAL GONZALEZ

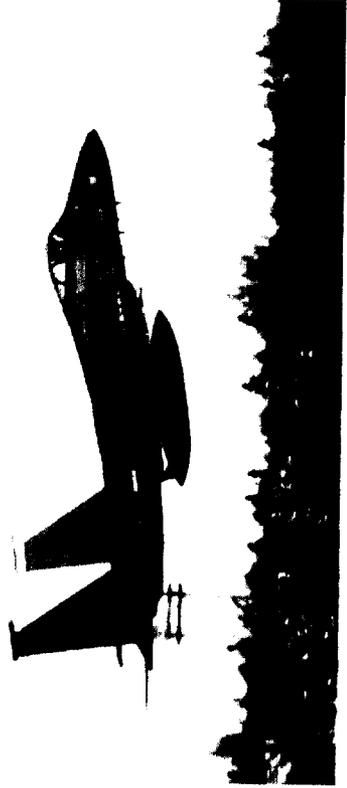
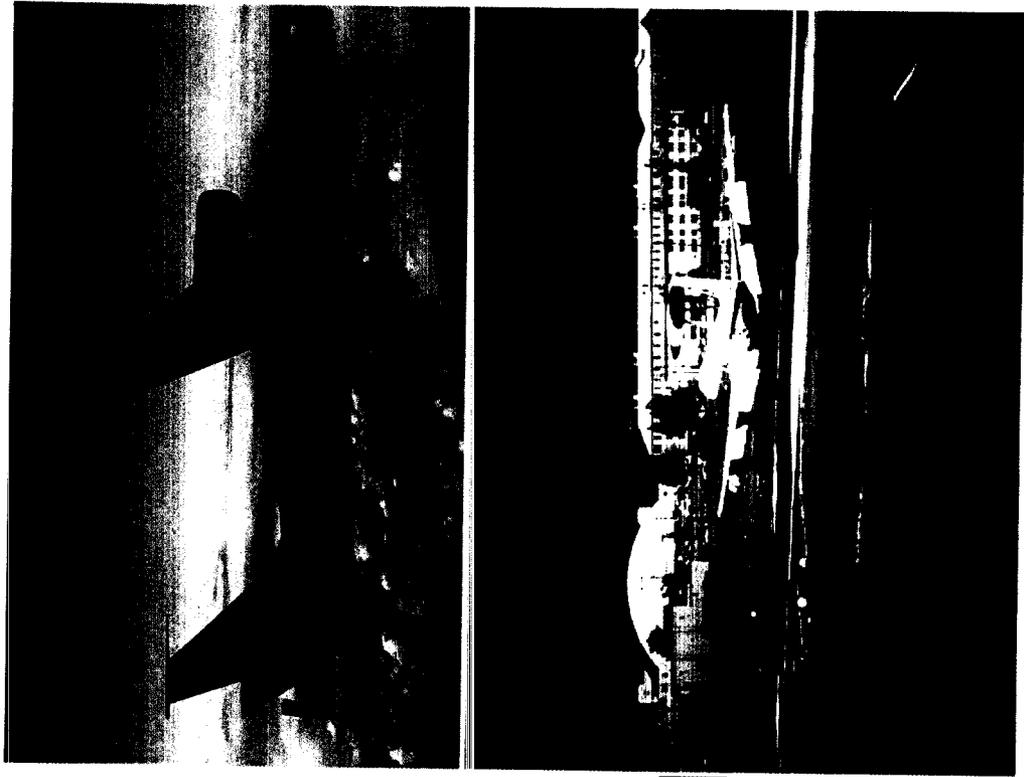
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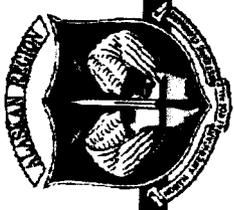
UNCLASSIFIED//FOUO

DCN: 11894

AIR BREATHING SYSTEMS



UNCLASSIFIED//FOUO



UNCLASSIFIED//FOUO

DCN: 11894

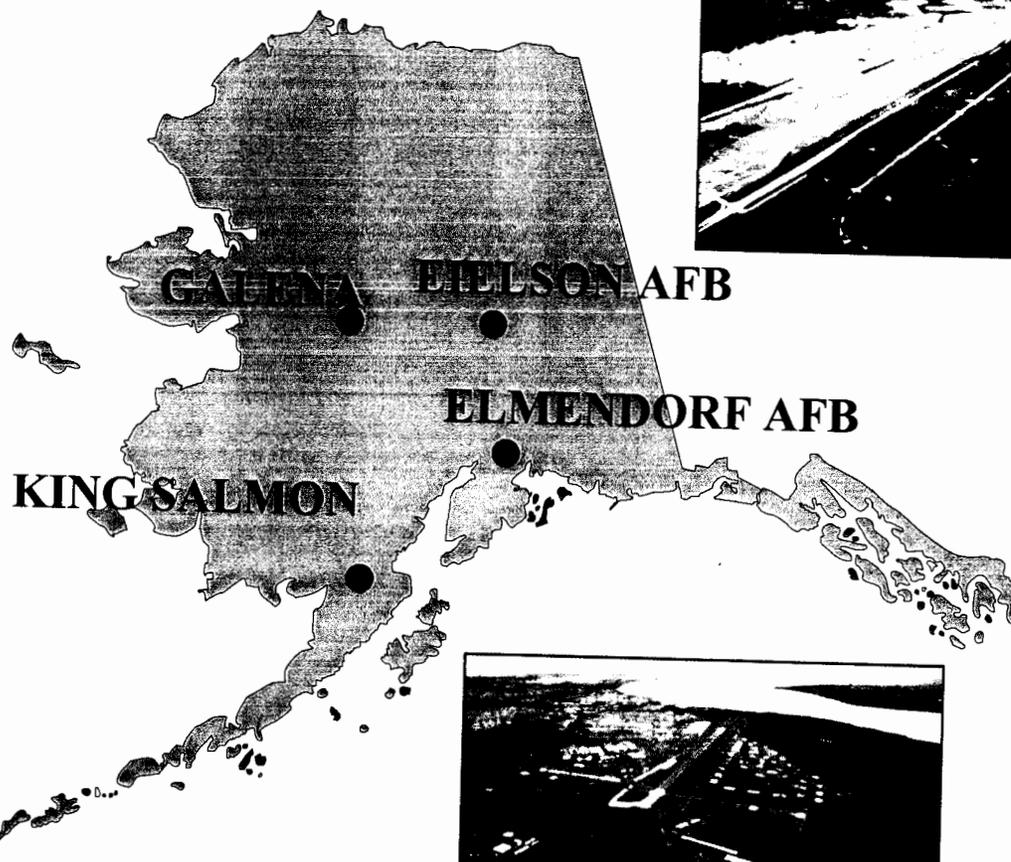
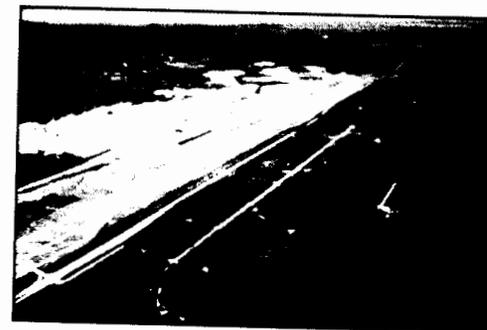
POSTURE

- 2 x F-15
- 2 x F-15
- 1 x KC-135
- 1 x E-3

UNCLASSIFIED//FOUO



ALASKAN AIRFIELD OPERATING LOCATIONS





GALENA FOL



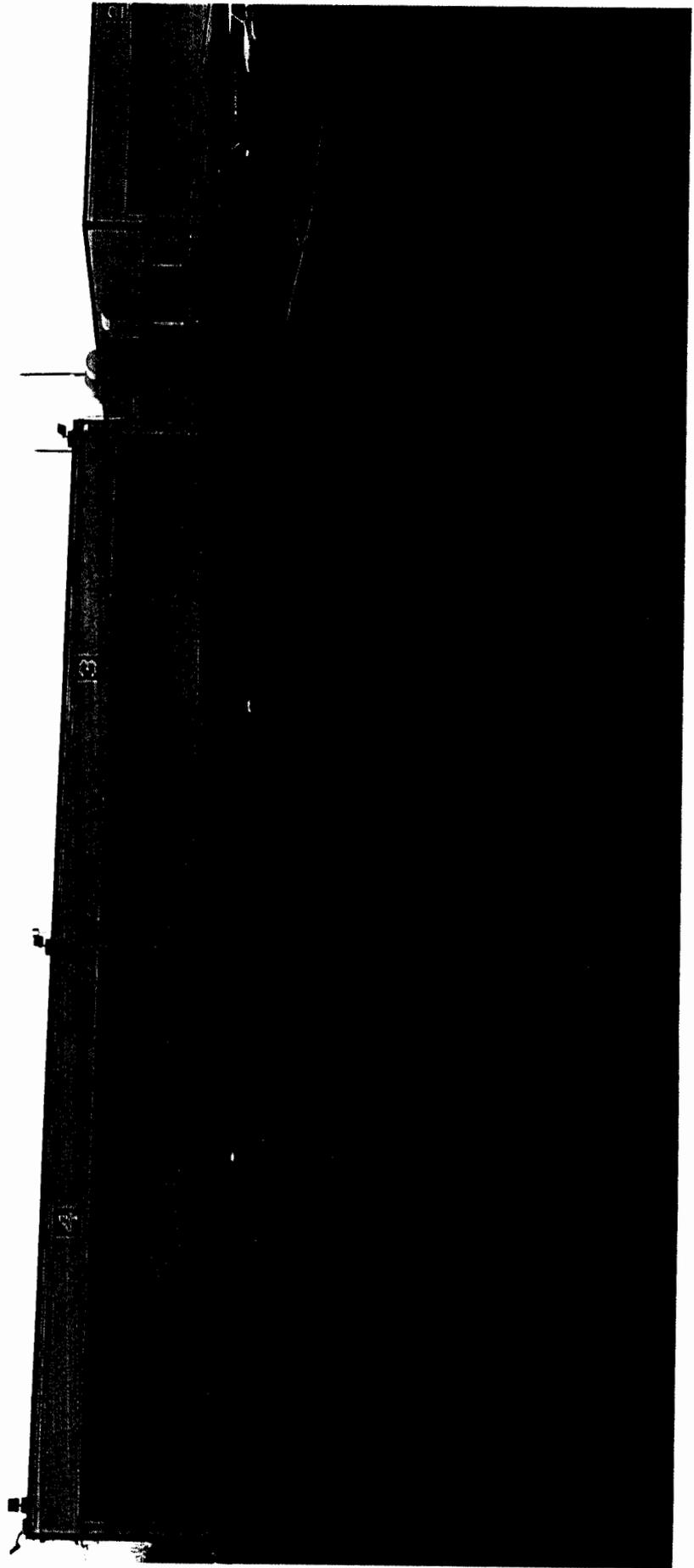
- 40 PERSONNEL ON SITE
- 7200' RUNWAY
- 3 BARRIERS
- VORTAC, ILS, NDB

- 2 FUEL STORAGE TANKS
- CAPACITY 2.2M GAL (JP8)

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GALENA CAC



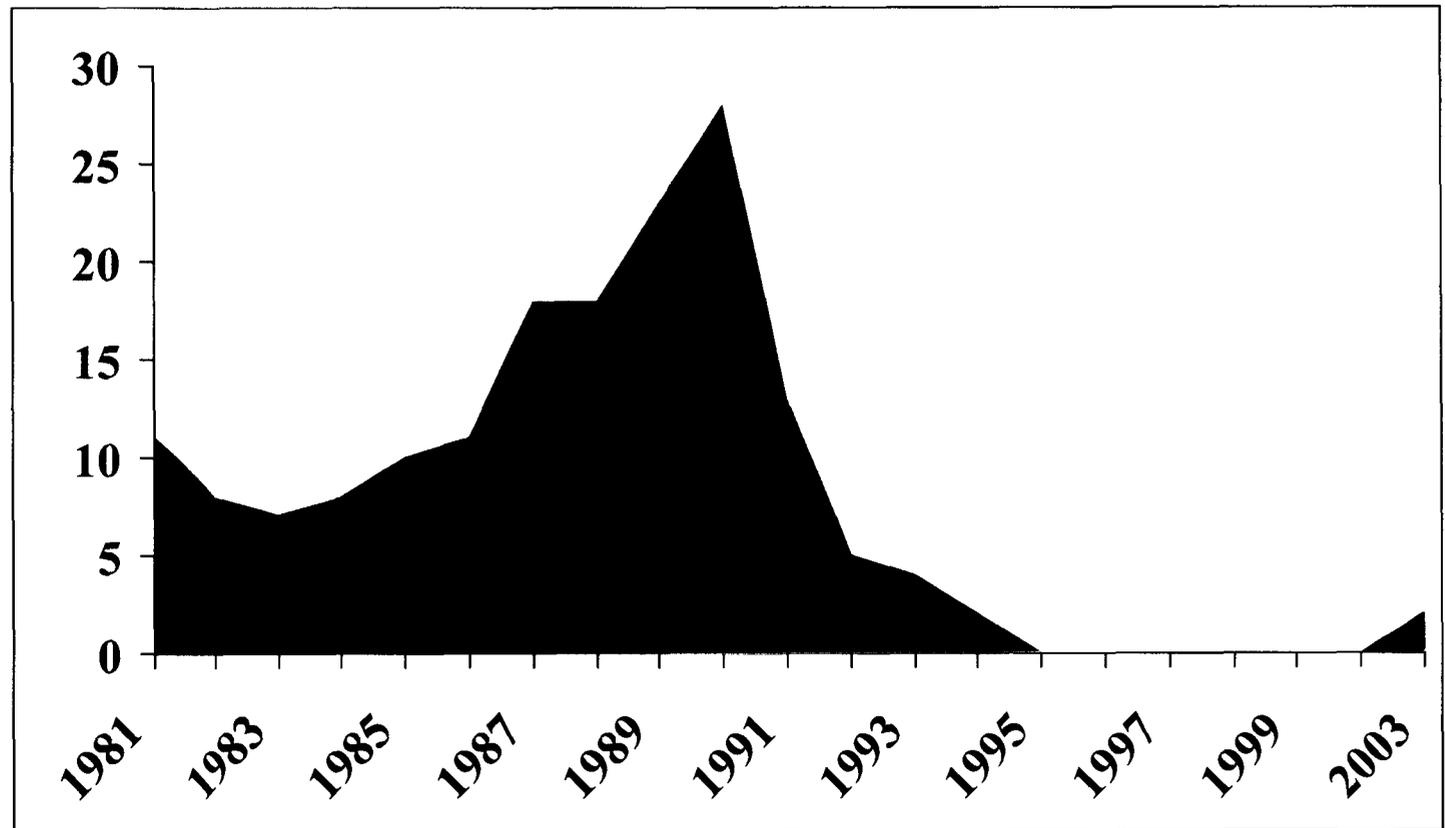
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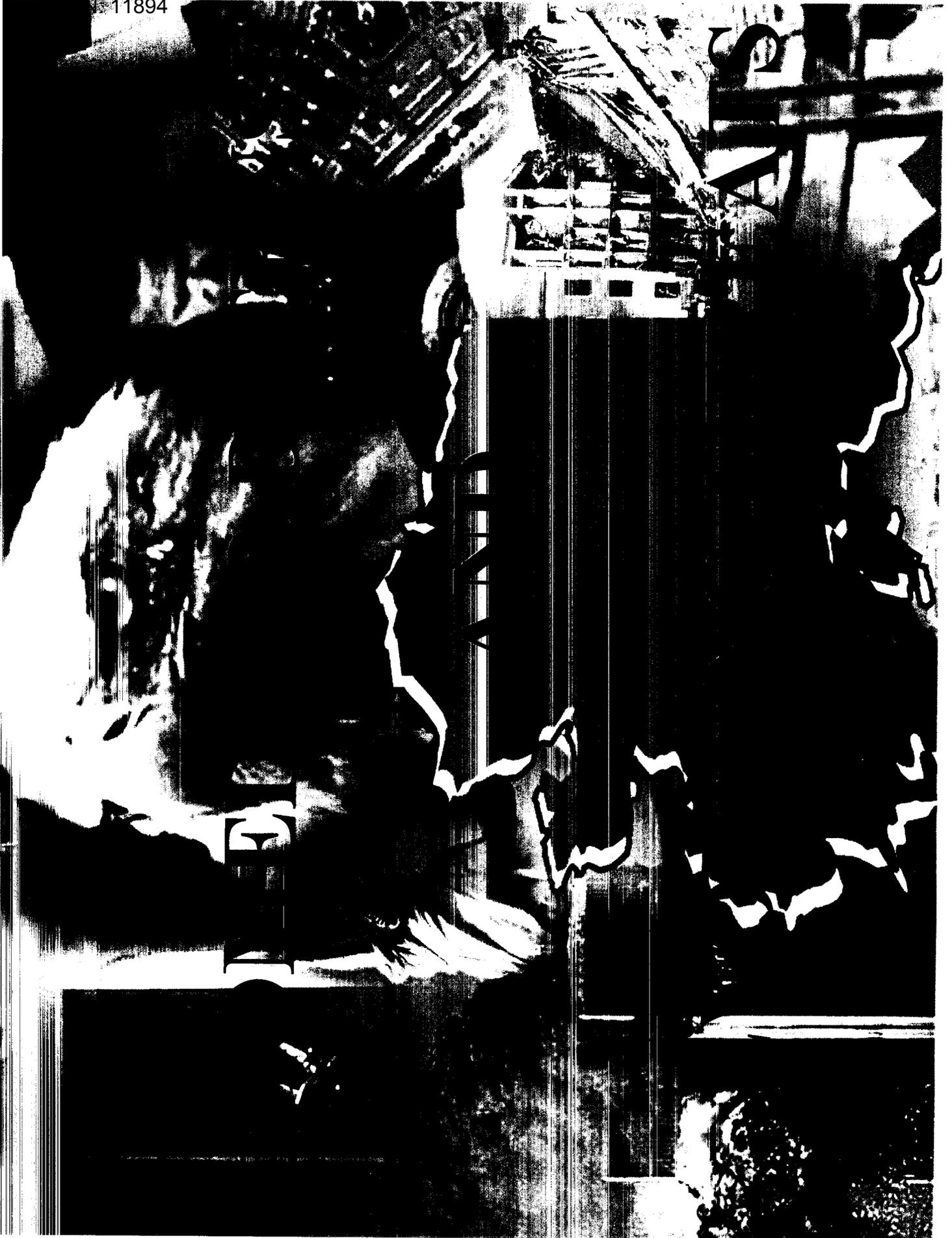
RUSSIAN STRATEGIC AVIATION





ANR AIR SOVEREIGNTY INTERCEPTS



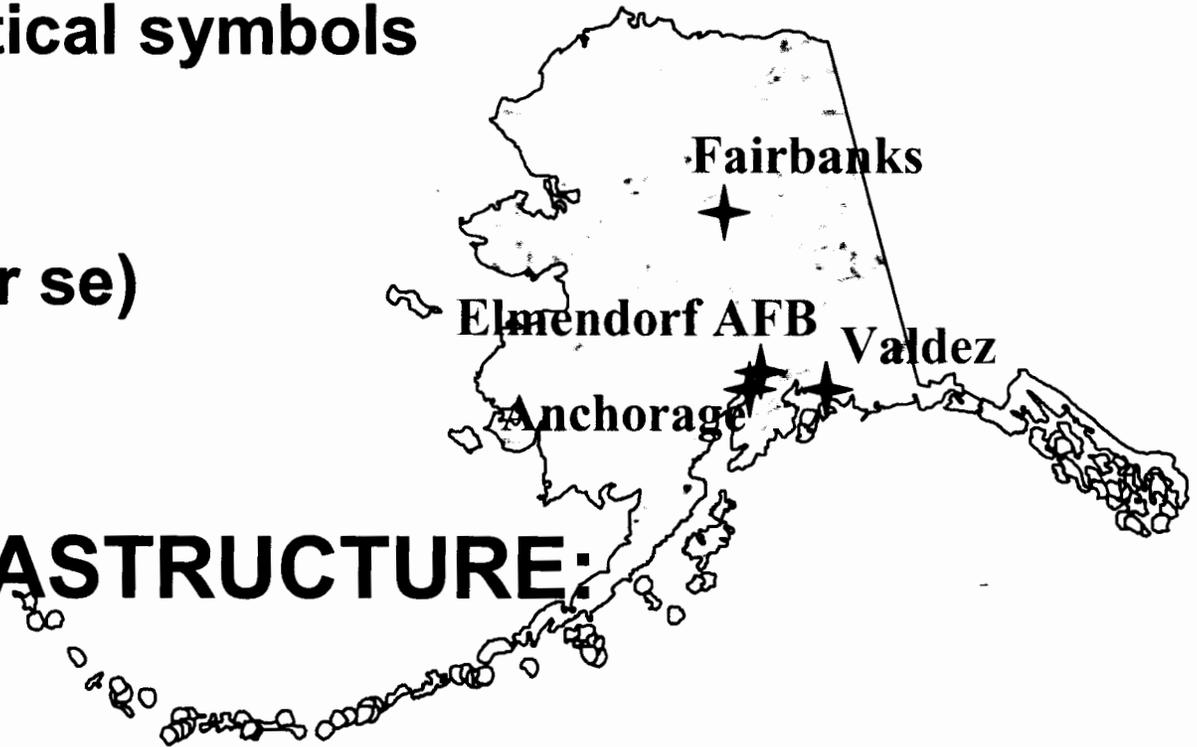




POSSIBLE ALASKA TARGETS

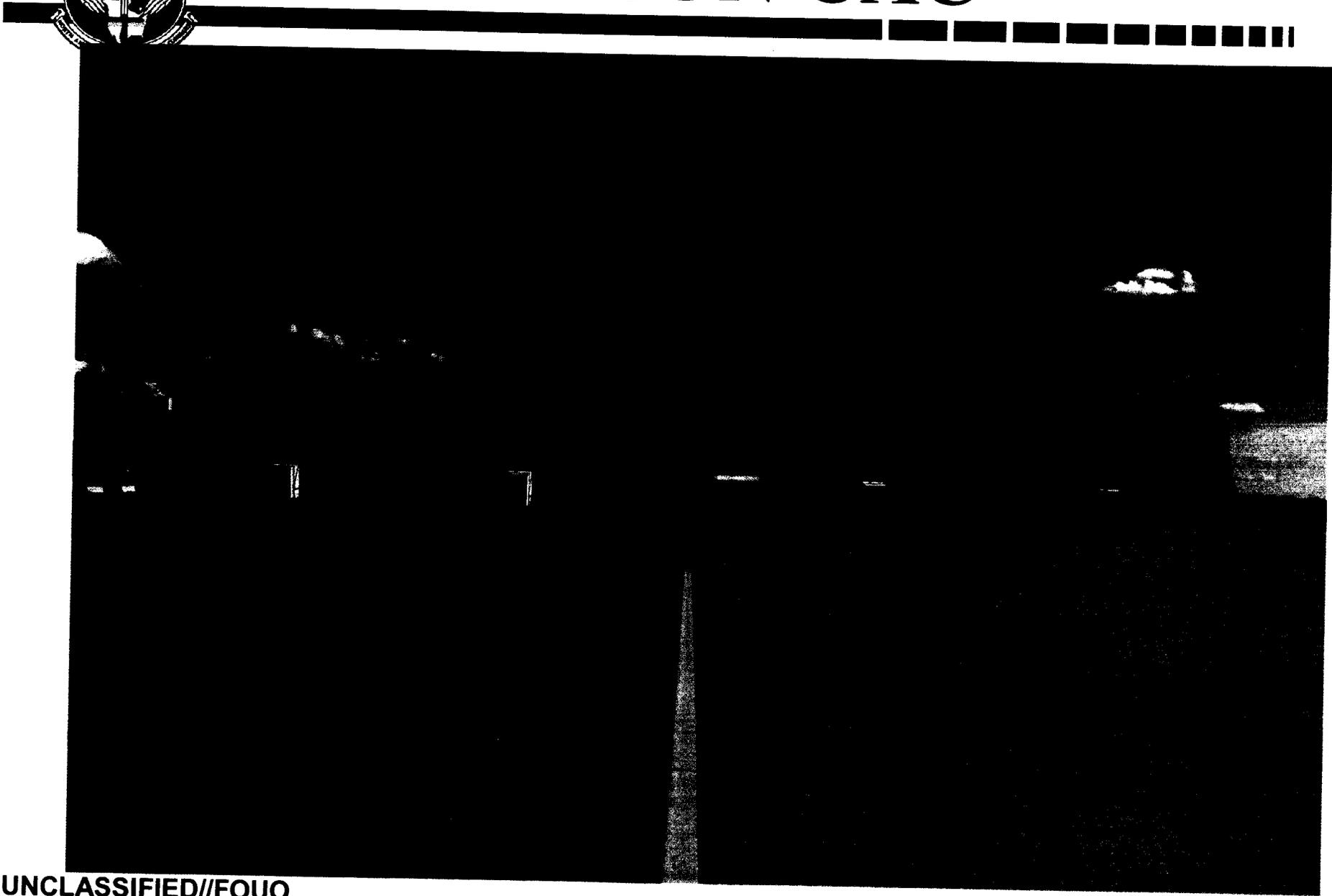
TYPES OF TARGETS:

- Economic and political symbols
- Military presence
(NOT capability per se)
- Infrastructure
- **CRITICAL INFRASTRUCTURE:**
- Anchorage
- Valdez
- Greely





EIELSON CAC



UNCLASSIFIED//FOUO

EIELLSON CAC



UNCLASSIFIED//FOUO



Draft Commission Report Language for Galena FOL:

The Commission shares the concerns expressed by the community about the economic impact on the community, the consequences for the collocated school, and for the federal agencies that operate out of the airport. The Commission recommends that missions at Galena Forward Operating Location be relocated and merged with Eielson AFB, AK in 2011, to allow maximum time for community planning and redevelopment efforts and to ensure that critical services provided by state and federal agencies (including the Alaska State Troopers, the Bureau of Land Management and the Fish and Wildlife Service) are not interrupted before these agencies have an opportunity to plan for the greater operating costs associated with the Air Force relocation. The Commission directs the Air Force to work with the state and local government to support continued winter maintenance activities at the Galena Airport runway, so that the site may serve as a viable alternative emergency airport and to expeditiously address environmental cleanup obligations at the site. Further, the Commission directs the Air Force to work with the local and state government to complete necessary infrastructure developments (airport improvements, water, sewer and heating utilities, building disposition, and ongoing airport maintenance) so as to provide for an orderly transition from a military operation to a civilian operation at the Galena Airport.

DEPARTMENT OF MILITARY AND VETERANS AFFAIRS**OFFICE OF THE COMMISSIONER****FRANK H. MURKOWSKI, GOVERNOR**

P. O. BOX 5800

ANCHORAGE, ALASKA 99505-0800

PHONE: (907) 428-6003

FAX: (907) 428-6019

Chairman Anthony Principi
2521 S. Clark Street, Suite 600
Arlington, VA 22202

August 22, 2005

Dear Chairman Principi:

This letter is a follow-up to my letter of August 5, 2005 which identified State of Alaska issues and Governor Murkowski's concerns pertaining to potential BRAC actions at Kulis ANGB, Galena Forward Operating Location (FOL), and Eielson AFB. Since that letter, there has been additional information obtained concerning the Galena FOL closure recommendation which we feel is important for consideration by the Commission as you conclude your deliberations on this most important facility.

First, Governor Murkowski wants to express his appreciation for the tremendous attention BRAC Commission members and staff have provided to Alaska. From the initial public hearing in Fairbanks and site visits at Kulis ANGB and Eielson AFB, to the additional visit to Galena FOL after that installation was added to the BRAC process, we believe that Alaska has been treated very fairly. We recognize that the Commission has a very difficult task ahead and do appreciate the deference provided to Alaska which allowed us to work with you and your staff to ensure that all pertinent issues were fully and openly discussed.

In my August 5, 2005 letter, I described the State of Alaska concern about job loss and community impact should Galena FOL be closed. I would like to expand upon that letter and present more clarity on the issues we feel will be significant, should Galena FOL be closed. Governor Murkowski continues to request that the BRAC Commission not close Galena FOL, but should the Commission believe that closure is necessary to meet DOD requirements, we want to place, on the record, our concerns and initial estimates of community impacts.

1. Galena Airport is a critical airport for air transportation in Western and Northwestern Alaska. If Galena FOL is closed and alert activities moved to another location, such as Eielson AFB or Elmendorf AFB, Galena Airport must continue to play a necessary role as an alternate airport for military aircraft operations west of Fairbanks. If the Air Force completely terminates all support for Galena FOL, the State of Alaska, Department of Transportation and Public Facilities (DOT&PF), will be solely responsible for the operation and maintenance of the airport. Based on commercial aircraft operations in western Alaska, it can be anticipated that DOT&PF will no longer need to maintain the runway, taxiway system, or ramps to standards compatible for

military aircraft operations. If this occurs, the military will lose a valuable alternate airport location for emergency operations. This will reduce the safety factor associated with military use of ranges in northwest Alaska, as well as limiting options in case of an airborne emergency during air sovereignty missions. We request the BRAC Commission require the Air Force to continue providing adequate funding to maintain the runway, taxiways, and ramps which permits emergency operations of military aircraft at Galena Airport.

2. Regardless of whether the Air Force continues to use Galena Airport, there remains an operational cost to the State of Alaska with closure of Galena FOL. The airport is not currently certified under 14 CFR Part 139. To certify the airport will require numerous upgrades, such as perimeter fencing, a badging and access program for airport tenants, aircraft rescue and fire fighting equipment, airfield maintenance equipment, a wildlife management and mitigation plan, and storage facilities for sand, chemicals, and equipment.
3. The State of Alaska is extremely concerned about environmental issues associated with the sustained military operations at Galena FOL. This includes an extensive list of previously identified contaminated sites at Galena FOL. The Air Force estimates that environmental clean-up is \$16 million; however, that number may be low if closure is recommended as there may be significant environmental issues related to many of the facilities that will no longer be needed by the Air Force or the City of Galena. The Air Force environmental program has been underway for over a decade and existing work plans are in place to continue until 2015. And this is without the additional environmental issues which will be identified should Galena FOL be closed. We request that an emphasis be placed on the need for adequate and accelerated environmental clean-up be completed by the Air Force before closure is permitted.
4. The State of Alaska is concerned about the impact closure will have on the Galena Vocational School and Residential School located at Galena FOL. This educational complex is critical to Alaska achieving successful educational objectives for native Alaskans. Any closure recommendation must require the Air Force to grant these facilities to the State. The State Department of Education estimates that without these facilities, the school may have to close, resulting in a significant loss to the regional area in educational opportunities.
5. The State of Alaska is concerned that closure of Galena FOL will have a significant impact on public safety in the region, as the Alaska State Troopers Galena Post uses facilities at Galena FOL for housing, office, and storage. Depending on what is done with the existing building, the Galena Post may be forced to relocate, causing a significant impact on public safety to the community and region.

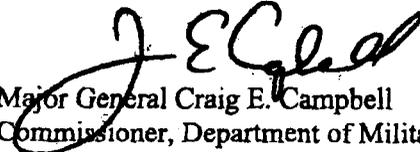
6. The State of Alaska is also concerned about the impact on the loss of water and sewer services currently provided by the Air Force at Galena FOL. Also, there is concern about the operation and cost of the existing power plant. While it can be expected that with closure, these facilities may be offered to the community, the cost of operations and maintenance of these facilities will create an economic burden to the small community of Galena.
7. The State of Alaska is concerned that the cost estimates provided by the Air Force for the operation of Galena FOL are grossly underestimated and do not reflect the full cost of operations. While the existing Air Force contract is \$8.5 million, that does not include many additional expenses currently covered by the Air Force. These additional costs must be identified as part of any community impact study to determine the true economic impact on the community of Galena. In addition to the monetary loss, the Air Force grossly underestimated the job loss potential with closure of Galena FOL. The Air Force estimated that the region would have a net loss of 12 jobs, or 2.2% of the population. Community estimates are much higher. There could be a loss of nearly 100 jobs, which represents nearly a 30% job loss by closure action. This is a significant discrepancy which must be addressed in the community impact deliberation process.

Given the extraordinary disproportionate impact of closure on Galena, we believe it is reasonable to ask that final action be deferred until 2011 to allow time for federal and state agencies to budget for the likely higher cost of operating out of Galena. The worst possible outcome for the community would be closure, followed shortly thereafter by a decision by the federal agencies to pull out. If closure is deferred until the end of the BRAC process (2011), it will permit time for a more thoughtful community redevelopment plan to be developed and implemented. Should the Commission elect to close Galena FOL, we are submitting recommended language for your consideration:

The Commission shares the concerns expressed by the community about the economic impact on Galena, the consequences for the collocated school, and for the federal agencies that operate out of the airport. The Commission recommends that missions at Galena Forward Operating Location be relocated and merged with Eielson AFB in 2011, to allow maximum time for community planning and redevelopment efforts and to ensure that critical services provided by federal agencies are not interrupted before these agencies have an opportunity to plan for the greater operating costs associated with the Air Force relocation. It is also recommended that the Air Force continue to provide adequate funding to the State of Alaska to ensure Galena Airport remains a viable alternative emergency airport for military operations and that all environmental requirements of the Air Force be completed before closure is final.

In closing, Governor Murkowski requests that Galena FOL be removed from the BRAC closure list. Should that not occur, it is recommended that the BRAC Commission adopt the language provided above to ensure that community impacts are properly addressed and that sufficient time is provided to ensure that Galena has the opportunity to recover from the closure decision. Thank you for your consideration of these issues.

Respectfully submitted,


Major General Craig E. Campbell
Commissioner, Department of Military and Veterans Affairs



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Koyukuk/Nowitna National Wildlife Refuges
PO Box 287
Galena AK 99741
907-656-1231

IN REPLY REFER TO:

August 16, 2005

Mr. Dean Westlake, Tribal Administrator
Louden Tribal Council
P.O. Box 244
Galena, Alaska 99741

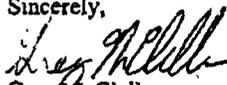
Dear Mr. Westlake:

The U.S. Fish and Wildlife Service administers three refuge units from our facilities in Galena. The three refuge units encompass the Koyukuk NWR at 4.5 million acres in size, the Nowitna NWR at 2.1 million acres in size and the Northern Unit of the Innoko NWR at 750,000 acres in size. Currently, we employ 12 permanent staff who live in Galena year around. We have the following facilities located on the Galena Air Force base site that would potentially be directly impacted if the base were to completely shut down:

1. We have three housing units on the base, buildings #109 and #111 which are single family houses and buildings #108 which is a duplex. All three buildings are single story buildings. For these three units we rely on the base for electricity and water/sewer service. Currently, one permanent staff lives in one of the residences and the other two buildings are primarily used to house seasonal summer staff and occasional visitors throughout the year.
2. We lease a 'wareyard' area from the State that contains a storage building and our bulk unleaded fuel tank. We rely on the base for electrical power for both the building and to run the fuel pump on the tank. The building is not heated and just provides cold storage for small items.
3. We lease building #1842 from the U.S. Air Force. There is no fee to the lease. We rely on the base for electrical service to the building. The building does not have water/sewer service and it is not heated. We utilize the building for cold storage for some of our equipment (e.g. boats, snow machines and fire cache supplies).
4. We lease a lot on the airport site. Over the last two years we spent over \$150,000 in constructing a temporary airplane storage building and paving the lot. From October - May we are primarily based out of our hangar via wheeled planes or planes on skis. We rely on the base for electricity at the site. During the October to May period, we rely on the base for maintaining the ski strip and runway to use along with all other aircraft in Galena.

In addition to these direct impacts, as with every other community around, we will face potential indirect hardships of reduced opportunities and likely increased prices in Galena if the base closes down.

Sincerely,


Greg McClellan
Acting Refuge Manager

July 29, 2005

To the BRAC Commission:

There are several issues I would like to address and some misconceptions that need to be clarified.

- The importance of the Galena airbase has always been measured by the level of hostility with Russia. During the cold war Galena was vital. Air space incursions were common and intercepts were the order of the day.
- The last documented intercept of Russian aircraft in US territory was August of 2003.
- If there is a need to intercept Russian military aircraft Galena is still essential. Because of the distances involved, intercepting Russian aircraft in American territory is nearly impossible from either Elmendorf or Eielson.
- The range of the F-22's is about 400 miles, with auxiliary tanks. That is 200 miles short of the Russian border for either of the large bases. Galena is the ONLY Airport capable of sending fighters to the Russian border and back without in-the-air refueling.
- Regardless of whether the speed is Mach 1.5 or 500 miles an hour it only takes half as much time to reach the coast from Galena then either Eielson or Elmendorf.
- Galena is a non-certified airport. Without Air Force funds it may be hard packed snow for much of the winter! (John McKinnon, ADOT)
- For an area the size of 5 midwestern states, Galena is the ONLY available landing strip for military jets. What happens to aircraft and the pilots with emergencies or mechanical problems that are 400+ miles from Elmendorf?
- Galena could serve as an alternative landing site in case of a natural disaster such as an earthquake or a terrorist act that disrupted activity at the other bases.
- Has the cost of maintaining Galena been measured against the cost of saving one fighter jet every 10 years?
- Galena is considering installing a small Nuclear Power Plant. With the waste heat from that, the lower cost of electricity and possible privatization of utilities, the Air Force cost for heat, lights and utilities would be reduced by half.

We are aware that many decisions are based on intelligence that is not known by the general public. So I realize the possibility that someone in Washington DC has declared that "all is quiet on the western front". In which case all the fine logic that went into this presentation is for naught.

However, the very stark realities of the economic impacts relayed to you by Chief Captain are true. Those impacts could be mitigated by other action. We have a vocational school with post secondary certification and a high school with accommodation for boarding students. (as noted by Superintendent Smith) These programs provide 40 to 50 jobs and education for up to 200 students. We would like to maintain and expand these programs.

This can only be done with financial assistance during the transition period and with another agency picking up at least a portion of the operation and maintenance costs. The City will be working with the Tribal Government and the School to prepare a redevelopment scenario. It is imperative that we find a way to mitigate the extreme economic impacts that will happen if this base is closed with no alternatives in place.

A redevelopment plan will include the local needs of federal agencies which already have a lease hold interest and/or a presence at the Galena air base including; USF&WS, FAA, BLM, US Army COE, the US Coast Guard and US Department of Commerce. The state agencies are the Alaska State Troopers, ADOT/PF and Alaska Fish and Game.

Another issue which must be addressed is the environmental clean-up which is currently underway. I serve as a member of the Technical Project Team for the base clean-up. For the past 18 months we have met with the Air Force Environmental Consultants, Air Force personnel and the Alaska Department of Environmental Conservation to review historical and current data. I believe that of the dozen or so contaminated sites more than half will have Decision Documents which recommend natural attenuation. The rest will require some activity ranging from monitoring to active mitigation. At this point I suggest this work may take more than 3 years.

One last consideration. All the land is owned by the State of Alaska. The Air Force and the other Federal agencies lease land for their improvements. While this may not impact the BRAC decision it may very heavily impact the redevelopment process. All of this raises several questions.

- Given the number of entities with leasehold interest at the base, can the Air Force "deed" the improvements to different entities, rather than transferring the entire facility wholesale to a single entity?
- To date we have not heard any comments about the length of the transition if the base is included in the final list. Given the environmental issues what time frame do you envision the process would take?

- If it turns out to be a 3 to 5 year process to close the base, can building transfers begin in the early part of the process so that the redevelopment can take place in stages?

A handwritten signature in black ink, appearing to read "Marvin L Yoder". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Marvin L Yoder
City Manager
City of Galena



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Alaska Fire Service

P.O. Box 35005

Ft. Wainwright, Alaska 99703-0005

<http://www.ak.blm.gov>



18 August 2005

To Whom It May Concern:

The U.S. Bureau of Land Management (BLM) Alaska Fire Service for many years has depended upon the Air Force for support. Currently we receive all of our potable water and sewage treatment from the Air Force Contractor, Chugach Support Services. These services are monetarily substantial. Without treated water, we would be forced to drill at least two wells. This water would have to be treated, as the water in the Galena area is not the best. Wells drilled in the general area are normally 100-120 ft. in depth. The costs associated with drilling wells and treating sewage would be beyond our financial means to support independently. The BLM owns two barracks units on the western side of the base. The sewage from these barracks would over-load any septic system we could install in the given area we have to work with. So far, we have been told by our maintenance engineer that it would be almost impossible to design a sewer system that would be adequate for the barracks. Currently the Air Force has fulfilled that need with their sewer system.

Our mission is entirely dependent on air transport. Last season alone, we processed almost 1500 native firefighters through Galena from our 21 villages in western Alaska. They fight forest fires and respond to emergencies in Alaska and the Lower 48. They are a valuable national asset and we are a mainstay in their economy. Many individuals in the village depend almost entirely on firefighting for their income and live substance lifestyles otherwise. Firefighting is their lifeline to be able to purchase items that are difficult and expensive to obtain. Without the assistance of the Air Force contractor, we do not know how the runway here at Galena will be maintained. Today it is the best runway in western interior Alaska.

During periods of high fire activity, we utilize the Air Force contractor barracks. This service is crucial to us, as we are housing many firefighters during these periods. Without this, pilots and other critical positions we utilize would be forced to live in tents and in cramped, substandard quarters.

At the first of every season and the end of each season, we utilize the Air Force mess hall for meals. Our mess hall is weather dependant and must be opened during the summer only. This is a valuable asset to us.

In conclusion, the military support may mean the difference between BLM staying in Galena or leaving the village. Without them, our operating procedures would be forced to change dramatically. It possibly would be too much to overcome with our limited budget. Without their continued support, 21 villages could be severely affected. BLM Galena strongly supports keeping the Galena Air Force Base in warm status. It benefits us all!

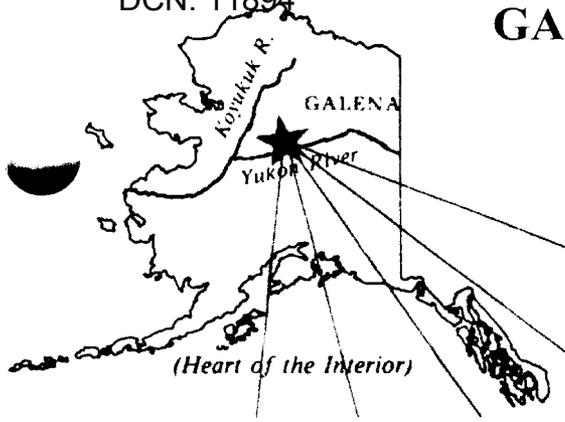
John F. Greene
Supervisory Logistics Manager
Galena Zone

DCN: 11894

GALENA CITY SCHOOL DISTRICT

GALENA, ALASKA 99741
PHONE (907) 656-1205
FAX (907) 656-2238

SUPERINTENDENT
Jim Smith



Galena City School District Demographics

2004-2005 Count

Village School Grades Pre-school – 12.....	125 Students
Galena Residential Vocational High School.....	85 Students
(Galena Interior Learning Academy)	
Galena Distance Education Program (IDEA).....	3474 Students
Galena Post-Secondary and Adult Training.....	65 Students

Focus: Galena Interior Learning Academy (Formally PERS)

Partnerships: United States Air Force, General Motors, Suzuki Motors, Frontier Flying, City of Galena, Louden Tribal Counsel, University of Alaska, State of Alaska Departments of Labor, Post-Secondary Education, Transportation, Denali Commission,

- *Years in Operation: 8 Years
- *Current Student Count Served Yearly: 85
- *Air Force Facilities Used: Composite Building, One Dorm, Gymnasium, and Auto Mechanics Shop
- *Adult Training Programs: Culinary Arts, Aviation Ground School, Aviation Dispatcher Training, Auto Technology, Cosmetology, Allied Health/CAN, Health Aid Practitioner, Construction, Aviation Line Service Tech
- *Adult Program Finishers: 65
- * Full-time Jobs:
 - Food Service.....5
 - Residential Life.....17
 - Instruction.....17
 - Support.....8
 - Total.....47 positions
 - (Salaries & Benefits exceed \$2,000,000)



(This page is Unclassified)

- WG-11-HI
AN-DEC 1992

v.1

RETURN TO
Air Force
Historical Research Center
Maxwell AFB, AL 36112-6678

HISTORY OF THE
11TH AIR CONTROL WING
(FORMERLY TACTICAL CONTROL WING)
JANUARY - DECEMBER 1992
VOLUME I OF X
NARRATIVE

RCS: HAF-CHO(AR)7101

Written by
TSgt William J. Allen

11th Air Control Wing Office of History
Headquarters 11th Air Control Wing
Elmendorf AFB, Alaska

HARRY J. KIELING JR.
Colonel, USAF
Commander

WILLIAM J. ALLEN
TSgt, USAF
Historian

23 April 1993

Classified by MULTIPLE SOURCES
Declassify on: OADR
(If declassified, review under AFR 12-30 before public release)



(This page is Unclassified)

MICROFILMED BY ISAM

The 623rd Support Squadron. (U) The 623 SPTS was assigned to the 11 ACW on 27 January 1992 and stationed at Galena Airport near village of Galena, Alaska. Galena Airport, a state-owned airport, was one of two forward operating bases managed by the wing that supported both aircraft operations and one of the seventeen Long Range Radar sites in Alaska.³¹

(U) The airport was built by the Civil Aeronautics Authority (CAA) in late 1941 as part of an overall airport construction program in Alaska. The field was turned over to the military on 1 July 1943 and became a satellite of Ladd Field. It served as a refueling stop for aircraft bound for the Soviet Union under the Lend-Lease program. The CAA resumed control of the airport in December 1945 and began operating it as a civil airport.

(U) In early 1951, the Alaska Air Command (AAC) negotiated an agreement with the CAA for joint use. Plans were made to base a squadron of fighter interceptors there as part of the overall buildup of air defense forces in Alaska. The plans for basing a fighter interceptor squadron there were later deleted. However, AAC went ahead with plans for using the field as a forward operating base. Four F-94s from the 449th Fighter Interceptor Squadron stationed at Ladd AFB had already been assigned to Galena by the end of 1951 and began training combat crews in ground controlled intercept and cold weather operations.

(U) In addition to the F-94s, other aircraft that operated from Galena included F-89s, F-102s, F-106s, F-4Es and the F-15 which began operations in October 1982. Since 1961 over 200 successful intercepts of Soviet aircraft sortied from Galena.³² Galena became an LRR site when the old aircraft control and warning site at nearby Campion closed in 1984 as part of the conversion to

³¹Ppr, 11ACW/HO, subj: Capsule History of Galena Airport & the 623d Support Squadron, 25 June 92, (SD 1-8).

³²Study (U), 11AF/HO, "Hunting the Soviet Bear - a study of Soviet Aircraft Intercepts near Alaska 1961-1991," 7 Jul 92, (on file in 11AF/HO archives).

the AN/FPS-117 minimally attended radar which became operational in July of that year. Base support at Galena was initially provided by the 5003rd Air Base Squadron (ABS) which had continuously operated there since 1955 but went through many redesignations and assignments.

(U) The AAC organized and designated the squadron on 8 April 1953 and assigned it to the 5001st Air Base Group at Nome Field. On 24 October 1955 the squadron moved to Galena Airport to directly support flying operations. The squadron was redesignated the 5060 ABS on 1 November 1957 and assigned to the 11th Air Division (Defense) (AD). On 20 February 1958 the squadron was assigned to the 5060th Air Base Wing (ABW) but was reassigned to the 11 AD again on 1 February 1959. On 1 August 1960 the squadron was redesignated the 5072nd ABS and assigned to the 5070 ABW. On 1 October 1961 the squadron was assigned to Headquarters, AAC and stayed under the command until it was reassigned to the 21st Composite Wing (later, 21st Tactical Fighter Wing) on 15 November 1977. Eight years later, on 1 July 1985, the squadron was redesignated the 5072nd Combat Support Squadron. With the reassignment of the 3rd Wing from Clark AB to Elmendorf AFB on 19 December 1991, the squadron was again redesignated losing its four-digit enumeration as the 623 SPTS.³³

(U) On 15 January 1992 HQ PACAF assigned the squadron to the 11 ACW effective 27 January 1992 as part of the Air Force-wide reorganization to the "Objective Wing" as envisioned by CSAF General McPeak. The restructure of the 11 ACW placed the squadron reporting directly to the wing commander in lieu of the operations or logistics group commanders.³⁴

The 643rd Support Squadron. (U) King Salmon Airport and the 643

³³Ppr, 11ACW/HO, subj: Capsule History of Galena Airport & the 623d Support Squadron, 25 June 92, (SD 1-8).

³⁴Ppr, 11 ACW/HO, subj: Capsule History of Galena Airport & the 623rd Support Squadron, 25 Jun 92, (SD 1-8); SO GA-31, HQ PACAF, 15 Jan 92, (SD 1-1); Form, USAFHRC Fm 5, USAF Unit Lineage and Honors History, 5072nd Air Base Squadron, 9 Nov 84 (located in 11ACW/HO files).

SPTS was the closest forward operating location to the wing being 270 miles distant to the west of Elmendorf AFB. The site was initially named Naknek after the former Army Air Forces field constructed there during the early 1940s and renamed King Salmon in 1954. The airfield was transferred to the CAA after the war and AAC began using the field as a forward operating base in 1948 when F-80s of the 57th Fighter Group were deployed there on alert.³⁵

(U) King Salmon became operational as a ground controlled intercept radar site in November 1951. The facility was converted to an air defense direction center on 4 March 1953 and exercised control over the Cape Newenham and Cape Romanzof Air Force Stations. King Salmon became a NORAD Control Center in July 1969 when the Fire Island site near Anchorage was closed. The aircraft control and warning sites in the ANR southern sector were transferred to King Salmon's control.

(U) Initially, the King Salmon aircraft control and warning site was maintained and operated by Detachment F-3, 531st Aircraft Control and Warning Group (later redesignated the 11 TCG). In 1952, AAC upgraded all site detachments to squadrons and the 705th Aircraft Control and Warning Squadron was activated on 8 December of that year. Base support for King Salmon was provided by the 5071st Air Base Squadron, activated on 1 August 1960. The squadron was inactivated on 1 July 1977, thus ending its existence and history as it was a MAJCOM controlled unit.

(U) A new 5071st Air Base Squadron was activated by AAC on 8 November 1977. Because the original squadron was inactivated, the new 5071st was not related through lineage with the previous unit. However, the Air Force approved the transfer of the original squadron's unit emblem to the new unit and thus its only link historically.

(U) The squadron was redesignated a combat support squadron on 1 July

³⁵Ppr, 11 ACW/HO, subj: Capsule History of the 643d Support Squadron, 25 June 1992, (SD 1-9).

1985. On 19 December 1991 the squadron was redesignated the 643 SPTS and assigned to the 3 Wg and later, on 27 January 1992, was reassigned to the 11 ACW.³⁶

³⁶Ppr, 11 ACW/HO, subj: Capsule History of the 643d Support Squadron, 25 June 1992, (SD 1-9).

TABLE II-5
11 ACW FY 92 O&M BUDGET (U)

MONTH	FY 92 PROGRAM	FY 92 OBLIGATIONS	COMMITTED	PERCENT
FEB	70,103.0	39,259.7	3,025.1	56.0
MAR	71,472.2	41,483.5	4,806.4	58.0
APR	78,858.8	45,971.7	7,101.3	58.3
MAY	78,884.7	50,028.9	8,607.8	63.4
JUN	78,970.4	58,623.1	6,641.0	74.2
JUL	79,654.2	60,753.4	9,036.2	76.3
AUG	80,000.0	68,671.6	6,628.7	85.8
SEP	82,259.7	82,248.7	0	100

Source: 11 ACW/FM Monthly Analysis Reports, Feb - Sep 92, (SD 2-31).

FY 93 Financial Plan. (U) On 30 September 1992, the FY 1993 Financial Plan was published by Mr. Carrier and his staff. This was the first plan that used the wing's new OBAN 7434. Colonel Kieling addressed the experiences of FY 92 that discussed the transition to an inter-theater command. The entire budget requested by the wing totaled \$62,963,000. Funded requirements totaled \$47,959,000 while unfunded requirements identified totaled \$15,004,000.²⁴

(U) The wing planned to fund \$21,222,000 for operations and maintenance of the Joint Surveillance System and Regional Operations Control Center. Also included was support funds for the 11 ACW staff, 11 LG, and 11 OG. Most of the funds were needed for the O&M contract for the 13 LRR sites. Unfunded requirements totaled \$2,575,000.²⁵

(U) Jointly operated by Canada and the United States was the Alaska portion of the North Warning System. The wing projected that \$8,898,000 was

²⁴Plan, 11 ACW/FM, FY 93 Financial Plan, 30 Sep 92, (SD 2-32).

²⁵Ibid.

The Galena Airport runways, taxiways, and a few fixed base operator buildings at the site are owned and operated by the Alaska Department of Transportation and Public Facilities (DOTPF). The coordinates are 64° 44' 31" N, 156° 57' 27" W. The elevation is 152 feet above sea level.

Since the Air Force has operational requirements and responsibilities in excess of that normally required at most other state airports, special contractual agreements and arrangements have been implemented to accommodate them. As an example, the Air Force provides equipment to remove snow and ice from the runway, taxiways and apron.

The Galena airport is encircled by a levee to prevent flooding when the Yukon River rises each spring. Annual flooding of "Old Town" Galena on the south side of the levee (elevation 120 feet mean sea level (MSL), resulted in the development of "New Town" Galena on Alexander Lake a mile and one half east of the end of Runway 25. The "New Town" is higher in elevation and out of the flood plain.

City offices, Galena City School, Galena Health Center, Galena Electric Utilities, the laundromat, stores, some rental properties and more than 150 homes are located in "New Town" and it continues to grow. The "Old Town" Galena town site, along the south of the airfield, still exists. It contains the civilian oil storage facility, post office, hotel, the Gana-a'Yoo, Ltd. (a local Native Corporation) office, some commercial enterprises, and several homes.

"Old Town" is between the levee and the river, and therefore not protected from flooding. The community relies heavily on local subsistence, but on a lesser scale than the other villages in the area. Most residents own fish camps on native allotment land along the Yukon River where they set up fish wheels and other fishing paraphernalia to harvest fish. Most residents of the community are employed by a governmental entity. The population of Galena is approximately 700 people year around.

Galena is a center for the Bureau of Land Management's (BLM) forest fire fighting effort in the west central part of Alaska. In the summer months, additional employees are hired by the BLM for that purpose and personnel are quartered in dormitories within the dike area of Galena Airport in an area provided for the BLM. The State of Alaska also has quarters on Galena Airport.

The geology of the Galena area is dominated by modern flood plains and associated low terrace and alluvial fan deposits. Soils in the Galena area are fairly uniform, with poorly drained silt dominating. These deposits consist of silt, sand, and gravel and are commonly overlain with silt and mud. Galena is generally underlain by discontinuous permafrost.

AIRFIELD

Galena Airport services the Air Force and the city of Galena. It is owned and operated by the DOTPF and maintained using equipment and materials provided by the Air Force. The Airport runway, 07/25, is an asphalt and concrete runway 7200 feet-long and 150 feet-wide. There is a parallel grass strip 2400 feet-long and 150 feet-wide on the North side of the runway. This strip is used as a ski strip during the winter months.

NAVAIDS

The airfield has a control tower but it is not routinely operated. Aircraft using the airfield must land and take-off on their own volition. The airfield has a full complement of navigational-aid equipment including VORTAC, ILS, VASI's, HIRLS, approach lighting, pilot controlled lighting, and a rotating beacon. The FAA, with the exception of the runway lighting and the ILS, which are maintained by the Air Force contractor, maintain all navigational equipment. The airfield also has 3 BAK-12 barriers; one located at each end and one at midfield that is maintained by the Air Force and are certified annually in conjunction with scheduled deployments of F-15 aircraft to the site. The State provides snow removal for the runways, maintaining a Runway Condition Report (RCR) of 12.

CAC

The combat alert cell (CAC) at the site has four cells capable of handling F-15 aircraft. There are 8 beds in the CAC for handling crewmembers and there are tie downs on the ramp for 12 aircraft.

COMMUNICATIONS

The site has three DSN telephone lines and twelve FEX lines to meet the sites communication needs. The site also has radios for communication with aircraft that meet all operational requirements for aircraft deployments and exercises.

WEATHER

CSC provides a weather observer who makes surface observations and provides reports from 0800 – 1600 Monday through Friday. The remainder of the time, weather reporting for the site is provided by an Automatic Weather Observation System (AWOS), which is maintained by the contractor.

WATER

Water is provided at the site from three water wells situated within the base boundary. Wells number 1 and 7 are used as the primary sources for all base potable water. Well number 3 in facility 1812, provides non-potable water for other than for human consumption such as fire fighting. Another well, number 4, is located in the CAC, Bldg 1428, but is suitable only for wash-down purposes. Well numbers 1 and 7 pump to the treatment plant, Bldg 1578, where it is

treated for domestic use and stored in a 100,000-gallon storage tank located inside the plant. Water is supplied from the storage tank to the distribution network by means of a pressure pump at 70 PSI. The electrically driven fire pump is located in the water plant, facility 1578.

POWER AND HEAT

The primary source of power for the Galena Airport is from the Galena Electric Utility, a city owned company. This service began in March of 1991. Stand-by power is provided by the base power plant in facility 1499. This facility has four primary diesel generators. Three Caterpillar 350KW generators and a 650KW from a diesel train engine. They are capable of providing full power for all Air Force facilities and operations at the site. Additional emergency back-up electrical power is available from individual stand-by diesel generators located at other facilities around the base, including the HQ Bldg 1854, the Dining Hall Bldg 1859, Control Tower Bldg 1404, Utility Vault Bldg 1552, CAC Bldg 1428, and the GATR Bldg 1875.

Distribution of power at Galena is by overhead, underground, and direct burial power distribution lines located throughout the base. The BOS contractor maintains all aspects of the power distribution utility including the switchgear located in Bldg 1499, which allows switching from local to stand-by power and redistribution of loads throughout the base.

There are six boilers on Galena. Bldg 1499 houses three Clever Brooks 50214 MBH boilers that provide primary heat to all facilities. Bldg 1858 houses a Steel/Burnam 2343 MBH pony boiler that is run in the summer months so the primary boilers can be shut down. Bldg 1573 houses two Steel/Burnam 5055 MBH pony boilers that service that facility only. The output of the boilers in Bldg 1499 is distributed via utilidors to most buildings on the base. Utilidors are underground and above ground utility corridors, which permit all-weather access and maintenance to utilities while protecting the utilities from the elements.

FUEL

The site has 2.2M gals of JP8 fuel storage capacity. This fuel is used for running the heat and power plants and refueling aircraft. Approximately 15,000 gallons of mogas is stored at the site for vehicles and running small pumps and engines. The primary storage tank at Galena is tank 44, a 1.7M gal tank. Galena's "Million Gallon Hill" consists of tanks 41, a 420K gal tank, and tank 42, a 796K gal tank. Tank 42 is in stand-by status for the spill response plan. Galena's service station consists of one 30K gal DF-8 and one 15K gal mogas tank. Two 30K gal tanks are located at the stand-by power plant.

RECEIPTS: JP-8/DF-8 is delivered via barge on the Yukon River. Mogas is purchased locally. JP-8/DF-8 is transferred from the river dock facility to the site via pipeline.

FILLSTANDS: One JP-8 fillstand utilizing one of two risers can issue 520 gal per minute to an R-9 unit. Using both risers it can fill 2 trucks at an average of 320 gal per minute each. Dispatch from fuels control center to the fillstand takes about 1 hour on the average. A DF-8 fill stand issues 300 gal per minute to an R-9.

BILLETING AND MESSING

Galena maintains billeting accommodations for 150 personnel in addition to the 39 contractor personnel at the site. This number can be accommodated on very short notice. Additional personnel can be accommodated in contingency operations, but would require additional time

and would mean using facilities other than dormitory facilities to house personnel. The contractor also operates the dining facility, providing breakfast, lunch, and dinner seven days a week.

MEDICAL

The site has a medical-aid facility but no medical services are provided. The local medical clinic located in "New Town" which has capabilities to handle small medical emergencies, handles medical requirements. More serious medical emergencies must be airlifted to Anchorage or Fairbanks. The facility is available for use should a deployment package require it but medical personnel would have to be transported to the clinic to receive service.

FORCE PROTECTION AND SITE SECURITY

The BOS contractor is responsible for implementing force protection measures and providing industrial security for all installation facilities. The contractor also provides Industrial Security under the DoD and AF Information Security Programs, for classified material maintained on station. GSA security containers are available at the HQ Bldg and the CAC for visitors and deploying units. 3 WG Security Forces support all PL-2 Alert Aircraft during NORAD deployments. The contractor is not responsible to provide security for transient PL- 3 Aircraft. A support agreement is in place with Alaska State Troopers (AST) to provide armed response to incidents. AST is located on the first floor of the HQ Bldg 1854. Its presence on site also acts as a deterrent.

OFFICE SPACE

Office space is at a premium on the site, but is sufficient to support all operations and deployments. The BOS contractor operates out of the HQ Bldg 1854 and vehicle maintenance facility, Bldg 1573. Additional office space is located in the supply building, Bldg 1769, the med-aid facility, Bldg 1857, and the RAPCON Facility, Bldg 1578. Base Operations are conducted from the fire station located on the parking ramp.

CARGO HANDLING

The contractor provides handling of cargo, loading and unloading of aircraft, and storage of shipments of supplies at the base supply Bldg 1769. This requirement is limited to the normal operations and maintenance of the site. Large-scale deployments or other large material handling or storage requirements will require augmentation of the contractor effort by outside parties. The contractor remains available to lend support to this requirement in terms of vehicles or other means. The base supply building has approximately 24,000 sq ft of space and, although the contractor uses the facility for normal operations, there remains ample storage capacity to meet most contingent requirements.

ENVIRONMENTAL COMPLIANCE

The BOS contractor is responsible for providing collection and disposal of all accumulated hazardous wastes generated at the site. The site itself is a small quantity generator of hazardous substances and special provisions apply for any operations that take place at the site by third

parties. Any party that conducts operations at the site will be responsible for maintaining their own accumulation point and providing proper documentation and packaging of materials in accordance with Alaska Department of Environmental Conservation (ADEC) and federal laws and regulations governing hazardous substances and wastes. When the product is properly prepared by the third party and turned over to the BOS contractor, the BOS contractor will be responsible for shipping and tracking for disposal.

MUNITIONS

Galena Airport has a munitions storage Bldg 1488. A blast wall to protect facilities located in close proximity encloses the facility. The facility is primarily used for maintenance, inspection, and ready use storage of AIM missiles supporting F-15 aircraft. The facility is also used for conventional maintenance of 20MM ammunition, chaff and flares.

CUSTOMERS

Galena Airport provides support for a variety of agencies, both federal and local. Primary support is provided to 3 WG and Alaska NORAD Region, which are directly in our mission statement. Support agreements and other working agreements involve agencies such as the Federal Aviation Administration and National Weather Service, National Parks Service, DOTPF, BLM, Coast Guard, US Fish & Wildlife, and the Army Air National Guard. The Alaska State Troopers use facilities at the site for HQ offices and provide limited security for the station. A lease arrangement has been worked with the Galena school district to allow unused facilities to hold a local vocational-technical school for local students.

FIRE PROTECTION

The BOS contractor maintains a fire brigade on site for protection of facilities and assets. A total of 16 contractor personnel are carried on the payrolls and receive training to respond to fires and airfield mishaps at the incipient stage. The brigade also receives egress training from the Air Force to respond to aircraft incidents. A minimum of 12 trained brigade members must be on site at all times. The Air Force also has a mutual aid agreement with the Galena City Fire Department and the two units assist each other in responding to fires and emergencies in the area. All fire brigade members have full time jobs in other skills, but can respond quickly and efficiently when required.

VEHICLES

The contractor is responsible for maintaining all vehicles at the site. The special purpose vehicles such as cranes, forklifts, fuel trucks, and fire trucks are Air Force assets, while the personnel fleet is contractor owned/leased. The contractor provides transportation at the site for all official visitors and deployments and will provide vehicles if available.

WASTE MANAGEMENT

A sewage lagoon and sewage treatment plant is located on the west side of the base, which handles all wastewater generated at the site. A separate contract was negotiated with the City of Galena to haul all trash from the site to a city landfill located nine miles away at Campion in Oct of 1998. This allowed closure of the old landfill, which was located in a low-lying area just

outside the dike on the west side of the site and was always susceptible to flooding. The new site at Campion also has an asbestos cell for the disposal of asbestos containing materials.

AIR FIELD USAGE

The contractor accomplishes the loading, unloading, fueling, and deicing of aircraft visiting the site. This includes supply/cargo missions, mission support flights, orientation site visits, exercises, deployments, refueling stops and emergency and weather divers. The following is a count of the aircraft that the contractor served during FY04 at Galena Airport:

C12	94	CH47	53
C130	71	F15	40
FAA FLT CHK.	2	SHERPA	2
L100	2	LIFE FLIGHT	0
UH60	43	CONQUEST	3
LEAR 60	7		

TOTAL=317

BACKGROUND PAPER

ON

ECONOMIC IMPACT OF RELOCATING OPERATIONAL MISSION
FROM GALENA AIRPORT

This paper identifies economic impacts on community of Galena, Alaska, that could result from the Air Force terminating the requirement for and discontinuing contracted caretaker operations at the forward operating location (FOL) at Galena Airport, Alaska.

- USAF cost to operate Galena – Approximately \$10.4M to \$11.3M for FY05
 - Base Operating Support (BOS) contract with Chugach Development Corporation (CDC) for both King Salmon and Galena (total \$16.5M per year, Galena portion \$8.5M per year)
 - Runway/Taxiway maintenance contract with State of Alaska Department of Transportation and Public Facilities - \$442K for FY05
 - Cost will increase to approximately \$700K per year in FY07 due to conversion from Government Furnished Equipment to Contractor Furnished Equipment
 - Various leases for rights of way, facilities, land, etc. - \$5K for FY05
 - Utilities
 - Water, steam, and wastewater included in BOS contract
 - Electricity purchased from City of Galena – FY05 estimate is \$.300 to .320 per Kwh (\$1.35M to \$1.45M for 4.55M Kwh consumed)
 - Comparative data – electrical rates
 - Elmendorf AFB: \$.0946 per Kwh
 - Eielson AFB: \$.1155 per Kwh
 - King Salmon: \$.1955 per Kwh
 - Leased communications circuits cost of \$58.8K for FY05
 - “Tipping Fees” for Galena Landfill approximately \$21K per year
 - Sustainability, Restoration, and Maintenance (SRM) funding averages \$1.8M per year

Mr. Randy Barker/11 AF-ANR/LGD/552-7103/rdb/21 Jun 05

FOR OFFICIAL USE ONLY

- BOS contractor operations at Galena
 - 40 full-time CDC personnel on site
 - 24 geographically separated from families, live/eat on installation
 - 16 live on local economy
 - Sub-contract with Yukana Development Corporation (YDC), corporate arm of Louden Tribal Council, for food service and billeting (Contract data unavailable)
- Economic impact on Galena area if base closed
 - State of Alaska Department of Transportation
 - USAF no longer paying for runway/taxiway maintenance
 - State would assume responsibility for replacing/repairing runway/taxiway surface
 - State would assume responsibility for annual crack sealing and striping - \$250K per year
 - Local Galena area
 - Loss of 16 jobs for local hire personnel
 - Salaries/benefits loss of approximately \$960K per year (\$60K per employee)
 - Loss of sub-contracted jobs under sub-contract between CDC and YDC
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 - Galena School District already paying to maintain facilities they lease from USAF

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- Loss of revenue for Galena Landfill – approximately \$21K per year
- City gains modern water processing facility and base wells
 - System rebuilt in 2003/2004
- Local community gains 2.2M gallons of fuel storage plus barge header at river
- Potential gain of seasonal jobs to work environmental clean-up projects (\$10.6M in projects planned between FY05 and FY15
 - YDC has been used for \$407K in third-party contracts since FY00
- Impacts to the USAF
 - Contract termination costs for Galena part of King Salmon/Galena contract
 - ROM is \$5.1M (60% of annual contract cost)
 - Contract would either have to be renegotiated or rebid to King Salmon only
 - Cancellation of \$33.9M of planned projects between FY06 and FY12 (cost avoidance)
 - Limited operational impact of using Eielson for alert fighters vice Galena
 - Current 4-bay Combat Alert Center (CAC) requires upgrades/repair
 - Cost savings to USAF in first year projected to be approximately \$6.0M to \$7.0M
 - Could be lowered by environmental remediation costs
 - In outyears, savings would be approximately \$9.5M to \$11.0M per year

BACKGROUND PAPER

ON

COSTS FOR RELOCATING OPERATIONAL MISSION
FROM GALENA AIRPORT TO EIELSON AIR FORCE BASE

This paper identifies costs associated with the relocation of the operational mission current assigned to the Forward Operating Location (FOL) at Galena Airport, Alaska, to Eielson Air Force Base (AFB), Alaska, as recommended by the Base Realignment and Closure Commission. Costs identified herein are relative only to the mission relocation and are not inclusive of costs to close the FOL.

- The mission of the FOL at Galena is to support short-notice deployment of alert aircraft and personnel to support the Air Sovereignty/Air Defense missions under the North American Aerospace Defense Command (NORAD)
 - Normal deployment is 2 to 4 aircraft and approximately 60 personnel
 - Deployed Aircraft and aircrews are on Response Posture - Immediate (aircraft to be airborne in less than 15 minutes from scramble notification)
 - Mission requires a Combat Alert Center (CAC) be maintained in readiness to support aircraft, aircrews, command and control, and aircraft maintenance personnel
- Actions required to relocate mission to Eielson AFB
 - Move mission critical equipment and communication systems from Galena to Eielson AFB
 - Approximately 4 C-130 loads (60,000 Lbs) - \$100K
 - Install necessary communications systems in Eielson AFB CAC - \$5K
 - Civil Engineer facility projects at Eielson CAC - \$5.9M
 - Repair/Replace CAC door tracks, mechanisms, and door operators and repair door pavement heat system
 - Install Fire Suppression System in CAC (includes waterline to facility for required volume and pressure)
 - Install interior cladding over exposed insulation and replace interior cladding panels as necessary

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- Replace exterior cladding and repair door protrusions (pinocchios)
- Repair/Replace airfield pavements at CAC and from CAC to intersection with main runway - \$5.5M
- Identification of relocated mission requirements in whatever Base Operating Support (BOS) mechanism (contract or in-house) is used
 - Billeting/messing support for deployed personnel
 - Snow removal/ice control at CAC
 - Recurring facility maintenance
- Mission relocation costs from \$6.0M to \$11.5M

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Forward Operating Location (FOL) Activities - Galena Airport



Colonel Joe Skaja
Commander, 611th Air Support Group

U.S. AIR FORCE



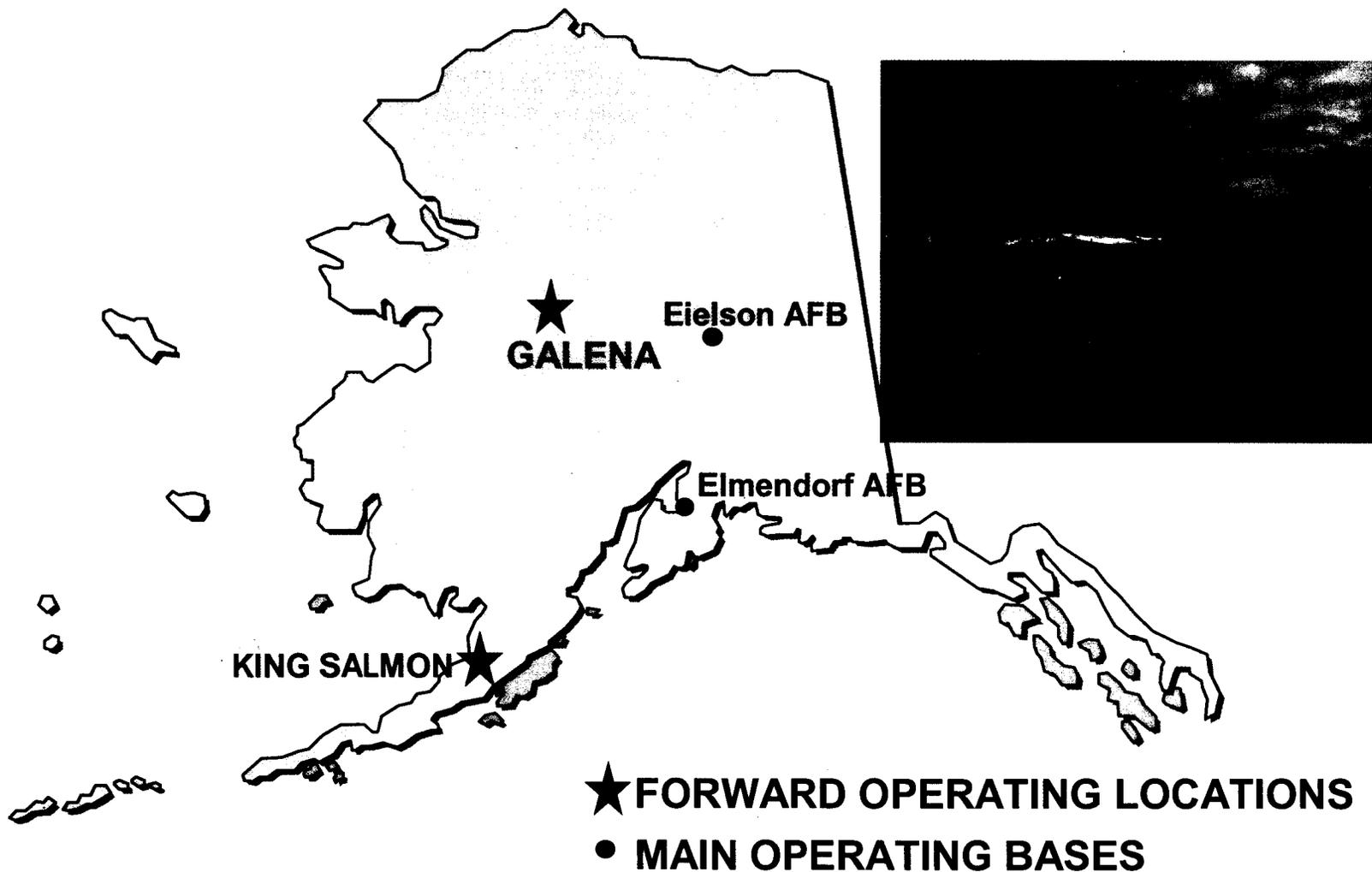
Overview



- **Location**
- **History**
- **Mission**
- **Current Operating Status and Costs**
- **Other Factors**
- **611 ASG Discussion Items**
- **Commission Items of Interest**

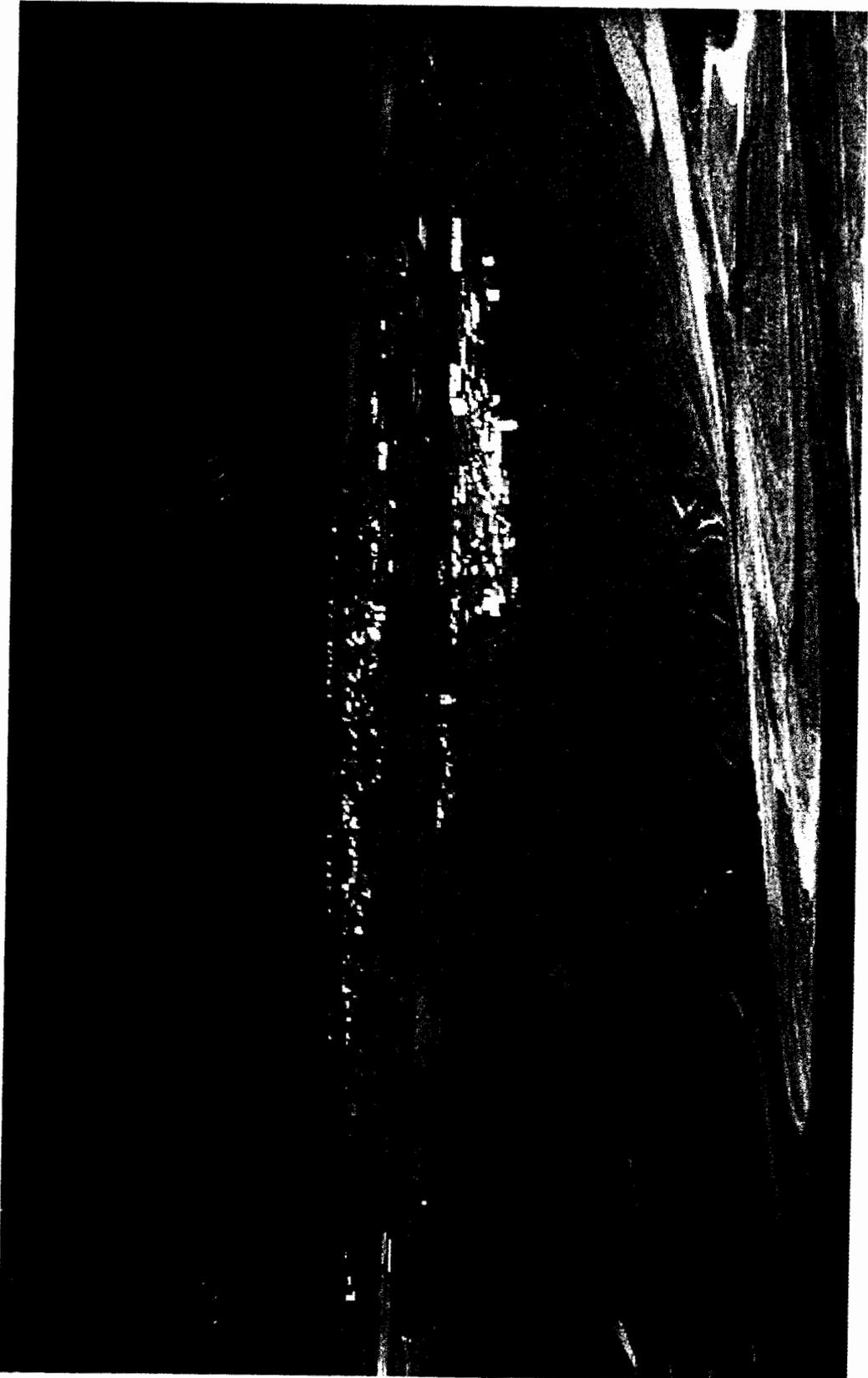


Galena Airport





Galena Airport



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History

- Originally constructed in 1941/1942
- WW II: Support airfield for Lend-Lease to Russian Air Force
- Cold War: 24/7 fighter alert base for NORAD mission
 - 300+ assigned personnel
 - 200+ successful intercepts of USSR aircraft from Galena
 - 24/7 alert moved to Elmendorf AFB in 1993
- 1993: HQ PACAF directed conversion of to full contracted “caretaker” installation (Warm Base)
 - Base kept ready to support contingencies/exercises
 - Can receive 150 personnel on 24 hour notice
 - Expand to 350+ personnel within 7 days

DCN: 1894



Mission



Provide a ready forward operating location to support aircraft operations in support of the North American Aerospace Defense Command to ensure the air sovereignty of the United States and Canada



Current Operating Status



- **Base Operating Support (BOS) contract with Chugach Support Services (CSS)**
 - **Combined contract for both Galena and King Salmon**
 - **Contract total of \$16.5M per year**
 - **Galena part is \$8.5M per year**
 - **Contractor responsibilities**
 - **Maintain facilities at basic level to support contingencies**
 - **Operate/Maintain base water and steam plants**
 - **Billeting and messing**
 - **Fire Brigade and industrial security**
 - **Airfield operations (includes aerial port and aircraft refueling)**
 - **Base communications systems**



Current Operating Status (Cont)



- **Separate contract with State of Alaska for Runway/Taxiway maintenance - \$442K for FY05**
 - **Snow removal**
 - **Runway/Taxiway De-icing**
 - **Sweeping/FOD control**
 - **Equipment furnished by USAF to State**
 - **Will convert to State-owned equipment in FY07**
 - **Contract cost will increase approx \$250K per FOL per year**



Current Operating Status (Cont)



- Leased communications circuits through Defense Information Systems Agency - \$58.8K per year
- Leases for properties and rights of way - \$5K per year
- Refuse removal services - \$21K per year
- Electricity costs \$1.35M to \$1.45M per year
 - Purchased from City of Galena
 - Complex rate formula includes fuel cost adjustment
- Additional Sustainability, Restoration, and Maintenance (SRM) funding has averaged \$1.8M per year
 - Projects accomplished either by CSS as “over and above” or in-house by 611 Civil Engineer Squadron



Current Operating Status (Cont)



	<u>Annual Cost</u>
BOS Contract	\$8.5M
Airfield Maintenance Contract	\$472K
Electricity	\$1.35M - \$1.45M
Leased Communications Circuits	\$58K
Refuse Removal Services	\$21K
Leases	\$5K
TOTAL (excludes SRM projects)	\$10.36M - \$10.46M



Other Factors

- **Air Force facilities leased/licensed to other agencies**
 - **Galena School District**
 - Bldg 1872 - Old Dormitory
 - Bldg 1845 - Old Vehicle Maintenance Facility
 - Bldg 1847 - Composite Facility
 - Bldg 1851 - Base Gym (joint use with USAF)
 - **Alaska State Troopers**
 - Bldg 1700 - Old Fuel Vehicle Bldg (used for storage)
 - Bldg 1854 - Headquarters Bldg (four offices on first floor)
 - **U.S. Fish and Wildlife Service**
 - Bldg 1842 - Old Heating Maintenance Bldg (used for storage)



611 ASG Discussion Items

- Dealing with three governments
 - State of Alaska
 - City of Galena
 - Loudon Tribal Council



Questions ?

DCN: 11894

27-Jul-05

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BACKGROUND PAPER

ON

ECONOMIC IMPACT OF RELOCATING OPERATIONAL MISSION
FROM GALENA AIRPORT

This paper identifies economic impacts on community of Galena, Alaska, that could result from the Air Force terminating the requirement for and discontinuing contracted caretaker operations at the forward operating location (FOL) at Galena Airport, Alaska.

- USAF cost to operate Galena – Approximately \$10.4M to \$11.3M for FY05
 - Base Operating Support (BOS) contract with Chugach Support Services (CSS) for both King Salmon and Galena (total \$16.5M per year, Galena portion \$8.5M per year)
 - Runway/Taxiway maintenance contract with State of Alaska Department of Transportation and Public Facilities - \$442K for FY05
 - Cost will increase to approximately \$700K per year in FY07 due to conversion from Government Furnished Equipment to Contractor Furnished Equipment
 - Various leases for rights of way, land, etc. - \$5K for FY05
 - Utilities
 - Water, steam, and wastewater included in BOS contract
 - Electricity purchased from City of Galena – FY05 estimate is \$.300 to .320 per Kwh (\$1.35M to \$1.45M for 4.55M Kwh consumed)
 - Comparative data – electrical rates
 - Elmendorf AFB: \$.0946 per Kwh
 - Eielson AFB: \$.1155 per Kwh
 - King Salmon: \$.1955 per Kwh
 - Leased communications circuits cost of \$58.8K for FY05
 - “Tipping Fees” for Galena Landfill approximately \$21K per year
 - Sustainability, Restoration, and Maintenance (SRM) funding averages \$1.8M per year

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- BOS contractor operations at Galena
 - 40 full-time CDC personnel on site
 - 24 geographically separated from families, live/eat on installation
 - 16 live on local economy
 - Sub-contract with Yukana Development Corporation (YDC), corporate arm of Louden Tribal Council, for food service and billeting (Contract data unavailable)
- Economic impact on Galena area if base closed
 - State of Alaska Department of Transportation
 - USAF no longer paying for runway/taxiway maintenance
 - State would assume responsibility for replacing/repairing runway/taxiway surface
 - State would assume responsibility for annual crack sealing and striping - \$250K per year
 - Local Galena area
 - Loss of 16 jobs for local hire personnel
 - Salaries/benefits loss of approximately \$960K per year (\$60K per employee)
 - Loss of sub-contracted jobs under sub-contract between CSS and YDC
 - Commercial activity loss
 - Very little from non-local hire contractor personnel
 - Contractor also does not local purchase items in Galena
 - Local lodging facility income from third-party contractors – about \$250K per year
 - Local community will absorb cost of operating local power plant
 - Actual amount determined by which facilities remain in use
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 - Galena School District already paying to maintain facilities they lease from USAF

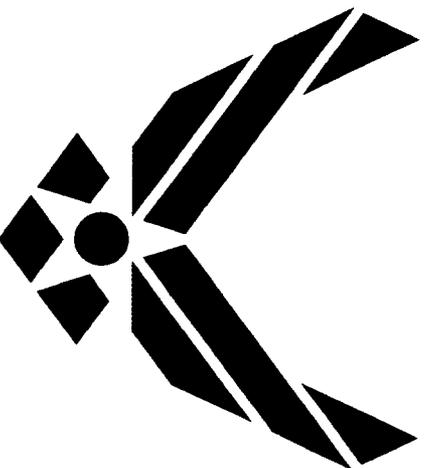
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 - Current 4-bay Combat Alert Center (CAC) requires upgrades/repair
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Warm Basing:

Alaska Forward Operating Locations (FOLs)



THIS BRIEFING IS CLASSIFIED AS
UNCLASSIFIED

U.S. AIR FORCE

DCN: 11894

As of: **27-Jul-05**



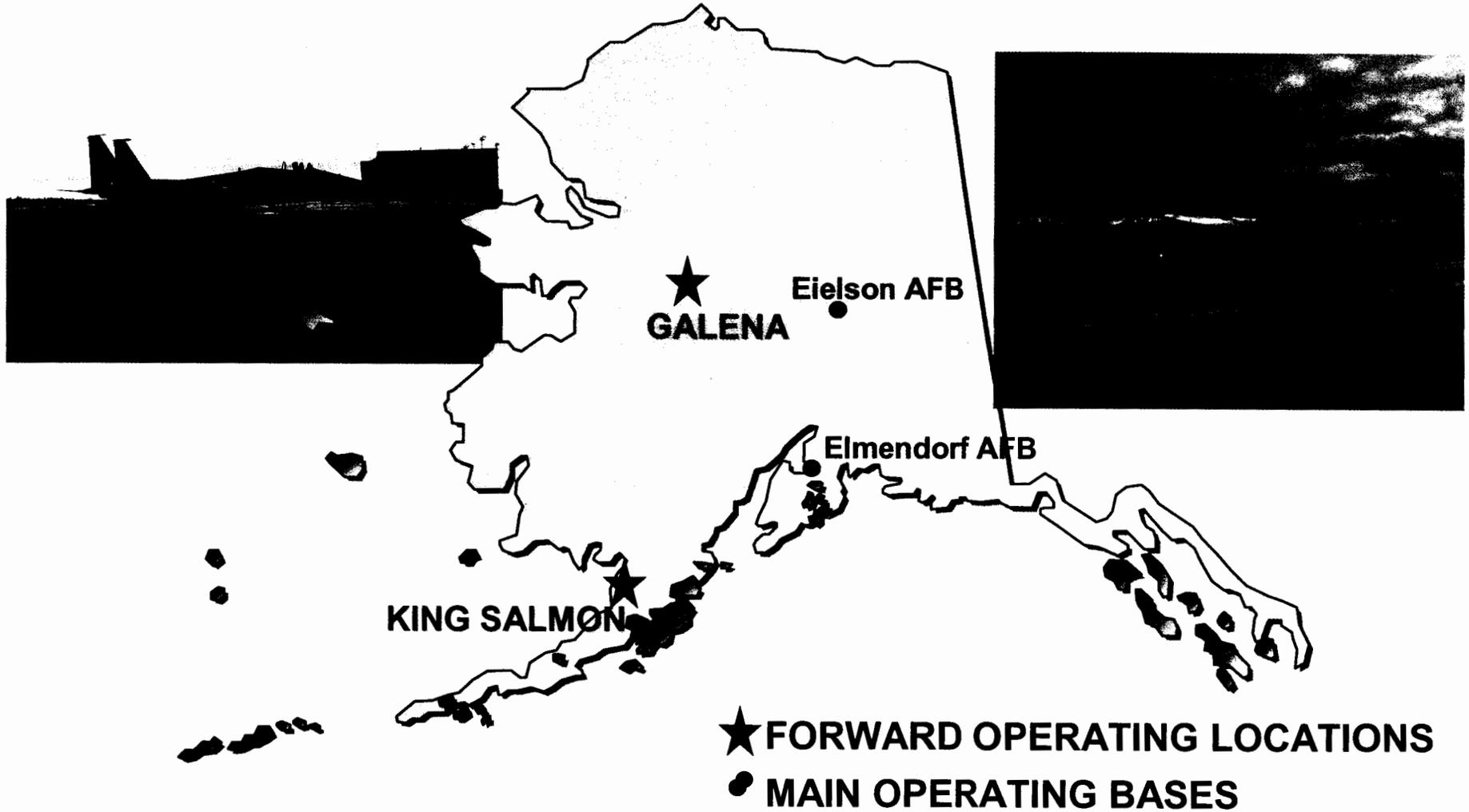
Overview



- **History/Requirements**
- **Alaska Warm Basing 101**
- **Current FOL Status**
 - **King Salmon Airport**
 - **Galena Airport**
- **Applicability to Eielson AFB**



Forward Operating Locations



★ FORWARD OPERATING LOCATIONS
● MAIN OPERATING BASES



History/Requirements

- FOLs provided 24/7 fighter alert bases in support of NORAD mission
 - Each FOL had 300+ military personnel assigned
 - Full services and facilities (Supply, Security Forces, etc.)
 - Limited aircraft maintenance personnel assigned
- End of Cold War changed daily fighter alert posture
 - Daily fighter alert relocated to Elmendorf AFB
 - Tanker alert remained at Eielson AFB
 - AWACS alert remained at Elmendorf AFB
 - FOLs still required for increased alert postures
 - Operation NORTHERN DENIAL primary example



History/Requirements (Cont)



- HQ PACAF directed conversion of FOLs to full contracted “caretaker” installations (Warm Base)
 - Galena converted in 1993
 - King Salmon converted in 1994
- FOLs now manned 100% by contractor personnel
 - Military positions eliminated or reallocated
 - Funding burden shifted from MilPers to O&M
- Contractor maintains base facilities at minimum level to support contingency operations
 - Must be able to support 150 personnel on 24 hours notice
 - Expansion to full operational level (350+ personnel) attainable within 7 days



History/Requirements (Cont)



- **Separate contract with State of Alaska for Runway/Taxiway maintenance**
 - **Snow removal**
 - **Runway/Taxiway De-Icing**
 - **Sweeping/FOD control**
 - **Equipment currently GFE to State**
 - **Will convert to CFE in FY07 (New equipment)**
 - **Contract cost will increase approx \$250K per FOL per year**



Alaska Warm Basing 101

- **Determine facility status based on overall mission**
 - **Active facilities – Daily use**
 - **Warm facilities – Support Contingency/OPlan**
 - **Cold facilities – No mission requirement**
- **Active facilities maintained/operated at full capability**
- **Warm facilities**
 - **Minimum temperature of 45° F**
 - **Water service shut off – system drained**
 - **Frequent monitoring**
 - **Brought to full capability as needed**
 - **Time required dependent on time of year, weather, etc.**



Alaska Warm Basing 101

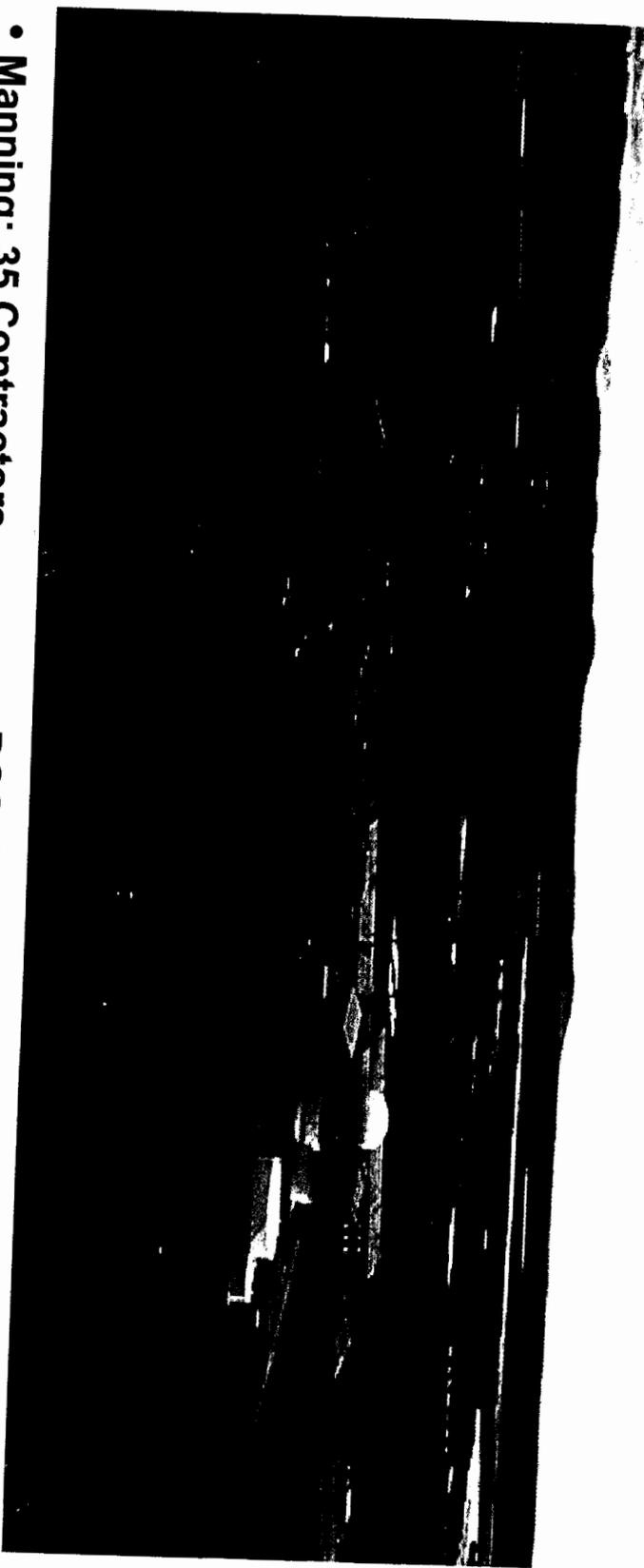
(Cont)



- Cold facilities = demolition candidates
 - All utilities shut off
 - No minimum temperature
 - Once cold-soaked, facility cannot be economically revived
- Other factors
 - Annual Aircraft Arresting System certification engagement
 - External unit must be tasked to perform (e.g., 3 WG @ Elmendorf)
 - Base utility runs may necessitate some facilities being in warm status when there is no requirement for them
 - Would require project to re-route utility run
 - Impacts of lowered heating/electrical usage on base heating/power generation facilities



King Salmon Airport



- Manning: 35 Contractors
- Facilities
 - 45 Active/Warm
 - 35 Cold/Demolished
- BOS Contract
 - \$8.0M/Yr
 - Rwy Maintenance
 - \$350K/Yr
- Utilities Cost
 - \$1.4M/Yr
 - SRM
 - \$1.1M/Yr

27-Jul-05

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Galena Airport



- Manning: 40 Contractors
- Facilities
 - 34 Active/Warm
 - 13 Cold/Demolished
- BOS Contract
 - \$8.5M/Yr
- Rwy Maintenance
 - \$450K/Yr
- Utilities Cost
 - \$2.4M/Yr
- SRM
 - \$1.8M/Yr



KING SALMON



	<u>Before Conversion</u>	<u>Current</u>
Electricity	Base Power Plant	Commercial Power
Heating Steam	Base Steam Plant	Base Steam Plant
Water	Base Wells	Base Wells
Sewer	Base Sewage Lagoon	City Sewer
Control Tower	24/7 FAA/USAF Tower	FAA Tower (16 hours per day)
Communications	USAF Maintained	Contractor Maintained
Security	USAF (Included Entry Control)	Contractor – Industrial Only

DCN: 11894

27-Jul-05

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Galena



	<u>Before Conversion</u>	<u>Current</u>
Electricity	Base Power Plant	Commercial Power
Heating Steam	Base Steam Plant	Base Steam Plant
Water	Base Wells	Base Wells
Sewer	Base Sewage Lagoon	Base Sewage Lagoon
Control Tower	24/7 FAA/USAF Tower	Uncontrolled Airfield – No Tower
Communications	USAF Maintained	Contractor Maintained
Security	USAF (Included Entry Control)	Contractor – Industrial Only

DCN: 1894

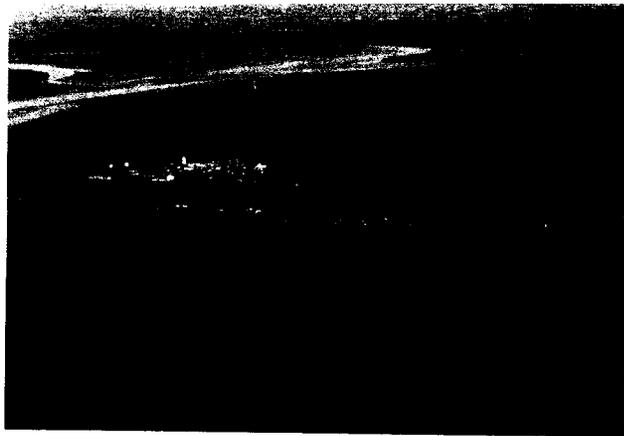


Questions ?

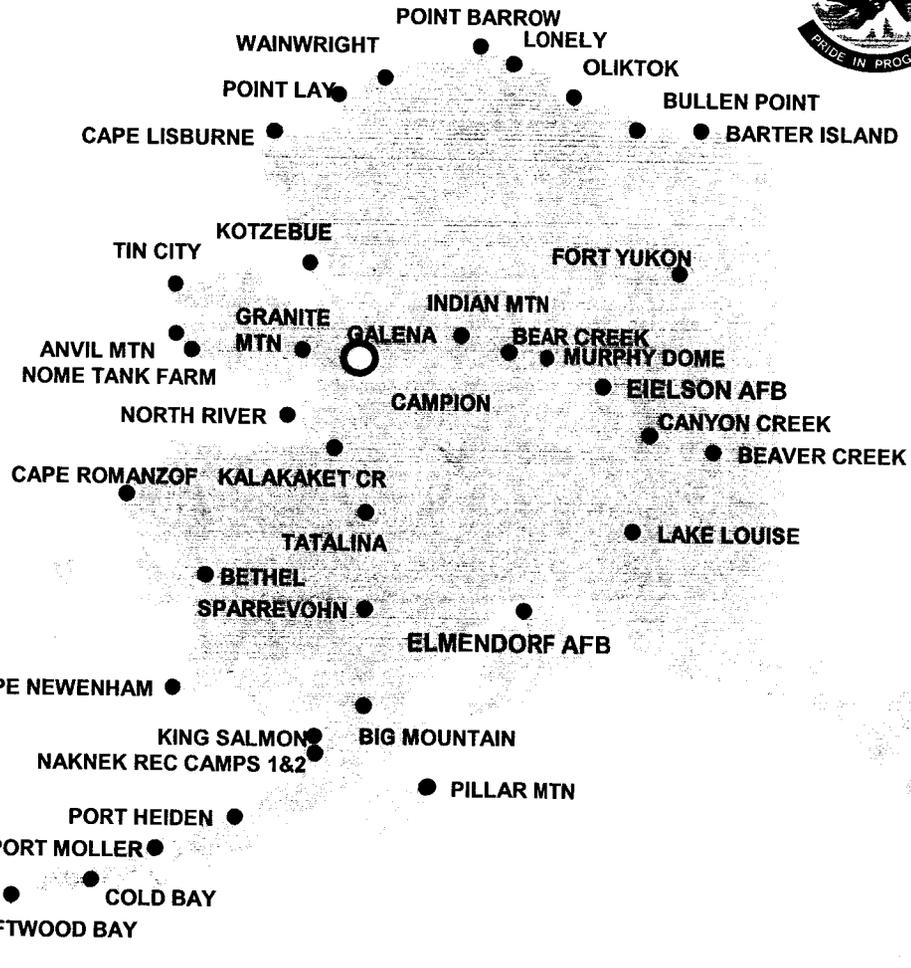
DCN: 11894



Galena Airport



GALENA AIRPORT

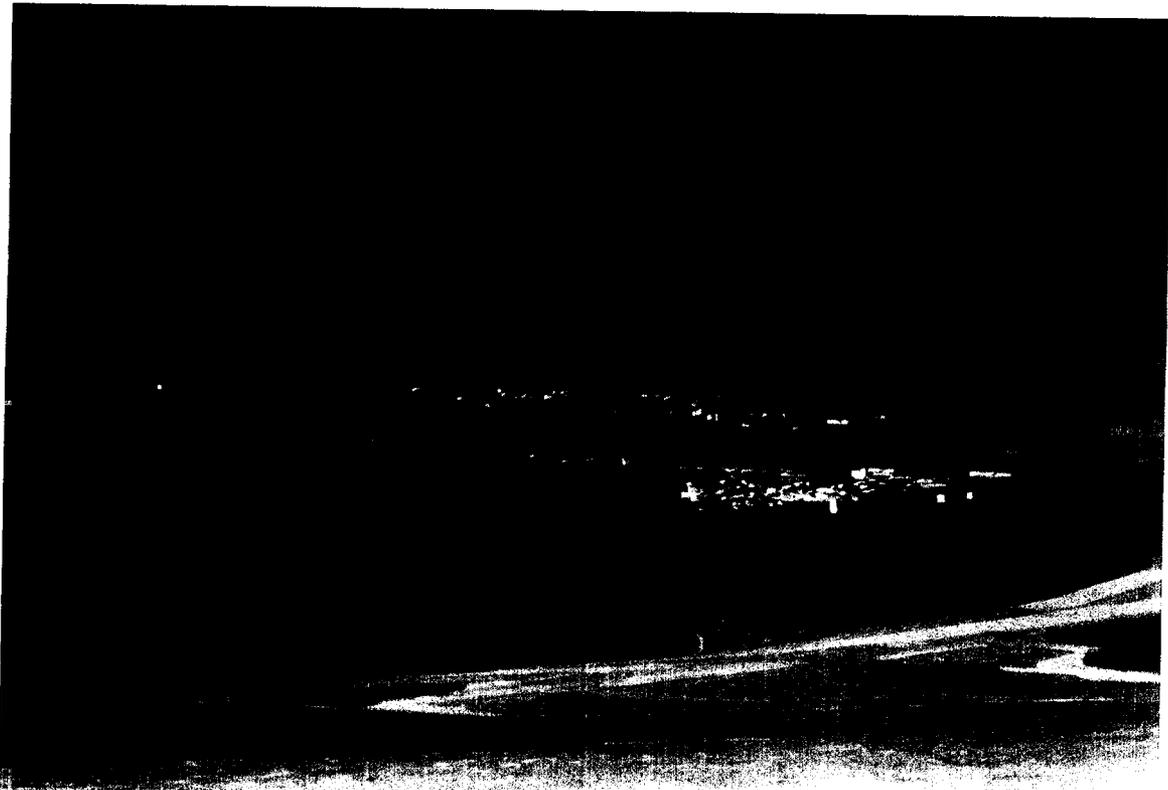


● EARECKSON AS

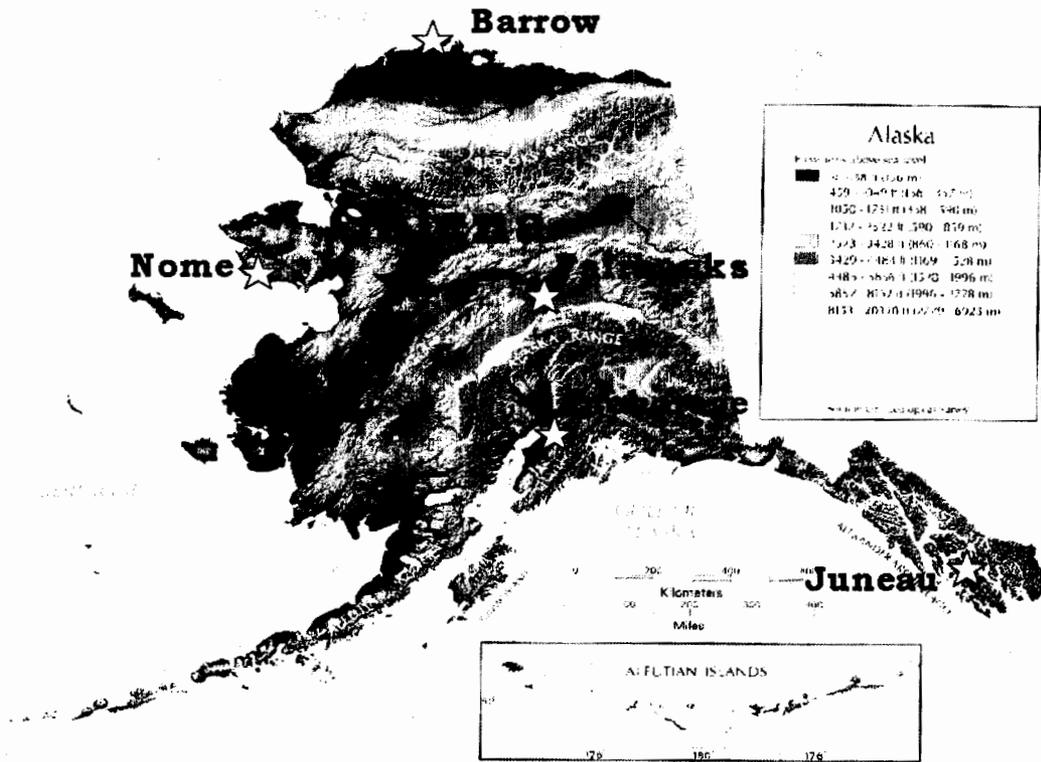
Key Personnel:

Position	Name	Phone
Site Manager	John Mackey	446-3310
Fire Chief	Mel Davis	446-3396

Galena Airport



SITE LOCATION



Galena Airport is located on the north side of the Yukon River at Galena, Alaska. The Galena Airport is 270 miles west of Fairbanks, Alaska and 350 miles northwest of Anchorage. Air Force C-130's and contract air freight provide Galena with year-round logistics support, which is augmented in the summer by barges on the Yukon River from Nenana. There is one scheduled airline and several regional air carriers serving Galena.

Base roads give access to the site facilities and state roads connect the base with "New" and "Old" Galena. Barges off load in "Old Town" and supplies are then transported via the state roads to the airport.

19 Aug 2005

Inquiry Response

Re: BI-0242, CT-0928, Facility Account Codes for Galena Airport AK

Requester: Ken Small, Air Force Team Leader, BRAC Commission R&A

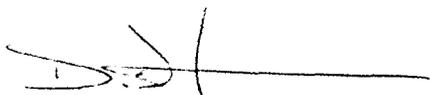
Request: Please provide real estate information for Air Force facilities at Galena Airport AK.

- Facility Account Code for each major facility
- Responsible party for environmental restoration project
- Operator/maintainer of aircraft arresting barriers, navigation and landing aids on the airport

Response:

1. Facility Account Code for each major facility: Attached are the Facility Account Codes for all the facilities at Galena and also a map of the facilities. The Facility Account Codes are color coded to match the map legend for open, leased, and inactive facilities.
2. Responsible party for environmental restoration projects: The responsible party for environmental restoration at Galena Airport is the Air Force -- the 611th Air Support Group.
3. Operator/maintainer of aircraft arresting barriers, navigation and landing aids: The Air Force maintains all of these items through the base operation support contractor (barriers are used solely by military aircraft).

Approved



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

Attachments:
As stated

**Facility numbers and Cat Codes
at Galena AAP**

Facility Number	=Active facility		=Leased facility			=Inactive facility		
	Category Codes							
1842	219944	880221						
1845	214425	880221	890144	890171				
1847	730785	872841	880211	880222				
1872	730782	880221						
1873	723885							
77715	750581							

Active facilities at Galena (unless otherwise noted)

FAC	Description	Facility Number	Category Codes
4122	Liquid Oxygen Storage	1427	442258
1412	Alert Hanger, Fighter Aircraft	1428	141183
1498	Security Police Entry Control Building	1429	730837
1498	Traffic Check House	1430	730839
4221	Storage, Rocket Checkout and Assembly	1488	422256
8910	Waste Treatment Building	1497	831168
4422	Base Engineer Storage Shed	1498	219947
8910	Electric Power Station Building	1499	811149
8927	Utility Vault	1552	890187
7311	Fire Station	1556	730142
1331	Ground Controlled Approach RAPCON Support Building	1568	134341
1444	Pump Station, Liquid Fuels	1572	125977
2141	Vehicle Maintenance Shop	1573	214425
8910	Water Supply Building	1578	841169
1498	Traffic Check House	1579	730839
2141	Shop, Refueling Vehicle	1700	214467
1444	Pump Station, Liquid Fuels	1719	125977
4421	Warehouse Supply and Equipment Base	1769	442758
7447	MWR Supply and NAF Central Storage	1832	740672
1444	Petroleum Operations Building	1837	121111
2191	Base Engineer Maintenance Shop	1842	219944
2191	Base Engineer Maintenance Shop	1843	219944
4422	Base Engineer Storage Shed	1844	219947
2141	Vehicle Maintenance Shop	1845	214425
7352	Dependent High School	1847	730785
2191	Base Engineer Maintenance Shop	1850	219944
7421	Gymnasium	1851	740674
1498	Traffic Check House	1852	730839
6100	Administrative Office, Non Air Force	1854	610811
5500	Medical aid Station	1857	550147
4321	Cold Storage, Base	1858	432283
7220	Airman Dining Hall - Detached	1859	722351
7353	Dep School Dorm	1872	730782
	(Not on Real Prop Records, possibly Dining Hall)	1873	723885
7210	Dormitory Airman Permanent Party/PCS-Student	1874	721312
1311	Communications-Transmitter/Receiver	1875	131116
7212	Dormitory Visiting Airman Quarters	1876	721315
1444	Pump Station, Liquid Fuels	1879	125977
7542	Miscellaneous Outdoor Recreation Facility	77715	750581
8121	Primary Distribution Line Overhead	80100	812223

=Leased facility

=Inactive facility

Economic Impact Report

This report depicts the economic impact of the following Scenarios:

BRADD AF02: ADD - Galena FOL, AK

The data in this report is rolled up by Action

As of: Wed Jul 13 14:06:37 EDT 2005

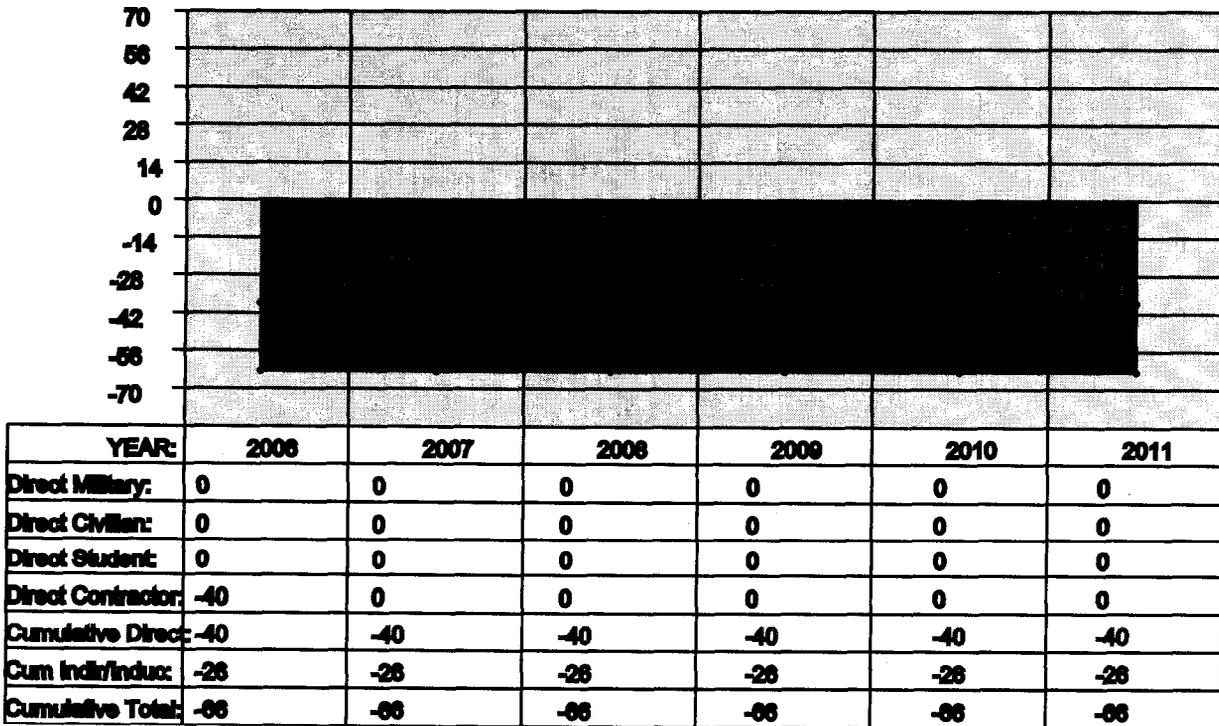
ECONOMIC IMPACT DATA

Scenario: ADD - Galena FOL, AK
Economic Region of Influence(ROI): Yukon-Koyukuk County, AK
Base: Galena Airport Forward Operating Location (FOL), AK
Action: Closing Galena Airport Forward Op Location

Overall Economic Impact of Proposed BRAC-05 Action:

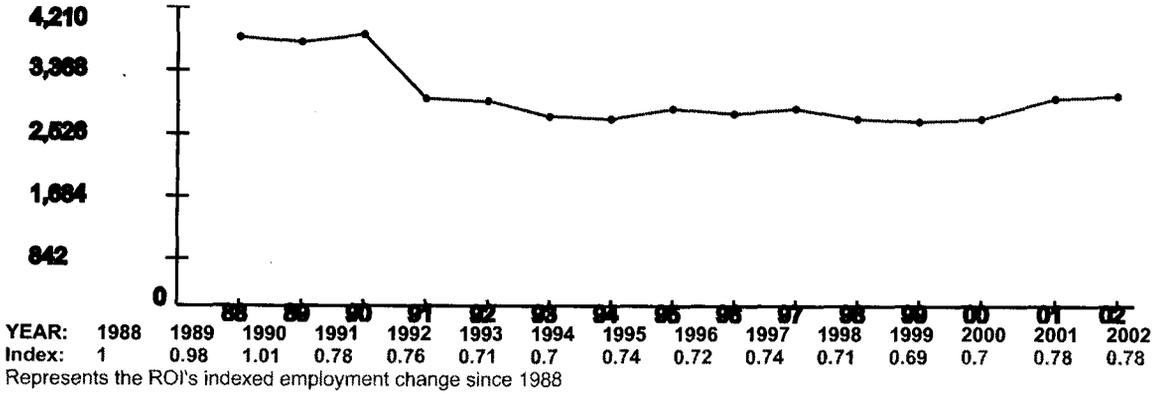
ROI Population (2002):	6,321
ROI Employment (2002):	2,971
Authorized Manpower (2005):	0
Authorized Manpower(2005) / ROI Employment(2002):	0%
Total Estimated Job Change:	-66
Total Estimated Job Change / ROI Employment(2002):	-2.22%

Cumulative Job Change (Gain/Loss) Over Time:

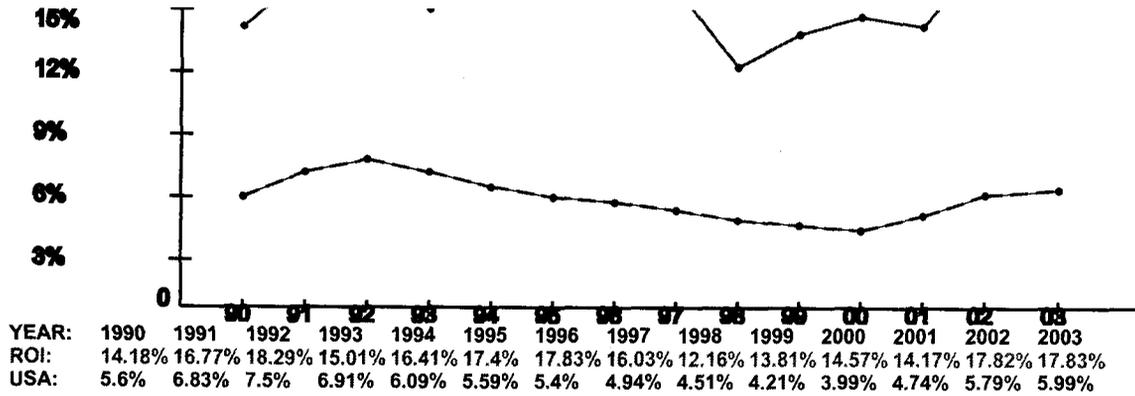


Yukon-Koyukuk County, AK Trend Data

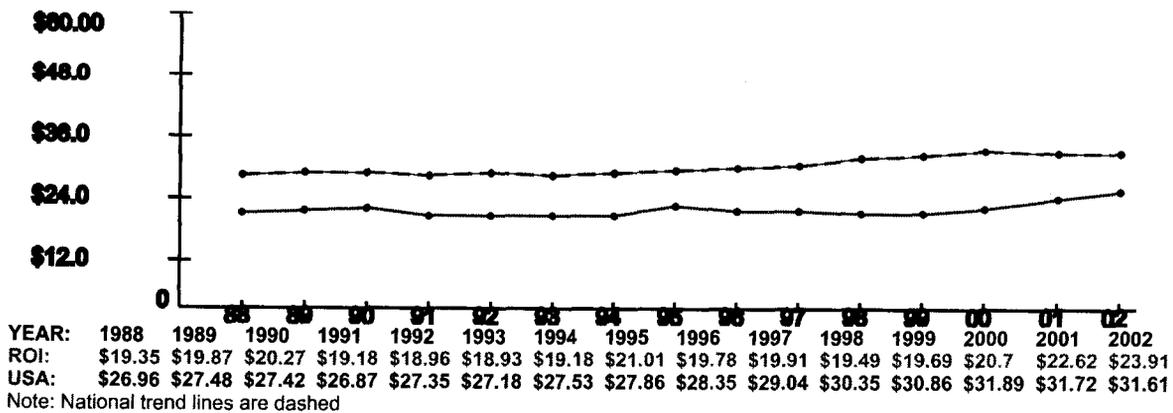
Employment Trend (1988-2002)



Unemployment Percentage Trend (1990-2003)



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



General Demography	Yukon-Koyukuk Census Area	Alaska
Population, 2003 estimate	6,314	648,818
Population, percent change, April 1, 2000 to July 1, 2003	-3.0%	3.5%
Population, 2000	6,551	626,932
Population, percent change, 1990 to 2000	-3.6%	14.0%
Persons under 5 years old, percent, 2000	7.1%	7.6%
Persons under 18 years old, percent, 2000	35.0%	30.4%
Persons 65 years old and over, percent, 2000	7.3%	5.7%
Female persons, percent, 2000	45.7%	48.3%
White persons, percent, 2000 (a)	24.3%	69.3%
Black or African American persons, percent, 2000 (a)	0.1%	3.5%
American Indian and Alaska Native persons, percent, 2000 (a)	70.9%	15.6%
Asian persons, percent, 2000 (a)	0.4%	4.0%
Native Hawaiian and Other Pacific Islander, percent, 2000 (a)	Z	0.5%
Persons reporting some other race, percent, 2000 (a)	0.4%	1.6%
Persons reporting two or more races, percent, 2000	3.9%	5.4%
White persons, not of Hispanic/Latino origin, percent, 2000	24.0%	67.6%
Persons of Hispanic or Latino origin, percent, 2000 (b)	1.2%	4.1%
Living in same house in 1995 and 2000', pct age 5+, 2000	62.3%	46.2%
Foreign born persons, percent, 2000	1.0%	5.9%
Language other than English spoken at home, pct age 5+, 2000	16.0%	14.3%
High school graduates, percent of persons age 25+, 2000	74.3%	88.3%
Bachelor's degree or higher, pct of persons age 25+, 2000	14.2%	24.7%
Persons with a disability, age 5+, 2000	847	83,220
Mean travel time to work (minutes), workers age 16+, 2000	8.9	19.6
Housing units, 2002	3,904	265,377
Homeownership rate, 2000	67.3%	62.5%
Housing units in multi-unit structures, percent, 2000	2.9%	27.0%
Median value of owner-occupied housing units, 2000	\$59,900	\$144,200
Households, 2000	2,309	221,600
Persons per household, 2000	2.81	2.74
Median household income, 1999	\$28,666	\$51,571
Per capita money income, 1999	\$13,720	\$22,660
Persons below poverty, percent, 1999	23.8%	9.4%

General Demography	Yukon-Koyukuk Census Area	Alaska
Business QuickFacts	Yukon-Koyukuk Census Area	Alaska
Private nonfarm establishments with paid employees, 2001	121	18,589
Private nonfarm employment, 2001	573	214,297
Private nonfarm employment, percent change 2000-2001	0.2%	4.6%
Nonemployer establishments, 2000	303	47,691
Manufacturers shipments, 1997 (\$1000)	NA	3,304,952
Retail sales, 1997 (\$1000)	22,318	6,251,372
Retail sales per capita, 1997	\$3,543	\$10,268
Minority-owned firms, percent of total, 1997	59.6%	16.7%
Women-owned firms, percent of total, 1997	F	25.9%
Housing units authorized by building permits, 2002	X	3,003
Federal funds and grants, 2002 (\$1000)	135,121	7,561,711
Geography QuickFacts	Yukon-Koyukuk Census Area	Alaska
Land area, 2000 (square miles)	145,900	571,951
Persons per square mile, 2000	0	1.1
Metropolitan Area	None	
FIPS Code	290	2
(a) Includes persons reporting only one race.		
(b) Hispanics may be of any race, so also are included in applicable race categories.		
FN: Footnote on this item for this area in place of data		
NA: Not available		
D: Suppressed to avoid disclosure of confidential information		
X: Not applicable		
S: Suppressed; does not meet publication standards		
Z: Value greater than zero but less than half unit of measure shown		
F: Fewer than 100 firms		
Source: US Census Bureau State & County QuickFacts		

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic Area: Galena city, Alaska

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	675	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	675	100.0
Male.....	370	54.8	Hispanic or Latino (of any race).....	13	1.9
Female.....	305	45.2	Mexican.....	9	1.3
Under 5 years.....	49	7.3	Puerto Rican.....	-	-
5 to 9 years.....	55	8.1	Cuban.....	-	-
10 to 14 years.....	80	11.9	Other Hispanic or Latino.....	4	0.6
15 to 19 years.....	94	13.9	Not Hispanic or Latino.....	662	98.1
20 to 24 years.....	26	3.9	White alone.....	200	29.6
25 to 34 years.....	93	13.8	RELATIONSHIP		
35 to 44 years.....	109	16.1	Total population	675	100.0
45 to 54 years.....	85	12.6	In households.....	612	90.7
55 to 59 years.....	40	5.9	Householder.....	216	32.0
60 to 64 years.....	16	2.4	Spouse.....	109	16.1
65 to 74 years.....	21	3.1	Child.....	228	33.8
75 to 84 years.....	6	0.9	Own child under 18 years.....	203	30.1
85 years and over.....	1	0.1	Other relatives.....	27	4.0
Median age (years).....	28.5	(X)	Under 18 years.....	14	2.1
18 years and over.....	422	62.5	Nonrelatives.....	32	4.7
Male.....	233	34.5	Unmarried partner.....	20	3.0
Female.....	189	28.0	In group quarters.....	63	9.3
21 years and over.....	392	58.1	Institutionalized population.....	-	-
62 years and over.....	41	6.1	Noninstitutionalized population.....	63	9.3
65 years and over.....	28	4.1	HOUSEHOLD BY TYPE		
Male.....	12	1.8	Total households	216	100.0
Female.....	16	2.4	Family households (families).....	149	69.0
RACE			With own children under 18 years.....	106	49.1
One race.....	645	95.6	Married-couple family.....	109	50.5
White.....	204	30.2	With own children under 18 years.....	74	34.3
Black or African American.....	2	0.3	Female householder, no husband present.....	26	12.0
American Indian and Alaska Native.....	428	63.4	With own children under 18 years.....	21	9.7
Asian.....	7	1.0	Nonfamily households.....	67	31.0
Asian Indian.....	-	-	Householder living alone.....	53	24.5
Chinese.....	-	-	Householder 65 years and over.....	8	3.7
Filipino.....	2	0.3	Households with individuals under 18 years.....	108	50.0
Japanese.....	-	-	Households with individuals 65 years and over.....	19	8.8
Korean.....	5	0.7	Average household size.....	2.83	(X)
Vietnamese.....	-	-	Average family size.....	3.44	(X)
Other Asian ¹	-	-	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	2	0.3	Total housing units	259	100.0
Native Hawaiian.....	-	-	Occupied housing units.....	216	83.4
Guamanian or Chamorro.....	-	-	Vacant housing units.....	43	16.6
Samoan.....	-	-	For seasonal, recreational, or occasional use.....	18	6.9
Other Pacific Islander ²	2	0.3	Homeowner vacancy rate (percent).....	1.5	(X)
Some other race.....	2	0.3	Rental vacancy rate (percent).....	5.7	(X)
Two or more races.....	30	4.4	HOUSING TENURE		
Race alone or in combination with one or more other races: ³			Occupied housing units	216	100.0
White.....	230	34.1	Owner-occupied housing units.....	133	61.6
Black or African American.....	2	0.3	Renter-occupied housing units.....	83	38.4
American Indian and Alaska Native.....	455	67.4	Average household size of owner-occupied units.....	3.01	(X)
Asian.....	13	1.9	Average household size of renter-occupied units.....	2.55	(X)
Native Hawaiian and Other Pacific Islander.....	2	0.3			
Some other race.....	3	0.4			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-2. Profile of Selected Social Characteristics: 2000

Geographic area: Galena city, Alaska

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
SCHOOL ENROLLMENT			NATIVITY AND PLACE OF BIRTH		
Population 3 years and over enrolled in school.....			Total population.....		
Nursery school, preschool.....	18	7.2	Native.....	679	100.0
Kindergarten.....	13	5.2	Born in United States.....	672	99.0
Elementary school (grades 1-8).....	104	41.4	State of residence.....	450	66.3
High school (grades 9-12).....	98	39.0	Different state.....	222	32.7
College or graduate school.....	18	7.2	Born outside United States.....	3	0.4
EDUCATIONAL ATTAINMENT			Foreign born.....	4	0.6
Population 25 years and over.....			Entered 1990 to March 2000.....	-	-
Less than 9th grade.....	40	10.4	Naturalized citizen.....	4	0.6
9th to 12th grade, no diploma.....	32	8.3	Not a citizen.....	-	-
High school graduate (includes equivalency).....	105	27.3	REGION OF BIRTH OF FOREIGN BORN		
Some college, no degree.....	85	22.1	Total (excluding born at sea).....		
Associate degree.....	12	3.1	Europe.....	2	50.0
Bachelor's degree.....	80	20.8	Asia.....	2	50.0
Graduate or professional degree.....	30	7.8	Africa.....	-	-
Percent high school graduate or higher.....	81.3	(X)	Oceania.....	-	-
Percent bachelor's degree or higher.....	28.6	(X)	Latin America.....	-	-
MARITAL STATUS			Northern America.....	-	-
Population 15 years and over.....			LANGUAGE SPOKEN AT HOME		
Never married.....	205	39.9	Population 5 years and over.....		
Now married, except separated.....	250	48.6	English only.....	640	100.0
Separated.....	4	0.8	Language other than English.....	558	87.2
Widowed.....	17	3.3	Speak English less than "very well".....	82	12.8
Female.....	9	1.8	Spanish.....	29	4.5
Divorced.....	38	7.4	Speak English less than "very well".....	5	0.8
Female.....	33	6.4	Other Indo-European languages.....	5	0.8
GRANDPARENTS AS CAREGIVERS			Speak English less than "very well".....	-	-
Grandparent living in household with one or more own grandchildren under 18 years.....			ANCESTRY (single or multiple)		
Grandparent responsible for grandchildren.....	12	66.7	Total population.....		
VETERAN STATUS			Total ancestries reported.....		
Civilian population 18 years and over ..			Arab.....	718	105.7
Civilian veterans.....	68	15.6	Czech ¹	5	0.7
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION			Danish.....	2	0.3
Population 5 to 20 years.....			Dutch.....	14	2.1
With a disability.....	25	10.4	English.....	21	3.1
Population 21 to 64 years.....			French (except Basque) ¹	4	0.6
With a disability.....	55	14.6	French Canadian ¹	5	0.7
Percent employed.....	74.5	(X)	German.....	54	8.0
No disability.....	322	85.4	Greek.....	-	-
Percent employed.....	78.3	(X)	Hungarian.....	-	-
Population 65 years and over.....			Irish ¹	29	4.3
With a disability.....	17	77.3	Italian.....	-	-
RESIDENCE IN 1995			Lithuanian.....	-	-
Population 5 years and over.....			Norwegian.....	11	1.6
Same house in 1995.....	312	48.8	Polish.....	15	2.2
Different house in the U.S. in 1995.....	328	51.3	Portuguese.....	-	-
Same county.....	123	19.2	Russian.....	4	0.6
Different county.....	205	32.0	Scotch-Irish.....	12	1.8
Same state.....	134	20.9	Scottish.....	19	2.8
Different state.....	71	11.1	Slovak.....	-	-
Elsewhere in 1995.....	-	-	Subsaharan African.....	-	-
			Swedish.....	20	2.9
			Swiss.....	-	-
			Ukrainian.....	-	-
			United States or American.....	23	3.4
			Welsh.....	-	-
			West Indian (excluding Hispanic groups).....	-	-
			Other ancestries.....	480	70.7

-Represents zero or rounds to zero. (X) Not applicable.

¹The data represent a combination of two ancestries shown separately in Summary File 3. Czech includes Czechoslovakian. French includes Alsatian. French Canadian includes Acadian/Cajun. Irish includes Celtic.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-4. Profile of Selected Housing Characteristics: 2000

Geographic area: Galena city, Alaska

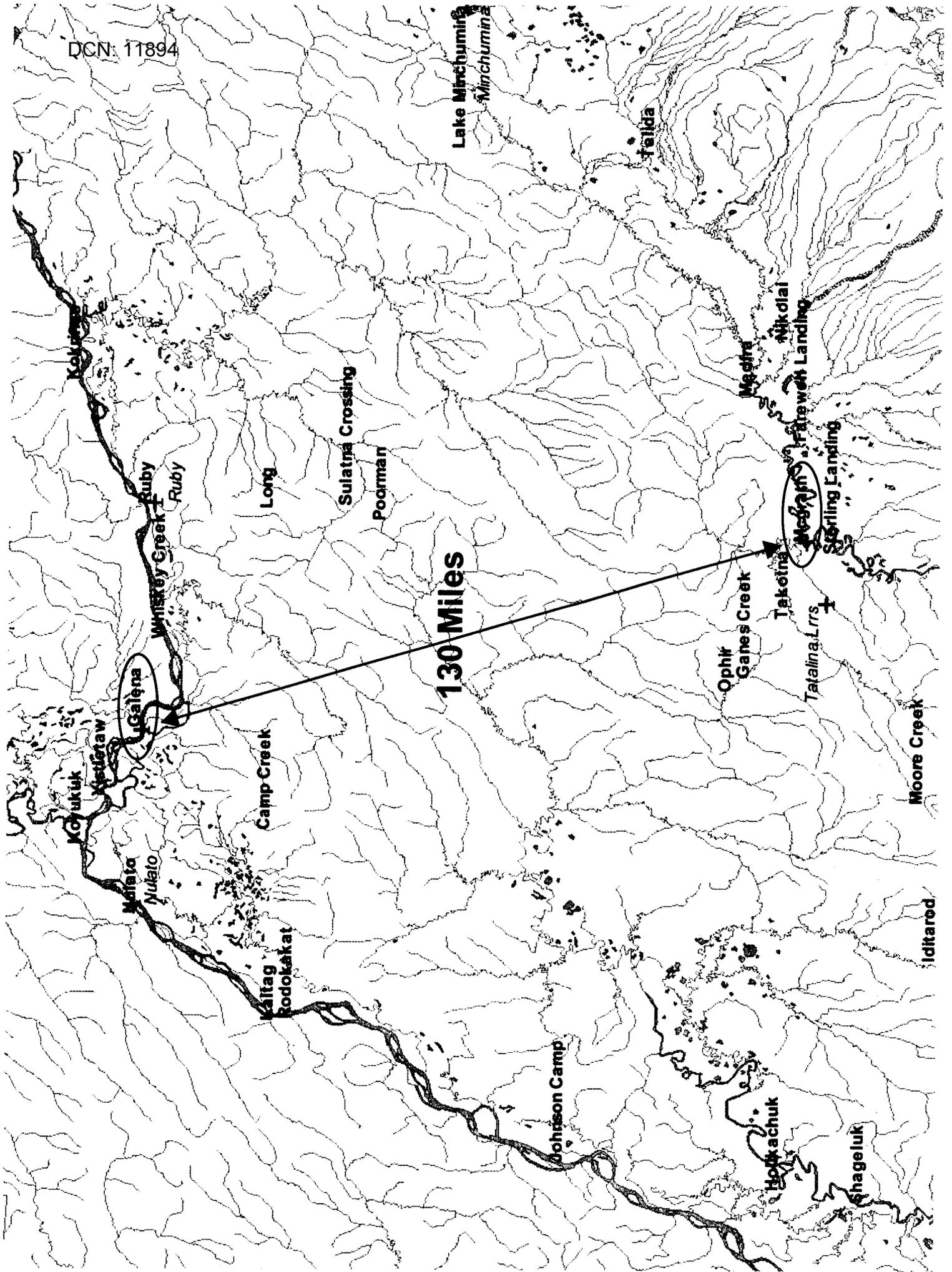
[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total housing units	255	100.0	OCCUPANTS PER ROOM		
UNITS IN STRUCTURE			Occupied housing units	215	100.0
1-unit, detached.....	224	87.8	1.00 or less.....	182	84.7
1-unit, attached.....	2	0.8	1.01 to 1.50.....	13	6.0
2 units.....	1	0.4	1.51 or more.....	20	9.3
3 or 4 units.....	12	4.7			
5 to 9 units.....	6	2.4	Specified owner-occupied units	118	100.0
10 to 19 units.....	-	-	VALUE		
20 or more units.....	-	-	Less than \$50,000.....	35	29.7
Mobile home.....	10	3.9	\$50,000 to \$99,999.....	50	42.4
Boat, RV, van, etc.....	-	-	\$100,000 to \$149,999.....	15	12.7
			\$150,000 to \$199,999.....	18	15.3
YEAR STRUCTURE BUILT			\$200,000 to \$299,999.....	-	-
1999 to March 2000.....	11	4.3	\$300,000 to \$499,999.....	-	-
1995 to 1998.....	10	3.9	\$500,000 to \$999,999.....	-	-
1990 to 1994.....	23	9.0	\$1,000,000 or more.....	-	-
1980 to 1989.....	78	30.6	Median (dollars).....	75,600	(X)
1970 to 1979.....	105	41.2			
1960 to 1969.....	17	6.7	MORTGAGE STATUS AND SELECTED		
1940 to 1959.....	11	4.3	MONTHLY OWNER COSTS		
1939 or earlier.....	-	-	With a mortgage.....	29	24.6
			Less than \$300.....	-	-
ROOMS			\$300 to \$499.....	2	1.7
1 room.....	30	11.8	\$500 to \$699.....	3	2.5
2 rooms.....	26	10.2	\$700 to \$999.....	5	4.2
3 rooms.....	74	29.0	\$1,000 to \$1,499.....	17	14.4
4 rooms.....	61	23.9	\$1,500 to \$1,999.....	2	1.7
5 rooms.....	30	11.8	\$2,000 or more.....	-	-
6 rooms.....	23	9.0	Median (dollars).....	1,080	(X)
7 rooms.....	3	1.2	Not mortgaged.....	89	75.4
8 rooms.....	5	2.0	Median (dollars).....	365	(X)
9 or more rooms.....	3	1.2			
Median (rooms).....	3.5	(X)	SELECTED MONTHLY OWNER COSTS		
Occupied housing units	215	100.0	AS A PERCENTAGE OF HOUSEHOLD		
YEAR HOUSEHOLDER MOVED INTO UNIT			INCOME IN 1999		
1999 to March 2000.....	41	19.1	Less than 15.0 percent.....	73	61.9
1995 to 1998.....	66	30.7	15.0 to 19.9 percent.....	23	19.5
1990 to 1994.....	33	15.3	20.0 to 24.9 percent.....	9	7.6
1980 to 1989.....	36	16.7	25.0 to 29.9 percent.....	3	2.5
1970 to 1979.....	37	17.2	30.0 to 34.9 percent.....	2	1.7
1969 or earlier.....	2	0.9	35.0 percent or more.....	8	6.8
			Not computed.....	-	-
VEHICLES AVAILABLE			Specified renter-occupied units	81	100.0
None.....	52	24.2	GROSS RENT		
1.....	94	43.7	Less than \$200.....	4	4.9
2.....	51	23.7	\$200 to \$299.....	5	6.2
3 or more.....	18	8.4	\$300 to \$499.....	16	19.8
HOUSE HEATING FUEL			\$500 to \$749.....	14	17.3
Utility gas.....	-	-	\$750 to \$999.....	21	25.9
Bottled, tank, or LP gas.....	7	3.3	\$1,000 to \$1,499.....	13	16.0
Electricity.....	7	3.3	\$1,500 or more.....	1	1.2
Fuel oil, kerosene, etc.....	133	61.9	No cash rent.....	7	8.6
Coal or coke.....	-	-	Median (dollars).....	688	(X)
Wood.....	67	31.2			
Solar energy.....	-	-	GROSS RENT AS A PERCENTAGE OF		
Other fuel.....	1	0.5	HOUSEHOLD INCOME IN 1999		
No fuel used.....	-	-	Less than 15.0 percent.....	40	49.4
			15.0 to 19.9 percent.....	13	16.0
SELECTED CHARACTERISTICS			20.0 to 24.9 percent.....	3	3.7
Lacking complete plumbing facilities.....	79	36.7	25.0 to 29.9 percent.....	4	4.9
Lacking complete kitchen facilities.....	77	35.8	30.0 to 34.9 percent.....	8	9.9
No telephone service.....	18	8.4	35.0 percent or more.....	6	7.4
			Not computed.....	7	8.6

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.

DCN: 11894



FAA Dispatcher Training
FAA and other NAA Certification
Advanced Subject & Product
Training

Aero Weather
Aeronautical meteorological flight-
briefing workstation.

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MC GRATH

See also: [FAA Data](#)

Effective 04 August 2005 to 31 August 2005

General Info

Country	United States
State	ALASKA
FAA ID	MCG
Latitude	62.952875 62° 57' 10.35" N
Longitude	-155.605764 155° 36' 20.75" W
Elevation	338 feet 103 meters
Type	Civil
Magnetic Variation	018° E (01/05)
Beacon	Yes
Operating Agency	U.S.CIVIL AIRPORT WHEREIN PERMIT COVERS USE BY TRANSIT MILITARY AIRCRAFT
Daylight Savings Time	First Sunday in April at 0200 to last Sunday in October at 0200 local time (Exception Arizona and that portion of Indiana in the Eastern Time Zone)

Communications

KENAI RDO	123.6
OPERATES HOURS MC GRATH CLSD.	122.65
	122.2
RDO	
MAY 1-SEP 30, 1900-0500Z++; O/T CTC	123.6
KENAI FSS	
CTAF	123.6
ANCHORAGE CNTR	128.1
	353.8
ASOS	135.65
ANCHORAGE ARTCC	133.05
	319.15

Communications Remarks

FSS	LAA.
RFSS	(KENAI RCO)
ASOS	C907-524-3850.
CTAF	Pilots are requested to self-announce on CTAF before taxiing on the RWY for departure, leaving the RWY and within 5 NM of the ARPT when approaching to land.
CNTR	(APP DEP svc)
ARTC	FREQ/USE, 133.05/319.15 DISCRETE, HIGH ALT.

Runways

ID (Click for details.)	Dimensions	Surface	PCN	ILS
----------------------------	------------	---------	-----	-----

07/25
DCN: 11894
16/34

1720 x 60 feet
524 x 18 meters
5935 x 100 feet
1809 x 30 meters

ASPHALT - NO
ASPHALT - YES

Nav aids

Type	ID	Name	Channel	Freq	Distance From Field	Bearing From Navaid
VORTAC	MCG	<u>MCGRATH</u>	102X	115.5	At Field	-
NDB	VTR	<u>TAKOTNA RIVER</u>	-	350	1.4 NM	265.7

Supplies/Equipment

Fuel
100/130 MIL Spec, low lead, aviation gasoline (BLUE)
Jet A1+, Jet A1 with icing inhibitor.

Source: DAFIF

Aircraft mechanic

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GALENA

S EDWARD G. PITKA SR O NW N64°44.17' W156°56.24' UTC-9(-8DT)

P(AF) 152 BL6, 7, 8, 9, ⑤ 10 ② H72(ASP-CON) ③ 07-25 S110, T144, TT240 06-24

H-1A, L-3C, 4G
(GAL) (PAGA)

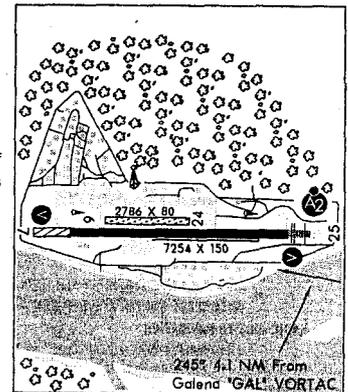
FUEL —J8 (NC-100LL, A, J)

A—GEAR

① Rwy 7 BAK-12B ④ _____ BAK-12B,
④ BAK-12B ④ Rwy 25
(1018') (2352') (899')

AIRPORT REMARKS—Attended Mon-Fri 1700-0200Z†. Be Alert: Seaplane ops in summer and skiplane ops in winter from Alexander Lake not depicted on charts and located approximately one mile NE of Galena/Pitka Rwy 07-25. App/Dep from Alexander Lake crosses extended centerline of Rwy 07-25 one mile NE of Galena Pitken arpt. Be Alert: Air defense acft may scramble at any time.

Numerous obstructions in vicinity of Rwy 07-25 not identified on terminal approach plates. Dike both ends of Rwy 07-25. 375' stopway west end and 1237' stopway east end of Rwy 07-25. Winds are E due to FMQ-13 wind sensors being accurate to within only +/- 4 knots. ATC/WX will not include/relay wind corrections into forecasts/phraseology. Aircrews will incorporate a +/- 4 knots accuracy into their decision making process for flying ops. CAUTION: Possible windshear blw 2000' AGL on final apch Rwy 07-25. CAUTION: Snow removal ops on Rwy 07-25, monitor CTAF. Twy C clsd during winter months. Uncontrolled vehicles may cross dike on final approach to Rwy 07. CAUTION: During approaches to Rwy 07, there may be a visual illusion caused by rising terrain leading to the airport and the dike. This visual illusion may make the pilot feel higher than the aircraft actually is. This optical illusion may be worse at night, due to no lead-in approach lighting to Rwy 07. Using REIL may help identify the Rwy 07 displaced threshold. CAUTION: During winter approaches to Rwy 25, proper height perception may be difficult, due to a lack of contrast caused by snow and the frozen Yukon River. Rwy 25 VASI RPI is 814' from threshold. First useable 975' of Rwy 25 is concrete and may differ in appearance and braking action from remaining portion of rwy. 24 hr credit card system for purchase 100LL & Jet A. Civil fuel avbl during attended hrs Mon-Fri. Pay phone available. Flights originating outside of the state refer to Alaska section of U.S. Air Force Foreign Clearance Guide. Arpt maint duty hrs Mon-Fri 1700-0100Z† except hol. All acft carrying explosive cargo contact arpt mgt 907-656-1236 24 hrs prior to arr. Arpt hazardous reporting only performed during duty hrs unless prior arrangement in writing with arpt management, P.O. Box 09, Galena AK 99741. Small acft parking area and ramp in front of air taxi ops is limited to acft up to 12,500 lbs. ACTIVATE HIRL Rwy 07-25, VASI Rwy 07 and Rwy 25, REIL Rwy 07 and SALSF Rwy 25—CTAF. Sequence flashing lights are only activated when the SALSF is set to step 5 which is accomplished by clicking the CTAF freq 7 keys within 5 seconds. Military acft ctc Galena Ops on freq 372.2 or 391.2 for services. Mil UHF only must report arrival on 352.05. ①BAK-12B apch end connected, others require 30 minute prior notice. ②Rwy 07. ③Rwy 07 thid dsplcd 606'. ④1200' run out. ⑤Rwy 07. Rwy 25.



WEATHER DATA SOURCES—(AWOS-3 ⑥132.525 (907) 446-3835) (LAWRS (907) 446-3835). (PMSV: METRO—344.6 134.5)

COMMUNICATIONS—(CTAF 352.05 123.0) ⑥(TIE-IN FSS FAIRBANKS FAL-NOTAM PAGA)

RCD —122.2 (V) (FAIRBANKS FSS)

⑧ ANCHORAGE CENTER APP/DEP CDN —290.2 127.0(E)

RADIO AIDS TO NAVIGATION

GALENA (H)VORTACW GAL 114.8 Chan 95 N64°44.29' W156°46.63' 245° 4.1 NM to Fld.130/23E.

BISHOP NDB(HW) BZP 331 N64°44.15' W156°47.60' 249° 3.7 NM to Fld.145/23E.

VHF/DF—ctc FAIRBANKS FSS. Lctd at N64°44.10' W156°46.88'.

ILS

RADIO/NAV/WEATHER REMARKS—For a toll free call to Fairbanks FSS dial 1-866-248-6516. Galena WX report avbl on 134.5 Mon-Fri 1700-0200Z† except hols. ⑥CTAF freq 352.05 simulcast with 123.0. ⑥Unavbl Mon-Fri 1700-0200Z† except hols. Weather camera avbl on internet at akweathercams.faa.gov. If unable to receive AWOS on 132.525 ctc PMSV or call 907-446-3830 for weather.



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



07 JUN 2005

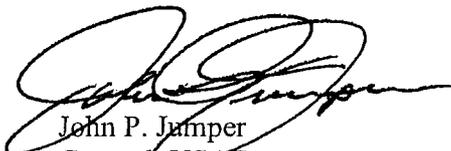
MEMORANDUM FOR CHAIRMAN, DEFENSE BASE CLOSURE AND REALIGNMENT
COMMISSION (HONORABLE ANTHONY J. PRINCIPI)

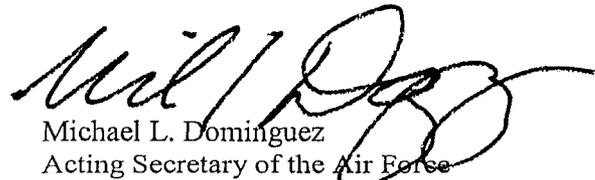
SUBJECT: Department of Defense Recommendation to Realign Eielson AFB, Alaska and
Grand Forks AFB, North Dakota

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

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.

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.



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: 552-3932
Fax: 552-9798
Home: 868-3294
Cell: 229-8852

Lieutenant Colonel Rick (Beak) Strickland, USAF
Deputy Chief of Staff, Alaskan Command

Duty: 552-3712
Fax: 552-9798
Home: 696-1491
Cell: 223-6209

Commanders Action Group

Major Laurie D. (Laurie) Lovrak , USAF
Commander's Action Group, Eleventh Air Force

Duty: 552-7800
Fax: 552-2178

Protocol – Elmendorf AFB

Staff Sergeant Alicia S. (Alicia) Barr, USAF
Elmendorf Protocol

Duty: 552-6772
Fax: 552-4646
Home: 696-8209
Cell: 223-3975

Protocol – Eielson AFB

Technical Sergeant Laurie E. (Laurie) Kelsey, USAF
NCOIC, Eielson Protocol

Duty: 377-7686
Cell: 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

DCN: 11894

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

DCN: 11894

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

DCN: 11894

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 3 rd 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 3 rd 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 3 rd 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 354 th 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 354 th 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 354 th 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 354 th 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 354 th FW Protocol and Trans
Wed 15 Jun	1720	1x DV Surrey	Transport to and from Sophie's Station to dinner	TBD 354 th FW Protocol and Trans
Wed 16 Jun	0600	1x DV Surrey Bus and 1x GOV	Transport to Fairbanks International Airport	TBD 354 th 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. Beverly (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

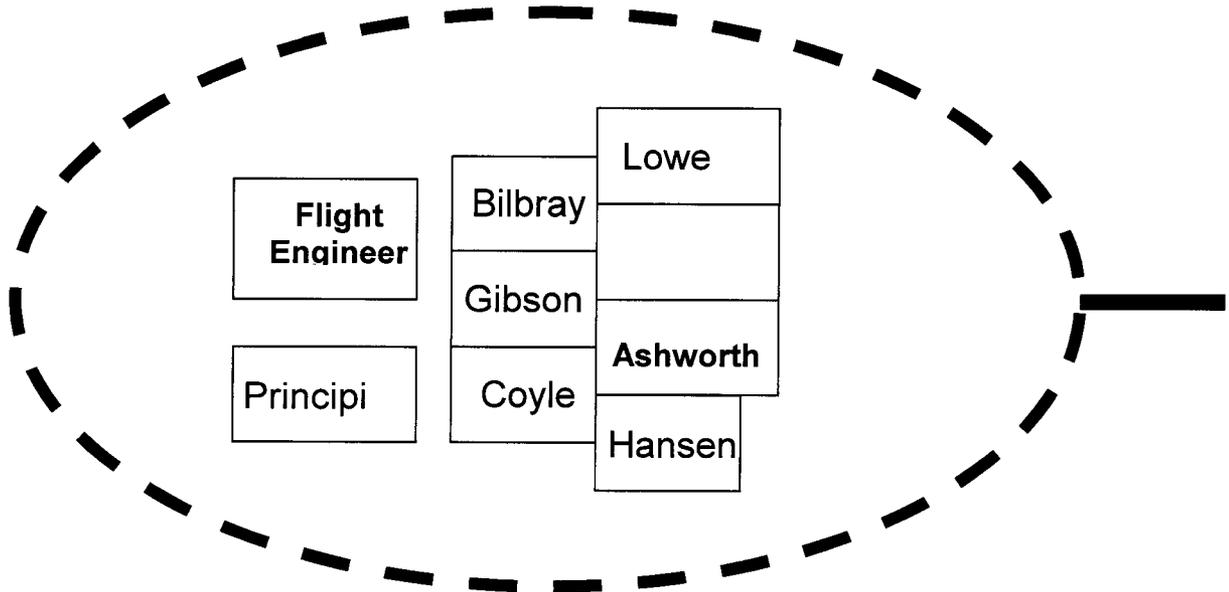
Major General Craig E. (Craig) Campbell, The Adjutant General for the State of Alaska, Commander of the Alaska National Guard

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

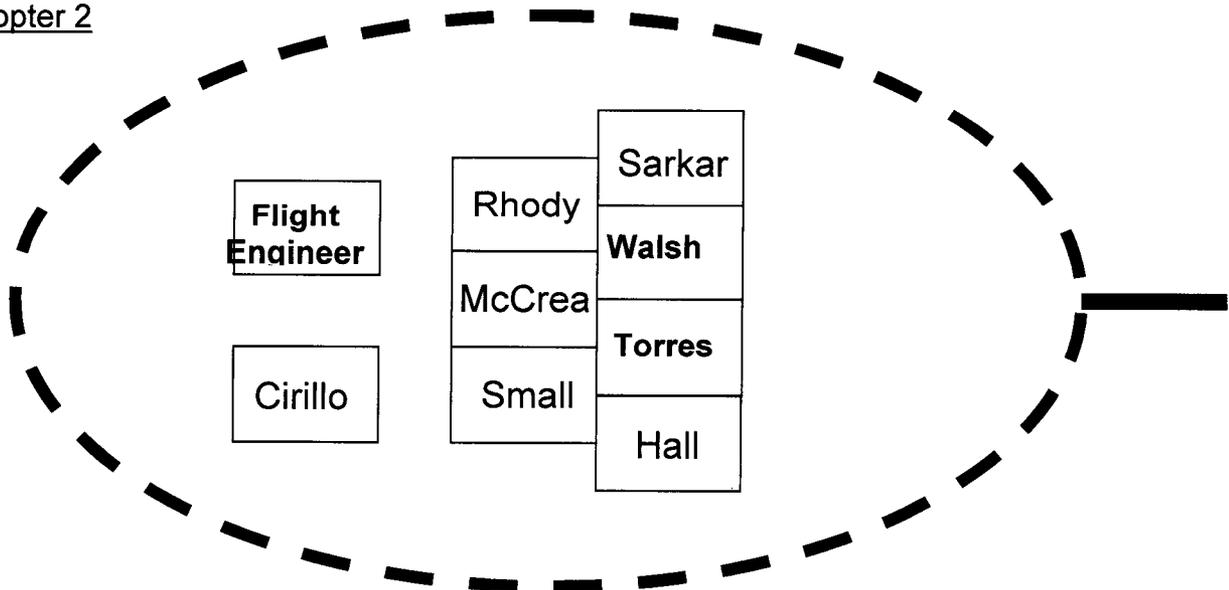
ATTACHMENT 7

Draft Load Plan for Eielson AFB and Range Complex Aerial Tour

Helicopter 1



Helicopter 2



ATTACHMENT 8
Key Personnel

11 AF			
	<u>Duty</u>	<u>Home</u>	<u>Cell</u>
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			
	<u>Duty</u>	<u>Home</u>	<u>Cell</u>
Maj Gen Cambell TAG-AK	428-6003	748-2337	xxx-xxxx
Col Hart 176 WG CC	249-1760	xxx-xxxx	xxx-xxxx
354 FW			
	<u>Duty</u>	<u>Home</u>	<u>Cell</u>
Brig Gen Gibson Commander	9107/377-6101	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.



Education

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Eielson AFB

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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,



FACT SHEET

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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)

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	Birmingham 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)

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.

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