DCN: 11899

-----Original Message-----
From: Laffey Thomas M LtCol SAF/IEBJ [mailto:Thomas.Laffey@pentagon.af.mil] <mailto:[mailto:Thomas.Laffey@pentagon.af.mil]>
Sent: Wednesday, July 13, 2005 7:33 PM
To: Crowhurst James LtCol AF/XPPM; Baker Andrew B LtCol AF/DPMR; Witham James Col AF/XPFI; Harden Michael Col AF/XPFI; Bendlin Gary Ctr AF/XPFD; Mathews Clyde W LtCol AF/XPFD; kevin.mattoch@ang.af.mil <mailto:kevin.mattoch@ang.af.mil> ; Niswonger Robert Ctr AF/ILEP; Gironda John Col AF/ILEV; Earle Alec Ctr AF/ILEP; Halton Terence P Lt Col AMC/A53F; Buckman Bradford E Maj AMC/A75R; Cox Francis Lt Col AMC/A53; Hutchison Michael W Col AMC/A75; Taylor, Gary W - ANG/XPYA; AlbroBillLt ColANG/CEX; Freeland Mike Lt Col SAF/IEBB; ConteRalphMrANG/CEP; Tierney, Timothy Lt. Col ANG-XPYB; Mattoch Kevin Lt Col ANG/CEPD; Diamond Keven B LtCol AETC/XPPB; Ax John F LtCol AETC/XPPB; Shearer Walt Maj AETC/XPPB; Andrews Philip R LtCol AETC/XPP; Snedeker Michael J Civ AETC/AXP; Stafford Armand C. Maj AF/ILPB; Olson Dale Civ AF/ILECM; Brewer David Col PACAF/XPP; Secody Roland Maj PACAF/XPPB; PACAF/BRAC; AETC BRAC; AMC BRAC; Harpool Dennis Civ AF/DPMZ
Cc: Tuck Robert Mr SAF/IEBJ; Callaghan Michael Ctr SAF/IEBB; Loomis Paula Civ SAF/IEIT; Todoroff Sandra L GS-13 AMC/A53I; Freund Paul G Ctr SAF/IEIT; Johansen David L LtCol SAF/IEB; Judd Jennifer Capt AF/DPMZ
Subject: Little Rock and Elmendorf AFB Meetings--Associations and Final BRAC Costs--15,16 Jul

XPF, XPP, ILE, DPM, AMC, ANG, AETC, and PACAF

We have contacted you and/or your representative to attend the subject meetings (see attachment below) in order to do two things:

1. Identify the association construct (Elmendorf and Little Rock), and FTU construct (Little Rock) that supports the BRAC Candidate Recommendations at those installations.

2. Finalize the BRAC cost data in order to update the current cobra model for these Candidate Recommendations at these installations relative to the recent site survey your MAJCOM attended and/or hosted.

We plan to start at 0900 on friday and hope to complete that day if possible.....otherwise we plan to work thru saturday until the costing for all supportive data is complete. We are under a tight schedule in order to respond to recent Commission requests.

We will have capability for PACAF to attend by telecon (tentative plan to have you call in at 1300 - 1400 EST to discuss the association construct).

We request two reps from each MAJCOM:

-- An XP representative -- to address the Association/FTU issue

-- A CE representative -- to address the facilities issues

Please let Paula Loomis and Bob Tuck know who from your organization will plan on attending.

Thx, TL

THOMAS M. LAFFEY, Lt Col, USAF
Chief, Air Force BRAC - JCSG Division
SAF/IEBJ 703-614-7012

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To XPF, AETC, AMC, ANG and PACAF Representatives

The BRAC Site Surveys to Little Rock and Elmendorf identified large disconnects between the COBRA and site survey identified requirements and cost estimates. Some disconnects were driven by operational factors such as differing concepts of operation among major players. Others were driven by physical factors such as lateral clear zones and related policies.

SAF/IEB must provide recommended requirements and costs. As major players in the Little Rock and Elmendorf scenarios, we want to make sure that we have your input and participation. SAF/IEB will hold a combined AF/XPF, XPP, AETC, AMC, ANG and PACAF meeting to reach a recommended CONOPs, requirements and costs on 15-16 Jul 05.

AF/XPF and AF/XPP will lead a CONOPs session from 0900-1500 on 15 Jul 05 in the SAF/IEB Conference Room (5C279 – Pentagon). SAF/IEB will lead a requirements/cost session from 1500-1700 on 15 Jul 05 and from 0800-1700 on 16 Jul 05 in the SAF/IEB Conference Room.

POCs are Lt Col Roelofs (john.roelofs@pentagon.af.mil, 703 588-5410) for AF/XPF, Crowhurst James LtCol AF/XPP, James.Crowhurst@pentagon.af.mil and Mr. Robert Tuck (Robert.tuck@pentagon.af.mil, 703-692-5123, DSN 222-5123) and Ms. Paula Loomis (paulaj.loomis@pentagon.af.mil, 703-692-9514, DSN 222-9415). Please email your attendees names to all the POCs.

18 July 2005

Inquiry Response

Re: BI-0143, CT-0558, Questions on Air Sovereignty Alert Locations

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

Background: The Air Force Report discusses, in part, the ASA mission as follows:

(Department of the Air Force Analysis and Recommendations BRAC 2005, Volume V, Para 1.1.2)..."The Air Force recommendations for BRAC 2005 affected five ASA sites, Ellington, TX, Duluth, MN, Selfridge, MI, Portland, OR, and Otis, MA. All except Otis will continue their ASA mission in place, but with rotational aircraft. The Otis ASA commitment will move to Bradley AGS, CT. These realignments allow the Air Force to realize overall savings from consolidating and relocating flying missions."

and

The Base Closure and Realignment Report, Volume I, Para 2 of 2: Detailed Recommendations includes in part:

(Volume I, USAF-14, Bradley International Airport Air Guard Station, CT, Barnes Air Guard Station, MA, Selfridge Air National Guard Base, MI, Shaw Air Force Base, SC, and Martin State Air Guard Station, MD)_ "The recommendation to close Otis ANGB, Massachusetts generated a requirement to build an air sovereignty alert (ASA) site in the region. The Air Force priced an alert facility at both Barnes and Bradley, and chose Bradley on the basis of lower cost."_

Question 1: The placement of an ASA site at Bradley will require new MILCON. What will be required in order to sustain ASA operations there in terms of facilities and associated costs?

Answer 1: Besides the $16M requirement for aircraft shelters, crew quarters and other supporting infrastructure, there will be annual facility costs to support on-going operations. The projected cost of approximately $1.75M per year is required for: Crash, Fire, Rescue support; Real Property Services support for custodial, utilities and snow removal; and facility sustainment support needed to keep the facilities in good working order.

Question 2: Does the placement of the ASA facility at Bradley (to replace Otis) have NORTHCOM approval?

Answer 2: Yes. The AF BRAC office coordinated closely with NORAD/NORTHCOM's staff to ensure acceptable ASA coverage of the United States and it's territories as evidenced by this excerpt from ADM Keating's (Commander

NORAD/NORTHCOM), 4 May 05 memorandum: "Following a thorough review, we find that they (*the draft 2005 BRAC recommendations*) do not create an unacceptable risk to the accomplishment of our homeland defense or defense support of civil authorities."

Question 3: If the Air Force BRAC recommendations are approved as submitted, there will be no military flying operations at Ellington, Duluth, Portland, and Bradley other than the limited number of ASA aircraft. Is this arrangement sustainable? Who will provide maintenance and operational support functions? Does this type of arrangement currently exist elsewhere? Have all of the infrastructure issues required to support this recommendation been revealed?

Answer 3: The arrangement is sustainable and exists at five other locations in the United States. These locations have deployed Air National Guard units that provide all of maintenance and operational support functions, as well as functions that are not available from the host agency. Generally, the host agency will provide airfield operations and air traffic control support, for instance, NASA at Ellington. In the case of Ellington, Duluth, Portland and Bradley, these are either municipal or international airports. The ANG or AF will provide all maintenance and operational support functions needed for ASA at those facilities. Facility engineers will remain in place to support ASA operations in addition to other enclave facility requirements. Operational details of which units will fulfill the ASA mission and how, will be finalized by Air Combat Command and the Air National Guard. The ANG, in coordination with ACC, 1AF/NORTHCOM and HAF will reassign units to set up ASA detachments similar to those currently operating at Homestead ARB, FL (ASA Detachment assigned to Jacksonville, FL), and March ARB, (ASA Detachment assigned to Great Falls) to cover ASA requirement. As long as NORTHCOM determines that an area needs to have ASA coverage, the ANG or AF will either set up an ASA detachment or assign the ASA mission to a unit in close proximity to the area in which NORTHCOM requires ASA coverage. After the BRAC list is finalized, the ANG will identify specific units to assume the ASA mission for units deactivated by BRAC. In the current BRAC recommendation, there are enough ANG fighter units to cover all 17 sites currently assigned to the ANG.

Approved

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

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25 July 2005

Inquiry Response

Re: BI-0164 (CT-0667)

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

Issue: An Air Force White Paper dated 16 Jul 2004 and entitled "Air Force Organizational Principles" describes how Air Force bases will be organized to produce "equally capable AEFs". Page 4 of this report states "Bomber bases should be located near the geographic center of the CONUS for strategic-level force protection. Given the relatively small bomber force, basing should be consolidated to leverage common support requirements."

Alternatively, the preceding paragraph on the same page states "airlift mobility bases must have robust inter-modal transportation infrastructure to mobilize joint, interagency forces and be geographically separated to reduce the likelihood of a single point of failure due to environmental or infrastructure problems. Airlift bases located near or with primary users can enhance joint training and responsiveness."

Question: Please explain what happened between 16 July 2004 and the release of the 13 May 2005 OSD BRAC recommendations to cause the Air Force to contradict its own organizational principles by recommending that a large part of the C-130 airlift capability be consolidated at a single location in Little Rock Air Force Base, AR, and not in a joint setting.

Answer: Under the BRAC 2005 laydown, air mobility installations continue to provide robust inter-modal transportation infrastructure (mobility hubs serviced by strategic mobility aircraft that go to the user), they capably support mobilization of joint, interagency forces (using the same strategic mobility aircraft); they are geographically separated and in many cases they are located near or with the Army (McChord/Ft Lewis, McGuire/Ft Dix, Seymour-Pope-Charleston/Ft Bragg-Ft Benning). Joint training opportunities abound as aircraft from all over the US deploy in support of sister-service training requirements.

The White Paper "guided" BCEG decisions for future aircraft basing and its decisions are consistent with Mr. Small's excerpt cited above. Little Rock has the capacity and training infrastructure to accommodate the increased force structure as proposed by the SECDEF's recommendation. Little Rock AFB is centrally located (Camp Robinson AR, Ft Chaffee AR) and adjoins or is near Kansas (Leavenworth, Riley), Missouri (Ft Leonard Wood), Kentucky (Campbell), Alabama (Rucker, McClellan) Mississippi (2 ARNG Camps), Louisiana (Polk and 4 ARNG Installations), Texas (Bliss, Hood) and Oklahoma (Sill) and is two hours flight from anywhere in the central CONUS.

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The C-130 is a tactical airlift platform that trains at the home station and deploys forward to perform its wartime mission. Consolidation of C-130s at Little Rock and other installations makes that train-at-home, deploy-to-fight mission more efficient and effective. As Mr. Dominguez, Acting Secretary of the Air Force, testified before the BRAC Commission, "...fighting forward or defending our homeland through an AEF concept...requires optimally sized garrison forces to sustain the forward forces without undue strain on those sustaining the mission at home."

Approved

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

DCN: 11899

10 June 2005

Inquiry Response

Re: BI-0048 BOS Cost for AFRC bases and Little Rock AFB

Requester: Will Van Dorn (Rep Gwen Moore)

Question:

Rep Moore requests the annual Base Operating Support costs and the number of Primary Aircraft Assigned for Little Rock AFB and all Air Force Reserve Bases.

The office has requested fax of this information by the end of the week (11 June).

Answer:

The requested information is attached. The BOS costs are from the certified data used as a baseline in the Cost of Base Realignment Actions tool.

Approved

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

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Base Operating Support Costs and PAA for Little Rock AFB and all AFRC bases

Base Name	State	Non-Payroll BOS ($000)	PAA	MDS
Grissom ARB	IN	10,977	16	KC-135
Gen Mitchell IAP ARS	WI	5,637	8	C-130
Niagara Falls IAP ARS	NY	11,035	8	C-130
Pittsburgh IAP ARS	PA	5,317	8	C-130
Youngstown-Warren Regional APT ARS	OH	6,684	12	C-130
Homestead ARS	FL	6,123	15	F-16
Dobbins ARB	GA	13,100	8	C-130
Westover ARB	MA	13,632	14	C-5
March ARB	CA	13,223	8	KC-135
Minn/St Paul IAP ARS	MN	5,989	8	C-130
Willow Grove ARS, NAS Willow Grove Joint Reserve	PA	6,452	8	C-130
Little Rock AFB	AR	22,640	69	C-130

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Base	Command	Current Aircraft	Current # of Aircraft	DoD #	BRAC #	DOC/BRAC	Post BRAC Number	BRAC/Post BRAC Difference	Related Motions
Pope , NC	Air Force Reserve	C-130H		16	16	0	16	0	103-4D
Maxwell, AL	Air Force Reserve	C-130H		12	8	-4	8	0	106-4A
Peterson, CO	Air Force Reserve	C-130H		16	16	0	12	-4	
Keesler, MS	Air Force Reserve	C-130J		8	8	0	8	0	NA
Dobbins, GA	Air Force Reserve	C-130H		12	8	-4	8	0	117-4A
Minneapolis, MN	Air Force Reserve	C-130H		8	8	0	8	0	NA
Youngstown, OH	Air Force Reserve	C-130H		12	12	0	12	0	NA
Niagara Falls, NY	Air Force Reserve	C-130H		0	8	8	8	0	101-4A
Pittsburgh, PA	Air Force Reserve	C-130H		0	0	0	8	8	103-4D
Willow Grove, PA	Air Force Reserve	C-130E		0	0	0	0	0	
General Mitchell, WA	Air Force Reserve	C-130H		0	0	0	0	0	117-4A
	Air Force Reserve	**Total**		**84**	**84**	**0**	**88**	**4**	
								0	
Little Rock, AR	Air National Guard	C-130H/J	8	18	9	-9	9	0	99-4A and 103-4D
Douglas IAP, NC	Air National Guard	C-130H	8	12	10	-2	10	0	86-4A
Fort Worth, TX	Air National Guard	C-130H	8	12	8	-4	8	0	92-4A
Will Rogers, OK	Air National Guard	C-130H	8	0	0	0	0	0	92-4A
Boise, ID	Air National Guard	C-130H	4	0	0	0	0	0	88-4A
Selfridge, MI	Air National Guard	C-130E	8	0	0	0	0	0	82-4A
Savannah, GA	Air National Guard	C-130H	8	12	8	-4	8	0	86-4A
Louisville, KY	Air National Guard	C-130H	8	12	8	-4	8	0	110-4A
Harrisburg, PA	Air National Guard	EC-130H	6	6	6	0	6	0	NA
Channel Islands, CA	Air National Guard	C-130J	8	12	8	-4	8	0	93-4A and 103-4D
Minneapolis, MN	Air National Guard	C-130	8	8	8	0	8	0	NA
Reno, NV	Air National Guard	C-130H	8	0	8	8	8	0	99-4A
Nashville, TN	Air National Guard	C-130H	8	0	0	0	0	0	110-4A
		8 X C-130H							
Kulis, AK	Air National Guard	3 X HC-130	11	11	11	0	11	0	80-4A
Rosecrans, MO	Air National Guard	C-130H	8	12	10	-2	10	0	92-4A
		4 X C-130H							
Schenectady, NY	Air National Guard	6 X LC-130	10	6	10	4	10	0	102-4A
Cheyenne, WY	Air National Guard	C-130H	8	6	6	0	6	0	88-4A
Mansfield, OH	Air National Guard	C-130H	8	0	0	0	0	0	106-4A
New Castle, DE	Air National Guard	C-130H	8	0	8	8	8	0	86-4A
Luis Munoz, PR	Air National Guard	C-130E	8	0	0	0	0	0	NA
Qounset, RI	Air National Guard	C-130J	8	12	8	-4	8	0	93-4A and 103-4D
Peoria, IL	Air National Guard	C-130H	8	12	8	-4	8	0	110-4A
Moffett, CA	Air National Guard	C-130H	4	4	4	0	4	0	NA
Yeager, WV	Air National Guard	C-130H	8	0	8	8	8	0	103-4D
Martin State, MD	Air National Guard	C-130J	8	0	0	0	0	0	93-4A
Gabreski, NY	Air National Guard	HC-130H	4	4	4	0	4	0	NA
Elmendorf AFB, AK	Air National Guard		4	4	4	0	0	-4	
	Air National Guard	**Total**	**199**	**163**	**154**	**-9**	**150**	**-4**	
	Grand	**Total**		**247**	**238**		**238**	**0**	**Excess of 9 Aircraft**

35
- 27 to retirement
8 to BRI
+ 25 from Boise ANG
9 C130J to 189 AW (ANG) @ Little Rock
PAD
PAD
~~34~~
34

C-130 BASES (AFRES)

MCI	Base	Curr Acft	DoD #	BRAC #	
69.99	Pope, NC	C-130H	16	16	103-4D
59.90	Maxwell, AL	C-130H	12	8	106-4D
57.20	Peterson, CO	C-130H	16	12 ~~16~~ 4	109-4D
46.80	Keesler, MS	C-130J	8	8	N/D
46.50	Dobbins, GA	C-130H	12	8	117-4D
41.52	Minneapolis, MN	C-130H	8	8	N/D
40.09	Youngstown, OH	C-130H	12	12	N/D
40.03	Niagara Falls, NY	C-130H	0	8	101-4D
39.64	Pittsburgh, PA	C-130H	0	0 8	103-4D
35.85	Willow Grove, PA	C-130E	0	0	JCS
33.77	Gen Mitchell, WI	C-130H	0	0	117-4D

84

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C-130 BASES (ANG)

MCI	Base	Wing	Curr Acft	DOD #		BRAC #	
63.2	Little Rock, AR	189 AW	C-130H/J	18 14	99-4P	9	103-4D
56.3	Douglas IAP (Charlotte)	145 AW	C-130H	12		10	86-4P
50.6	Ft Worth, TX	136 AW	C-130H	12		8	92-4P
47.8	Will Rogers (Ok City), OK	137 AW	C-130H	0		0	92-4P
47.3	Boise, ID	124 WG	C-130H	0		0	88-4P
47.3	Selfridge, MI	127 WG	C-130E	0		0	82-4P
45.1	Savannah, GA	165 AW	C-130H	12		8	86-4P
44.7	Louisville, KY	123 AW	C-130H	12		8	110-4P
42.9	Harrisburg, PA	193 SOW	EC-130	6		6	N/P
41.9	Channel Islands, CA	146 AW	C-130J	12	93-4P	8	103-4D
41.5	Minneapolis, MN	133 AW	C-130	8		8	N/P
40.5	Reno, NV	152 AW	C-130H	0		8	99-4P
39.8	Nashville, TN	118 AW	C-130H	0		0	110-4P
38.9	Kulis AK	176 WG	7 C-130H 3 HC-130	11		11	80-4P
38.2	Rosecrans (St Jo), MO	139 AW	C-130H	12		10	92-4P
37.7	Schenectady, NY	109 AW	(L)C-130H	6		10	102-4P
37.6	Cheyenne, WY	153 AW	C-130H	6		6	88-4P
37.3	Mansfield, OH	179 AW	C-130H	0		0	106-4P
37	New Castle, DE	166 AW	C-130H	0		8	N/P
36.8	Luis Munoz (Puerto Rico)	156 AW	C-130E	0		0	N/P
35.3	Quonset, RI	143 AW	C-130J	12	93-4P	8	103-4D
34.6	Peoria, IL	182 AW	C-130H	12		8	110-4P
33.1	Moffett, CA	129 RQW	MC-130	4		4	N/P
31.9	Yeager (Charleston) WV	130 AW	C-130H	0		8	103-4P
30.4	Martin State (Baltimore), MD	175 WG	C-130J	0		0	93-4P
30.2	Gabreski, NY	106 RQW	HC-130	4		4	N/P
	TOTAL					150	

TBD

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63
14
77

Aircraft Moves
C-130

Installation	MDS	Current PAA	Move	To
Boise AGS, ID	C-130H	4	4	Cheyenne AGS, WY
Channel Islands AGS, CA	C-130E	2	2	Retirement
Dyess AFB, TX	C-130H	32	24	Little Rock AFB, AR 22 AD / ANG (2)
			4	Elmendorf AFB, AK (ANG) AD
			4	Peterson AFB, CO (AFR)
Gen Mitchell ARS, WI	C-130H	8	4	Dobbins ARB, GA
			4	Little Rock AFB, AR AD
Kulis AGS, AK	C-130H	8	8	Elmendorf
Little Rock AFB, AR	C-130E	35	27	Retirement
			8	BAI
Little Rock AFB, AR	C-130J	7	2	Channel Islands AGS, CA
			1	Quonset St AGS, RI
Mansfield-Lahm AGS, OH	C-130H	8	4	Little Rock AFB, AR AD
			4	Maxwell AFB, AL (AFR)
Martin State Apt AGS, MD	C-130J	8	4	Channel Islands AGS, CA
			4	Quonset St AGS, RI
Nashville AGS, TN	C-130H	8	4	Greater Peoria AGS, IL
			4	Louisville IAP AGS, KY
New Castle Co Apt AGS, DE	C-130H	8	4	Charlotte AGS, NC
			4	Savannah AGS, GA
Niagara Falls ARS, NY	C-130H	8	8	Little Rock AFB, AR AD
Pittsburgh ARS, PA	C-130H	8	8	Pope/Ft Bragg, NC (AFR)
Pope AFB, NC	C-130E	25	25	Little Rock AFB, AR AD
Quonset St Apt AGS, RI	C-130E	2	2	Retirement
Reno-Tahoe AGS, NV	C-130H	8	8	Little Rock AFB, AR ANG
Schenectady Co Apt AGS, NY	C-130H	4	4	Little Rock AFB, AR ANG
Selfridge ANGB, MI	C-130E	8	8	Retirement
Will Rogers World Apt AGS, OK	C-130H	8	4	Rosecrans AGS, MO
			4	Carswell ARS, TX
Willow Grove JRB, PA (AFR)	C-130E	8	8	Retirement
Yeager Apt AGS, WV	C-130H	8	8	Pope/Ft Bragg, NC (AFR)

LITTLE ROCK
ANG 14
AD 38
25. Pop
63
35
98
27
71
8
BAI
BD
63

35
7
42

35
7

should have used 35 + 7
32 or
2 + 16 C130s squadrons

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- AFRES C-130 ... don't add to AFRES
  - If you must buy back Ken Mitchell or Niagara and Peterson 16 → 12
- A-10 If Otis stays, push A-10s from MA to CT
- C-130
  - ★ 15% X 150 = 22.5 C-130s taken out of the force due to ineffective size
  - If you debust just two, you can buy back DE

- F-15

If keeping Otis:

Atlantic City -24 → 0
Jacksonville - 6 → 18
New Orleans -6 → 18

Harvested 36

Otis Barnes 0 → 18
Great Falls 0 → 18
not Portland
~~(buy back a state~~
(scratch NW itch) 36

- F-16
  - Push Dannelly F-16s to Atlantic City
  - Ellington getting UAVs ... not needed
  - ~~Elgin~~
  - ~~Duluth~~
  - ~~Reserve~~ 15PAA not a good idea
- KC-135

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Base	Command	Current Aircraft	Current # of Aircraft	DoD #	BRAC #	DOC/BRAC	Post BRAC Number	BRAC/Post BRAC Difference	Related Motions
Pope , NC	Air Force Reserve	C-130H		16	16	0	16	0	103-4D
Maxwell, AL	Air Force Reserve	C-130H		12	8	-4	8	0	106-4A
Peterson, CO	Air Force Reserve	C-130H		16	16	0	12	-4	
Keesler, MS	Air Force Reserve	C-130J		8	8	0	8	0	NA
Dobbins, GA	Air Force Reserve	C-130H		12	8	-4	8	0	117-4A
Minneapolis, MN	Air Force Reserve	C-130H		8	8	0	8	0	NA
Youngstown, OH	Air Force Reserve	C-130H		12	12	0	12	0	NA
Niagara Falls, NY	Air Force Reserve	C-130H		0	8	8	8	0	101-4A
Pittsburgh, PA	Air Force Reserve	C-130H		0	0	0	8	8	103-4D
Willow Grove, PA	Air Force Reserve	C-130E		0	0	0	0	0	
General Mitchell, WA	Air Force Reserve	C-130H		0	0	0	0	0	117-4A
	Air Force Reserve	**Total**		**84**	**84**	**0**	**88**	**4**	
								0	
Little Rock, AR	Air National Guard	C-130H/J	8	18	9	-9	9	0	99-4A and 103-4D
Douglas IAP, NC	Air National Guard	C-130H	8	12	10	-2	10	0	86-4A
Fort Worth, TX	Air National Guard	C-130H	8	12	8	-4	8	0	92-4A
Will Rogers, OK	Air National Guard	C-130H	8	0	0	0	0	0	92-4A
Boise, ID	Air National Guard	C-130H	4	0	0	0	0	0	88-4A
Selfridge, MI	Air National Guard	C-130E	8	0	0	0	0	0	82-4A
Savannah, GA	Air National Guard	C-130H	8	12	8	-4	8	0	86-4A
Louisville, KY	Air National Guard	C-130H	8	12	8	-4	8	0	110-4A
Harrisburg, PA	Air National Guard	EC-130H	6	6	6	0	6	0	NA
Channel Islands, CA	Air National Guard	C-130J	8	12	8	-4	8	0	93-4A and 103-4D
Minneapolis, MN	Air National Guard	C-130	8	8	8	0	8	0	NA
Reno, NV	Air National Guard	C-130H	8	0	8	8	8	0	99-4A
Nashville, TN	Air National Guard	C-130H	8	0	0	0	0	0	110-4A
Kulis, AK	Air National Guard	8 X C-130H 3 X HC-130	11	11	11	0	11	0	80-4A
Rosecrans, MO	Air National Guard	C-130H	8	12	10	-2	10	0	92-4A
Schenectady, NY	Air National Guard	4 X C-130H 6 X LC-130	10	6	10	4	10	0	102-4A
Cheyenne, WY	Air National Guard	C-130H	8	6	6	0	6	0	88-4A
Mansfield, OH	Air National Guard	C-130H	8	0	0	0	0	0	106-4A
New Castle, DE	Air National Guard	C-130H	8	0	8	8	8	0	86-4A
Luis Munoz, PR	Air National Guard	C-130E	8	0	0	0	0	0	NA
Qounset, RI	Air National Guard	C-130J	8	12	8	-4	8	0	93-4A and 103-4D
Peoria, IL	Air National Guard	C-130H	8	12	8	-4	8	0	110-4A
Moffett, CA	Air National Guard	C-130H	4	4	4	0	4	0	NA
Yeager, WV	Air National Guard	C-130H	8	0	8	8	8	0	103-4D
Martin State, MD	Air National Guard	C-130J	8	0	0	0	0	0	93-4A
Gabreski, NY	Air National Guard	HC-130H	4	4	4	0	4	0	NA
Elmendorf AFB, AK	Air National Guard		4	4	4	0	0	-4	
	Air National Guard	**Total**	**199**	**163**	**154**	**-9**	**150**	**-4**	
	Grand	**Total**		**247**	**238**		**238**	**0**	**Excess of 9 Aircraft**

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ANG AIRCRAFT RETIREMENTS LISTED IN REPORT							
							Retirement
							Year
Rec #	Unit	A-10	F-16	C-130	KC-135	notes	
68	Willow Grove	6		8		contained in Navy recommendatior	2009
68	McGuire				16	not mentioned but implied in repor	TBD
81	Ft Smith		8				2007
	Fresno		15			Ft. Smith Recommendation	2007
82	Selfridge		15			Beale recommendation	2009
82	Selfridge			8		Beale recommendation	2009
85	Bradley	6					2007
90	Ft Wayne		15			Capital recommendation	2007
90	Hulman		6			Capital recommendation	2007
93	Rhode Island			2		PBD 753 assumption	2009
93	Channel Islands			2		PBD 753 assumption	2009
94	Atlantic City		12			Otis recommendation	2008
96	Duluth		15				2007
98	Great Falls		9				2007
101	Bangor				8	Niagara recommendation	2009
104	Scott				8	Grand Forks recommendation	2009
104	Forbes				8	Grand Forks recommendation	2008
105	Hector		15				2007
111	Ellington		15				2007
116	Sioux City				8	Fairchild recoomendation	2007
misc	McGhee Tyson				8	Birmingham recommendation	2007
misc	Hancock Field, NY		15			not mentioned but implied in report	TBD
	Luis Munoz, PR			8		not mentioned but implied in repor	TBD
	Little Rock			8		Pope recommendation	2007
	TOTALS	12	140	36	56		
244	total acft retirements						

DCN: 11899

28 July 2005

Inquiry Response

Re: BI-0158 (CT-0651)

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

Question 1: May we please have data detailing how many mobilization authority days remain available at ANG and AFRC installations impacted by AF recommendations?

Answer 1: (AFRC) Attached is the AF Reserve mobility availability chart by location of the bases that will be impacted as a result of BRAC (bases losing assets only). Large numbers of personnel being shown, as having 24 months of mobility eligibility does not take into account unit conversion nor personnel qualifications. This data is not broken out by AFSC but as a rule the majority of personnel with limited mobility availability will be the flight crews. Current operations and personnel tempo were not part of the assessed criteria in determining BRAC Mission Compatibility Index (MCI). **(ANG)** See Attachments

Question A: Did NGB, ANG, AFRC or any other ARC organization state or infer that their recruiting and/or retention efforts were being degraded by current Operations and Personnel tempo?

Answer A: (AFRC) Current operations and personnel tempo were not part of the assessed criteria in determining BRAC Mission Compatibility Index (MCI). **(ANG)** Regarding retention, the ANG has not yet seen a negative impact on stress of the force and long deployments as they relate to losses. Retention and attrition numbers are consistent with previous years. However, the ANG is starting to see some downward trends in the recruiting arena. Non-Prior Service (NPS) recruiting numbers are down.

Question B: Was SAF/IEB asked to consider reallocating the Active Duty/ARC crew mix to alleviate deployments, mobilizations and other OpsTempo/PersTempo concerns or possible recruiting and retention degradations in the Active Duty, ANG, or AFRC? If so, what was requested and by whom?

Answer B: SAF/IEB was not requested to reallocate the Active Duty/ARC crew mix to alleviate the issues described above. However, associations between Active and Guard/Reserve units affords the Air Force access to additional ARC aircraft without the formal activation of the particular Guard/Reserve unit (more deployable UTCs). These associations also allow the Air Force to optimize the number of aircraft in Guard and Reserve units (even in those areas where recruiting demographics may not support an increase in unit size).

Approved

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

AFRC

BY MPF & LOCATION DAYS LEFT AFTER COMMITTED DAYS ON FILE

Count of SSAN	MONTHS-AVAIL-MOB																	
	0	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**
PORTLAND	6			2				4	4		2	4	37	3	5	5	5	7
SELFRIDGE	3	5		3	5	1	5	3	3	8		5	10	6	1	4	5	4
BROOKS CITY-BASE	1					1						1	1	4	5			
LUKE	2	6	12	6	1	3	3	5	2	1	1	2	16	6	7	1	2	7
GEN MITCHELL IAP	253	5	8	7	10	17	15	4	8	6	10	41	115	31	14	17	13	8
WILLOW GROVE	17	1	3	5	11	10	14	5	6	8	23	31	218	3	1	7	6	6
RANDOLPH							1						2				1	
NIAGARA FALLS	28	10	9	7	5	5	2	4	7	4	6	5	216	11	7	3	3	2
BEALE	4		1	1	3	1	4	9	4	1	2	5	15	6	4	2	17	6
HILL	9	1	4				1	2	5	1		5	62	2	1	4		2
MORGANTOWN MPT	1					1							1					
PITTSBURGH ARS	214	8	9	3	6	11	26	15	17	13	6	7	65	8	10	12	3	10
NEW ORLEANS ARS	2		5			2	5	2	1	5	3	7	7	7	1	4	3	5
Grand Total	540	36	51	34	41	52	76	53	57	47	53	113	765	87	56	59	58	57

	18	**19**	**20**	**21**	**22**	**23**	**24**	**Grand Total**
PORTLAND	3	3	5	39	10	5	791	940
SELFRIDGE	3	11	8	4	5	1	845	948
BROOKS CITY-BASE							31	44
LUKE	3	4	5	3		2	1121	1221
GEN MITCHELL IAP	3	8	7	11	2	3	752	1368
WILLOW GROVE	5	5	7	11		9	713	1125
RANDOLPH			1				96	101
NIAGARA FALLS	17	27	8	7	3	2	837	1235
BEALE	12		2				768	867
HILL	5	8	99	16	5	5	1127	1364
MORGANTOWN MPT			12			1	75	68
PITTSBURGH ARS	11	10	29	8	2	4	724	1231
NEW ORLEANS ARS	4	8	74	1	1	1	738	886
Grand Total	66	84	257	100	28	33	8618	

DCN: 11899

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STATE	LOCATION	UNIT	TIME USED	UMD	TOTAL
AL	BIRMINGHAM	117 ARW	108644	350	38025400
AR	FT SMITH	188 FW	48263	490	23648870
CA	MARCH	163 ARW	268372	369	99029268
CT	BRADLEY	103 FW	37945	434	16468130
DE	NEW CASTLE	166 AW	121920	352	111320
IL	CAPITAL	183 FW	30199	456	13770744
IN	TERRE HAUTE (	181 FW	-	485	
KS	MCCONNELL	184 ARW	40969	568	23270392
MA	OTIS	102 FW	118804	469	55719076
MI	W K KELLOGG	110 FW	27075	428	11588100
MN	DULUTH	148 FW	101848	451	45933448
MO	ST LOUIS	131 FW	13539	498	6742422
MS	MERIDIAN (KEY	186 ARW	87722	325	28509650
MT	GREAT FALLS	120 FW	49103	474	23274822
ND	HECTOR	119 FW	18405	474	8723970
NJ	MCGUIRE	108 ARW	337656	746	251891376
NV	RENO-TAHOE	152 AW	154758	348	53855784
NY	HANCOCK FIELI	174 FW	15463	470	7267610
NY	NIAGARA FALLS	107 ARW	109004	357	38914428
OH	MANSFIELD LAI	179 AW	76216	344	26218304
OH	SPRINGFIELD-B	178 FW	4881	366	1786446
OR	PORTLAND	142 FW	63969	430	27506670
PA	WILLOW GROVE	111 FW	135168	448	60555264
TN	NASHVILLE	118 AW	192007	462	88707234
TX	ELLINGTON	147 FW	59004	456	26905824
WV	YEAGER	130 AW	145596	339	49357044
OK	WILL ROGERS	137 AW	148638	365	54252870
WA	FAIRCHILD	141 ARW	2961	353	1045233

*UMD numbers reflect BRAC baseline "mission area"

DCN: 11899

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IN THE UNITED STATES DISTRICT COURT
EASTERN DISTRICT OF MISSOURI

STATE OF MISSOURI, ex rel. JEREMIAH W. (JAY) NIXON, Attorney General of the State of Missouri	)	
Plaintiff,	)	
v.	)	No. 05-CV-01387-JCH
DONALD H. RUMSFELD, in his official capacity as Secretary of the Defense of the United States; ANTHONY J. PRINCIPI, in his official capacity as Chairman of the Defense Base Closure and Realignment Commission, et al.,	)	
Defendants.	)	

JOINT STIPULATION
FOR PURPOSES OF PRESENTING
THE STATE'S PRELIMINARY INJUNCTION MOTION

Plaintiff, the State of Missouri, and counsel for Defendants make the following stipulations for the purposes of an expedited presentation of the State's Motion for Preliminary Injunction (and any appellate review thereof) and for no other purposes, and each party reserves the right to contest or demand proof of these facts at any other proceeding in this litigation in the future:

1. The 131st Fighter Wing, an element of the Missouri Air National Guard, consists of fifteen F-15C aircraft, together with the pilots, technicians and other personnel necessary to make this an effective fighting unit.

2. Exhibit 4 (with attachment) to the State's Suggestions in Support of its Motion for Preliminary Injunction accurately reflects (a) the Department of the Air Force's recommendation relating to the 131st Fighter Wing delivered to the Base Closure and Realignment Commission ("BRAC Commission") by Secretary of Defense Donald Rumsfeld on May 13, 2005, (b) the BRAC Commission's re-phrasing of that recommendation in the Commission's August 23, 2005, draft report, and (c) the unanimous vote of the Commission approving this recommendation is found at pages 152, 154 of the Preliminary Transcript of the Commission's August 26, 2005, hearing, available at http://www.brac.gov/docs/UncertifiedTranscript_26AugAM.pdf.

3. There are 1,049 military positions allotted to the 131st Fighter Wing, and the Wing currently is staffed at nearly 99% of its allotted force. At present, the 131st Fighter Wing is staffed by:

a. 258 full-time support personnel, comprised of 270 military technicians and 88 Active Guard or Reserve,

b. 645 "traditional" (*i.e.*, part-time) Guard members, and

c. 37 state employees.

4. The activities of the 131st Fighter Wing are accurately described in Paragraphs 21 through 23 of the State's Complaint filed August 26, 2005.

5. The BRAC Commission is required by statute to deliver its final report to the President of the United States on or before September 8, 2005, and the Commission (through its counsel) has affirmed that the BRAC Commission will not deliver that report prior to that date.

Respectfully submitted,

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Attorney for Plaintiff

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Plaintiff,	)	
v.	)	No. 05-CV-01387-JCH
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DONALD H. RUMSFELD, in his official capacity as Secretary of the Defense of the United States; ANTHONY J. PRINCIPI, in his official capacity as Chairman of the Defense Base Closure and Realignment Commission, et al.,	)	
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Attorney for Defendants

Attorney for Plaintiff

DCN: 11899

IN THE UNITED STATES DISTRICT COURT
FOR THE MIDDLE DISTRICT OF TENNESSEE
NASHVILLE DIVISION

PHIL BREDESEN, Governor of the State of Tennessee,	)	
Plaintiff,	)	
-vs-	)	No. _____
DONALD H. RUMSFELD, Secretary of Defense of the United States; ANTHONY J. PRINCIPI, Chairman of the Defense Base Closure and Realignment Commission; JAMES H. BILBRAY; PHILLIP E. COYLE; HAROLD W. GEHMAN, JR.; JAMES V. HANSEN; JAMES T. HILL; LLOYD W. NEWTON; SAMUEL K. SKINNER; and SUE ELLEN TURNER, members of the Defense Base Closure and Realignment Commission,	)	
Defendants.	)	

COMPLAINT

Plaintiff, PHIL BREDESEN, in his official capacity as Governor of the State of Tennessee, by and through his attorney, Paul G. Summers, Attorney General of the State of Tennessee, submits the following complaint against the defendants, DONALD H. RUMSFELD, in his official capacity as Secretary of Defense of the United States; ANTHONY J. PRINCIPI, in his official capacity as Chairman of the Defense Base Closure and Realignment Commission; JAMES H. BILBRAY; PHILLIP E. COYLE; HAROLD W. GEHMAN, JR.; JAMES V.

military forces of the State of Tennessee, except for those persons who are actively in the service of the United States.

3. Defendant Donald H. Rumsfeld is the Secretary of Defense of the United States. Pursuant to the Defense Base Closure and Realignment Act of 1990, as amended, Secretary Rumsfeld is authorized to make recommendations for the closure and realignment of federal military bases in the United States to the Defense Base Closure and Realignment Commission. He is sued in his official capacity only.

4. Defendant Anthony J. Principi has been named by the President of the United States to be Chairman of the Defense Base Closure and Realignment Commission. He is sued in his official capacity only.

5. Defendants James H. Bilbray; Phillip E. Coyle; Harold W. Gehman, Jr.; James V. Hansen; James T. Hill; Lloyd W. Newton; Samuel K. Skinner; and Sue Ellen Turner have been named by the President of the United States to be members of the Defense Base Closure and Realignment Commission. They are sued in their official capacities only.

6. The members of the Base Closure and Realignment Commission have interests which could be affected by the outcome of this litigation and are made defendants pursuant to Rule 19(a) of the Federal Rules of Civil Procedure.

Jurisdiction and Venue

7. This is a declaratory judgment action pursuant to 28 U.S.C. §§2201, 2202, and Fed.R.Civ.P. 57, which involves the interpretation of provisions of the United States Constitution (art. 1, §8 and Amend. II) and federal statutes (10 U.S.C. §2687 note; 10 U.S.C.

12. The BRAC Act creates criteria for use in identifying military installations for closure or realignment. Pursuant to Section 2910, "realignment" is defined by the Act to include "any action which both reduces and relocates functions and civilian personnel positions but does not include a reduction in force resulting from workload adjustments, reduced personnel or funding levels, or skill imbalances."

13. On May 13, 2005, Defendant Rumsfeld recommended to the Base Closure and Reassignment Commission realignment of the Tennessee Air National Guard's 118th Airlift Wing and relocation of eight C130 aircraft to different Air National Guard Units based in Louisville, Kentucky and Peoria, Illinois.

14. The 118th Airlift Wing is an operational flying National Guard Unit located entirely within the State of Tennessee at the Nashville International Airport Air Guard Station in Nashville, Tennessee.

15. There are currently one thousand two hundred twenty-seven (1,227) military and civilian positions allotted to the 118th Airlift Wing.

16. The 118th Airlift Wing personnel consists of sixty-five (65) Active Guard and Reserve personnel, two hundred twenty-six (226) military technicians, and nine hundred thirty-six (936) part-time guard members. Under the recommendation of Secretary Rumsfeld, seven hundred two (702) total personnel will be lost by the Tennessee Air National Guard consisting of nineteen (19) Active Guard and Reserve, one hundred seventy-two (172) military technicians, and five hundred eleven (511) traditional part-time guard positions.

17. The realignment of the 118th Airlift Wing in Nashville will also deprive the State of the ability to Airlift civil support teams from Nashville to areas throughout the State which

Bredesen to perform State Active Duty Missions dealing with homeland security, natural disasters and other State missions.

23. Realignment of the 118th Airlift Wing will deprive the Governor of nearly one-third of the total strength of the Tennessee Air National Guard and will reduce the strength of Tennessee military forces in the Middle Tennessee region.

24. Deactivation of the 118th Airlift Wing in Nashville, Tennessee will deprive the Governor and the State of Tennessee of a key unit and joint base of operations possessing current and future military capabilities to address homeland security missions in Tennessee and the southeastern United States.

25. In May 2005 and at all times subsequent to Secretary Rumsfeld's transmittal of the BRAC Report to the BRAC Commission, an overwhelming majority of the 118th Airlift Wing was not and currently is not in active federal service.

26. At no time during the 2005 BRAC process did Secretary Rumsfeld request or obtain the approval of Governor Bredesen or his authorized representatives to change the branch, organization or allotment of the 118th Airlift Wing.

27. At no time during the 2005 BRAC process did any authorized representative of the Department request or obtain the approval of Governor Bredesen or his authorized representatives to change the branch, organization or allotment of the 118th Airlift Wing.

28. At no time during the 2005 BRAC process did Secretary Rumsfeld request or obtain the consent of Governor Bredesen or his authorized representatives to relocate or realign the 118th Airlift Wing.

36. Pursuant to 32 U.S.C. §104(a) each State may fix the locations of the units and headquarters of its National Guard.

37. Federal law prohibits defendant Rumsfeld from taking action to realign the 118th Airlift Wing without the consent of the Governor of the State of Tennessee.

38. By virtue of defendant Rumsfeld's proposal to realign the 118th Airlift Wing without the consent of the Governor of the State of Tennessee an actual controversy exists between the parties.

First Claim for Relief

39. Plaintiff incorporates by reference and realleges paragraphs 1 through 38, inclusive, as though fully set forth herein.

40. Secretary Rumsfeld exceeded his statutory authority under the BRAC Act by inappropriately using the Act as a basis to move aircraft from the Tennessee National Guard to a unit of the National Guard in another state.

41. Secretary Rumsfeld exceeded his statutory authority under the BRAC Act by inappropriately using the Act as a basis to determine how a National Guard unit is equipped or organized.

42. Secretary Rumsfeld exceeded his statutory authority under the BRAC Act by inappropriately using the Act as a basis to relocate, withdraw, disband or change the organization of the Tennessee Air National Guard.

43. Pursuant to 28 U.S.C. §2201 and Fed.R.Civ.P. 57, plaintiff requests a Declaratory Judgment declaring that Secretary Rumsfeld may not, under the authority of the BRAC Act,

50. Pursuant to 10 U.S.C. §18238, a unit of the Army National Guard or the Air National Guard of the United States may not be relocated or withdrawn without the consent of the governor of the State in which the National Guard is located.

51. Pursuant to 28 U.S.C. §2201 and Fed.R.Civ.P. 57, plaintiff requests a Declaratory Judgment declaring that Secretary Rumsfeld may not, without first obtaining Governor Bredesen's approval, realign the 118th Airlift Wing.

52. Pursuant to 28 U.S.C. §2202, plaintiff requests such further relief as necessary to protect and enforce Governor Bredesen's rights as governor of the State of Tennessee and as commander-in-chief of the Tennessee National Guard.

Fourth Claim for Relief

53. Plaintiff incorporates by reference and realleges paragraphs 1 through 52, inclusive, as though fully set forth herein.

54. Pursuant to 10 U.S.C. §18235(b)(1), the Secretary of Defense may not permit any use or disposition of a facility for a reserve component of the armed forces that would interfere with the facilities' use for administering and training the reserve components of the armed forces.

55. Pursuant to 28 U.S.C. §2201 and Fed.R.Civ.P. 57, plaintiff requests a Declaratory Judgment declaring that Secretary Rumsfeld's proposed realignment of the 118th Airlift Wing would result in interference with the use of the Nashville International Airport Air Guard Station for the training and administering of reserve components of the armed forces and is barred by 10 U.S.C. §18235(b)(1).

WHEREFORE, plaintiff prays that this honorable Court grant the following relief:

A. Enter a declaratory judgment declaring the realignment of the 118th Airlift Wing as proposed by defendant Rumsfeld without the consent of the Governor of the State of Tennessee is prohibited by federal law; and

B. Grant such other relief as is warranted in the circumstances.

Respectfully submitted,

s/ Paul G. Summers
PAUL G. SUMMERS(6285)
Attorney General
State of Tennessee

s/ Dianne Stamey Dycus
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obvious constraints on Commission action.[4] This memorandum is not a product of deliberation by the commissioners and accordingly does not necessarily represent their views or those of the Commission.

This discussion uses Air Force Recommendation 33 (AF 33), Niagara Falls Air Reserve Station, NY,[5] as an illustration. The text of AF 33 follows:

> Close Niagara Falls Air Reserve Station (ARS), NY. Distribute the eight C-130H aircraft of the 914th Airlift Wing (AFR) to the 314th Airlift Wing, Little Rock Air Force Base, AR. The 914th's headquarters moves to Langley Air Force Base, VA, the Expeditionary Combat Support (ECS) realigns to the 310th Space Group (AFR[6]) at Schriever Air Force Base, CO, and the Civil Engineering Squadron moves to Lackland Air Force Base, TX. Also at Niagara, distribute the eight KC-135R aircraft of the 107th Air Refueling Wing (ANG[7]) to the 101st Air Refueling Wing (ANG), Bangor International Airport Air Guard Station, ME. The 101st will subsequently retire its eight KC-135E aircraft and no Air Force aircraft remain at Niagara.[8]

1721, 1726; and Act of Oct. 28, 2004, Pub. L. No. 108-375, Div. A, Title X, Subtitle I, § 1084(i), Div. B, Title XXVIII, Subtitle C, §§ 2831-2834, 118 Stat. 2064, 2132.

[3] Base Closure Act § 2913.

[4] Although the Commission has requested the views of the Department of Defense (DoD) on these matters, as of this writing DoD has refused to provide their analysis to the Commission. See Letter from DoD Office of General Counsel (OGC) to Commission Chairman Principi (June 24, 2005) (with email request for information (RFI)) (Enclosure 1) and Letter from DoD OGC to Commission Deputy General Counsel Cowhig (July 5, 2005) (with email RFI) (Enclosure 2). These documents are available in the electronic library on the Commission website, www.brac.gov, filed as a clearinghouse question reply under document control number (DCN) 3686.

[5] DEPT. OF DEFENSE, BASE CLOSURE AND REALIGNMENT REPORT, VOL. I, PART 2 OF 2: DETAILED RECOMMENDATIONS, Air Force 33 (May 13, 2005). This recommendation and the others cited in this paper are identified by the section and page number where they appear in the recommendations presented by the Secretary of Defense on May 13, 2005.

[6] Air Force Reserve

[7] Air National Guard

[8] The justification, payback, and other segments of AF 33 read:

> **Justification:** This recommendation distributes C-130 force structure to Little Rock (17-airlift), a base with higher military value. These transfers move C-130 force structure from the Air Force Reserve to the active duty — addressing a documented imbalance in the active/reserve manning mix for C-130s. Additionally, this recommendation distributes more capable KC-135R aircraft to Bangor (123), replacing the older, less

- the use of the Base Closure Act to effect changes that do not require the authority of the Act;
- the use of the Base Closure Act to effect changes in how a unit is equipped or organized;
- the use of the Base Closure Act to relocate, withdraw, disband or change the organization of an Air National Guard[9] unit;
- the use of the Base Closure Act to retire aircraft whose retirement has been barred by statute, and;
- the use of the Base Closure Act to transfer aircraft from a unit of the Air Guard of one state or territory to that of another

The legal and policy considerations related to Commission action on each of these elements are discussed below. While several of these issues are unique to the recommendations impacting units of the Air National Guard, several of the issues are also present in recommendations not involving the Air National Guard.

The Creation of a Statutory Requirement to Base Certain Aircraft in Specified Locations

In AF 33, the Air Force proposes to "distribute ... eight KC-135R aircraft ... to ... Bangor International Airport Air Guard Station," Maine. The eight tankers are currently based at Niagara Falls, New York. Many other Air Force recommendations also include language that would direct the relocation of individual aircraft to specific sites.

[9] These units have a dual status. Although often referred to as units of the "Air National Guard" or "Army National Guard," these units are only part of the National Guard when they are called into Federal service. When serving in a state or territorial role, they form a part of the militia (or guard) of their own state or territory under the command of their own governors. When called into Federal service, the units form a part of the National Guard, a part of the Armed Forces of the United States under the command of the President.

at specific locations. This could be accomplished in some instances by amending the recommendation to identify the units or functions that are to be moved as a result of the closure or realignment of an installation, rather than identifying associated airframes. In instances where the recommendation would move aircraft without any associated units, functions or substantial infrastructure, the Commission should strike references to specific aircraft and locations, substituting instead an authority that would permit the Secretary of the Air Force to distribute the aircraft in accordance with the requirements of the service.[13]

[13] For example, in AF 32, Cannon Air Force Base, NM, the Air Force recommends

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

This recommendation would stand-down the active component 27th Fighter Wing and distribute the unit's aircraft to various other active and reserve component units as well as the Air Force backup inventory. The language of this recommendation does not call for the movement of any coherent unit. To bring this recommendation within the purpose of the Base Closure Act, it would be appropriate for the Commission to amend the recommendation to read "Close Cannon Air Force Base, NM. Distribute the 27th Fighter Wing's aircraft as directed by the Secretary of the Air Force, in accordance with law." Such an amendment would be appropriate under the Base Closure Act because the language directing the "distribution" of airframes independent of any personnel or function exceeds the authority granted to the Commission in the Base Closure Act and, depending upon the other issues involved in the particular recommendation, may otherwise violate existing law. See the discussions of the use of the Base Closure Act to effect changes that do not require the authority of the Act and to effect changes in how a unit is equipped or organized. Such an amendment would also have the benefit of preserving the Air Force Secretary's flexibility to react to future needs and missions. Further, if legal bars associated with aspects of recommendations impacting the Air National Guard are removed, for example, by obtaining the consent of the governor concerned, such an amendment could in some instances preserve the Air Force Secretary's access to Base Closure Act statutory authority and funding where the distributions are otherwise consistent with law. This could occur where the Secretary of the Air Force associates infrastructure changes with those distributions.

numbers of aircraft, often without moving the associated personnel.[18] Several of the Air Force recommendations do not contain a single element that would require the authority of the Base Closure Act.[19]

The time and resource intensive process required by the Base Closure Act is not necessary to implement these actions. Except for the actions that are otherwise barred by law,[20] the Air Force could carry out these actions on its own existing authority. By including these actions in the Base Closure Act process, critical resources, including the very limited time afforded to the Commission to its review of the recommendations of the Secretary of Defense, are diverted from actions that do require the authorization of the process set out under the Base Closure Act. Perhaps more significantly, if these actions are approved by the Commission, the legal authority of the Base Closure Act would be thrown behind these actions, with the likely effect of overriding most if not all existing legal restrictions.

The inclusion of actions that conflict with existing legal authority will endanger the entirety of the base closure and realignment recommendations by exposing the recommendations to rejection by the President or Congress or to a successful legal challenge in the courts.[21]

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[18] For example, AF 44, Nashville International Airport Air Guard Station, TN, calls for the movement of four C-130Hs from Nashville, Tennessee to Peoria, Illinois, and four C-130Hs to Louisville, Kentucky, without moving the associated personnel

[19] For example, AF 34, Schenectady County Airport Air Guard Station, NY, calls for the movement of four C-130 aircraft from Schenectady, New York, to Little Rock, Arkansas, with a potential direct loss of 19 jobs and no associated base infrastructure changes; AF 38, Hector International Airport Air Guard Station, ND, calls for the retirement of 15 F-16s with no job losses and no associated base infrastructure changes, and; AF 45, Ellington Air Guard Station, TX, calls for the retirement of 15 F-16s with an estimated total loss of five jobs and no associated base infrastructure changes.

[20] See in particular the discussions of the use of the Base Closure Act to effect changes in how a unit is equipped or organized, page 9; the relocation, withdrawal, disbandment or change in the organization of an Air National Guard unit, page 11, and; the retirement of aircraft whose retirement has been barred by statute, page 15.

[21] Although Congressional Research Service recently concluded it is unlikely that a legal challenge to the actions of the Commission would prevail, CRS assumed that the Commission's recommendations would be limited to the closure or realignment of installations. The Availability of Judicial Review Regarding Military Base Closures and Realignments, CRS Order Code RL32963, Watson, Ryan J. (June 24, 2005). See the discussion of the use of the Base Closure Act to effect changes in how a unit is equipped, organized, or deployed, page 9.

aircraft without movement of the associated personnel,[25] or the movement of headquarters without the associated units.

The purpose of the Base Closure Act "is to provide a fair process that will result in the timely closure and realignment of *military installations* inside the United States."[26] Under the Base Closure Act, "the term 'military installation' means a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the Department of Defense, including any leased facility."[27] The purpose of the Act is to close or realign excess real estate and improvements that create an unnecessary drain on the resources of the Department of Defense. The Base Closure Act is not a vehicle to effect changes in how a unit is equipped or organized.

Under the Base Closure Act, "the term 'realignment' includes any action which both reduces and relocates functions and civilian personnel positions *but does not include a reduction in force resulting from workload adjustments, reduced personnel or funding levels, or skill imbalances.*"[28] A "realignment," under the Base Closure Act, pertains to installations, not to units or to equipment.

The Base Closure Act does not grant the Commission the authority to change how a unit is equipped or organized. Recommendations that serve primarily to transfer aircraft from one unit to another, to retire aircraft, or to address an imbalance in the active-reserve force mix[29] are outside the authority granted by the Act. The Commission must act to remove such provisions from its recommendations.

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effect that the 120th Fighter Wing of the Montana Air Guard be reorganized and redesignated as an Expeditionary Combat Support (ECS) unit; AF 38, Hector International Airport Air Guard Station, ND, recommending in effect that the 119th Fighter Wing of the North Dakota Air Guard be reorganized and redesignated as an Expeditionary Combat Support (ECS) unit.

[25] See notes 18 and 19 above.

[26] Base Closure Act § 2901(b) (emphasis added).

[27] Base Closure Act § 2910(4). This definition is identical to that codified at 10 USC § 2687(e)(1).

[28] Base Closure Act, §2910(5) (emphasis added). This definition is identical to that codified at 10 USC § 2687(e)(3).

[29] For example, AF 39, Mansfield-Lahm Municipal Airport Air Guard Station, OH, "*addressing a documented imbalance in the active/Air National Guard/Air Force Reserve manning mix for C-130s*" by closing "Mansfield-Lahm Municipal Airport Air Guard Station (AGS), OH," distributing "the eight C-130H aircraft of the 179th Airlift Wing (ANG) to the 908th Airlift Wing (AFR), Maxwell Air Force Base, AL (four aircraft), and the 314th Airlift Wing, Little Rock Air Force Base, AR (four aircraft)." Emphasis added.

Johnstown, PA, the Navy proposes to "close Naval Air Station Joint Reserve Base Willow Grove ... deactivate the 111th Fighter Wing (Air National Guard)." In AF 38, Hector International Airport Air Guard Station, ND, the Air Force recommends that the Commission "realign Hector International Airport Air Guard Station, ND. The 119th Fighter Wing's F-16s (15 aircraft) retire. The wing's expeditionary combat support elements remain in place." As justification, the Air Force indicates "the reduction in F-16 force structure and the need to align common versions of the F-16 at the same bases argued for realigning Hector to allow its aircraft to retire *without a flying mission backfill*."[32]

Clearly, these and similar recommendations contemplate an action whose direct or practical effect will be a change in the organization, or a withdrawal, or a disbandment of an Air National Guard unit. There are specific statutory provisions that limit the authority of any single element of the Federal Government to carry out such actions.

By statute, "each State or Territory and Puerto Rico may fix the location of the units ... of its National Guard."[33] This authority of the Commander in Chief of a state or territorial militia is not shared with any element of the Federal Government. Although the President, as the Commander in Chief of the Armed Forces of the United States, "may designate the units of the National Guard ... to be maintained in each State and Territory" in order "to secure a force the units of which when combined will form complete higher tactical units ... no change in the branch, organization, or allotment of a unit located entirely within a State may be made without the approval of its governor."[34] The clear intent of these statutes and other related provisions in Title 32, United States Code is to recognize the dual nature of the units of the National Guard, and to ensure that the rights and responsibilities of both sovereigns, the state and the Federal governments, are protected. According to the Department of Defense, no governor has consented to any of the recommended Air National Guard actions.[35]

Several rationales might be offered to avoid giving effect to these statutes in the context of an action by the Commission. It could be argued that since the

[32] Emphasis added.
[33] 32 USC § 104(a).
[34] 32 USC § 104(c).
[35] Memorandum, Office of the Chief of Staff of the Air Force, Base Realignment and Closure Division, subject: Inquiry Response re: BI-0068 ("The Air Force has not received consent to the proposed realignments or closures from any Governors concerning realignment or closure of Air National Guard installations in their respective states.") (June 16, 2005) (Enclosure 3).

members have received compensation from the United States as members of the National Guard may not be disbanded."[41] While it could be argued that if the President were to forward to Congress a report from the Commission that contained a recommendation that would effectively disband an "organization of the National Guard whose members have received compensation from the United States as members of the National Guard," the consent of the President could be implied, such an argument is problematic. Implied consent requires an unencumbered choice. Under the mechanism established by the Base Closure Act , the President would be required to weigh the detrimental effects of setting aside the sum total of the base closure and realignment recommendations against acceding to the disbanding of a small number of National Guard organizations. Under those circumstances, consent could not reasonably be implied. What is more, it would be at best inappropriate to allow the President to be placed in such a position by allowing a rider among the Commission's recommendations whose effect would be to disband a guard unit covered by that section of Title 32.

Withdrawing, disbanding, or changing the organization of the Air National Guard units as recommended by the Air Force would be an undertaking unrelated to the purpose of the Base Closure Act. It would require the Commission to alter core defense policies. A statute drawn from the text of the National Defense Act of 1916 proclaims that "in accordance with the traditional military policy of the United States, it is essential that the strength and organization of the Army National Guard and the Air National Guard as an integral part of the first line defenses of the United States be maintained and assured at all times."[42] This traditional military policy was given new vigor in the aftermath of the Vietnam War with the promulgation of what is generally referred to today as the Abrams Doctrine. A host of interrelated actions by Congress, the President, the states and the courts have determined the current strength and organization of the National Guard. While the Base Closure Act process is an appropriate vehicle to implement base closures and realignments that become necessary as a result of changes to the strength and organization of the National Guard, the Base Closure Act process is not an appropriate vehicle to make those policy changes.

Any discussion of these statutory provisions must take into account the underlying Constitutional issues. These statutes not only flesh out the exercise of the powers granted to the Legislative and Executive branches of Federal Government,[43] they

[41] 32 USC § 104(f)(1).
[42] 32 USC § 102.
[43] See Perpich v. Department of Defense, 496 U.S. 334 (1990); see generally Youngstown Sheet & Tube Co. v. Sawyer, 343 U.S. 579 (1952) (Steel Seizures).

Department of Defense does not require the authority of the Base Closure Act to retire aircraft. Similarly, the Base Closure Act does not grant the Commission the authority to retire aircraft.

It is well-settled law that Congress' power under the Constitution to equip the armed forces includes the authority to place limitations on the disposal of that equipment. For a variety of reasons, Congress has exercised that authority extensively in recent years with regard to two aircraft types that are prominent in the Air Force recommendations to retire aircraft.

The National Defense Authorization Act (NDAA) for Fiscal Year (FY) 2004 prohibited the Secretary of the Air Force from retiring more than 12 KC-135E during FY 2004.[46] Under the Ronald W. Reagan NDAA for FY 2005, "the Secretary of the Air Force may not retire any KC-135E aircraft of the Air Force in fiscal year 2005."[47] It appears likely that NDAA 2006 will contain provisions prohibiting the retirement of not only KC-135E, but also C-130E and C-130H.[48]

Assuming that the final recommendations of the Commission to the President proceed through the entire process set forth by the Base Closure Act to become a statute, any recommendations that mandate the retirement of specific numbers of certain types of aircraft will also have statutory authority. Whether the direction to retire those aircraft contained in the statute resulting from the Base Closure Act recommendations or the prohibition against retiring those aircraft contained in the National Defense Authorization Act would control is a matter of debate.[49] Nonetheless, since the Base Closure Act does not grant the Commission the authority to retire aircraft, and the Department of Defense does not require the authority of the Base Closure Act to retire aircraft in the absence of a statutory prohibition, the Commission should ensure that all references to retiring certain

[46] National Defense Authorization Act for Fiscal Year 2004, Pub. L. No. 108-136, Div. A, Title I, Subtitle D, § 134, 117 Stat. 1392 (Nov. 23, 2003).
[47] Ronald W. Reagan National Defense Authorization Act for Fiscal Year 2005, Pub. L. No. 108-375, Div. A, Title I, Subtitle D, § 131, 118 Stat. 1811 (Oct. 28, 2004).
[48] See Senate 1043, 109th Cong., A Bill to Authorize Appropriations for Fiscal Year 2006 for Military Activities of the Department of Defense, Title I, Subtitle D, § 132 ("The Secretary of the Air Force may not retire any KC-135E aircraft of the Air Force in fiscal year 2006") and § 135 ("The Secretary of the Air Force may not retire any C-130E/H tactical airlift aircraft of the Air Force in fiscal year 2006.") (May 17, 2005).
[49] See Congressional Research Service Memorandum, Base Realignment and Closure of National Guard Facilities: Application of 10 USC § 18238 and 32 USC §104(c), Flynn, Aaron M. (July 6, 2005).

Guard of a particular state or territory,[51] the Commission may not approve any recommendation action that would contravene the intent of Congress.

Conclusion and Recommendation

Each of the areas of concern discussed above

- the creation of a statutory requirement to base certain aircraft in specific locations;
- the use of the Base Closure Act to effect changes that do not require the authority of the Act;
- the use of the Base Closure Act to effect changes in how a unit is equipped or organized;
- the use of the Base Closure Act to relocate, withdraw, disband or change the organization of an Air National Guard unit;
- the use of the Base Closure Act to retire aircraft whose retirement has been barred by statute, and;
- the use of the Base Closure Act to transfer aircraft from a unit of the Air Guard of one state or territory to that of another

presents a significant policy concern or an outright legal bar. These policy concerns and legal bars coincide in most instances with a substantial deviation from the force-structure report or the final selection criteria set out in the Base Closure Act.[52]

[51] Memorandum, Office of the Chief of Staff of the Air Force, Base Realignment and Closure Division, subject: Inquiry Response, re: BI-0099 - ANG aircraft acquired through congressional add (June 30, 2005) (Enclosure 4).
[52] The final selection criteria are:

> (a) Final selection criteria. The final criteria to be used by the Secretary in making recommendations for the closure or realignment of military installations inside the United States under this part in 2005 shall be the military value and other criteria specified in subsections (b) and (c).

the force-structure plan and the final selection criteria, or whether there is a substantial deviation from the force-structure plan or the final selection criteria.

Where the Commission finds substantial deviation or a legal bar, it must act to amend the recommendation, where possible, to correct the substantial deviation or overcome the legal bar. Where amendment to correct the substantial deviation or overcome the legal bar is not possible, the Commission must act to strike the recommendation from the list.

Author: Dan Cowhig, Deputy General Counsel DC 14 Jul 05
Approved: David Hague, General Counsel DH 14 Jul 05

4 Enclosures
1. Letter from DoD Office of General Counsel (OGC) to Commission Chairman Principi (with email request for information (RFI)) (June 24, 2005).
2. Letter from DoD OGC to Commission Deputy General Counsel Cowhig (with email RFI) (July 5, 2005).
3. Memorandum, Office of the Chief of Staff of the Air Force, Base Realignment and Closure Division, subject: Inquiry Response re: BI-0068 (June 16, 2005).
4. Memorandum, Office of the Chief of Staff of the Air Force, Base Realignment and Closure Division, subject: Inquiry Response, re: BI-0099 - ANG aircraft acquired through congressional add (June 30, 2005).

DCN: 11899

cc: The Honorable Bill Frist
The Honorable Lamar Alexander
The Honorable William L. Jenkins
The Honorable John J. Duncan, Jr.
The Honorable Zack Wamp
The Honorable Lincoln Davis
The Honorable Jim Cooper
The Honorable Bart Gordon
The Honorable Marsha Blackburn
The Honorable John S. Tanner
The Honorable Harold E. Ford, Jr.

In summary, it appears the Air Force recommendation for the realignment of the Nashville unit and elimination of their flying Wing substantially deviate from the Congressional criteria used to evaluate military bases. These concerns have also been expressed by the Tennessee Air National Guards leadership during Commissioner Bilbray's June 05 visit, by members of our congressional delegation, by our Adjutant General, Gus Hargett, testimony to the Commission Regional Hearing in Atlanta, and others who have submitted formal input for the record.

DCN: 11899

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

RELL -vs- RUMSFELD

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DCN: 11899

BRAC ANG ACTIONS BY STATE

[illegible]	State	Aircraft	Current	DOD BRAC #	DBCRC #	DBCRC Bill Sec.#
Bradley IAP AGS	CT	A-10	15	0	0	85
Capital Municipal AP AGS	IL	F-16	15	0	0	90
Greater Peoria Reg. AP AGS	IL	C-130H	15	12	8	110
Scott AFB	IL	KC-135E	8	12	8	104
Lambert-St Louis IAP AGS	MO	F-15	15	0	0	94
Rosecrans Memorial AP AGS	MO	C-130H	8	12	10	92
Willow Grove ARS	PA	A-10	15	0	0	68
McGhee-Tyson AP AGS	TN	KC-135E	8	12	12	78
Nashville IAP AGS	TN	C-130H	8	0	0	110

11899

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
2521 South Clark Street, Suite 600
Arlington, VA 22202
Telephone: 703-699-2950

September 8, 2005

George W. Bush
President of the United States
1600 Pennsylvania Avenue, N.W.
Washington, D.C. 20500

COPY

Dear Mr. President:

On September 7, 2005, at approximately 3:30 p.m. Eastern Standard Time, Judge Alfred V. Covello of the United States District Court in the District of Connecticut enjoined the Defense Base Closure and Realignment Commission from transmitting to you a report "that includes the recommendation to realign the Connecticut 103d Fighter Wing located at Bradley Air National Guard Station in Windsor Locks, Connecticut." Judge Covello issued this injunction in Rell v. Rumsfeld, Civil Action Number 3:05CV1363(AVC). The order of the court is enclosed.

Under the Defense Base Closure and Realignment Act of 1990, as amended, the Commission can only make a discretionary change to the Secretary of Defense's list of recommended closures and realignments of military installations based upon a finding by the Commission that the Secretary substantially deviated from the Final Selection Criteria and the Force Structure Plan. Although the Base Closure Act requires that the Commission meet in open public forum for the Commission to make any discretionary change to the recommendations of the Secretary of Defense, I have not called the Commission to meet for deliberations as a result of the injunction. Because the injunction of the court does not alter the Final Selection Criteria or Force Structure Plan, and because the injunction deprives the Commission of any discretion relative to the inclusion of a recommendation to realign the 103d Fighter Wing, there is nothing for the Commission to deliberate or decide.

As a result of the order issued by Judge Covello, you should consider the portion of Recommendation 85, titled "Bradley International Airport Air Guard Station, Connecticut, Barnes Air Guard Station, Massachusetts, Selfridge Air National Guard Base, Michigan, Shaw Air Force Base, South Carolina, and Martin State Air Guard Station, Maryland," that recommends the realignment of the Connecticut 103d Fighter Wing withdrawn from the Commission's report. If the court's injunction is later vacated, reversed, stayed, or otherwise withdrawn, it is the intent of the Commission that the entirety of the recommendation be a part of the Commission's Report, delivered to you this day.

Respectfully yours,

Anthony J. Principi

Anthony J. Principi

Enclosure: Rell v. Rumsfeld, Civil Action Number 3:05CV1363(AVC)

Chairman: Anthony J. Principi
Commissioners: The Honorable James H. Bilbray, The Honorable Philip E. Coyle III, Admiral Harold W. Gehman Jr., USN (Ret),The Honorable Jim Hansen, General James T. Hill, USA (Ret), General Lloyd Newton, USAF (Ret), The Honorable Samuel K. Skinner, Brigadier General Sue Ellen Turner, USAF (Ret)
Executive Director: Charles Battaglia

DCN: 11899

UNITED STATES DISTRICT COURT
DISTRICT OF CONNECTICUT

GOVERNOR M. JODI RELL et al., Plaintiffs,	:	
VS.	:	Civil No. 3:05CV1363 (AVC)
DONALD RUMSFELD and THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION et al., Defendants.	:	

2005 SEP -7 P 7:00

PRELIMINARY INJUNCTION

Pursuant to the court's ruling issued this day, it is hereby ORDERED, ADJUDGED, AND DECREED that the plaintiffs motion for preliminary injunction is GRANTED and, therefore, the defendant, Base Closure and Realignment Commission, is hereby enjoined from forwarding any recommendation to the President of the United States that transfers, distributes, or reassigns to any unit or station outside of the State of Connecticut any of the A-10 aircraft assigned to the 103rd Fighter Wing of the Connecticut Air National Guard.

It is so ordered this 7th day of September 2005 at Hartford, Connecticut.

Alfred V. Covello
United States District Judge

DCN: 11899

12 July 2005

Inquiry Response

Re: BI-0112 (CT-0463) and BI-0115 (CT-0466) - Several ANG questions

Requester: Mr. Karl Gingrich (BRAC Commission Staff)

Question:

Request answers to the following questions regarding the Air National Guard.

1) What is the NPV 20-year savings for the Air Force portion of BRAC?

2) What is the NPV 20-year savings for the Air National Guard portion of BRAC?

3) What is the NPV 20-year savings (or costs) for each of the recommendations involving the Air National Guard? Show savings or costs of ANG components only - lump sum for each of the titled recommendations.

For Example:

Birmingham International Airport Guard Station, AL - (all Guard related so this one is easy)

Kulis AGS, AK - extract anything related to ANG and show savings or costs of ANG part

(Repeat for each action involving the ANG)

4) With respect to all of the Air National Guard actions, what are the total personnel cost savings as used in the COBRA model? (One lump sum number is sufficient.)

5) By recommendation, provide the following information:

(A) What is the total number of authorized drill positions for each ANG unit (by Wing) that is being recommended for closure or realignment?

(B) What number of these authorized drill positions are expected to transfer to the gaining location?

(C) When will the unit at the gaining location achieve a deployable readiness status? (following retraining, recruiting, etc)

Answer:

Questions 1, 2, 3 and 4 are large undertakings and will require extensive re-analysis of recommendations. In accordance with direction from the BRAC Commission staff, SAF/IEBB will work other higher priority analysis prior to working this request.

Questions 5 A and 5 B - The attached spreadsheet provides a comprehensive view of BRAC impact on ANG Drill positions across affected installations. The "BRAC IMPACT" column represents impacts that are a pure result of BRAC recommendations where force structure is moved between installations. The "Non-BRAC PROGRAMMATIC" column represents impacts due to actions that were announced in BRAC but are not included in COBRA analysis; these actions include aircraft retirements and creation of associate units. The "GSU CONSOLIDATION" column indicates additions to manpower totals to installations where geographically separated units are moved onto a larger installation.

Question 5 C - For mission conversion, ANG units are usually expected to meet Initial Operational Capability (IOC), with C-3 status, within two years of initiating conversion. Due to the reserve nature of ANG capability, Fully Operational Capability (FOC) dates are not normally identified for ANG units during conversions or moves. For unit moves or size increases of ANG units, IOC dates are assigned on a case-by-case basis following detailed SATAF study. Therefore, at this time it is not possible to know when each gaining location will achieve deployable readiness status. The two underlying unknowns are: 1) Where locations are losing aircraft, it is not known how many ANG drill status members will choose to continue to serve in their current roll at another location; and 2) Where personnel shortfalls are created due to BRAC actions, the time required to correct those shortfalls will be dependent on the rate of new ANG accessions in local communities and then the availability of Air Force training and school allocations. The ability to recruit in communities near ANG installations was a prime consideration in our deliberations.

DCN: 11899

The Air Force process used the following assumptions within a methodology to estimate the number of accessions and formal training cycles that will be required as a result of BRAC recommendations: 1) Assume that training required due to normal attrition is not a BRAC expense; 2) Assume that many (80%) of drill members will choose to maintain their ANG affiliation if their position moves less than 200 miles and less than two states away; 3) Assume that few (20%) of drill members will choose to maintain their ANG affiliation if their position movers more than 200 miles or two or more states away; 4) Assume that 33% of ANG accession to fill BRAC related shortfalls will come to the ANG fully trained and do not require formal school training.

Approved

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

DCN: 11899

BRAC IMPACTS ON ANG DRILL MANPOWER

State	ILN	BASELINE	BRAC IMPACT	Non-BRAC PROGRAMMATIC	GSU CONSOLIDATION	END STATE
MD	Andrews	1078	291	0	0	1369
NJ	Atlantic City	913	601	-348	0	1166
ME	Bangor	800	447	-331	0	916
MA	Barnes	838	262	0	0	1100
AL	Birmingham	826	-320	0	0	506
ID	Boise	1133	-80	0	0	1053
CT	Bradley	838	-229	-148	0	461
CO	Buckley	958	75	0	0	1033
VT	Burlington	891	102	0	0	993
IL	Capital	1027	-445	0	0	582
CA	Channel Islands	1161	105	-41	0	1225
NC	Charlotte-Douglas	1154	32	0	0	1186
WY	Cheyenne	986	0	0	0	986
WI	Dane County	925	122	0	0	1047
AL	Dannelly	892	118	0	0	1010
IA	Des Moines	928	72	0	0	1000
DE	Dover	0	91	0	0	91
MN	Duluth	895	0	-446	0	449
WV	EWVRA Shepherd	1119	123	0	0	1242
AK	Eielson	529	82	0	0	611
TX	Ellington	917	-3	-475	98	537
AK	Elmendorf	80	1088	0	0	1168
NY	F.S. Gabreski	837	0	0	0	837
WA	Fairchild	785	-339	331	258	1035
KS	Forbes	816	395	-342	0	869
IN	Fort Wayne	876	729	-443	0	1162
TX	Fort Worth	883	394	0	0	1277
CA	Fresno	894	729	-412	0	1211
AR	Fort Smith	912	-230	-246	0	436
WI	Gen Mitchell AGS	762	81	0	0	843
ND	Grand Forks	0	0	150	0	150
MT	Great Falls	869	-211	-263	0	395
IL	Peoria	1174	174	0	0	1348
PA	Pittsburg AGS	1302	0	0	0	1302
NY	Hancock	1076	-27	-445	0	604
PA	Harrisburg	1033	0	0	0	1033
ND	Hector	942	0	-502	0	440
HI	Hickam	1565	0	0	0	1565
IN	Hulman	916	-311	-178	0	427
MS	Jackson	1070	27	0	0	1097
FL	Jacksonville	915	239	0	0	1154
SD	Joe Foss	910	72	27	0	1009
MS	Key Field	902	-242	-84	0	576
NM	Kirtland	870	82	0	0	952
OR	Klamath Falls	521	0	0	0	521
AK	Kulis	1088	-1088	0	0	0
TX	Lackland	701	119	0	0	820
MO	Lambert-St. Louis	1120	-508	0	314	926
VA	Langley	16	0	895	0	911
NE	Lincoln	779	0	0	0	779
AR	Little Rock	843	383	-322	0	904
PR	Luis Munoz Marin	834	-91	-303	0	440
OH	Mansfield-Lahm	911	-911	0	0	0

BRAC IMPACTS ON ANG DRILL MANPOWER

State	ILN	BASELINE	BRAC IMPACT	Non-BRAC PROGRAMMATIC	GSU CONSOLIDATION	END STATE
CA	March	775	-298	0	0	477
MD	Martin State	1453	-333	0	0	1120
KS	McConnell	1168	-461	0	0	707
SC	McEntire	1120	0	0	0	1120
TN	Mcghee-Tyson	981	405	-330	0	1056
NJ	McGuire	1241	133	-694	0	680
TN	Memphis	1012	124	0	0	1136
CA	Moffett	799	0	0	0	799
TN	Nashville	1161	-697	0	0	464
NV	Nellis	0	276	155	0	431
DE	New Castle	1003	-507	0	0	496
LA	New Orleans	911	227	0	119	1257
NY	Niagara Falls	738	-738	0	0	0
MA	Otis	1074	-914	0	0	160
NH	Pease	850	69	0	0	919
AZ	Phoenix	743	58	0	0	801
OR	Portland	1142	-398	0	0	744
RI	Quonset State	876	234	-113	0	997
NV	Reno-Tahoe	937	-425	0	0	512
VA	Richmond	918	-276	-619	0	23
OH	Rickenbacker	1188	27	0	0	1215
GA	Robins	1017	-5	0	141	1153
MO	Rosecrans	964	343	0	0	1307
UT	Salt Lake	1307	0	0	0	1307
GA	Savannah	869	189	0	0	1058
NY	Schenectady	1017	-35	0	0	982
IL	Scott	788	419	-273	0	934
MI	Selfridge	1563	939	-883	0	1619
IA	Sioux City	764	331	-284	0	811
OH	Springfield	958	-466	0	0	492
KY	Standiford	1062	158	0	0	1220
NY	Stewart	1404	0	0	0	1404
OK	Tinker	0	0	353	0	353
OH	Toledo	961	302	0	0	1263
AZ	Tucson	1358	0	0	0	1358
OK	Tulsa	1069	243	0	0	1312
MI	Kellogg	845	-845	0	0	0
OK	Will Rogers	1214	-613	0	0	601
PA	Willow Grove	949	-693	-143	0	113
WV	Yeager	868	-447	0	0	421

DCN: 11899

12 July 2005

Inquiry Response

Re: BI-0113 (CT0465C) - ANG Training Costs

Requester: Karl Gingrich (BRAC Commission Staff)

Question:

Additional questions with regard to the Air National Guard.

1) With respect to all of the Air National Guard actions, what is the aggregate of all of the ANG training costs due to replacing personnel who will be lost as a result of the aircraft moves, base realignments, and closures?

2) Further, what percentage of current strength is estimated to be retained in the following personnel categories? (Give percentage retained and estimated cost to recruit and qualify replacements for each of the three categories)

Operations (flight crews)

Maintenance

All other support personnel

Answer:

The estimated aggregate cost to train replacement ANG Drill status members is $70.8 Million. A detailed breakout per recommendation of these estimates is at attachment 1. The Air Force Base Closure Working Group developed a standard methodology to estimate training costs to replace drill status members in both the Air National Guard and the Air Force Reserve as the result of BRAC actions. This methodology was approved by the Air Force Base Closure Executive Group.

Here is an overview of the methodology used to estimate BRAC imposed training costs:

I. Determine generic training cost per ANG individual (Using AFI 65-503 table A18-1a)

A. Given FY03 training cost per each Air Force AFSC

B. Multiply by number of total ANG positions of this AFSC, then divide by total number of ANG positions

C. Total these values across all AFSCs and apply inflation rate to adjust to FY05 dollars

D. Result is a generic cost to train an ANG member that includes known training costs and is weighted per number of positions in each AFSC
E. Output of this stage is $25,870

II. Estimate number of drill replacements per recommendation
A. Assume that training required due to normal attrition is not a BRAC expense
B. Assume that many (80%) of drill members will choose to maintain their ANG affiliation if their position moves less than 200 miles and less than two states away
C. Assume that few (20%) of drill members will choose to maintain their ANG affiliation if their position movers more than 200 miles or more than two states away
D. Assume that 33% of ANG accession to fill BRAC related shortfalls will come to the ANG fully trained and do not require formal school training
E. Determine the estimated number of new drill status members that will require training due to BRAC actions

III. Calculate estimated training cost
A. Multiply the estimated number of new drill status members (from II) requiring training by the generic ANG training cost (from II)

This methodology estimated training costs without a detailed breakout across personnel categories. Percentages of what personnel in specific categories that will be retained is unknown.

Approved

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

DCN: 11899

ESTMATED ANG TRAINING COSTS DUE TO BRAC

Base Name in Recommendation Title	ANG Trng. Cost (Sc.5) FY2007	ANG Trng. Cost (Sc.5) FY2008	ANG Trng. Cost (Sc.5) FY2009	ANG Trng. Cost (Sc.5) FY2010	ANG Trng. Cost (Sc.5) FY2011
Bradley IAP AGS CT	880	-	-	-	-
Duluth IAP AGS MN	-	-	-	-	-
Hector IAP AGS ND	-	-	-	-	-
Ellington Field AGS TX	-	-	-	-	-
Close Cannon AFB NM	6132	-	-	-	-
Hill AFB UT	-	-	-	-	-
Richmond AGS VA	5510	-	-	-	-
Capital MAP AGS IL	621	-	-	-	-
Ft Smith MAP AGS AR	4606	-	-	-	-
Great Falls IAP AGS MT	2924	-	-	-	-
Springfild Beckley MPT AGS OH	-	-	-	1139	-
Mt Home AFB ID	-	-	-	-	3363
W.K. Kellogg APT AGS MI	78	-	-	-	-
NAS New Orleans ARS LA	-	-	-	-	-
Eielson AFB AK	-	1449	-	-	-
Hancock Field AGS NY	-	-	-	78	-
Otis ANGB MA	-	12212	-	-	-
Ellsworth AFB SD	-	52	-	-	-

ESTMATED ANG TRAINING COSTS DUE TO BRAC

Base Name in Recommendation Title	ANG Trng. Cost (Sc.5) FY2007	ANG Trng. Cost (Sc.5) FY2008	ANG Trng. Cost (Sc.5) FY2009	ANG Trng. Cost (Sc.5) FY2010	ANG Trng. Cost (Sc.5) FY2011
Nashville IAP AGS TN	-	-	-	-	4086
Andrews AFB MD	5200	-	-	-	-
New Castle County APT AGS DE	3389	-	-	-	-
Reno-Tahoe IAP AGS NV	1112	-	-	-	-
Luis Munoz Marin IAP AGS PR	-	-	-	-	-
Pope AFB NC	776	-	-	-	-
Niagara Falls ARS NY	-	-	-	-	-
Mansfield Lahm MAP AGS OH	-	2253	-	-	-
Schnenectady County APT AGS NY	-	-	-	-	621
Gen Mitchell ARS WI	-	-	-	-	-
Boise Air Terminal AGS ID	-	-	-	-	-
Realign Martin State	-	-	2509	-	-
Grand Forks AFB ND	-	-	1915	-	-
March ARB CA	1448	-	-	-	-
Beale AFB CA	-	-	-	-	-
Portland IAP OR - Refinement	-	-	-	-	-
Robins AFB GA	-	-	-	-	-
McGuire AFB NJ	-	-	-	-	-

DCN: 11899

ESTMATED ANG TRAINING COSTS DUE TO BRAC

Base Name in Recommendation Title	ANG Trng. Cost (Sc.5) FY2007	ANG Trng. Cost (Sc.5) FY2008	ANG Trng. Cost (Sc.5) FY2009	ANG Trng. Cost (Sc.5) FY2010	ANG Trng. Cost (Sc.5) FY2011
Fairchild AFB WA	-	-	-	-	-
Birmingham AGS AL	3699	-	-	-	-
Key Field AGS MS	-	3000	-	-	-
Kulis AGS AK	-	-	-	-	-
Onizuka AFS CA	-	-	-	-	-
STAMP/STRAPP Missions Lackland AFB TX	1733	-	-	-	-
LSC - Langley/Scott AFB	-	-	-	-	-
CIRF - F-15 Avionics	-	-	-	-	-
CIRF - F100	-	-	-	-	-
Total	33108	18966	4424	1217	8070
Grand total	70785				

Cirillo, Frank, CIV, WSO-BRAC

From: RSS dd - WSO BRAC Clearinghouse

Sent: Wednesday, August 31, 2005 4:19 PM

To: Sillin, Nathaniel, CIV, WSO-BRAC; Cirillo, Frank, CIV, WSO-BRAC; Cook, Robert, CIV, WSO-BRAC; Flood, Glenn, CIV, OASD-PA; Hoggard, Jack, CTR, WSO-OSD_DST JCSG

Cc: Johansen David L LtCol SAF/IEB

Subject: OSD BRAC Clearinghouse Tasker 1116C - BRAC Implications for ANG End Strength

The verbal inquiry that was received and answered through (Commission/Air Force) is assigned OSD BRAC Clearinghouse Tasker # 1116C.

This OSD BRAC Clearinghouse Tasker has been closed due to the information provided below.

Thank You
OSD BRAC Clearinghouse

-----Original Message-----
From: Johansen David L LtCol SAF/IEB
Sent: Wednesday, August 31, 2005 4:04 PM
To: RSS dd - WSO BRAC Clearinghouse
Subject: RE: BRAC Implications for ANG End Strength

this was a verbal request from the commission staff.

VR, Dave
David L. Johansen, Lt Col, USAF
Chief, Base Realignment & Closure Div
DSN: 222-9510 Comm: (703) 692-9510

> -----Original Message-----
> **From:** RSS dd - WSO BRAC Clearinghouse
> **Sent:** Wednesday, August 31, 2005 4:01 PM
> **To:** Johansen David L LtCol SAF/IEB
> **Subject:** RE: BRAC Implications for ANG End Strength
>
> Is this a tasker? Are you running new COBRA's?
>
> Is there Clearinghouse involvement in this particular email?
>
> > -----Original Message-----
> > **From:** Johansen David L LtCol SAF/IEB
> > **Sent:** Wednesday, August 31, 2005 3:42 PM
> > **To:** Small, Kenneth, CIV, WSO-BRAC; RSS dd - WSO BRAC Clearinghouse
> > **Subject:** FW: BRAC Implications for ANG End Strength
> >
> > Ken FYI. Per our discussion. Here is the view from the Guard folks on some of the issues raised by the bill language. Bottom line is there appears to be no way, short of changing the language, to actually implement BRAC without significant negative implications. The $10B estimate is probably

on the low side as it does not include secondary/support costs but only the direct manpower cost. Nor does this input deal with the impact on personnel who may want to move with their unit but now can't. This language appears at present to strip some important protections from individuals involved. More to follow, still too early on if we'll need new COBRAs.

VR, Dave
David L. Johansen, Lt Col, USAF
Chief, Base Realignment & Closure Div
DSN: 222-9510 Comm: (703) 692-9510

-----Original Message-----
From: Fick, Donald Col - ANG-XP
Sent: Wednesday, August 31, 2005 2:40 PM
To: Johansen David L LtCol SAF/IEB; Bartell Dale R SGT MIARNG; Pease Fred SES SAF/IEB
Cc: Ickes Charles BrigGen NGB/CF; Haynes Anthony Brig Gen NGB/CF
Subject: FW: BRAC Implications for ANG End Strength

Dave,

Commission language in motions affecting 21 ANG units, in 20 states, says "This recommendation does not effect a change to the authorized end-strength of the [state] Air National Guard." This is being interpreted to mean that even though Primary Aircraft Authorizations, and in some cases base facilities as well, are realigned, the end strength remains in place in the home state. It is unclear how the Air National Guard and Air Force would implement other directives in the BRAC language to stand up or robust units in other locations. The language that implies end strength should remain in state should be removed from the proposed BRAC law.

Courses of Action:

#1 - Take out the language restricting movement of ANG end strength

- allows Air Force and Air National Guard to manage their federal resources to stand up missions as directed
- follows standard programming procedure that has been practiced for the last 50 years

#2 - Leave end strength in state when PAA are moved and fund new/additional end strength in the robusted or realigned locations

- drives a ~ $10B bill for the Congress to fund over 20 yrs
- exacerbates training pipeline issues already present in force structure realignment

#3 - Move Primary Aircraft Authorizations but do not fund additional end strength requirements for the gaining units

* creates a less capable Air Force by in effect removing additional force

structure beyond that retired or realigned in BRAC

* aircraft sit in locations where they cannot be properly maintained
1 insufficient crews available for the aircraft where they are located
* Air Expeditionary Force (AEF) rotations would become unsupportable for the entire AF due to increased personnel tempo

* at same time end strength left behind is un-aligned and under-utilized due to lack of Federal mission

#4 - End strength stays in state but is unfunded
* no Federal funding applied, creates "tiered readiness" similar to the Army National Guard, incapable of timely support of AF missions

* manpower NOT ready to go when called - a hollow force
* states now have taken control of Federal resources without a defined mission
* Future Total Force missions do NOT match up with every state

Example of the problem the current language presents. We understand what the BRAC commission was trying to accomplish and it would work in the case of Indiania but not South Carolina as shown below.

STATE: Indiania Terre Haute loses aircraft. Ft. Wayne goes from 15 to 18 PAA In this case the manpower for the increase to Ft. Wayne can come from Terre Haute, as the language specifies that manpower remains within the state.

STATE: South Carolina McEntire goes from 15 PAA to 24 PAA. There is no provision with the current language to increase their manpower. The jets would go with no end strength to operate or maintain. They would only be funded for their current 15 PAA and would not be able to provide the capability 24 aircraft provide.

As you can see, this is probably not the intent of the BRAC commission.

Hope this helps, good luck on your mission!

Ficko

Fort Smith Air Guard Station, AR and Luke Air Force Base, AZ

Recommendation: Realign Fort Smith Municipal Airport (MAP) Air Guard Station (AGS), Arkansas. Distribute the 188th Fighter Wing's (ANG) F-16s to the 144th Fighter Wing (ANG) Fresno Air Terminal AGS, California (seven aircraft) and retirement (eight aircraft). The 144th Fighter Wing's F-16s (15 aircraft) retire. Ft. Smith's expeditionary combat support (ECS) elements remain in place. Fire fighter positions realign to Tulsa, Oklahoma and the Home Station Training Site moves to Savannah, Georgia. Realign Luke Air Force Base, Arizona. The 56th Fighter Wing, Luke Air Force Base, Arizona, distributes its F-16 Block 25s (13 aircraft) and F-16 Block 42s (24 aircraft) to retirement. The 944th Fighter Wing distributes its F-16s to the 144th Fighter Wing at Fresno (11 aircraft).

Justification: Military value played the predominant role coupled with homeland defense. The Air Force recommendation realigns 15 aircraft from Fort Smith (110) to Fresno (87), which supports the homeland defense Air Sovereignty Alert mission. Additionally, this recommendation helps align the eight different F-16 models across the Air Force. Finally, this recommendation makes experienced Airmen available to support the new ANG flying training unit created at Little Rock Air Force Base, Arkansas.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $18 million. The net of all costs and savings to the Department during the implementation period is a cost of $12 million. Annual recurring savings to the Department after implementation are $1 million with a payback expected in 16 years. The net present value of the costs and savings to the Department over 20 years is a savings of $2 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 134 jobs (78 direct jobs and 56 indirect jobs) over the 2006-2011 period in the Fort Smith, Arkansas-Oklahoma Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 386 jobs (184 direct jobs and 202 indirect jobs) over the 2006-2011 period in the Phoenix-Mesa-Scottsdale, Arizona Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

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

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; and wetlands that may need to be considered during the implementation of this recommendation. There are no

anticipated impacts to dredging; waste management; or water resources. Impacts of costs include $253 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

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

Kulis AGS	
- ANG Wing	To Elmendorf AFB, AK
- C-130H, HC-130N, HH-60	To Elmendorf AFB, AK
Arizona	
Air Force Research Lab Mesa City	
- Defense Research Service Led Labs (Tech)	To Wright-Patterson AFB, OH
Luke AFB	
- Regional Supply Sq manpower	To Logistics Readiness Sq Langley AFB, VA
- F-16 Blk 25 & 42	To retire
- F-16 Blk 32	To Fresno Air Terminal AGS, CA
- JSF Initial Joint Trng Site (E&T)	To Eglin AFB, FL
Phoenix Sky Harbor IAP AGS	
+ KC-135R	From Birmingham IAP AGS, AL
Arkansas	
Fort Smith Regional Apt. AGS	
- F-16 block 32	To Fresno Air Terminal AGS, CA; and to retire
- F-16 block 25	To retire
- Fire fighters	To Savannah IAP AGS GA; and Tulsa IAP AGS, OK
Little Rock AFB	
+ C-130E/H	From: Niagara Falls ARS, NY, Schenectady Apt AGS, NY, Reno-Tahoe IAP AGS, NV, Mansfield-Lahm Mncpl Apt AGS, OH, Pope AFB, NC, Dyess AFB, TX, General Mitchell ARS, WI
+/- C-130J	Transfer from active duty to ANG at Little Rock
- C-130 E	To retire and back up aircraft inventory
- C-130J	To Quonset State Apt. AGS RI; Channel Islands AGS, CA, and Little Rock AFB, AR (ANG)
- Regional Supply Sq manpower	To Logistics Readiness Sq, Scott AFB, IL

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

California	
Beale AFB	
- AFRC Air Refueling Wing	Realign in place for emerging missions
- KC-135R	To Selfridge ANGB MI; and McGhee Tyson Apt. AGS, TN
Channel Islands AGS	
+ Expeditionary Combat Support (Aerial Port)	From Reno-Tahoe IAP AGS, NV
+ C-130J	From Little Rock AFB, AR, and Martin State AGS, MD
- C-130E	To retire
NAS China Lake	
+ Establish Joint Centers for Fixed Wing RDAT&E (Tech)	From Wright-Patterson AFB, OH
Edwards AFB	
+ Maritime/ Air & Space C4ISR RDAT&E (Tech)	From Eglin AFB, FL
- Department of Defense Joint Regional Correctional Facilities (HSA)	To Marine Corps Station Miramar, San Diego, CA
Fresno-Yosemite Air Terminal AGS	
+ Expeditionary Combat Support (Fire fighters)	From Reno-Tahoe IAP AGS, NV
+ F-16 block 32	From Luke AFB, AZ, Fort Smith Mncpl. Apt. AGS, AR, and Nellis AFB, NV
March ARB	
- ANG KC-135R	To March (AFRC) ARB, CA; Pease International Tradeport AGS, NH; McGhee-Tyson ANGB, TN; and McConnell AFB, KS
MCAS Miramar	
- Joint Strike Fighter Initial Trng Site (E&T)	To Eglin AFB, FL

Fort Smith Airport Commission
6700 McKennon Blvd., Suite 200, Fort Smith, Arkansas 72903
Telephone: 479-452-7000 Ext. 50 ✦ Fax: 479-452-7008

June 30, 2005

The Honorable Anthony J. Principi, Chairman
Base Realignment and Closure Commission
2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

RE: 188th Air National Guard Fighter Wing, Fort Smith, Arkansas

Chairman Principi:

On behalf of the Fort Smith Airport Commission, I wish to convey our sincere appreciation for you and the other Commissioners serving our nation through this Base Realignment and Closure process. You will hear and see through materials presented to the Commission, the tremendous value we feel the Air National Guard's 188th Fighter Wing provides to our nation. Please note, in many cases you are actually hearing from the 'second team' because the 'first team' has been deployed this summer into combat in the ongoing War on Terror.

The Airport Commission simply wishes to convey that we are willing and able to provide an exceptional airport facility, which enables the Air National Guard to carry out their important responsibilities to protect our nation. We have worked closely with the base commander to assure that infrastructure is fully functional and that land areas are adequate for their use. We are in the process of conducting an Airport Master Plan which will more clearly lay out infrastructure plans. The Master Plan has as one of its primary purposes to review the feasibility of extending the primary runway and also to determine any alternatives for a parallel runway should the primary be down for maintenance. This is critical for the Guard and critical to our own passenger and general aviation uses.

As an example of on going cooperative use of infrastructure, the Commission provided the Guard, in 2003, the old passenger terminal building and associated automobile parking and apron area. The Guard has since utilized this additional space to assure they have sufficient layers of security to protect their critical assets and to enable them to serve as a joint-use training center. The former terminal area will allow the Guard to easily receive and deploy troops in training. All of this, with little additional Department of Defense investment necessary.

It has been our community's pleasure to be home to the Air National Guard since 1953 and we look forward to many more decades ahead for the 188th Fighter Wing to valuably serve Our Nation.

Sincerely,

FORT SMITH AIRPORT COMMISSION

Jerry Stewart

Dr. Jerry Stewart, Chairman

DCN: 11899

RICK SANTORUM
PENNSYLVANIA

REPUBLICAN CONFERENCE
CHAIRMAN

WASHINGTON, DC
511 DIRKSEN SENATE OFFICE BUILDING
WASHINGTON, DC 20510
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United States Senate

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U.S. SENATOR RICK SANTORUM

FACSIMILE COVER SHEET

#062703
Delivered to addressee

DATE: 6/26/05

TIME: 12:09 pm

TO: Kenneth L. Small, Air Force Team Leader
Base Closure and Realignment Commission

FAX #: 703-699-2735

FROM: George Bernier

RE: Ken, per our meeting on Friday, June 24, 2005.
Thanks.
George

PAGES (INCLUDING COVER SHEET): 3

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DCN: 11899

Ken, thanks for making the time to meet with the PIT BRAC folks on Friday.

As I mentioned, I received a response from the BRAC Clearinghouse on the fate of the Commissary at the Charles E. Kelly Support Activity.

The current commissary is not mentioned in the Department's recommendations that impact C.E. Kelly.

Attached is a copy of the Army's response to my query on the status of the commissary.

Again, thank you for making the time to meet with the PIT BRAC members and I appreciate your consideration of the Army's response.

-George Bernier
(202) 224-6324

DCN: 11899

BRAC 2005 - Query Response Manager

Response to 0335

Question:

have a question regarding the Department of Defense's BRAC recommendation to close the Charles E. Kelly Support Activity, located in the greater Pittsburgh, Pennsylvania region. As I understand the recommendation, the Department of Defense has recommended closing the Charles E. Kelly Support Activity and has recommended transferring military units at the Activity to the Pittsburgh U.S. Army Reserve Center (what is currently the site of the 99th Regional Readiness Command).

I am trying to determine the status of the DeCA commissary that is located at the Charles E. Kelly Support Activity. Specifically, I am looking for information as to whether the Department is recommending that the commissary close or stay open. General Newton and others on the BRAC Commission staff will be visiting Pittsburgh on Tuesday, June 21, so any information you can provide is appreciated.

Answer:

The status of the commissary will be determined by DeCa after further econcomic assessment. The details of this plan will be worked out in execution, with the local community, once BRAC recommendations are approved and become law.

References:

Approved By: Patrick W. McLaughlin **Date:** 17-Jun-05

Question submitted by:
George Bernier
Office of Senator Rick Santorum

DCN: 11899

Rules of Engagement for ANG Unit Visits

Purpose of Visit:

To get the facts from each unit… on their response to the DoD recommendation on their base… as it relates to the "Base Closure Criteria"

This is not an opportunity for them to lobby. It won't do any good.

Prior to the Visit…

Determine when you want to go (prior to 30 June) Set up a 4 hour window for the visit.

Call the wing commander (I will get this for you)

Tell them you want to see them on x date and why you are coming. (I will tell you why we are visiting x base at this time.)

Tell them you are an analyst and you seek the facts from them.

They can invite whomever they wish. If they ask permission for legislators or staffers to attend, OK, but they are to observe and not run the show..

Questions:

Do you think DoD got it right on their calculations for you? If not, in what way are you suspect?

Since the data call, any new info that would have an effect?

What will this move do for recruiting and retention? Will your people follow the planes?

What is your relationship with the local airport authority?

What about the community? Noise restrictions? Able to do pattern proficiency training?

Ask about their infrastructure: ramp strength and space, buildings, communications…

What new missions are you considering?

Take good notes…

Explain the process thru 8 September.

Call me if you have a question. Brad McRee 865-742-7643 mobile, 703-699-2914 ofc

DON: 11899

Sent: Friday, July 15, 2005 12:41 PM
To: Reborchick, Margaret, CIV, WSO-BRAC; Hill, Christine, CIV, WSO-BRAC
Subject: FW: letter on Morgantown Air Force Reserve facility

with attachment....

From: Raven, Erik (Byrd) [mailto:Erik_Raven@byrd.senate.gov]
Sent: Friday, July 15, 2005 11:27 AM
To: Meyer, Jennifer, CIV, WSO-BRAC
Subject: letter on Morgantown Air Force Reserve facility

Jennifer □ this letter has been sent by post two days ago from Senator Byrd, Senator Rockefeller, and Representative Mollohan. Here□s an electronic copy for your records.

Thanks,

Erik

DCN: 11899

Ken - 7/1 - Mike

JAMES T. WALSH
MEMBER OF CONGRESS
25TH DISTRICT, NEW YORK

ASSISTANT MAJORITY WHIP

CHAIRMAN
FRIENDS OF IRELAND

Congress of the United States
House of Representatives
Washington, DC 20515–3225

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CHAIRMAN
LABOR, HEALTH AND HUMAN SERVICES, EDUCATION AND RELATED AGENCIES

July 20, 2005

The Honorable Anthony J. Principi
Chairman, Defense Base Closure
and Realignment Commission
Suite 600
2521 S. Clark St.
Arlington, VA 22202-3920

Dear Chairman Principi:

Thank you for visiting the Niagara Falls Air Reserve Station and attending the regional hearing on June 27, 2005. I hope you were convinced after your visit that the closure of the Niagara Air Reserve Station would undermine the Global War on Terror, Homeland Security and New York's ability to respond to disasters in Western New York.

The Niagara Falls Air Reserve Station is the only Air Reserve Component base that hosts two wings – the 914th C-130 Air Reserve unit owns the installation and the 107th KC-135 Air National Guard unit is a tenant. If the base is closed, New York State will not have an Air Guard presence in the western half of the State which will adversely affect disaster and terrorism response in the region with the 2nd largest population center.

As the Chairman of the House Military Quality of Life subcommittee that appropriates billions of dollars for military construction, I believe the Department of Defense is making a mistake targeting Air Reserve Component installations. The Air Force Reserve provides 20% of the air force capability for only 4% of the budget and the Air Guard provides 34% of the air force capability with only 7% of the budget.

The 914th and the 107th have high military value, excellent recruiting and retention records, and are strategically located to provide airlift and refueling for the Northeast and Midwestern United States. The 914th is an elite unit and is designated the Air Force Reserve's Lead Night Vision capable C-130 unit which Special Operations Forces relied upon in the initial combat phase of Operation Iraqi Freedom. The 107th Air Refueling Wing operates KC-135R tankers and participates in the Northeast Tanker Task Force to support the "air bridge" operations for Europe and Southwest Asia. The 107th was selected due to its modern tanker aircraft, hardened 10,000-foot runway, and its strategic location that was optimal to support NETTF missions and mitigate weather factors which impact the refueling bases on the coast of the Atlantic Ocean.

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Soon after the BRAC list was released Major General Heckman, co-chair of the Air Force Base Closure Executive Group, stated that part of the rationale for closing Reserve bases like Niagara is because "we need to rebalance the Active and Reserve mix of aircraft....and we may be working them too hard." I find these to be specious arguments considering the fact that the Active Duty air force will end up with only four additional C-130 aircraft than the Reserves if the BRAC recommendations are approved.
In addition, there is little or no evidence to support MG Heckman's assertion that the 914th is "being worked too hard," since the unit continues to lead the Air Force Reserve in recruitment and retention, even as it prepares to deploy for the third time since September 11, 2001. An unintended consequence of closing the Niagara Falls Air Reserve Station would be the loss of combat proven service members who volunteer to serve our nation during a time of war. It is unrealistic to expect the aircrews and their families to transfer 1,075 miles to Little Rock, Arkansas.

Niagara Falls Air Reserve Station is not encumbered by the infrastructure, weather and training space constraints that the two receiving bases will encounter if the closure scenario is approved. NFARS can accommodate 8 additional C-130 or KC-135 aircraft without any military construction. The BRAC military construction estimate for Little Rock AFB was $107 million. But after a recent site visit by Air Force BRAC staff, the costs have soared to $270 million. NFARS has two runways, two-drop zones and an assault strip on the cross-wind runway as well as a 15,000 square mile Low Altitude Training and Navigation Area (LATN) controlled by the base. Little Rock AFB has one runway, no drop zones and must fly to other airfield to practice takeoffs and landings. Moving the 914th does not make any sense and is not worth the risk to the warfighter.

The Government Accountability Office has confirmed that the payback figures for closing NFARS are greatly exaggerated because they take manpower costs associated with the units as savings despite the fact the units are expected to continue to exist at the same manpower levels after BRAC. One-time costs of $65 million to close have been under-estimated, and the Air Force's proposed annual savings are inflated since they failed to account for $10 million in annual costs associated with enclaving the Military Entrance Processing Site opening there this year, and the Ground Air Transmission Radar site which support the Northeast Air Defense Sector mission.

The Air Mobility Command has four primary missions, and the Niagara Air Reserve Station does them all – Combat Airlift, Air Refueling, Aeromedical Evacuation and Expeditionary Combat Support. NFARS is a small, efficient, "joint" reserve base and a great value for the American taxpayer. I urge you to reject the Department of Defense recommendation to close the Niagara Falls Air Reserve Station.

I appreciate your dedicated service and your commitment to the defense of the nation. If you need any additional information to help you with your deliberations, please feel free to contact me. Best wishes!

Sincerely,

James T. Walsh
Chairman
Military Quality of Life
Appropriations Subcommittee

Cc: Hon. James H. Bilbray
Hon. Philip E. Coyle III
Adm. Harold W. Gehman Jr.
Hon. Jim Hansen
Gen. James T. Hill
Gen. Lloyd Newton
Hon. Samuel K. Skinner
Brigadier Gen. Sue Ellen Turner

DCN: 11899

Small, Kenneth, CIV, WSO-BRAC

From: Battaglia, Charles, CIV, WSO-BRAC
Sent: Friday, July 15, 2005 4:23 PM
To: Small, Kenneth, CIV, WSO-BRAC; Hill, Christine, CIV, WSO-BRAC; Hague, David, CIV, WSO-BRAC; McRee, Bradley, CIV, WSO-BRAC
Cc: Cirillo, Frank, CIV, WSO-BRAC; Cook, Robert, CIV, WSO-BRAC; Sillin, Nathaniel, CIV, WSO-BRAC; Flinn, Michael, CIV, WSO-BRAC
Subject: RE: letter on Morgantown Air Force Reserve facility

Ken, make it a point to raise this with Commissioners over the weekend.

-----Original Message-----
From: Small, Kenneth, CIV, WSO-BRAC
Sent: Friday, July 15, 2005 3:52 PM
To: Hill, Christine, CIV, WSO-BRAC; Hague, David, CIV, WSO-BRAC; Battaglia, Charles, CIV, WSO-BRAC; McRee, Bradley, CIV, WSO-BRAC
Cc: Cirillo, Frank, CIV, WSO-BRAC; Cook, Robert, CIV, WSO-BRAC; Sillin, Nathaniel, CIV, WSO-BRAC; Flinn, Michael, CIV, WSO-BRAC
Subject: FW: letter on Morgantown Air Force Reserve facility

Frank

This question has been out for several weeks. OSD and AF came back today with our clearinghouse question. AF implies, in thier answer, that they meant to close the affected Civil Engineering unit in Morgantown but did not so enumerate in the OSD Report to the Commission. I have not taken any action to include an ADD for the CE unit in Morgantown (a detachment of the Air Force Reserve C-130 operation in Pittsburgh). I recommend that we don't address units not in the OSD report, 13 May 05, particularly the smaller units. The AF or AF Reserve will just have to clean up the mess after the Commission completes its work.

Brad - do you and Dave Van Saun agree?

Ken

-----Original Message-----
From: Hill, Christine, CIV, WSO-BRAC
Sent: Friday, July 15, 2005 1:30 PM
To: Cirillo, Frank, CIV, WSO-BRAC; Small, Kenneth, CIV, WSO-BRAC; Battaglia, Charles, CIV, WSO-BRAC; Hague, David, CIV, WSO-BRAC
Subject: FW: letter on Morgantown Air Force Reserve facility

FYI -

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

-----Original Message-----
From: Meyer, Jennifer, CIV, WSO-BRAC

DCN: 11899

Representatives from Congressional staffs, the GAO, and your Commission are meeting widely with officials associated with specific base closings/realignments. One major concern that I hear from a number of friends on active duty is that they have been severely restricted in what they are authorized to provide you and others and in how fully they can respond to your questions. I've been told that they can only address data that has been previously provided to the Commission. I've also been told by several senior OSD officials that they did not have a voice in the deliberations affecting organizations under their responsibilities. I'm sure the Commission is already sensitive to much of this.

I strongly recommend you take whatever action necessary to ensure you are getting a full, balanced, and comprehensive picture -- complete accessibility to the data and analysis underlying the recommendations, <u>including who got to play in the decisions and who didn't</u>, dissenting views, and personal opinions - to enable you to make an informed judgment of both the fairness of the process and the rigor of the analysis supporting various closure/realignment recommendations.

Capacity Analysis
Joint Basing
Administrative Space Allocated to Installation Management

Admin Space (Sq Feet)	Current Capacity	Maximum Potential Capacity	Current Usage @200 GSF	Capacity Available to Surge	Capacity Required to Surge	Excess (Shortfall)	
Hampton Roads GC							
Ft. Eustis	75010	75010	115400	(40390)	0	-54%	(40390)
-Ft. Story							
Ft. Monroe	92268	92268	46200	46068	0	50%	46068
Langley AFB	237672	237672	160800	76872	0	32%	76872
NAVSHIPYD Norfolk	147736	147736	353000	(205264)	0	-139%	(205264)
NAVSTA Norfolk	20660	20660	23400	(2740)	0	-13%	(2740)
NAS Oceana	7040	7040	8400	(1360)	0	-19%	(1360)
NAVPHIBASE Little Creek	3280	3280	8200	(4920)	0	-150%	(4920)
WPNSTA Yorktown	13731	13731	3600	10131	0	74%	10131
Lafayette Annex	7363	7363	7400	(37)	0	-1%	(37)
NAVMEDCEN Portsmouth	42495	42495	134600	(92105)	0	-217%	(92105)
HR Totals	**647255**	**647255**	**861000**	**(213745)**	**0**	**-33%**	**(213745)**
Lewis-McChord GC							
Ft. Lewis	312201	312201	160200	152001	0	49%	152001
McChord AFB	596364	596364	386600	209764	0	35%	209764
LM Totals	**908565**	**908565**	**546800**	**361765**	**0**	**40%**	**361765**
McGuire-Dix-Lakehurst GC							
Ft. Dix	184133	184133	219000	(34867)	0	-19%	(34867)
Ft. Monmouth	102012	102012	83390	18622	0	18%	18622
McGuire AFB	250266	250266	199600	50666	0	20%	50666
NAVAIRENGSTA Lakehurst	29952	29952	50600	(20648)	0	-69%	(20648)
WPNSTA Earle Colt	32417	32417	21400	11017	0	34%	11017
MDL Totals	**598780**	**598780**	**573990**	**24790**	**0**	**4%**	**24790**
Mississippi Gulf Coast GC							
Keesler AFB	675376	675376	374000	301376	0	45%	301376
CBC Gulfport	85561	85561	33400	52161	0	61%	52161
NAVSTA Pascagoula	15430	15430	21400	(5970)	0	-39%	(5970)
MGC Totals	**776367**	**776367**	**428800**	**347567**	**0**	**45%**	**347567**
Oahu GC							
Schofield Barracks	66994	66994	142400	(75406)	0	-113%	(75406)
Ft. Shafter	14654	14654	40400	(25746)	0	-176%	(25746)
Tripler AMC	32110	32110	49400	(17290)	0	-54%	(17290)
Hickam AFB	53950	53950	166000	(112050)	0	-208%	(112050)
NAVSTA Pearl Harbor	227403	227403	81000	146403	0	64%	146403
NAVMAG Pearl Harbor	6260	6260	4800	1460	0	23%	1460
MCB Hawaii Kaneohe	166539	166539	152600	13939	0	8%	13939
O Totals	**567910**	**567910**	**636600**	**(68690)**	**0**	**-12%**	**(68690)**
Richardson-Elmendorf GC							
Ft. Richardson	9638	9638	18000	(8362)	0	-87%	(8362)
Elmendorf AFB	427459	427459	224800	202659	0	47%	202659
RE Totals	**437097**	**437097**	**196668**	**240429**	**0**	**55%**	**240429**
San Antonio GC							
Ft. Sam Houston	182623	182623	122000	60623	0	33%	60623
Lackland AFB	292008	292008	229800	62208	0	21%	62208
Randolph AFB	256244	256244	167800	88444	0	35%	88444
Brooks-City Base	131475	131475	71850	59625	0	45%	59625
SA Totals	**862350**	**862350**	**591450**	**270900**	**0**	**31%**	**270900**
-- Deliverative Document -- For Discussion Purposes Only --							
Do Not Release Under FOIA							

Spider Chart Comments

Army – 15 Army - 22	Fort Hood, TX Operational Army (IGPBS)	Major difference between numbers in Appendix D and the community
Air Force - 10	Beale Air Force Base, CA, and Selfridge Air National Guard Base, MI	Appendix D shows MacDill AFB as a gainer but the recommendation mentions nothing about MacDill
Air Force – 16	Robins Air Force Base, GA	The recommendation states a function is relocating from Middle Georgia Regional Airport but Appendix D shows no loss at that location or any incoming to Robins for this recommendation
Air Force - 20	Capital Air Guard Station, IL, AND Hulman Regional Airport Air Guard Station, IN	Appendix D shows a gain of one civilian at Dane County Regional Air Guard Station/Truax Field, WI but the recommendation shows nothing going to Dane
Air Force - 28	Duluth International Airport Air Guard Station, MN	Appendix D shows gainers from the closure of Duluth but the recommendation mentions nothing
Air Force - 30	Great Falls International Airport Air Guard Station, MT	Appendix D shows Boise Air Terminal Air Guard Station as a gainer but the recommendation mentions nothing
Air Force - 35	Pope Air Force Base, NC, Pittsburgh International Airport Air Reserve Station, PA, and Yeager Air Guard Station, WV	Appendix shows a realignment at Moody AFB, GA and Sheppard AFB, TX but the recommendation does not
Air Force - 37	Grand Forks Air Force Base, ND	The recommendations states an activity is realigned from Selfridge to MacDill but there are no numbers in Appendix D. In addition, Appendix D shows a loss at MacDill that is not explained in the recommendation
Air Force - 47	Hill Air Force Base, UT, Edwards Air Force Base, CA, Mountain Home Air Force Base, ID, Luke Air Force Base, AZ, and Nellis Air Force Base, NV	In addition to gains, Appendix D shows civilian losses at Homestead Appendix D shows Shaw being both a loser and gainer but the recommendation mentions nothing about Shaw
Air Force - 51	Fairchild Air Force Base, WA	Appendix D has no numbers associated with moves from Four Lakes and Spokane to Fairchild
Air Force - 53	Air Force Logistics Support Centers	Langley and Scott are not "realigned" – they are gainers
H&SA - 3	Co-Locate Miscellaneous AF Leased Locations	Appendix D has three entries and I aggregated them since I didn't know which recommendation applied to each of the entries
H&SA - 5	Co-Locate Defense/Military Department Adjudication Activities	Appendix D shows no personnel transfers from the Pentagon to Fort Meade

DCN: 11899

Small, Kenneth, CIV, WSO-BRAC

From: Cirillo, Frank, CIV, WSO-BRAC

Sent: Wednesday, June 08, 2005 7:12 AM

To: Heckman Gary Maj Gen AF/XP

Cc: Small, Kenneth, CIV, WSO-BRAC; Cook, Robert, CIV, WSO-BRAC; Combs, David, CIV, WSO-BRAC; MacGregor, Timothy, MAJ, WSO-BRAC; McRee, Bradley, Lt Col, WSO-BRAC; Pease Fred SES SAF/IEB; Johansen David L LtCol SAF/IEB; Laffey Thomas M LtCol SAF/IEBJ; Small, Kenneth, CIV, WSO-BRAC; Wearren Ernest Capt SAF/IEB; Gingrich, Karl, MAJ, WSO-BRAC

Subject: FW: Senior leaders speak on future total force initiative

General - interesting dialogue in the news conference - might serve as a bit of a takeoff for our session Thursday: UAVs at GF; why not Minot?; Number of Guard units to UAV in concept; What portion could have been done sans BRAC?; personnel relocation and stated savings - in general, your approach and need to activities related to enclaves and UAVs.

Obviously Ken and his folks will have several other issues of interest - one is a current stand-off regarding needed COBRA runs we should resolve. We can run trial balloon COBRA scenarios - but not with benefit of the needed metrics the services apply to make sense to asset relocations.

Looking forward to our session.

Frank

Frank A. Cirillo, Jr., P. E.

Director, Review and Analysis

Base Closure and Realignment Commission

2521 Clark Street, Suite 600, Arlington, VA 22202

voice (703) 699-2903 - cell (703) 501-3357

Frank.Cirillo@wso.whs.mil

fcirillo@terpalum.umd.edu

From: Perlowski, Michael [mailto:Michael.Perlowski@anser.org]
Sent: Wednesday, June 08, 2005 6:05 AM
To: brac2@wso.whs.mil
Subject: FW: Senior leaders speak on future total force initiative

Senior leaders speak on future total force initiative
US Department of Defense
June 7, 2005

DCN: 11899

Small, Kenneth, CIV, WSO-BRAC

From:	Cirillo, Frank, CIV, WSO-BRAC
Sent:	Tuesday, June 07, 2005 7:25 PM
To:	Small, Kenneth, CIV, WSO-BRAC
Cc:	Cook, Robert, CIV, WSO-BRAC; Gingrich, Karl, MAJ, WSO-BRAC; Flinn, Michael, CIV, WSO-BRAC; Hague, David, CIV, WSO-BRAC
Subject:	RE: Concern from Clearinghouse on COBRA Runs

Let's make this a point of issue on Thursday.

I will include it as a point of issue with Secty England (unless we resolve)

From:	Small, Kenneth, CIV, WSO-BRAC
Sent:	Tuesday, June 07, 2005 5:22 PM
To:	Cirillo, Frank, CIV, WSO-BRAC
Cc:	Cook, Robert, CIV, WSO-BRAC; Gingrich, Karl, MAJ, WSO-BRAC; Flinn, Michael, CIV, WSO-BRAC
Subject:	Concern from Clearinghouse on COBRA Runs

Dave Johansen (now running the clearing house vice Col Kapella who PCS) expressed concern about our request for an analysis run for Pittsburgh ARS. He was concerned that their running the analysis would contaminate the results. I clarified that we were looking for a COBRA run and that we desired the comeback copy would include the data input screens so we would have verification of the data entered. He suggested that we had the ability to perform our own runs and I countered that we do, but, only very recently.

The issue seems to be that the Pentagon does not want to produce COBRA excursions for us. Is this what is agreed?

Ken

DCN: 11899

Spider Chart Comments

Army – 15 Army - 22	Fort Hood, TX Operational Army (IGPBS)	Major difference between numbers in Appendix D and the community
Air Force - 10	Beale Air Force Base, CA, and Selfridge Air National Guard Base, MI	Appendix D shows MacDill AFB as a gainer but the recommendation mentions nothing about MacDill
Air Force – 16	Robins Air Force Base, GA	The recommendation states a function is relocating from Middle Georgia Regional Airport but Appendix D shows no loss at that location or any incoming to Robins for this recommendation
Air Force - 20	Capital Air Guard Station, IL, AND Hulman Regional Airport Air Guard Station, IN	Appendix D shows a gain of one civilian at Dane County Regional Air Guard Station/Truax Field, WI but the recommendation shows nothing going to Dane
Air Force - 28	Duluth International Airport Air Guard Station, MN	Appendix D shows gainers from the closure of Duluth but the recommendation mentions nothing
Air Force - 30	Great Falls International Airport Air Guard Station, MT	Appendix D shows Boise Air Terminal Air Guard Station as a gainer but the recommendation mentions nothing
Air Force - 35	Pope Air Force Base, NC, Pittsburgh International Airport Air Reserve Station, PA, and Yeager Air Guard Station, WV	Appendix shows a realignment at Moody AFB, GA and Sheppard AFB, TX but the recommendation does not
Air Force - 37	Grand Forks Air Force Base, ND	The recommendations states an activity is realigned from Selfridge to MacDill but there are no numbers in Appendix D. In addition, Appendix D shows a loss at MacDill that is not explained in the recommendation
Air Force - 47	Hill Air Force Base, UT, Edwards Air Force Base, CA, Mountain Home Air Force Base, ID, Luke Air Force Base, AZ, and Nellis Air Force Base, NV	In addition to gains, Appendix D shows civilian losses at Homestead Appendix D shows Shaw being both a loser and gainer but the recommendation mentions nothing about Shaw
Air Force - 51	Fairchild Air Force Base, WA	Appendix D has no numbers associated with moves from Four Lakes and Spokane to Fairchild
Air Force - 53	Air Force Logistics Support Centers	Langley and Scott are not "realigned" – they are gainers
H&SA - 3	Co-Locate Miscellaneous AF Leased Locations	Appendix D has three entries and I aggregated them since I didn't know which recommendation applied to each of the entries
H&SA - 5	Co-Locate Defense/Military Department Adjudication Activities	Appendix D shows no personnel transfers from the Pentagon to Fort Meade

DCN: 11899

Spider Chart Comments

H&SA – 10	Co-Locate Miscellaneous Army Leased Locations	Appendix D has five entries and I aggregated them since I didn't know which recommendation applied to each of the entries
H&SA - 12	Co-Locate Miscellaneous OSD, Defense Agency, and Field Activity Leased Locations	Appendix D has three entries and I aggregated them since I didn't know which recommendation applied to each of the entries
H&SA - 15	Co-Locate Missile and Space Defense Agencies	No personnel relocations from leased space in Alabama
H&SA - 17	Co-Locate Navy Education and Training Command	No personnel relocations for Saufley Field – they may be aggregated with NAS Pensacola
H&SA – 30	Consolidate Media Organizations into a New Agency for Media and Publications	I question the Fort Belvoir numbers – I know a civilian who works for Army Magazine and Appendix D shows no civilian impact
H&SA – 35	Create Joint Mobilization Sites	Appendix D does not show personnel impacts for many of the realignments
H&SA - 41	Joint Basing	No personnel impact is shown for Fort Story
Ind - 6	Sierra Army Depot, CA	No personnel impacts shown even though the Economic Impact portion of the report mentions some
Ind - 8	Newport Chemical Depot, IN	
Ind - 16	Lone Star Army Ammunition Plant, TX	Recommendation has incorrect state for McAlester AAP – it should be OK, not IN
Int - 3	Defense Intelligence Agency	No personnel impacts are shown
Int - 4	National Geospatial Intelligence Agency Activities	No personnel impacts are shown
Tech – 5	Co-locate Extramural Research Program Managers	Some personnel impacts are not shown
Tech – 15	Create a Naval Integrated Weapons & Armaments Research, Development & Acquisition, Test and Evaluation Center	I didn't know hoe to split the personnel impacts between Naval Base Ventura County, Point Mugu and Naval Base Ventura County, Port Hueneme
Tech - 24	Establish Centers for Fixed Wing Air Platform Research, Development & Acquisition, Test & Evaluation	Appendix D shows Wright-Patterson AFB to be a gainer whereas the recommendation shows functions being transferred to NWS China Lake
	Undistributed or Overseas Reductions	**Did not include these in any of the spider charts. There are some realignments to installations being closed.**

DCN: 11899

Small, Kenneth, CIV, WSO-BRAC

Subject:	Updated: REG/Craig/Ken-FAIRBANKS, AK
Start:	Wed 6/15/2005 12:00 AM
End:	Thu 6/16/2005 12:00 AM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Required Attendees:	Small, Kenneth, CIV, WSO-BRAC; Hall, Craig, CIV, WSO-BRAC
Categories:	Craig, Ken, Regional hearing

1300-1530

Hering Auditorium

Lathrop High School

901 Airport way
Fairbanks AK 99701

POC: 907-456-7794

Coyle
Principi
Hansen

AK

DRAFT DELIBERATIVE DOCUMENT—FOR DISCUSSION PURPOSES ONLY

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

Hector IAP Air Guard Station, ND

INSTALLATION MISSION

- Hector IAP AGS, ND:
  - 119th Fighter Wing: 119th Fighter Wing provides air defense for a large portion of the eastern United States from its alert detachment at Langley Air Force Base, Va. The 119th is transitioning to become a multi-role fighter aircraft wing with both air-to-air and air-to-ground combat strike missions. The wing has 1,038 men and women assigned, two-thirds of whom are traditional Guard members who drill one weekend each month, plus an annual training tour annually.

DOD RECOMMENDATIONS

- Air Force 38: Realign Hector IAP AGS
  - Retire the 119th Fighter Wing's (FW) F-16 Block 15 aircraft (15)
  - 119th Expeditionary Combat Support (ECS) elements will remain in place.
- Army 73: RC Transformation in ND
  - Close 96th RRC David Johnson USARC in Fargo, ND and relocate into a new Reserve Center on Hector Field Air National Guard Base.

DOD JUSTIFICATION

- Hector IAP AGS, ND:
  - Hector (125) ranked low in military value. The reduction in F-16 force structure and the need to align common versions of the F-16 at the same bases argued for realigning Hector to allow its aircraft to retire with no flying mission backfill.
- 96th RRC, Fargo, ND:
  - This recommendation closes a United States Army Reserve Center (USARC) located in Fargo, ND and relocates units to a new USARC on Hector Field Air National Guard Base, ND. This recommendation reduces the number of separate DoD installations by relocating to an existing base.

DRAFT DELIBERATIVE DOCUMENT—FOR DISCUSSION PURPOSES ONLY

- COST CONSIDERATIONS **DEVELOPED BY DOD**

Air Force 38:

- One-Time Costs: $ 1.8 million
- Net Savings (Cost) during Implementation: $ 3.3 million
- Annual Recurring Savings: $ 1.0 million
- Return on Investment Year: 2009 (2 years)
- Net Present Value over 20 Years: $6.4 million

Army 73:

- One-Time Costs: $ 7.9 million
- Net Savings (Cost) during Implementation: $ (8.1) million
- Annual Recurring Savings: $ 0.02 million
- Return on Investment Year: NEVER
- Net Present Value over 20 Years: $ (8.0) million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS) ***[Date transcribed from Air Force COBRA reports]***

	Military	Civilian	Students
Baseline			0
Reductions			0
Realignments			0
Total			**0**

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS) ***[Date transcribed from Air Force COBRA reports]***

	Out		**In**		**Net Gain (Loss)**	
	Military	Civilian	Military	Civilian	Military	Civilian
This Recommendation	0	0	0	0	0	0
Other Recommendation(s)	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**

ENVIRONMENTAL CONSIDERATIONS

-

DCN: 11899

DRAFT DELIBERATIVE DOCUMENT—FOR DISCUSSION PURPOSES ONLY

REPRESENTATION

Governor:	John Hoeven (R)
Senators:	Kent Conrad (D)
	Byron Dorgan (D)
Representative:	Earl Pomeroy (D)

ECONOMIC IMPACT

- Potential Employment Loss: 0
- MSA Job Base: jobs
- Percentage: .0 percent decrease
- Cumulative Economic Impact (Year-Year): ___ percent decrease

MILITARY ISSUES
Discussion of piloting "future UAV" missions

Nathaniel Sillin/Air Force Team/16 June 2005

DCN: 11899

DRAFT DELIBERATIVE DOCUMENT—FOR DISCUSSION PURPOSES ONLY

BASE VISIT REPORT
FARGO IAP Air National Guard
20 June 2005

COMMISSION STAFF:

- Mr. Timothy MacGregor, Senior Air Force Analyst
- Mr. Nathaniel Sillin, Associate Analyst

LIST OF ATTENDEES:

- Maj. Gen. Michael Haugen, TAG
- Brig. Gen. Jerald Engelman, DAG
- Brig. Gen. Lawrence Woodbury, COS
- Col. Robert Becklund, CC
- Col. Patrick Martin, CV
- Col. Michael Wobbema, MXG/CC
- Ltc. Ronald Solberg, MSG/CC
- Maj. Bradley Derrig, OG/CC
- Maj. Gen. AP Macdonald (ret.)

BASE'S PRESENT MISSION:

- 119th Fighter Wing: 119th Fighter Wing provides air defense for a large portion of the eastern United States from its alert detachment at Langley Air Force Base, Va. The 119th is transitioning to become a multi-role fighter aircraft wing with both air-to-air and air-to-ground combat strike missions. The wing has 1,038 men and women assigned, two-thirds of whom are traditional Guard members

SECRETARY OF DEFENSE RECOMMENDATION:

- Air Force 38: Realign Hector IAP AGS
  - Retire the 119th Fighter Wing's (FW) F-16 Block 15 aircraft (15)
  - 119th Expeditionary Combat Support (ECS) elements will remain in place.
- Army 73: RC Transformation in ND
  - Close 96th RRC David Johnson USARC in Fargo, ND and relocate into a new Reserve Center on Hector Field Air National Guard Base.

SECRETARY OF DEFENSE JUSTIFICATION:

- Hector IAP AGS, ND:
  - Hector (125) ranked low in military value. The reduction in F-16 force structure and the need to align common versions of the F-16 at the same bases argued for realigning Hector to allow its aircraft to retire with no flying mission backfill.
- 96th RRC, Fargo, ND:
  - This recommendation closes a United States Army Reserve Center (USARC) located in Fargo, ND and relocates units to a new USARC on Hector Field Air National Guard Base, ND. This recommendation reduces the number of separate DoD installations by relocating to an existing base.

MAIN FACILITIES REVIEWED:

- Flightline
- Hangars
- Weapons Storage Area
- Communications Infrastructure

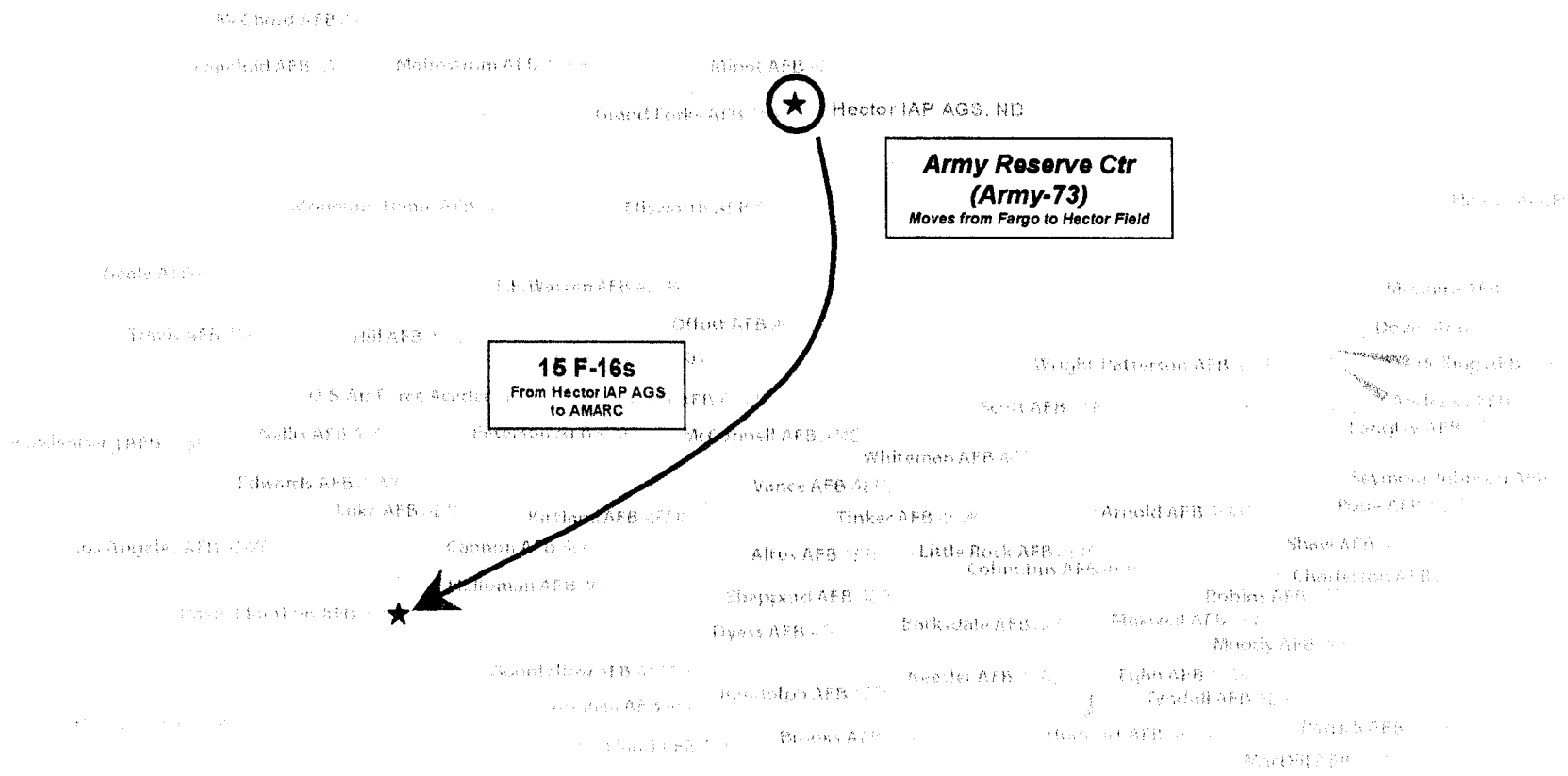
KEY ISSUES IDENTIFIED:

- Af of hearing date, no significant issues have been identified by analysts.

CONCERNS RAISED BY NORTH DAKOTA AIR NATIONAL GUARD:

- NDANG is concerned that available ramp space was not properly accounted for. Entirely new runway in 2004. Runway data used is dated from 1998. Project municipally funded at a cost of $25 million. Included in runway renovation was 2 new BAK-14 aircraft arresting systems, lighting and instrument approach equipment. Also the parallel taxiway is stressed for take-offs and landings and has been used for that purpose.
- According to the NDANG, through MOU's with airport authority, 87,000 additional sq. yards are available for use. Currently, GFAFB's 319th ARW is using some of this ramp space.
- NDANG is concerned that the 119th FW's history and "outstanding performance", as documented, is not accounted for in the Air Force Scoring and DoD recommendation.
- NDANG would like the following language removed from the BRAC report, "...no flying mission backfill...". They claim this is a "misuse of the BRAC process"
- NDANG embraces the potential UAV mission, although not specified in BRAC.
- NDANG would like to preserve the option for a flying mission in Fargo. They claim to be able to support and additional squadron.
- NDANG is concerned that the AF "specifically and intentionally" did not consult with the Air National Guard on the BRAC process.
- NDANG is concerned that on a whole, AF assets are moving "south" and the strategic importance of the northern tier is not being considered. Additionally, they pointed out that the climate in North Dakota is similar to that of Korea.
- NDANG is concerned that available NATO airspace in Canada was not taken into consideration in their MCI scoring.
- According to the NDANG, the 119th FW F-16's were already slated to be retired through programmatic actions prior to BRAC.
- Although 119th FW has only 15 PAA, they actually posess and maintain 22 F-16's.

Air Force 38 – Realign Hector Int'l Airport AGS, ND



One time cost	$1.8M
Net cost + savings	$3.3M
Annual savings	$1.0M
Expected payback	2 Yrs
20 Yr NPV	$13.0M

Base	Jobs Direct	Indirect	TOTAL	Pct %
Hector IAP AGS	0	0	0	0.0
Hector Total	0	0	0	0.0

LEGEND

RED = Aircraft Retirements From Hector (AF-38)
BLACK = Related Move to Hector (Army-73)

DCN: 11899

DCN: 11899

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Hector IAP AGS

MCI: Fighter

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

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

Earned Points
This is the number of points this formula did contribute to the overall MCI score for this base.

Lost Points
The difference between Max Points and Earned Points.

Running Score from 100
The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

Formula		Max Points	Earned Points	Lost Points	Running Score from 100
1245.00	Proximity to Airspace Supporting Mission (ASM)	22.08	2.92	19.16	80.84
1246.00	Proximity to Low Level Routes Supporting Mission	7.25	0.69	6.56	74.28
1266.00	Range Complex (RC) Supports Mission	11.95	6.27	5.68	68.60
1270.00	Suitable Auxiliary Airfields Within 50NM	5.18	0.00	5.18	63.42
1233.00	Sufficient Munitions Storage	4.79	0.00	4.79	58.63
1203.00	Access to Adequate Supersonic Airspace	6.72	2.02	4.71	53.92
8.00	Ramp Area and Serviceability	2.97	0.00	2.97	50.95
1232.00	Sufficient Explosives-sited Parking	3.65	1.21	2.45	48.50
1214.00	Fuel Dispensing Rate to Support Mobility and Surge	2.64	0.27	2.37	46.13
1205.20	Buildable Acres for Air Operations Growth	1.96	0.07	1.89	44.24
1241.00	Ability to Support Large-Scale Mobility Deployment	1.76	0.00	1.76	42.48
1205.10	Buildable Acres for Industrial Operations Growth	1.96	0.26	1.70	40.78
1221.00	Hangar Capability - Small Aircraft	3.88	2.26	1.62	39.16
1235.00	Installation Pavements Quality	2.97	1.48	1.48	37.68
1271.00	Prevailing Installation Weather Conditions	5.52	4.64	0.88	36.80
1250.00	Area Cost Factor	1.25	0.78	0.47	36.33
1402.00	BAH Rate	0.88	0.70	0.17	36.16
1269.00	Utilities cost rating (U3C)	0.13	0.08	0.04	36.12
1207.00	Level of Mission Encroachment	2.28	2.25	0.03	36.09
9.00	Runway Dimension and Serviceability	2.28	2.28	0.00	36.09
213.00	Attainment / Emission Budget Growth Allowance	1.68	1.68	0.00	36.09
1242.00	ATC Restrictions to Operations	5.98	5.98	0.00	36.09
1403.00	GS Locality Pay Rate	0.25	0.25	0.00	36.09

DCN: 11899

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Hector IAP AGS
MCI: Space Ops

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

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

Earned Points
This is the number of points this formula did contribute to the overall MCI score for this base.

Lost Points
The difference between Max Points and Earned Points.

Running Score from 100
The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

Formula		Max Points	Earned Points	Lost Points	Running Score from 100
30.00	Buildable Acres (Space Mission Bed Down Area)	41.50	2.04	39.46	60.54
1210.00	Line-of-Sight Encroachment	23.00	7.59	15.41	45.13
1205.10	Buildable Acres for Industrial Operations Growth	7.00	0.92	6.08	39.05
1250.00	Area Cost Factor	1.25	0.78	0.47	38.58
1402.00	BAH Rate	0.88	0.70	0.17	38.41
1269.00	Utilities cost rating (U3C)	0.13	0.08	0.04	38.37
213.00	Attainment / Emission Budget Growth Allowance	3.00	3.00	0.00	38.37
1226.00	Population Density Impact on USAF Mission	23.00	23.00	0.00	38.37
1403.00	GS Locality Pay Rate	0.25	0.25	0.00	38.37

DCN: 11899

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
Data As Of 5/20/2005 10:20:56 AM, Report Created 5/20/2005 10:21:24 AM

Department : USAF
Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0039V2 (107Jc2)\COBRA USAF 0039 (107Jc2).CBR
Option Pkg Name: COBRA USAF-0039v2 (S107Jc2) Realign Hector
Std Fctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Starting Year : 2006
Final Year : 2006
Payback Year : 2008 (2 Years)

NPV in 2025($K): -12,920
1-Time Cost($K): 1,756

Net Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	139	1,550	0	0	0	0	1,690	0
Person	0	0	0	0	0	0	0	0
Overhd	0	-950	-1,016	-1,016	-1,016	-1,016	-5,013	-1,016
Moving	0	0	0	0	0	0	0	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	139	600	-1,016	-1,016	-1,016	-1,016	-3,323	-1,016

	2006	2007	2008	2009	2010	2011	Total
POSITIONS ELIMINATED							
Off	0	0	0	0	0	0	0
Enl	0	0	0	0	0	0	0
Civ	0	0	0	0	0	0	0
TOT	0	0	0	0	0	0	0
POSITIONS REALIGNED							
Off	0	0	0	0	0	0	0
Enl	0	0	0	0	0	0	0
Stu	0	0	0	0	0	0	0
Civ	0	0	0	0	0	0	0
TOT	0	0	0	0	0	0	0

Summary:

Recommendation: Realign Hector IAP AGS. The 119th Fighter Wing's (ANG) F-16 Block 15 aircraft (15 PAA) will retire. The wing's ECS elements will remain in place.

General Mitchell ARS (WI)

Outgoing

- General Mitchell ARS (440th Airlift Wing) 8 PAA C-130H aircraft are distributed as follows:
  - 4 PAA to 94th Airlift Wing (AFRC), Dobbins ARB, GA
  - 4 PAA to 314th Airlift Wing, Little Rock AFB, AR

Manpower

	Full Time	Drill
Impact thru 2011	-351	-1320

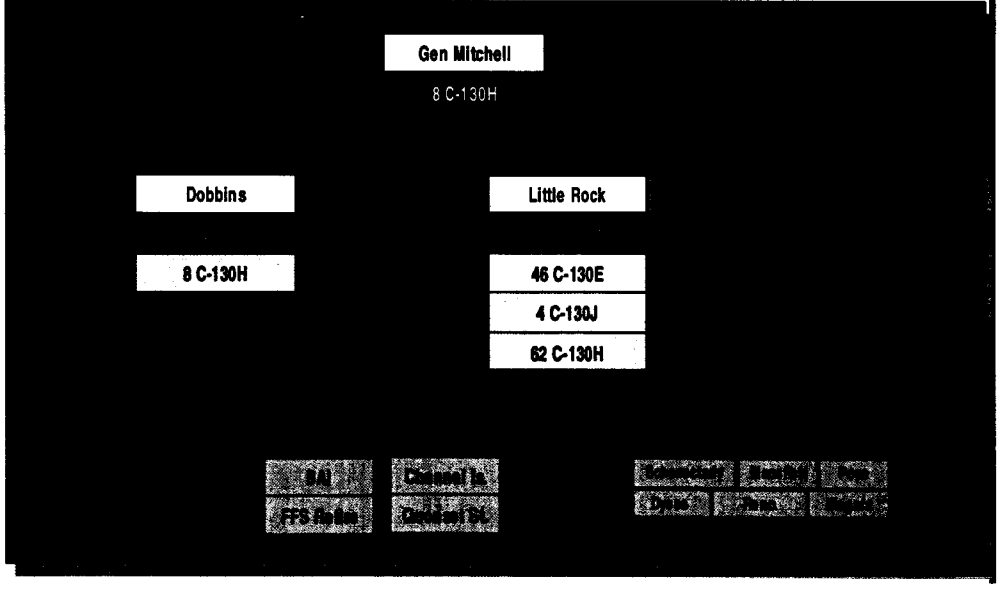
*Includes BRAC and Non-BRAC programmatic changes

Candidate Recommendation (CR) (Cost) / Savings

Initiating CR – Close Gen Mitchell ARS

One Time (Cost):	($38M)
2011 (Cost) / Savings:	$14M
Annual Recurring (Cost) / Savings:	$6.5M
Payback period:	5 yrs/2014
NPV (Cost) / Savings:	$50M

Spider Diagram



JCSG / JAST Actions

- None

General Mitchell AGS (WI)

Incoming (KC-135R)

- 3 PAA from Key Field AGS to 128th Air Refueling Wing (ANG), General Mitchell Airport AGS, WI

Manpower

	Full Time	Drill
Impact thru 2011	+80	+73

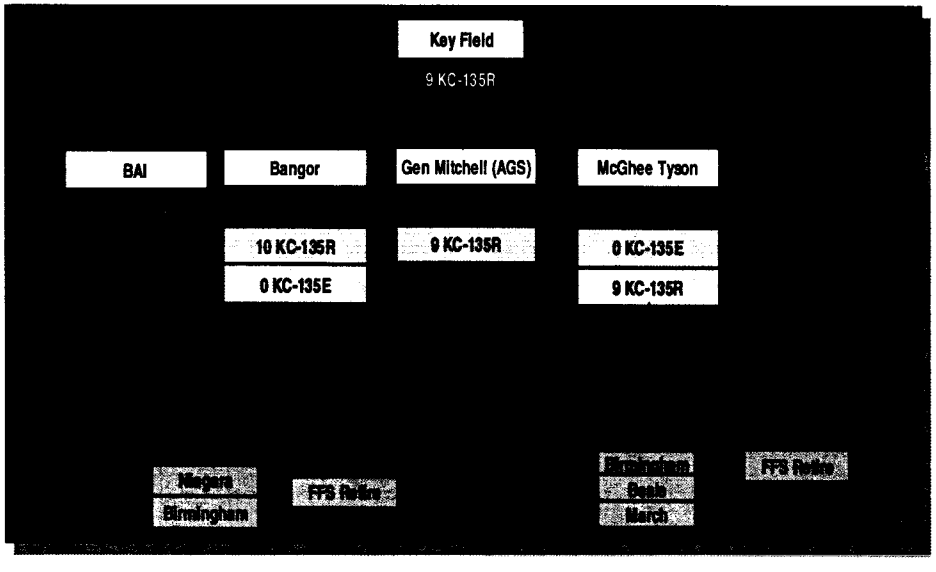
*Includes BRAC and Non-BRAC programmatic changes

Candidate Recommendation (CR) (Cost) / Savings

Initiating CR – Realign Key Field

One Time (Cost):	($11M)
2011 (Cost) / Savings:	($7M)
Annual Recurring (Cost) / Savings:	$0.9M
Payback period:	13 yrs / 2021
NPV (Cost) / Savings:	$2.4M

Spider Diagram



JCSG / JAST Actions

- None

Small, Kenneth, CIV, WSO-BRAC

From: Schonau Harry W Contractor AFRC/XPP [Harry.Schonau@AFRC.AF.MIL]
Sent: Tuesday, May 24, 2005 7:24 AM
To: Small, Kenneth, CIV, WSO-BRAC
Subject: RE: Regional Hearing for Pittsburgh

Ken – I checked with our manpower guys. They tell me that Milwaukee is actually our largest org that is facing closure. Numbers follow:

Here is what we had in the Command Summary (EOM Feb 05). Gen Mitchell is actually the largest!!!

Base	ART/CIV	DRILL (Includes ARTs)
Pittsburgh	288	1178
Niagara	335	1207
Willow Grove	262	1181
Gen Mitchell	339	1369

includes 339

Full time GS-11

From: Small, Kenneth, CIV, WSO-BRAC [mailto:Kenneth.Small@wso.whs.mil]
Sent: Monday, May 23, 2005 2:48 PM
To: Schonau Harry W Col AFRC/DOO
Subject: Regional Hearing for Pittsburgh

Harry

Looks like part of a decision coming along. Our LL people are working with the Congress. It looks like the PA delegation will be engaged at a regional hearing that will occur in Baltimore Maryland, date to be announced.

On Mitchell Field, the number of civilian jobs lost is reported to be few, and hence not on the screen for representation at a hearing. If there is something to be known that doesn't show in Vol I, particularly Part 2, or the Vol 5, let me know. We are wide open to credible information from all sources.

FYI

I may out of pocket for 72 hours so if I go silent on e-mail, please give me a call on 202 256-7043.its my cell phone. My Blackberry is currently in a "dumb" state and may not come back to life before I hit the jetway.

Ken Small

ID
1373
1504

AF-28
AF-52

TO Summary Table
Agenda

DCN: 11899

Small, Kenneth, CIV, WSO-BRAC

From: Flinn, Michael, CIV, WSO-BRAC
Sent: Thursday, May 26, 2005 8:15 AM
To: Small, Kenneth, CIV, WSO-BRAC
Cc: Cook, Robert, CIV, WSO-BRAC
Subject: RE: Assignment Clarification

Ken,

The recommendation for Mitchell Field is to close the Air Reserve Station but realign the Air Guard Station. The Reserves will lose eight C-130Hs to Little Rock but the Air Guard Station will pick up three KC-135s. This one is a little odd. There is no mention of General Mitchell Field, WI in the spreadsheet on Appendix B of Vol 1 Part 1 of 2. Also, the only reference to an Air Guard Station at General Mitchell (that I could find) is located on the Recommendation for Key Field, MS in Part 2 of 2.

-----Original Message-----
From: Small, Kenneth, CIV, WSO-BRAC
Sent: Wednesday, May 25, 2005 4:49 PM
To: Flinn, Michael, CIV, WSO-BRAC
Subject: Re: Assignment Clarification

Mike
Take a quick look at mitchell field . We need to talk about the tasking thurs am. Ken

-----Original Message-----
From: Flinn, Michael, CIV, WSO-BRAC <Michael.Flinn@wso.whs.mil>
To: Small, Kenneth, CIV, WSO-BRAC <Kenneth.Small@wso.whs.mil>
CC: McRee, Bradley, Lt Col, WSO-BRAC <Bradley.McRee@wso.whs.mil>; MacGregor, Timothy, MAJ, WSO-BRAC <Timothy.MacGregor@wso.whs.mil>
Sent: Wed May 25 15:01:05 2005
Subject: Assignment Clarification

Ken,

According to our matrix, I am assigned a secondary role at Sheppard AFB to Brad McRee's lead role. When I mentioned that to him however, he was unaware of the assignment and indicated he was covered up. I can take the lead if need be. Also, there is no lead assigned to our matrix for Pittsburgh ARS or Brooks City-Base.

This page cover Mitchell Field

State / Installation / Recommendation Page, Name, and Section	Action	Out Mil	Out Civ	In Mil	In Civ	Net Gain/(Loss) Mil	Net Gain/(Loss) Civ	Net Mission Contractor	Total Direct
Gen Mitchell International Airport ARS									
USAF - 28 Duluth International Airport Air Guard Station, MN	Vol 1: Part 2 - Air Force Section								
	Gainer	0	0	24	56	24	56	0	80
USAF - 28 Key Field Air Guard Station, MS	Vol 1: Part 2 - Air Force Section								
	Gainer	0	0	24	56	24	56	0	80
USAF - 52 General Mitchell Air Reserve Station, WI	Vol 1: Part 2 - Air Force Section								
	Closure	(44)	(302)	0	0	(44)	(302)	0	(346)
	Base Total	(44)	(302)	48	112	4	(190)	0	(186)
Navy Reserve Center La Crosse									
DoN - 29 Navy and Marine Corps Reserve Centers	Vol 1: Part 2 - Navy Section								
	Closure	(7)	0	0	0	(7)	0	0	(7)
	Base Total	(7)	0	0	0	(7)	0	0	(7)
Navy-Marine Corps Reserve Center Madison									
DoN - 29 Navy and Marine Corps Reserve Centers	Vol 1: Part 2 - Navy Section								
	Closure	(23)	(3)	0	0	(23)	(3)	0	(26)
	Base Total	(23)	(3)	0	0	(23)	(3)	0	(26)

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

State / Installation / Recommendation Page, Name, and Section		Action	Out Mil	Out Civ	In Mil	In Civ	Net Gain/(Loss) Mil	Net Gain/(Loss) Civ	Net Mission Contractor	Total Direct
Tennessee										
McGee Tyson APT Air Guard Station										
USAF - 5	Birmingham International Airport Air Guard Station, AL	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	46	58	46	58	0	104
USAF - 10	Beale Air Force Base, CA and Selfridge Air National Guard Base, MI	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	3	56	3	56	0	59
USAF - 11	March Air Reserve Base, CA	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	1	20	1	20	0	21
USAF - 28	Duluth International Airport Air Guard Station, MN	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	8	56	8	56	0	64
USAF - 28	Key Field Air Guard Station, MS	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	8	56	8	56	0	64
		Base Total	0	0	66	246	66	246	0	312
Memphis International Airport Air Guard Station										
USAF - 44	Nashville International Airport Air Guard Station, TN	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	2	6	2	6	0	8
		Base Total	0	0	2	6	2	6	0	8

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

State Installation Recommendation Page, Name, and Section		Action	Out Mil	Out Civ	In Mil	In Civ	Net Gain/(Loss) Mil	Net Gain/(Loss) Civ	Net Mission Contractor	Total Direct
Georgia										
Dobbins Air Reserve Base										
DoN - 13	Naval Air Station Atlanta, GA	Vol 1: Part 2 - Navy Section								
		Gainer	0	0	64	8	64	8	0	72
DoN - 29	Navy and Marine Corps Reserve Centers	Vol 1: Part 2 - Navy Section								
		Gainer	0	0	9	0	9	0	0	9
USAF - 52	General Mitchell Air Reserve Station, WI	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	0	37	0	37	0	37
		Base Total	0	0	73	45	73	45	0	118
Fort Benning										
USA - 6	Fort Gillem, GA	Vol 1: Part 2 - Army Section								
		Gainer	0	0	0	93	0	93	0	93
USA - 105	Single Drill Sergeant School	Vol 1: Part 2 - Army Section								
		Realign	(119)	(2)	0	0	(119)	(2)	0	(121)
USA - 20	Maneuver Training	Vol 1: Part 2 - Army Section								
		Gainer	(670)	(66)	10,063	596	9,393	530	0	9,923
		Base Total	(789)	(68)	10,063	689	9,274	621	0	9,895

DCN: 11899

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

State Installation Recommendation Page, Name, and Section	Action	Out Mil	Out Civ	In Mil	In Civ	Net Gain/(Loss) Mil	Net Gain/(Loss) Civ	Net Mission Contractor	Total Direct
Keesler Air Force Base									
Med - 12 Convert Inpatient Services to Clinics Vol 1: Part 2 - Medical Section									
	Realign	(181)	(31)	0	0	(181)	(31)	(190)	(402)
	Base Total	(181)	(31)	0	0	(181)	(31)	(190)	(402)
Key Field Air Guard Station									
USAF - 28 Duluth International Airport Air Guard Station, MN Vol 1: Part 2 - Air Force Section									
	Realign	(33)	(142)	0	0	(33)	(142)	0	(175)
USAF - 28 Key Field Air Guard Station, MS Vol 1: Part 2 - Air Force Section									
	Realign	(33)	(142)	0	0	(33)	(142)	0	(175)
	Base Total	(66)	(284)	0	0	(66)	(284)	0	(350)
Mississippi Army Ammunition Plant									
Ind - 11 Mississippi Army Ammunition Plant, MS Vol 1: Part 2 - Industrial Section									
	Closure	0	(4)	0	0	0	(4)	(50)	(54)
	Base Total	0	(4)	0	0	0	(4)	(50)	(54)
Naval Air Station Meridian									
E&T - 9 Joint Center of Excellence for Religious Training & Education Vol 1: Part 2 - Education & Training Section									
	Realign	(15)	0	0	0	(15)	0	(1)	(16)
	Base Total	(15)	0	0	0	(15)	0	(1)	(16)

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

DCN: 11899

State Installation Recommendation Page, Name, and Section	Action	Out Mil	Out Civ	In Mil	In Civ	Net Gain/(Loss) Mil	Net Gain/(Loss) Civ	Net Mission Contractor	Total Direct
Mississippi									
Columbus Air Force Base									
E&T - 14 Undergraduate Pilot and Navigator Training	Vol 1: Part 2 - Education & Training Section								
	Gainer	0	0	100	3	100	3	0	103
USAF - 35 Pope Air Force Base, NC, Pittsburgh International Airport Air Reserve Station, PA, and Yeager Air Guard Station, WV	Vol 1: Part 2 - Air Force Section								
	Gainer	0	0	4	0	4	0	0	4
	Base Total	0	0	104	3	104	3	0	107
Human Resources Support Center Southeast									
H&SA - 19 Consolidate Civilian Personnel Offices (CPOs) within each Military Department and the Defense Agencies	Vol 1: Part 2 - Headquarters and Support Activities Section								
	Realign	0	(138)	0	0	0	(138)	(10)	(148)
	Base Total	0	(138)	0	0	0	(138)	(10)	(148)
Jackson International Airport Air Guard Station									
USAF - 28 Duluth International Airport Air Guard Station, MN	Vol 1: Part 2 - Air Force Section								
	Gainer	0	0	0	1	0	1	0	1
USAF - 28 Key Field Air Guard Station, MS	Vol 1: Part 2 - Air Force Section								
	Gainer	0	0	0	1	0	1	0	1
	Base Total	0	0	0	2	0	2	0	2

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

State Installation Recommendation Page, Name, and Section		Action	Out Mil	Out Civ	In Mil	In Civ	Net Gain/(Loss) Mil	Net Gain/(Loss) Civ	Net Mission Contractor	Total Direct
Little Rock Air Force Base										
USAF - 31	Reno-Tahoe International Airport Air Guard Station, NV	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	21	114	21	114	0	135
USAF - 33	Niagara Falls Air Reserve Station, NY	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	368	13	368	13	0	381
USAF - 34	Schenectady County Airport Air Guard Station, NY	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	7	5	7	5	0	12
USAF - 35	Pope Air Force Base, NC, Pittsburgh International Airport Air Reserve Station, PA, and Yeager Air Guard Station, WV	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	1,736	85	1,736	85	0	1,821
USAF - 39	Mansfield-Lahm Municipal Airport Air Guard Station, OH	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	184	6	184	6	0	190
USAF - 43	Ellsworth Air Force Base, SD, and Dyess Air Force Base, TX	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	1,095	90	1,095	90	0	1,185
USAF - 52	General Mitchell Air Reserve Station, WI	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	184	6	184	6	0	190
USAF - 53	Air Force Logistics Support Centers	Vol 1: Part 2 - Air Force Section								
		Realign	(16)	0	0	0	(16)	0	0	(16)

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

State / Installation / Recommendation Page, Name, and Section		Action	Out Mil	Out Civ	In Mil	In Civ	Net Gain/(Loss) Mil	Net Gain/(Loss) Civ	Net Mission Contractor	Total Direct
Maine										
Bangor International Airport Air Guard Station										
USAF - 5	Birmingham International Airport Air Guard Station, AL	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	10	29	10	29	0	39
USAF - 28	Key Field Air Guard Station, MS	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	1	29	1	29	0	30
USAF - 28	Duluth International Airport Air Guard Station, MN	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	1	29	1	29	0	30
USAF - 33	Niagara Falls Air Reserve Station, NY	Vol 1: Part 2 - Air Force Section								
		Gainer	0	0	34	137	34	137	0	171
		Base Total	0	0	46	224	46	224	0	270
Defense Finance and Accounting Service, Limestone										
H&SA - 37	Defense Finance and Accounting Service	Vol 1: Part 2 - Headquarters and Support Activities Section								
		Closure	0	(241)	0	0	0	(241)	0	(241)
		Base Total	0	(241)	0	0	0	(241)	0	(241)
Naval Air Station Brunswick										
DoN - 18	Naval Air Station Brunswick, ME	Vol 1: Part 2 - Navy Section								
		Realign	(2,317)	(61)	0	0	(2,317)	(61)	(42)	(2,420)
		Base Total	(2,317)	(61)	0	0	(2,317)	(61)	(42)	(2,420)

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

DCN: 11899

Do Not Release Prior to 13 1030 May 05, EDT

General Mitchell ARS, WI
BRAC 2005 Recommendations

Air Force Recommendations

Close General Mitchell ARS, WI. Move four C-130 aircraft to Dobbins ARB, GA. Move four C-130 aircraft to Little Rock AFB, AR, and transfer to the active duty Air Force. Move manpower positions to Pope/Ft. Bragg, NC. Air National Guard units at General Mitchell AGS are not affected by actions at General Mitchell ARS.

Joint Recommendations

NONE.

Incoming Activities

Air Force Actions: NONE.

Joint Actions: NONE.

Departing Activities

Air Force Actions:

What: Move four C-130 aircraft and associated manpower to Dobbins ARB.
Why: These aircraft are moved as part of a larger effort throughout the Air Force to create squadrons of more effective size.

What: Move four C-130 aircraft to Little Rock AFB and transfer these aircraft to active duty.
Why: This is part of a larger effort to adjust the balance of C-130 among active and reserve components of the Air Force.

What: Move manpower positions to Pope/Ft. Bragg, NC.
Why: This is one of several actions that will build an AFRC C-130 Wing at Ft. Bragg. The AFRC unit will be a tenant to the U.S. Army.

Joint Actions: NONE.

DCN: 11899

Do Not Release Prior to 13 1030 May 05, EDT

Quantitative Results

Manpower		
Installation	**Full Time**	**Drill**
Impact	**-351**	**-1320**

Includes BRAC and Non-BRAC Programmatic Changes through FY2011.

Preliminary Manpower Move Year*

Realignments	FY09

* Actual time phasing of manpower moves may be altered during BRAC implementation. According to BRAC law, this (or these) action(s) must be initiated within two years and completed within six years from the date the President transmits the report to Congress.

Internal Communications: (Base Workforce)

- The purpose of the SECDEF's recommendations is to make the most efficient and effective use of all the Department's resources; to improve operational efficiency; to save taxpayer dollars; to advance transformation and enhance the combat effectiveness of our military force.
- The BRAC 2005 process will ensure that the United Sates continues to have the best-trained and equipped military in the world
- The Air Force recommendations were made carefully and impartially.
- The AF understands the impact BRAC can have on military members, retirees, employees and their families. Base commanders will make every effort to provide forums to share releasable BRAC information and answer questions.
- People are the Air Force's most valuable resource, and we will treat all affected individuals equitably during BRAC reductions and strive to mitigate adverse effects resulting from BRAC actions.
- These actions transform the Air Force to better meet future threats.
- Your Air Force continues to adapt to changes in the world's threat environment. To become more effective in the war on terrorism requires this adjustment to a "Cold War" basing infrastructure.

DCN: 11899

Do Not Release Prior to 13 1030 May 05, EDT

External Communications: (Civilian community)

- The purpose of the SECDEF's recommendations is to make the most efficient and effective use of all the Department's resources; to improve operational efficiency; to save taxpayer dollars; to advance transformation and enhance the combat effectiveness of our military force.

- FTF will work with the BRAC results as the Air Force transforms to face the increasingly complex challenges of the 21st century to ensure units of all components are positioned to transition into new and exciting missions.

- Many units losing a weapon system due to force structure changes or BRAC will not be left without a relevant, meaningful mission.

- In partnership with the AFR, ANG, TAGs and other stakeholders, we will make substantial progress by August 2005 to align potential mission opportunities for ARC units impacted by BRAC.

- Closing and realigning certain bases helps the Air Force consolidate its aircraft and operations into larger squadrons to get the most out of our critical resources.

- These recommendations balance airpower among our active duty, Air Force Reserve and Air National Guard components. The integration of Reserve, Guard and active duty Airmen strengthens our overall warfighting capability.

- Certain realignments in BRAC will help promote this transformation by supporting Air Force missions and Airmen within another Service's base infrastructure.

- Along with the other services, the AF continues to transform into a joint warfighting force.

Approving BRAC Recommendations - Statutory Steps

16 May 05	SECDEF forwards Recommendations to BRAC Commission
08 Sept 05	BRAC Commission recommendations due to President
23 Sept 05	President approves/disapproves Commission recommendations
20 Oct 05	Commission resubmits recommendations (if initially rejected by President)
07 Nov 05	President submits final recommendations to Congress. Once submitted, the plan becomes final within 45 legislative days, unless Congress passes a joint resolution to block the entire package.

DCN: 11899

SUA and AATCA Proposals

BRAC Team Leads,

The following is a list of SUA and AATCA proposals that FAA and its Service Areas are aware of at this time. I might suggest that your teams look these over as they apply to your efforts. A couple jump out at me right away, and may or may not be an issue or related to a BRAC action. However, someone may be "betting on the come"; and that may be something to consider.

The FAA's determination could have an impact upon your Service's mission if any of these proposals are linked to any realignment, closure, or add effort underway. I might suggest that if you find a proposal at one of the listed sites, that a call to the Command is made to check it out. I will be happy to follow up with additional information as needed in any specific case. I will also look these over to the best of my ability to see if I can ascertain any connection.

The FAA will make its determination based on the impact to the National Airspace System (also considering environmental impact matters which are part of the process). The appropriate Service will have to assess internal procedures and how any approval/denial of an action would affect the BRAC process.

Thanks,

Jim Aarnio (FAA) Interagency Team, ext:2929

Establishment NSA (National Security Area) San Diego, CA (may be withdrawn)

Lemoore MOAs. (ATCAAs included but they are not SUA)

Modification R-2601, Ft Carson, Colorado (Army)

Establishment R-2507E, Chocolate Mountains, CA (04-AWP-6)

Modification R-2211 Blair Lakes Restricted Area (05-ANM-05)

Luke AFB MOAs (On hold by region--they need to do a public notice) (03-AWP-4NR)

Establishment P-51, Bangor, WA (Naval Submarine Base) (03- AWA-07)

Establishment RACER/JPG MOAs, SE Indiana, (4 new MOAs associated with Atterbury Range [no new ATCAAs] and 4 new MOAs associated with Jefferson Range/R-3403 [New ATCAAs above proposed JPG C MOA (05-AGL-018-NR).

Modification Restricted Area, R-3404 and add new restricted area, SW Indiana

Modification Restricted Area, R-4202, and possible establish a new restricted area, North Central Lower Michigan, Camp Grayling

Modification Prohibited Area, P-47, Amarillo TX

Establishment Controlled Firing Area (CFA) Fort Custer, MI

Smitty MOA, NM (awaiting completion of EA)

Establishment of Riley MOA, KS (04-ASW-04-NR)

Establishment of Warning Areas W-54A, B, & C, New Orleans, LA. (04 -ASW-05-NR)

Modification Alert Area A-562A, Enid, OK

Warning Area W-453/XXX & Snake MOA, Gulf of Mexico

Modification Hilltop & Twelve Mile MOAs, IN

Modification Restricted Area R-5601F, OK (to support USAF ops at Ft. Sill)

Modification to Smoky, Smoky High, and Bison MOAs, KS (03-ACE-47-NR)

Modification to R-3601A & B, Brookville, KS (04-ACE-32)

Revocation of the Powers MOAs, ND (05-ASW-03-NR)

Correction to Modification of R-5103A/B/C&D, McGregor, NM (04-ASW-11)

Establishment of Coastal MOAs, GA.

Modification R-3007, Townsend Range, GA,

Establishment prohibited area P-50, Kings Bay, GA.

Revocation R-7104, Vieques, PR.

Establishment Core & Gunny MOAs, NC.

Modification R-3002, Fort Benning, GA.

Gamecock & Poinsett MOAs, SC; and Bulldog A MOA, GA. (Part of the "Shaw AFB Airspace Training Initiative") The USAF has not submitted it to the Service Area yet. It is still undergoing USAF processing and environmental work.

DCN: 11899

Small, Kenneth, CIV, WSO-BRAC

From: Branning Phillip Civ AFRC/XPPP [Phillip.Branning@AFRC.AF.MIL]
Sent: Tuesday, June 07, 2005 10:04 PM
To: 'Small, Kenneth, CIV, WSO-BRAC '
Cc: Schonau Harry W Contractor AFRC/XPP
Subject: RE: Official BRAC Commission Request - Cost and Environmental Inf orma tion for Pittsburgh IAP ARS recommended action.

That data should all be available by now, I thought I read where it is available. We don't have the data inputs, they locked the MAJCOMs out of WIDGET. We did not have the info you were looking for anyway. That would have all come out in the COBRA runs that IEB did. If we have anything, I will send you what I can, but can't promise we can break out the WIDGET data.

Craig

-----Original Message-----
From: Small, Kenneth, CIV, WSO-BRAC
To: 'Branning Phillip Civ AFRC/XPPP'
Sent: 6/7/2005 2:34 PM
Subject: RE: Official BRAC Commission Request - Cost and Environmental Inf orma tion for Pittsburgh IAP ARS recommended action.

Craig

Thanks for checking. We will keep digging here. The data call has not been brought out from under the coversheet yet so we are also limited.

Do you have the original data call input for Pittsburgh in a form that you can transmit without restriction, i.e., we can't handle classified or material that is not available for release to the Commission.

On a Commissioner's visit, no update other than the Commission is trying to identify a Commissioner to make the call.

Ken Small

-----Original Message-----
From: Branning Phillip Civ AFRC/XPPP
[mailto:Phillip.Branning@AFRC.AF.MIL]
Sent: Tuesday, June 07, 2005 2:02 PM
To: 'Small, Kenneth, CIV, WSO-BRAC '
Subject: RE: Official BRAC Commission Request - Cost and Environmental Inf orma tion for Pittsburgh IAP ARS recommended action.

Ken,

I hope you are getting answers to your questions. We do not have this info at the MAJCOM and it is something that will have to come from IEB and from the COBRA. Any more thoughts on a commission visit to Mitchell?

Craig

DCN: 11899

-----Original Message-----
From: Small, Kenneth, CIV, WSO-BRAC
To: RSS dd - WSO BRAC Clearinghouse
Cc: Flinn, Michael, CIV, WSO-BRAC; Breitschopf, Justin, CIV, WSO-BRAC; Sillin, Nathaniel, CIV, WSO-BRAC; 'Branning Phillip Civ AFRC/XPPP'
Sent: 6/6/2005 2:47 PM
Subject: Official BRAC Commission Request - Cost and Environmental Informa tion for Pittsburgh IAP ARS recommended action.

Clearinghouse:

The specific payback information relative to closing Pittsburgh IAP ARS is rolled up in the recommendation for realigning Pope Air Force Base.

The BRAC Commission staff requires the following information as quickly as possible:

* One-time costs
* Net savings (cost) during implementation
* Annual recurring savings
* Return on investment year
* Net present value over 20 years

Additionally, there is no information regarding the environmental impact associated with closing Pittsburgh IAP ARS. Logically, one would not expect any detrimental impact associated with the closure of this facility. Please
provide specific information on any environmental issues, (air, water, groundwater, restoration) that are currently being mitigated or issues that will appear with the execution of the OSD recommended action.

The above information is required by the close of business, June 13, 2005.

Ken Small
Air Force Team Leader
BRAC Commission R&A Staf

DCN: 11899

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To: RSS dd - WSO BRAC Clearinghouse
Cc: Flinn, Michael, CIV, WSO-BRAC; Breitschopf, Justin, CIV, WSO-BRAC; Sillin, Nathaniel, CIV, WSO-BRAC; 'Branning Phillip Civ AFRC/XPPP'
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The above information is required by the close of business, June 13, 2005.

Ken Small
Air Force Team Leader
BRAC Commission R&A Staf

DCN: 11899

11 Aug 2005

Inquiry Response

Re: BI-0221 (CT-0890) Pope Data

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

Background: Request a detailed information paper or briefing that summarizes the net effect of the Air Force (and JCSGs) BRAC recommendations on Pope AFB, NC. This product should include at a minimum the most current information on:

Question 1: The personnel impacts at Pope AFB

Answer 1: Net manpower impacts are - 4,912 military and -165 civilians. Manpower changes are reflected in attached update COBRA file.

Question 2: The net aircraft (by type) at Pope AFB

Answer 2: Pope loses all assigned A-10 aircraft (36 PAA)--net zero A-10s. Pope loses all assigned C-130E aircraft (25 PAA) and Fort Bragg/Pope gains C-130H aircraft (16 PAA)--net 16 C-130s.

Question 3: The net military construction requirements at Pope AFB to include before BRAC and Post-BRAC site plans (or both compiled on one sheet). Include any infrastructure improvements required.

Answer 3: The Air Force has no planned MILCON to support its recommendations at Pope AFB. The Army has scheduled MILCON totaling $53 million at Pope AFB; however, during the site survey the Army representatives stated that all planned MILCON will be executed at Fort Bragg proper.

Question 4: Please note any schedule issues related to completion of MILCON and movement of units or equipment.

Answer 4: See answer 3 above. If the Army determines to execute its USA-0222R recommendation (Fort McPherson, GA) at Pope vs. Bragg proper, then the former Pope AFB will gain an additional 2,211 manpower positions.

Approved

THOMAS M. LAFFEY, Lt Col, USAF
Chief, Air Force BRAC -- JCSG Division

Attachment:
As Stated

DCN: 11899

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
Data As Of 8/9/2005 5:02:07 PM, Report Created 8/9/2005 5:03:59 PM

Department : USAF
Scenario File : A:\USAF 0122V3 (316.3) Realign Pope DBCRC Site Survey.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 REDO August 05 Realign Pope
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

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

NPV in 2025($K): -2,787,831
1-Time Cost($K): 290,251

Net Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	12,365	133,750	1,223	0	0	0	147,339	0
Person	0	-79,101	-195,294	-195,294	-195,294	-195,294	-860,275	-195,294
Overhd	-388	-3,432	-7,915	-25,684	-28,105	-28,105	-93,629	-29,242
Moving	0	32,319	1,201	2,241	0	0	35,761	0
Missio	0	0	0	0	0	0	0	0
Other	2,053	54,408	5,180	4,760	7,487	3,213	77,102	3,213
TOTAL	14,030	137,944	-195,604	-213,976	-215,911	-220,185	-693,702	-221,322

	2006	2007	2008	2009	2010	2011	Total
POSITIONS ELIMINATED							
Off	0	214	0	0	0	0	214
Enl	0	1,899	0	0	0	0	1,899
Civ	0	495	0	0	0	0	495
TOT	0	2,608	0	0	0	0	2,608
POSITIONS REALIGNED							
Off	0	511	0	0	0	0	511
Enl	0	3,387	0	0	0	0	3,387
Stu	0	0	0	0	0	0	0
Civ	0	298	0	0	0	0	298
TOT	0	4,196	0	0	0	0	4,196

Summary:

Recommendation:
Realign Pope AFB. The 43d Airlift Wing's C-130E aircraft (25 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. Little Rock will retire C-130E aircraft (27 PAA); recode C-130E aircraft to BAI (8 PAA); and distribute C-130J aircraft to the 143d Airlift Wing (ANG), Quonset State Airport AGS, Rhode Island (1 PAA) and 146th Airlift Wing (ANG), Channel Islands AGS, California (2 PAA). At Little Rock, C-130J aircraft (4 PAA) will transfer from the 314th Airlift Wing (AD) to the 189th Airlift Wing (ANG).
The 23d Fighter Group's A-10 aircraft (36 PAA) at Pope will be distributed to Moody AFB, Georgia.
The Aeromed unit at Pope will remain in place as a tenant to the Army. The AFRC Aerial Port at Pope will remain in place as a tenant to the Army. Additional Air Force elements will remain in place at Fort Bragg as an Army tenant to support Army requirements.
Fort Bragg will host an Air Force Reserve Command C-130 unit (16 PAA) with an active duty association at a 50/50 mix (AFRC/AD). Real property accountability for Pope AFB will be transferred to the Army.

Close Pittsburgh IAP ARS. The 911th Airlift Wing's (AFRC) C-130H aircraft will be distributed to Pope/Ft. Bragg (AFRC) (8 PAA). The flight related ECS at Pittsburgh (Aeromed Squadron) will be moved to Youngstown-Warren Regional APT ARS. The remaining ECS and HQ manpower at Pittsburgh will be moved to Offutt AFB, NE. AFRC Ops and Maintenance manpower will be transferred to Pope/Ft. Bragg, NC.

Realign Yeager Airport AGS. The 130th Airlift Wing's (ANG) C-130H aircraft (8 PAA) will be distributed to Pope/Fort Bragg, NC to form a 16 PAA Reserve and active duty associate unit. The wing's flying-related expeditionary combat support (ECS) manpower will move from Yeager to Eastern West Virginia Regional Airport/Shepherd Field AGS (Aerial Port and Fire Fighters). The remaining wing ECS will remains in place at Yeager.

DCN: 11899

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10)
Data As Of 8/9/2005 5:02:07 PM, Report Created 8/9/2005 5:03:47 PM

Department : USAF
Scenario File : A:\USAF 0122V3 (316.3) Realign Pope DBCRC Site Survey.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 REDO August 05 Realign Pope
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

	Personnel			
Base	Start*	Finish*	Change	%Change
Pope AFB	6,302	0	-6,302	-100%
Little Rock AFB	4,088	5,909	1,821	45%
Moody AFB	4,197	5,443	1,246	30%
Quonset State APT AG	245	257	12	5%
Channel Islands AGS	286	300	14	5%
Offutt AFB	11,177	11,308	131	1%
Pittsburgh IAP ARS	333	11	-322	-97%
Ewvra Sheppard AGS	440	450	10	2%
Youngstown-Warren Re	470	478	8	2%
Randolph AFB	9,286	9,290	4	0%
Vance AFB	1,178	1,182	4	0%
Laughlin AFB	2,220	2,224	4	0%
Columbus AFB	1,711	1,715	4	0%
Yeager APT AGS	246	90	-156	-63%
BASE X (AIR FORCE)	2,940	2,940	0	0%
BRAGG	48,725	49,950	1,225	3%
Sheppard AFB	9,081	9,077	-4	0%
TOTAL	102,925	100,624	-2,301	-2%

	Square Footage				
Base	Start	Finish	Change	%Change	Chg/Per
Pope AFB	1,904,000	0	-1,904,000	-100%	302
Little Rock AFB	3,103,000	3,509,316	406,316	13%	223
Moody AFB	2,033,000	2,140,615	107,615	5%	86
Quonset State APT AG	347,000	347,000	0	0%	0
Channel Islands AGS	342,000	342,000	0	0%	0
Offutt AFB	4,918,000	5,018,720	100,720	2%	769
Pittsburgh IAP ARS	396,000	0	-396,000	-100%	1,230
Ewvra Sheppard AGS	347,000	356,827	9,827	3%	983
Youngstown-Warren Re	555,000	568,090	13,090	2%	1,636
Randolph AFB	3,382,000	3,382,000	0	0%	0
Vance AFB	1,084,000	1,084,000	0	0%	0
Laughlin AFB	1,432,000	1,432,000	0	0%	0
Columbus AFB	1,276,000	1,276,000	0	0%	0
Yeager APT AGS	338,000	172,000	-166,000	-49%	1,064
BASE X (AIR FORCE)	1,947,403	1,947,403	0	0%	0
BRAGG	57,183,000	57,183,000	0	0%	0
Sheppard AFB	5,135,000	5,135,000	0	0%	0
TOTAL	85,722,403	83,893,971	-1,828,432	-2%	795

Department : USAF
Scenario File : A:\USAF 0122V3 (316.3) Realign Pope DBCRC Site Survey.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 REDO August 05 Realign Pope
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	12,365	133,750	1,223	0	0	0	147,339	0
Person	0	51,259	43,172	43,172	43,172	43,172	223,945	43,172
Overhd	5,154	23,301	28,616	24,776	22,355	22,355	126,558	22,355
Moving	0	37,887	1,201	2,241	0	0	41,329	0
Missio	0	0	0	0	0	0	0	0
Other	2,053	54,408	5,180	4,760	7,487	3,213	77,102	3,213
TOTAL	19,573	300,605	79,392	74,949	73,014	68,740	616,274	68,740

Savings in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	130,360	238,465	238,465	238,465	238,465	1,084,221	238,465
Overhd	5,543	26,733	36,531	50,460	50,460	50,460	220,188	51,597
Moving	0	5,568	0	0	0	0	5,568	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	5,543	162,661	274,996	288,926	288,926	288,926	1,309,977	290,062

DCN: 11899

REPORT SYNOPSIS

SITE SURVEY REPORT FOR *BRAC ACTION 16 PAA C-130 ACTIVE ASSOCIATE UNIT AT POPE AIR FORCE BASE*, 6-10 JUNE 2005 BY HEADQUARTERS AIR FORCE RESERVE COMMAND, ROBINS AFB, GA

Introduction: The following is a summary of a site survey conducted by Headquarters Air Force Reserve Command (AFRC) from 6-10 June as a result of the Base Realignment and Closure (BRAC) recommendation to create a 16 Primary Assigned Aircraft (PAA) Air Force Reserve/Active Duty Associate Unit of C-130s at Pope Air Force Base (Pope AFB). A site survey objective was to minimize the Air Force footprint in order to maximize the facility space available for re-use by the Army. The complete report is provided as Attachment 1. The report focuses on the four primary components of Communications, Logistics, Operations, and Civil Engineering.

Communications: The report indicates that to implement the recommended BRAC action, the AFRC will provide network services, wireless network support, and video teleconference services. The Army will provide telephone service, Land Mobile Radio management, Air Traffic control and Landing System (ATCALS), audio visual services and record staging area. The responsibilities for providing radio maintenance and communications security were not determined The AFRC communications unit is not currently manned to support data network maintenance and support. A new Network Control Center may require construction at an estimated cost of $1 million.

Logistics: The active duty Air Force supply unit is assumed to stand down in 2007. At that point the most feasible replacement option would be for the Army to contract the supply operation. Because the bulk of the fuels mission is dedicated to supporting unique contingency and rotational requirements, Air Mobility Command (AMC) would retain active duty manning to support fuels requirements. Existing buildings were appropriate for all transportation needs. The Army would likely handle the transportation mission.

Operations: According to the Site Survey Report, the Army will assume responsibility for Air Traffic Control, Airfield Management and Base Operations, Terminal Instrument Procedures (TERPS), and Air Traffic Control and Landing Systems (ATCALS). The Air Force will retain the airspace management function. The Army will be "*expected to maintain the airfield and continue use as a Class B airport supporting 24/7 world-wide AMC flying operations*" [emphasis added]. The Army is expected to satisfy its responsibilities with approximately 30 active personnel and a minimum of six Department of Defense (DOD) civilians. The Air Force (AMC/AFRC) will retain responsibility to coordinate airspace requirements with the Federal Aviation Administration facilities using one DOD civilian. Installation forecasting and warning services will continue to be provided by the 28th Operational Weather Squadron at Shaw AFB, SC.

Civil Engineering: The existing airfield infrastructure meets the minimum requirements for operation of the Reserve unit with its Active Duty associate. The infrastructure that

will be required for the 16 PAA C-130 Air Force Reserve/Active Duty associate unit includes facilities for:

- Operations
  - Squadron Operations
  - The Aeromedical Squadron
  - Life Support
  - Petroleum, oil, and lubricants (POL)
- Maintenance
  - Hangers
  - Aircraft Maintenance Shops
- Administration/Mission Support
  - Administrative Facilities
  - Mission Support Facilities
- Community Support
  - Lodging
  - Dining Hall

The site survey report assumes that the US Army is responsible for Base Operations Support at Pope Army Airfield and that real property will transferred to the US Army with the exception of those facilities retained solely for the Air Force. Many of these facilities are required only as a result of retaining the 16 PAA C-130 Air Force Reserve/Active Duty associate unit.

Conclusions: It is clear from this report that under the original BRAC recommendation, Pope AFB will be realigned to become Pope Army Airfield. Accordingly, the Army will take over the majority of airfield operations. Key exceptions include airspace management and facilities retained solely for Air Force use.

DCN: 11899

DRAFT

DHS/ANG Aug 11 Hearing Questions
DRAFT

Panel 1 - OSD, NORTHCOM

To OSD: Why have you been reluctant to respond to the Commissioner's questions regarding the requested legality of the Air National Guard recommendations?

To OSD: What is the nature of the relationship between DHS and DoD?

Who supports whom?

Are there letters of understanding or agreement between the two on key issues and concepts? Can these be made part of the official record of this hearing?

To OSD: Do you anticipate a need for an amendment to the Posse Comitatus Act of 1878 which restricts the use of troops in domestic law enforcement to address the role of the active forces in domestic law enforcement matters?

To OSD: The Vietnam War led General Creighton Abrams and Secretary of Defense Melvin Laird to ensure our troops had the backing of the American people in military conflicts by situating the Guard and Reserves in such a way that we would not go to war without public support. The DoD recommendations appear to circumvent this Abram's Doctrine approach. Please explain your consideration of this issue.

To NORTHCOM: We see that Admiral Keating signed a letter indicating that capabilities would still be adequate after BRAC. To what degree did NORTHCOM review the ANG recommendations with respect to the elimination of aircraft at sites like Portland, Houston and Otis? Was it clear to them that other than the (2) alert aircraft at each site, that all the other planes would be gone?

To NORTHCOM: Otis is well situated in its location with the Atlantic Ocean all around. Bradley Field in Hartford, CT is almost 150 miles to the west – away from the ocean, has congested air routes, concerns about supersonic flight overland, and only two jets on alert with none on station

DRAFT

behind them, etc. Are you really comfortable with the Air Force recommendation regarding Otis?

To NORTHCOM: Houston is the fourth largest population area and site of significant petro-chemical and shipping interests. Are you really comfortable with the Air Force recommendation at Ellington ANG base?

To NORTHCOM: In terms of air defense of the Pacific Northwest, are you really comfortable with the AF recommendation at Portland ANG base?

To NORTHCOM: Please tell us how the capabilities offered by the C-130 are of interest to you.

Would you think that a dispersal of these assets or a centralization of them would best suit your needs?

What is in the future for the aerial firefighting mission for the C-130, especially in the West?

In light of the Air National Guard playing a vital role in homeland security, how does the DoD recommendation support the requirement of this act?

To NORTHCOM: In Monday's "Washington Post" cover story it states: "Particular reliance is being placed on the National Guard, which is expanding a network of 22-member civil support teams to all states and forming about a dozen 120-member regional response units. Congress last year also gave the Guard expanded authority under Title 32 of the U.S. Code to perform such homeland missions as securing power plants and other critical facilities."

In light of the Air National Guard playing a vital role in homeland security, how does the DoD recommendation support the requirement of this act?

DRAFT

Panel 2 - USAF, NGB

To Both: Are you still satisfied that the plan submitted by DoD to us on May 13 is optimal in all respects?

To AF: Some have observed that there is a real challenge now with respect to goodwill -to a relationship which historically has been a model between the active air component and the reserve component. How do you intend to mend this relationship?

To AF: You have stated your position that the Code states you are to communicate through the NGB on matters related to the Guard? We have found nothing in law that **prohibits** you from doing so. The Army communicated with the TAGs.

There have been attempts by the TAGs to offer to communicate with you after May 13 – and work together with you to craft an alternate plan. Is it true that you have not talked to the TAGs? Why not?

To AF: We have learned that the aircraft movements detailed in the report could be done programmatically – outside of BRAC. Should this Commission choose to reject many of your ANG proposals, could you not then accomplish your goals in a programmed way?

To AF: We have submitted COBRA requests to break out the ANG NPV 20 year savings – or costs of BRAC. No such reports have yet been received. Roughly, what is the savings – or cost (after deducting personnel savings) to the government for the recommendations affecting the ANG?

To AF: Do you really need BRAC to create an enclave?

To AF: Is your training process prepared for the training requirements generated by these proposals?

To AF: We have concern about the huge impact to our people in uniform and their families – especially support personnel whose planes are moving. What incentives or assistance will drill-status members have if they have to move to follow aircraft transfers?

DRAFT

To AF: When moving firefighters to other locations, did you consider: a) The effect to the local community? b) The full-time job relationship dilemma for part-time firemen?

To AF: The DoD report speaks to aircraft retirements. Are you accelerating the planned retirement dates of certain aircraft? If so, how?

For AF: We saw a recommendation dated sometime last year that airlift assets should be dispersed throughout the country instead of consolidated such as what you propose to do at Little Rock with the C-130s. Especially with respect to Homeland Security, why are you doing this?

To AF: When will the F-22 and JSF be fully deployed? Will ANG units possess these planes?

To AF: We have heard about the "fighter bathtub." The wall to the right seems to be shifting right as many new weapon systems do. Is the wall to the left shifting left with your fighter drawdown plans? Is the bathtub getting bigger?

You have spoken to the risk associated with these recommendations. Is this risk acceptable in the event of a rising threat - knowing that we would not have the luxury of time to produce planes as we did for previous conflicts?

To AF: With respect to enclaves, one Congressman said it appears that "We are setting our infrastructure and then somehow we are trying to make policy out of it." How do you respond?

To AF: The GAO Report of June 2003 said "Better Planning Needed for Future Enclaves." Have you studied that report and what lessons have you incorporated into your current enclave scheme?

To AF: What sort of doctrine do you have to support enclaves?

To AF: Lets say a number of "enclaves" are created – waiting emerging (yet to be determined) missions. What would keep you from taking the next step and taking the personnel positions away at some point in the future should there be no mission and a need for the manpower slots?

DRAFT

To NGB: You have made reference to a "bridge" between where a unit is now and where it is going. Please elaborate.

To NGB: Please describe how you have input in the process of assigning equipment and personnel to Guard units.

To NGB: Why is it important to you to have a flying unit in every state?

To NGB: How will you work with the Governors specifically in helping Guard units transition to new and emerging missions?

To AF: With respect to Associate Units, some have said that this is an opportunity to "raid" ANG assigned planes as the need warrants. We have seen documents stating for example that the Wyoming ANG will have (6) C-130s and the AF will have (6) in an associate unit. How does this work in real life? It seems like the logical thing would be to treat all planes the same for scheduled maintenance and normal use.

What if the AF needed (7) planes to go somewhere for 180 days? That is one less plane for the Governor (or 3 less planes if you consider the unit had 8 before BRAC).

To AF: When the active duty associates with a Guard unit, what personnel skill-sets do you bring?

To AF: This concept called City Basing… Is this the same as an Associate Wing?

We understand that (10) or so junior airmen are participating in an experiment in Burlington, Vermont. Please describe this and tell us why you did not send more active duty people in a cross-section of career fields and grades.

To NGB: What do you think of these Associate Wings and City Basing concepts?

To AF: We have heard the term "Reverse Associate." What does this mean?

To TAGs: What do you think of reverse associate units?

DRAFT

To NGB: What does the future hold for Title 10/Title 32 command relationships, especially with respect to associate units?

Site-specific Questions to AF

To AF: You have said that "optimal squadron sizes" are more efficient. Your plan in some cases ignores military value, citing military judgment to create these "right-sized" units. Yet in some cases, these movements save little money – or in some cases even create a $2.87M NPV 20 year cost (after personnel savings are deducted) such as in the case of the 163rd Air Refueling Wing at March ARB, CA. All four receiver bases had less military value.

Are there really efficiencies to support this kind of action?

To AF: Willow Grove: What happens to assigned personnel at the 111th Fighter Wing at Willow Grove if the installation closes? Do you really propose deactivating that unit?

To AF: Willow Grove: What happens at McGuire with the 108th Air Refueling Wing? When do the tankers retire? Where do the people go?

To AF: Many recent improvements such as a runway extension in Birmingham and a new hanger in Nashville were not part of the 2003 data call. What should the commission do with this new information?

To AF: Ft Smith, AR: Why do you propose moving the Home Station Training Site to Savannah, GA?

To AF: Otis: What will it cost to keep current tenants supported should Otis close?

To AF: Reno: Who will perform the special mission at Reno should the C-130s be removed?

To AF: Springfield-Beckley (F-16 training) - Base officials at Springfield-Beckley claim they can produce a better pilot in fewer days than the other F-16 training bases. Their facilities are outstanding. Why are they slated for realignment?

DRAFT

To AF: New Castle County Air National Guard Base – This base was given no credit for landing zones within 50 or 150 nautical miles from the installation. However, a joint project with the FAA (funded in August 2002 and completed in December 2003) provided for the second of two such landing zones on the airfield itself. There is also a landing zone at Shepherd Air National Guard Base, Martinsburg, WV, 107 nautical miles from New Castle County Air Guard Base. Why was credit not given for these landing zones?

Similarly, ramp construction approved in July 2001 and funded in April 2003 significantly improved the capacity of the infrastructure to include the capability to support C-17 operations. Why was this not factored into the analysis given that project was approved prior to the data collection?

DCN: 11899

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSSION
2521 CLARK STREET
ARLINGTON, VIRGINIA 22202
(703) 699-2950

MEMORAUNDUM OF MEETING

DATE: 5 May 2005

TIME: 1400

MEETING WITH: Supervisor, County of Los Angeles California, 4th District

SUBJECT: Los Angeles Air Force Station, Aerospace Corporation

PARTICIPANTS:

Name/Title/Phone Number:

Don Knabe/ Supervisor, Fourth District, County of Los Angeles/ (213) 974-1042
Rick Velasquez/Assistant Chief Deputy (Staff)/County of LA/ (213) 974-4444
Curt Pedersen/Chief Deputy (Staff)/County of LA/(213) 248-1527 (Cell)
Del Smith/Lobbyist (Smith, Exposito & Lyerly/202 822-8300

Commission Staff:

Charles Battaglia, Executive Director
*Ken small, Air Force Team Chief

MEETING SUMMARY:

After introductions, Mr. Knabe presented the following points:

Los Angeles is the largest city in the United States
L.A. Air Force Base (AFB) generates $70 Billion in economic activity per year mainly through Aerospace Corporation.
Aerospace Corporation holds 350 sub-contracts
Aerospace Corporation is a Federally Chartered Research Corporation
After the last BRAC (1995), L.A. County perceived that they would have to take actions to support L.A. AFB.
County arranged a land swap to improve the quality of life at L.A. AFB.
From a National Security perspective:

Scientists associated with the programs at Aerospace Corporation and subcontractors are not expected to move if the mission or organization moves.

A contributing cause to the Challenger accident was the lack of staff as a result of the move of tasks away from L.A. by NASA.

L.A. County is working in coordination with alliances that include the City of Los Angeles and the State of California.

Mr. Battaglia noted:

Moves would have to interrupt many programs

The actions of the BRAC Commission are spelled out in the laws.

A primary function of the BRAC Commission is to check to see if the Secretary of Defense substantially deviated for the law.

Information from outside sources will be put on the BRAC Commission website

Everything from the DoD will be put on the web site, there will be no classified information.

DoD has to deal with the classification issue in instances where there is information.

The BRAC Commission expects a large list that may number 250 actions.

The long list will cause a large number of visits by Commissioners and staff

In a general discussion:

Mr. Knabe asked about classified information. Mr. Battaglia responded that the Commission is a transparent process and there will be no classified information. Mr. Battaglia went on to note that the Commission can come up with additions but that will be difficult. In 1991 and 1993 there were "adds". Adds this time will take 7 of 9 Commissioners votes to add for discussion which implies that the Commission wishes to consider that the Secretary of Defense substantially deviated from the law. The procedure requires only a simple majority of the Commissioners to concur with the recommendations of the secretary of Defense. Mr. Battaglia noted that the Commission will be open and fair per guidance from the Chairman of the Commission, Mr. Principi.

Mr. Knabe remarked on the Challenger accident investigation report finding. Mr. Knabe said the report cited that the scientists in L.A. did not want to leave during a NASA organization realignment and that the loss of talent by the NASA move contributed to the accident

Ken Small asked that if L.A. County wished to provide any information for use by the BRAC Commission staff, would the County please provide it in hard copy. Mr. Battaglia noted that we would like the information on media also so that it can be directly entered into the database and the web site.

Mr. Battaglia told Mr. Knabe that there will be a schedule set up for meetings with concerned persons and parties with information on actions in California. Mr. Battaglia also noted that Mr. Phil Coyle was a member of the BRAC Commission and was familiar with California.

Mr. Knabe said that the State of California had established a committee that was chaired, in part, by Mr. Norm Panetta.

Meeting was adjourned at 14:31, May 5, 2005.

* Person responsible for this Memorandum

KLS, 5/6/05

May 5/05

DCN: 11899

Del Smith
Don Knake

Charlie

(1) Largest city in US.
(2) Handout, main points
(3) (a) $70 Bil -
  1) Statewide from LA AFS
  2) 350 Kvs
  3) Aerospace Corp.
(3) Received money from USAF after last round to help.
  a) Land swaps for housing
(4) From National Security Aspect
  Did not move scientific satellite launches (41)
(5) Rumors
  1 even foot
  2 Plan no $ and building goal 20 years out issues.
(6) Coordinating with alliances
  LA city
  State of CA.

(1) Article by Senator Dixon
  On technical side
  Would have to interrupt many
(2) Things are spelled out in laws
  ✓ whether Secty has deviated from law.
(3) Data from outside will be put on web site
(4) Will put up every Thing from DoD, No classified
(5) DoD has to deal with classified

2/

Delegation

Charlie –

Law – Charlie – to check to see if the Secretary "substantially deviated"

Worried list – 250 base, realignments, activities on base.

Causes a lot of visits.

Classified

(1) No, unclassified document on DoD to work discussion unclassified.

(2) Commission can come up with additions, will be different.

(3) Add 146 Add 43 36

(4) Add. Take 7/9 commissioners to counter add. Takes 7/9 to say secretary substantially deviated. Simple majority to agree with Sec list.

(5) will be open and fair per Principles

Have 8 members – Hansen, Wanek, Wergel, Sanchez, Hispolitano, Miller, Robaker.

(6) Charlie – worked on Senate Intelligence committee.

(7) If any commissioners have interest, they will have to recuse

Challenge report, committee didn't want to leave, contributed to report.

(8) Etc

K4

(8) Have no info for read. Charlie – put up on a CD. It will go on the web site.

Chris Cox cafe, contact, Rolf Smith

(9) Charlie – glad they kept Intel Committee

Pen – FEMA –

(10) Charlie – There will be [illegible] set up for meetings.

DOJ-[illegible]

3/3 DCN: 11899

Had Cafe on commission

begin Nevada + ? co-chair
State committee on this.

Q. Will provide board officers

Skinner - wanted photo of with Kim
~~to~~ in CA

A. Charlie - Commissioners do not have
to have common commercial ties.

DCN: 11899

FROM: Bob Smith Representing L.A. County CA District 4. 5/5/05 KB

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April 28, 2005

POLITICS AND POLICY

Politics Shift in Closing of Military Bases

Colorado-Los Angeles Feud Underscores the Pentagon's New View on Shuttering Facilities

By ANDY PASZTOR
Staff Reporter of THE WALL STREET JOURNAL
April 28, 2005; Page A4

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EL SEGUNDO, Calif. -- The Air Force Space and Missile Systems Center here illustrates the dramatic changes in the politics of military-base closings.

Shuttering bases has always been contentious, but in the past, the Pentagon has primarily based its decisions on criteria such as the physical layout of a base, age of the buildings, number of runways and projected savings from merging overlapping operations. With traditional belt-tightening options dwindling, however, the focus is shifting to places like the Air Force base here, where a potential brain drain is at stake.

Except for the name and the uniformed guards at the gate, the Los Angeles Air Force Base looks like a high-tech corporate campus nestled near the Los Angeles International Airport. The base, best known for the missile-systems center, is home to roughly 8,000 engineers and scientists, many working for Aerospace Corp., a federally funded research and advisory firm located nearby. They oversee more than $6 billion a year in federal spending to design and buy satellites, rockets and other cutting-edge space projects, which represent the fastest-growing slice of the Air Force budget. Relying on a partnership of uniformed, civilian and contractor employees, the center also has made strides to overcome technical problems and multibillion-dollar cost overruns that plagued high-profile space programs a few years ago.

Defense Secretary Donald Rumsfeld is considering closing the base and shifting its work to Colorado Springs, Colo. -- the Air Force's headquarters for space operations. Community leaders there have spent years preparing for precisely such an opportunity, and they enjoy the support of many Pentagon decision makers. The Pentagon would save tens of millions of dollars a year by closing the base, though that would frustrate the goals of a pioneering 2001 land-swap with Los Angeles-area communities. The Pentagon has pegged the cost of moving the missile center and a large chunk of Aerospace Corp. at more than $750 million.

Opponents of the move say the traditional cost-benefit calculus of consolidating facilities isn't relevant in this case. They say relocation would disrupt vital national-security initiatives, dislocate a highly trained Southern California work force and prompt a hemorrhage of intellectual capital, leaving the Air Force struggling for decades to recover.

As Pentagon brass, state officials and members of Congress marshal forces on both sides, behind-the scenes maneuvering also highlights the broader challenge of retaining experienced employees, particularly in light of the aerospace industry's aging work force. For instance, **Boeing** Co.'s difficulty in this area was partly responsible for safety lapses that led to the 2003 space-shuttle explosion. Likewise, when Aerospace Corp. moved many of its offices to northern Virginia in the mid-1990s, it lost about two-thirds of its employees.

Other bases around the country face similar budget pressures. In Massachusetts, Hanscom Air Force Base and Mitre Corp., its federally funded research partner, have proposed cost-saving steps to fend off critics. In two weeks, dozens of local officials and industry representatives from Huntsville, Ala., are scheduled to lobby lawmakers on behalf of their facilities.

Pentagon officials have gone to great lengths to keep their deliberations secret so far, though the Southern California base is widely considered a strong candidate to be closed. Gen. Brian Arnold, who is retiring next month as its commander, abandoned his usual no-comment mode this week to make the case against closing.

Since SMC, as the missile center is known, is located near the offices of leading contractors, Gen. Arnold says, "it does provide a unique argument" about the benefits of Air Force managers "interacting almost every day, face to face," with their corporate counterparts. "You can't grow that kind of experience instantly," he adds, and "a move to a new location could be disruptive."

California Gov. Arnold Schwarzenegger, the state's congressional delegation and former senior Air Force acquisition officials have joined the fray, arguing that the economic ripples from SMC contracts create thousands of jobs across the state. In addition, they say Southern California's wealth of engineering talent, combined with its network of research universities and laboratories, can't be easily replicated.

"It has taken a long time to build that organization," says Bernard Randolph, a retired general who once ran the Air Force's weapons-buying arm from Andrews Air Force Base in Maryland. "It doesn't make sense to go back to ground zero" by pulling up roots.

The fight will come to a head by the middle of next month, with Mr. Rumsfeld submitting his base-closing recommendations to a nine-member commission created by Congress. The panel can add or delete bases targeted to be closed, but Congress and President Bush must either reject or accept the list without further changes.

The Pentagon says the four earlier rounds of base closing -- from the late 1980s through 1995 -- saved a total of $17 billion through 2001, with recurring savings in the billions of dollars annually since then. The Los Angeles base was in the cross hairs of budget cutters that time as well, but it was spared largely due to the cost of relocating Aerospace Corp. Now a new cast of characters, including the four-star general who runs Air Force Space Command and an array of civic and educational leaders in Colorado Springs, is making an aggressive drive to snare the prize. Gen. Daniel Leaf, the Colorado command's second-highest ranking officer, declined to comment.

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Some experts predict more than 70% of SMC's civilian workers likely would opt to remain in Southern California, where aerospace contractors are in a hiring boom. If Colorado prevails, relocation proponents say the new functions would mesh well with Peterson Air Force Base, the nearby Air Force Academy and the region's strong military flavor.

In 2000, Ronald Sega, then dean of engineering at the University of Colorado's campus in Colorado Springs, served on a committee to attract more space-related businesses and research to the area. Today, as head of defense research and engineering for Mr. Rumsfeld, he heads one of the internal panels reviewing base-closing options. SMC's champions informally have challenged Mr. Sega's participation in the process, on the grounds that he lacks impartiality. A spokesman for Mr. Sega said he declined to comment, adding that final decisions will be made at a higher level.

Write to Andy Pasztor at andy.pasztor@wsj.com[1]

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REVIEW AND ANALYSIS

Director	Frank Cirillo	625-32	2903
	Nathaniel Sillin	625-24A	2927
Deputy Director	Bob Cook	625-24	2902
Army Team	Gary Dinsick	625-08	2918
	Dean Rhody	625-10	2919
	Don Manuel	625-07	2900
	Wes Hood	625-10A	2939
	Kevin Felix	625-14A	2936
	Liz Bieri	625-12A	2938
	Mike Avenick	625-07	2900
	Aaron Butler	625-8A	2942
Navy/Marine Corps Team	Jim Hanna	625-06	2917
	Hal Tickle	625-04	2916
	Bill Fetzer	625-02	2915
	Brian MacDaniel	625-4C	2945
	C.W. Furlow	625-4B	2946
	Dave Epstein	625-4A	2947
	Joe Barrett	625-6A	2943
	Mike Kessler	625-6B	2944
Air Force Team	Ken Small	625-16	2922
	David Combs	625-20A	2933
	Craig Hall	625-16A	2937
	Mike Flinn	625-20B	2932
	Tim MacGregor	625-14	2921
	Art Beauchamp	625-18B	2934
	Tanya Cruz	625-12	2920
	Justin Breitschopf	625-18A	2935

Interagency Team	Bob Cook	625-24	2902
	Marilyn Wasleski	625-22	2925
	Tyler Oborn *(COBRA)*	625-30A	
	Duke Tran *(Economics)*	625-20	2924
	(EPA)	625-22B	2930
	Jim Aarnio *(FAA)*	625-24B	2929
	Phillip Plack *(Cartography)*	625-18	2923
	Karl Gingrich	625-30A	2928
	Ethan Saxon	625-22A	2926
Joint Cross-Service Team	Dave Van Saun	625-23	2908
	Kathleen Robertson *(T&E or Depot)*	625-21	2909
	Lesia Mandzia	625-15	2913
	Jim Durso	625-19	2911
	Les Farrington	625-13A	2914
	Colleen Turner	625-25	2907
	Syd Carroll	600-25	2959
	Carol Schmidt		
	Tim Abrell	625-14B	2941
	Brad McRee		
	Valerie Mills		
	Tom Pantelides	600-23	2961
	George Delgado	625-17A	2912
	Ashley Buzzell		2931
	Ryan Dean		2940

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Hon Hardy
Gen Nick Johnston

• Tough question -
2 issues -
1. Once recommendations are out of OSD, we support.
See DoF also
Of all the Tanker bases we have, all were established for specific reasons. Hundreds of people don't want

Of all tanker bases, it has absolutely no flight restrictions. Unimpeded to tanker orbits.
Can go N, S, E, W, tracks. Major swing base.

As an industrial complex, good. Some navy work coming
Quality of life is excellent.

2 In the decision of the future of the AF. The KC-767 was going to Grand Forks. Would like to have AF. stay around.

Cut down on infrastructure by consolidate, contract out lift. For the great ~~extent~~ extent. Lose Northern presence.

Doesn't think Eielson as a main base

F-16 BASES (ANG)

MCI	Base	Wing	Curr Acft	DOD #	BRAC #
66.4	Kirtland AFB, NM	150 FW	F-16	18	18
64.8	Andrews AFB, MD	113 WG	F-16	24	18
55.8	Kelly Field (Lackland), TX	149 FW	F-16	24	18
55.7	McEntire, SC	169 FW	F-16	24	24
55.3	Richmond, VA	192 FW	F-16	0	0
50.7	Dannelly Field, AL	187 FW	F-16	18	18
50.2	Atlantic City, NJ	177 FW	F-16	0	18
49.8	Buckley, CO	140 WG	F-16	18	18
49.5	Tucson, AZ	162 FW	F-16	61	61
48.1	Selfridge, MI	127 WG	F-16	0	0
45.4	Ellington, TX	147 FW	F-16	0	0
43.1	Fresno, CA	144 FW	F-16	24	18
42	Hancock IAP, NY	174 FW	F-16	0	0
40.8	Burlington, VT	158 FW	F-16	18	18
38.6	Ft Smith, AR	188 FW	F-16	0	0
38.6	Joe Foss Field, SD	114 FW	F-16	18	18
38.4	Tulsa, OK	138 FW	F-16	24	21
38.2	Capital (Springfield), IL	183 FW	F-16	0	0
37.8	Great Falls, MT	120 FW	F-16	0	0
37.4	Hulman, IN	181 FW	F-16	0	0
37.2	Truax Field, WI	115 FW	F-16	18	18
36.8	Toledo, OH	180 FW	F-16	24	18
36.1	Hector IAP, ND	119 FW	F-16	0	0
35.4	Springfield-Beckley, OH	178 FW	F-16	0	0
34.5	Ft Wayne, IN	122 FW	F-16	24	18
32.6	Duluth, MN	148 FW	F-16	0	15
32.4	Des Moines, IA	132 FW	F-16	18	18
	TOTAL				355

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F-16 BASES (AFRES)

MCI	Base	Curr Acft	DOD#	BRAC #
69.1	Luke, AZ	F-16	0	0
68.0	Hill, UT	F-16	0	0
59.2	Homestead, FL	F-16	24	24
51.0	Carswell/ Ft. Worth, TX	F-16	24	24

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Installation/FFID	CTC Delta from FY02*	RAB	BRAC Year	NPL/Proposed NPL

Michigan

AIR FORCE - K.I. SAWYER AFB / MI557002476000 / C-REG — BRAC 1993

			Phase	Completed	Under Way	Future	Schedule Impact in FY03**	Cost Incurred Thru FY03 ($000)	FY03 Funds Obligated ($000)	FY04 Execution Planned ($000)	FY05 Planning Estimate ($000)
				Sites (Actions)							
Sites with Response Complete		17	Investigation	27	0	0		$13,727	$0	$0	$0
Sites in Progress -Relative Risk Category	High	0	Interim Actions	7(11)	0(0)			$9,095	$0	$0	$0
	Medium	0	Design	0	0	0		$5,807	$0	$0	$0
	Low	0	RA-C	0	1	0		$15,127	$0	$608	$0
	Not Evaluated	1	RA-O (LTO)	0	9	1		$8,202	$509	$1,146	$1,587
	Not Required	9	LTM	0	2	10		$960	$190	$43	$58
Total Number of Sites		27					Total	$52,918	$699	$1,797	$1,645

Estimated Costs By Fiscal Year ($000)	
FY06	$1,314
FY07	$1,348
FY08	$1,569
FY09	$1,275
IRP FY04-2051***	$25,709
MMRP FY04-comp	$0
Total FY04-comp	$25,709

Progress in FY03
Refer to page A-115

Progress Planned for FY04-FY05
Refer to page A-115

AIR FORCE - SELFRIDGE AIR GUARD BASE / MI557282426200 / C-REG

			Phase	Completed	Under Way	Future	Schedule Impact in FY03**	Cost Incurred Thru FY03 ($000)	FY03 Funds Obligated ($000)	FY04 Execution Planned ($000)	FY05 Planning Estimate ($000)
				Sites (Actions)							
Sites with Response Complete		21	Investigation	25	12	0	REG	$3,269	$544	$0	$0
Sites in Progress -Relative Risk Category	High	1	Interim Actions	4(4)	0(0)			$3,516	$0	$0	$0
	Medium	4	Design	0	0	13		$357	$0	$0	$110
	Low	11	RA-C	0	1	13	CONT	$1,178	$8	$0	$1,795
	Not Evaluated	0	RA-O (LTO)	0	1	10		$0	$0	$134	$87
	Not Required	0	LTM	14	6	17		$0	$0	$43	$74
Total Number of Sites		37					Total	$8,320	$552	$177	$2,066

Estimated Costs By Fiscal Year ($000)	
FY06	$8,711
FY07	$10,851
FY08	$5,364
FY09	$440
IRP FY04-2033***	$31,598
MMRP FY04-comp	$4,907
Total FY04-comp	$36,505

Progress in FY03
Submitted NFA DDs for 20 sites and FS for 13 sites. Completed SI at Site 37. Completed FFS at Site 2. Continued cleanup at Sites 1,14&16.

Progress Planned for FY04-FY05
Continue cleanup at Sites 1&16. Complete PP/ROD and initiate RAC at Site 2. Perform PCO at previous NFA sites (3-6,9-15,18,19,29-32,34-36). Conduct RI/FS at Site 37.

← $36.5 M

AIR FORCE - WURTSMITH AFB / MI557002427800 — BRAC 1991 — *Proposed NPL*

			Phase	Completed	Under Way	Future	Schedule Impact in FY03**	Cost Incurred Thru FY03 ($000)	FY03 Funds Obligated ($000)	FY04 Execution Planned ($000)	FY05 Planning Estimate ($000)
				Sites (Actions)							
Sites with Response Complete		36	Investigation	57	4	0		$16,508	$0	$0	$0
Sites in Progress -Relative Risk Category	High	0	Interim Actions	17(26)	2(2)			$3,201	$0	$0	$0
	Medium	3	Design	4	2	1		$6,143	$0	$0	$0
	Low	1	RA-C	3	3	3		$12,757	$0	$151	$0
	Not Evaluated	5	RA-O (LTO)	0	16	6		$9,685	$1,551	$1,403	$1,255
	Not Required	16	LTM	0	0	23		$407	$73	$95	$7
Total Number of Sites		61					Total	$48,701	$1,624	$1,649	$1,262

Estimated Costs By Fiscal Year ($000)	
FY06	$1,364
FY07	$1,557
FY08	$1,036
FY09	$1,026
IRP FY04-2032***	$30,683
MMRP FY04-comp	$0
Total FY04-comp	$30,683

Progress in FY03
Refer to page A-221

Progress Planned for FY04-FY05
Refer to page A-221

FORMERLY USED DEFENSE SITES - CAMP CLAYBANK AAA FIRING RANGE / MI59799F729300 / C-EST

			Phase	Completed	Under Way	Future	Schedule Impact in FY03**	Cost Incurred Thru FY03 ($000)	FY03 Funds Obligated ($000)	FY04 Execution Planned ($000)	FY05 Planning Estimate ($000)
				Sites (Actions)							
Sites with Response Complete		0	Investigation	1	2	0		$174	$0	$25	$0
Sites in Progress -Relative Risk Category	High	0	Interim Actions	0(0)	0(0)			$0	$0	$0	$0
	Medium	0	Design	0	0	2		$0	$0	$0	$0
	Low	2	RA-C	0	0	3		$0	$0	$0	$0
	Not Evaluated	1	RA-O (LTO)	0	0	0		$0	$0	$0	$0
	Not Required	0	LTM	0	0	2		$0	$0	$0	$0
Total Number of Sites		3					Total	$174	$0	$25	$0

Estimated Costs By Fiscal Year ($000)	
FY06	$0
FY07	$0
FY08	$0
FY09	$0
IRP FY04-2039***	$8,929
MMRP FY04-comp	$10,709
Total FY04-comp	$19,638

Progress in FY03
No significant actions taken due to lack of funding.

Progress Planned for FY04-FY05
Complete site investiagtion to determine if metals contamination exists. Update preliminary assessment.

*CTC Delta Reason: C-TECH-Technical Issues, C-REG-Regulatory Issues, C-EST-Estimating Criteria
**Schedule Impact Reason: TECH-Technical, CONT-Contracting, PERS-Personnel, REG-Regulatory, FUND-Funding
***Response Complete fiscal year

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ANG C-130

Location	Type	type	Current PAA	DoD Rec.	BRAC Comm #	ANG in State
Boise, ID	124 WG	C-130H	4		0	Yes
Channel Islands, CA	146 AW	C-130J	8	12	8	Yes
Cheyenne, WY	153 AW	C-130H	8	12	6	Yes
Douglas IAP (Charlotte)	145 AW	C-130H	8	12	10	Yes
Ft Worth, TX	136 AW	C-130H	8	12	8	Yes
Gabreski, NY	106 RQW	***HC-130***	***4***	4	4	Yes
Harrisburg, PA	193 SOW	***EC-130***	***6***	6	6	Yes
Kulis AK	176 WG	C-130H HC-130	11		11	Yes
Little Rock, AR	189 AW	C-130H/J	8	18	9	Yes
Louisville, KY	123 AW	C-130H	8	12	8	Yes
Luis Munoz (Puerto Rico)	156 AW	C-130E	8	0	0	Yes
Mansfield, OH	179 AW	C-130H	8		0	Yes
Martin State (Baltimore), MD	175 WG	C-130J	8		0	Yes
Minneapolis, MN	133 AW	C-130	8	8	8	Yes
Moffett, CA	129 RQW	***MC-130***	***4***	4	4	Yes
Nashville, TN	118 AW	C-130H	8		0	Yes
New Castle, DE	166 AW	C-130H	8		8	Yes
Peoria, IL	182 AW	C-130H	8	12	8	Yes
Quonset, RI	143 AW	C-130J	8	11	8	Yes
Reno, NV	152 AW	C-130H	8		8	Yes
Rosecrans (St Jo), MO	139 AW	C-130H	8	12	10	Yes
Savannah, GA	165 AW	C-130H	8	12	8	Yes
Schenectady, NY	109 AW	(L)C-130H	10		10	Yes
Selfridge, MI	127 WG	C-130E	8	0	0	Yes
Will Rogers (Ok City), OK	137 AW	C-130H	8		[illegible]	Yes
Yeager (Charleston) WV	130 AW	C-130H	8		8	Yes

KLS, 8/23/05

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ANG A-10

Location	Type	type	Current PAA	DoD Rec.	BRAC Comm #	ANG in State
Barnes, MA	104 FW	A-10	15	24	0	
Boise, ID	124 WG	A-10	15	18	18	
Bradley, CT	103 FW	A-10	15		0	
Ft Smith, AR	188 FW	F-16	0	0	18	
Kellogg, MI	110 FW	A-10	15		0	
Martin State (Baltimore), MD	175 WG	A-10	15	18	18	
Selfridge ANGB, MI	127 WG	F-16	0	18	24	
Willow Grove, PA	111 FW	A-10	15		0	
					78	

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ANG KC-135

Location	Type	type	Current PAA	DoD Rec.	BRAC Comm #	ANG in State
Bangor, ME	101 ARW	KC-135E	8	12	10	Yes
Birmingham, AL	117 ARW	KC-135	8		8	Yes
Eielson AFB, AK	168 ARW	KC-135	8	8	8	Yes
Fairchild AFB, WA	141 ARW	KC-135	8		0	Yes
Forbes, KS	190 ARW	KC-135E	8	12	12	Yes
Gen Mitchell Field, WI	128 ARW	KC-135	9	12	12	Yes
Hickam, HI	154 WG	KC-135	8	12	12	Yes
Key Field, MS	186 ARW	KC-135	9		0	Yes
Lincoln, NE	155 ARW	KC-135	8	8	8	Yes
March ARB, CA	163 ARW	KC-135	9		0	Yes
McConnell AFB, KS	184 ARW	KC-135	9		0	Yes
McGhee-Tyson, TN	134 ARW	KC-135E	8	12	12	Yes
McGuire AFB, NJ	108 ARW	KC-135E	16		8	Yes
Niagara Falls, NY	107 ARW	KC-135	8		0	Yes
Pease ANGB, NH	157 ARW	KC-135	9	12		Yes
Phoenix Sky Harbor, AZ	161 ARW	KC-135	8	10		Yes
Pittsburgh ANGS, PA	171 ARW	KC-135	16	16	16	Yes
Rickenbacker ANGB, OH	121 ARW	KC-135	18	18	18	Yes
Salt Lake City, UT	151 ARW	KC-135	8	8	8	Yes
Scott AFB, IL	126 ARW	KC-135E	8	12		Yes
Selfridge, MI	127 WG	KC-135	0	12		Yes
Sioux City, IA	185 ARW	KC-135E	8	8	8	Yes

KLS, 8/23/05

ANG F-16

Location	Type	type	Current PAA	DoD Rec.	BRAC Comm #	ANG in State
Andrews AFB, MD	113 WG	F-16	15	24		Yes
Atlantic City, NJ	177 FW	F-16	15		18	Yes
Buckley, CO	140 WG	F-16	15	18	18	Yes
Burlington, VT	158 FW	F-16	15	18	18	Yes
Capital (Springfield), IL	183 FW	F-16	15		0	Yes
Dannelly Field, AL	187 FW	F-16	15	18	18	Yes
Des Moines, IA	132 FW	F-16	15	18	18	Yes
Duluth, MN	148 FW	F-16	15		15	Yes
Ellington, TX	147 FW	F-16	15		0	Yes
Fresno, CA	144 FW	F-16	15	24		Yes
Ft Wayne, IN	122 FW	F-16	15	24		Yes
Hancock IAP, NY	174 FW	F-16	15		0	Yes
Hector IAP, ND	119 FW	F-16	15		0	Yes
Hulman, IN	181 FW	F-16	15		0	Yes
Joe Foss Field, SD	114 FW	F-16	15	18	18	Yes
Kelly Field, TX	149 FW	F-16	18	24		Yes
Kirtland AFB, NM	150 FW	F-16	15	18	18	Yes
McEntire, SC	169 FW	F-16	15	24	24	Yes
Richmond, VA	192 FW	F-16	15		0	Yes
Selfridge, MI	127 WG	F-16	15		0	Yes
Springfield-Beckley, OH	178 FW	F-16	18		0	Yes
Toledo, OH	180 FW	F-16	15	24		Yes
Truax Field, WI	115 FW	F-16	15	18	18	Yes
Tucson, AZ	162 FW	F-16	61	61	61	Yes
Tulsa, OK	138 FW	F-16	15	24		Yes

ANG F-15

Location	Type	type	Current PAA	DoD Rec.	BRAC Comm #	ANG in State
Atlantic City, NJ (2)	177 FW	F-15	0		0	Yes
Barnes Apt, MA (1)	104 FW	F-15	15			Yes
Great Falls, MT(3)	120 FW	F-15	0	0	15	Yes
Hickam, HI	154 WG	F-15	15	15	15	Yes
Jacksonville, FL	125 FW	F-15	15	24	18	Yes
Klamath Falls, OR	173 FW	F-15	18	24	18	Yes
Lambert (St Louis) MO	131 FW	F-15	15			Yes
New Orleans, LA	159 FW	F-15	15	24	18	Yes
Otis, MA	102 FW	F-15	15			Yes
Portland, OR	142 FW	F-15	15			Yes

(1) Converts from A-10
(2) Converts to F-16
(3) Converts from F-16

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8/

MCI	Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	STATE?	STAFF #	ACTION
66.4	Kirtland AFB, NM	150 FW	F-16	15	18	MORE ACFT	YES	18	MORE ACFT
64.8	Andrews AFB, MD	113 WG	F-16	15	24	MORE ACFT	YES	18	MORE ACFT
55.8	Kelly Field, TX	149 FW	F-16	18	24	MORE ACFT	YES	18	SAME # ACFT
55.7	McEntire, SC	169 FW	F-16	15	24	MORE ACFT	YES	24	MORE ACFT
55.3	Richmond, VA	192 FW	F-16	15			YES		
50.7	Dannelly Field, AL	187 FW	F-16	15	18	MORE ACFT	YES		
50.2	Atlantic City, NJ	177 FW	F-16	15	0	CONVERT TO F-15	YES		GO GREEN
49.8	Buckley, CO	140 WG	F-16	15	18	MORE ACFT	YES	18	MORE ACFT
49.5	Tucson, AZ	162 FW	F-16	61	61	NO BRAC IMPACT	YES	61	NO BRAC IMPACT
48.1	Selfridge, MI	127 WG	F-16	15	0	CONVERT to A-10S	YES	15	ALOS
45.4	Ellington, TX	147 FW	F-16	15			YES	18	~~SAME # ACFT~~
43.1	Fresno, CA	144 FW	F-16	15	24	MORE ACFT	YES	18	MORE ACFT
42	Hancock IAP, NY	174 FW	F-16	15			YES	18	MORE ACFT
40.8	Burlington, VT	158 FW	F-16	15	18	MORE ACFT	YES		
38.6	Ft Smith, AR	188 FW	F-16	15			YES	18	MORE ACFT
38.6	Joe Foss Field, SD	114 FW	F-16	15	18	MORE ACFT	YES		
38.4	Tulsa, OK	138 FW	F-16	15	24	MORE ACFT	YES	18	MORE ACFT
38.2	Capital (Springfield), IL	183 FW	F-16	15			YES	24	MORE ACFT
37.8	Great Falls, MT	120 FW	F-16	15			YES		
37.4	Hulman, IN	181 FW	F-16	15			NO	0/K	~~CONVERT TO F-15~~
37.2	Truax Field, WI	115 FW	F-16	15	18	MORE ACFT	YES		
36.8	Toledo, OH	180 FW	F-16	15	24	MORE ACFT	YES	18	MORE ACFT
36.1	Hector IAP, ND	119 FW	F-16	15			YES	18	MORE ACFT
35.4	Springfield-Beckley, OH	178 FW	F-16	18			NO		
34.5	Ft Wayne, IN	122 FW	F-16	15	24	MORE ACFT	YES		
32.6	Duluth, MN	148 FW	F-16	15			YES	18	MORE ACFT
32.4	Des Moines, IA	132 FW	F-16	15	18	MORE ACFT	YES	15	SAME # ACFT
							YES	18	MORE ACFT

MCI	Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	STATE?	STAFF #	ACTION
61.8	Jacksonville, FL	125 FW	F-15	15	24	MORE ACFT	YES	21	MORE ACFT
53.5	Hickam, HI	154 WG	F-15	15	15	NO BRAC IMPACT	YES	15	NO BRAC IMPACT
50.2	Atlantic City, NJ	177 FW	F-16	0	24	CONVERT FROM F-16	YES	24	CONVERT FROM F-16
49.8	Klamath Falls, OR	173 FW	F-15	18	24	MORE ACFT	YES	18	SAME # ACFT
46.0	Portland, OR	142 FW	F-15	15			YES	15	SAME # ACFT
45.5	New Orleans, LA	159 FW	F-15	15	24	MORE ACFT	YES	18	MORE ACFT
42.8	Otis, MA	102 FW	F-15	15			YES		
37.8	~~Great Falls, MT~~	~~120 FW~~	~~F-16~~	~~0~~	~~0~~	~~NO RECOMMENDATIO~~	~~NO~~	~~0~~	~~NO RECOMMENDATION~~
35.9	Lambert (St Louis) MO	131 FW	F-15	15			YES		

MCI	Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	STATE?	STAFF #	ACTION
~~42.1~~	~~Ft Smith, AR~~	~~188 FW~~	~~F-16~~	~~0~~	~~0~~	~~NO RECOMMENDATIO~~	~~YES~~	~~0~~	~~CONVERT FROM F-16 TO T-38~~
~~42.1~~	~~Selfridge ANGB, MI~~	~~127 WG~~	~~F-16~~	~~0~~	~~18~~	~~CONVERT FROM F-16~~	~~YES~~	~~0/K~~	~~NO RECOMMENDATION~~
41.4	Boise, ID	124 WG	A-10	15	18	MORE ACFT	YES	18	MORE ACFT
39.4	Martin State (Baltimore), MD	175 WG	A-10	15	18	MORE ACFT	YES	19	MORE ACFT
37.7	Willow Grove, PA	111 FW	A-10	15			YES		
35.5	Barnes, MA	104 FW	A-10	15	24	MORE ACFT	YES	24	MORE ACFT
35.4	Bradley, CT	103 FW	A-10	15			NO		
30.5	Kellogg, MI	110 FW	A-10	15			YES	48	~~A MORE ACFT~~

T-38/COBRA

Closure

A-10 TO SELF

F-16 TO MT

DCN: 11899

ANG BASES SORT BY MCI

MCI	Base	Wing	Curr Acft	# Acft Now	DOD BRAC #	ACTION	Acft in state?	BRAC STAFF RECC	ACTION
77.7	McConnell AFB, KS	184 ARW	KC-135	9			YES		
77.4	March ARB, CA	163 ARW	KC-135	9			YES		
77.1	Fairchild AFB, WA	141 ARW	KC-135	8			NO	[redacted]	[redacted]
71.8	Salt Lake City, UT	151 ARW	KC-135	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT
66.1	Forbes, KS	190 ARW	KC-135E	8	12	MORE ACFT	YES	12	4 MORE ACFT
65.3	Phoenix Sky Harbor, AZ	161 ARW	KC-135	8	10	MORE ACFT	YES	8	SAME # ACFT
65.1	Scott AFB, IL	126 ARW	KC-135E	8	12	MORE ACFT	YES	8	SAME # ACFT
61.8	Lincoln, NE	155 ARW	KC-135	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT
61.4	Rickenbacker ANGB, OH	121 ARW	KC-135	18	18	NO BRAC IMPACT	YES	18	NO BRAC IMPACT
58.2	Selfridge, MI	127 WG	KC-135	0	12	MORE ACFT	YES	8	CONVERT FROM C-130
58	Eielson AFB, AK	168 ARW	KC-135	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT
57.6	McGuire AFB, NJ	108 ARW	KC-135E	16			YES		
57.3	Birmingham, AL	117 ARW	KC-135	8			YES	8	SAME # ACFT
56.4	Sioux City, IA	185 ARW	KC-135E	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT
55.3	McGhee-Tyson, TN	134 ARW	KC-135E	8	12	MORE ACFT	YES	12	4 MORE ACFT
54.4	Pittsburgh ANGS, PA	171 ARW	KC-135	16	16	NO BRAC IMPACT	YES	16	NO BRAC IMPACT
54	Gen Mitchell Field, WI	128 ARW	KC-135	9	12	MORE ACFT	YES	12	3 MORE ACFT
53.9	Hickam, HI	154 WG	KC-135	8	12	MORE ACFT	YES	12	4 MORE ACFT
52.8	Key Field, MS	186 ARW	KC-135	9			YES		
50.6	Pease ANGB, NH	157 ARW	KC-135	9	12	MORE ACFT	YES		
44.6	Niagara Falls, NY	107 ARW	KC-135	8			YES		
42.7	Bangor, ME	101 ARW	KC-135E	8	12	MORE ACFT	YES	10	2 MORE ACFT

MCI	Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	STATE?	STAFF #	ACTION
63.2	Little Rock, AR	189 AW	C-130H/J	8	18	MORE ACFT	YES	8	SAME # ACFT
56.3	Douglas IAP (Charlotte)	145 AW	C-130H	8	12	MORE ACFT	YES	8	SAME # ACFT
50.6	Ft Worth, TX	136 AW	C-130H	8	12	MORE ACFT	YES	8	SAME # ACFT
47.8	Will Rogers (Ok City), OK	137 AW	C-130H	8			YES		
47.3	Boise, ID	124 WG	C-130H	4			YES		
47.3	Selfridge, MI	127 WG	C-130E	8	0	CONVERT TO KC-135	YES	0	~~NO BRAC IMPACT~~
45.1	Savannah, GA	165 AW	C-130H	8	12	MORE ACFT	YES	8	SAME # ACFT
44.7	Louisville, KY	123 AW	C-130H	8	12	MORE ACFT	YES	8	SAME # ACFT
42.9	Harrisburg, PA	193 SOW	*EC-130*	*6*	6	NO BRAC IMPACT	YES	6	NO BRAC IMPACT
41.9	Channel Islands, CA	146 AW	C-130J	8	12	MORE ACFT	YES	8	SAME # ACFT
41.5	Minneapolis, MN	133 AW	C-130	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT
40.5	Reno, NV	152 AW	C-130H	8			NO	8	SAME # ACFT
39.8	Nashville, TN	118 AW	C-130H	8			YES	8	SAME # ACFT
38.9	Kulis AK	176 WG	C-130H HC-130	11			YES	11	SAME # ACFT
38.2	Rosecrans (St Jo), MO	139 AW	C-130H	8	12	MORE ACFT	YES	8	SAME # ACFT
37.7	Schenectady, NY	109 AW	(L)C-130H	10			YES	10	LESS ACFT
37.6	Cheyenne, WY	153 AW	C-130H	8	12	MORE ACFT	YES	8	SAME # ACFT
37.3	Mansfield, OH	179 AW	C-130H	8			YES		
37	New Castle, DE	166 AW	C-130H	8			NO	8	SAME # ACFT
36.8	Luis Munoz (Puerto Rico)	156 AW	C-130E	8	0	NO BRAC IMPACT	YES	8	NO BRAC IMPACT
35.3	Quonset, RI	143 AW	C-130J	8	11	MORE ACFT	YES	8	SAME # ACFT
34.6	Peoria, IL	182 AW	C-130H	8	12	MORE ACFT	YES	8	SAME # ACFT
33.1	Moffett, CA	129 RQW	*MC-130*	*4*	4	NO BRAC IMPACT	YES	4	NO BRAC IMPACT
31.9	Yeager (Charleston) WV	130 AW	C-130H	8			YES		
30.4	Martin State (Baltimore), MD	175 WG	C-130J	8			YES	8	SAME # ACFT
30.2	Gabreski, NY	106 RQW	*HC-130*	*4*	4	NO BRAC IMPACT	YES	4	NO BRAC IMPACT

Note

Note

Volunteer Inactive

Close out C-130

DCN: 11899

KC-135 Recommendations (IEBB)

Pease

- Commission Proposal: Reduce strength from 12 PAA to 8 PAA

- IEBB Recommendation: Leave Pease at 9 PAA (current number assigned)

McGuire

- Commission Proposal: Leave 8 PAA at McGuire; originally scheduled to lose all aircraft (IEBB must source those eight aircraft)

- IEBB Recommendation: Source those eight aircraft as follows: 3 PAA from March ARB realignment (originally destined for Pease); 1 PAA from Key Field realignment (originally to BAI); 4 PAA from Grand Forks realignment (Reduces number to Scott to 8 PAA)

Selfridge

- Commission Proposal: Reduce number of aircraft from 12 to 8

- IEBB Recommendation: Leave 12 PAA at Selfridge. Four of those aircraft were coming from the realignment of Beale. Originally, the Selfridge scenario was a loser (with only eight aircraft). The BCEG, by increasing the Selfridge unit to 12 PAA (four from Beale), made the scenario a payer. (If four additional aircraft were required to maintain McGhee Tyson at 12, those four additional aircraft would come from Beale (At Selfridge's expense)

McGhee Tyson

- Commission Proposal: Leave 12 aircraft at McGhee Tyson (as originally suggested by IEBB). McGhee was slated to get four aircraft from Birmingham. With the Commission's proposal to keep Birmingham open, in order to keep 12 aircraft at McGhee, those four aircraft would have to come from Selfridge (By way of the Beale Realignment).

- IEBB Recommendation: Reduce the number of aircraft at McGhee to 8. This is the current number of aircraft stationed there (and they will be getting 8/KC-135Rs to replace their KC-135Es. By keeping eight aircraft at McGhee, it allow four additional aircraft to remain at Selfridge (four a total of 12). This would allow the Air Force to keep the Beale scenario in play as a payer instead of a loser.

DCN: 11899

Phone: 703 699-2922

BRAC Commission

Fax

To:	Mgen Heckman	**From:**	Ken Small
Fax:	703 697-4376	**Date:**	August 23, 2005
Phone:	[Click here and type phone number]	**Pages:**	[Click here and type number of pages]
Re:	[Click here and type subject of fax]	**CC:**	[Click here and type name]

☐ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

•**Comments:** Gen Heckman

Attached are four worksheets for ANG (A-10, C-130, F-15, F-16). The net of the discussion here is in the far right margin in pencil. Is this ok. The F-15 sheet assumes over programming F-15s by 6.

We really need your coordination tonight.

Ken

UDCR 11899

AIR NATIONAL GUARD			
SORT BY UNIT			
	Base	Wing	Current Aircraft
Maine		101 ARW	KC-135
Massachusetts		102 FW	F-15
Connecticut		103 FW	A/OA-10
Massachusetts		104 FW	A-10
* [redacted]			Newburg Stewart NY
New York		106 RQS	HC-130
New York		107 ARW	KC-135
New Jersey		108 ARW	KC-135
New York		109 AW	C-130
Michigan	Kellogg	110 FW	A/OA-10
~~Oregon~~ WG		111 FW	A-10
District of Columbia		113 WG	F-16
South Dakota		114 FW	F-16
Wisconsin		115 FW	F-16
* [redacted]			Robbins
Alabama	Birmingham	117 ARW	KC-135R
Tennesse		118 AW	C-130
North Dakota		119 FW	F-16
Montana		120 FW	F-16
Ohio		121 ARW	KC-135
Indiana		122 FW	F-16
Kentucky		123 AW	C-130
Idaho		124 WG	A/OA-10
Florida		125 FW	F-15
Illinois		126 ARW	KC-135
Michigan	Selfridge	127 WG	C-130
Wisconsin		128 ARW	KC-135
California		129 RQW	HC-130
West Virginia		130 AW	C-130
Missouri		131 FW	F-15
Iowa		132 FW	F-16
Minnesota		133 AW	C-130
Tennesse		134 ARW	KC-135E
Texas		136 AW	C-130
Oklahoma		137 AW	C-130
Oklahoma		138 FW	F-16
Missouri		139 AW	C-130
Colorado		140 WG	F-16
Washington		141 ARW	KC-135
Oregon		142 FW	F-15
Rhode Island		143 AW	C-130
California	Fresno	144 FW	F-16
North Carolina		145 AW	C-130
California		146 AW	C-130
Texas		147 FW	F-16
Minnesota		148 FW	F-16
Texas		149 FW	C-26
New Mexico		150 FW	F-16
Utah		151 ARW	KC-135
Nevada		152 AW	C-130
Wyoming		153 AW	C-130
Hawaii		154 WG	F-15
Nebraska		155 ARW	KC-135
Puerto Rico		156 AW	C-130

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New Hampshire		157 ARW	KC-135
Vermont		158 FW	F-16
Louisiana		159 FW	F-15
Arizona		161 ARW	KC-135
Arizona		162 FW	F-16
California		163 ARW	KC-135
* [redacted]			Memphis
Georgia		165 AW	C-130
Delaware		166 AW	C-130
* [redacted]			Martinsburg
Alaska	Eielson	168 ARW	KC-135
South Carolina		169 FW	F-16
Oregon Pittsburgh		171 ARW	KC-135
* [redacted]			Jackson
Oregon		173 FW	F-15
New York		174 FW	F-16
Maryland		175 WG	A-10
Alaska	Kulis	176 WG	C-130
New Jersey		177 FW	F-16
Ohio		178 FW	F-16
Ohio		179 AW	C-130
Ohio		180 FW	F-16
Indiana		181 FW	F-16
Illinois		182 AW	C-130
Illinois		183 FW	F-16
Kansas		184 ARW	KC-135
Iowa		185 ARW	KC-135
Mississippi		186 ARW	KC-135
Alabama	Dannelly Field	187 FW	F-16
Arkansas	Ft Smith	188 FW	F-16
Arkansas	Little Rock	189 AW	C-130
Kansas		190 ARW	KC-135
Virginia		192 FW	F-16
Pennsylvania		193 SOW	EC-130

DCN: 11899

Phone: 703 699-2922

BRAC Commission

Fax

To:	Mgen Heckman	**From:**	Ken Small
Fax:	703 697-4376	**Date:**	August 23, 2005
Phone:	[Click here and type phone number]	**Pages:**	[Click here and type number of pages]
Re:	[Click here and type subject of fax]	**CC:**	[Click here and type name]

☐ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

•Comments: Gen Heckman

Attached are four worksheets for ANG (A-10, C-130, F-15, F-16). The net of the discussion here is in the far right margin in pencil. Is this ok. The F-15 sheet assumes over programming F-15s by 6.

Ken

DCN: 11899

ANG BASES SORT BY MCI

MCI	Base	Wing	Curr Acft	# Acft Now	DOD BRAC #	ACTION	Acft in state?	BRAC STAFF RECC	ACTION
77.7	McConnell AFB, KS	184 ARW	KC-135	9			YES		
77.4	March ARB, CA	163 ARW	KC-135	9			YES		
77.1	Fairchild AFB, WA	141 ARW	KC-135	8			NO		
71.8	Salt Lake City, UT	151 ARW	KC-135	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT
66.1	Forbes, KS	190 ARW	KC-135E	8	12	MORE ACFT	YES	12	4 MORE ACFT
65.3	Phoenix Sky Harbor, AZ	161 ARW	KC-135	8	10	MORE ACFT	YES	8	SAME # ACFT
65.1	Scott AFB, IL	126 ARW	KC-135E	8	12	MORE ACFT	YES	8	SAME # ACFT
61.8	Lincoln, NE	155 ARW	KC-135	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT
61.4	Rickenbacker ANGB, OH	121 ARW	KC-135	18	18	NO BRAC IMPACT	YES	18	NO BRAC IMPACT
58.2	Selfridge, MI	127 WG	KC-135	0	12	MORE ACFT	YES		
58	Elelson AFB, AK	168 ARW	KC-135	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT
57.6	McGuire AFB, NJ	108 ARW	KC-135E	16			YES		
57.3	Birmingham, AL	117 ARW	KC-135	8			YES	8	SAME # ACFT
56.4	Sioux City, IA	185 ARW	KC-135E	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT
55.3	McGhee-Tyson, TN	134 ARW	KC-135E	8	12	MORE ACFT	YES	12	4 MORE ACFT
54.4	Pittsburgh ANGS, PA	171 ARW	KC-135	16	16	NO BRAC IMPACT	YES	16	NO BRAC IMPACT
54	Gen Mitchell Field, WI	128 ARW	KC-135	9	12	MORE ACFT	YES	12	3 MORE ACFT
53.9	Hickam, HI	154 WG	KC-135	8	12	MORE ACFT	YES	12	4 MORE ACFT
52.8	Key Field, MS	186 ARW	KC-135	9			YES		
50.6	Pease ANGB, NH	157 ARW	KC-135	9	12	MORE ACFT	YES		
44.6	Niagara Falls, NY	107 ARW	KC-135	8			YES		
42.7	Bangor, ME	101 ARW	KC-135E	8	12	MORE ACFT	YES	10	2 MORE ACFT
MCI	Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	STATE?	STAFF #	ACTION
63.2	Little Rock, AR	189 AW	C-130H/J	8	10	MORE ACFT	YES	8	SAME # ACFT
56.3	Douglas IAP (Charlotte)	145 AW	C-130H	8	12	MORE ACFT	YES	8	SAME # ACFT
50.6	Ft Worth, TX	136 AW	C-130H	8	12	MORE ACFT	YES	8	SAME # ACFT
47.8	Will Rogers (Ok City), OK	137 AW	C-130H	8			YES		
47.3	Boise, ID	124 WG	C-130H	4			YES		
47.3	Selfridge, MI	127 WG	C-130E	8	0		YES	0	NO BRAC IMPACT
45.1	Savannah, GA	165 AW	C-130H	8	12	MORE ACFT	YES	8	SAME # ACFT
44.7	Louisville, KY	123 AW	C-130H	8	12	MORE ACFT	YES	8	SAME # ACFT
42.9	Harrisburg, PA	193 SOW	*EC-130*	*6*	6	NO BRAC IMPACT	YES	6	NO BRAC IMPACT
41.9	Channel Islands, CA	146 AW	C-130J	8	12	MORE ACFT	YES	8	SAME # ACFT
41.5	Minneapolis, MN	133 AW	C-130	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT
40.5	Reno, NV	152 AW	C-130H	8			NO	8	SAME # ACFT
39.8	Nashville, TN	118 AW	C-130H	8			YES	8	SAME # ACFT
38.9	Kulis AK	176 WG	C-130H HC-130	11			YES	11	SAME # ACFT
38.2	Rosecrans (St Jo), MO	139 AW	C-130H	8	12	MORE ACFT	YES	8	SAME # ACFT
37.7	Schenectady, NY	109 AW	(L)C-130H	10			YES	10	LESS ACFT
37.6	Cheyenne, WY	153 AW	C-130H	8	12	MORE ACFT	YES	8	SAME # ACFT
37.3	Mansfield, OH	179 AW	C-130H	8			YES		
37	New Castle, DE	166 AW	C-130H	8			NO	8	SAME # ACFT
36.8	Luis Munoz (Puerto Rico)	156 AW	C-130E	8	0	NO BRAC IMPACT	YES	8	NO BRAC IMPACT
35.3	Quonset, RI	143 AW	C-130J	8	11	MORE ACFT	YES	9	SAME # ACFT
34.6	Peoria, IL	182 AW	C-130H	8	12	MORE ACFT	YES	8	SAME # ACFT
33.1	Moffett, CA	129 RQW	*MC-130*	*4*	4	NO BRAC IMPACT	YES	4	NO BRAC IMPACT
31.9	Yeager (Charleston) WV	130 AW	C-130H	8			YES		
30.4	Martin State (Baltimore), MD	175 WG	C-130J	8			YES	8	SAME # ACFT
30.2	Gabreski, NY	106 RQW	*HC-130*	*4*	4	NO BRAC IMPACT	YES	4	NO BRAC IMPACT

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MCI	Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	STATE?	STAFF #	ACTION
66.4	Kirtland AFB, NM	150 FW	F-16	15	18	MORE ACFT	YES	18	MORE ACFT
64.8	Andrews AFB, MD	113 WG	F-16	15	24	MORE ACFT	YES	18	MORE ACFT
55.8	Kelly Field, TX	149 FW	F-16	18	24	MORE ACFT	YES	18	SAME # ACFT
55.7	McEntire, SC	169 FW	F-16	15	24	MORE ACFT	YES	24	MORE ACFT
55.3	Richmond, VA	192 FW	F-16	15			YES		
50.7	Dannelly Field, AL	187 FW	F-16	15	18	MORE ACFT	YES		
50.2	Atlantic City, NJ	177 FW	F-16	15			YES		
49.8	Buckley, CO	140 WG	F-16	15	18	MORE ACFT	YES	18	MORE ACFT
49.5	Tucson, AZ	162 FW	F-16	61	61	NO BRAC IMPACT	YES	61	NO BRAC IMPACT
48.1	Selfridge, MI	127 WG	F-16	15			YES	15	SAME # ACFT
45.4	Ellington, TX	147 FW	F-16	15			YES	18	MORE ACFT
43.1	Fresno, CA	144 FW	F-16	15	24	MORE ACFT	YES	18	MORE ACFT
42	Hancock IAP, NY	174 FW	F-16	15			YES		
40.8	Burlington, VT	158 FW	F-16	15	18	MORE ACFT	YES	18	MORE ACFT
38.6	Ft Smith, AR	188 FW	F-16	15			YES		
38.6	Joe Foss Field, SD	114 FW	F-16	15	18	MORE ACFT	YES	18	MORE ACFT
38.4	Tulsa, OK	138 FW	F-16	15	24	MORE ACFT	YES	24	MORE ACFT
38.2	Capital (Springfield), IL	183 FW	F-16	15			YES		
37.8	Great Falls, MT	120 FW	F-16	15			NO	0	[illegible]
37.4	Hulman, IN	181 FW	F-16	15			YES		
37.2	Truax Field, WI	115 FW	F-16	15	18	MORE ACFT	YES	18	MORE ACFT
36.8	Toledo, OH	180 FW	F-16	15	24	MORE ACFT	YES	18	MORE ACFT
36.1	Hector IAP, ND	119 FW	F-16	15			NO		
35.4	Springfield-Beckley, OH	178 FW	F-16	18			YES		
34.5	Ft Wayne, IN	122 FW	F-16	15	24	MORE ACFT	YES	18	MORE ACFT
32.6	Duluth, MN	148 FW	F-16	15			YES	15	SAME # ACFT
32.4	Des Moines, IA	132 FW	F-16	15	18	MORE ACFT	YES	18	MORE ACFT
MCI	Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	STATE?	STAFF #	ACTION
61.8	Jacksonville, FL	125 FW	F-15	15	24	MORE ACFT	YES	21	MORE ACFT
53.5	Hickam, HI	154 WG	F-15	15	15	NO BRAC IMPACT	YES	15	NO BRAC IMPACT
50.2	Atlantic City, NJ	177 FW	F-16	0			YES		
49.8	Klamath Falls, OR	173 FW	F-15	18	24	MORE ACFT	YES	18	SAME # ACFT
46.0	Portland, OR	142 FW	F-15	15			YES	15	SAME # ACFT
45.5	New Orleans, LA	159 FW	F-15	15	24	MORE ACFT	YES	18	MORE ACFT
42.8	Otis, MA	102 FW	F-15	15			YES		
37.8	Great Falls, MT	120 FW	F-16	0	0	O RECOMMENDATIO	NO	0	NO RECOMMENDATION
35.9	Lambert (St Louis) MO	131 FW	F-15	15			YES		
MCI	Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	STATE?	STAFF #	ACTION
42.1	Ft Smith, AR	188 FW	F-16	0	0	O RECOMMENDATIO	YES		
42.1	Selfridge ANGB, MI	127 WG	F-16	0	18		YES	0	NO RECOMMENDATION
41.4	Boise, ID	124 WG	A-10	15	18	MORE ACFT	YES	18	MORE ACFT
39.4	Martin State (Baltimore), MD	175 WG	A-10	15	19	MORE ACFT	YES	19	MORE ACFT
37.7	Willow Grove, PA	111 FW	A-10	15			YES		
35.5	Barnes, MA	104 FW	A-10	15	24	MORE ACFT	YES	24	MORE ACFT
35.4	Bradley, CT	103 FW	A-10	15			NO		
30.5	Kellogg, MI	110 FW	A-10	15			YES	18	MORE ACFT

DCN: 11899

Reserves
A-10

AFRC AIRCRAFT PLACEMENT PROPOSALS - by acft type
(chart reflects AFRC only)

Draft internal BRAC document

AS OF 21 AUG 05	CURRENT		DOD RECOMMENDATION			BRAC STAFF RECC					
A-10								# REQ'D FOR RANGE			
Base	Curr Acft	# Acft Now	DOD BRAC #	ACTION	AFRC Acft in state?	BRAC STAFF RECC	Delta from DOD RECC	Low #	High #	ACTION	AFRC A/C in state?
Barksdale, LA	A-10	15	24	MORE ACFT	YES	24	0	15	24	MORE ACFT	YES
NAS New Orleans, la	A-10	15			YES						YES
Whiteman, MO	A-10	15	24	MORE ACFT	YES	24	0	15	24	MORE ACFT	YES
TOTAL AIRCRAFT		45	48			48	0	45	72		
Number of Installations		3	2			2	0				
Number of Units		3	2			2	0				
Number of 15 PAA Units		3	0			0	0				
Number of 24 PAA Units		0	2			2	0				
Extra A/C Avail (from 48)		0	0			0	0	3	-24		

LEGEND

= LESS THAN PRE-BRAC
= MORE THAN PRE BRAC
= AFRC ASSOCIATES WITH AD OR ANG (WITH LOSS OF ALL AIRCRAFT)
= PROPOSED UNIT CONVERSION
= NO AFRC AIRCRAFT REMAINING IN STATE

DCN: 11899

Reserves
C-130

AFRC AIRCRAFT PLACEMENT PROPOSALS - by acft type
(chart reflects AFRC only)

Draft internal BRAC document

AS OF 21 AUG 05	CURRENT		DOD RECOMMENDATION			BRAC STAFF RECC					
C-130								# REQ'D FOR RANGE			
Base	Curr Acft	# Acft Now	DOD BRAC #	ACTION	AFRC Acft in state?	BRAC STAFF RECC	Delta from DOD RECC	Low #	High #	ACTION	AFRC A/C In state?
Dobbins, GA	C-130H	8	12	MORE ACFT	YES	[illegible]	0	8	16	MORE ACFT	
Gen Mitchell, WI	C-130H	8			NO						
Keesler, MS	C-130J	8	8	NO BRAC IMPACT	YES	8	0	8	16	NO BRAC IMPACT	
Maxwell, AL	C-130H	8	12	MORE ACFT	YES	12	0	8	16	MORE ACFT	
Minneapolis, MN	C-130H	8	8	NO BRAC IMPACT	YES	8	0	8	16	NO BRAC IMPACT	
Niagara Falls, NY	C-130H	8			NO						
Peterson, CO	C-130H	12	[illegible]		YES	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Pittsburgh, PA	C-130H	8			NO						
Pope, NC	C-130H	0			YES						
Willow Grove, PA	C-130E	8			NO						
Youngstown, OH	C-130H	12	12	NO BRAC IMPACT	YES	12	0	8	16	NO BRAC IMPACT	
TOTAL AIRCRAFT		88	84			92	8	88	176		
Number of Installations		10	7			8	1				
Number of Units		10	7			12	5				
Number of 8 PAA Units		8	2			7	5				
Number of 9 PAA Units		0	0			0	0				
Number of 10 PAA Units		0	0			0	0				
Number of 12 PAA Units		2	3			3	0				
Number of 16 PAA Units		0	2			2	0				
Extra A/C Avail (from 84)		0	0			-8	-8	4	-84		

8

3

8

LEGEND

= LESS THAN PRE-BRAC
= MORE THAN PRE BRAC
= AFRC ASSOCIATES WITH AD OR ANG (WITH LOSS OF ALL AIRCRAFT)
= PROPOSED UNIT CONVERSION
= NO AFRC AIRCRAFT REMAINING IN STATE

DCN: 11899

Reserves
F-16

AFRC AIRCRAFT PLACEMENT PROPOSALS - by acft type
(chart reflects AFRC only)

Draft internal BRAC document

AS OF 21 AUG 05	CURRENT		DOD RECOMMENDATION			BRAC STAFF RECC					
F-16								# REQ'D FOR RANGE			
Base	Curr Acft	# Acft Now	DOD BRAC #	ACTION	AFRC Acft in state?	BRAC STAFF RECC	Delta from DOD RECC	Low #	High #	ACTION	AFRC A/C in state?
Luke, AZ	F-16 (B.32)	11			YES		0	15	24		YES
Hill, UT	F-16 (B.40)	15			NO		0	15	24		NO
Homestead, FL	F-16 (B.30)	15	24	MORE ACFT	YES	24	0	15	24	MORE ACFT	YES
Carswell/Ft Worth, TX	F-16 (B.30)	15	24	MORE ACFT	YES	24	0	15	24	MORE ACFT	YES
TOTAL AIRCRAFT		56	48			48	0	60	96		
Number of Installations		4	2			2	0				
Number of Units		4	2			2	0				
Number of 11 PAA Units		1	0			0	0				
Number of 15 PAA Units		3	0			0	0				
Number of 24 PAA Units		0	2			2	0				
Extra A/C Avail (from 48)		0	0			0	0	-12	-48		

LEGEND

= LESS THAN PRE-BRAC
= MORE THAN PRE BRAC
= AFRC ASSOCIATES WITH AD OR ANG (WITH LOSS OF ALL AIRCRAFT)
= PROPOSED UNIT CONVERSION
= NO AFRC AIRCRAFT REMAINING IN STATE

DCN: 11899

Reserves
KC-135

AFRC AIRCRAFT PLACEMENT PROPOSALS - by acft type
(chart reflects AFRC only)

Draft internal BRAC document

AS OF 21 AUG 05	CURRENT		DOD RECOMMENDATION			BRAC STAFF RECC					
KC-135s								# REQ'D FOR RANGE			
Base	Curr Acft	# Acft Now	DOD BRAC #	ACTION	AFRC Acft in state?	BRAC STAFF RECC	Delta from DOD RECC	Low #	High #	ACTION	AFRC A/C in state?
Andrews, MD	KC-135	8	8	NO BRAC IMPACT	YES	8	0	8	12	NO BRAC IMPACT	YES
Beale, CA	KC-135	8	[redacted]	[redacted]	YES	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	YES
Grissom, IN	KC-135	16	16	NO BRAC IMPACT	YES	16	0	8	24	NO BRAC IMPACT	YES
March, CA	KC-135	8	[redacted]	[redacted]	YES	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	YES
Portland, OR	KC-135	8	[redacted]	[redacted]	NO	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	NO
Selfridge, MI	KC-135	8	[redacted]	[redacted]	NO	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	NO
Seymour-Johnson, NC	KC-135	8	[redacted]	[redacted]	YES	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	YES
Tinker, OK	KC-135	8	[redacted]	[redacted]	YES	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	YES
TOTAL AIRCRAFT		72	64			64	0	64	108		
Number of Installations		8	5			5	0				
Number of Units		9	7			7	0				
Number of 8 PAA Units		9	5			5	0				
Number of 9 PAA Units		0	0			0	0				
Number of 10 PAA Units		0	0			0	0				
Number of 12 PAA units		0	2			2	0				
Extra A/C Avail (from 64)		0	0			0	0	0	-44		

LEGEND

[redacted] = LESS THAN PRE-BRAC
[redacted] = MORE THAN PRE BRAC
[redacted] = AFRC ASSOCIATES WITH AD OR ANG (WITH LOSS OF ALL AIRCRAFT)
[redacted] = PROPOSED UNIT CONVERSION
= NO AFRC AIRCRAFT REMAINING IN STATE

Gen Newton just briefed close Kellogg
DCN: 11899 A-10s to Selfridge

ANG AIRCRAFT PLACEMENT PROPOSALS - by acft type					draft internal BRAC document				
(chart reflects ANG only)									
AS OF 15 AUG 05		CURRENT SITUATION		DOD RECOMMENDATION			BRAC STAFF REC		
A-10s						ACFT IN			ACFT IN
Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	STATE?	STAFF #	ACTION	STATE?
Bradley, CT	103 FW	A-10	15			NO	~~15~~ 18	SAME # ACFT	YES
Barnes, MA	104 FW	A-10	15	24	MORE ACFT	YES			YES
Kellogg, MI	110 FW	A-10	15			YES	15 18	SAME # ACFT	YES
Willow Grove, PA	111 FW	A-10	15			YES			YES
Boise, ID	124 WG	A-10	15	18	MORE ACFT	YES	15 18	SAME # ACFT	YES
Martin State (Baltimore), MD	175 WG	A-10	15	18	MORE ACFT	YES	15 18	SAME # ACFT	YES
Ft Smith, AR	188 FW	F-16	0	0	NO RECOMMENDATION	YES		CONVERT	YES
Selfridge ANGB, MI	127 WG	F-16	0	18	MORE ACFT	YES	~~150~~	NO RECOMMENDATION	YES
TOTALS			90	78			75		
							72		
		CURRENT SITUATION		DOD RECOMMENDATION			BRAC STAFF REC		
C-130s						ACFT IN			ACFT IN
Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	STATE?	STAFF #	ACTION	STATE?
Schenectady, NY	109 AW	C-130	14			YES			YES
Nashville, TN	118 AW	C-130	8			YES	8	SAME # ACFT	YES
Louisville, KY	123 AW	C-130	8	12	MORE ACFT	YES	8	SAME # ACFT	YES
Boise, ID	124 WG	C-130	4			YES	8	MORE ACFT	YES
Selfridge, MI	127 WG	C-130	8			YES		CONVERT	YES
Yeager (Charleston) WV	130 AW	C-130	8			YES	8	SAME # ACFT	YES
Ft Worth, TX	136 AW	C-130	8	12	MORE ACFT	YES	8	SAME # ACFT	YES
Will Rogers (Ok City), OK	137 AW	C-130	8			YES			YES
Rosecrans (St Jo)	139 AW	C-130	8	12	MORE ACFT	YES	8	SAME # ACFT	YES
Quonset, RI	143 AW	C-130	9	12	MORE ACFT	YES	8		YES
Douglas IAP (Charlotte)	145 AW	C-130	8	12	MORE ACFT	YES	8	SAME # ACFT	YES
Channel Islands, CA	146 AW	C-130	8	12	MORE ACFT	YES	8	SAME # ACFT	YES
Reno, NV	152 AW	C-130	8			NO	8	SAME # ACFT	YES
Cheyenne, WY	153 AW	C-130	8	12	MORE ACFT	YES	8	SAME # ACFT	YES
Savannah, GA	165 AW	C-130	8	12	MORE ACFT	YES	8	SAME # ACFT	YES
New Castle, DE	166 AW	C-130	8			NO	8	SAME # ACFT	YES
Martin State (Baltimore), MD	175 WG	C-130	8			YES	8	SAME # ACFT	YES
~~Kulis AK~~	~~176 WG~~	~~C-130~~	~~11~~	~~15~~		~~YES~~	~~11~~		~~YES~~
Mansfield, OH	179 AW	C-130	8			YES	8	SAME # ACFT	YES
Peoria, IL	182 AW	C-130	8	12	MORE ACFT	YES	8	SAME # ACFT	YES
Little Rock, AR	189 AW	C-130	8	18	MORE ACFT	YES	8	SAME # ACFT	YES
Harrisburg, PA	193 SOW	EC-130	6	6	NO BRAC IMPACT	YES	6	NO BRAC IMPACT	YES
Luis Munoz (Puerto Rico)	156 AW	C-130	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT	YES
Minneapolis, MN	133 AW	C-130	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT	YES
Moffett, CA	129 RQW	MC-130	4	4	NO BRAC IMPACT	YES	4	NO BRAC IMPACT	YES
Gabreski, NY	106 RQW	HC-130	4	4	NO BRAC IMPACT	YES	4	NO BRAC IMPACT	YES
TOTALS			204	181			187		
LEGEND		= LESS THAN CURRENT SITUATION					= MORE THAN CURRENT SITUATION		
		= NO ANG AIRCRAFT REMAINING IN STATE					= PROPOSED UNIT CONVERSION		

If OTIS stays Open

T-38 C

KG VS

DCN: 11899

F-15s		CURRENT SITUATION		DOD RECOMMENDATION			BRAC STAFF REC			
Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	ACFT IN STATE?	STAFF #	ACTION	ACFT IN STATE?	
Otis, MA	102 FW	F-15	15			YES	15	SAME # ACFT	YES	base Open
Jacksonville, FL	125 FW	F-15	15	24	MORE ACFT	YES	16	MORE ACFT	YES	
Lambert (St Louis) MO	131 FW	F-15	15			YES			YES	
Portland, OR	142 FW	F-15	15			YES	15	SAME # ACFT	YES	base Open
New Orleans, LA	159 FW	F-15	15	24	MORE ACFT	YES	16	MORE ACFT	YES	
Klamath Falls, OR	173 FW	F-15	18	24	MORE ACFT	YES	19	MORE ACFT	YES	
Atlantic City, NJ	177 FW	F-16	0			YES	0	NO RECOMMENDATION	YES	KCS
Great Falls, MT	120 FW	F-16	0	0	NO RECOMMENDATION	NO	15	CONVERT FROM F-16	YES	VS
Hickam, HI	154 WG	F-15	15	15	NO BRAC IMPACT	YES	15	NO BRAC IMPACT	YES	
TOTALS			108	111			111			

F-16s		CURRENT SITUATION		DOD RECOMMENDATION			BRAC STAFF REC			
Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	ACFT IN STATE?	STAFF #	ACTION	ACFT IN STATE?	
Andrews AFB, MD	113 WG	F-16	15	24	MORE ACFT	YES	15	SAME # ACFT	YES	
Joe Foss Field, SD	114 FW	F-16	15	18	MORE ACFT	YES	15	SAME # ACFT	YES	
Truax Field, WI	115 FW	F-16	15	18	MORE ACFT	YES	15	SAME # ACFT	YES	
Hector IAP, ND	119 FW	F-16	15			NO			NO	
Great Falls, MT	120 FW	F-16	15			NO	0	CONVERT TO F-15	YES	F-16
Ft Wayne, IN	122 FW	F-16	15	24	MORE ACFT	YES	15	SAME # ACFT	YES	
Selfridge, MI	127 WG	F-16	15			YES	~~15~~	SAME # ACFT	YES	A-10
Des Moines, IA	132 FW	F-16	15	18	MORE ACFT	YES	15	SAME # ACFT	YES	
Tulsa, OK	138 FW	F-16	15	24	MORE ACFT	YES	~~15~~ 18	SAME # ACFT	YES	
Buckley, CO	140 WG	F-16	15	18	MORE ACFT	YES	15	SAME # ACFT	YES	
Fresno, CA	144 FW	F-16	15	24	MORE ACFT	YES	~~15~~ 18	SAME # ACFT	YES	
Ellington, TX	147 FW	F-16	15			YES	~~15~~	SAME # ACFT	YES	T-38
Duluth, MN	148 FW	F-16	15			YES	15	SAME # ACFT	YES	
Kelly Field, TX	149 FW	F-16	18	24	MORE ACFT	YES	18	SAME # ACFT	YES	
Kirtland AFB, NM	150 FW	F-16	15	18	MORE ACFT	YES	15	SAME # ACFT	YES	
Burlington, VT	158 FW	F-16	15	18	MORE ACFT	YES	~~15~~ 18	SAME # ACFT	YES	
McEntire, SC	169 FW	F-16	15	24	MORE ACFT	YES	15	SAME # ACFT	YES	KCS
Hancock IAP, NY	174 FW	F-16	15			YES			YES	VS
Atlantic City, NJ	177 FW	F-16	15			YES	15	SAME # ACFT	YES	
Springfield-Beckley, OH	178 FW	F-16	18			YES	18	SAME # ACFT	YES	ATC
Toledo, OH	180 FW	F-16	15	24	MORE ACFT	YES	~~15~~ 18	SAME # ACFT	YES	
Hulman, IN	181 FW	F-16	15			YES			YES	
Capital (Springfield), IL	183 FW	F-16	15			YES			YES	
Dannelly Field, AL	187 FW	F-16	15	18	MORE ACFT	YES	~~18~~ 19	SAME # ACFT	YES	~~TAC~~
Ft Smith, AR	188 FW	F-16	15			YES			YES	T-38C
Richmond, VA	192 FW	F-16	15			YES			YES	
Tucson, AZ	162 FW	F-16	61	61	NO BRAC IMPACT	YES	61	NO BRAC IMPACT	YES	
TOTALS			457	355			352			

LEGEND			
	= LESS THAN CURRENT SITUATION		= MORE THAN CURRENT SITUATION
	= NO ANG AIRCRAFT REMAINING IN STATE		= PROPOSED UNIT CONVERSION

DCN: 11899

KC-135s		CURRENT SITUATION		DOD RECOMMENDATION			BRAC STAFF REC		
Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	ACFT IN STATE?	STAFF #	ACTION	ACFT IN STATE?
Bangor, ME	101 ARW	KC-135	8	12	MORE ACFT	YES	10	MORE ACFT	YES
Niagara Falls, NY	107 ARW	KC-135	8			YES	8	SAME # ACFT	YES
McGuire AFB, NJ	108 ARW	KC-135	16			YES			YES
Birmingham, AL	117 ARW	KC-135	8			YES	8	SAME # ACFT	YES
Scott AFB, IL	126 ARW	KC-135	8	12	MORE ACFT	YES	8	SAME # ACFT	YES
Selfridge, MI	127 WG	KC-135	0	12	MORE ACFT	YES			YES
Gen Mitchell Field, WI	128 ARW	KC-135	9	12	MORE ACFT	YES			YES
McGhee-Tyson, TN	134 ARW	KC-135	8	12	MORE ACFT	YES	8	SAME # ACFT	YES
Fairchild AFB, WA	141 ARW	KC-135	8			NO			YES
Hickam, HI	154 WG	KC-135	8	12	MORE ACFT	YES	8	SAME # ACFT	YES
Pease ANGB, NH	157 ARW	KC-135	9	12	MORE ACFT	YES			YES
Phoenix Sky Harbor, AZ	161 ARW	KC-135	8	10	MORE ACFT	YES	8	SAME # ACFT	YES
March ARB, CA	163 ARW	KC-135	9			YES			YES
McConnell AFB, KS	184 ARW	KC-135	9			YES			YES
Key Field, MS	186 ARW	KC-135	9			YES			YES
Forbes, KS	190 ARW	KC-135	8	12	MORE ACFT	YES	8	SAME # ACFT	YES
Will Rogers (Ok City), OK	137 AW	C-130	0			YES			YES
Elelson AFB, AK	168 ARW	KC-135	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT	YES
Sioux City, IA	185 ARW	KC-135	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT	YES
Lincoln, NE	155 ARW	KC-135	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT	YES
Rickenbacker ANGB, OH	121 ARW	KC-135	18	18	NO BRAC IMPACT	YES	18	NO BRAC IMPACT	YES
Pittsburgh ANGS, PA	171 ARW	KC-135	16	16	NO BRAC IMPACT	YES	16	NO BRAC IMPACT	YES
Salt Lake City, UT	151 ARW	KC-135	8	8	NO BRAC IMPACT	YES	8	NO BRAC IMPACT	YES
TOTALS			199	172			172		

LEGEND	
	= LESS THAN CURRENT SITUATION
	= NO ANG AIRCRAFT REMAINING IN STATE
	= MORE THAN CURRENT SITUATION
	= PROPOSED UNIT CONVERSION

See Turn note

DCN: 11899

ANG AIRCRAFT PLACEMENT PROPOSALS - by acft type

(chart reflects ANG only)

Draft internal BRAC document

AS OF 19 AUG 05	CURRENT		DOD RECOMMENDATION			BRAC STAFF RECC				
KC-135s								# REQ'D FOR RANGE		
Base	Curr Acft	# Acft Now	DOD BRAC #	ACTION	Acft in state?	BRAC STAFF RECC	Delta from DOD RECC	Low #	High #	ACTION
Bangor, ME			12	MORE ACFT	YES	10	-2	8	12	2 MORE ACFT
Birmingham, AL	KC-135	8			YES	8	0	8	12	SAME # ACFT
Eielson AFB, AK	KC-135	8	8	NO BRAC IMPACT	YES	8	0	8	12	NO BRAC IMPACT
Fairchild AFB, WA	KC-135	8			NO					
Forbes, KS			12	MORE ACFT	YES	12	0	8	12	4 MORE ACFT
Gen Mitchell Field, WI	KC-135	9	12	MORE ACFT	YES	12	0	8	12	3 MORE ACFT
Hickam, HI	KC-135	8	12	MORE ACFT	YES	12	0	8	12	4 MORE ACFT
Key Field, MS	KC-135	9			YES					
Lincoln, NE	KC-135	8	8	NO BRAC IMPACT	YES	8	0	8	12	NO BRAC IMPACT
March ARB, CA	KC-135	9			YES					
McConnell AFB, KS	KC-135	9			YES					
McGhee-Tyson, TN			12	MORE ACFT	YES	12	0	8	12	4 MORE ACFT
McGuire AFB, NJ					YES					
Niagara Falls, NY	KC-135	8			YES					
Pease ANGB, NH	KC-135	9	12	MORE ACFT	YES					
Phoenix Sky Harbor, AZ	KC-135	8	10	MORE ACFT	YES	8	-2	8	12	SAME # ACFT
Pittsburgh ANGS, PA	KC-135	16	16	NO BRAC IMPACT	YES	16	0	16	16	NO BRAC IMPACT
Rickenbacker ANGB, OH	KC-135	18	18	NO BRAC IMPACT	YES	18	0	16	18	NO BRAC IMPACT
Salt Lake City, UT	KC-135	8	8	NO BRAC IMPACT	YES	8	0	8	12	NO BRAC IMPACT
Scott AFB, IL			12	MORE ACFT	YES	8	-4	8	12	SAME # ACFT
Selfridge, MI	KC-135	0	12	MORE ACFT	YES					
Sioux City, IA			8	NO BRAC IMPACT	YES	8	0	8	12	NO BRAC IMPACT
TOTAL AIRCRAFT		199	172	(-56 KC-135Es Retire + 29 KC-135Rs from AD/AFRC)		172	0	152	214	(-56 KC-135Es Retire + 29 KC-135Rs from AD/AFRC)
Number of Installations		21	15			17	2			(5 lose all acft, 1 gains new acft)
Number of Units		24	17			19	2			
Number of 8 PAA Units		17	6			12	6			
Number of 9 PAA Units		7	2			2	0			
Number of 10 PAA Units		0	1			1	0			
Number of 12 PAA units		0	8			4	-4			
Extra A/C Avail (from 172)		0	0			0	0	20	-42	

LEGEND

= LESS THAN PRE-BRAC
= MORE THAN PRE BRAC
= ANG ASSOCIATES WITH AD OR AFRC (WITH LOSS OF ALL AIRCRAFT)
= PROPOSED UNIT CONVERSION
= KC-135Es PROGRAMMED TO RETIRE NLT FY08 (56 TOTAL)
= NO ANG AIRCRAFT REMAINING IN STATE

DCN: 11899

AFRC AIRCRAFT PLACEMENT PROPOSALS - by acft type

(chart reflects AFRC only)

Draft internal BRAC document

AS OF 20 AUG 05	CURRENT		DOD RECOMMENDATION			BRAC STAFF RECC					
A-10								# REQ'D FOR RANGE			
Base	Curr Acft	# Acft Now	DOD BRAC #	ACTION	AFRC Acft in state?	BRAC STAFF RECC	Delta from DOD RECC	Low #	High #	ACTION	AFRC A/C in state?
Barksdale, LA	A-10	15	24	MORE ACFT	YES	24	0	15	24	CLOSE/RETIRE ACFT	YES
NAS New Orleans	A-10	15			YES						YES
Whiteman, MO	A-10	15	24	MORE ACFT	YES	24	0	15	24	ASSOCIATE WITH AD	YES
TOTAL AIRCRAFT		45	48			48	0	45	72		
Number of Installations		3	2			2	0				
Number of Units		3	2			2	0				
Number of 15 PAA Units		3	0			0	0				
Number of 24 PAA Units		0	2			2	0				
Extra A/C Avail (from 48)		0	0			0	0	3	-24		

LEGEND

= LESS THAN PRE-BRAC
= MORE THAN PRE BRAC
= AFRC ASSOCIATES WITH AD OR ANG (WITH LOSS OF ALL AIRCRAFT)
= PROPOSED UNIT CONVERSION
= NO AFRC AIRCRAFT REMAINING IN STATE

DCN: 11899

Leave In

AFRC AIRCRAFT PLACEMENT PROPOSALS - by acft type
(chart reflects AFRC only)

Draft internal BRAC document

AS OF 20 AUG 05	CURRENT		DOD RECOMMENDATION			BRAC STAFF RECC					
C-130								# REQ'D FOR RANGE			
Base	Curr Acft	# Acft Now	DOD BRAC #	ACTION	AFRC Acft in state?	BRAC STAFF RECC	Delta from DOD RECC	Low #	High #	ACTION	AFRC A/C in state?
Dobbins, GA	C-130H	8	12	MORE ACFT	YES	12	0	8	16	MORE ACFT	
Gen Mitchell, WI	C-130H	8			NO						
Keesler, MS	C-130J	8	8	NO BRAC IMPACT	YES	8	0	8	16	NO BRAC IMPACT	
Maxwell, AL	C-130H	8	12	MORE ACFT	YES	12	0	8	16	MORE ACFT	
Minneapolis, MN	C-130H	8	8	NO BRAC IMPACT	YES	8	0	8	16	NO BRAC IMPACT	
Niagara Falls, NY	C-130H	8			NO						
Peterson, CO	C-130H	12	16	MORE ACFT	YES	16	0	8	16	MORE ACFT	
Pittsburgh, PA	C-130H	8			NO						
Pope, NC	C-130H	0			YES						
Willow Grove, PA	C-130E	8			NO						
Youngstown, OH	C-130H	12	12	NO BRAC IMPACT	YES	12	0	8	16	NO BRAC IMPACT	
TOTAL AIRCRAFT		88	84			92	8	88	176		
Number of Installations		10	7			8	1				
Number of Units		10	7			12	5				
Number of 8 PAA Units		8	2			7	5				
Number of 9 PAA Units		0	0			0	0				
Number of 10 PAA Units		0	0			0	0				
Number of 12 PAA Units		2	3			3	0				
Number of 16 PAA Units		0	2			2	0				
Extra A/C Avail (from 84)		0	0			-8	-8	4	-84		

Leave as Is

LEGEND

= LESS THAN PRE-BRAC
= MORE THAN PRE BRAC
= AFRC ASSOCIATES WITH AD OR ANG (WITH LOSS OF ALL AIRCRAFT)
= PROPOSED UNIT CONVERSION
= NO AFRC AIRCRAFT REMAINING IN STATE

Try idea on AFRes/ANG - Ack AE

DCN: 11899

AFRC AIRCRAFT PLACEMENT PROPOSALS - by acft type

(chart reflects AFRC only)

Draft internal BRAC document

AS OF 20 AUG 05	CURRENT		DOD RECOMMENDATION			BRAC STAFF RECC					
F-16								# REQ'D FOR RANGE			
Base	Curr Acft	# Acft Now	DOD BRAC #	ACTION	AFRC Acft in state?	BRAC STAFF RECC	Delta from DOD RECC	Low #	High #	ACTION	AFRC A/C in state?
Luke, AZ	F-16 (B.32)	11			YES		0	15	24		YES
Hill, UT	F-16 (B.40)	15			NO		0	15	24		NO
Homestead, FL	F-16 (B.30)	15	24	MORE ACFT	YES	24	0	15	24	MORE ACFT	YES
Carswell/Ft Worth, TX	F-16 (B.30)	15	24	MORE ACFT	YES	24	0	15	24	MORE ACFT	YES
TOTAL AIRCRAFT		56	48			48	0	60	96		
Number of Installations		4	2			2	0				
Number of Units		4	2			2	0				
Number of 11 PAA Units		1	0			0	0				
Number of 15 PAA Units		3	0			0	0				
Number of 24 PAA Units		0	2			2	0				
Extra A/C Avail (from 48)		0	0			0	0	-12	-48		

LEGEND

= LESS THAN PRE-BRAC
= MORE THAN PRE BRAC
= AFRC ASSOCIATES WITH AD OR ANG (WITH LOSS OF ALL AIRCRAFT)
= PROPOSED UNIT CONVERSION
= NO AFRC AIRCRAFT REMAINING IN STATE

DCN: 11899

AFRC AIRCRAFT PLACEMENT PROPOSALS - by acft type

(chart reflects AFRC only)

Draft internal BRAC document

AS OF 20 AUG 05	CURRENT		DOD RECOMMENDATION			BRAC STAFF RECC					
KC-135s								# REQ'D FOR RANGE			
Base	Curr Acft	# Acft Now	DOD BRAC #	ACTION	AFRC Acft in state?	BRAC STAFF RECC	Delta from DOD RECC	Low #	High #	ACTION	AFRC A/C in state?
Andrews, MD	KC-135	8	8	NO BRAC IMPACT	YES	8	0	8	12	NO BRAC IMPACT	YES
Beale, CA	KC-135	8	[redacted]	[redacted]	YES	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	YES
Grissom, IN	KC-135	16	16	NO BRAC IMPACT	YES	16	0	8	24	NO BRAC IMPACT	YES
March, CA	KC-135	8	12	MORE ACFT	YES	12	0	8	12	MORE ACFT	YES
Portland, OR	KC-135	8	[redacted]	[redacted]	NO	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	NO
Selfridge, MI	KC-135	8	[redacted]	[redacted]	NO	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	NO
Seymour-Johnson, NC	KC-135	8	16	MORE ACFT	YES	16	0	8	12	MORE ACFT	YES
Tinker, OK	KC-135	8	12	MORE ACFT	YES	12	0	8	12	MORE ACFT	YES
TOTAL AIRCRAFT		72	64			64	0	64	108		
Number of Installations		8	5			5	0				
Number of Units		9	7			7	0				
Number of 8 PAA Units		9	5			5	0				
Number of 9 PAA Units		0	0			0	0				
Number of 10 PAA Units		0	0			0	0				
Number of 12 PAA units		0	2			2	0				
Extra A/C Avail (from 64)		0	0			0	0	0	-44		

LEGEND

[redacted] = LESS THAN PRE-BRAC
= MORE THAN PRE BRAC
[redacted] = AFRC ASSOCIATES WITH AD OR ANG (WITH LOSS OF ALL AIRCRAFT)
[redacted] = PROPOSED UNIT CONVERSION
= NO AFRC AIRCRAFT REMAINING IN STATE

DCN: 11899

ANG AIRCRAFT PLACEMENT PROPOSALS - by acft type						draft internal BRAC document					
(chart reflects ANG only)											
AS OF 19 AUG 05		CURRENT SITUATION			DOD RECOMMENDATION					BRAC STAFF REC	
F-15s							ACFT IN				ACFT IN
Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	STATE?	STAFF #	Delta from DOD	ACTION	STATE?
Atlantic City, NJ	177 FW	F-16	0	[redacted]	[redacted]	YES	[redacted]	[redacted]	[redacted]	YES
Great Falls, MT	120 FW	F-16	0	0	NO RECOMMENDATION	NO	0	0	NO RECOMMENDATION	YES (F-16)
Hickam, HI	154 WG	F-15	15	15	NO BRAC IMPACT	YES	15	0	NO BRAC IMPACT	YES
Jacksonville, FL	125 FW	F-15	15	24	MORE ACFT	YES	~~18~~ 21	-3	MORE ACFT	YES
Klamath Falls, OR	173 FW	F-15	18	24	MORE ACFT	YES	18	-6	SAME # ACFT	YES
Lambert (St Louis) MO	131 FW	F-15	15	[redacted]	[redacted]	YES	[redacted]	[redacted]	[redacted]	YES
New Orleans, LA	159 FW	F-15	15	24	MORE ACFT	YES	18	-3	MORE ACFT	YES
Otis, MA	102 FW	F-15	15	[redacted]	[redacted]	YES	~~15~~ 0	15	SAME # ACFT	YES
Portland, OR	142 FW	F-15	15	[redacted]	[redacted]	YES	~~18~~ ~~15~~	15	SAME # ACFT	YES
TOTALS			108	111			~~117~~ ~~108~~ 111	6		

LEGEND				
	[redacted]	= LESS THAN CURRENT SITUATION	[redacted]	= MORE THAN CURRENT SITUATION
		= NO ANG AIRCRAFT REMAINING IN STATE	[redacted]	= PROPOSED UNIT CONVERSION

DCN: 11899

Done

ANG AIRCRAFT PLACEMENT PROPOSALS - by acft type					draft internal BRAC document					
(chart reflects ANG only)										
AS OF 19 AUG 05		CURRENT SITUATION		DOD RECOMMENDATION			BRAC STAFF REC			
A-10s						ACFT IN				ACFT IN
Base	Wing	Cur Acft	# acft now	BRAC #	ACTION	STATE?	STAFF #	Delta from DOD	ACTION	STATE?
Barnes, MA	104 FW	A-10	15	24	MORE ACFT	YES	24	9	MORE ACFT	YES
Boise, ID	124 WG	A-10	15	18	MORE ACFT	YES	15 18	-3	SAME # ACFT	YES
Bradley, CT	103 FW	A-10	15			NO				NO
~~Ft Smith, AR~~	~~188 FW~~	~~F-16~~	~~0~~	~~0~~	~~NO RECOMMENDATION~~	~~YES~~				~~YES~~
Kellogg, MI	110 FW	A-10	15			YES	~~15~~ 18	15	SAME # ACFT	YES
Martin State (Baltimore), MD	175 WG	A-10	15	18	MORE ACFT	YES	~~15~~ 18	-3	SAME # ACFT	YES
Selfridge ANGB, MI	127 WG	F-16	0	18	CONVERSION	YES	0	-18	NO RECOMMENDATION	YES
Willow Grove, PA	111 FW	A-10	15			YES				YES
TOTALS			90	78			~~84~~ 78	6		

LEGEND				
		= LESS THAN CURRENT SITUATION		= MORE THAN CURRENT SITUATION
		= NO ANG AIRCRAFT REMAINING IN STATE		= PROPOSED UNIT CONVERSION

45 54
2 24
69 78

DCN 11899

Rec #	Name of DoD Recommendation	Recomendation Page	1-Time Cost ($M)	Payback	6 Yr Net ($M)	20-Yr NPV ($M)
84	**Onizuka Air Force Station, CA**	**Air Force - 12**	$123.70	5	$45.33	($211.00)

Lead Team & Analyst: AF (Craig Hall) Support Team & Analyst: JC-S (Brad McRee)

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Active	Undistributed or Overseas Reductions	US	Realign	91	7	0	98	0	98
Active	Vandenburg Air Force Base	CA-Coyle	Gainer	35	23	0	58	42	100
Active	Onizuka Air Force Station	CA-Coyle	Closure	-107	-171	0	-278	-114	-392
	Net jobs for this Recommendation			**19**	**-141**	**0**	**-122**	**-72**	**-194**

Rec #	Name of DoD Recommendation	Recomendation Page	1-Time Cost ($M)	Payback	6 Yr Net ($M)	20-Yr NPV ($M)
85	**Bradley International Airport Air Guard Station, CT, Barnes Air Guard Station, MA, Selfrid**	**Air Force - 14**	$3.20	2	($6.12)	($25.20)

Lead Team & Analyst: AF (Art Beauchamp, Tim MacGregor, Craig Hall) Support Team & Analyst: JC-S (Brad McRee)

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Gd/Res	Shaw Air Force Base	SC	Realign	-24	-1	0	-25	-17	-42
Gd/Res	Selfridge Air National Guard Base	MI	Realign	0	-4	0	-4	-3	-7
Gd/Res	Martin State Airport Air Guard Station	MD	Realign	0	-4	0	-4	-3	-7
Gd/Res	Barnes Municipal Airport Air Guard Station	MA	Gainer	23	83	0	106	84	190
Gd/Res	Bradley International Airport Air Guard Station	CT	Realign	-17	-75	0	-92	-61	-153
	Net jobs for this Recommendation			**-18**	**-1**	**0**	**-19**	**0**	**-19**

Rec #	Name of DoD Recommendation	Recomendation Page	1-Time Cost ($M)	Payback	6 Yr Net ($M)	20-Yr NPV ($M)
86	**New Castle Airport Air Guard Station, DE**	**Air Force - 15**	$15.50	1	($29.06)	($120.10)

Lead Team & Analyst: AF (Tim MacGregor) Support Team & Analyst: JC-S (Brad McRee)

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Gd/Res	McGuire Air Force Base	NJ	Gainer	1	1	0	2	1	3
Gd/Res	Charlotte/Douglas International Airport	NC	Gainer	6	0	0	6	2	8
Gd/Res	Savannah International Airport Air Guard Station	GA	Gainer	13	21	0	34	34	68
Gd/Res	New Castle County Airport Air Guard Station	DE	Realign	-47	-101	0	-148	-100	-248
Gd/Res	Dover Air Force Base	DE	Gainer	3	5	0	8	8	16
	Net jobs for this Recommendation			**-24**	**-74**	**0**	**-98**	**-55**	**-153**

Rec #	Name of DoD Recommendation	Recomendation Page	1-Time Cost ($M)	Payback	6 Yr Net ($M)	20-Yr NPV ($M)
87	**Robins Air Force Base, GA**	**Air Force - 16**	$6.70	1	($31.95)	($175.10)

Lead Team & Analyst: AF (Tim MacGregor) Support Team & Analyst: JC-S (Brad McRee)

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Active	McConnell Air Force Base	KS	Gainer	307	12	0	319	228	547
Active	Robins Air Force Base	GA	Realign	-435	-36	0	-471	-323	-794
	Net jobs for this Recommendation			**-128**	**-24**	**0**	**-152**	**-95**	**-247**

Rec #	Name of DoD Recommendation	Recomendation Page	1-Time Cost ($M)	Payback	6 Yr Net ($M)	20-Yr NPV ($M)
94	**Otis Air National Guard Base, MA, Lambert St. Louis International Airport Air Guard Stati**	**Air Force - 25**	$103.00	3	($12.25)	($336.10)

Lead Team & Analyst: JC-S (Brad McRee, Tanya Cruz) Support Team & Analyst: AF (Mike Flinn, Brad McRee)

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Gd/Res	Burlington International Airport Air Guard Station	VT	Gainer	3	53	0	56	38	94
Gd/Res	Nellis Air Force Base	NV-Bilbray	Gainer	10	186	0	196	163	359
Gd/Res	Atlantic City International Airport Air Guard Station	NJ	Gainer	40	167	0	207	161	368
Gd/Res	Lambert International Airport- St Louis	MO	Realign	-34	-215	0	-249	-260	-509
Gd/Res	Otis Air Guard Base	MA	Closure	-62	-443	0	-505	-321	-826
Gd/Res	Barnes Municipal Airport Air Guard Station	MA	Gainer	0	1	0	1	0	1
Gd/Res	Jacksonville International Airport Air Guard Station	FL	Gainer	4	16	0	20	26	46
Gd/Res	Bradley International Airport Air Guard Station	CT	Gainer	20	2	0	22	7	29
	Net jobs for this Recommendation			**-19**	**-233**	**0**	**-252**	**-186**	**-438**

Rec #	Name of DoD Recommendation	Recomendation Page	1-Time Cost ($M)	Payback	6 Yr Net ($M)	20-Yr NPV ($M)
95	**W.K. Kellogg Airport Air Guard Station, MI**	**Air Force - 27**	$8.30	1	($46.73)	($166.80)

Lead Team & Analyst: JC-S (Brad McRee) Support Team & Analyst: AF (Mike Flinn)

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Gd/Res	W. K. Kellogg Airport Air Guard Station	MI	Closure	-68	-206	0	-274	-166	-440
Gd/Res	Selfridge Air National Guard Base	MI	Gainer	18	164	0	182	132	314
	Net jobs for this Recommendation			**-50**	**-42**	**0**	**-92**	**-34**	**-126**

Rec #	Name of DoD Recommendation	Recomendation Page	1-Time Cost ($M)	Payback	6 Yr Net ($M)	20-Yr NPV ($M)
96	**Duluth International Airport Air Guard Station**	**Air Force - 28**	$2.10	5	($0.22)	($7.80)

Lead Team & Analyst: AF (Craig Hall) Support Team & Analyst: JC-S (Brad McRee)

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
	Net jobs for this Recommendation								

Rec #	Name of DoD Recommendation	Recomendation Page	1-Time Cost ($M)	Payback	6 Yr Net ($M)	20-Yr NPV ($M)
97	**Key Field Air Guard Station, MS**	**Air Force - 28**	$10.70	13	$6.89	($2.50)

Lead Team & Analyst: AF (Art Beauchamp) Support Team & Analyst: JC-S (Brad McRee)

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Gd/Res	Gen Mitchell International Airport AGS	WI	Gainer	24	56	0	80	56	136
Gd/Res	McGee Tyson APT Air Guard Station	TN	Gainer	8	56	0	64	67	131
Gd/Res	Key Field Air Guard Station	MS	Realign	-33	-142	0	-175	-163	-338
Gd/Res	Jackson International Airport Air Guard Station	MS	Gainer	0	1	0	1	0	1
Gd/Res	Bangor International Airport Air Guard Station	ME	Gainer	1	29	0	30	23	53
	Net jobs for this Recommendation			**0**	**0**	**0**	**0**	**-17**	**-17**

Rec #	Name of DoD Recommendation	Recomendation Page	1- Time Cost ($M)	Payback	6 Yr Net ($M)	20-Yr NPV ($M)
80	**Kulis Air Guard Station, AK, and Elmendork Air Force Base, AK**	**Air Force - 7**	$81.40	4	$20.61	($146.70)

Lead Team & Analyst: AF (Craig Hall) Support Team & Analyst: JC-S (Brad McRee)

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Gd/Res	Langley Air Force Base	VA-Gehman	Gainer	697	23	0	720	765	1,485
Gd/Res	Kulis Air Guard Station	AK	Closure	-218	-241	0	-459	-376	-835
Gd/Res	Elmendorf Air Force Base	AK	Realign	-580	191	0	-389	-246	-635
		Net jobs for this Recommendation		**-101**	**-27**	**0**	**-128**	**143**	**15**

Rec #	Name of DoD Recommendation	Recomendation Page	1- Time Cost ($M)	Payback	6 Yr Net ($M)	20-Yr NPV ($M)
81	**Fort Smith Air Guard Station, AR, and Luke Air Force Base, AZ**	**Air Force - 8**	$17.60	16	$12.44	($2.00)

Lead Team & Analyst: AF (David Combs) Support Team & Analyst: JC-S (Brad McRee)

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Gd/Res	Tulsa International Airport Air Guard Station	OK	Gainer	0	1	0	1	0	1
Gd/Res	Savannah International Airport Air Guard Station	GA	Gainer	4	0	0	4	3	7
Gd/Res	Fresno Air Terminal	CA-Coyle	Gainer	43	204	0	247	164	411
Gd/Res	Luke Air Force Base	AZ	Realign	-11	-173	0	-184	-202	-386
Gd/Res	Fort Smith Regional	AR	Realign	-19	-59	0	-78	-56	-134
		Net jobs for this Recommendation		**17**	**-27**	**0**	**-10**	**-91**	**-101**

Rec #	Name of DoD Recommendation	Recomendation Page	1- Time Cost ($M)	Payback	6 Yr Net ($M)	20-Yr NPV ($M)
82	**Beale Air Force Base, CA and Selfridge Air National Guard Base, MI**	**Air Force - 10**	$45.40	14	$34.62	($6.40)

Lead Team & Analyst: AF (Tim MacGregor) Support Team & Analyst: JC-S (Brad McRee)

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Active	McGee Tyson APT Air Guard Station	TN	Gainer	3	56	0	59	64	123
Active	Selfridge Air National Guard Base	MI	Realign	51	-69	0	-18	-35	-53
Active	MacDill Air Force Base	FL	Gainer	11	77	0	88	96	184
Active	Beale Air Force Base	CA-Coyle	Realign	-8	-171	0	-179	-131	-310
		Net jobs for this Recommendation		**57**	**-107**	**0**	**-50**	**-6**	**-56**

Rec #	Name of DoD Recommendation	Recomendation Page	1- Time Cost ($M)	Payback	6 Yr Net ($M)	20-Yr NPV ($M)
83	**March Air Force Base, CA**	**Air Force - 11**	$10.80	5	$1.91	($15.50)

Lead Team & Analyst: AF (Justin) Support Team & Analyst: JC-S (Brad McRee)

Affected Bases

Component	Base Name	State	Action	Net Mil.	Net Civ.	Net Cont.	Total Dir.	Total InDir.	Total Chngs
Gd/Res	McGee Tyson APT Air Guard Station	TN	Gainer	1	20	0	21	22	43
Gd/Res	Armed Forces Reserve Center Pease Air Force Base	NH	Gainer	20	28	0	48	40	88
Gd/Res	McConnell Air Force Base	KS	Gainer	34	1	0	35	24	59
Gd/Res	March Air Reserve Base	CA-Coyle	Realign	-71	-40	0	-111	-89	-200
		Net jobs for this Recommendation		**-16**	**9**	**0**	**-7**	**-3**	**-10**

DCN: 11899

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
Data As Of 4/29/2005 6:04:20 PM, Report Created 4/29/2005 6:07:10 PM

Department : USAF
Scenario File : A:\COBRA USAF 0049v2 (135c2).CBR
Option Pkg Name: USAF 0049v2 (135c2) Close W.K. Kellogg APT AGS, Battle Creek
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Starting Year : 2006
Final Year : 2008
Payback Year : Immediate

NPV in 2025($K): -166,849
1-Time Cost($K): 8,269

Net Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	25	284	0	0	0	0	310	0
Person	0	-1,905	-6,779	-6,779	-6,779	-6,779	-29,021	-6,779
Overhd	-495	-624	-5,392	-5,700	-5,700	-5,700	-23,612	-5,945
Moving	0	4,909	0	0	0	0	4,909	0
Missio	0	0	0	0	0	0	0	0
Other	368	318	0	0	0	0	686	0
TOTAL	-102	2,983	-12,171	-12,479	-12,479	-12,479	-46,728	-12,724

	2006	2007	2008	2009	2010	2011	Total
POSITIONS ELIMINATED							
Off	0	8	0	0	0	0	8
Enl	0	42	0	0	0	0	42
Civ	0	42	0	0	0	0	42
TOT	0	92	0	0	0	0	92
POSITIONS REALIGNED							
Off	0	3	0	0	0	0	3
Enl	0	15	0	0	0	0	15
Stu	0	0	0	0	0	0	0
Civ	0	164	0	0	0	0	164
TOT	0	182	0	0	0	0	182

Summary:

Close W.K. Kellogg Airport AGS. The 110th Fighter Wing's (ANG) A-10 aircraft (15 PAA) will be distributed to the 127th Wing (ANG), Selfridge ANGB, Michigan.

DCN: 11899

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 2/2
Data As Of 4/29/2005 6:04:20 PM, Report Created 4/29/2005 6:07:11 PM

Department : USAF
Scenario File : A:\COBRA USAF 0049v2 (135c2).CBR
Option Pkg Name: USAF 0049v2 (135c2) Close W.K. Kellogg APT AGS, Battle Creek
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	25	284	0	0	0	0	310	0
Person	0	2,103	855	855	855	855	5,523	855
Overhd	441	616	594	285	285	285	2,506	285
Moving	0	4,946	0	0	0	0	4,946	0
Missio	0	0	0	0	0	0	0	0
Other	368	318	0	0	0	0	686	0
TOTAL	834	8,267	1,449	1,140	1,140	1,140	13,971	1,140

Savings in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	4,007	7,634	7,634	7,634	7,634	34,544	7,634
Overhd	936	1,240	5,985	5,985	5,985	5,985	26,118	6,230
Moving	0	36	0	0	0	0	36	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	936	5,284	13,620	13,620	13,620	13,620	60,699	13,865

DCN: 11899

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10)
Data As Of 4/29/2005 6:04:20 PM, Report Created 4/29/2005 6:07:04 PM

Department : USAF
Scenario File : A:\COBRA USAF 0049v2 (135c2).CBR
Option Pkg Name: USAF 0049v2 (135c2) Close W.K. Kellogg APT AGS, Battle Creek
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Personnel

Base	Start*	Finish*	Change	%Change
W. K. Kellogg APT AG	274	0	-274	-100%
Selfridge ANGB	1,110	1,292	182	16%
BASE X (AIR FORCE)	2,940	2,940	0	0%
TOTAL	4,324	4,232	-92	-2%

Square Footage

Base	Start	Finish	Change	%Change	Chg/Per
W. K. Kellogg APT AG	336,000	0	-336,000	-100%	1,226
Selfridge ANGB	1,980,000	1,980,800	800	0%	4
BASE X (AIR FORCE)	1,947,403	1,947,403	0	0%	0
TOTAL	4,263,403	3,928,203	-335,200	-8%	3,643

Base Operations Support (2005$)

Base	Start*	Finish*	Change	%Change	Chg/Per
W. K. Kellogg APT AG	3,661,646	0	-3,661,646	-100%	13,364
Selfridge ANGB	6,367,273	6,647,052	279,779	4%	1,537
BASE X (AIR FORCE)	18,380,156	18,380,156	0	0%	0
TOTAL	28,409,076	25,027,208	-3,381,868	-12%	36,759

Sustainment (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
W. K. Kellogg APT AG	1,632,405	0	-1,632,405	-100%	5,958
Selfridge ANGB	9,529,947	9,532,867	2,920	0%	16
BASE X (AIR FORCE)	8,161,604	8,161,604	0	0%	0
TOTAL	19,323,956	17,694,471	-1,629,485	-8%	17,712

Recapitalization (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
W. K. Kellogg APT AG	936,369	0	-936,369	-100%	3,417
Selfridge ANGB	6,844,167	6,846,729	2,562	0%	14
BASE X (AIR FORCE)	6,909,608	6,909,608	0	0%	0
TOTAL	14,690,143	13,756,337	-933,807	-6%	10,150

Sustain + Recap + BOS (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
W. K. Kellogg APT AG	6,230,420	0	-6,230,420	-100%	22,739
Selfridge ANGB	22,741,387	23,026,648	285,261	1%	1,567
BASE X (AIR FORCE)	33,451,368	33,451,368	0	0%	0
TOTAL	62,423,175	56,478,016	-5,945,159	-10%	64,621

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COMPARISON OF AF AND UNOFFICIAL PROPOSAL

Base	Wing	Cur Acft	# acft now	AF BRAC #	AF ACTION	ACFT IN STATE?	ALT #	ALT ACTION	ACFT IN STATE?
	Alabama					YES			YES
Birmingham, AL	117 ARW	KC-135	8						
Dannelly Field, AL	187 FW	F-16	15	18	MORE ACFT		18	MORE ACFT	
	Alaska					YES			YES
Kulis AK	176 WG	C-130	8	12			12		
	Arizona					YES			YES
Phoenix Sky Harbor, AZ	161 ARW	KC-135	8	10	MORE ACFT				
	Arkansas					YES			YES
Ft Smith, AR	188 FW	F-16	15						
Little Rock, AR	189 AW	C-130	8	18	MORE ACFT		18	MORE ACFT	
	California					YES			YES
Fresno, CA	144 FW	F-16	15	24	MORE ACFT		18	MORE ACFT	
Channel Islands, CA	146 AW	C-130	8	12	MORE ACFT				
March ARB, CA	163 ARW	KC-135	9						
	Colorado					YES			YES
Buckley, CO	140 WG	F-16	15	18	MORE ACFT		18	MORE ACFT	
	Connecticut								YES
Bradley, CT	103 FW	A-10	15				18	MORE ACFT	
	Delaware								YES
New Castle, DE	166 AW	C-130	8						
	District of Columbia					YES			YES
Andrews AFB, MD	113 WG	F-16	15	24	MORE ACFT		18	MORE ACFT	
	Florida					YES			YES
Jacksonville, FL	125 FW	F-15	15	24	MORE ACFT		18	MORE ACFT	
	Georgia					YES			YES
Savannah, GA	165 AW	C-130	8	12	MORE ACFT				
	Hawaii					YES			YES
Hickam, HI	154 WG	KC-135	8	12	MORE ACFT		12	MORE ACFT	
	Idaho					YES			YES
Boise, ID	124 WG	A-10	15	18	MORE ACFT		18	MORE ACFT	
Boise, ID	124 WG	C-130	4						
	Illinois					YES			YES
Scott AFB, IL	126 ARW	KC-135	8	12	MORE ACFT				
Peoria, IL	182 AW	C-130	8	12	MORE ACFT				
Capital (Springfield), IL	183 FW	F-16	15						
	Indiana					YES			YES
Ft Wayne, IN	122 FW	F-16	15	24	MORE ACFT		24	MORE ACFT	
Hulman, IN	181 FW	F-16	15						
	Iowa					YES			YES
Des Moines, IA	132 FW	F-16	15	18	MORE ACFT		18	MORE ACFT	

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Base	Wing	Cur Acft	# acft now	AF BRAC #	AF ACTION	ACFT IN STATE?	ALT #	ALT ACTION	ACFT IN STATE?
	Kansas					YES			YES
McConnell AFB, KS	184 ARW	KC-135	9						
Forbes, KS	190 ARW	KC-135	8	12	MORE ACFT		12	MORE ACFT	
	Kentucky					YES			YES
Louisville, KY	123 AW	C-130	8	12	MORE ACFT				
	Louisiana					YES			YES
New Orleans, LA	159 FW	F-15	15	24	MORE ACFT		18	MORE ACFT	
	Maine					YES			YES
Bangor, ME	101 ARW	KC-135	8	12	MORE ACFT		10	MORE ACFT	
	Maryland					YES			YES
Martin State (Baltimore), MD	175 WG	A-10	15	18	MORE ACFT		18	MORE ACFT	
Martin State (Baltimore), MD	175 WG	C-130	8						
	Massachusetts					YES			YES
Otis, MA	102 FW	F-15	15						
Barnes, MA	104 FW	A-10	15	24	MORE ACFT		0		
Barnes, MA	104 FW	F-15	0	0			18	MORE ACFT	
	Michigan					YES			YES
Kellogg, MI	110 FW	A-10	15						
Selfridge, MI	127 WG	C-130	8	0			0		
Selfridge, MI	127 WG	KC-135	0	12	MORE ACFT		12	MORE ACFT	
Selfridge, MI	127 WG	F-16	15	0			0		
Selfridge, MI	127 WG	A-10	0	18	MORE ACFT		24	MORE ACFT	
	Minnesota					YES	C-130 UNIT IN ST PAUL		YES
Duluth, MN	148 FW	F-16	15						
	Mississippi					YES	C-17 UNIT IN JACKSON		YES
Key Field, MS	186 ARW	KC-135	9						
	Missouri					YES			YES
Lambert (St Louis) MO	131 FW	F-15	15				18	MORE ACFT	
Rosecrans (St Jo)	139 AW	C-130	8	12	MORE ACFT		12	MORE ACFT	
	Montana								YES
Great Falls, MT	120 FW	F-16	15				0		
Great Falls, MT	120 AW?	C-130	0	0			8	CONVERSION	
	Nevada								
Reno, NV	152 AW	C-130	8						
	New Hampshire					YES			YES
Pease ANGB, NH	157 ARW	KC-135	9	12	MORE ACFT		10	MORE ACFT	
	New Jersey					YES			YES
McGuire AFB, NJ	108 ARW	KC-135	16						
Atlantic City, NJ	177 FW	F-16	15	0			18	MORE ACFT	
Atlantic City, NJ	177 FW	F-15	0	24	MORE ACFT		0		
	New Mexico					YES			YES
Kirtland AFB, NM	150 FW	F-16	15	18			18		
	New York					YES			YES
Niagara Falls, NY	107 ARW	KC-135	8						
Schenectady, NY	109 AW	C-130	14						
Hancock IAP, NY	174 FW	F-16	15						

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Base	Wing	Cur Acft	# acft now	AF BRAC #	AF ACTION	ACFT IN STATE?	ALT #	ALT ACTION	ACFT IN STATE?
	North Carolina					YES			YES
Douglas IAP (Charlotte)	145 AW	C-130	8	12	MORE ACFT				
	North Dakota								
Hector IAP, ND	119 FW	F-16	15						
	Ohio					YES			YES
Springfield-Beckley, OH	178 FW	F-16	15						
Mansfield, OH	179 AW	C-130	8						
Toledo, OH	180 FW	F-16	15	24	MORE ACFT		24	MORE ACFT	
	Oklahoma					YES			YES
Will Rogers (Ok City), OK	137 AW	C-130	8						
Tulsa, OK	138 FW	F-16	15	24	MORE ACFT		24	MORE ACFT	
	Oregon					YES			YES
Portland, OR	142 FW	F-15	15						
Klamath Falls, OR	173 FW	F-15	18	24	MORE ACFT		24	MORE ACFT	
	Pennsylvania					YES			YES
Willow Grove, PA	111 FW	A-10	15						
	Rhode Island					YES			YES
Quonset, RI	143 AW	C-130	9	12	MORE ACFT				
	South Carolina					YES			YES
McEntire, SC	169 FW	F-16	15	24	MORE ACFT		24	MORE ACFT	
	South Dakota					YES			YES
Joe Foss Field, SD	114 FW	F-16	15	18	MORE ACFT		18	MORE ACFT	
	Tennessee					YES			YES
Nashville, TN	118 AW	C-130	8						
McGhee-Tyson, TN	134 ARW	KC-135	8	12	MORE ACFT		10	MORE ACFT	
	Texas					YES			YES
Ft Worth, TX	136 AW	C-130	8	12					
Ellington, TX	147 FW	F-16	15						
Lackland AFB, TX	149 FW	F-16	18	24	MORE ACFT		24	MORE ACFT	
	Vermont					YES			YES
Burlington, VT	158 FW	F-16	15	18	MORE ACFT		18	MORE ACFT	
	Virginia					YES			YES
Richmond, VA	192 FW	F-16	15						
	Washington								
Fairchild AFB, WA	141 ARW	KC-135	8						
	West Virginia					YES			YES
Yeager (Charleston) WV	130 AW	C-130	8						
	Wisconsin					YES			YES
Truax Field, WI	115 FW	F-16	15	18	MORE ACFT		18	MORE ACFT	
Gen Mitchell Field, WI	128 ARW	KC-135	9	12	MORE ACFT				
	Wyoming					YES			YES
Cheyenne, WY	153 AW	C-130	8	12	MORE ACFT		12	MORE ACFT	

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ANG C-130

Location	Type	type	Current PAA	DoD Rec.	BRAC Comm #	ANG in State
Boise, ID	124 WG	C-130H	4		0	Yes
Channel Islands, CA	146 AW	C-130J	8	12	8	Yes
Cheyenne, WY	153 AW	C-130H	8	12	6	Yes
Douglas IAP (Charlotte)	145 AW	C-130H	8	12	10	Yes
Ft Worth, TX	136 AW	C-130H	8	12	8	Yes
Gabreski, NY	106 RQW	***HC-130***	***4***	4	4	Yes
Harrisburg, PA	193 SOW	***EC-130***	***6***	6	6	Yes
Kulis AK	176 WG	C-130H HC-130	11		11	Yes
Little Rock, AR	189 AW	C-130H/J	8	18	9	Yes
Louisville, KY	123 AW	C-130H	8	12	8	Yes
Luis Munoz (Puerto Rico)	156 AW	C-130E	8	0	0	Yes
Mansfield, OH	179 AW	C-130H	8		0	Yes
Martin State (Baltimore), MD	175 WG	C-130J	8		0	Yes
Minneapolis, MN	133 AW	C-130	8	8	8	Yes
Moffett, CA	129 RQW	***MC-130***	***4***	4	4	Yes
Nashville, TN	118 AW	C-130H	8		0	Yes
New Castle, DE	166 AW	C-130H	8		8	Yes
Peoria, IL	182 AW	C-130H	8	12	8	Yes
Quonset, RI	143 AW	C-130J	8	11	8	Yes
Reno, NV	152 AW	C-130H	8		8	Yes
Rosecrans (St Jo), MO	139 AW	C-130H	8	12	10	Yes
Savannah, GA	165 AW	C-130H	8	12	8	Yes
Schenectady, NY	109 AW	(L)C-130H	10		10	Yes
Selfridge, MI	127 WG	C-130E	8	0	0	Yes
Will Rogers (Ok City), OK	137 AW	C-130H	8		0	Yes
Yeager (Charleston) WV	130 AW	C-130H	8		8	Yes

KLS, 8/23/05

A-10 BASES (ANG)

MCI	Base	Wing	Curr Acft	DOD #	BRAC #
42.1	Selfridge ANGB, MI	127 WG	F-16	18	24
42.1	Ft Smith, AR	188 FW	F-16	0	18
41.4	Boise, ID	124 WG	A-10	18	18
39.4	Martin State (Baltimore), MD	175 WG	A-10	18	18
37.7	Willow Grove, PA	111 FW	A-10	0	0
35.5	Barnes, MA	104 FW	A-10	24	0
35.4	Bradley, CT	103 FW	A-10	0	0
30.5	Kellogg, MI	110 FW	A-10	0	0
	TOTAL				78

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F-15 BASES (ANG)

MCI	Base	Wing	Curr Acft	DOD #	BRAC #
61.8	Jacksonville, FL	125 FW	F-15	24	18
53.5	Hickam, HI	154 WG	F-15	15	15
50.2	Atlantic City, NJ	177 FW	F-16	24	0
49.8	Kingsley Field, OR	173 FW	F-15	24	18
46.0	Portland, OR	142 FW	F-15	0	15
45.5	New Orleans, LA	159 FW	F-15	24	18
42.8	Otis, MA	102 FW	F-15	0	0
42.0	Barnes, MA	104 FW	A-10	0	18
37.8	Great Falls, MT	120 FW	F-16	0	15
35.9	Lambert (St Louis) MO	131 FW	F-15	0	0
	TOTAL				117

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F-16 BASES (ANG)

MCI	Base	Wing	Curr Acft	DOD #	BRAC #
66.4	Kirtland AFB, NM	150 FW	F-16	18	18
64.8	Andrews AFB, MD	113 WG	F-16	24	18
55.8	Kelly Field (Lackland), TX	149 FW	F-16	24	18
55.7	McEntire, SC	169 FW	F-16	24	24
55.3	Richmond, VA	192 FW	F-16	0	0
50.7	Dannelly Field, AL	187 FW	F-16	18	18
50.2	Atlantic City, NJ	177 FW	F-16	0	18
49.8	Buckley, CO	140 WG	F-16	18	18
49.5	Tucson, AZ	162 FW	F-16	61	61
48.1	Selfridge, MI	127 WG	F-16	0	0
45.4	Ellington, TX	147 FW	F-16	0	0
43.1	Fresno, CA	144 FW	F-16	24	18
42	Hancock IAP, NY	174 FW	F-16	0	0
40.8	Burlington, VT	158 FW	F-16	18	18
38.8	Ft Smith, AR	188 FW	F-16	0	0
38.6	Joe Foss Field, SD	114 FW	F-16	18	18
38.4	Tulsa, OK	138 FW	F-16	24	21
38.2	Capital (Springfield), IL	183 FW	F-16	0	0
37.8	Great Falls, MT	120 FW	F-16	0	0
37.4	Hulman, IN	181 FW	F-16	0	0
37.2	Truax Field, WI	115 FW	F-16	18	18
36.8	Toledo, OH	180 FW	F-16	24	18
36.1	Hector IAP, ND	119 FW	F-16	0	0
35.4	Springfield-Beckley, OH	178 FW	F-16	0	0
34.5	Ft Wayne, IN	122 FW	F-16	24	18
32.6	Duluth, MN	148 FW	F-16	0	15
32.4	Des Moines, IA	132 FW	F-16	18	18
	TOTAL				355

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C-130 BASES (ANG)

MCI	Base	Wing	Curr Acft	DOD #	BRAC #
63.2	Little Rock, AR	189 AW	C-130H/J	18	9
56.3	Douglas IAP (Charlotte)	145 AW	C-130H	12	10
50.6	Ft Worth, TX	136 AW	C-130H	12	8
47.8	Will Rogers (Ok City), OK	137 AW	C-130H	0	0
47.3	Boise, ID	124 WG	C-130H	0	0
47.3	Selfridge, MI	127 WG	C-130E	0	0
45.1	Savannah, GA	165 AW	C-130H	12	8
44.7	Louisville, KY	123 AW	C-130H	12	8
42.9	Harrisburg, PA	193 SOW	*EC-130*	6	6
41.9	Channel Islands, CA	146 AW	C-130J	12	8
41.5	Minneapolis, MN	133 AW	C-130	8	8
40.5	Reno, NV	152 AW	C-130H	0	8
39.8	Nashville, TN	118 AW	C-130H	0	0
38.9	Kulis AK	176 WG	C-130H	11	11
			HC-130	12	10
38.2	Rosecrans (St Jo), MO	139 AW	C-130H	6	10
37.7	Schenectady, NY	109 AW	(L)C-130H	6	6
37.6	Cheyenne, WY	153 AW	C-130H	0	0
37.3	Mansfield, OH	179 AW	C-130H	0	8
37	New Castle, DE	166 AW	C-130H	0	0
36.8	Luis Munoz (Puerto Rico)	156 AW	C-130E	0	0
35.3	Quonset, RI	143 AW	C-130J	12	8
34.6	Peoria, IL	182 AW	C-130H	12	8
33.1	Moffett, CA	129 RQW	*MC-130*	4	4
31.9	Yeager (Charleston) WV	130 AW	C-130H	0	8
30.4	Martin State (Baltimore), MD	175 WG	C-130J	0	0
30.2	Gabreski, NY	106 RQW	*HC-130*	4	4
	TOTAL				150

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KC-135 BASES (ANG)

MCI	Base	Wing	Curr Acft	DOD #	BRAC #
77.7	McConnell AFB, KS	184 ARW	KC-135	0	0
77.4	March ARB, CA	163 ARW	KC-135	0	0
77.1	Fairchild AFB, WA	141 ARW	KC-135	0	0
71.8	Salt Lake City, UT	151 ARW	KC-135	8	8
66.1	Forbes, KS	190 ARW	KC-135E	12	12
65.3	Phoenix Sky Harbor, AZ	161 ARW	KC-135	10	8
65.1	Scott AFB, IL	126 ARW	KC-135E	12	8
61.8	Lincoln, NE	155 ARW	KC-135	8	8
61.4	Rickenbacker ANGB, OH	121 ARW	KC-135	18	18
58.2	Selfridge, MI	127 WG	KC-135	12	8
58	Eielson AFB, AK	168 ARW	KC-135	8	8
57.6	McGuire AFB, NJ	108 ARW	KC-135E	0	8
57.3	Birmingham, AL	117 ARW	KC-135	0	8
56.4	Sioux City, IA	185 ARW	KC-135E	8	8
55.3	McGhee-Tyson, TN	134 ARW	KC-135E	12	12
54.4	Pittsburgh ANGS, PA	171 ARW	KC-135	16	16
54	Gen Mitchell Field, WI	128 ARW	KC-135	12	12
53.9	Hickam, HI	154 WG	KC-135	12	12
52.8	Key Field, MS	186 ARW	KC-135	0	0
50.6	Pease ANGB, NH	157 ARW	KC-135	12	8
44.6	Niagara Falls, NY	107 ARW	KC-135	0	0
42.7	Bangor, ME	101 ARW	KC-135E	12	10
	TOTAL				172

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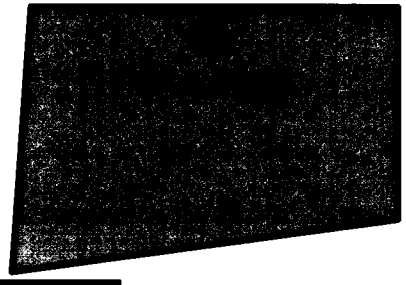
Connecticut



Force Structure

- Gain
- Realign
- Close
- No Change

JCSG / JAST Scenarios :

- None

[redacted]

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

CURRENT

Locations: Bradley

FORCE STRUCTURE

Aircraft changes:	Current	Future	DoD ~~BRAC~~	BRAC
A-10 (Bradley - ANG)	15	15	0	0
Totals	15	15	0	0

STATE IMPACT (Acft)

-15 -15

STATE IMPACT (Manpower)

	Full Time	Drill
TOTAL	-143	-384

*Includes BRAC and Non-BRAC programmatic actions thru 2011

Bradley AGS (CT)

Outgoing

- Bradley IAP AGS (103d Fighter Wing) (ANG) will distribute it A-10 aircraft as follows:
  - 9 PAA to the 104th Fighter Wing (ANG), Barnes Municipal Airport AGS, MA
  - 6 PAA to retirement
- The wing's expeditionary combat support (ECS) elements will remain in place at Bradley

Incoming

- Bradley will also receive Centralized Intermediate Repair Facility (CIRF) for TF-34 engines from Barnes AGS, MA; Selfridge ANGB, MI; Shaw AFB, SC; and Martin State Airport AGS, MD
- Bradley gains capability to support a Homeland Defense mission

Manpower

	Full Time	Drill
Impact thru 2011	-143	-384

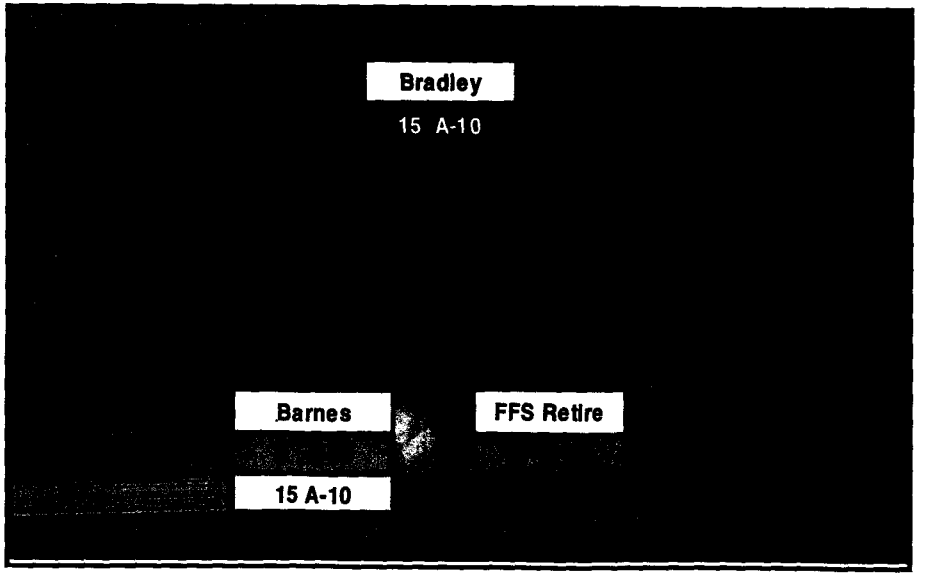
*Includes BRAC and Non-BRAC programmatic changes

Candidate Recommendation (CR) (Cost) / Savings

Initiating CR – Realign Bradley

One Time (Cost):	($3M)
2011 (Cost) / Savings:	$6M
Annual Recurring (Cost) / Savings:	$2M
Payback Period:	2 yrs/2009
NPV (Cost) / Savings:	$25M

Spider Diagram



JCSG / JAST Actions

- None

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Do Not Release Prior to 13 1030 May 05, EDT

Barnes Municipal Airport AGS, MA
BRAC 2005 Recommendations

Air Force Recommendations

Realign Barnes Municipal Airport AGS, MA. Receive nine A-10s from Bradley International Airport AGS, CT, and firefighter positions from Otis ANGB, MA. Barnes moves base-level TF-34 engine intermediate maintenance to Bradley International Airport AGS.

Joint Recommendations

NONE.

Incoming Activities

Air Force Actions:

What: Receive nine A-10s from Bradley International Airport AGS, MA.
Why: This consolidation is part of a larger effort to consolidate the A-10 fleet in fewer locations. By combining the two units into one squadron, the Air Force retains trained A-10 pilots and maintenance technicians in the area and creates an optimum-sized and more effective squadron.

What: Receive firefighter positions from Otis ANGB, MA.
Why: The aerial fire fighter functions are moved to a base that will have a flying mission within the same geographic area in order to retain skilled and highly trained ANG personnel.

Joint Actions: NONE.

Departing Activities

Air Force Actions:

What: Move base-level TF-34 engine intermediate maintenance to Bradley.
Why: Establishing a CIRF at Bradley for TF-34 engine maintenance compliments A-10 fleet realignment. The CIRF at Bradley compliments force structure realignment and regionally co-locates intermediate maintenance with the supported weapon system.

Joint Actions: NONE.

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Quantitative Results

Manpower		
Installation	**Full Time**	**Drill**
Impact	**+106**	**+254**

Includes BRAC and Non-BRAC Programmatic Changes through FY2011.

Preliminary Manpower Move Year*

Receive A-10s from Bradley	FY07
Establish CIRF at Bradley	FY07
Receive Firefighters from Otis	FY08

* Actual time phasing of manpower moves may be altered during BRAC implementation. According to BRAC law, this (or these) action(s) must be initiated within two years and completed within six years from the date the President transmits the report to Congress.

Internal Communications: (Base Workforce)

- The Secretary of Defense's BRAC recommendations demonstrate that Barnes Muni AGS remains a valuable installation to the Air Force and DoD.
- The BRAC 2005 process will ensure that the United Sates continues to have the best-trained and equipped military in the world.
- The Air Force recommendations were made carefully and impartially.
- The AF understands the impact BRAC can have on military members, retirees, employees and their families. Base commanders will make every effort to provide forums to share releasable BRAC information and answer questions.
- People are the Air Force's most valuable resource, and we will treat all affected individuals equitably during BRAC reductions and strive to mitigate adverse effects resulting from BRAC actions.
- Future Total Force (FTF) will assist the Air Force in implementing BRAC because it is a fundamental element of transformation. Comprised of two major components – a planned force structure through 2025 and new organizational constructs – FTF will create efficiencies, retain invaluable human capital, and above all, maximize the capabilities of all the Air Force components: Active Duty, Air National Guard and Air Force Reserve.

Do Not Release Prior to 13 1030 May 05, EDT

- Many units losing a weapon system due to force structure changes or BRAC will not be left without a relevant, meaningful mission. In this case, while Barnes Muni loses its TF-34 engine intermediate maintenance, it gains nine A-10s.

- These recommendations balance airpower among our active duty, Air Force Reserve and Air National Guard components. The integration of Reserve, Guard and active duty Airmen strengthens our overall warfighting capability.

External Communications: (Civilian community)

- The Secretary of Defense's BRAC recommendations demonstrate that Barnes Muni AGS remains a valuable installation to the Air Force and DoD.

- Barnes Muni AGS is an integral part of the transformation of our Armed Forces.

- The purpose of the SECDEF's recommendations is to make the most efficient and effective use of all the Department's resources; to improve operational efficiency; to save taxpayer dollars; to advance transformation and enhance the combat effectiveness of our military force.

- BRAC 2005 allows the Department to maximize both war-fighting capability and efficiency through joint organizational and basing solutions that will facilitate multi-service missions, reduce excess capacity, save money, and redirect resources to modernize equipment and infrastructure and develop the capabilities to meet 21st century threats.
- These recommendations balance airpower among our active duty, Air Force Reserve and Air National Guard components. The integration of Reserve, Guard and active duty Airmen strengthens our overall warfighting capability.

Approving BRAC Recommendations - Statutory Steps

16 May 05	SECDEF forwards Recommendations to BRAC Commission
08 Sept 05	BRAC Commission recommendations due to President
23 Sept 05	President approves/disapproves Commission recommendations
20 Oct 05	Commission resubmits recommendations (if initially rejected by President)
07 Nov 05	President submits final recommendations to Congress. Once submitted, the plan, becomes final within 45 legislative days, unless Congress passes a joint resolution to block the entire package.

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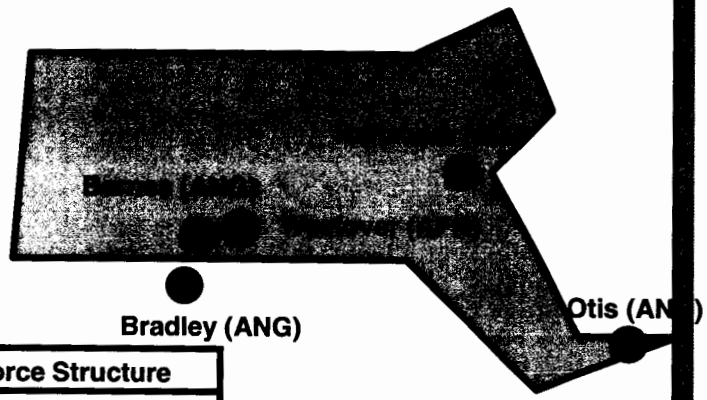
Massachusetts



Force Structure

- Gain
- Realign
- Close
- No Change

Map Not To Scale

JCSG / JAST Scenarios:

- Hanscom TECH-0009R; TECH-0042C
- Westover USA-0212

[redacted]

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

CURRENT

Locations:

Barnes
Hanscom
Otis
Westover

FORCE STRUCTURE

Aircraft changes:	Current	Future	~~BRAC~~ DXD	BRAC
F-15 BARNES - ANG	0	0	0	18
A-10 (Barnes - ANG)	15	15	24	0
F-15 C/D (Otis - ANG)	15	15	0	0
C-5 (Westover - AFR)	16	14	14	14
Totals	46	44	38	32

STATE IMPACT (Acft)

-6 -12

STATE IMPACT (Manpower)

	Full Time	Drill
TOTAL	+757	-692

*Includes BRAC and Non-BRAC programmatic actions thru 2011

Barnes AGS (MA)

Incoming

- 9 PAA of A-10 aircraft from Bradley IAP AGS (103d Fighter Wing) (ANG) are distributed to 104th Fighter Wing (ANG), Barnes AGS, MA

Outgoing

- Barnes will move base-level TF-34 engine intermediate maintenance to Bradley

Manpower

	Full Time	Drill
Impact thru 2011	+106	+254

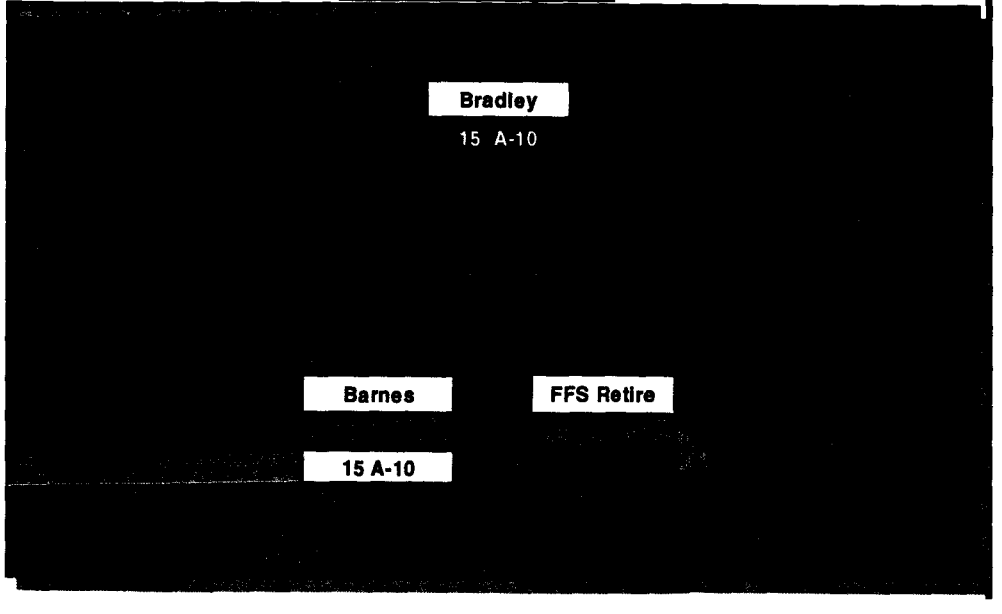
*Includes BRAC and Non-BRAC programmatic changes

Candidate Recommendation (CR) (Cost) / Savings

Initiating CR – Realign Bradley

One Time (Cost):	($3M)
2011 (Cost) / Savings:	$6M
Annual Recurring (Cost) / Savings:	$2M
Payback period:	2 yrs/2009
NPV (Cost) / Savings:	$25M

Spider Diagram



JCSG / JAST Actions

- None

Hanscom AFB (MA)

Force Structure Moves

N/A

Manpower

	Full Time	Drill
Impact thru 2011	+1106	0

*Includes BRAC and Non-BRAC programmatic changes

Candidate Recommendation (CR) (Cost) / Savings

N/A

Spider Diagram

N/A

JCSG / JAST Actions

- TECH-0009R– Defense Research Service Led Labs
  - - 279 personnel/$147M MILCON
- TECH-0042C– C4ISR RDAT&E Consolidations
  - + 1,383 personnel/$172.50M MILCON

Otis AGB (MA)

Outgoing

- Otis ANGB (The 102d Fighter Wing) (ANG) F-15 aircraft will be distributed to:
  - 3 PAA to the 125th Fighter Wing, Jacksonville AGS, FL
  - 12 PAA to the 177th Fighter Wing (ANG), Atlantic City AGS, NJ
- The wing's expeditionary combat support elements, 253d Combat Communications Group (ANG), and 267th Communications Squadron (ANG) will remain in place
- The Air Sovereignty Alert (ASA) facility moves to Bradley to support Homeland Defense

Manpower

	Full Time	Drill
Impact thru 2011	-512	-916

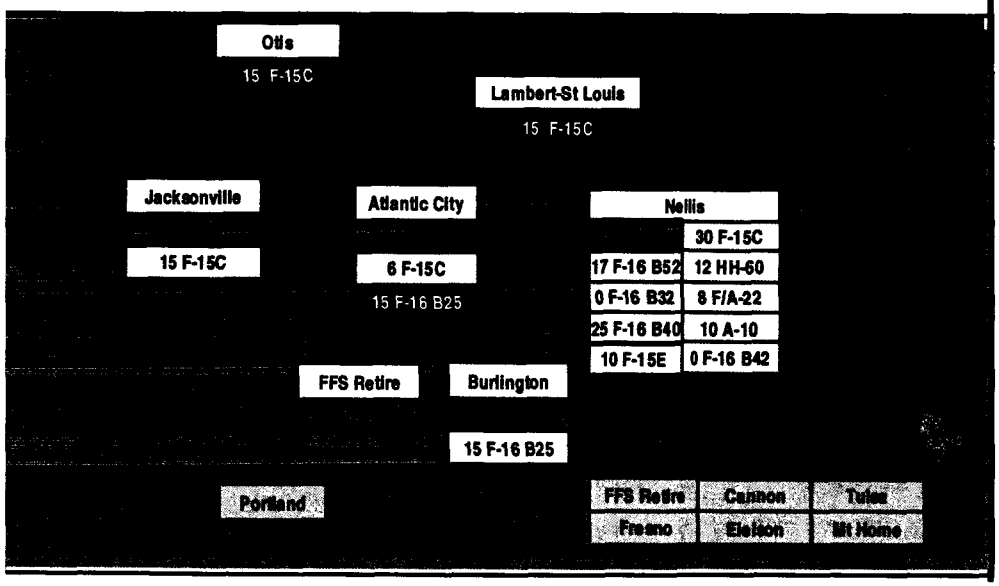
*Includes BRAC and Non-BRAC programmatic changes

Candidate Recommendation (CR) (Cost) / Savings

Initiating CR – Close Otis

One Time (Cost):	($103M)
2011 (Cost) / Savings:	$12M
Annual Recurring (Cost) / Savings:	$33.5M
Payback period:	3 yrs/2011
NPV (Cost) / Savings:	$336M

Spider Diagram



JCSG / JAST Actions

- None

DCN: 11899

BRADLEY, CT

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
Data As Of 8/30/2005 8:27:21 PM, Report Created 8/30/2005 8:28:07 PM

Department : USAF
Scenario File : A:\COBRA Air Force 14 Realign Bradley.CBR
Option Pkg Name: COBRA Air Force 14 Realign Bradley IAP AGS
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Starting Year : 2006
Final Year : 2007
Payback Year : 2014 (7 Years)

NPV in 2025($K): -17,783
1-Time Cost($K): 14,334

Net Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	459	5,096	0	0	0	0	5,555	0
Person	0	-701	-2,282	-2,282	-2,282	-2,282	-9,829	-2,282
Overhd	250	236	48	48	48	48	679	48
Moving	1,100	5,041	0	0	0	0	6,140	0
Missio	0	0	0	0	0	0	0	0
Other	0	1,180	93	-7	-7	-7	1,251	-7
TOTAL	1,808	10,851	-2,140	-2,240	-2,240	-2,240	3,797	-2,240

	2006	2007	2008	2009	2010	2011	Total
POSITIONS ELIMINATED							
Off	0	0	0	0	0	0	0
Enl	0	18	0	0	0	0	18
Civ	0	1	0	0	0	0	1
TOT	0	19	0	0	0	0	19
POSITIONS REALIGNED							
Off	0	6	0	0	0	0	6
Enl	0	52	0	0	0	0	52
Stu	0	0	0	0	0	0	0
Civ	0	155	0	0	0	0	155
TOT	0	213	0	0	0	0	213

Summary:

Realign Bradley IAP AGS. The 103d Fighter Wing's (ANG) A-10 aircraft will be distributed to the 188th Fighter Wing (ANG), Fort Smith Municipal Airport AGS, Arkansas (15 PAA). The wing's expeditionary combat support (ECS) elements will remain in place. Bradley retains capability to support Homeland Defense mission. The 104th Fighter Wing (ANG), Barnes Municipal Airport AGS Massachusetts are distributed to the 188th Fighter Wing (3 PAA) and to retirement (12 PAA).

Establish a Centralized Intermediate Repair Facility (CIRF) at Bradley for the TF34 engine commodity. Realign base-level TF34 engine intermediate maintenance from Barnes; Selfridge ANGB, MI; Shaw AFB, SC; and Martin State Airport AGS, MD into a CIRF at Bradley.

DCN: 11899

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 2/2
Data As Of 8/30/2005 8:27:21 PM, Report Created 8/30/2005 8:28:08 PM

Department : USAF
Scenario File : A:\COBRA Air Force 14 Realign Bradley.CBR
Option Pkg Name: COBRA Air Force 14 Realign Bradley IAP AGS
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	459	5,096	0	0	0	0	5,555	0
Person	0	1,060	254	254	254	254	2,077	254
Overhd	250	431	244	244	244	244	1,656	244
Moving	1,100	5,149	0	0	0	0	6,249	0
Missio	0	0	0	0	0	0	0	0
Other	0	1,180	93	-7	-7	-7	1,251	-7
TOTAL	1,808	12,916	591	491	491	491	16,788	491

Savings in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	1,761	2,536	2,536	2,536	2,536	11,906	2,536
Overhd	0	195	195	195	195	195	976	195
Moving	0	108	0	0	0	0	108	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	0	2,065	2,731	2,731	2,731	2,731	12,990	2,731

DCN: 11899

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10)
Data As Of 8/30/2005 8:27:21 PM, Report Created 8/30/2005 8:28:00 PM

Department : USAF
Scenario File : A:\COBRA Air Force 14 Realign Bradley.CBR
Option Pkg Name: COBRA Air Force 14 Realign Bradley IAP AGS
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Personnel

Base	Start*	Finish*	Change	%Change
Bradley IAP AGS	278	127	-151	-54%
Barnes MPT AGS	203	174	-29	-14%
Martin State APT AGS	422	418	-4	-1%
Selfridge ANGB	1,110	1,106	-4	0%
Shaw AFB	5,706	5,681	-25	0%
Fort Smith Regional	287	481	194	68%
TOTAL	8,006	7,987	-19	0%

Square Footage

Base	Start	Finish	Change	%Change	Chg/Per
Bradley IAP AGS	316,000	316,000	0	0%	0
Barnes MPT AGS	325,000	325,000	0	0%	0
Martin State APT AGS	390,000	390,000	0	0%	0
Selfridge ANGB	1,980,000	1,980,000	0	0%	0
Shaw AFB	2,589,000	2,589,000	0	0%	0
Fort Smith Regional	390,000	409,000	19,000	5%	98
TOTAL	5,990,000	6,009,000	19,000	0%	-1,000

Base Operations Support (2005$)

Base	Start*	Finish*	Change	%Change	Chg/Per
Bradley IAP AGS	2,225,619	2,124,088	-101,531	-5%	672
Barnes MPT AGS	3,019,050	2,991,986	-27,064	-1%	933
Martin State APT AGS	3,566,150	3,562,020	-4,130	0%	1,032
Selfridge ANGB	6,367,273	6,361,124	-6,149	0%	1,537
Shaw AFB	19,709,277	19,652,888	-56,389	0%	2,255
Fort Smith Regional	2,554,056	2,703,344	149,288	6%	769
TOTAL	37,441,426	37,395,450	-45,976	0%	2,420

Sustainment (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
Bradley IAP AGS	1,386,730	1,386,730	0	0%	0
Barnes MPT AGS	1,541,213	1,541,213	0	0%	0
Martin State APT AGS	1,409,173	1,409,173	0	0%	0
Selfridge ANGB	9,529,947	9,529,947	0	0%	0
Shaw AFB	5,535,562	5,535,562	0	0%	0
Fort Smith Regional	1,269,510	1,318,007	48,497	4%	250
TOTAL	20,672,135	20,720,632	48,497	0%	-2,552

DCN: 11899

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10) - Page 2
Data As Of 8/30/2005 8:27:21 PM, Report Created 8/30/2005 8:28:01 PM

Department : USAF
Scenario File : A:\COBRA Air Force 14 Realign Bradley.CBR
Option Pkg Name: COBRA Air Force 14 Realign Bradley IAP AGS
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Recapitalization (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
Bradley IAP AGS	818,990	818,990	0	0%	0
Barnes MPT AGS	859,445	859,445	0	0%	0
Martin State APT AGS	851,367	851,367	0	0%	0
Selfridge ANGB	6,844,167	6,844,167	0	0%	0
Shaw AFB	6,727,755	6,727,755	0	0%	0
Fort Smith Regional	711,211	757,120	45,909	6%	237
TOTAL	16,812,935	16,858,844	45,909	0%	-2,416

Sustain + Recap + BOS (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
Bradley IAP AGS	4,431,339	4,329,808	-101,531	-2%	672
Barnes MPT AGS	5,419,708	5,392,644	-27,064	0%	933
Martin State APT AGS	5,826,690	5,822,560	-4,130	0%	1,032
Selfridge ANGB	22,741,387	22,735,238	-6,149	0%	1,537
Shaw AFB	31,972,594	31,916,205	-56,389	0%	2,255
Fort Smith Regional	4,534,776	4,778,471	243,694	5%	1,256
TOTAL	74,926,496	74,974,927	48,431	0%	-2,549

Plant Replacement Value (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
Bradley IAP AGS	99,097,808	99,097,808	0	0%	0
Barnes MPT AGS	103,992,906	103,992,906	0	0%	0
Martin State APT AGS	103,015,424	103,015,424	0	0%	0
Selfridge ANGB	828,144,172	828,144,172	0	0%	0
Shaw AFB	814,058,347	814,058,347	0	0%	0
Fort Smith Regional	86,056,498	91,611,498	5,555,000	6%	28,634
TOTAL	2,034,365,155	2,039,920,155	5,555,000	0%	-292,368

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

DCN: 11899

Do Not Release Prior to 13 1030 May 05, EDT

Departing Activities

Air Force Actions:

What: Move 9 A-10s assigned to Barnes Municipal Airport AGS, MA.
Why: This consolidation is part of a larger effort to consolidate the A-10 fleet in fewer locations. By combining the two units into one squadron, the Air Force retains the trained A-10 pilots and maintenance technicians in the area and creates an optimum-sized and more effective squadron.

Joint Actions: NONE.

Quantitative Results

Manpower		
Installation	**Full Time**	**Drill**
Impact	**-143**	**-384**

Includes BRAC and Non-BRAC Programmatic Changes through FY2011.

Preliminary Manpower Move Year*

Realign A-10 to Barnes	FY07
Add CIRF	FY07
Add ASA and EOD	FY08

* Actual time phasing of manpower moves may be altered during BRAC implementation. According to BRAC law, this (or these) action(s) must be initiated within two years and completed within six years from the date the President transmits the report to Congress.

Internal Communications: (Base Workforce)

- The Secretary of Defense's BRAC recommendations demonstrate that Bradley AGS is a valuable installation to the Air Force and DoD.
- The BRAC 2005 process will ensure that the United Sates continues to have the best-trained and equipped military in the world.
- The Air Force recommendations were made carefully and impartially.

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- The AF understands the impact BRAC can have on military members, retirees, employees and their families. Base commanders will make every effort to provide forums to share releasable BRAC information and answer questions.

- Many units losing a weapon system due to force structure changes or BRAC will not be left without a relevant, meaningful mission. In this case, while Bradley losses it's A-10s it will gain a homeland defense mission will also receive Centralized Intermediate Repair Facility (CIRF) for TF-34 engines.

- In partnership with the AFR, ANG, TAGs and other stakeholders, we will make substantial progress by August 2005 to align potential mission opportunities for ARC units impacted by BRAC.

- Neither BRAC nor FTF will degrade the Air Force's ability to defend the Homeland.

- People are the Air Force's most valuable resource, and we will treat all affected individuals equitably during BRAC reductions and strive to mitigate adverse effects resulting from BRAC actions.

External Communications: (Civilian community)

- The Secretary of Defense's BRAC recommendations demonstrate that Bradley AGS remains a valuable installation to the Air Force and DoD.

- Bradley AGS is an integral part of the transformation of our Armed Forces.

- The purpose of the SECDEF's recommendations is to make the most efficient and effective use of all the Department's resources; to improve operational efficiency; to save taxpayer dollars; to advance transformation and enhance the combat effectiveness of our military force.

- BRAC 2005 allows the Department to maximize both war-fighting capability and efficiency through joint organizational and basing solutions that will facilitate multi-service missions, reduce excess capacity, save money, and redirect resources to modernize equipment and infrastructure and develop the capabilities to meet 21st century threats.

Approving BRAC Recommendations - Statutory Steps

16 May 05	SECDEF forwards Recommendations to BRAC Commission
08 Sept 05	BRAC Commission recommendations due to President
23 Sept 05	President approves/disapproves Commission recommendations
20 Oct 05	Commission resubmits recommendations (if initially rejected by President)

Do Not Release Prior to 13 1030 May 05, EDT

07 Nov 05 President submits final recommendations to Congress. Once submitted, the plan, becomes final within 45 legislative days, unless Congress passes a joint resolution to block the entire package.

FACT SHEET

U.S. Air Force Fact Sheet

A-10/OA-10 THUNDERBOLT II

Mission
The A/OA-10 Thunderbolt II is the first Air Force aircraft specially designed for close air support of ground forces. They are simple, effective and survivable twin-engine jet aircraft that can be used against all ground targets, including tanks and other armored vehicles.

Features
The A-10/OA-10 have excellent maneuverability at low air speeds and altitude, and are highly accurate weapons-delivery platforms. They can loiter near battle areas for extended periods of time and operate under 1,000-foot ceilings (303.3 meters) with 1.5-mile (2.4 kilometers) visibility. Their wide combat radius and short takeoff and landing capability permit operations in and out of locations near front lines. Using night vision goggles, A-10/ OA-10 pilots can conduct their missions during darkness.

Thunderbolt IIs have Night Vision Imaging Systems (NVIS), goggle compatible single-seat cockpits forward of their wings and a large bubble canopy which provides pilots all-around vision. The pilots are protected by titanium armor that also protects parts of the flight-control system. The redundant primary structural sections allow the aircraft to enjoy better survivability during close air support than did previous aircraft.

The aircraft can survive direct hits from armor-piercing and high explosive projectiles up to 23mm. Their self-sealing fuel cells are protected by internal and external foam. Manual systems back up their redundant hydraulic flight-control systems. This permits pilots to fly and land when hydraulic power is lost.

The Thunderbolt II can be serviced and operated from bases with limited facilities near battle areas. Many of the aircraft's parts are interchangeable left and right, including the engines, main landing gear and vertical stabilizers.

Avionics equipment includes communications, inertial navigation systems, fire control and weapons delivery systems, target penetration aids and night vision goggles. Their weapons delivery systems include heads-up displays that indicate airspeed, altitude, dive angle, navigation information and weapons aiming references; a low altitude safety and targeting enhancement system (LASTE) which provides constantly computing impact point freefall ordnance delivery; and Pave Penny laser-tracking pods under the fuselage. The aircraft also have armament control panels, and infrared and electronic countermeasures to handle surface-to-air-missile threats. Installation of the Global Positioning System is currently underway for all aircraft.
The Thunderbolt II's 30mm GAU-8/A Gatling gun can fire 3,900 rounds a minute and can defeat an array of ground targets to include tanks. Some of their other equipment includes an inertial navigation system, electronic countermeasures, target penetration aids, self-protection systems, and AGM-65 Maverick and AIM-9 Sidewinder missiles.

Background
The first production A-10A was delivered to Davis-Monthan Air Force Base, Ariz., in October 1975. It was designed specially for the close air support mission and had the ability to combine large military loads, long loiter and wide combat radius, which proved to be vital assets to the

United States and its allies during Operation Desert Storm and Operation Noble Anvil.

In the Gulf War, A-10s had a mission capable rate of 95.7 percent, flew 8,100 sorties and launched 90 percent of the AGM-65 Maverick missiles.

General Characteristics
Primary Function: A-10 -- close air support, OA-10 - airborne forward air control
Contractor: Fairchild Republic Co.
Power Plant: Two General Electric TF34-GE-100 turbofans
Thrust: 9,065 pounds each engine
Length: 53 feet, 4 inches (16.16 meters)
Height: 14 feet, 8 inches (4.42 meters)
Wingspan: 57 feet, 6 inches (17.42 meters)
Speed: 420 miles per hour (Mach 0.56)
Ceiling: 45,000 feet (13,636 meters)
Maximum Takeoff Weight: 51,000 pounds (22,950 kilograms)
Range: 800 miles (695 nautical miles)
Armament: One 30 mm GAU-8/A seven-barrel Gatling gun; up to 16,000 pounds (7,200 kilograms) of mixed ordnance on eight under-wing and three under-fuselage pylon stations, including 500 pound (225 kilograms) Mk-82 and 2,000 pounds (900 kilograms) Mk-84 series low/high drag bombs, incendiary cluster bombs, combined effects munitions, mine dispensing munitions, AGM-65 Maverick missiles and laser-guided/electro-optically guided bombs; infrared countermeasure flares; electronic countermeasure chaff; jammer pods; 2.75-inch (6.99 centimeters) rockets; illumination flares and AIM-9 Sidewinder missiles.
Crew: One
Date Deployed: March 1976
Unit Cost: $9.8 million (fiscal 98 constant dollars)
Inventory: Active force, A-10, 143 and OA-10, 70; Reserve, A-10, 46 and OA-10, 6; ANG, A-10, 84 and OA-10, 18

Point of Contact
Air Combat Command, Public Affairs Office; 115 Thompson St., Ste. 211; Langley Air Force Base, Va. 23665-1987; DSN 574-5014 or (757) 764-5014; e-mail: acc.pai@langley.af.mil

May 2004

DCN: 11899

Motion # 85-4A

A Motion to Amend
Air Force Recommendation 14,
Bradley International Airport Air Guard Station, CT, Barnes Air Guard Station, MA, Selfridge Air National Guard Base, MI, Shaw Air Force Base, SC, and Martin State Air Guard Station, MD,
appearing at Chapter III, Section 85 of the Bill.

Adjusts distribution of aircraft to reconcile substantial deviations in this and related recommendations.

Offered by: _____

Seconded by: _____

Approved Disapproved

I move:

- that the Commission find that when the Secretary of Defense made Air Force Recommendation 14, Bradley International Airport Air Guard Station, CT, Barnes Air Guard Station, MA, Selfridge Air National Guard Base, MI, Shaw Air Force Base, SC, and Martin State Air Guard Station, MD, he substantially deviated from Final Selection Criterion 1 and the Force Structure Plan;
- that the Commission strike the language in paragraph "a" Chapter III, Section 85 of the Bill. "The A-10s assigned to the 103d Fighter Wing will be distributed to the 104th Fighter Wing, Barnes Municipal Airport Air Guard Station, MA (nine aircraft) and retirement (six aircraft). The wing's expeditionary combat support (ECS) elements will remain in place at Bradley and Bradley will retain capability to support a Homeland Defense mission." and insert in its place "Distribute the 15 A-10 aircraft assigned to the 103d Fighter Wing (ANG) at Bradley Field, Connecticut and the 15 A-10 aircraft at the 104th Fighter Wing (ANG), Barnes Air Guard Station, Massachusetts to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment

recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

- Establish 18 PAA F-15 aircraft at the 104th Fighter Wing (ANG), Barnes Air Guard Station, MA.
- The 103d Fighter Wing (ANG) Expeditionary Combat Support (ECS) elements will remain in place at Bradley Field, Connecticut and Bradley will retain capability to support a Homeland Defense mission.

- If the State of Connecticut decides to change the organization, composition and location of the 103d Fighter Wing to integrate the unit into the Future Total Force, all other personnel allotted to the 103d Fighter Wing will remain in place and assume a mission relevant to the security interests of the State of Connecticut and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.
- This recommendation does not effect a change to the authorized end-strength of the Connecticut or the Massachusetts Air National Guard. The distribution of aircraft currently assigned to the 103d and 104th Fighter Wings (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state or the commonwealth." and;
- that the Commission find this change and the recommendation as amended are consistent with the Final Selection Criteria and Force Structure Plan.

DCN: 11899

BULLET BACKGROUND PAPER

ON

BRAC COMMISSION RECOMMENDATIONS WITH RESPECT TO

AIR NATIONAL GUARD UNIT IN THE STATE OF CONNECTICUT

- There is currently one Air National Guard (ANG) flying unit in Connecticut
  - 103rd Fighter Wing (FW), Bradley International Airport (IAP) Air Guard Station (AGS), East Granby, CT
    - Currently flies 15 Primary Aircraft Authorization (PAA) A-10 close air support aircraft
      - DOD BRAC recommended realigning nine aircraft to ANG A-10 unit at Barnes Municipal Airport AGS, Massachusetts, and six to retirement
        - Barnes is located 13 nautical miles (NM) north of Bradley and also flies A-10s
        - Bradley established as an Air Sovereignty Alert (ASA) site to support Homeland Defense Missions
        - Establish a Centralized Intermediate Repair Facility (CIRF) at Bradley IAP AGS for TF-34 engines (used on A-10s)
      - BRAC Commission recommends realigning all A-10 aircraft out of Bradley IAP AGS, CT and Barnes AGS, MA to be distributed to meet the PAA requirements established by the SECDEF's BRAC recommendations as amended by the BRAC Commission
        - 103rd FW Expeditionary Combat Support (ECS) elements remain in place at Bradley
        - Establish a Centralized Intermediate Repair Facility (CIRF) at Bradley IAP AGS for TF-34 engines (used on A-10s)
        - No ASA site specifically required at Bradley since BRAC Commission recommends converting the Barnes AGS, MA unit, only 13 NM away, from A-10s to F-15C/D air supremacy fighters
          - This action is related to the Commission's recommendation to redistribute all F-15s from the 104th FW, Otis ANGB, MA

DCN: 11899

Sent 9/7/05 Ruling

UNITED STATES DISTRICT COURT
DISTRICT OF CONNECTICUT

GOVERNOR M. JODI RELL et al., Plaintiffs,	:	
VS.	:	Civil No. 3:05CV1363 (AVC)
DONALD RUMSFELD and THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION et al., Defendants.	:	

RULING ON THE PLAINTIFFS' MOTION FOR A PRELIMINARY INJUNCTION

This is an action for declaratory judgment and injunctive relief challenging a recommendation of the Base Closure and Realignment Commission ("the Commission") to realign the Connecticut 103rd Fighter Wing by distributing out of state the A-10 aircraft located at Bradley Air National Guard Station in Windsor Locks, Connecticut. The plaintiffs, Connecticut Governor Jodi Rell, United States Senators Christopher Dodd and Joseph Lieberman, and United States Representative John Larson claim that the recommendation was made without the consent of Governor Rell and consequently violates Title 32 of the United States Code section 104(c) and Title 10 of the United States Code section 18238. They now move for a preliminary injunction to enjoin the Commission from forwarding that recommendation to the President of the United States. For the reasons that hereinafter follow, the motion is GRANTED.

FACTS

The 103rd Fighter Wing is the only operational flying Air

National Guard unit located within the State of Connecticut. Initially formed in 1917, the 103rd Fighter Wing is made up of the 103rd Operations Group, the 103rd Support Group, the 103rd Logistics Group and the 103rd Medical Squadron. There are more than 800 men and women assigned to the unit.

The Base Closure and Realignment Act of 1990, 104 Stat. 1808 as amended, note following Title 10 U.S.C. § 2687 (the "BRAC Act") sets forth the process by which military bases in the United States and its territories are identified for closure and realignment. Pursuant to the BRAC Act, Donald Rumsfeld, the Secretary of Defense, is authorized to make recommendations for the closure and realignment of military bases in the United States to the BRAC Commission.

On May 13, 2005, Secretary Rumsfled transmitted the DoD Base Closure and Realignment Report ("DoD Report") to the BRAC Commission. The DoD Report recommended the realignment of the Connecticut 103rd Fighter Wing as follows:

> Realign Bradley International Airport Air Guard Station, CT. The A-10's assigned to the 103rd Fighter Wing will be distributed to the 104th Fighter Wing, Barnes Municipal Airport Air Guard Station, MA (nine aircraft) and retirement (six aircraft). The wing's expeditionary combat support (ECS) elements will remain in place at Bradley and Bradley will retain capability to support a Homeland Defense mission.

On July 14, 2005, the Commission deputy general counsel advised the Commission that:

> Where the practical result of an Air Force recommendation would be to withdraw, disband, or change the organization of an Air National Guard unit, the Commission may not approve such a recommendation without the consent of the governor concerned.

(July 14, 2005 memorandum of BRAC deputy general counsel at 15). The commission, however, did not seek the consent of the Governor of Connecticut prior to making its recommendation and the Governor thereafter submitted a letter to the Commission objecting to the recommendation.

On August 26, 2005, the Commission voted to amend this recommendation by striking completely the second and third sentences quoted above and inserting in their place the following recommendation:

> The 103rd Fighter Wing (ANG) Expeditionary Combat Support (ECS) elements will remain in place at Bradley Field, Connecticut and Bradley will retain capability to support a Homeland Defense mission. If the state of Connecticut decides to change the organization, composition and location of the 103rd Fighter Wing to integrate the unit into the Future total Force, all other personnel allotted to the 103rd Fighter Wing will remain in place and assume a mission relevant to the security interests of the State of Connecticut and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission. This recommendation does not effect a change to the authorized end strength of the Connecticut or Massachusetts Air National Guard. [The A-10 Aircraft currently assigned to

> Bradley will be redistributed elsewhere. This redistribution] is based on a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state or the commonwealth.

As set forth above, the Commission deleted the May 13, 2005 recommendation and substituted therefore a new recommendation that leaves in place the 103rd Fighter Wing but removes from that unit it's A-10 aircraft - leaving personnel trained to support a flying mission to look to the State of Connecticut to decide whether to reorganize the 103rd consistent with the so-called "Future Total Force" with such missions as "[i]nformation operations, engineering, [and] flight training."

Pursuant to the BRAC Act, the Commission will forward this recommendation to the President of the United States on September 8, 2005. The President has until September 23, 2005 to review this recommendation as well as all others contained within the report and either approve or disapprove of them in their entirety. See BRAC Act § 2914(e)(1). If the President disapproves the Commission's recommendations, the Commission may prepare a revised list of recommendations and transmit those recommendations to the President by October 20, 2005. Id. § 2914 (e)(2). If the President disapproves the revised recommendations, the 2005 BRAC process is terminated. Id. § 2914 (e)(3). If the President approves either the original or

revised recommendations, he must send the approved list and a certification of approval to Congress. Id. § 2914 (e)(3). If Congress does not enact a resolution disapproving the approved recommendations within 45 days after receiving the President's certification of approval, the Secretary must carry out all of the recommendations. Id. § 2904 (e).

STANDARD

To prevail on a motion for preliminary junction, the plaintiff must demonstrate: (1) irreparable harm and (2) either (a) a likelihood of success on the merits of the underlying claim, or (b) that there are sufficiently serious questions going to the merits to make them a fair ground for litigation, and that the balance of hardships tips decidedly in favor of the moving party. Moore v. Consolidated Edison Co., 409 F.3d 506, 510 (2d Cir. 2005). "However, when 'the moving party seeks to stay governmental action taken in the public interest pursuant to a statutory or regulatory scheme,' the injunction should be granted only if the moving party meets the more rigorous likelihood of success standard." Beal v. Stern, 184 F.3d 117, 122 (2d Cir. 1999). Further, where, as here, the "the injunction sought 'will alter, rather than maintain the status quo'. . . the moving party must show a 'clear' or 'substantial' likelihood of success." Id.

DISCUSSION

I. Irreparable Harm

The plaintiffs first argue that if the Commission forwards the BRAC recommendation to distribute the A-10 aircraft at Bradley Field to locations out of state, they will suffer irreparable harm in that: (1) the Governor's right under 32 U.S.C. § 104 (c)[1] and 10 U.S.C. § 18238[2] to disapprove changes to the organization or allotment of the Connecticut Air National Guard will be nullified; (2) with no Air National Guard aircraft stationed within its borders or under the Governor's command, the Governor and her citizens will be harmed by the inability to respond to homeland security threats and civil emergencies; and (3) enlistments and re-enlistments in Connecticut's Air National

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[1] 10 U.S.C. § 18238 provides:

> A unit of the Army National Guard of the United States or the Air National Guard of the United States may not be relocated or withdrawn under this chapter without the consent of the Governor of the State or, in the case of the District of Columbia, the Commanding general of the National Guard of the District of Columbia.

[2] 32 U.S.C. § 104(c) provides:

> To secure a force the units of which when combined will form complete higher tactical units, the President may designate the units of the National Guard, by branch of the Army or Organization of the Air Force, to be maintained in each State and Territory, Puerto Rico, and the District of Columbia. However, no change in the branch, organization, or allotment of a unit located entirely within a State may be made without the approval of its governor.

Guard would be negatively affected by elimination of Connecticut's only Air National Guard Wing. In response, the Commission maintains that, in accordance with Dalton v. Spector, 511 U.S. 462, 114 S. Ct. 1719 (1994), the court does not have jurisdiction to review the Commission's recommendations as they do not constitute a final agency action under the Administrative Procedures Act ("APA"), 5 U.S.C. § 704 et seq., and are otherwise non-justiciable. Moreover, the Commission maintains that, should the court decide that it does have jurisdiction to hear this matter, the plaintiffs have failed to establish irreparable harm because any such harm has either already occurred when the Secretary of Defense issued the original recommendation, or will occur, if at all, many months from now and only if that recommendation is accepted by the President and becomes final.

As a threshold matter, the court concludes that it does have jurisdiction to hear this case. As the matter has not been brought pursuant to the APA and does not seek review of any discretionary action, the court is not bound by Dalton v. Spector and may look to general principles governing ripeness of administrative agency action in determining whether the case is justiciable. In this regard, the United States Supreme Court has indicated that in cases where, as here, a declaratory judgment is sought, two considerations should be considered when determining

whether the matter is ripe for judicial review: (1) the fitness of the matter for judicial decision and (2) the hardship to the parties of withholding court consideration. In re Combustion Equipment Associates, Inc., 838 F. 2d 35, 38 (2d Cir. 1988) (citing Abbott Laboratories v. Gardner, 387 U.S. 136, 149 (1967)).

1. Fitness For Judicial Decision

"Among the factors determining whether the matter is fit for judicial decision are: (1) whether the agency action is 'final' and (2) whether the issue is purely legal . . ." Id. (quoting Garner v. Toilet Goods Association, 387 U.S. 167 (1967)).

A. Finality

"An order may be final though it is not the very last step in the administrative process, but it is not final if remains tentative, provisional, or contingent, subject to recall, revision, or reconsideration by the issuing agency." Mountain States Tel. & Tel. Co v. F.C.C., 939 F.2d 1021, 1027 (D.C. Cir. 1991). Although the Commission's recommendation is not the final action that will be taken with respect to the recommendation to strip the 103rd of its aircraft, it is the last action taken by the Commission and is not "subject to recall, revision, or reconsideration by the issuing agency." Mountain States, 939 F.2d at 1027. Accordingly, the agency action challenged here is sufficiently final to be subject to judicial review.

B. Purely Legal Issue

"A suit raising primarily legal issues is a better candidate for declaratory judgment than is a suit raising factual issues . . ." In re Combustion Equipment Associates, Inc., 838 F. 2d 35, 38 (2d Cir. 1988). The present action raises purely legal issues arising out of a statute and thus militates in favor of the conclusion that the matter is ripe.

2. Hardship In Withholding Consideration

As explained above, in determining whether the suit is ripe, the court must consider any hardship to the parties if consideration is withheld. The court is of the opinion that the Governor of Connecticut would suffer significant hardship if consideration were to be withheld, as once the recommendation is submitted to the President, the Governor's claim that her authority has been abrogated - as a statutory claim - is not subject to judicial review. Dalton, 511 U.S. at 462 ("where a statute, such as the [BRAC] Act, commits decisionmaking to the discretion of the President, judicial review of the President's decision is not available.")

Having considered the requirements set forth above, the court concludes that the action is ripe for Article III review and is therefore justiciable.

Reaching the merits of the case, the court is persuaded that the plaintiffs have made a showing of irreparable harm. "To

establish irreparable harm, a party seeking preliminary injunctive relief must show that 'there is a continuing harm which cannot be adequately redressed by final relief on the merits' and for which 'money damages cannot provide adequate compensation.'" Kamerling v. Massanari, 295 F.3d 206, 214 (2d Cir. 2002). A past injury is insufficient to establish irreparable harm. Deshawn v. Safir, 156 F.3d 340, 344 (2d Cir. 1998). To be sure, in this case there has been a past harm to the Governor's right to disapprove of changes to the organization and allotment of the 103rd Fighter Wing under 32 U.S.C. § 104(c). Because, however, the Commission has pursued a course of ignoring the Governor's objection and a legal opinion of its own deputy general counsel, the Commission in this way has perpetuated a past harm into the present and, without injunctive relief at this juncture, the court is persuaded that the harm will become permanent with the loss of the A-10's as the Commission cannot recall its recommendation once submitted to the President. As the conduct presented here constitutes a continuing violation of the Governor's authority under 32 U.S.C. § 104 (c) and derivatively jeopardizes the State's ability to protect its citizens, the court concludes that the plaintiffs have demonstrated irreparable harm.

II. Clear or Substantial Likelihood of Success

The plaintiffs next argue that the Commission's

recommendation to strip the 103rd Fighter Wing of it's A-10 aircraft without gubernatorial consent constitutes a change in the organization or allotment of that unit and is therefore void ab initio as a violation of federal law and, in particular, 32 U.S.C. § 104 (c)[3]. In response, the Commission maintains that the plain text of § 104 (c) does not apply to the relocation of aircraft and moreover, the history and purpose of the BRAC process demonstrates that the requirement for gubernatorial consent does not apply. The court cannot agree. 32 U.S.C. § 104(c) provides:

> To secure a force the units of which when combined will form complete higher tactical units, the President may designate the units of the National Guard, by branch of the Army or Organization of the Air Force, to be maintained in each State and Territory, Puerto Rico, and the District of Columbia. However, no change in the branch, organization, or allotment of a unit located entirely within a State may be made without the approval of its governor.

Id. (emphasis added). Although the court agrees with the Commission that the text of § 104 (c) does not speak to the relocation of aircraft, certainly the relocation of the aircraft in this case would leave pilots and other military personnel trained to support a flying mission with nothing to do and, in this way, constitute a dramatic change in the organization and

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[3] The court need not, and expressly does not reach the issue of whether there is a clear or substantial likelihood that the Commission's recommendation violated 10 U.S.C. § 18238.

allotment of that unit. With respect to the Commission's argument that the history and purpose of the BRAC process has somehow nullified the statutory mandate of gubernatorial consent to any such re-organization, the court concludes that the argument is simply without merit. Accordingly, the court is persuaded that the plaintiffs have established a clear or substantial likelihood of success on the merits of their claim that the Commission's recommendation violates 32 U.S.C. § 104 (c).

CONCLUSION

For the foregoing reasons, the motion for preliminary injunction is GRANTED.

It is so ordered this 7th day of September 2005 at Hartford, Connecticut.

Alfred V. Covello
United States District Judge

DCN: 11899 ORIGINAL DOD BRADLEY

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
Data As Of 5/19/2005 11:47:04 AM, Report Created 5/19/2005 11:47:31 AM

Department : USAF
Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0033V3 (101Jc2)\COBRA USAF 0033v3 (101Jc2).CBR
Option Pkg Name: USAF 0033v3 (101Jc2) Realign Bradley IAP AGS
Std Fctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Starting Year : 2006
Final Year : 2007
Payback Year : 2009 (2 Years)

NPV in 2025($K): -25,244
1-Time Cost($K): 3,229

Net Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	-1,078	-1,986	-1,986	-1,986	-1,986	-9,024	-1,986
Overhd	156	87	-30	-30	-30	-30	125	-30
Moving	363	918	0	0	0	0	1,281	0
Missio	0	0	0	0	0	0	0	0
Other	281	1,243	-7	-7	-7	-7	1,495	-7
TOTAL	800	1,171	-2,023	-2,023	-2,023	-2,023	-6,123	-2,023

	2006	2007	2008	2009	2010	2011	Total
POSITIONS ELIMINATED							
Off	0	0	0	0	0	0	0
Enl	0	18	0	0	0	0	18
Civ	0	1	0	0	0	0	1
TOT	0	19	0	0	0	0	19
POSITIONS REALIGNED							
Off	0	2	0	0	0	0	2
Enl	0	27	0	0	0	0	27
Stu	0	0	0	0	0	0	0
Civ	0	101	0	0	0	0	101
TOT	0	130	0	0	0	0	130

Summary:

Realign Bradley IAP AGS. The 103d Fighter Wing's (ANG) A-10 aircraft will be distributed to the 104th Fighter Wing (ANG), Barnes Municipal Airport AGS, Massachusetts. (9PAA) and retirement (6 PAA). The wing's expeditionary combat support (ECS) elements will remain in place. Bradley will provide Air Sovereignty Alert (ASA) support capability. Establish a Centralized Intermediate Repair Facility (CIRF) at Bradley for the TF-34 engine commodity. Realign base-level TF-34 engine intermediate maintenance from Barnes; Selfridge ANGB, MI; Shaw AFB, SC; and Martin State Airport AGS, MD into a CIRF at Bradley.

Bradley post commission deliberation

1

Total 19 positions eliminated
151 positions realigned MOST go to FT Smith w/ A-10s

Authorized

BRAC CAP

DCN: 11899

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 2/2
Data As Of 5/19/2005 11:47:04 AM, Report Created 5/19/2005 11:47:31 AM

Department : USAF
Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0033V3 (101Jc2)\COBRA USAF 0033v3 (101Jc2).CBR
Option Pkg Name: USAF 0033v3 (101Jc2) Realign Bradley IAP AGS
Std Fctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	317	183	183	183	183	1,049	183
Overhd	156	216	99	99	99	99	767	99
Moving	363	928	0	0	0	0	1,291	0
Missio	0	0	0	0	0	0	0	0
Other	281	1,243	-7	-7	-7	-7	1,495	-7
TOTAL	800	2,704	275	275	275	275	4,602	275

Savings in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	1,395	2,169	2,169	2,169	2,169	10,073	2,169
Overhd	0	128	128	128	128	128	643	128
Moving	0	9	0	0	0	0	9	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	0	1,533	2,298	2,298	2,298	2,298	10,725	2,298

DCN: 11899

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10)
Data As Of 5/19/2005 11:47:04 AM, Report Created 5/19/2005 11:47:26 AM

Department : USAF
Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0033V3 (101Jc2)\COBRA USAF 0033v3 (101Jc2).CBR
Option Pkg Name: USAF 0033v3 (101Jc2) Realign Bradley IAP AGS
Std Fctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Personnel

Base	Start*	Finish*	Change	%Change
Bradley IAP AGS	206	114	-92	-45%
Barnes MPT AGS	315	421	106	34%
Martin State APT AGS	422	418	-4	-1%
Selfridge ANGB	1,110	1,106	-4	0%
Shaw AFB	5,706	5,681	-25	0%
TOTAL	7,759	7,740	-19	0%

Square Footage

Base	Start	Finish	Change	%Change	Chg/Per
Bradley IAP AGS	316,000	316,000	0	0%	0
Barnes MPT AGS	325,000	325,000	0	0%	0
Martin State APT AGS	390,000	390,000	0	0%	0
Selfridge ANGB	1,980,000	1,980,000	0	0%	0
Shaw AFB	2,589,000	2,589,000	0	0%	0
TOTAL	5,600,000	5,600,000	0	0%	0

Base Operations Support (2005$)

Base	Start*	Finish*	Change	%Change	Chg/Per
Bradley IAP AGS	2,177,207	2,115,347	-61,860	-3%	672
Barnes MPT AGS	3,123,573	3,222,497	98,924	3%	933
Martin State APT AGS	3,566,150	3,562,020	-4,130	0%	1,032
Selfridge ANGB	6,367,273	6,361,124	-6,149	0%	1,537
Shaw AFB	19,709,277	19,652,888	-56,389	0%	2,255
TOTAL	34,943,481	34,913,877	-29,604	0%	1,558

Sustainment (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
Bradley IAP AGS	1,386,730	1,386,730	0	0%	0
Barnes MPT AGS	1,541,213	1,541,213	0	0%	0
Martin State APT AGS	1,409,173	1,409,173	0	0%	0
Selfridge ANGB	9,529,947	9,529,947	0	0%	0
Shaw AFB	5,535,562	5,535,562	0	0%	0
TOTAL	19,402,625	19,402,625	0	0%	0

Recapitalization (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
Bradley IAP AGS	818,990	818,990	0	0%	0
Barnes MPT AGS	859,445	859,445	0	0%	0
Martin State APT AGS	851,367	851,367	0	0%	0
Selfridge ANGB	6,844,167	6,844,167	0	0%	0
Shaw AFB	6,727,755	6,727,755	0	0%	0
TOTAL	16,101,724	16,101,724	0	0%	0

DCN: 11899

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10) - Page 2
Data As Of 5/19/2005 11:47:04 AM, Report Created 5/19/2005 11:47:26 AM

Department : USAF
Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0033V3 (101Jc2)\COBRA USAF 0033v3 (101Jc2).CBR
Option Pkg Name: USAF 0033v3 (101Jc2) Realign Bradley IAP AGS
Std Fctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Sustain + Recap + BOS (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
Bradley IAP AGS	4,382,927	4,321,067	-61,860	-1%	672
Barnes MPT AGS	5,524,232	5,623,156	98,924	2%	933
Martin State APT AGS	5,826,690	5,822,560	-4,130	0%	1,032
Selfridge ANGB	22,741,387	22,735,238	-6,149	0%	1,537
Shaw AFB	31,972,594	31,916,205	-56,389	0%	2,255
TOTAL	70,447,831	70,418,226	-29,604	0%	1,558

Plant Replacement Value (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
Bradley IAP AGS	99,097,808	99,097,808	0	0%	0
Barnes MPT AGS	103,992,906	103,992,906	0	0%	0
Martin State APT AGS	103,015,424	103,015,424	0	0%	0
Selfridge ANGB	828,144,172	828,144,172	0	0%	0
Shaw AFB	814,058,347	814,058,347	0	0%	0
TOTAL	1,948,308,657	1,948,308,657	0	0%	0

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

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BARNES, MA

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
Data As Of 8/30/2005 9:21:07 PM, Report Created 8/30/2005 9:22:15 PM

Department : Air Force
Scenario File : A:\COBRA Air Force 25 Close Otis.CBR
Option Pkg Name: COBRA Air Force 25 Close Otis ANGB, Falmouth, MA
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Starting Year : 2006
Final Year : 2008
Payback Year : 2010 (2 Years)

NPV in 2025($K): -305,397
1-Time Cost($K): 53,717

Net Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	2,956	17,864	0	0	0	0	20,820	0
Person	0	0	-4,035	-16,502	-16,502	-16,502	-53,541	-16,502
Overhd	1,069	1,110	-13	-10,702	-11,374	-11,374	-31,283	-11,374
Moving	2,622	769	20,106	98	0	0	23,595	0
Missio	0	0	0	0	0	0	0	0
Other	1,431	50	78	0	0	0	1,559	0
TOTAL	8,078	19,793	16,137	-27,106	-27,876	-27,876	-38,850	-27,876

	2006	2007	2008	2009	2010	2011	Total
POSITIONS ELIMINATED							
Off	0	0	1	0	0	0	1
Enl	0	0	12	0	0	0	12
Civ	0	0	226	0	0	0	226
TOT	0	0	239	0	0	0	239
POSITIONS REALIGNED							
Off	0	0	15	0	0	0	15
Enl	0	0	56	0	0	0	56
Stu	0	0	0	0	0	0	0
Civ	0	0	418	0	0	0	418
TOT	0	0	489	0	0	0	489

Summary:

Recommendation: Close Otis ANGB. The 102d Fighter Wing's (ANG) F-15 aircraft will be distributed to the 104th Fighter Wing (ANG), Barnes Municipal Airport AGS, Massachusetts (15 PAA). The wing's ECS elements, 253d Combat Communications Group (ANG), and 267th Communications Squadron (ANG) will remain in place. An ASA facility will be constructed at Barnes Municipal Airport AGS, Massachusetts. Firefighter positions will move to Barnes Municipal Airport AGS, Massachusetts. The 131st Fighter Wing's (ANG) F-15 aircraft (15 PAA) will distribute to the 104th Fighter Wing (ANG), Barnes Municipal Airport AGS, Massachusetts (3 PAA) and the 120th Fighter Wing, Great Falls IAP AGS, Montana (12 PAA).

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COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 2/2
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Option Pkg Name: COBRA Air Force 25 Close Otis ANGB, Falmouth, MA
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	2,956	17,864	0	0	0	0	20,820	0
Person	0	0	4,889	494	494	494	6,371	494
Overhd	1,069	1,110	1,370	1,389	717	717	6,372	717
Moving	2,622	769	20,259	98	0	0	23,748	0
Missio	0	0	0	0	0	0	0	0
Other	1,431	50	78	0	0	0	1,559	0
TOTAL	8,078	19,793	26,596	1,980	1,211	1,211	58,870	1,211

Savings in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	0	8,924	16,996	16,996	16,996	59,912	16,996
Overhd	0	0	1,383	12,091	12,091	12,091	37,656	12,091
Moving	0	0	152	0	0	0	152	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	0	0	10,460	29,087	29,087	29,087	97,720	29,087

DCN: 11899

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10)
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Department : Air Force
Scenario File : A:\COBRA Air Force 25 Close Otis.CBR
Option Pkg Name: COBRA Air Force 25 Close Otis ANGB, Falmouth, MA
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Personnel

Base	Start*	Finish*	Change	%Change
Otis AGB	877	372	-505	-58%
Scott AFB	10,155	10,155	0	0%
Barnes MPT AGS	315	600	285	90%
NAS New Orleans ARS	286	286	0	0%
Lambert - St. Louis	490	267	-223	-46%
BASE X (AIR FORCE)	2,940	2,940	0	0%
Great Falls IAP AGS	306	510	204	67%
Bradley IAP AGS	277	277	0	0%
TOTAL	15,646	15,407	-239	-2%

Square Footage

Base	Start	Finish	Change	%Change	Chg/Per
Otis AGB	737,000	45,000	-692,000	-94%	1,370
Scott AFB	3,615,000	3,616,200	1,200	0%	0
Barnes MPT AGS	325,000	337,000	12,000	4%	42
NAS New Orleans ARS	334,000	334,000	0	0%	0
Lambert - St. Louis	385,000	270,000	-115,000	-30%	516
BASE X (AIR FORCE)	1,947,403	1,947,403	0	0%	0
Great Falls IAP AGS	405,000	431,052	26,052	6%	128
Bradley IAP AGS	316,000	357,400	41,400	13%	0
TOTAL	8,064,403	7,338,055	-726,348	-9%	3,039

Base Operations Support (2005$)

Base	Start*	Finish*	Change	%Change	Chg/Per
Otis AGB	4,187,460	3,646,486	-540,974	-13%	1,071
Scott AFB	38,392,506	38,392,506	0	0%	0
Barnes MPT AGS	3,123,573	3,389,548	265,975	9%	933
NAS New Orleans ARS	2,630,729	2,630,729	0	0%	0
Lambert - St. Louis	2,469,466	2,313,109	-156,357	-6%	701
BASE X (AIR FORCE)	18,380,156	18,380,156	0	0%	0
Great Falls IAP AGS	2,335,898	2,478,655	142,757	6%	700
Bradley IAP AGS	2,224,947	2,224,947	0	0%	0
TOTAL	73,744,735	73,456,136	-288,599	0%	1,207

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COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10) - Page 2
Data As Of 8/30/2005 9:21:07 PM, Report Created 8/30/2005 9:22:07 PM

Department : Air Force
Scenario File : A:\COBRA Air Force 25 Close Otis.CBR
Option Pkg Name: COBRA Air Force 25 Close Otis ANGB, Falmouth, MA
Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Sustainment (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
Otis AGB	6,503,838	977,494	-5,526,344	-85%	10,943
Scott AFB	22,611,496	22,615,128	3,632	0%	0
Barnes MPT AGS	1,541,213	1,600,264	59,051	4%	207
NAS New Orleans ARS	-199,484	-199,484	0	0%	0
Lambert - St. Louis	1,486,018	1,042,634	-443,384	-30%	1,988
BASE X (AIR FORCE)	8,161,604	8,161,604	0	0%	0
Great Falls IAP AGS	1,661,122	1,743,560	82,438	5%	404
Bradley IAP AGS	1,386,730	1,386,730	0	0%	0
TOTAL	43,152,537	37,327,930	-5,824,607	-13%	24,371

Recapitalization (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
Otis AGB	5,055,081	321,564	-4,733,517	-94%	9,373
Scott AFB	16,883,634	16,887,601	3,967	0%	0
Barnes MPT AGS	859,445	913,842	54,397	6%	191
NAS New Orleans ARS	574,965	574,965	0	0%	0
Lambert - St. Louis	810,095	583,441	-226,654	-28%	1,016
BASE X (AIR FORCE)	6,909,608	6,909,608	0	0%	0
Great Falls IAP AGS	1,064,679	1,139,043	74,364	7%	364
Bradley IAP AGS	818,990	818,990	0	0%	0
TOTAL	32,976,498	28,149,054	-4,827,444	-15%	20,198

Sustain + Recap + BOS (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
Otis AGB	15,746,379	4,945,544	-10,800,835	-69%	21,388
Scott AFB	77,887,637	77,895,236	7,599	0%	0
Barnes MPT AGS	5,524,232	5,903,655	379,423	7%	1,331
NAS New Orleans ARS	3,006,210	3,006,210	0	0%	0
Lambert - St. Louis	4,765,579	3,939,183	-826,396	-17%	3,706
BASE X (AIR FORCE)	33,451,368	33,451,368	0	0%	0
Great Falls IAP AGS	5,061,699	5,361,257	299,558	6%	1,468
Bradley IAP AGS	4,430,667	4,430,667	0	0%	0
TOTAL	149,873,770	138,933,121	-10,940,650	-7%	45,777

Plant Replacement Value (2005$)

Base	Start	Finish	Change	%Change	Chg/Per
Otis AGB	611,664,798	38,909,240	-572,755,558	-94%	1,134,169
Scott AFB	2,042,919,779	2,043,399,779	480,000	0%	0
Barnes MPT AGS	103,992,906	110,574,906	6,582,000	6%	23,095
NAS New Orleans ARS	69,570,803	69,570,803	0	0%	0
Lambert - St. Louis	98,021,464	70,596,325	-27,425,138	-28%	122,983
BASE X (AIR FORCE)	836,062,557	836,062,557	0	0%	0
Great Falls IAP AGS	128,826,156	137,824,156	8,998,000	7%	44,108
Bradley IAP AGS	99,097,808	99,097,808	0	0%	0
TOTAL	3,990,156,271	3,406,035,574	-584,120,696	-15%	2,444,020

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Bradley, CT Overview

As of	30 Sep 2005	30 Sep 2011
Assigned Weapon System Type(s) (MDS)	A-10	A-10
Total PAA	15	15
# Flying Squadrons	1	1
Total Available Aircraft Parking spaces	36	36
Unused Aircraft Parking Spaces	21	21

Template used	A-10
Standard PAA per squadron	24

Bradley, CT Estimated Capacity after 2011

Weapon System Type (MDS)	JSF
Maximum Capacity	72

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Bradley, CT
Estimated Costs to Robust

Template used	A-10
Robust to Typical Squadron	
Precluding Factor	None
Major Construction	0.0
Minor Construction	0.0
Natural Infrastructure	0.0
Other Procurement	0.0
Planning & Design	0.0
Total Cost to Robust	0.0

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Bradley, CT
Estimated Costs to Add Squadrons

Template used	A-10
Add One Squadron	
Precluding Factor	None
Major Construction	40.5
Minor Construction	1.7
Natural Infrastructure	0.8
Other procurement	0.0
Planning & Design	4.2
Subtotal	47.2
Add Second Squadron	
Precluding Factor	Land
Major Construction	0.0
Minor Construction	0.0
Natural Infrastructure	0.0
Other procurement	0.0
Planning & Design	0.0
Subtotal	0.0
Total Cost for Two Squadrons	N/A

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Bradley, CT
Natural Infrastructure

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost ($M)
Capacity Requirements to Robust unit to "typical" squadron size:			
Air	Y		
AICUZ	Y		
Surface Land Access	Y		
Water Access	Y		
Water Discharge	Y		
Planning			
		Total Natural Infrastructure Capacity Cost	

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Bradley, CT
Natural Infrastructure

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost ($M)
Capacity Requirements to add one unit:			
Air	N		
AICUZ	N		
Surface Land Access	Y		
Water Access	Y		
Water Discharge	Y		
Planning	A	Preparation of EIS required	0.75
		Total Natural Infrastructure Capacity Cost	**0.75**
Capacity Requirements to add second unit:			
Air	Y		
AICUZ	Y		
Surface Land Access	Y		
Water Access	Y		
Water Discharge	Y		
Planning	N/A		
		Total Natural Infrastructure Capacity Cost	

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Barnes, MA Overview

As of	30 Sep 2005	30 Sep 2011
Assigned Weapon System Type(s) (MDS)	A-10	A-10
Total PAA	15	15
# Flying Squadrons	1	1
Total Available Aircraft Parking spaces	24	24
Unused Aircraft Parking Spaces	9	9

Template used	A-10
Standard PAA per squadron	24

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Barnes, MA Estimated Capacity after 2011

Weapon System Type (MDS)	JSF
Maximum Capacity	72

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Barnes, MA
Estimated Costs to Robust

Template used	A-10
Robust to Typical Squadron	
Precluding Factor	None
Major Construction	0.0
Minor Construction	0.0
Natural Infrastructure	0.0
Other Procurement	0.0
Planning & Design	0.0
Total Cost to Robust	0.0

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Barnes , MA
Estimated Costs to Add Squadrons

Template used	A-10
Add One Squadron	
Precluding Factor	None
Major Construction	34.8
Minor Construction	2.2
Natural Infrastructure	0.8
Other procurement	0.0
Planning & Design	3.7
Subtotal	41.5
Add Second Squadron	
Precluding Factor	Land
Major Construction	0.0
Minor Construction	0.0
Natural Infrastructure	0.0
Other procurement	0.0
Planning & Design	0.0
Subtotal	0.0
Total Cost for Two Squadrons	N/A

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Barnes , MA
Natural Infrastructure

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost ($M)
Capacity Requirements to Robust unit to "typical" squadron size:			
Air	Y		
AICUZ	Y		
Surface Land Access	Y		
Water Access	Y		
Water Discharge	Y		
Planning	N/A		
		Total Natural Infrastructure Capacity Cost	

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Barnes, MA
Natural Infrastructure

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost ($M)
Capacity Requirements to add one unit:			
Air	Y		
AICUZ	Y		
Surface Land Access	Y		
Water Access	Y		
Water Discharge	Y		
Planning	Y	Preparation of EIS required	0.75
		Total Natural Infrastructure Capacity Cost	**0.75**
Capacity Requirements to add second unit:			
Air			
AICUZ			
Surface Land Access			
Water Access			
Water Discharge			
Planning			
		Total Natural Infrastructure Capacity Cost	

Air Force
Installation Capacity Summary

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

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

1. **MDS** : Mission Design Series represents aircraft operating at the listed installation

2. **Blk / Model**: Reflects, where necessary, the specific Block of a given MDS operating at the location

3. **PAA Used**: Primary Aircraft Authorization identifies the optimal number aircraft per MDS for a squadron based on the Air Force's White Paper on Organizational Principles

4. **Total Acft #**: The total number of aircraft at the location (per MDS) based on MAJCOM Capacity briefings Aug 2004

5. **Squadron Equivalent In Place**: The number of equivalent squadrons at an installation determined by dividing the Total Aircraft by the PAA Used

6. **Squadron 1 thru 6**: X signifies a squadron currently (2006) in place. A shaded box represents a partial squadron (less than 1) than cannot be expanded. A box with a dollar value represents the ability to add a full squadron at that cost (in $Millions). ** MAJCOMs were directed to provided estimates for adding up to 2 squadrons at installations.

7. **Total Capacity**: Is the total "Theoretical" capacity based on current aircraft capacity in squadrons as well as capacity that could be available (at a cost) up to 2 additional squadrons.

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Installation Sort

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
AETC	Altus	C-17	12	15	1.3	X	$33.0	$87.3				3
AETC	Altus	KC-135	16	24	1.5	X						1.5
PACAF	Andersen	B-52	12	0	0.0							0
PACAF	Andersen	RQ-4	18	0	0.0							0
AMC	Andrews	C-21	12	13	1.1	X						1.1
ANG	Andrews	C-38/C-40	6	6	1.0	X						1
ANG	Andrews	F-16	24	15	0.6	$0.0						1
AFRC	Andrews	KC-135	16	8	0.5							0.5
AMC	Andrews	SAM/VC-25	8	18	2.3	X	X					2.3
AMC	Andrews	UH-1	6	15	2.5	X	X					2.5
ARMY	Andrews	VARIOUS	6	6	1.0	X						1
NAVY	Andrews	VARIOUS	24	30	1.3	X						1.3
OTHER	Andrews	VARIOUS	8	46	5.8	X	X	X	X	X		5.8
AFMC	Arnold	C-130	16	0	0.0	$182.1	$44.7					2
ANG	Atlantic City	F-16	24	15	0.6	$0.0	$42.8					2
ANG	Baltimore	A-10	24	15	0.6	$0.0						1
ANG	Baltimore	C-130	16	8	0.5	$0.0						1
ANG	Bangor, ME	KC-135	16	8	0.5	$27.8						1
AFRC	Barksdale	A-10	24	17	0.7	$3.3	$34.4					2
AFRC	Barksdale	B-52	12	8	0.7							0.7
ACC	Barksdale	B-52	12	41	3.4	X	X	X	X	$37.0	$81.8	6

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Installation Sort

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ANG	Barnes, MA	A-10	24	15	0.6	$0.0	$40.7					2
AFRC	Beale	KC-135	16	8	0.5	$22.6						1
ACC	Beale	RQ-4	18	51	2.8	X	X	$0.0	$54.3	$61.2		5
ACC	Beale	T-38	24	13	0.5							0.5
ACC	Beale	U-2	18	34	1.9	X						1.9
ANG	Birmingham	KC-135	16	8	0.5	$22.8						1
ANG	Boise	A-10	24	15	0.6	$0.0	$19.6	$22.4				3
ANG	Boise	C-130	16	4	0.3	$15.2	$28.9					2
ANG	Bradley	A-10	24	15	0.6	$0.0	$47.2					2
ANG	Buckley	F-16	24	15	0.6	$0.0						1
ANG	Burlington, VT	F-16	24	15	0.6	$0.0						1
ACC	Cannon	F-16	24	69	2.9	X	X	$0.0	$18.0	$36.1		5
ACC	Cannon (FMS)	F-16	24	10	0.4							0.4
ANG	Capital, IL	F-16	24	15	0.6	$0.0						1
ANG	Channel Islands	C-130	16	12	0.8	$0.0						1
AMC	Charleston	C-17	12	48	4.0	X	X	X				4
ANG	Charlotte, NC	C-130	16	8	0.5	$0.0						1
ANG	Cheyenne, WY	C-130	16	8	0.5	$16.3						1
ANG	Dannelly	F-16	24	15	0.6	$0.0						1
ACC	Davis Monthan	A-10	24	75	3.1	X	X	X	$32.6	$32.8		5
ACC	Davis Monthan	EC-130	7	10	1.4	X						1.4

Installation Sort

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ACC	Davis Monthan	HC-130	7	4	0.6							0.6
AFRC	Davis Monthan	HH-60	7	31	4.4	X	X	X	X	$0.0	$13.6	6.4
ACC	Davis Monthan	VARIOUS	14	14	1.0	X						1
ANG	Des Moines	F-16	24	15	0.6	$0.0						1
AFRC	Dobbins	C-130	16	9	0.6	$6.6						1
ARMY	Dobbins	VARIOUS	21	21	1.0	X						1
AMC	Dover	C-17	12	12	1.0	X	$169.2					2
AMC	Dover	C-5	12	16	1.3	X						1.3
ANG	Duluth, MN	F-16	24	15	0.6	$0.0						1
ACC	Dyess	B-1	12	35	2.9	X	X	$0.0	$63.4	$98.3		5
AMC	Dyess	C-130	16	28	1.8	X						1.8
AFMC	Edwards	VARIOUS	24	44	1.8	X	$0.0	$30.6	$18.2			4
ACC	Eglin	F-15	24	54	2.3	X	X	$17.2	$56.6			4
AFMC	Eglin	F-15	24	22	0.9	$0.0	$17.3	$98.7				3
AFRC	Eglin	MC-130	7	14	2.0	X	$4.2	$48.6				3
AFRC	Eglin	MC-130	7	9	1.3	X						1.3
AFMC	Eglin	VARIOUS	24	0	0.0							0
ANG	Eielson	KC-135	16	8	0.5							0.5
PACAF	Eielson	A-10	24	18	0.8	$0.0	$113.1					2
PACAF	Eielson	F-16	24	18	0.8	$97.9	$305.1	$398.6				3
ANG	Ellington Field, TX	F-16	24	15	0.6	$0.0						1

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MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ACC	Ellsworth	B-1	12	29	2.4	X	X	$16.4	$53.1			4
PACAF	Elmendorf	C-12	12	3	0.3							0.3
PACAF	Elmendorf	C-17	12	8	0.7	$8.1						1
PACAF	Elmendorf	E-3	6	2	0.3							0.3
PACAF	Elmendorf	F-15	24	42	1.8	X	$0.0	$186.0	$237.6			4
PACAF	Elmendorf	F-15	24	18	0.8							0.8
ANG	Fairchild	KC-135	16	9	0.6	$16.8						1
AMC	Fairchild	KC-135	16	38	2.4	$12.1	$10.5	$30.8				3
AETC	Fairchild	UH-1	6	3	0.5							0.5
ANG	Forbes Field, KS	KC-135	16	8	0.5	$6.6	$46.0					2
ANG	Fort Smith	F-16	24	15	0.6	$0.0						1
ANG	Fort Wayne, IN	F-16	24	15	0.6	$0.0						1
ANG	Fort Worth	C-130	16	8	0.5	$11.7						1
AFRC	Fort Worth	F-16	24	17	0.7	$12.1						1
ANG	Fresno	F-16	24	15	0.6	$0.0						1
ANG	Gabreski, NY	HC-130	7	4	0.6	$0.2						1
ANG	Gabreski, NY	HH-60	7	5	0.7	$0.0						1
AFRC	Gen Mitchell	C-130	16	9	0.6	$5.6						1
AMC	Grand Forks	KC-135	16	36	2.3	X	X					2.3
ANG	Great Falls, MT	F-16	24	15	0.6	$0.0						1
AFRC	Grissom	KC-135	16	16	1.0	X	$28.7					2

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ANG	Hancock, NY	F-16	24	15	0.6	$0.0						1
ANG	Harrisburg, PA	EC-130	16	6	0.4							0.4
ANG	Hector, ND	F-16	24	15	0.6	$0.0						1
ANG	Hickam	F-15	24	15	0.6	$0.0						1
ANG	Hickam	KC-135	16	8	0.5							0.5
PACAF	Hickam	C-17	12	8	0.7	$11.1	$154.8	$164.7				3
PACAF	Hickam	C-37/C-40	2	2	1.0	X						1
AFRC	Hill	F-16	24	17	0.7	$1.6	$30.1					2
AFMC	Hill	F-16	24	4	0.2	$74.7	$96.2					2
ACC	Hill	F-16	24	76	3.2	X	X	X	$65.1	$67.6		5
ACC	Holloman	F-117	24	51	2.1	X	X	$25.9	$56.6			4
ACC	Holloman	MQ1/9	32	24	0.8							0.8
ACC	Holloman	QF-4	24	20	0.8							0.8
ACC	Holloman	T-38	24	14	0.6							0.6
ACC	Holloman	Tornado	24	42	1.8	X						1.8
AFRC	Homestead	F-16	24	17	0.7	$4.5	$21.2					2
ANG	Hulman	F-16	24	15	0.6	$0.0						1
AFSOC	Hurlburt	AC-130	7	33	4.7	X	X	X	X	$49.9	$33.6	6
AFSOC	Hurlburt	MH-53	7	17	2.4	X	X					2.4
AFSOC	Hurlburt	VARIOUS	5	5	1.0	X						1
ACC	Indian Sprs AS	MQ1/9	32	100	3.1	X	X	X	$39.0	$41.3		5

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Installation Sort

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ANG	Jackson	C-17	12	8	0.7	$4.9						1
ANG	Jacksonville	F-15	24	15	0.6	$0.0						1
ANG	Joe Foss Field	F-16	24	15	0.6	$0.4	$29.8					2
AFRC	Keesler	C-130	16	18	1.1	X						1.3
ANG	Key Field	KC-135	16	9	0.6	$11.0						1
AETC	Kirtland	CV-22	7	6	0.9	$0.0	$14.8	$89.0				3
ANG	Kirtland	F-16	24	15	0.6	$0.0						1
AETC	Kirtland	HC-130	16	12	0.8							0.8
AETC	Kirtland	HH-60	7	13	1.9	X						1.9
ANG	Klamath Falls	F-15	24	15	0.6	$0.0	$69.6					2
ANG	Kulis, AK	C-130	16	8	0.5							0.5
ANG	Kulis, AK	HC-130	7	3	0.4							0.4
ANG	Kulis, AK	HH-60	7	5	0.7							0.7
AFRC	Lackland	C-5	12	16	1.3	X	$76.5					2
ANG	Lackland (Kelly Field)	F-16	24	18	0.8	$0.0	$44.8					2
ANG	Lambert, MO	F-15	24	15	0.6	$0.0						1
ACC	Langley	F-22	24	75	3.1	X	X	X	$38.6	$66.9		5
ANG	Lincoln, NE	KC-135	16	8	0.5							0.5
ANG	Little Rock	C-130	16	8	0.5							0.5
AETC	Little Rock	C-130	16	69	4.3	X	X	X	X			6.8
ANG	Louisville, KY	C-130	16	8	0.5	$0.0						1

Installation Sort

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
AFRC	Luke	F-16	24	17	0.7	$4.6						1
AETC	Luke	F-16	24	163	6.8	X	X	X	X	X	X	6.8
AETC	Luke (FMS)	F-16	24	23	1.0	X						1
AMC	MacDill	KC-135	16	33	2.1	X	$28.4	$106.9				3
NOAA	MacDill	VARIOUS	13	13	1.0	X						2
ANG	Madison, WI	F-16	24	15	0.6	$0.0						1
ANG	Mansfield, OH	C-130	16	8	0.5							0.5
AFRC	March	C-17	12	8	0.7	$14.7	$72.5					2
ANG	March	KC-135	16	9	0.6							0.6
AFRC	March	KC-135	16	8	0.5	$7.5						1
ANG	Martinsburg, WV	C-5	12	10	0.8	$4.8						1
AFRC	Maxwell	C-130	16	9	0.6							0.6
AMC	McChord	C-17	12	42	3.5	X	X	X	$206.0	$263.8		5
ANG	McConnell	KC-135	16	9	0.6	$0.0						1
AMC	McConnell	KC-135	16	58	3.6	X	X	X				3.6
ANG	McEntire, SC	F-16	24	15	0.6	$0.3	$53.6					2
ANG	McGhee Tyson, TN	KC-135	16	8	0.5	$32.7						1
AMC	McGuire	C-17	12	12	1.0	X						1
AMC	McGuire	KC-10	12	30	2.5	X	X	$132.4	$223.4			4
ANG	McGuire	KC-135	16	16	1.0	X						1
ANG	Memphis, TN	C-5	12	8	0.7	$4.4						1

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MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv in Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ANG	Milwaukee, WI	KC-135	16	9	0.6	$45.1						1
AFRC	Minneapolis	C-130	16	16	1.0	X						1
ANG	Minneapolis- St. Paul, MN	C-130	16	8	0.5							0.5
ACC	Minot	B-52	12	35	2.9	X	X	$0.0	$87.2	$114.6		5
ACC	Minot	UH-1	6	6	1.0	X						1
ANG	Moffett	HH-60	7	5	0.7	$0.0						1
ANG	Moffett	MC-130	7	4	0.6	$0.0						1
AFSOC	Moody	HC-130	7	12	1.7	X	X	$13.4	$23.3			4
AFSOC	Moody	HH-60	7	16	2.3	X	X					2.3
AFSOC	Moody	T-38	24	55	2.3	X	X					2.3
AFSOC	Moody	T-6A	24	39	1.6	X						1.6
ACC	Mt Home	F-15	24	49	2.0	X	X	$24.6	$33.3			4
ACC	Mt Home	F-16	24	22	0.9							0.9
ANG	Nashville, TN	C-130	16	8	0.5	$0.0						1
ACC	Nellis	A-10	24	10	0.4							0.4
ACC	Nellis	F-15	24	32	1.3	X	$88.4	$69.0				3
ACC	Nellis	F-16	24	53	2.2	X	X					2.2
ACC	Nellis	F-22	24	17	0.7							0.7
AFSOC	Nellis	HH-60	7	16	2.3	X	X					2.3
ACC	Nellis	JSF	24	14	0.6							0.6
ANG	New Castle	C-130	16	8	0.5	$28.6						1

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv in Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
AFRC	New Orleans	A-10	24	17	0.7	$32.9						1
ANG	New Orleans	F-15	24	15	0.6	$0.0						1
AFRC	Niagara	C-130	16	11	0.7	$20.3						1
ANG	Niagara	KC-135	16	8	0.5							0.5
ACC	Offutt	E-4	5	4	0.8							0.8
ACC	Offutt	E-6	6	2	0.3							0.8
ACC	Offutt	RC-135	5	17	3.4	X	X	X	$56.5			4
ANG	Otis ANG	F-15	24	15	0.6	$0.6						1
AFRC	Patrick	HC-130	7	5	0.7	$3.7						1
AFRC	Patrick	HH-60	7	9	1.3	X						1.1
AFRC	Patrick	VARIOUS	8	8	1.0	X						1
ANG	Pease, NH	KC-135	16	9	0.6	$17.7						1
ANG	Peoria	C-130	16	8	0.5	$43.1						1
AFRC	Peterson	C-130	16	12	0.8							0.8
AMC	Peterson	C-21	12	10	0.8							0.8
AFSPC	Peterson	VARIOUS	13	13	1.0	X						1
ANG	Phoenix	KC-135	16	8	0.5							0.5
AFRC	Pittsburgh	C-130	16	9	0.6							0.6
ANG	Pittsburgh	KC-135	16	16	1.0	X						1
AMC	Pope	A-10	24	36	1.5	X						1.5
AMC	Pope	C-130	16	28	1.8	X	$0.0	$72.9	$126.4			4

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Installation Sort

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv in Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
AMC	Pope	VARIOUS	11	11	1.0	X						1
ANG	Portland	F-15	24	15	0.6	$0.0						1
AFRC	Portland	KC-135	16	8	0.5							0.5
ANG	Quonset, RI	C-130	16	8	0.5	$29.4						1
ANG	Reno, NV	C-130	16	8	0.5							0.5
ANG	Richmond, VA	F-16	24	15	0.6	$0.0						1
ANG	Rickenbacker AGS, OH	KC-135	16	18	1.1	X						1.1
ANG	Robins	E-8	16	14	0.9	$0.0						1
AMC	Robins	KC-135	16	12	0.8							0.8
ANG	Rosecrans, MO	C-130	16	8	0.5							0.5
ANG	Salt Lake City, UT	KC-135	16	8	0.5	$45.9						1
ANG	San Juan	C-130	16	8	0.5							0.5
ANG	Savannah	C-130	16	8	0.5	$11.3						1
ANG	Schenectady	C-130	16	14	0.9							0.9
AMC	Scott	C-21	12	14	1.2	X	$29.2					2
AFRC	Scott	C-9	6	6	1.0	X						1
ANG	Scott	KC-135	16	8	0.5							0.5
ANG	Selfridge	C-130	16	8	0.5	$21.8	$26.3					2
ANG	Selfridge	F-16	24	15	0.6	$0.0						1
AFRC	Selfridge	KC-135	16	8	0.5	$9.3						1
ACC	Seymour Johnson	F-15	24	96	4.0	X	X	X	X	$63.5	$76.0	6

Installation Sort

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv in Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
AFRC	Seymour Johnson	KC-135	16	8	0.5	$9.6						1
ACC	Shaw	F-16	24	78	3.3	X	X	X	$7.1	$16.4		5
ANG	Sioux City	KC-135	16	8	0.5							0.5
ANG	Springfield, OH	F-16	24	18	0.8	$0.0	$46.3					2
ANG	Stewart, NY	C-5	12	12	1.0	X						1
ACC	Tinker	E-3	6	24	4.0	X	X	X	X			4
OTHER	Tinker	E-6	6	18	3.0	X	X	X				3
AFRC	Tinker	KC-135	16	8	0.5							0.5
ANG	Toledo, OH	F-16	24	15	0.6	$0.0						1
AMC	Travis	C-17	12	12	1.0	X						1
AMC	Travis	C-5	12	16	1.3	X						1.3
AMC	Travis	E-6	6	2	0.3							0.3
AMC	Travis	HC-130	7	4	0.6							0.6
AMC	Travis	KC-10	12	24	2.0	X	X	$123.9	$204.2			4
ANG	Tucson	F-16	24	62	2.6	X	X					2.6
ANG	Tulsa, OK	F-16	24	15	0.6	$0.0						1
AETC	Tyndall	F-15	24	61	2.5	X	X					2.5
AETC	Tyndall	F-22	24	50	2.1	X	X	$198.3	$30.6			4
ANG	W.K. Kellogg, MI	A-10	24	15	0.6	$0.0	$44.4					2
AFRC	Westover	C-5	12	16	1.3	X	$173.6					2
AFRC	Whiteman	A-10	24	17	0.7	$6.4						1

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

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Fighter

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

Fighter

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

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Fighter

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

Fighter

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

DCN: 11899

SOF (A-10)

Rank	Base	SOF	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
1	Pope AFB	78.7	81.48	82.42	49.11	86.08
2	Hurlburt Field	77.8	82.86	82.65	32.44	87.18
3	Eglin AFB	77	75.95	78.25	73.6	90.39
4	Seymour Johnson AFB	71.9	61.68	78.88	86.22	85.03
5	Langley AFB	69	65.24	71.66	73.5	77.2
6	Edwards AFB	62.4	53.64	68.48	82.79	40.87
7	Robins AFB	61.6	48.89	69.55	81	87.45
8	MacDill AFB	61	52.39	62.6	90.51	76.56
9	Holloman AFB	60.9	54.81	67.98	55.66	75.23
10	Tyndall AFB	60.9	55.11	65.35	61.07	90.98
11	Moody AFB	60.7	57.38	62.09	62.84	91.37
12	Shaw AFB	58.5	53.04	63.77	55.05	85.64
13	Charleston AFB	56.5	50.62	58.39	70.73	75.49
14	Jacksonville IAP AGS	55.7	57.16	58.77	30.26	77.87
15	Andrews AFB	55.2	51.37	63.1	43.68	41.74
16	Hill AFB	54.4	44.2	61.71	65.46	77.82
17	March ARB	54.4	47.94	66.93	34.41	45.41
18	Altus AFB	54.1	46.12	53.24	87.6	80.99
19	Nellis AFB	53.8	43.63	67.85	44.79	43.94
19	Little Rock AFB	53.8	45.76	59.92	56.89	88.12
21	Maxwell AFB	53.7	57.07	55.74	22.1	85.68
22	Eielson AFB	53.3	43.2	58.42	87.54	16.54
23	Dyess AFB	53.1	44.86	61.61	49.91	77.64
23	Luke AFB	53.1	45.94	64.67	34.45	68.92
25	Davis-Monthan AFB	52.5	42.17	65.19	41.96	71.89
26	Patrick AFB	51.9	51.19	50.92	55.28	66.83
27	Richmond IAP AGS	51.8	58.04	52.73	13.36	75.18
28	Elmendorf AFB	51.2	43.01	59.27	66.14	8.86
29	Whiteman AFB	50.9	36.68	57.41	83.69	74.42
30	Homestead ARS	50.7	42.01	59.76	52.49	53.65
31	Kirtland AFB	50.6	38.65	62.07	53.49	69.56
32	Dover AFB	50.6	48.58	59.61	18.95	64.93
33	McEntire AGS	50.6	52.17	51.67	29.8	85.19
34	Barksdale AFB	49.8	38.36	55.36	71.7	80.79
35	Mountain Home AFB	49.7	36.97	60.91	56.75	68.58
36	Savannah IAP AGS	49.5	57	46.26	19.99	84.65
37	Beale AFB	48.3	40.24	53.82	63.45	42.78
38	McChord AFB	47.8	39.58	60.37	31.06	57.08
39	Andersen AFB	47.1	40.89	53.02	63.18	0
40	Columbus AFB	46.5	40.99	50.48	42.92	94.97
41	McGuire AFB	46.2	37.55	50.4	71.21	37.26
42	Dannelly Field AGS	46	54.5	40.54	19.84	85.51
43	Fairchild AFB	45.8	29.63	53.46	81.59	73.99
44	Lackland AFB	45.8	37.88	47.55	66.73	78.33
45	Sheppard AFB	45.7	46.84	45.32	33.44	80.04
46	McConnell AFB	45.2	35.11	55.22	42	75.83
47	Minot AFB	45.1	31.63	51.43	73.91	73.42
48	Indian Springs AFS	44.8	41.82	49.78	38.16	43.94
49	Peterson AFB	44.1	42.46	45.17	42.96	61.91

SOF

Rank	Base	SOF	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
50	NAS New Orleans ARS	44	42.62	50.14	17.2	72.63
51	Hickam AFB	44	39.25	47.69	60.68	1.12
52	Ellsworth AFB	43.9	28.07	50.98	78.14	81.32
53	Grand Forks AFB	43.8	33.14	50.22	56.93	79.09
54	Vandenberg AFB	43.5	31.65	51.09	69.71	32.48
55	Keesler AFB	43.2	54.41	33.81	20.15	85.3
56	Tucson IAP AGS	42.8	42.23	46.22	23.72	72.7
57	Travis AFB	42.8	39.27	52.73	22.41	24.22
58	Tinker AFB	42.6	36.73	44.7	50.1	85.8
59	Birmingham IAP AGS	42.5	40.6	42.04	43.75	77.96
60	Fort Smith Regional APT AGS	42.1	50.04	34.53	25.5	88.84
61	Randolph AFB	42.1	35.99	42.26	60.08	78.51
62	Selfridge ANGB	42.1	44.13	42.66	30.02	42.51
63	Key Field AGS	42	38.23	48.25	24.58	75.4
64	Atlantic City IAP AGS	41.9	45.33	39.42	37.04	41.33
65	Kulis AGS	41.9	46.09	46.72	11.26	8.01
66	Boise Air Terminal AGS	41.4	33.24	46.55	47.75	78.4
67	Ellington Field AGS	41.2	36.06	46.6	37.56	61.2
68	Westover ARB	41.1	36.4	45.41	42.91	49.23
69	Cannon AFB	41	32.28	52.41	25.93	73.61
70	Forbes Field AGS	41	35.73	43.31	46.14	77.32
71	Charlotte/Douglas IAP AGS	40.1	42.18	42.01	12.5	81.48
72	Salt Lake City IAP AGS	40	44.61	38.75	15.8	71.72
73	Scott AFB	40	37.7	45.08	25.62	53.95
74	Carswell ARS, NAS Fort Worth Joint Reserve	39.9	38.37	40.37	36.48	72.7
75	Laughlin AFB	39.7	34.52	37.72	60.65	84.09
76	Martin State APT AGS	39.5	48.22	34.28	15.68	58.71
77	Wright-Patterson AFB	39.4	31.22	43.91	49.96	74.09
78	Harrisburg IAP AGS	39.4	42.14	41.25	11.49	69.5
79	Grissom ARB	39.4	30.99	41.3	61.4	73.25
79	Stewart IAP AGS	39.4	34.65	45.61	44.12	3.65
81	Luis Munoz Marin IAP AGS	38.6	48.06	36.29	10.61	14.06
82	Phoenix Sky Harbor IAP AGS	38.5	42.77	39.2	8.94	68.42
83	Vance AFB	38.5	39.06	39.07	21.45	87.75
84	Fresno Air Terminal AGS	38.2	44.66	38.22	6.58	46.99
85	Rosecrans Memorial APT AGS	37.8	37.06	40.34	19.33	81.65
86	Tulsa IAP AGS	37.7	38.94	38.53	17.94	81.03

SOF (A-10)

Rank	Base	SOF	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
87	Willow Grove ARS, NAS Willow Grove Joint Reserve	37.7	38.79	42.45	12.57	39.74
88	Channel Islands AGS	37.7	36.93	45.12	13.93	23.21
89	Buckley AFB	37.5	33.35	42.04	33.9	53.78
90	Jackson IAP AGS	37.4	36.84	33.67	43.55	84.66
91	Pittsburgh IAP AGS	36.8	27.36	44.58	39.25	69.3
92	Portland IAP AGS	36.4	38.77	37.1	16.33	60.13
93	Will Rogers World APT AGS	36.3	36.45	37.16	20.02	84.8
94	McGee Tyson APT AGS	35.9	34.3	37.71	23.46	86.02
95	Offutt AFB	35.9	34.02	36.98	30.34	73.2
96	Nashville IAP AGS	35.6	40.32	32.22	17.22	78.64
97	Barnes MPT AGS	35.5	36.18	38.57	16.67	47.17
98	Bradley IAP AGS	35.4	35.73	40.29	11.56	43.06
99	Reno-Tahoe IAP AGS	35.2	39.61	34.25	16.17	47.47
100	Moffett Federal Field AGS	35.1	38.39	38.31	11.51	15.79
101	Otis AGB	35	25.56	41.56	49.14	42.04
102	Dobbins ARB	34.8	32.25	41.46	10.98	67.58
103	Memphis IAP AGS	34.3	37.94	32.53	14.51	75.57
104	New Castle County Airport AGS	34.1	44.15	26.76	15.06	47.53
105	Burlington IAP AGS	34.1	36.45	33.5	19.87	57.07
106	Rickenbacker IAP AGS	34	30.11	40.88	14	71.11
107	Pease International Trade Port AGS	33.9	31.7	39.27	21.58	33.8
108	Ewvra Sheppard AGS	33.9	42.89	24.41	21.64	73.39
109	Niagara Falls IAP ARS	33.8	27.38	36.92	44.75	55.66
110	Klamath Falls IAP AGS	32.5	29.07	36.69	21.87	69.01
111	Minn/St Paul IAP ARS	32.5	24.26	38.72	40.36	47.69
112	Capital APT AGS	32.4	34.87	30.79	21.79	57.09
113	Louisville IAP AGS	32.3	35.26	31.22	11.79	78.1
114	Gen Mitchell IAP AGS	32.3	29.87	31.65	39.01	59.38
115	Lincoln MAP AGS	32.1	33.2	31.38	19.97	71.2
116	Bangor IAP AGS	31.8	27.59	35.03	29.45	63.61
117	Pittsburgh IAP ARS	31.4	27.36	37.86	13.26	69.59
118	Toledo Express APT AGS	31.2	30.2	31.23	24.93	72.76
119	Gen Mitchell IAP ARS	30.8	29.87	28.61	36.9	59.94
120	Joe Foss Field AGS	30.7	28.28	33.35	18.95	77.92
121	Greater Peoria Regional APT AGS	30.6	32.05	28.44	27.43	54.24

SOF

Rank	Base	SOF	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
122	Fort Wayne IAP AGS	30.6	27.81	35.34	11.85	79.17
123	W. K. Kellogg APT AGS	30.5	23.82	38.21	21.44	62.57
124	Hancock Field AGS	30.5	30.89	26.66	35.76	66.32
125	Lambert - St. Louis IAP AGS	30.4	29.81	33.45	12.78	59.7
126	Dane County Regional - Truax Field AGS	30.4	31.18	31.67	13.32	61.55
127	Arnold AFS	30.2	31.71	18.48	57.08	89.61
128	Cheyenne APT AGS	29.5	35.71	22.58	19.94	68.7
129	Hulman Regional APT AGS	29.5	30.78	29.38	10.65	82.24
130	Des Moines IAP AGS	29.5	30.02	28.63	18.46	76.75
131	Sioux Gateway APT AGS	29	29.76	27.03	20.68	79.98
132	Quonset State APT AGS	28.8	31.44	29.4	11.36	40.59
133	F. S. Gabreski APT AGS	27.9	32.55	26.75	11.16	29.52
134	Hanscom AFB	27.9	32.76	26.86	10.54	25.42
135	Hector IAP AGS	27.7	31.75	21.98	21.85	72.6
135	Schenectady County APT AGS	27.7	36.27	19.77	13.57	60.05
137	Youngstown-Warren Regional APT ARS	27.3	25.07	30.53	12.85	73.97
138	Great Falls IAP AGS	27.2	27.1	27.61	17.43	62.23
139	Duluth IAP AGS	24.7	23.5	25.17	17.49	66.75
140	Springfield-Beckley MPT AGS	24.5	24.06	25.02	12.97	71.74
141	Yeager APT AGS	23.4	26.94	18.54	12.58	81.12
142	Mansfield Lahm MAP AGS	23.2	22.42	21.81	19.84	74.01
143	Goodfellow AFB	7.2	0	3.6	36.4	82.66
144	Brooks City-Base	7.07	0	3.6	36.4	77.48
145	Malmstrom AFB	6.7	0	3.6	36.4	62.67
146	Francis E. Warren AFB	5.99	0	3.6	27.41	70.53
147	Schriever AFB	5.61	0	3.6	27.31	55.46
148	Rome Laboratory	4.75	0	3.6	16.8	63.1
149	Air Reserve Personnel Center (ARPC)	4.52	0	3.6	16.8	53.84
150	United States Air Force Academy	4.42	0	3.6	13.92	61.68
151	Cheyenne Mountain AFS	4.07	0	3.6	11.89	55.61
152	Bolling AFB	3.42	0	3.6	9.07	40.62
153	Onizuka AFS	2.92	0	3.6	10.08	16.85
154	Los Angeles AFB	2.28	0	3.6	1.94	23.81

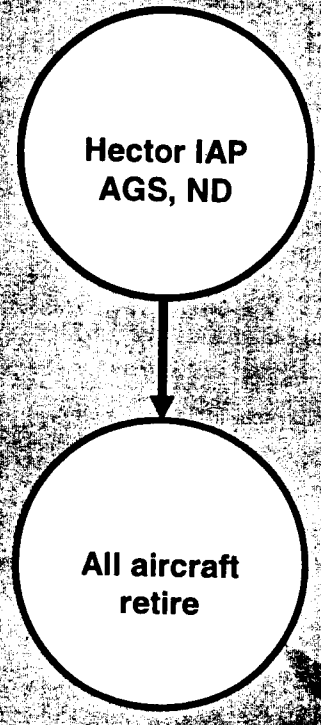
Sec. 105: Hector IAP AGS, ND
DoD Recommendation

A. Realign Hector Int'l Airport Air Guard Station, ND

<u>All aircraft retire</u>: 15 Primary Assigned Aircraft (PAA) F-16s

DCN: 11899

Sec. 105: Hector IAP AGS, ND Associated Installations



DCN: 11899

Sec. 105 : Hector IAP AGS, ND
DoD Justification

- Ranked low in military value
- Reduction in F-16 force structure and need to align common versions of F-16 at the same bases argued for realigning Hector to allow its aircraft to retire *without a flying mission backfill*
- Expeditionary Combat Support elements remain in place

COBRA:

- $3.3M One-time costs
- X Year Payback
- $12.9M 20-year Net Present Value
- X Military and X Civilians

DCN: 11899

Sec. 105: Hector IAP AGS, ND Issues

C1.

- "*...without a flying mission backfill*" recommendation language unfairly restricts future mission options
- Governor and Adjutant General not consulted

C2.

- Real estate and facilities for Unmanned Aerial Vehicles (UAVs) and future missions need to be retained
- MCI did not accurately assess base's military value

C4.

- F-16 retirement programmed—BRAC not needed

DCN: 11899

Staff Assessment

Deviation from Final Selection Criteria

	Military Value				Other			
Criterion	C1	C2	C3	C4	C5	C6	C7	C8
Deviation	X							

Xtra X's for your use X X X X

X=Deviation

- With the exception of criteria # & #, the Secretary did not deviate from the Final Selection Criteria or the Force Structure Plan

DCN: 11899

BACKUP SLIDES

- USE ONLY IF YOU ENTER AN X ON THE DEVIATION LIST

DCN: 11899

Sec. 105 : Hector IAP AGS, ND
C1. Restrictive Language

DoD Position:

- "Justification: Hector (125) ranked low in military value. The reduction in F-16 force structure and the need to align common versions of the F-16 at the same bases argued for realigning Hector to allow its aircraft to retire ***without a flying mission backfill.***"
- DOD on record supporting Hector AGS association and support for flying mission at Grand Forks AFB

Community Position:

- Language unfairly & unreasonably limits options for future missions

Commission Staff Assessment:

- Restrictive language contradicts stated UAV plans for Hector
  - Operating UAVs *is* a flying mission; language does restrict options

DCN: 11899

Sec. 105 : Hector IAP AGS, ND
C5. (Savings) / Cost

COBRA DATA	
	DoD COBRA Run
One Time Cost	$1.8 M
Net Implementation	($3.3 M)
Annual Recurring	($1.0 M)
Payback Period	2 Years
Net Present Value at 2025	($12.9 M)

DCN: 11899

Sec. 2: Eielson Air Force Base, AK, Moody Air Force Base, GA, and Shaw Air Force Base, SC Issues

C1

- Base with high military value loses aircraft (some to base with lower military value)
- Highly valued range complex may go underutilized
- Minimal impact on operations in Pacific theater
- Some impact on joint training opportunities with the Army

C5

- Cost of maintaining Eielson as a "warm base" will be significant

EXIT

Staff Assessment

Deviation from Final Selection Criteria

	Military Value				Other			
Criterion	C1	C2	C3	C4	C5	C6	C7	C8
Deviation	X				X			

X=Deviation

- **With the exception of criteria 1 & 5, the Secretary did not deviate from the Final Selection Criteria or the Force Structure Plan**

EXIT

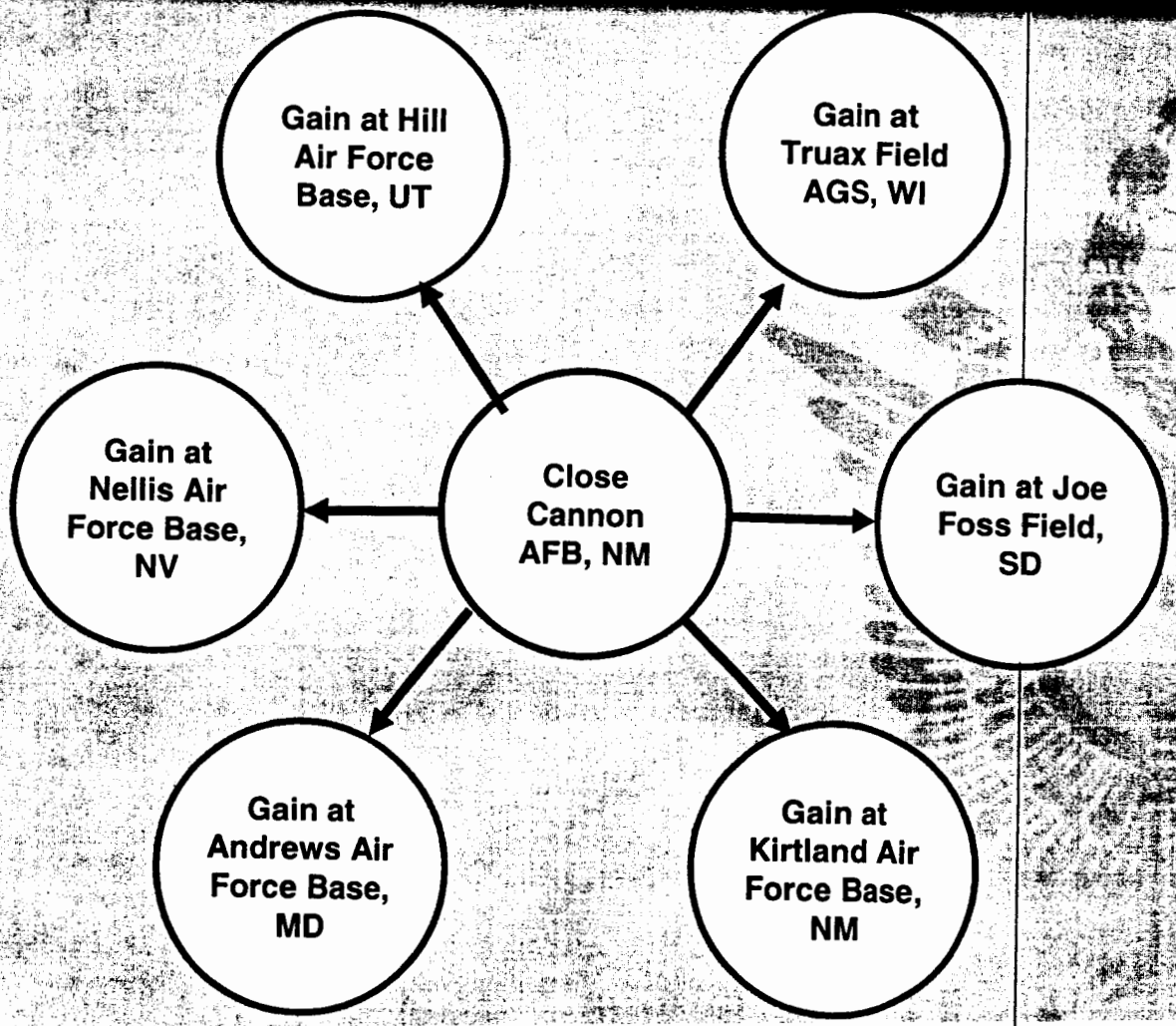
Sec. 100: Cannon AFB, NM
DoD Recommendation

A. Close Cannon AFB, NM

Gain: Hill AFB, UT, Nellis AFB, NV, Andrews AFB, MD, Kirtland, AFB, NM, Joe Foss Field, SD, Truax Field, WI.

DCN: 11899

Sec. 100: Cannon AFB Associated Installations



DCN: 11899

Sec. 100: Cannon AFB, NM
DoD Justification

- Reduces excess capacity.
- Relocates: Block 50 F-16s as backup inventory (BAI), Block 40 F-16s to installations with a higher military value, and Block 30 F-16s to ANG units.
- These moves sustain the Active/ANG/Reserve force mix by replacing F-16 aircraft that retire in the 2025 Force Structure plan.

COBRA:

- $90.1M one time costs
- Immediate Payback. $200.5M annual recurring savings
- $2,707M Net Present Value.
- Relocates 549 Military and 216 Civilians

DCN: 11899

Sec. 100: Cannon AFB, NM Issues

C1.

- Cannon AFB was ranked 50th of 150 Fighter bases. The reduction of the F-16 force structure, a need to maintain the Active/Guard mix, the need to align common versions of the F-16 at the same bases left the Air Force with excess capacity.

C2.

- Community believes that Cannon was incorrectly scored with regard to multiple Military Value Criteria

C2

- Effect of the New Mexico Training Range Initiative (NMTRI) on supersonic airspace volume.

DCN: 11899

Sec. 100: Cannon AFB, NM Issues

C2.

- Community believes that Cannon is un-encroached and was not given full credit for its airspace and range, and for expandable growth potential.

C3.

- Community believes that Cannon should be considered for out-year force infrastructure requirements and weapons systems.

C6.

- Economic impact on surrounding communities estimated to be approximately 20 to 30 percent.

DCN: 11899

Staff Assessment

Deviation from Final Selection Criteria								
	Military Value					Other		
Criterion	C1	C2	C3	C4	C5	C6	C7	C8
Deviation						X		

- With the exception of criteria # 6, the Secretary did not deviate from the Final Selection Criteria or the Force Structure Plan

DCN: 11899

Supporting Slides

For Commission Discussion & Questions
During Final Deliberation

DCN: 11899

Sec. 100 : Cannon AFB, NM
C5. Economic Impact

DoD Position: Assuming no economic recovery, this recommendation could result in maximum potential reduction of 4,780 jobs (2824 direct jobs and 1956 indirect jobs) over the 2006 -2011 period in the Clovis, NM Area MSA, which is 20.47% of economic area employment.

Community Position: Estimates impact to be 30.58%.

Commission Staff Assessment: AF had approved a programmatic out year projection to reduce 1,150 personnel regardless of BRAC. This action, when combined with BRAC would result in an economic impact of 28.71%.

DCN: 11899

Sec. 100: Cannon AFB, NM
DoD Recommendation

A. Close Cannon AFB, NM

Gain: Hill AFB, UT, Nellis AFB, NV, Andrews AFB, MD, Kirtland, AFB, NM, Joe Foss Field, SD, Truax Field, WI.

DCN: 11899

Sec. 100 : Cannon AFB, NM
C1 thru 4. MCI Ranking

DoD Position: Cannon's 55.19 MCI score ranked it 50th of 154 fighter bases.

Community Position: Cannon was incorrectly scored with regard to multiple Military Value criteria.

Commission Staff Assessment: Methodology used by the Air Force Range and Airspace Division to score Cannon was consistent across the board with other bases.

DCN: 11899

Sec. 100 : Cannon AFB, NM
C2. NMTRI

DoD Position: NOT Considered. Cut off date was December 2004. If NMTRI was considered score would not be significantly improved.

Community Position: NMTRI enhances supersonic airspace volume.

Commission Staff Assessment: Final NMTRI as mitigated would not significantly increase score. NMTRI proposal not yet approved by FAA headquarters.

DCN: 11899

Sec. 100 : Cannon AFB, NM
C2. Encroachment

DoD Position: Cannon lost points in areas which dealt with operational environment and geo-locational factors.

Community Position: Questioned overall weighting process. Believe Cannon is un-encroached with regard to the base, and its airspace and range complexes are controlled by Cannon.

Commission Staff Assessment: Cannon has far less ground encroachment than does many fighter bases. However, for future joint service operations and emerging technologies the current airspace structure is limited. Cannon's proposal for the NMTRI fell short of initial request. Present mitigated proposal has been submitted, but not yet approved by FAA Headquarters.

DCN: 11899

Sec. 100 : Cannon AFB, NM
C2. Range and Space Complex

DoD Position: Valuable assets. During past 5 years, 35 other active, Guard, and Reserve units including the Army and Navy have used the Melrose electronic range.

Community Position: Airspace, Melrose range complex, and Cannon AFB are integral package supporting national security.

Commission Staff Assessment: Cannon range and airspace are valuable assets that will be retained by DOD if Cannon closes and will be operated by another unit. For example, when Reese AFB closed in 1995 Cannon assumed Bronco MOAs as "using agency" for FAA. If Cannon closed the present range and airspace will continue to be used by other units.

DCN: 11899

Sec. 100 : Cannon AFB, NM
C3. Future Force requirements

DoD Position: Air Force has no bad bases. Of the 3 active bases vying to bed-down F16 aircraft Cannon (50) ranked 3rd behind Shaw AFB (7) and Hill (14).

Community Position: Cannon should be considered for out year force infrastructure requirements and weapons systems.

Commission Staff Assessment: Air Force structure lay down reduces the number of F-16s from 1,288 to 1,049. Only 2 deployable active F-16 Wings are required.

DCN: 11899

DCN: 11899

Sec.100: Cannon AFB, NM
1. Cost and Savings (C5)

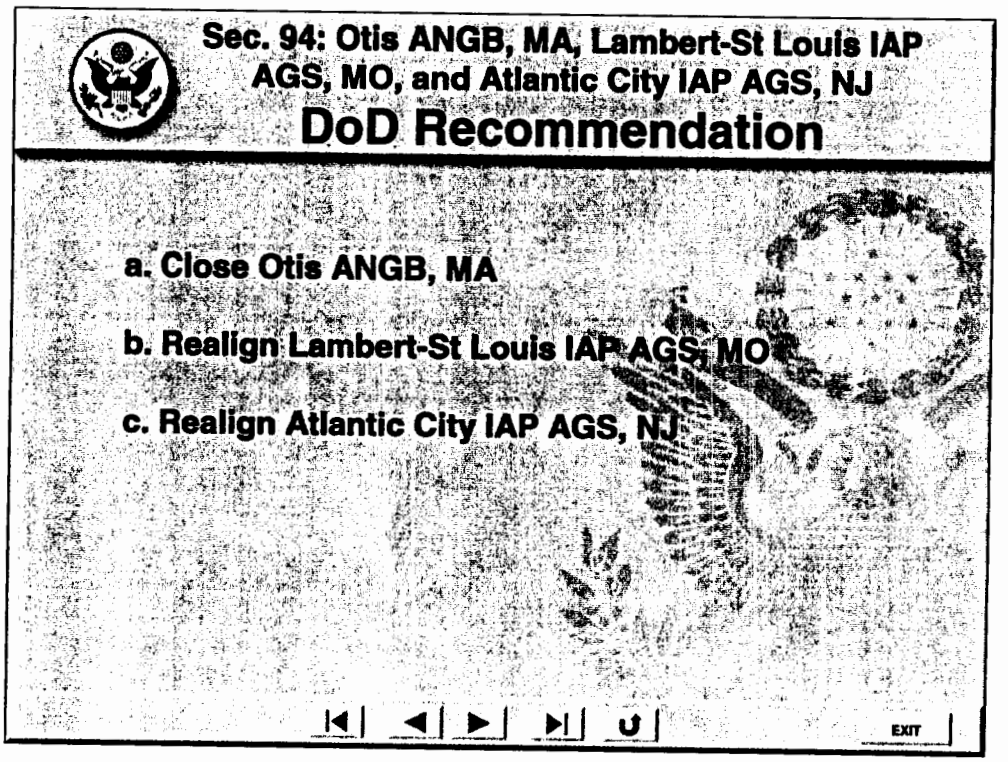
COBRA DATA		
	Close Cannon AFB COBRA Data	Close Cannon AFB COBRA Data without personnel savings
One Time Cost	$90.1 M	$92.07 M
Net Implementation Cost	$(815.6 M)	$(5.7 M)
Annual Recurring (Savings)	($200.5 M)	($21.7 M)
Payback Period	Immediate	2 Year
Net Present Value at 2025	($2,707.8 M)	($216.5 M)

DCN: 11899

Sec. 100: Cannon AFB, NM
GAINING LOCATIONS

TABLE OF PERSONNEL CHANGES FOR GAINING LOCATIONS

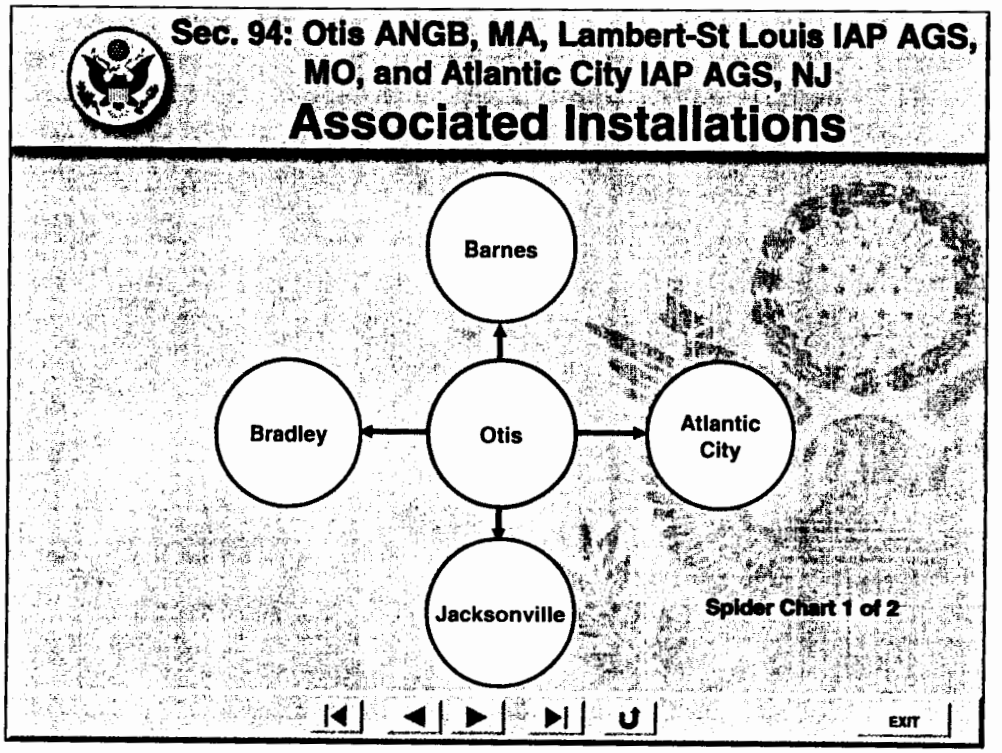
Installation	OUT		IN		NET GAIN/(LOSS)		NET CONT.	TOTAL DIRECT
	MIL	CIV	MIL	CIV	MIL	CIV		
Hill AFB			212	10	212	10		222
Nellis AFB			248	12	248	12		260
Kirtland AFB			1	14	1	14		15
Andrews AFB			34	79	34	79		113
Truax Field			22	36	22	36		58
Joe Foss Field			32	27	32	27		59
Backup Inventory			0	38	0	38		38



Mister Chairman, commissioners, the next recommendation for your consideration is found in chapter 1, section 105, *Realign Hector International Airport Air Guard Station, North Dakota.*

Located in Fargo, North Dakota, Hector Air Guard Station is host to the 119th Fighter Wing, the "Happy Hooligans." The Hooligans currently fly 15 Primary Assigned F-16 aircraft, performing air-to-air, and air-to-ground missions. This recommendation cites the retirement of all 15 aircraft.

There are no job losses or gains associated with this recommendation.



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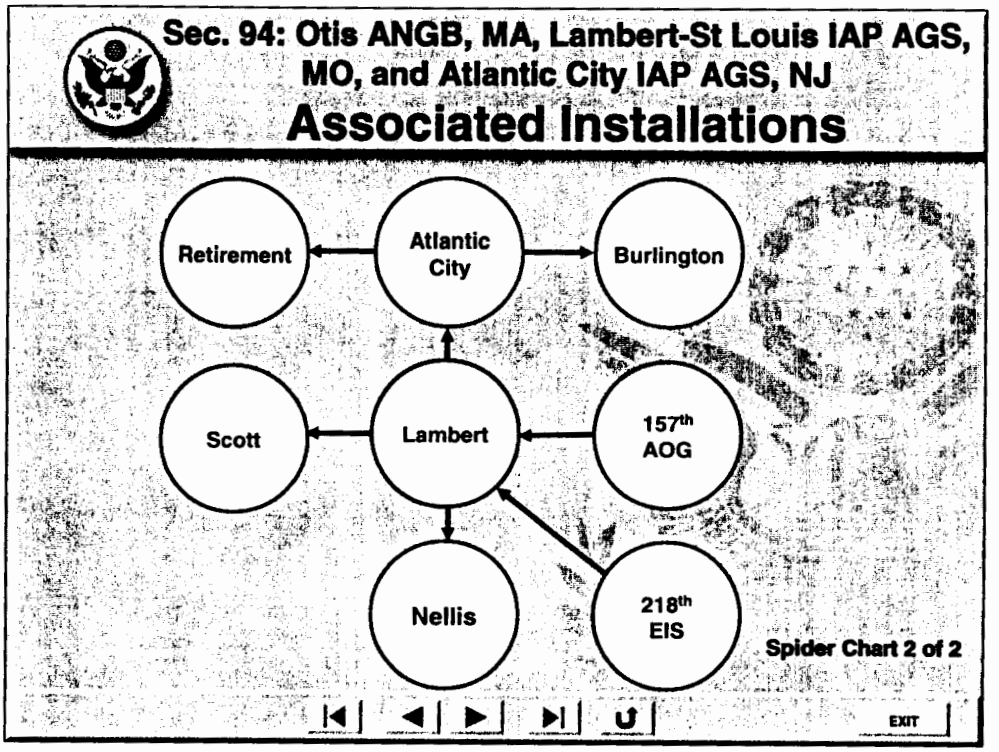

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Sec. 94: Otis ANGB, MA, Lambert-St Louis IAP AGS, MO, and Atlantic City IAP AGS, NJ

DoD Justification

- Air Force distribution of reserve component F-15C force structure to bases with higher military value
- Desire to form an enhanced aggressor squadron at Nellis AFB for Red Flag training
- Expanded capability for Homeland Defense at Atlantic City
- Expeditionary Combat Support elements remain in place at Lambert

COBRA:

- $103M One-time costs
- 3-Year Payback
- $336M 20-year Net Present Value
- Reduction: 62 Military and 443 Civilians at Otis and 34 Military and 215 Civilians at Lambert-St. Louis

Environmental: DoD Estimated remediation cost is $146.8 M

EXIT

The DOD justified this realignment by citing Hector's low military value, and noting that the retirement of the unit's F-16s would not be backfilled with different versions of the aircraft due to a desire to consolidate common versions of the F-16 at "the same bases," which did not include Hector.

DOD further explained that Expeditionary Combat Support elements would remain in place at Hector, which contributed to the overall result of no job losses or gains associated with this recommendation.

DOD states that this recommendation will result in a $3.3 million dollar net savings, $1 million dollar annual recurring savings, and $12.9 million dollar 20-year net present value.

Sec. 94: Otis ANGB, MA, Lambert-St Louis IAP AGS, MO, and Atlantic City IAP AGS, NJ

Issues Raised

C1

- Air Force did not accurately assess Otis and Lambert's military value
- Otis is better suited as an ASA site given its location and lack of airspace restrictions
- Failure to account for loss of human capital (retention)

C5.

- Failure to properly account for unit conversion costs
- DOD did not consider costs passed on to U.S Coast Guard by Otis closure
- Lambert closure alone has 63 year payback

Here are the key issues grouped by selection criteria.

First, the communities argue that the Air Force did not score military value properly in its mission capability index scoring. For example, according to Otis community some of this is due to inaccuracies in the DOD range data base. It is also due to the scoring not accounting for range saturation or over use. When it is scored properly, it is either comparable or exceeds the military value of the receiving installation, Atlantic City, NJ.

Second, the community points out that it represents a better location for an ASA alert site given it location, relatively unrestricted airspace and resulting ability to cover more area in response to an incident.

Third, the Air Force failed to properly account for unit conversion costs at Atlantic City, which is estimated to be over $17 million.

Finally, the Air Force failed to account for the costs that will pass on to the Coast Guard who will remain on the installation in its COBRA analysis. These costs are estimated to be $17M.

Sec. 94: Otis ANGB, MA, Lambert-St Louis IAP AGS, MO, and Atlantic City IAP AGS, NJ

DoD Recommendation

a. Close Otis ANGB, MA

b. Realign Lambert-St Louis IAP AGS, MO

c. Realign Atlantic City IAP AGS, NJ

EXIT

Staff Assessment

Deviation from Final Selection Criteria

	Military Value				Other			
Criterion	C1	C2	C3	C4	C5	C6	C7	C8
Deviation	X				X			

X=Deviation

EXIT

Sec. 94: Otis ANGB, MA, Lambert-St Louis IAP AGS, MO, and Atlantic City IAP AGS, NJ

C5. (Savings) / Cost

COBRA DATA			
	DoD Baseline	Staff Excursion	Staff Excursion without Mil Pers
One Time Cost	$103.0 M	$176.1 M	$172.7 M
Net Implementation Cost/Savings	($12.2 M)	$111.9 M	$160.6 M
Annual Recurring Cost/Savings	($33.6 M)	($16.6 M)	($2.6 M)
Payback Period	3 years	12 years	100+ years
Net Present Value at 2025 Cost/Savings	($336.1 M)	($55.5 M)	$125.6 M

EXIT

In addition to the COBRA data I previously noted, this slide depicts that the Hector realignment incurs a one-time cost of $1.8 million dollars, and pays back in two years.

Sec. 94: Otis ANGB, MA, Lambert-St Louis IAP AGS, MO, and Atlantic City IAP AGS, NJ

Aerial Photograph 1

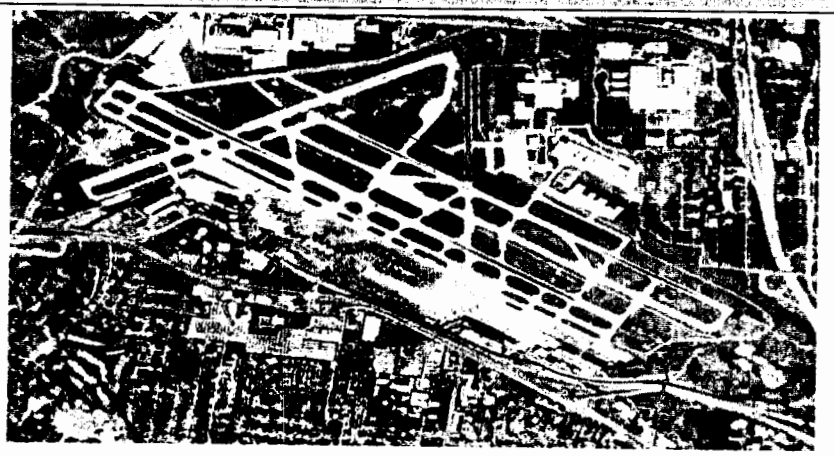
Otis AGB, MS

Installation Boundary

EXIT

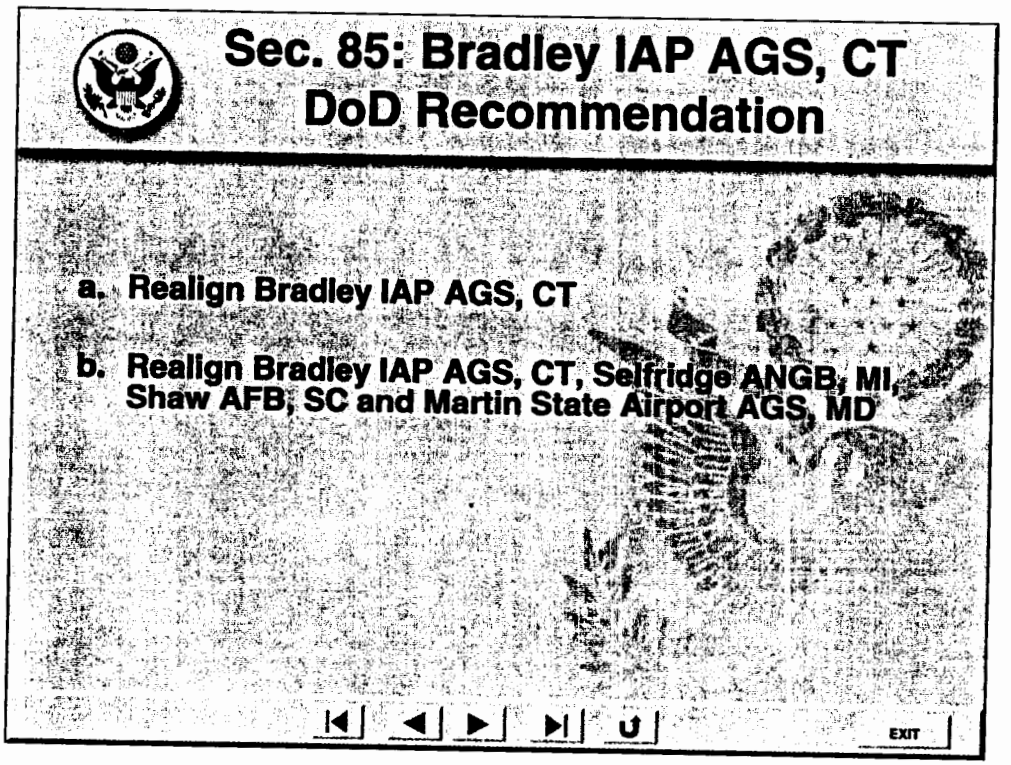
Sec. 94: Otis ANGB, MA, Lambert-St Louis IAP AGS, MO, and Atlantic City IAP AGS, NJ

Aerial Photograph 2



Lambert - St. Louis IAP

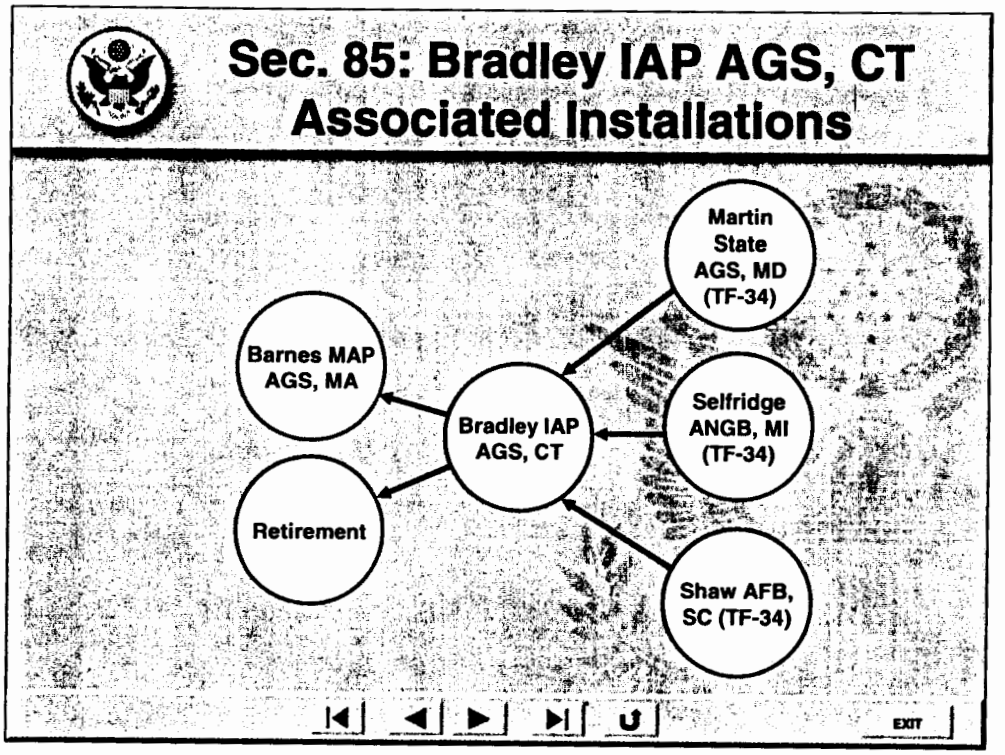
EXIT



Mister Chairman, commissioners, the next recommendation for your consideration is found in chapter 1, section 105, *Realign Hector International Airport Air Guard Station, North Dakota.*

Located in Fargo, North Dakota, Hector Air Guard Station is host to the 119th Fighter Wing, the "Happy Hooligans." The Hooligans currently fly 15 Primary Assigned F-16 aircraft, performing air-to-air, and air-to-ground missions. This recommendation cites the retirement of all 15 aircraft.

There are no job losses or gains associated with this recommendation.



This slide notes the retirement of the unit's aircraft, which in 2007, will be sent to the Aircraft Maintenance and Regeneration Center, commonly referred to as the "bone yard," at Davis-Monthan Air Force Base in Tucson, Arizona.

Sec. 85 : Bradley IAP AGS, CT
DoD Justification

- Close to another ANG A-10 base of higher military value
- Establishing TF-34 repair facility at Bradley compliments A-10 fleet realignment
- Planned construction of Air Sovereignty Alert (ASA) facility at Bradley with Expeditionary Combat Support elements

COBRA:

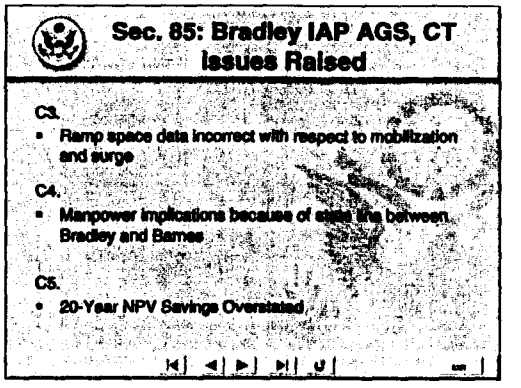
- $3.2M One-time costs
- 2-Year Payback
- $25.2M 20-year Net Present Value Savings
- Relocates 29 Military and 101 Civilians
- Eliminates 18 Military and 1 Civilian

EXIT

The DOD justified this realignment by citing Hector's low military value, and noting that the retirement of the unit's F-16s would not be backfilled with different versions of the aircraft due to a desire to consolidate common versions of the F-16 at "the same bases," which did not include Hector.

DOD further explained that Expeditionary Combat Support elements would remain in place at Hector, which contributed to the overall result of no job losses or gains associated with this recommendation.

DOD states that this recommendation will result in a $3.3 million dollar net savings, $1 million dollar annual recurring savings, and $12.9 million dollar 20-year net present value.



There are four Commission staff issues, and one additional community issue.

1. First, while the community raised several issues with this recommendation, none was more strenuously voiced than their desire to have the language restricting a flying mission backfill removed. It can be argued that the language unfairly and unreasonably restricts Hector's ability to perform or contribute to future emerging missions, including future manned flying missions. DOD is on record as stating that Hector will perform Unmanned Aerial Vehicle (or UAV) ground control and intelligence functions, in association with airframes and launch recovery functions at Grand Forks Air Force Base, also in North Dakota. It can additionally be argued that a UAV mission *is* a form of flying mission.

2. Next, the recommendation as written may dispose of the unit's ramps, hangars and aircraft-support facilities—vital infrastructure that might be needed for not yet fully defined emerging missions. Additionally, supporting the UAV mission as described may require a certain degree of infrastructure modification, and possibly addition.

3. Third, F-16 retirements as noted in the recommendation may have been previously slated for programmatic retirement, and might therefore not be included with BRAC action language. As previously mentioned, the F-16s will be retired in 2007. DOD has not yet defined a start date for the UAV mission. This gap of unknown duration and certainty between the end of the F-16 mission and start of the UAV mission is also of great concern to the Fighter Wing and the community.

4. Fourth. the Mission Compatibility Index score (or MCI) for Hector did not, in multiple areas, appropriately or accurately assess the base's military value. The community cited discrepancies in valuations for ramp space, runways, lack of encroachment, available airspace, the unit's safety record, proximity to Homeland Security mission areas, and other MCI shortcomings. The Commission staff notes issues in some MCI formulas with how DOD asked a unit for data, and how and when the unit supplied the data.

5. Lastly, the community argues that the governor and adjutant general were not consulted in this matter, as required by law.

Sec. 85: Bradley IAP AGS, CT
DoD Recommendation

a. Realign Bradley IAP AGS, CT

b. Realign Bradley IAP AGS, CT, Selfridge ANGB, MI, Shaw AFB, SC and Martin State Airport AGS, MD

EXIT

Sec. 85: Bradley IAP AGS, CT
C3. Mobilization and Surge

DoD Position:

- Bradley did not score well for mobilization/surge capacity

Community Position:

- Contested DoD's military value scoring data

Commission Staff Assessment:

- Additional capacity available because of joint use agreement to accommodate parking for other aircraft
- Results in slight increase in military value

EXIT

Sec. 85: Bradley IAP AGS, CT
C4. Manpower Implications

DoD Position:

- Realignment retains pilots and maintenance technicians in area because Bradley and Barnes are 12 miles apart

Community Position:

- Due to union and TAG hiring preferences, Bradley personnel would have lower hiring priority, especially if Otis closes
- Retraining costs could be significant

Commission Staff Assessment:

- Union contracts do exist for full-time technicians; MA TAG could give preference to Otis personnel
- DoD may have understated retraining costs

EXIT

Sec. 85: Bradley IAP AGS, CT
C5. (Savings)/Cost

COBRA DATA		
	DoD Baseline	Staff Excursion Without Mil Pers
One Time Cost	$3.2 M	$ 3.3 M
Net Implementation Cost/Savings	($6.1 M)	$ 1.4 M
Annual Recurring Cost/Savings	($2.0 M)	($0.4 M)
Payback Period	2 years	9 years
Net Present Value at 2025 Cost/Savings	($25.2 M)	($2.3 M)

EXIT

Sec. 85: Bradley IAP AGS, CT
Aerial Photograph

Bradley IAP

EXIT

Staff Assessment

Deviation from Final Selection Criteria

	Military Value				Other			
Criterion	C1	C2	C3	C4	C5	C6	C7	C8
Deviation			X	X				

X=Deviation

EXIT