

Pope Air Force Base, North Carolina

Smart Book

\$0.04M 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.

**Pope Air Force Base, NC, Pittsburgh International Airport Air Reserve Station, PA,
and Yeager Air Guard Station, WV**

Recommendation: Realign Pope Air Force Base (Air Force Base), NC. Distribute the 43d Airlift Wing's C-130E aircraft (25 aircraft) to the 314th Airlift Wing, Little Rock Air Force Base, AR; realign the 23d Fighter Group's A-10 aircraft (36 aircraft) to Moody Air Force Base, GA; transfer real property accountability to the Army; disestablish the 43rd Medical Group and establish a medical squadron. At Little Rock Air Force Base, AR, realign eight C-130E aircraft to backup inventory; retire 27 C-130Es; realign one C-130J aircraft to the 143d Airlift Wing (ANG), Quonset State Airport Air Guard Station, RI; two C-130Js to the 146th Airlift Wing (ANG), Channel Islands Air Guard Station, CA; and transfer four C-130Js from the 314th Airlift Wing (AD) to the 189th Airlift Wing (ANG), Little Rock Air Force Base.

Realign Yeager Airport Air Guard Station (AGS), WV, by realigning eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit, and by relocating flying-related expeditionary combat support (ECS) to Eastern West Virginia Regional Airport/Shepherd Field AGS (aerial port and fire fighters). Close Pittsburgh International Airport (IAP) Air Reserve Station (ARS), PA, and relocate 911th Airlift Wing's (AFRC) eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit. Relocate AFRC operations and maintenance manpower to Pope/Fort Bragg. Relocate flight related ECS (aeromedical squadron) to Youngstown-Warren Regional APT ARS. Relocate all remaining Pittsburgh ECS and headquarters manpower to Offutt Air Force Base, NE. Air National Guard units at Pittsburgh are unaffected.

Justification: Downsizing Pope Air Force Base takes advantage of mission-specific consolidation opportunities to reduce operational costs, maintenance costs and the manpower footprint. The smaller manpower footprint facilitates transfer of the installation to the Army. Active duty C-130s and A-10s will move to Little Rock (17-airlift) and Moody (11-SOF/CSAR), respectively, to consolidate force structure at those two bases and enable Army recommendations at Pope. At Little Rock, older aircraft are retired or converted to back-up inventory and J-model C-130s are aligned under the Air National Guard. Little Rock grows to become the single major active duty C-130 unit, streamlining maintenance and operation of this aging weapon system. At Pope, the synergistic, multi-service relationship will continue between Army airborne and Air Force airlift forces with the creation of an active duty/Reserve associate unit. The C-130 unit remains as an Army tenant on an expanded Fort Bragg. With the disestablishment of the 43rd Medical Group, the AF will maintain the required manpower to provide primary care, flight and occupational medicine to support the Air Force active duty military members. The Army will maintain the required manpower necessary to provide primary care, flight, and occupational medicine to support the Army active duty military members. The Army will provide ancillary

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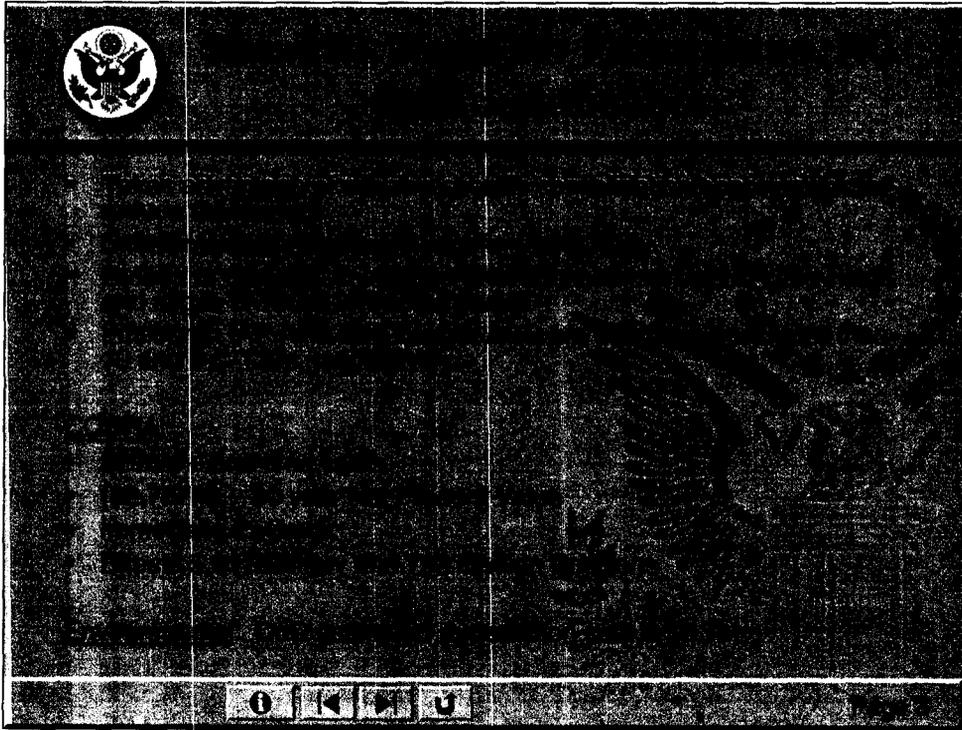
FORM PRESENTATION

A

FORM ADDS PRESENTATION







afternoon

Thank you Mr. Small. Good ~~morning~~ Mr. Chairman and Commissioners. The justification for realigning Pope is part of a larger effort to restructure the C-130 fleet by consolidating aircraft at Little Rock, AR to create the single major active duty C-130 unit. Removing aircraft from Pope also reduces the Air Force presence to facilitate transfer to the Army.

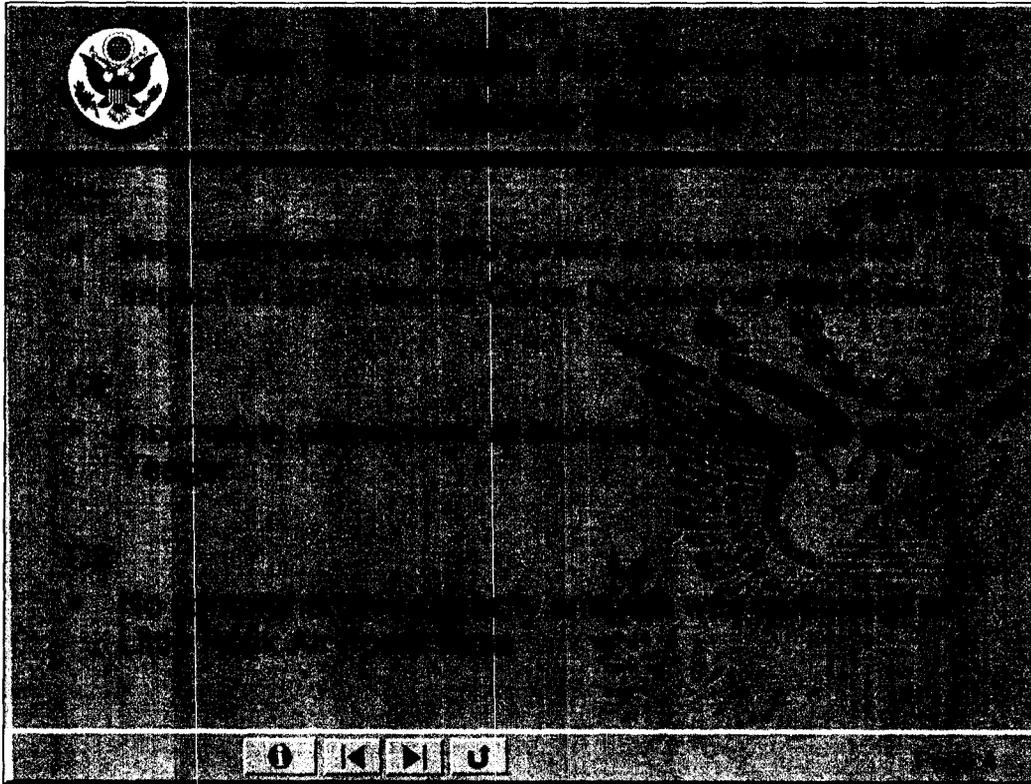
Our COBRA estimates project that for a one time cost of \$290 million, the Air Force will realize savings of \$694 million during the six year implementation period. This recommendation will result in a total net present value savings of \$2.7 billion over twenty years.

This recommendation will affect 6,704 military and civilian positions. However, this impact will be partially offset by substantial gains from the relocation of Forces Command Headquarters and Army Reserve Command Headquarters to Fort Bragg.

Finally, the estimated cost to complete environmental remediation at Pope Air Force Base is \$9.7 million.

*add from
to memo
of Pittsburgh
+ George*

*net w/
Brazz
Recommendations?*

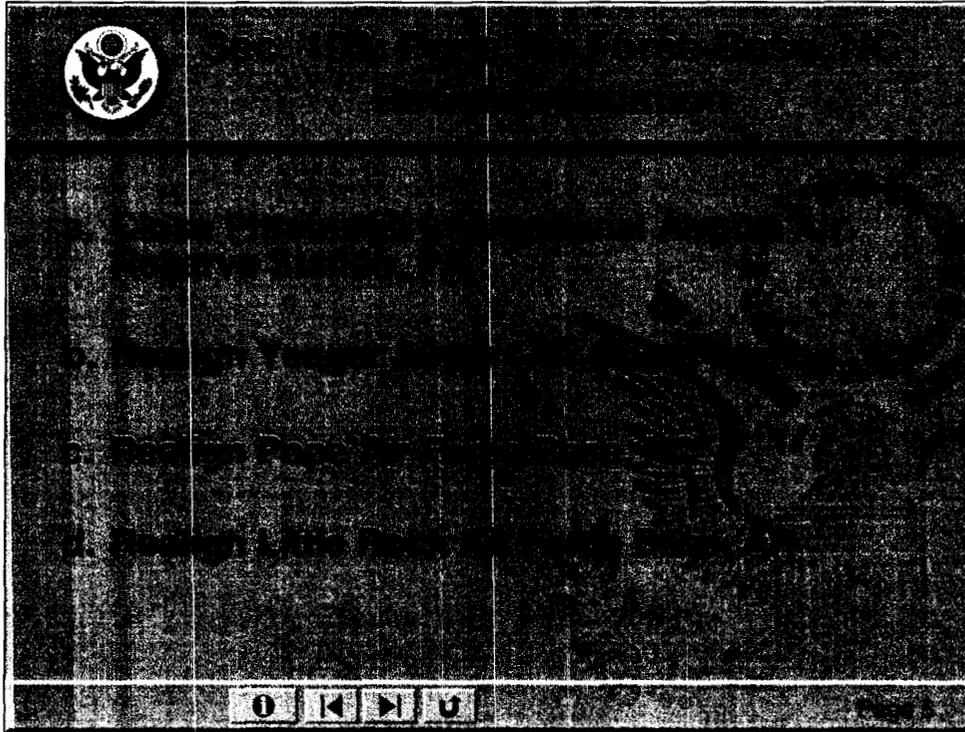


Of the issues associated with the eight BRAC selection criteria, the primary concern pertains to Criteria 1 and the potential impact on operational readiness. The 43rd Airlift Wing at Pope currently supports Fort Bragg by providing tactical airlift and coordinating strategic airlift. The recommendation to create an Air Force Reserve/Active Duty associate squadron does not adequately describe the command and control structure that will be needed to satisfy Fort Bragg's airlift support requirements.

The issue associated with Criteria 2 concerns the availability and condition of facilities ~~at~~ ^{at} existing locations. The justification for closing Pittsburgh and realigning Yeager was based on outdated or incorrect information. Yeager can host the optimal 12 C-130s while Pittsburgh can accommodate 20 C-130s with no additional military construction. Additionally, Pittsburgh's non-payroll base operating support ~~of \$5.2 million per year~~ is the lowest of all Air Force Reserve Command bases. They also have one of the lowest costs for flying C-130Hs ~~at \$17.25 per hour~~. Finally, the Air Force lease at Pittsburgh stipulates that upon termination of the lease, the property will be returned to its original condition. An engineering firm estimated that restoration would cost approximately \$45 million.

The third issue pertains to Criteria 3 and the ability of the receiving location to accommodate the future total force. BRAC staff verified that a comprehensive capacity analysis was not done for Little Rock Air Force Base. Consequently, the total Military Construction costs to accommodate all the C-130 BRAC related moves to Little Rock was originally underestimated by approximately 63%. We estimate the actual construction costs ~~will be~~ ^{would} \$246.7 million.

Pope per



This concludes my presentation on the recommendation to realign Pope Air Force Base. At this point I will glad to answer any questions you might have prior to any motions being made.

SUMMARY OF INFORMATION FOR POPE AIR FORCE BASE

1. Pope Air Force Base end-state desired by recommendations:

Number of A-10s = None

Number of C-130Es = None

Number of C-130Hs = 16 in Active Duty/Reserve associate unit

Total Personnel Changes = - 4,912 military

- 165 civilian

With the reduction in permanently assigned C-130 aircraft and transfer of all assigned A-10 aircraft, we anticipate a reduction in daily Air Force operations tempo and training requirements."

"The Army plans to contract airfield operations, which should be significantly cheaper than the cost of the active duty manpower currently required."

"The Air Force Reserve projects a wing structure for the new [Air Force Reserve Command] C-130 flying unit, which includes a group structure under the wing. Operational or administrative support to these GSUs [geographically separated units] will be provided by the Reserve wing and the active associate unit, similar to the support they get today, which will be defined once a CONOPS [concept of operations] is developed for this recommendation. Remaining Air Force tenants ~~will~~ at Pope/Fort Bragg will remain to continue their operational relationship with the XVIII Army Corps or other Army units, independent of the 43AW or 23 FG presence." *AB stat (sic)*

"The desired end state at Pope is a smaller Air Force footprint that still maximizes training opportunities for the assigned Reserve and Active forces. The resident unit will help support the Army's training and mobility requirements. The new organization will utilize an "associate" construct comprised of a reserve and active unit operating as one. Assigned active duty crews in addition to the Reserve wing serves three purposes: it allows active duty access to the assigned aircraft, fulfills steady-state deployment requirements, and allows flexibility in meeting XVIII Corps short notice requirements. Locating a Reserve wing in place with an active duty associate unit enables a significant level of airlift support at a lower overall operating expense. The transformational construct pairing active duty and reserve personnel day-to-day, adds another element of reality to Joint Operations and allows the AF to train like we deploy (fight)." (ref. OSC Clearinghouse response dated 17 August 2005)

"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." (ref. OSC Clearinghouse response dated 11 August 2005)

*Does not
consider the
creation of
a 4th
Brigade
Combat
Team*

17 Aug 2005

Inquiry Response

Re: BI-0240 (CT-0936)

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

Background: During BRAC staff and Commissioner visits to Pope AFB/Ft Bragg, numerous unanswered questions have emerged. The BRAC Commission has concerns about the organization of Pope AFB if the OSD BRAC Recommendation is executed. One of the consistent topics of discussion and concern relates to the change of the installation organization from an Air Wing to some lesser-sized organization. Particular concern has been expressed about the potential loss of an execution-planning cell that is active currently with the 43 AW structure. A second concern relates to the joint basing concept and its impact on the number of military available for mobility commitments. Traditionally, Air Force Civil Engineering and the Services organizations have relied on military members within the base support organization having a responsibility to train and assume mobility responsibilities

Question 1: Does the Air Force concept for the organization at Pope AFB, post-BRAC, provide for a group or other staff higher than the proposed AFRes/AF associate squadron that would provide unity of command at Pope AFB? Will the top-level organization at Pope AFB have operations/execution planning capabilities available to joint plan deployments of the XVIII Corps?

Answer 1: The 43AW does not currently provide a formal joint planning function for XVIII Corps. The 43rd does occasionally provide informal support due to its proximity, but formal support is a JFCOM/AMC responsibility. The new AFRC unit can expect to provide support in similar fashion. Real world contingency operations will continue to take priority over all other operations. The high ops tempo of joint operations at Fort Bragg will drive a requirement for a more capable Operational Support Squadron. This squadron will likely include both Reserve and Active duty tactics experts able to handle future contingency operations.

Question 2: How many airmen have mobility responsibilities (have mobility bags) at Pope AFB? Please identify them by functional organization, i.e., civil engineering, communications, etc? Under the joint basing concept, how many airmen will have a mobility commitment?

Answer 2: The total number of AMC/ACC personnel with a mobility requirement at Pope is currently 4833 (AMC—3668, ACC—1165), or everyone assigned. The attached AMC and ACC data spreadsheet contains a breakout of those personnel. Should the Pope BRAC recommendation be approved, all AMC and ACC personnel remaining at Pope will remain on mobility status.

Question 3: The BRAC Commission is interested in the short term and long term plans for the Pope/Bragg relationship. What is the desired end state of the transformation of Pope AFB from its current operations?

Answer 3: The desired end state at Pope is a smaller Air Force footprint that still maximizes training opportunities for the assigned Reserve and Active forces. The resident unit will help support the Army's training and mobility requirements. The new organization will utilize an "associate" construct comprised of a reserve and active unit operating as one. Assigning active duty crews in addition to the Reserve wing serves three purposes: it allows active duty access to the assigned aircraft, fulfills steady-state deployment requirements and allows flexibility in meeting XVIII Corps short notice requirements. Locating a Reserve wing in place with an active duty associate unit enables a significant level of airlift support at a lower overall operating expense. The transformational construct pairing active duty and reserve personnel day-to-day, adds another element of reality to Joint Operations and allows the AF to train like we deploy (fight).

Approved



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

2. Annual Base Operations Support at Pope AFB, NC

Total = \$ 35.²~~0~~ Million
 Non-Payroll BOS = \$ 21.~~099~~ Million
 Payroll BOS = \$ 14.~~097~~ Million

3. Reorganization as delineated in Site Survey of 6-10 June 2005 by HQ Air Force Reserve Command – Robins Air Force Base, Georgia

| Functional Role | Air Force | Army | Comments |
|---------------------------------|---|---|---|
| Communications | Air Force Reserve Command: Provides network services, wireless network support, and video teleconferencing. | Telephone service, Land Mobile Radio Management, Air Traffic Control and Landing System (ATCALs), Audio Visual Services, and Record Staging Area. | Radio maintenance and communications security responsibilities remain to be determined. |
| Logistics | Air Mobility Command would retain active duty manning to support fuels requirement. | Contract supply operations. Army handles transportation mission. | |
| Operations | Airspace management. | Assumes responsibility for Air Traffic Control, Airfield Management and Base Operations, Terminal Instrument Procedures, and ATCALs. | 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. |
| Civil Engineering | | Base Operations Support | |
| Operations | Squadron Operations; Aeromedical Squadron; Life Support; Petroleum, Oil, and Lubricants | | |
| Maintenance | Hangars, Aircraft Maintenance Shops | | |
| Administration/ Mission Support | Administrative Facilities, Mission support facilities | | |
| Community Support | Lodging, Dining Hall | | |

4. COBRA Data for Pope Air Force Base Scenarios

| Title | Close Pope (No Pittsburgh/Yeager) | Close Pope (No Pittsburgh/Yeager with Little Rock MILCON) | Realign Pope (Includes Pittsburgh/Yeager) | Realign Pope (Includes Pittsburgh/Yeager with Little Rock MILCON) |
|---|--|--|--|--|
| Data Date | 17 January 2005 | 21 August 2005 | 2 June 2005 | 9 August 2005 |
| One Time Savings/ (Cost) | (\$ 117 million) | (\$ 162 million) | (\$ 218 million) | (\$ 290 million) |
| Net Implementation Savings/(Costs) | (\$ 6.4 million) | (\$ 53.7 million) | \$ 681 million ² | \$ 694 million |
| Annual Recurring Savings/(Costs) | \$ 130 million | \$ 130 million | \$ 202 million | \$ 221 million |
| Net Present Value Savings/(Costs) | \$ 1.3 billion | \$ 1.2 billion | \$ 2.6 billion | \$ 2.8 billion |
| Military Positions Eliminated | 67 off / 1,105 enl / 1,172 total | 67 off / 1,105 enl / 1,172 total | 234 off / 1,649 enl / 1883 total | 214 off / 1,899 enl / 2,113 total |
| Military Positions Realigned | 578 off / 3,698 enl / 4,276 total | 578 off / 3,698 enl / 4,276 total | 491 off / 3661 enl / 4,152 total | 511 off / 3,387 enl / 3,898 total |
| Civilian Positions Eliminated | 123 | 123 | 498 | 495 |
| Civilian Positions Realigned | 303 | 303 | 293 | 298 |
| Payback Period | 1 year (2012) ¹ | 1 year (2012) ¹ | Immediate | Immediate |

5. 43rd Airlift Wing Operational Data

| Period | Total Sorties Flown | Number Flown by 43 rd Airlift Wing | Percentage Flown by 43 rd Airlift Wing | Average Number of 43 rd Airlift Wing Sorties Day ⁻¹ |
|--|---------------------|---|---|---|
| January 1999 Through 11 September 2001 | 3986 | 1752 | 43% | 3 Per Day |
| 11 September 2001 to Present | 3754 | 1354 | 36% | 1 Per Day |
| FY 04 JA/ATT | 977 | 644 | 65% | 3 Per Day |
| FY 05 (through June) JA/ATT | 608 | 436 | 71% | 2 Per Day |

Rough Order of Magnitude cost incurred to use TDY C-130 aircrews versus 43rd Airlift Wing crews is \$175,000 per year.

6. Relative Airlift Data

| Base | Relative Rank | Airlift Score | Approximate Proportional Cost of Little Rock MILCON |
|--|---------------|---------------|---|
| Pope Air Force Base, NC | 6 | 69.99 | \$89.4 million |
| Dyess Air Force Base, TX | 11 | 65.95 | \$77.0 million |
| Little Rock Air Force Base, AR | 17 | 63.25 | Not Applicable |
| Channel Islands Air Guard Station, CA | 96 | 41.92 | Not Applicable |
| Reno-Tahoe Air Guard Station, NV | 101 | 40.51 | \$21.1 million |
| Niagara Falls International Airport Air Reserve Station, NY | 103 | 40.03 | \$25.4 million |
| Pittsburgh International Airport Air Reserve Station, WV | 105 | 39.64 | Not Applicable |
| Schenectady County Airport Air Guard Station, NY | 117 | 37.72 | \$ 8.4 million |
| Mansfield Lahm Municipal Airport Air Guard Station, OH | 119 | 37.28 | \$12.7 million |
| Quonset State Airport Air Guard Station, RI | 125 | 35.29 | Not Applicable |
| General Mitchell International Airport Air Reserve Station, WI | 130 | 33.77 | \$12.7 million |
| Yeager Airport Air Guard Station, WV | 137 | 31.9 | Not Applicable |
| Total Estimated Little Rock MILCON | | | \$246.7 million |

7. Related Pittsburgh Information

One-time cost to close: \$ 65 million
Net implementation costs: \$ 9.42 million
Annual recurring savings: \$ 16.2 million
Net present value savings after 20 years: \$ 147 million
Payback Period: 3 years after 2012

8. Related Yeager AGS Information

One-time cost to close: \$ 18.5 million
Net implementation costs: \$ 20.4 million
Annual recurring costs: \$ 802 thousand
Net present value costs after 20 years: \$ 27.3 million
Payback Period: Never

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 |
| General 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 Airport 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 | \$13,332 | 8 | KC-135 |
| Minnesota/St. Paul IAP ARS | MN | \$ 5,989 | 8 | C-130 |
| Willow Grove ARS, NAS Willow Grove Joint Reserve Base | PA | \$ 6,452 | 8 | C-130 |
| Little Rock Air Force Base | AR | \$22,640 | 69 | C-130 |





| COBRA DATA | | | |
|---|--------------------------|----------------------------|---|
| | DoD COBRA Run | Staff Excursion | Staff Excursion without Mil Pers |
| One Time Cost | \$290 M | \$162 M | \$287 M |
| Net Implementation (Savings)/Costs | (\$694 M) | \$53.7 M | \$205 M |
| Annual Recurring (Savings)/Costs | (\$221 M) | (\$130 M) | (\$21.9 M) |
| Payback Period | Immediate | 1 Year | 15 Years |
| Net Present Value at 2025 | (\$2,787 M) | (\$1,223 M) | (\$13.9 M) |

The DoD COBRA estimate includes the proportional costs of the MILCON required at Little Rock Air Force Base associated with realigning Pope and Yeager, and closing Pittsburgh. As shown, there is a one time cost of \$290 million. There is an immediate payback and a net implementation savings of \$694 million. After the implementation period, annual recurring savings are estimated at \$221 million. The net present value is a savings of roughly \$2.8 billion by 2025.

Because of the issues raised regarding Pittsburgh and Yeager, we ran a second COBRA analysis in which those actions were omitted. The results show a reduction in one time costs to \$162 million with an associated net implementation cost of \$53.7 million. Note that the one year payback period is realized at 2013. Finally, the net present value savings are reduced to \$1.2 billion.

The third column depicts the results of the recommendation with all military personnel savings removed. The one time cost is \$287 million and net implementation costs increase to \$205 million. Further, the annual recurring savings are reduced to \$21.9 million and the payback period increases to 15 years. Net present value savings at end of 20 years is \$13.9 million.

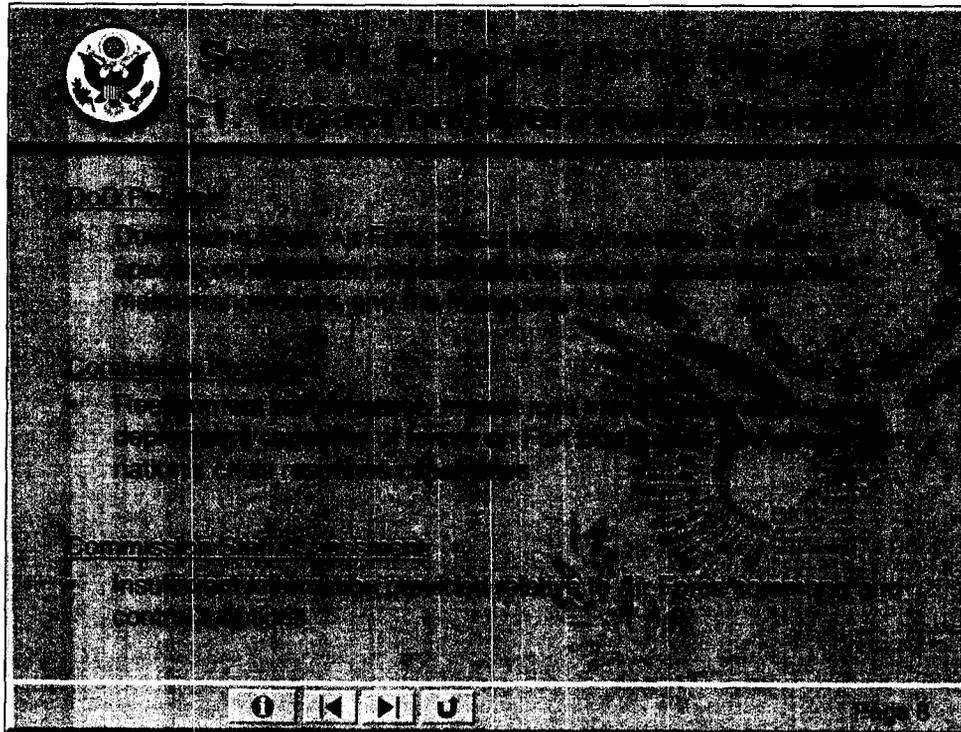
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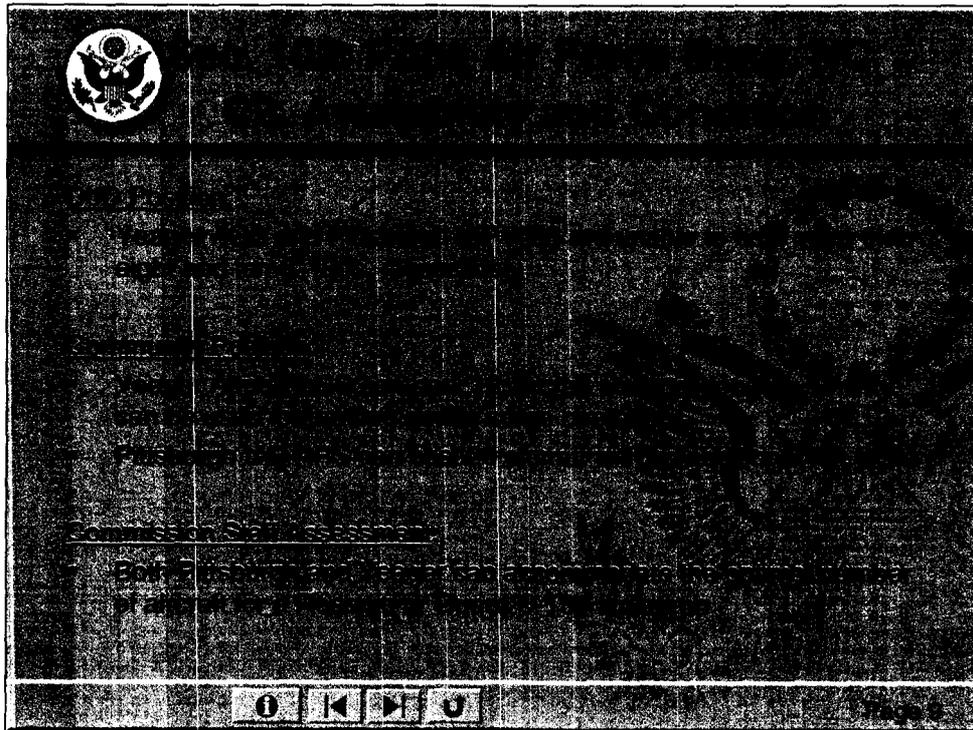
Deviation from Final Selection Criteria

| Criterion | Military Value | | | | | Other | | |
|-----------|----------------|----|----|----|----|-------|----|----|
| | C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 |
| Deviation | X | X | X | | | | | |

Our staff assessment determined there were deviations from selection criteria 1, 2, and 3 of the Final Selection Criteria or the Force Structure Plan.



Other than the recommendation to form an Active Duty/Reserve Associate unit with the 16 C-130s transferred to Pope from Yeager and Pittsburgh, there is no discussion of how airlift operations will continue to be conducted in support of the Fort Bragg mission. Given the importance of airlift to the Fort Bragg mission, concern was expressed by Army personnel regarding how the Air Force recommendation to realign Pope would be implemented. Particular concern focused on the loss of an execution planning cell and the informal working relationships that currently exists between elements at Fort Bragg and the 43rd Airlift Wing at Pope. In light of the importance of the Fort Bragg mission to national security and the Global War on Terror, recommendations that could detrimentally affect that mission should be carefully considered and thoroughly defined.

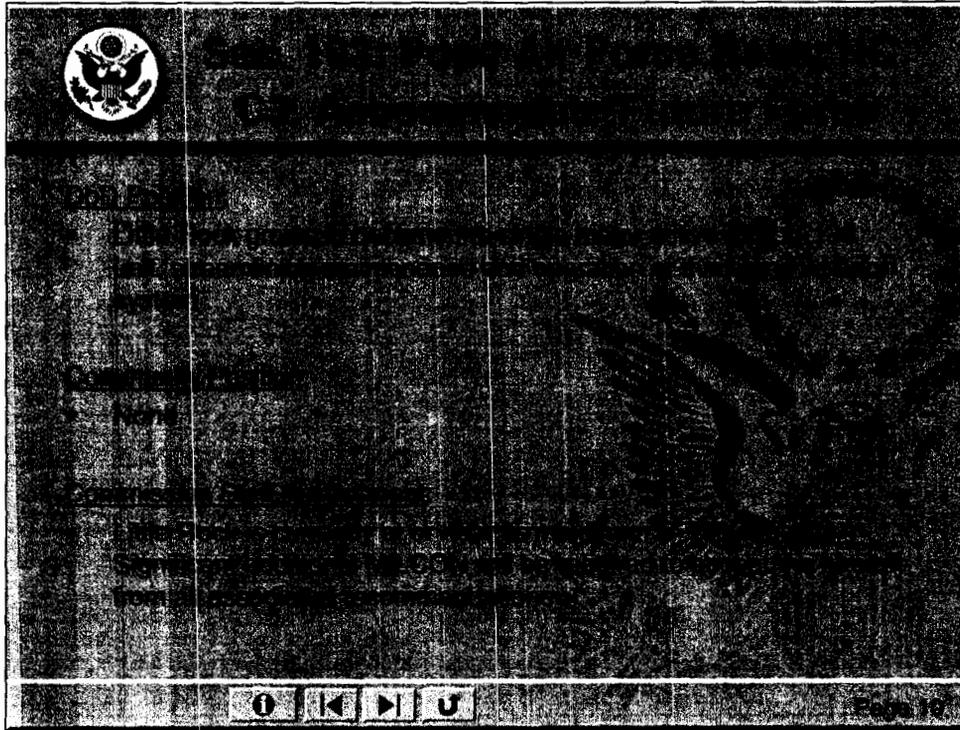


The justification for realigning Yeager and closing Pittsburgh was based on the major command's capacity briefing ~~was based on information~~ contained in a 2003 data call indicating that Yeager was unable to host more than eight C-130s and that Pittsburgh was unable to host more than ten C-130s. Whether the data were outdated or the response misinterpreted, the conclusions drawn seem to be incorrect.

*using data
using information*

At Yeager, the Wing Commander reported that the unit can park 12 C-130s. There were actually eleven aircraft present during the base visit on 13 June.

Pittsburgh Air Reserve Station occupies 103 acres capable of hosting 13 C-130s. It has also had a memorandum of agreement since 1994 with Allegheny County for use of 22 acres on which to park an additional seven C-130s. Supplemental memoranda have extended the original agreement until 2009. Another 53 acres have been offered to the Air Force since 1994 but the offer has been turned down on several occasions. In a 1998 letter the Air Force Reserve Command stated "[E]xisting property is adequate to support existing mission . . . no additional missions are planned in the foreseeable future."



Criteria 3 pertains to the ability of existing and potential receiving locations to accommodate future total force requirements. Underlying the Pope recommendation is an effort to consolidate the C-130 fleet at Little Rock Air Force Base. Little Rock is the center of training for the C-130 and is a fine facility. However, if all the BRAC recommendations were accepted, Little Rock would host 116 to 118 primary assigned aircraft. This is approximately 27% of the C-130 airlift fleet. It currently does not have the capacity to do so without significant military construction. Cost estimates acquired from updated COBRA analyses place this construction at approximately \$250 million.

~~The Pope~~
The Pope AFB share
of this MILCON is
\$89.4 million



This slide is an aerial photograph of Pittsburgh International Airport. The Air Reserve Station is located at the northeast end of the runway. Note that there is space for expansion within the airport boundary and minimal encroachment external to the boundary.

C-130 Summary Data

1. Air Force Allocation by Organization

| Organization | C-130 Allocation |
|---|------------------|
| Air Mobility Command (AMC) | 91 |
| Air National Guard (ANG) | 174 |
| Air Force Reserves (AFR) | 76 |
| Air Education and Training Command (AETC) | 47 |
| United States Air Force Europe (USAFE) | 20 |
| Pacific Air Force (PACAF) | 29 |
| Total | 437 |

2. Total number of C-130 installations included in all Air Force BRAC recommendations: **21**
3. Total number of C-130 aircraft included in all Air Force BRAC recommendations: **156**
4. Number of C-130Es recommended for retirement: **47**
5. Legislation prohibiting C-130E retirements during fiscal year 06: **Senate Bill 1043 Section 134 dated 17 May 2005**
6. Programming document that cancelled the C-130J: Program Decision Document (PBD) 753 date 23 December 2004
7. Legislation restoring the C-130J: **Senate Bill 1043 Section 134 dated 17 May 2005**
8. C-130J Programmed Allocations

30 {

| Installation Name | Number of C-130Js Programmed | Programmed Delivery |
|------------------------|------------------------------|---------------------|
| Little Rock AFB (AETC) | 14 | FY 05 – FY 11 |
| Little Rock AFB (AMC) | 16 | FY 14 – FY 17 |
| Pope AFB | 31 | FY 07 – FY 13 |
| Ramstein Air Base | 18 | FY 09 – FY 11 |
| Yokota Air Base | 11 | FY 14 – FY 16 |

9. Number of recommended installations associated with Little Rock: 7

10. Number of C-130s recommended for movement to Little Rock: 77

| Source Installation | Number at Installation | To Be Moved to Little Rock AFB | Model | Reference |
|--------------------------------|------------------------|--------------------------------|--------|----------------|
| Dyess AFB | 32 | 24 | C-130H | Air Force - 43 |
| Reno-Tahoe AGS | 8 | 8 | C-130H | Air Force - 31 |
| Niagara Falls ARS | 8 | 8 | C-130H | Air Force - 33 |
| Schenectady County Airport AGS | 4 | 4 | C-130H | Air Force - 34 |
| Mansfield-Lahm AGS | 8 | 4 | C-130H | Air Force - 39 |
| General Mitchell ARS | 8 | 4 | C-130H | Air Force - 52 |
| Pope AFB | 25 | 25 | C-130E | Air Force - 35 |

11. Recommended Primary Assigned Aircraft (PAA) at Little Rock AFB, AR

| Status | C-130E | C-130H | C-130J | Total |
|--|-----------|-----------|----------|------------|
| Current | 70 | 14 | 4 | 88 |
| Retired | - 27 | 0 | 0 | - 27 |
| Transferred In | 25 | 52 | 0 | 77 |
| Transferred Out | 0 | 0 | - 3 | - 3 |
| Recoded to Backup Aircraft Inventory (BAI) | - 8 | 0 | 0 | - 8 |
| Total PAA | 60 | 66 | 1 | 127 |

12. Total MILCON estimated at Little Rock resulting from BRAC recommendations: **\$107 million to \$270 million** (ref: letter to Chairman Principi from Congressman Walsh of New York). Actual cost may be as high at **\$292 million** according to bootlegged site survey for Little Rock AFB dated 14 April 2005.

Proportional Costs of Little Rock MILCON

| Base | Relative Rank | Airlift Score | Approximate Proportional Cost of Little Rock MILCON | Source Material |
|--|----------------------|----------------------|--|------------------------|
| Pope Air Force Base | 6 | 69.99 | \$89.4 million | COBRA |
| Dyess Air Force Base | 11 | 65.95 | \$ 77 million | Clearinghouse Response |
| Reno-Tahoe Air Guard Station | 101 | 40.51 | \$21.1 million | Clearinghouse Response |
| Niagara Falls International Airport Air Reserve Station | 103 | 40.03 | \$ 25.4 million | COBRA |
| Schenectady County Airport Air Guard Station | 117 | 37.72 | \$ 8.4 million | COBRA |
| Mansfield Lahm Municipal Airport Air Guard Station | 119 | 37.28 | \$ 12.7 million | COBRA |
| General Mitchell International Airport Air Reserve Station | 130 | 33.77 | \$12.7 million | COBRA |
| Total Estimated Little Rock MILCON | | | \$246.7 millions | |

13. Relative Airlift Scores for Base recommendations related to Little Rock AFB

| Base | Relative Rank | Airlift Score |
|--|---------------|---------------|
| Pope Air Force Base | 6 | 69.99 |
| Dyess Air Force Base | 11 | 65.95 |
| Little Rock Air Force Base | 17 | 63.25 |
| Channel Islands Air Guard Station | 96 | 41.92 |
| Reno-Tahoe Air Guard Station | 101 | 40.51 |
| Niagara Falls International Airport Air Reserve Station | 103 | 40.03 |
| Pittsburgh International Airport Air Reserve Station | 105 | 39.64 |
| Schenectady County Airport Air Guard Station | 117 | 37.72 |
| Mansfield Lahm Municipal Airport Air Guard Station | 119 | 37.28 |
| Quonset State Airport Air Guard Station | 125 | 35.29 |
| General Mitchell International Airport Air Reserve Station | 130 | 33.77 |
| Yeager Airport Air Guard Station | 137 | 31.9 |

14. Air Force Airlift Organizational Principle:

Our airlift mobility bases must have robust inter-modal transportation infrastructure to mobilize joint, interagency forces and be *geographically separated* [emphasis added] to reduce the likelihood of a single point of failure due to environmental or infrastructure problems. Airlift bases *located near or with primary users* [emphasis added] can enhance joint training and responsiveness. Ref: White Paper, "Air Force Organizational Principles" dated 16 July 2004

C130H FY04 CPFH Final Execution Rates

| Unit | BQ/FAS |
|----------------|---------------------|
| Milwaukee | \$1,722 |
| 914 Niagara | \$1,956 |
| Maxwell | \$2,224 |
| Dobbins | \$2,145 |
| Peterson | \$1,709 |
| Youngstown | \$1,751 |
| 411 Pittsburgh | \$1,494 |
| | \$1,857 |
| | Average CPFH |

Notes:

Command funded @ \$2699 total CPFH Rate

CPFH execution rates are based upon total costs divided by total flying hours flown

BQ is the Accounting System used to report total costs, i.e. DLRs, Consumable items,

CPFH GPC FAS "Purple Hub" is the system used to report Aviation fuel consumption

and costs Minn-St Paul not reflected, unit had C130E acft in FY04



26 July 2005

Inquiry Response

Re: BI-0152.CT-0631.BOS for Pope AFB

Requester: Rep. Gwen Moore (4th District, WI)

Question: I respectfully request that you provide, in writing, the annual base operations support cost for Pope Air Force Base in North Carolina.

Answer: The annual Base Operations Support (BOS) cost for Pope Air Force Base, North Carolina, is **\$21.093M** in annual non-payroll BOS costs and **\$14.097** in annual payroll BOS costs. This information may be found in input data screen 4 for Pope AFB in the USAF 0122v3, Realign Pope DBCRC1 COBRA report .pdf file on the Defense Base Closure and Realignment Commission (DBCRC) web site. Also, please note this information is a composite figure, an average of three years and cannot be replicated by reference to a single program element (PE).

Approved



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

8 1 1
21.093
14.097

35.190

2 Aug 2005

Inquiry Response

Re: BI-0171 (CT-0706)

Requester: R. Gary Dinsick, Army Team Leader

Question 1: Lift requirements at Pope-Bragg. Please identify lift requirements at Pope AFB. Please do not limit it only to a "number of chutes required" solution, but include all planned short haul deployments, (within C-130 distances) as well as daily training based on historical data.

Air Force Answer 1: 43 AW does not track the Ft Bragg requirements. See accompanying data provided by 18th Corp.

Question 2: Additional Brigade Combat Team at Bragg. While the Fort Bragg recommendation realigns 7th SFG to Eglin AFB, does OSD believe the lift requirement at Pope-Bragg will increase based on the activation of an additional BCT, and by how much?

Army Answer 2: Based on recent coordination with the Army G3 Force Management Office, we believe that the net increase in population at Fort Bragg from FY03 to FY11 is approximately 1800 authorizations. This increase reflects all known changes in authorizations at Fort Bragg due to BRAC, Army Modular Force Transformation, and the return of forces from overseas. Therefore, we believe that the maximum increase in paid parachute positions is 1800. This would be less than a five percent increase in the lift requirement.

Question 3: 43d Airlift Wing support of the current lift requirements. Over the last two years, how much of the lift requirement at Fort Bragg has been satisfied by the C-130 aircraft of the 43d Wing permanently stationed at Pope AFB? Is there any reason why that number would be currently smaller than the historic average (aircraft maintenance issues, deployments)?

Air Force Answer 3: The 43 AW conducts a significant portion of the JAATT missions that support Ft. Bragg (Primary source of data is the 18 Corps G3 Air. Numbers were crosschecked with 43 AW data). **In FY 04 the 43 AW provided approximately 65% of the C-130 JAATT sorties for Ft Bragg.** Raw data shows of the 977 C-130 sorties contracted by the 18 ABC, the 43 AW supplied 644. In FY 05 (Oct 04 – Jun 05), the 43 AW supplied 436 of the 608 sorties for a 71% rate. As another FY 05 metric, the 43 AW supported 85 of the scheduled 154 missions. Again, missions can translate to multiple sorties on multiple days. There also have been 229 C-130 aircraft scheduled so far in FY 05 with the 43 AW providing 140. A longer snap shot using an AMC historical database and GDSS reports shows the following: **From Jan 99 thru 11 Sep 01 the 43 AW flew 1752 of the actual 3986 sorties flown for a 43% rate. From 11 Sep 01 to Present the 43 AW has flown 1354 of the 3754 sorties flown for a 36% rate. Overall sortie count for entire C-130 fleet is down significantly the last two years from historical data due high deployment rates and maintenance issues.**

*FY 04
977
12 = 81/month
@ 3/dec
608
9 = 67/month
@ 2/dec*

Question 4: Other support of the current lift requirements. Over the last two years, how much of the lift requirement at Fort Bragg has been satisfied C-130s from Air Guard and Air Force Reserve units?

Air Force Answer 4: Source of data is 18 Corps G-3 Air. In FY 04, approximately 18% (177 of 977) of the JAATT sorties for Ft Bragg "lift" were satisfied by ANG and AFRC units. For FY 05, to date, approximately 12% (74 of 608) of the sorties were satisfied by ANG and AFRC units.

Question 5: Other support of the current lift requirements. Over the last two years, how much of the lift requirement at Fort Bragg has been satisfied by strategic lift capabilities (i.e., C-5 or C-17)?

Air Force Answer 5: See accompanying slides provide by the 18th Corp.

Question 6: No C-130's permanently stationed at Pope AFB. If no C-130's are permanently stationed at Pope AFB, what corresponding support infrastructure will no longer be necessary? What savings will be realized by no longer needing this infrastructure? How will these potential savings be offset by increased support from other Active, Air Reserve or Guard units that must spend TDY funds to satisfy the lift requirements?

Air Force Answer 6: If no C-130 aircraft are stationed at Pope AFB the following facilities would be excess: Buildings 900, 738, 741, 750, 735, 731, 730, 724, 721, 720, 715, 718, 706, 568, 558, 555, 554, and 550. In order for savings to occur, the assumption must be made that facilities will not be occupied. With zero annual utility, maintenance, and custodial costs the savings would equal over \$1.3M annually. This assumption would change if USA personnel occupy the facilities and the Ft. Bragg Garrison incurs additional costs to maintain the facilities. A ROM for the cost incurred to use TDY C-130 aircrews vice 43 AW crews is **\$175 K per year.**

Question 7: 7th SFG to Eglin. The DoD justification for relocating the 7th SFG to Eglin AFB included, among other justifications, the fact that it would be "creating needed space for the additional brigade at Fort Bragg." Please define this "space" as maneuver, barracks, or otherwise. During a visit to Fort Bragg, the Commission learned that no barracks space would be made available as the 7th SFG vacates, since other Special Operations units will expand to fill the vacancies? Did DoD consider in its costs the additional funds required to build new barracks for the additional BCT?

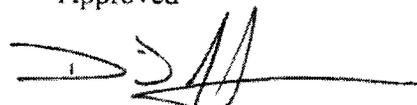
Army Answer 7: The Army Basing Study Group (TABS) considered space as facilities, training ranges and maneuver space. We followed a standard process for the analysis of facility requirements and documented the results in the Cost of Base Realignment and Closure Action (COBRA) model in our recommendations. Using the certified Real Property Planning and Analysis System (RPLANS), the 7th Special Forces Group (SFG) was removed from Fort Bragg and an Infantry Brigade Combat Team (BCT) was added. RPLANS uses available or excess space across all facility codes before building a requirement for new construction. In cases where a BRAC-related action creates excess space, we either documented the excess space as facility space shutdown in the COBRA model or RPLANS considered the excess space in

determining new construction requirements. TABS did not include undefined or potential requirements that were not approved by the Army in our analysis. At the time the recommendation was completed, we did not have documented requirements for a potential expansion of Army Special Operations Command units at Fort Bragg. Therefore, it was not included as BRAC-related action. Recent coordination with the Army G3 force management office only shows a future requirement (FY08) for a new civil affairs brigade. However, it only has authorizations for 319 Soldiers. This is far less than the 7th SFG. There is a net savings in facilities at Fort Bragg based on the move of the 7th SFG. We applied that savings or efficiencies to the activation of the Infantry BCT as it is BRAC-related as well. It would not have been appropriate to include the cost of the future Special Operations units, as they are not BRAC-related. Finally, as we stated in the response to question 2 above, we believe that the total gain in authorizations at Fort Bragg is only 1800, when all actions are considered. If there are additional requirements at Fort Bragg, the Army will fund them outside of BRAC.

Question 8: 43D Airlift Wing joint planning and contingency operations support. What does OSD believe is the 43d Wing's contributions to jointness with respect to Army units at Fort Bragg? How will the planned Air Force Reserve/Active Associate Squadron be able to replicate the joint planning and contingency support capabilities that exist within the 43D Airlift Wing? Do the Joint Strategic Capabilities Plan (JSCP) requirements of Fort Bragg units require the joint planning and contingency support capabilities of the 43D Airlift Wing?

Air Force (AFRC) Answer 8: In regard to 43rd Wing's contribution to jointness with respect to Army units at Ft Bragg, it would be an understatement to limit this to one squadron. The jointness at Ft Bragg extends beyond the 43rd Wing and includes every AMC stratlifter and tactical airlifter (to include the ARC) to manage the day-to-day training and real world requirements. An operation that continually requires multi-service integration to meet routine training objectives requires a higher level of planning and coordination to compensate for the numerous external factors (weather, logistics, time constraints, etc.). The 43AW does not have a Joint Strategic Capabilities Plan requirement. Depending on what the requirement is would drive what the wing is asked to support. The Joint Strategic Capabilities Plan requirements for Ft Bragg would be vetted from JFCOM to TRANSCOM followed by flowing to AMC and TACC. The designated joint planners generally come out of HQ staffs above the wing level, so as not to impede the wings primary mission of providing crews to support the requirement. For local training exercises the 43rd wing tactics shop generally provides the lead C-130 planners, which could be replicated in the planned capabilities between the Reserve wing and active duty associate personnel.

Approved



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

Airborne Requirement

- **Division Ready Brigade (DRB 1) 3140 Paratroopers**
 - Highest State of Readiness for One of Three Brigades
 - Ready to Deploy from Pope AFB Within 18 Hours

- **20,000 Paratroopers (1 Jump every 90 days)**
(XVIII Abn Corps Separate Bdes & 82d Abn Div)
 - Large Package Week BN & Below
(4 x per year 4 x C17s & 6 x C130s)
 - Joint Forcible Entry Exercise Bde and Above
(4 x per year 9 x C17s & 6 x C130s)

- **82d Abn Div Current Strength: 15,000 (+/-)**
Modular Force: 18,000
 - No significant impact of transformation on the DRB

DRB lift requirement (82d ABN Div RSOP, Chapter 6)

| | | |
|-------|-------------|---------------------|
| DRF 1 | 29 x C-17s | (821 pax + HD/CDS) |
| DRB | 217 x C-17s | (3140 pax + HD/CDS) |

Airborne Proficiency (Corps G7 FY 04 Paid Parachutist Report)

| | <u>Auth. Parachutist Psns.</u> |
|-------------------------|--------------------------------|
| XVIII Corps SEP BDEs | 5,555 |
| 82d ABN DIV | 13,879 * |
| TOTAL | 19,434 |

FY04 Fort Bragg C-130 Lift Requirement (Individual Aircraft Flights)

| | Total # Contracted | # Contracted by 43AW | # Contracted by other Active units | # Contracted by Air Guard / AF Reserve |
|---------------------|--------------------|----------------------|------------------------------------|--|
| XVIII ABC Separates | 360 | 274 (76.1 %) | 9 (2.5 %) | 77 (21.4 %) |
| 92d ABN Division | 617 | 370 (60 %) | 147 (23.8 %) | 100 (16.2 %) |
| TOTAL | 977 | 644 (65.9 %) | 156 (16 %) | 177 (18.1 %) |

For Proficiency training only

Numbers represent what aircraft were JA/ATTed, NOT what actually flew.

FY05 Fort Bragg C-130 Lift Requirement (Individual Aircraft Flights)

| | Total # Contracted | # Contracted by 43AW | # Contracted by other Active units | # Contracted by Air Guard / AF Reserve |
|---------------------|--------------------|----------------------|------------------------------------|--|
| XVIII ABC Separates | 185 | 148 (80 %) | 7 (3.8 %) | 30 (16.2 %) |
| 82d ABN Division | 423 | 288 (68.1 %) | 91 (21.5 %) | 44 (10.4 %) |
| TOTAL | 608 | 436 (71.7 %) | 98 (16.1 %) | 74 (12.2 %) |

For Proficiency training only

Numbers represent what aircraft were JA/ATTed, NOT what actually flew.

Historical Fort Bragg C-130 Lift Requirement Summary

| | Total # Contracted | # Contracted by 43AW | # Contracted by other Active units | # Contracted by Air Guard / AF Reserve |
|-------|--------------------|----------------------|------------------------------------|--|
| FY 04 | 977 | 644 (65.9 %) | 156 (16 %) | 177 (18.1 %) |
| FY 05 | 608 | 436 (71.7 %) | 98 (16.1 %) | 74 (12.2 %) |
| TOTAL | 1585 | 1080 (68.1 %) | 254 (16 %) | 251 (15.9 %) |

For Proficiency training only

Numbers represent what aircraft were JA/ATTed, NOT what actually flew.

FY04 Fort Bragg C-17 Lift Requirement (Individual Aircraft Flights)

| | FY 04 | FY 05 |
|--|--------------|--------------|
| XVIII ABC Separate Brigades | 262 | 228 |
| 82d ABN DIV | 534 | 487 |
| | <hr/> | <hr/> |
| TOTAL | 796 | 715 |

For Proficiency training only

Numbers represent what aircraft were JA/ATTed, NOT what actually flew.

Historical Strategic Deployment Data (Individual flights)

| | C-17 | C-5 | Civ Contract |
|-------|----------------|---------------|----------------|
| FY 04 | 30(288) | 13(46) | 21(102) |
| FY 05 | 22(153) | 8(8) | 74(42) |
| TOTAL | <u>52(441)</u> | <u>21(54)</u> | <u>95(144)</u> |

Black = Army Data

Red = Air Mobility Command Data

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.

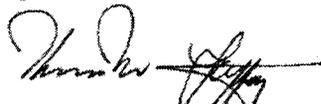
Question 3: The net military construction requirements at Pope AFB to include before BRAC and Post-BRAC site plans (or both compiled on one sheet). Include any infrastructure improvements required.

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

| UNIT | ENL | OFF | TOTAL |
|----------------------------|-----|-----|-------|
| NONE/BAD DATA | 25 | 7 | 32 |
| 0000 ACC REGIONAL SPLY SQ | | 1 | 1 |
| 0000 AF CIV ENGR SPT AG FO | | 1 | 1 |
| 0000 AF DOCTRINE CENTER DU | | 1 | 1 |
| 0000 AF INST OF TECH IN | | 1 | 1 |
| 0000 AF OCC MEAS SQ | | 1 | 1 |
| 0000 AFC2ISRC FO | 1 | | 1 |
| 0000 AFEL NATO/AIRNORTH NA | 1 | | 1 |
| 0000 AFELM DEF INTEL AG JI | | 1 | 1 |
| 0000 AFELM JT FLY TRNG TG | | 7 | 7 |
| 0000 AFELM NAV WAR COLL DO | | 1 | 1 |
| 0000 AFROTC SW RG | 1 | | 1 |
| 0000 AIR CMD/STAFF CL | | 2 | 2 |
| 0000 AIR EDUC AND TRNG CM | | 1 | 1 |
| 0000 AIR FORCE ROTC CR | 1 | | 1 |
| 0000 AIR RES PERS CE CM | | 2 | 2 |
| 0000 AMC AIR OPERATIONS SQ | | 1 | 1 |
| 0000 AMC INSPECTION SQ | | 1 | 1 |
| 0000 MOBILITY CM | | 2 | 2 |
| 0000 OKLAHOMA CITY ALC CE | 1 | | 1 |
| 0000 PRES AIRLIFT SQ | 1 | | 1 |
| 0000 STD SYS GP | | 1 | 1 |
| 0000 U S AIR FORCE HQ | | 1 | 1 |
| 0000 USAF AEROSP MED SC | 1 | | 1 |
| 0001 AEROSPACE MEDICINE SQ | 1 | | 1 |
| 0001 FIGHTER WG | 1 | | 1 |
| 0001 MEDICAL SUPPORT SQ | 1 | | 1 |
| 0001 SPACE CONTROL SQ | 1 | | 1 |
| 0001 SPECIAL OPERATIONS SQ | 2 | | 2 |
| 0002 AIRLIFT SQ | 90 | 108 | 198 |
| 0002 CIVIL ENGINEER SQ | 1 | | 1 |
| 0002 DENTAL SQ | 1 | | 1 |
| 0003 AERIAL PORT SQ | 241 | 7 | 248 |
| 0003 AIR FORCE AF | 1 | | 1 |
| 0003 AIRLIFT SQ | | 1 | 1 |
| 0003 LOGISTICS READINES SQ | | 1 | 1 |
| 0004 AIR SUPT OPNS SQ | 1 | | 1 |
| 0004 COMMUNICATIONS SQ | | 1 | 1 |
| 0004 OPERATIONS SUPPORT SQ | 1 | | 1 |
| 0005 COMBAT COMM GP | 1 | | 1 |
| 0005 LOGISTICS READINES SQ | 1 | | 1 |
| 0006 CIVIL ENGINEER SQ | 1 | | 1 |
| 0007 COMPTROLLER SQ | 1 | | 1 |
| 0007 MEDICAL OPERATIONS SQ | | 1 | 1 |
| 0008 CIVIL ENGINEER SQ | 6 | | 6 |
| 0008 COMMUNICATIONS SQ | 1 | | 1 |
| 0008 LOGISTICS READINES SQ | 1 | | 1 |
| 0008 MAINTENANCE SQ | 2 | | 2 |
| 0008 OPERATIONS SUPPORT SQ | 2 | | 2 |
| 0008 SECURITY FORCES SQ | 2 | | 2 |
| 0008 SERVICES SQ | 1 | | 1 |

| | | | |
|----------------------------|-----|----|-----|
| 0010 CIVIL ENGINEER SQ | | 1 | 1 |
| 0010 COMMUNICATIONS SQ | 1 | | 1 |
| 0011 MEDICAL OPERATIONS DU | 1 | | 1 |
| 0011 MISSION SUPPORT DU | 1 | | 1 |
| 0014 OPERATIONS SUPPORT SQ | | 1 | 1 |
| 0015 CIVIL ENGINEER SQ | 1 | | 1 |
| 0015 COMMUNICATIONS SQ | 1 | | 1 |
| 0018 COMPROLLER SQ | 1 | | 1 |
| 0018 DENTAL SQ | 1 | | 1 |
| 0018 FLIGHT TEST SQ | | 1 | 1 |
| 0018 MUNITIONS SQ | 1 | | 1 |
| 0019 FIGHTER SQ | 1 | | 1 |
| 0020 LOGISTICS READINES SQ | 1 | | 1 |
| 0020 MEDICAL OPERATIONS SQ | 1 | | 1 |
| 0021 CIVIL ENGINEER SQ | 1 | | 1 |
| 0021 SPECIAL TACTICS SQ | 1 | | 1 |
| 0022 LOGISTICS READINES SQ | 1 | | 1 |
| 0022 MAINTENANCE SQ | | 1 | 1 |
| 0023 AIRCRAFT MAINT SQ | 1 | | 1 |
| 0023 FIGHTER GP | 1 | | 1 |
| 0023 MAINTENANCE SQ | 1 | | 1 |
| 0027 LOGISTICS READINES SQ | 1 | | 1 |
| 0027 MEDICAL OPERATIONS SQ | 1 | | 1 |
| 0028 MEDICAL OPERATIONS SQ | | 1 | 1 |
| 0030 TRANSPORTATION SQ | 1 | | 1 |
| 0031 CIVIL ENGINEER SQ | 2 | | 2 |
| 0031 DENTAL SQ | 1 | | 1 |
| 0033 MAINTENANCE SQ | | 1 | 1 |
| 0033 RESCUE SQ | 1 | | 1 |
| 0034 FIGHTER SQ | 1 | | 1 |
| 0035 MAINTENANCE SQ | 2 | | 2 |
| 0035 SERVICES SQ | 1 | | 1 |
| 0035 TRANSPORTATION SQ | 1 | | 1 |
| 0036 AIRLIFT SQ | 1 | 1 | 2 |
| 0037 AIRLIFT SQ | | 1 | 1 |
| 0038 CONSTRUCTION & TRG SQ | 1 | | 1 |
| 0039 CIVIL ENGINEER SQ | 1 | | 1 |
| 0041 AIRLIFT SQ | 82 | 73 | 155 |
| 0041 FLYING TRAINING SQ | | 1 | 1 |
| 0042 MISSION SUPPORT GP | 1 | | 1 |
| 0043 AEROMED EVAC SQ | 99 | 43 | 142 |
| 0043 AEROMEDICAL-DENTAL SQ | 9 | 6 | 15 |
| 0043 AIRCRAFT MAINT SQ | 462 | 8 | 470 |
| 0043 AIRLIFT WG | 59 | 29 | 88 |
| 0043 CIVIL ENGINEER SQ | 171 | 10 | 181 |
| 0043 COMMUNICATIONS SQ | 122 | 5 | 127 |
| 0043 COMPROLLER SQ | 36 | 5 | 41 |
| 0043 CONTRACTING SQ | 12 | 6 | 18 |
| 0043 DOD SPACE FLT SPT SQ | 1 | | 1 |
| 0043 LOGISTICS READINES SQ | 320 | 5 | 325 |
| 0043 MAINTENANCE GP | 28 | 6 | 34 |
| 0043 MAINTENANCE OPS SQ | 68 | 1 | 69 |

| | | | |
|----------------------------|-----|----|-----|
| 0043 MAINTENANCE SQ | 532 | 7 | 539 |
| 0043 MEDICAL GP | 2 | 1 | 3 |
| 0043 MEDICAL OPERATIONS SQ | 78 | 33 | 111 |
| 0043 MEDICAL SUPPORT SQ | 31 | 8 | 39 |
| 0043 MISSION SUPPORT GP | 4 | 1 | 5 |
| 0043 MISSION SUPPORT SQ | 44 | 7 | 51 |
| 0043 OG | | 1 | 1 |
| 0043 OPERATIONS GP | 21 | 8 | 29 |
| 0043 OPERATIONS SUPPORT SQ | 89 | 21 | 110 |
| 0043 SECURITY FORCES SQ | 171 | 3 | 174 |
| 0043 SERVICES SQ | 59 | 4 | 63 |
| 0043 SUPPLY SQ | 1 | | 1 |
| 0043 TRANSPORTATION SQ | 10 | | 10 |
| 0043 WING WG | | 1 | 1 |
| 0047 OPERATIONS SUPPORT SQ | | 2 | 2 |
| 0048 AIRCRAFT MAINT SQ | 1 | | 1 |
| 0048 CIVIL ENGINEER SQ | 1 | | 1 |
| 0048 DENTAL SQ | 1 | | 1 |
| 0048 FLYING TRAINING SQ | | 1 | 1 |
| 0048 MEDICAL SUPPORT SQ | 1 | | 1 |
| 0048 SECURITY FORCES SQ | 2 | | 2 |
| 0048 SERVICES SQ | 1 | | 1 |
| 0049 MATERIEL MAINT SQ | 1 | | 1 |
| 0049 MEDICAL SUPPORT SQ | 1 | | 1 |
| 0050 FLYING TRAINING SQ | | 1 | 1 |
| 0051 CIVIL ENGINEER SQ | 2 | | 2 |
| 0051 COMMUNICATIONS SQ | 1 | | 1 |
| 0051 FIGHTER WG | 1 | | 1 |
| 0051 LOGISTICS READINES SQ | 2 | | 2 |
| 0051 OPERATIONS SUPPORT SQ | 1 | | 1 |
| 0051 SECURITY FORCES SQ | 1 | | 1 |
| 0052 EQUIPMENT MAINT SQ | 1 | | 1 |
| 0055 DENTAL SQ | 1 | | 1 |
| 0055 MAINTENANCE SQ | 2 | | 2 |
| 0056 AIRCRAFT MAINT SQ | | 1 | 1 |
| 0056 CIVIL ENGINEER SQ | 1 | | 1 |
| 0056 MEDICAL SUPPORT SQ | | 1 | 1 |
| 0059 MEDICAL OPERATIONS GP | 1 | | 1 |
| 0060 LOGISTICS READINES SQ | 1 | | 1 |
| 0062 AIRCRAFT MAINT SQ | 1 | | 1 |
| 0062 AIRLIFT SQ | 1 | | 1 |
| 0062 COMMUNICATIONS SQ | 1 | 1 | 2 |
| 0062 OPERATIONS SUPPORT SQ | 1 | | 1 |
| 0065 CIVIL ENGINEER SQ | 1 | | 1 |
| 0065 LOGISTICS READINES SQ | 1 | | 1 |
| 0071 OPERATIONS SUPPORT SQ | | 1 | 1 |
| 0072 MISSION SUPPORT GP | | 1 | 1 |
| 0074 MEDICAL GP | | 1 | 1 |
| 0076 AIRLIFT SQ | | 1 | 1 |
| 0078 MISSION SUPPORT GP | 1 | | 1 |
| 0081 FIGHTER SQ | 1 | | 1 |
| 0081 SURGICAL OPERATION SQ | | 1 | 1 |

| | | | |
|----------------------------|-------------|------------|-------------|
| 0422 AIR BASE SQ | 1 | | 1 |
| 0435 LOGISTICS READINES SQ | 3 | | 3 |
| 0435 MEDICAL OPERATIONS SQ | 1 | | 1 |
| 0436 LOGISTICS READINES SQ | 1 | | 1 |
| 0458 AIRLIFT SQ | | 1 | 1 |
| 0509 LOGISTICS READINES SQ | 1 | | 1 |
| 0517 AIRLIFT SQ | 1 | 2 | 3 |
| 0554 RED HORSE SQ | 2 | | 2 |
| 0562 FLYING TRAINING SQ | | 3 | 3 |
| 0568 SECURITY FORCES SQ | 1 | | 1 |
| 0607 AIR&SP COMM SQ | 1 | | 1 |
| 0607 COMBAT COMM SQ | 2 | | 2 |
| 0607 MATERIEL MAINT SQ | 1 | | 1 |
| 0612 AIR BASE SQ | 1 | | 1 |
| 0712 RED HORSE FT | 1 | | 1 |
| 0725 AIR MOBILITY SQ | 1 | | 1 |
| 0728 AIR MOBILITY SQ | 1 | | 1 |
| 0733 AIR MOBILITY SQ | 1 | | 1 |
| 0735 AIR MOBILITY SQ | 2 | | 2 |
| 0735 CIVIL ENGINEER SQ | 1 | | 1 |
| 0735 COMMUNICATIONS SQ | 1 | | 1 |
| 0743 AIRCRAFT MAINT SQ | 90 | 3 | 93 |
| 0755 COMMUNICATIONS SQ | 1 | | 1 |
| 0775 CIVIL ENGINEER SQ | 1 | | 1 |
| 0819 RED HORSE SQ | 1 | | 1 |
| 0823 RED HORSE SQ | 1 | | 1 |
| 0835 COMMUNICATIONS SQ | 1 | | 1 |
| 0882 TRAINING GP | 1 | | 1 |
| 0944 MAINTENANCE OPS FT | 1 | | 1 |
| 0951 RESERVE SPT SQ | | 1 | 1 |
| TOTAL | 3183 | 485 | 3668 |

15 August 2005

Inquiry Response

Re: BI-0209-CT-0849, Questions on Little Rock AFB Capacity

Requester: Mr. Ken Small (BRAC Commission Staff)

Question preamble: DOD recommends transferring Dyess' C-130s to Little Rock, Elmendorf and Peterson. The justification for this is outlined in BRAC Recommendations 47 "to create an efficient, single-mission operation at Dyess, the Air Force realigned the tenant C-130s to other Air Force installations." The majority of the C-130s at Dyess go to Little Rock, where the Air Force plans to consolidate all active duty CONUS C-130s (about 118 C-130s). Given this recommendation we request feedback on the following questions:

Question 1: Does the Air Force expect to achieve operational efficiencies (i.e. aircraft availability) by placing all active duty CONUS C-130s at Little Rock? If so, how?

Answer 1: Yes, the Air Force expects to achieve operational efficiencies by placing all active duty C-130s at Little Rock. We expect increased effectiveness through economies of scale, increased flexibility in scheduling aircraft and crews, and decreased loss of aircrew availability during PCS and TDY to the FTU for formal upgrade training.

Question 2: How does the Air Force expect to obtain logistical efficiencies with a C-130 fleet that is not homogenous? As we understand it, the C-130 fleet at Little Rock under this recommendation will be mixed, consisting of C-130Es, C-130Hs, C-130H1, C-130H3, and the new C-130J? If efficiencies are achieved in what areas?

Answer 2: With nine different C-130 variants across three basic models, the aircraft currently assigned to Little Rock AFB already include multiple models and variants. The Air Force recognizes the operational and dollar cost of operating an airlift fleet with such a diverse collection of aircraft. This presents a daily challenge regardless of where the aircraft are based. The Air Force makes every attempt to assign identical series aircraft in reserve component units. However, bases with larger populations of aircraft include a larger collection of variants. The Air Force BRAC report specifically states that the Air Force expects MAJCOMs to manage their fleets appropriately. In the context of the C-130 fleet, this means arranging model variants to the best operational advantage.

In the case of Little Rock, the Air Force does not incur an operational or dollar cost penalty by bringing more model variants onto its largest C-130 base. In fact, by doing so, the Air Force develops a strategic position that allows for improved efficiency and logistical savings in the future, especially when model and variant commonality among the C-130 fleet is improved (See below).

It should be noted there is some logistic support commonality among all of the C-130 aircraft and differences between some of the model variants are relatively small. More importantly, the Air Force has a program in place to improve fleet commonality. The C-130 Avionics Modernization Program (AMP) is the farthest reaching of Air Force efforts to standardize DoD C-130 aircraft. AMP is a cockpit modernization program that replaces aging, unreliable equipment and will result in an identical cockpit configuration across the mobility, SOF-CSAR, and USN C-130 fleets.

Question 3: Does the Air Force have empirical information that shows improvements to key indicators like Mission Capable rates resulting from the consolidation of the C-130 fleet at Little Rock?

Answer 3: No. The Air Force has not accomplished any similar consolidation that could be used to provide empirical data.

Question 4: Given the fact that a certified capacity wasn't completed at Little Rock, its unclear that Little Rock has sufficient capability to receive such a large fleet of C-130s. Please provide the Commission information that shows that sufficient capacity exists at Little Rock. Of particular note is data:

A. That shows Little Rock has sufficient ramp space, aircraft hangers, maintenance facilities.

B. The number of runways and dimensions, number of drop zones, number of assault strips.

Answer 4a: The capacity data provided by MAJCOMs used parking spaces as the initial, primary indicator for current capacity, then a MILCON cost to build facilities to accept more aircraft in increments of optimum squadron size. Unfortunately, with multiple MAJCOMs involved at Little Rock, a comprehensive capacity view did not occur.

Realizing the deficiency in capacity data for Little Rock, SAF/IEB queried AMC as to the number of C-130s that can be parked on the current ramp at Little Rock. An AMC representative replied on 14 January 2005 that 130 C-130s could be parked at Little Rock using a workable parking plan.

Cost analysis of recommendations that include movements of C-130s to Little Rock included costs required to build hangars, maintenance and support facilities required for gained aircraft. The cost estimates (provided by MAJCOMs in their capacity briefs) to accept additional aircraft were not used in recommendation cost analysis provided to the BRAC Commission.

Answer 4b: Little Rock AFB has a single main runway, 12,000 feet long, 200 feet wide, with 1000 feet long overruns at each end. The airfield also has an assault strip parallel and in close proximity to the main runway. The assault strip is paved and is 3,500 feet long and 60 feet wide with no overruns.

Installations were evaluated based on their proximity to tactical landing zones and drop zones, not only zones that reside on the specific installation. For instance, we know that C-130 units at Little Rock extensively use the drop zones known as "Black Jack" and "All American." These

drop zones are close to Little Rock AFB, but are not part of the Little Rock AFB installation. Therefore, to gain complete awareness of drop zones and landing zones that might be available to aircraft based at Little Rock, please refer to the WIDGET data concerning drop zones and landing zones.

Question 5: Please provide by C-130 model type the breakout of the fleet that will be garrison at Little Rock if this recommendation is approved.

Answer 5: The proposed BRAC end state for Little Rock AFB is the result of seven different Air Force BRAC recommendations. Based on the recommendations submitted to the BRAC Commission and the C-130 fleet breakdown used in development of those recommendations Little Rock AFB would be assigned these aircraft:

| | |
|--------|----|
| C-130E | 46 |
| C-130H | 66 |
| C-130J | 4 |

Subsequently, the C-130J buy numbers have changed. We estimate this would result in this revised set of aircraft assigned at Little Rock AFB. This will include FTU and operational assigned aircraft:

| | |
|--------|----|
| C-130E | 33 |
| C-130H | 65 |
| C-130J | 18 |

Question 6: Why not just keep the C-130s at Dyess along with the consolidation of the B-1s? Dyess has sufficient capability to absorb this mission. It would be more cost effective (ref BCEG minutes dates 14 Aug 2004) to do this than transfer the C-130s to other installations.

Answer 6: The BCEG decided it was in the interest of operations efficiency and safety not collocate aircraft with dissimilar operating characteristics and dissimilar missions at the same base (to the extent practical). Contributing to this military judgment decision is the 1994 incident 1994 where 24 U.S. Army soldiers were killed and more than 100 others injured following a mid-air collision of dissimilar aircraft at Pope Air Force Base. The collision occurred between a C-130 and an F-16, both based at Pope.

There are exceptions to this concept and in those cases where the Air Force has dissimilar aircraft based together it is due to operational interdependency between aircraft (Hurlburt) or geographic restrictions (Elmendorf). Adjusting local procedures, generally to the detriment of local operational effectiveness, mitigates risks associated with dissimilar operations.

Attached is a cost analysis of basing the additional B-1s, the existing B-1s and C-130 aircraft Dyess.

Our records show the BCEG did not meet on 14 Aug 2004 and we were unable to identify a BCEG meeting during that month or minutes that were date stamped in that month, that were germane to this question. Please provide more information regarding the response so we may properly respond to your inquiry.

Approved

A handwritten signature in black ink, appearing to read 'D. L. JOHANSEN', written over a horizontal line.

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

21 Aug 2005

Inquiry Response

Re: BI-0256, CT-0972, Pope AFB

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

Background: OSD Recommendation "Pope Air Force Base, NC, Pittsburgh International Airport Air Reserve Station PA, Yeager Air Guard" appears on page USAF - 35, of Vol I, Part II of the DoD Report to the Defense Base Closure and Realignment Commission. Within the recommendation is the proposal to establish a 16 PAA Air Force Reserve C-130 Squadron with an associated active duty unit. We note that by omission, the Air Force proposes to leave behind several Air Force (or AFRC) units that provide key functions for operation of the aerial port and to service transient aircraft, to name two.

Request: Please provide the following:

1. **"Concept for operations of the airfield.** We note that while the Army operates large launch platform airfields, the Army may not operate an airfield with the high operations tempo that occurs frequently at Pope AFB."

Response 1: Reference Air Force responses to previous Commission queries (CT-0171, dated 2 Aug 05 and CT-0240, dated 17 Aug 05) concerning Army support requirements and future Pope/Fort Bragg relationship. **With the reduction in permanently assigned C-130 aircraft and transfer of all assigned A-10 aircraft, we anticipate a reduction in daily Air Force operations tempo and training requirements.** Remaining operations will support Army training requirements and surge as appropriate to accommodate mobility/contingency needs. Currently, the 43d Operations Support Squadron operates the airfield with required manpower to meet both Air Force and Army needs. **The Army plans to contract airfield operations, which should be significantly cheaper than the cost of the active duty manpower currently required.**

2. **"Concept for maintaining unity of command of the disparate Air Force or AFRC units at Pope AFB."**

Response 2: Reference Air Force response to previous Commission queries (CT-0240) for unity of command. **Unity of command is maintained by the owning organization.** Currently, the many Air Force tenants at Pope and Fort Bragg -- e.g., the 23d Fighter Group (ACC); 18th Air Support Operations Group (ACC), including an Air Support Operations Squadron and Weather Squadron; two Special Tactics Squadrons (AFSOC); and an **Aerial Port Squadron (AFRC)** -- do not report to the host 43d Airlift Wing, but to their parent organizations which are located elsewhere. This is not an uncommon relationship and is how other Air Force geographically separated units (GSUs) on Air Force or non-Air Force installations report to parent wings, not the host unit.

Re: BI-0256, CT-0972, Pope AFB

The Air Force Reserve projects a wing structure for the new C-130 flying unit, which includes a group structure under the wing. Operational or administrative support to these GSUs will be provided by the Reserve wing and the active associate unit, similar to the support they get today, which will be defined once a CONOPS is developed for this recommendation. Remaining Air Force tenants at Pope/Ft Bragg will remain to continue their operational relationship with the XVIII Army Corps or other Army units, independent of the 43 AW or 23 FG presence.

3. "Does the Air Force or AFRC have plans to establish a headquarters organization at Pope AFB, e.g., operations group, that can hold mission planning functions necessary to sustain the response of the 18th Airborne Corps?"

Response 3: Reference Air Force responses to previous Commission queries (CT-0171 and CT-0240) on planning support. The 43AW does not currently have a formal joint planning responsibility to support the XVIII Airborne Corps. The wing does get asked for support as a result of its local proximity, but this is a JFCOM/TRANSCOM planning responsibility and AMC airlift requirement through the TACC to fill.

Approved



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

17 Aug 2005

Inquiry Response

Re: B1-0240 (CT-0936)

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

Background: During BRAC staff and Commissioner visits to Pope AFB/Ft Bragg, numerous unanswered questions have emerged. The BRAC Commission has concerns about the organization of Pope AFB if the OSD BRAC Recommendation is executed. One of the consistent topics of discussion and concern relates to the change of the installation organization from an Air Wing to some lesser-sized organization. Particular concern has been expressed about the potential loss of an execution-planning cell that is active currently with the 43 AW structure. A second concern relates to the joint basing concept and its impact on the number of military available for mobility commitments. Traditionally, Air Force Civil Engineering and the Services organizations have relied on military members within the base support organization having a responsibility to train and assume mobility responsibilities

Question 1: Does the Air Force concept for the organization at Pope AFB, post-BRAC, provide for a group or other staff higher than the proposed AFRes/AF associate squadron that would provide unity of command at Pope AFB? Will the top-level organization at Pope AFB have operations/execution planning capabilities available to joint plan deployments of the XVIII Corps?

Answer 1: The 43AW does not currently provide a formal joint planning function for XVIII Corps. The 43rd does occasionally provide informal support due to its proximity, but formal support is a JFCOM/AMC responsibility. The new AFRC unit can expect to provide support in similar fashion. Real world contingency operations will continue to take priority over all other operations. The high ops tempo of joint operations at Fort Bragg will drive a requirement for a more capable Operational Support Squadron. This squadron will likely include both Reserve and Active duty tactics experts able to handle future contingency operations.

Question 2: How many airmen have mobility responsibilities (have mobility bags) at Pope AFB? Please identify them by functional organization, i.e., civil engineering, communications, etc? Under the joint basing concept, how many airmen will have a mobility commitment?

Answer 2: The total number of AMC/ACC personnel with a mobility requirement at Pope is currently 4833 (AMC—3668, ACC—1165), or everyone assigned. The attached AMC and ACC data spreadsheet contains a breakout of those personnel. **Should the Pope BRAC recommendation be approved, all AMC and ACC personnel remaining at Pope will remain on mobility status.**

Question 3: The BRAC Commission is interested in the short term and long term plans for the Pope/Bragg relationship. What is the desired end state of the transformation of Pope AFB from its current operations?

Answer 3: The desired end state at Pope is a smaller Air Force footprint that still maximizes training opportunities for the assigned Reserve and Active forces. The resident unit will help support the Army's training and mobility requirements. The new organization will utilize an "associate" construct comprised of a reserve and active unit operating as one. Assigning active duty crews in addition to the Reserve wing serves three purposes: it allows active duty access to the assigned aircraft, fulfills steady-state deployment requirements and allows flexibility in meeting XVIII Corps short notice requirements. Locating a Reserve wing in place with an active duty associate unit enables a significant level of airlift support at a lower overall operating expense. The transformational construct pairing active duty and reserve personnel day-to-day, adds another element of reality to Joint Operations and allows the AF to train like we deploy (fight).

Approved



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

2 Aug 2005

Inquiry Response

Re: BI-0171 (CT-0706)

Requester: R. Gary Dinsick, Army Team Leader

Question 1: Lift requirements at Pope-Bragg. Please identify lift requirements at Pope AFB. Please do not limit it only to a "number of chutes required" solution, but include all planned short haul deployments, (within C-130 distances) as well as daily training based on historical data.

Air Force Answer 1: 43 AW does not track the Ft Bragg requirements. See accompanying data provided by 18th Corp.

Question 2: Additional Brigade Combat Team at Bragg. While the Fort Bragg recommendation realigns 7th SFG to Eglin AFB, does OSD believe the lift requirement at Pope-Bragg will increase based on the activation of an additional BCT, and by how much?

Army Answer 2: Based on recent coordination with the Army G3 Force Management Office, we believe that the net increase in population at Fort Bragg from FY03 to FY11 is approximately 1800 authorizations. This increase reflects all known changes in authorizations at Fort Bragg due to BRAC, Army Modular Force Transformation, and the return of forces from overseas. Therefore, we believe that the maximum increase in paid parachute positions is 1800. This would be less than a five percent increase in the lift requirement.

Question 3: 43d Airlift Wing support of the current lift requirements. Over the last two years, how much of the lift requirement at Fort Bragg has been satisfied by the C-130 aircraft of the 43d Wing permanently stationed at Pope AFB? Is there any reason why that number would be currently smaller than the historic average (aircraft maintenance issues, deployments)?

Air Force Answer 3: The 43 AW conducts a significant portion of the JAATT missions that support Ft. Bragg (Primary source of data is the 18 Corps G3 Air. Numbers were crosschecked with 43 AW data). In FY 04 the 43 AW provided approximately 65% of the C-130 JAATT sorties for Ft Bragg. Raw data shows of the 977 C-130 sorties contracted by the 18 ABC, the 43 AW supplied 644. In FY 05 (Oct 04 – Jun 05), the 43 AW supplied 436 of the 608 sorties for a 71% rate. As another FY 05 metric, the 43 AW supported 85 of the scheduled 154 missions. Again, missions can translate to multiple sorties on multiple days. There also have been 229 C-130 aircraft scheduled so far in FY 05 with the 43 AW providing 140. A longer snap shot using an AMC historical database and GDSS reports shows the following: From Jan 99 thru 11 Sep 01 the 43 AW flew 1752 of the actual 3986 sorties flown for a 43% rate. From 11 Sep 01 to Present the 43 AW has flown 1354 of the 3754 sorties flown for a 36% rate. Overall sortie count for entire C-130 fleet is down significantly the last two years from historical data due high deployment rates and maintenance issues.

Question 4: Other support of the current lift requirements. Over the last two years, how much of the lift requirement at Fort Bragg has been satisfied C-130s from Air Guard and Air Force Reserve units?

Air Force Answer 4: Source of data is 18 Corps G-3 Air. In FY 04, approximately 18% (177 of 977) of the JAATT sorties for Ft Bragg "lift" were satisfied by ANG and AFRC units. For FY 05, to date, approximately 12% (74 of 608) of the sorties were satisfied by ANG and AFRC units.

Question 5: Other support of the current lift requirements. Over the last two years, how much of the lift requirement at Fort Bragg has been satisfied by strategic lift capabilities (i.e., C-5 or C-17)?

Air Force Answer 5: See accompanying slides provide by the 18th Corp.

Question 6: No C-130's permanently stationed at Pope AFB. If no C-130's are permanently stationed at Pope AFB, what corresponding support infrastructure will no longer be necessary? What savings will be realized by no longer needing this infrastructure? How will these potential savings be offset by increased support from other Active, Air Reserve or Guard units that must spend TDY funds to satisfy the lift requirements?

Air Force Answer 6: If no C-130 aircraft are stationed at Pope AFB the following facilities would be excess: Buildings 900, 738, 741, 750, 735, 731, 730, 724, 721, 720, 715, 718, 706, 568, 558, 555, 554, and 550. In order for savings to occur, the assumption must be made that facilities will not be occupied. With zero annual utility, maintenance, and custodial costs the savings would equal over \$1.3M annually. This assumption would change if USA personnel occupy the facilities and the Ft. Bragg Garrison incurs additional costs to maintain the facilities. A ROM for the cost incurred to use TDY C-130 aircrews vice 43 AW crews is \$175 K per year.

Question 7: 7th SFG to Eglin. The DoD justification for relocating the 7th SFG to Eglin AFB included, among other justifications, the fact that it would be "creating needed space for the additional brigade at Fort Bragg." Please define this "space" as maneuver, barracks, or otherwise. During a visit to Fort Bragg, the Commission learned that no barracks space would be made available as the 7th SFG vacates, since other Special Operations units will expand to fill the vacancies? Did DoD consider in its costs the additional funds required to build new barracks for the additional BCT?

Army Answer 7: The Army Basing Study Group (TABS) considered space as facilities, training ranges and maneuver space. We followed a standard process for the analysis of facility requirements and documented the results in the Cost of Base Realignment and Closure Action (COBRA) model in our recommendations. Using the certified Real Property Planning and Analysis System (RPLANS), the 7th Special Forces Group (SFG) was removed from Fort Bragg and an Infantry Brigade Combat Team (BCT) was added. RPLANS uses available or excess space across all facility codes before building a requirement for new construction. In cases where a BRAC-related action creates excess space, we either documented the excess space as facility space shutdown in the COBRA model or RPLANS considered the excess space in

determining new construction requirements. TABS did not include undefined or potential requirements that were not approved by the Army in our analysis. At the time the recommendation was completed, we did not have documented requirements for a potential expansion of Army Special Operations Command units at Fort Bragg. Therefore, it was not included as BRAC-related action. Recent coordination with the Army G3 force management office only shows a future requirement (FY08) for a new civil affairs brigade. However, it only has authorizations for 319 Soldiers. This is far less than the 7th SFG. There is a net savings in facilities at Fort Bragg based on the move of the 7th SFG. We applied that savings or efficiencies to the activation of the Infantry BCT as it is BRAC-related as well. It would not have been appropriate to include the cost of the future Special Operations units, as they are not BRAC-related. Finally, as we stated in the response to question 2 above, we believe that the total gain in authorizations at Fort Bragg is only 1800, when all actions are considered. If there are additional requirements at Fort Bragg, the Army will fund them outside of BRAC.

Question 8: 43D Airlift Wing joint planning and contingency operations support. What does OSD believe is the 43d Wing's contributions to jointness with respect to Army units at Fort Bragg? How will the planned Air Force Reserve/Active Associate Squadron be able to replicate the joint planning and contingency support capabilities that exist within the 43D Airlift Wing? Do the Joint Strategic Capabilities Plan (JSCP) requirements of Fort Bragg units require the joint planning and contingency support capabilities of the 43D Airlift Wing?

Air Force (AFRC) Answer 8: In regard to 43rd Wing's contribution to jointness with respect to Army units at Ft Bragg, it would be an understatement to limit this to one squadron. The jointness at Ft Bragg extends beyond the 43rd Wing and includes every AMC stratlifter and tactical airlifter (to include the ARC) to manage the day-to-day training and real world requirements. An operation that continually requires multi-service integration to meet routine training objectives requires a higher level of planning and coordination to compensate for the numerous external factors (weather, logistics, time constraints, etc.). The 43AW does not have a Joint Strategic Capabilities Plan requirement. Depending on what the requirement is would drive what the wing is asked to support. The Joint Strategic Capabilities Plan requirements for Ft Bragg would be vetted from JFCOM to TRANSCOM followed by flowing to AMC and TACC. The designated joint planners generally come out of HQ staffs above the wing level, so as not to impede the wings primary mission of providing crews to support the requirement. For local training exercises the 43rd wing tactics shop generally provides the lead C-130 planners, which could be replicated in the planned capabilities between the Reserve wing and active duty associate personnel.

Approved



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

Airborne Requirement

- **Division Ready Brigade (DRB 1) 3140 Paratroopers**
 - Highest State of Readiness for One of Three Brigades
 - Ready to Deploy from Pope AFB Within 18 Hours

- **20,000 Paratroopers (1 Jump every 90 days)**
(XVIII Abn Corps Separate Bdes & 82d Abn Div)
 - Large Package Week BN & Below
(4 x per year 4 x C17s & 6 x C130s)
 - Joint Forcible Entry Exercise Bde and Above
(4 x per year 9 x C17s & 6 x C130s)

- **82d Abn Div Current Strength: 15,000 (+/-)**
Modular Force: 18,000
 - No significant impact of transformation on the DRB

DRB lift requirement (82d ABN Div RSOP, Chapter 6)

| | | |
|-------|-------------|---------------------|
| DRF 1 | 29 x C-17s | (821 pax + HD/CDS) |
| DRB | 217 x C-17s | (3140 pax - HD/CDS) |

Airborne Proficiency (Corps G7 FY 04 Paid Parachutist Report)

| | <u>Auth. Parachutist Psn.</u> |
|-------------------------|-------------------------------|
| XVIII Corps SEP BDEs | 5,555 |
| 82d ABN DIV | 13,879 * |
| TOTAL | 19,434 |

FY04 Fort Bragg C-130 Lift Requirement (Individual Aircraft Flights)

| | Total # Contracted | # Contracted by 43AW | # Contracted by other Active units | # Contracted by Air Guard / AF Reserve |
|---------------------|--------------------|----------------------|------------------------------------|--|
| XVIII ABC Separates | 360 | 274 (76.1 %) | 9 (2.5 %) | 77 (21.4 %) |
| 82d ABN Division | 617 | 370 (60 %) | 147 (23.8 %) | 100 (16.2 %) |
| TOTAL | 977 | 644 (65.9 %) | 156 (16 %) | 177 (18.1 %) |

For Proficiency training only

Numbers represent what aircraft were JA/ATTed, NOT what actually flew.

FY05 Fort Bragg C-130 Lift Requirement (Individual Aircraft Flights)

| | Total # Contracted | # Contracted by 43AW | # Contracted by other Active units | # Contracted by Air Guard / AF Reserve |
|---------------------|--------------------|----------------------|------------------------------------|--|
| XVIII ABC Separates | 185 | 148 (80 %) | 7 (3.8 %) | 30 (16.2 %) |
| 82d ABN Division | 423 | 288 (68.1 %) | 91 (21.5 %) | 44 (10.4 %) |
| TOTAL | 608 | 436 (71.7 %) | 98 (16.1 %) | 74 (12.2 %) |

For Proficiency training only

Numbers represent what aircraft were JA/ATTed, NOT what actually flew.

Historical Fort Bragg C-130 Lift Requirement Summary

| | Total # Contracted | # Contracted by 43AW | # Contracted by other Active units | # Contracted by Air Guard / AF Reserve |
|-------|--------------------|----------------------|------------------------------------|--|
| FY 04 | 977 | 644 (65.9 %) | 156 (16 %) | 177 (18.1 %) |
| FY 05 | 608 | 436 (71.7 %) | 98 (16.1 %) | 74 (12.2 %) |
| TOTAL | 1585 | 1080 (68.1 %) | 254 (16 %) | 251 (15.9 %) |

For Proficiency training only

Numbers represent what aircraft were JA/ATTed, NOT what actually flew.

FY04 Fort Bragg C-17 Lift Requirement (Individual Aircraft Flights)

| | FY 04 | FY 05 |
|--|--------------|--------------|
| XVIII ABC Separate Brigades | 262 | 228 |
| 82d ABN DIV | 534 | 487 |
| TOTAL | 796 | 715 |

For Proficiency training only

Numbers represent what aircraft were JA/ATTed, NOT what actually flew.

Historical Strategic Deployment Data (Individual flights)

| | C-17 | C-5 | Civ Contract |
|--------------|----------------|---------------|----------------|
| FY 04 | 30(288) | 13(46) | 21(102) |
| FY 05 | 22(153) | 8(8) | 74(42) |
| TOTAL | 52(441) | 21(54) | 95(144) |

Black = Army Data

Red = Air Mobility Command Data



NOTES ON YEAGER (CHARLESTON, WV)

Flaw in the Air Force justification with respect to Yeager:

The Air Force recommendation stated that **Yeager AGS cannot support more than eight C-130s.**

The Wing Commander reports that the **unit can park (12) C-130s now.** (There were eleven there on the day of our visit.) According to their figures, with a \$3M ramp expansion they can park 16. The little-used secondary runway can be used for parking during surge operations.

Other Issues:

Another concern was the overall process of combining dissimilar **models of the C-130**, (H-2 and H-3) at Pope. Yeager is converting to the H-3 from the H-2. They have 50% of each now. Pittsburgh has H-2s. This impacts interoperability at Pope.

The base received **no credit for hanger** because it was built for fighters. Because of modifications (wall slots) it has contained the C-130 for over 25 years.

The unit has **outstanding unit strength statistics** in excess of 100%. Why they asked, were additional aircraft being sent to states that had a hard time filling the current slots available?

The unit was **not given appropriate credit for low-level training** areas close by.

They anticipated significant **impacts to Recruiting and Retention** knowing there would be losses of experienced personnel because they would not follow the aircraft.

The base has a **Civil Support Team (CST)**. This team is on call to be transported anywhere in the region to include the nation's capital. The Yeager based C-130s do this mission. Located in the state capital, the 130th also performs **other state and federal emergency response missions.**

**COBRA Model Excursions 5 (Jul 21, 1320 Eastern)
Pittsburgh BRAC Task Force**

At the request of the task force, a series of excursions using the COBRA data supporting the Department of Defense (DoD) recommendations that impact Pittsburgh International Airport (IAP) and area units were completed.

1. Excursion Name: Pittsburgh Actions Only.

- a. Overview: The purpose of the excursion was to determine the costs and savings associated only with actions directly attributable to the 911th Airlift Wing's (AW) closure and distribution of its aircraft and personnel.
- b. Baseline COBRA File: USAF 0122V3 (316.3).
- c. Modification to AF COBRA assumptions: Deleted all actions, costs and savings other than those directly associated with the closure of the 911th AW and distribution of its aircraft and personnel.
- d. Result: The changes in significant cost/savings data are displayed in the table below with the most significant presented in **bold** font. The AF Recommendation COBRA data is presented in the first row for comparison to the Excursion results displayed in the second row in **blue**. This row displays the cost/savings results from the COBRA Model for only the actions associated with the 911th AW.

| Scenario | Payback Period (Years) | Costs/Savings (\$K)* | | | | |
|------------------------------|------------------------|----------------------|---------------|-------------------------|---------------------|------------------------|
| | | 20 - Year NPV | 1-Time | Personnel (2006 – 2011) | Total (2006 – 2011) | Annual Total Recurring |
| USAF 0122V3 (316.3) | Immediate | -2,706,756 | 90,101 | -772,995 | -815,558 | -200,497 |
| Community Excursion 1 | 3 | -144,323 | 47,169 | -36,464 | -1,715 | -14,826 |

* Negative numbers represent savings.

- e. Discussion: As the comparison demonstrates, the Pittsburgh Only action is a part of the scenario that generates costs, but the 3-year payback still makes it financially attractive.

| C130H FY04 CPFH Final Execution Rates | |
|--|---------------------|
| Unit | BQ/FAS |
| Milwaukee | \$1,722 |
| Niagara | \$1,956 |
| Maxwell | \$2,224 |
| Dobbins | \$2,145 |
| Peterson | \$1,709 |
| Youngstown | \$1,751 |
| Pittsburgh | \$1,494 |
| | \$1,857 |
| | Average CPFH |

Notes:

Command funded @ \$2699 total CPFH Rate

CPFH execution rates are based upon total costs divided by total flying hours flown

BQ is the Accounting System used to report total costs, i.e. DLRs, Consumable items,

CPFH GPC FAS "Purple Hub" is the system used to report Aviation fuel consumption and costs Minn-St Paul not reflected, unit had C130E acft in FY04

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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

Revised

*Look at Input data report - screen 6 footnote
 POPR w/ YEAGER & PITTS.
 & LITTLE ROCK
 MILCON*

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 | 214 |
| Enl | 0 | 1,399 | 0 | 0 | 0 | 0 | 1,899 | 1,899 |
| Civ | 0 | 495 | 0 | 0 | 0 | 0 | 495 | 495 |
| TOT | 0 | 2,608 | 0 | 0 | 0 | 0 | 2,608 | 2,608 |

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total | |
|----------------------------|----------|--------------|----------|----------|----------|----------|--------------|--------------|
| POSITIONS REALIGNED | | | | | | | | |
| Off | 0 | 511 | 0 | 0 | 0 | 0 | 511 | 511 |
| Enl | 0 | 3,387 | 0 | 0 | 0 | 0 | 3,387 | 3,387 |
| Stu | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 0 | 298 | 0 | 0 | 0 | 0 | 298 | 298 |
| TOT | 0 | 4,196 | 0 | 0 | 0 | 0 | 4,196 | 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 remain in place at Yeager.

Handwritten calculations:
 214
 1,899
 495

 2,608
 511
 3,387
 298

 4,196
 3,387
 511

 3,898
 2,113

 5,911

No MilPars
POPE w/
YEAGER & PITTS &
LITTLE ROCK
MILCON BHT
NE
MILPARS

Department : USAF
 Scenario File : C:\Documents and Settings\gingrick\My Documents\103RM - Pope AFB, NC\USAF 0122V3 (316.3) Realign Pope DBCR
 Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 REDO August 05 Realign Pope
 Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Starting Year : 2006
 Final Year : 2009
 Payback Year : 2024 (15 Years)

NPV in 2025(\$K): -13,879
 1-Time Cost(\$K): 287,486

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 | 12,357 | -2,390 | -2,390 | -2,390 | -2,390 | 2,796 | -2,390 |
| Overhd | -388 | 1,110 | -3,373 | -21,142 | -23,563 | -23,563 | -70,921 | -24,700 |
| Moving | 0 | 35,458 | 1,201 | 2,241 | 0 | 0 | 38,900 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 2,053 | 56,414 | 7,187 | 6,767 | 9,494 | 5,220 | 87,135 | 5,220 |
| TOTAL | 14,030 | 239,090 | 3,848 | -14,525 | -16,460 | -20,734 | 205,249 | -21,870 |

| | 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 | 495 | 0 | 0 | 0 | 0 | 495 |
| TOT | 0 | 495 | 0 | 0 | 0 | 0 | 495 |

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total |
|---------------------|------|-------|------|------|------|------|-------|
| POSITIONS REALIGNED | | | | | | | |
| Off | 0 | 725 | 0 | 0 | 0 | 0 | 725 |
| Enl | 0 | 5,286 | 0 | 0 | 0 | 0 | 5,286 |
| Stu | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 0 | 298 | 0 | 0 | 0 | 0 | 298 |
| TOT | 0 | 6,309 | 0 | 0 | 0 | 0 | 6,309 |

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 remain in place at Yeager.

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 2/2
 Data As Of 8/22/2005 3:31:09 PM, Report Created 8/22/2005 3:31:11 PM

Department : USAF
 Scenario File : C:\Documents and Settings\gingrick\My Documents\103RM - Pope AFB, NC\USAF 0122V3 (316.3) Realign Pope DBCR
 Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 REDO August 05 Realign Pope
 Std Pctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\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 | 51,107 | 52,855 | 52,855 | 52,855 | 52,855 | 262,528 | 52,855 |
| Overhd | 5,154 | 27,842 | 33,158 | 29,318 | 26,897 | 26,897 | 149,267 | 26,897 |
| Moving | 0 | 44,958 | 1,201 | 2,241 | 0 | 0 | 48,400 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 2,053 | 56,414 | 7,187 | 6,767 | 9,494 | 5,220 | 87,135 | 5,220 |
| TOTAL | 19,573 | 314,072 | 95,624 | 91,181 | 89,246 | 84,972 | 694,668 | 84,972 |

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 | 38,750 | 55,245 | 55,245 | 55,245 | 55,245 | 259,731 | 55,245 |
| Overhd | 5,543 | 26,733 | 36,531 | 50,460 | 50,460 | 50,460 | 220,188 | 51,597 |
| Moving | 0 | 9,500 | 0 | 0 | 0 | 0 | 9,500 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 5,543 | 74,982 | 91,777 | 105,706 | 105,706 | 105,706 | 489,419 | 106,842 |

Department : USAF
 Scenario File : A:\New USAF 0122V3 (316.3) Realign Pope .CBR
 Option Pkg Name: New USAF 0122V3 (316.3) Realign Pope
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

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

NPV in 2025(\$K): -2,298,805
 1-Time Cost(\$K): 286,292

Net Costs in 2005 Constant Dollars (\$K)

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total | Beyond |
|--------------|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| MilCon | 12,033 | 131,276 | 0 | 0 | 0 | 0 | 143,309 | 0 |
| Person | 0 | -67,464 | -164,443 | -164,070 | -164,319 | -164,319 | -724,615 | -164,319 |
| Overhd | 140 | 1,612 | -2,987 | -21,146 | -23,793 | -23,793 | -69,968 | -24,930 |
| Moving | 0 | 33,986 | 995 | 3,669 | 0 | 0 | 38,650 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 2,005 | 53,822 | 5,012 | 4,754 | 7,481 | 3,207 | 76,282 | 3,207 |
| TOTAL | 14,178 | 153,231 | -161,423 | -176,793 | -180,631 | -184,905 | -536,342 | -186,041 |

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total |
|----------------------|------|-------|------|------|------|------|-------|
| POSITIONS ELIMINATED | | | | | | | |
| Off | 0 | 210 | 0 | 0 | 0 | 0 | 210 |
| Enl | 0 | 1,529 | 0 | 0 | 0 | 0 | 1,629 |
| Civ | 0 | 372 | 0 | 0 | 0 | 0 | 372 |
| TOT | 0 | 2,211 | 0 | 0 | 0 | 0 | 2,211 |

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total |
|---------------------|------|-------|------|------|------|------|-------|
| POSITIONS REALIGNED | | | | | | | |
| Off | 0 | 505 | 0 | 3 | 0 | 0 | 508 |
| Enl | 0 | 3,382 | 0 | 41 | 0 | 0 | 3,423 |
| Stu | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 0 | 419 | 0 | 56 | 0 | 0 | 475 |
| TOT | 0 | 4,306 | 0 | 100 | 0 | 0 | 4,406 |

Summary:

Recommendation:

Realign Pope Air Force Base (AFB), close Gen Mitchell ARS and close Pittsburgh International Airport (IAP) Air Reserve Station (ARS) in three simultaneous phases. In the first phase, the 43d Airlift Wing's C-130E aircraft (25 PAA), Pope AFB, are distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. The 23d Fighter Group's A-10 aircraft (36 PAA), Pope AFB, are distributed to Moody AFB, Georgia. Pope AFB real property accountability will transfer to the Army. Fort Bragg will host an Air Force Reserve Command (AFRC) C-130 unit (16 PAA) with an active duty (AD) association at a 50/50 mix (AFRC/AD). The following will remain at Fort Bragg as Army tenants: the aeromedical unit, the AFRC Aerial Port, and other Air Force elements needed to support Army requirements. Realign the Pope AFB Medical function by disestablishing the 43rd Medical Group and standup the 43rd Medical Squadron to provide Command and Control for the AF medics that are left behind to cover the Air Force Pope population. The AF will maintain the required manpower necessary to provide primary care, flight and occupational medicine to support the Air Force active duty military members on Pope AFB. The Army will maintain the required manpower necessary to provide primary care, flight and occupational medicine to support the Army active duty military members on Pope AFB. Ancillary and specialty medical services for all assigned Army and Air Force military members (lab, xray, pharmacy, etc) will be provided by the Army. In coordinated action, Little Rock AFB recodes C-130E aircraft to BAI (8 PAA); retires C-130E aircraft (19 PAA); and distributes C-130J aircraft to the 143d Airlift Wing (ANG), Quonset State Airport AGS, Rhode Island (1 PAA). The second phase distributes the 130th Airlift Wing's (ANG) C-130H aircraft (8 PAA), Yeager Airport AGS, to Pope/Fort Bragg, NC to form a 16 PAA Reserve and active duty associate unit. The Yeager wing's flying-related expeditionary combat support (ECS) moves manpower to Eastern West Virginia Regional Airport/Shepherd Field Air Guard Station (Aerial Port and fire fighters). The remaining Yeager Expeditionary Combat Squadron remains in place. The second phase closes Gen Mitchell ARS and moves 8 PAA to Pope/Ft Bragg. Close Pittsburgh IAP ARS in phase three and distribute the 911th Airlift Wing's (AFRC) C-130H aircraft, to Pope/Ft. Bragg (AFRC) (8 PAA). Pittsburgh AFRC operations and maintenance manpower transfers to Pope/Ft. Bragg, NC. Pittsburgh flight related ECS (Aeromed Squadron) moves to Youngstown-Warren Regional APT ARS. All remaining Pittsburgh ECS and headquarters manpower moves to Offutt AFB, Nebraska.

194
 POPE w/o
 YRAGER & PITTS:
 w/ LITTLE
 ROCK
 MILCON

Department : USAF
 Scenario File : C:\Documents and Settings\gingrick\My Documents\USAF-0096 Close Pope\194 Close Pope S315.CBR
 Option Pkg Name: S315 Close Pope
 Std Pctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Starting Year : 2006
 Final Year : 2011
 Payback Year : 2012 (1 Year)

NPV in 2025(\$K): -1,223,337
 1-Time Cost(\$K): 161,575

Net Costs in 2005 Constant Dollars (\$K)

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total | Beyond |
|--------------|---------------|---------------|---------------|---------------|--------------|----------------|---------------|-----------------|
| MilCon | 6,038 | 0 | 33,543 | 33,543 | 0 | 0 | 73,125 | 0 |
| Person | 0 | 0 | 0 | 0 | 0 | -43,969 | -43,969 | -104,795 |
| Overhd | -1,936 | -2,838 | -2,946 | -2,885 | -3,265 | -23,072 | -36,942 | -27,091 |
| Moving | 9,297 | 0 | 0 | 0 | 5,281 | 25,336 | 39,914 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 1,689 | 149 | 0 | 11,620 | 1,270 | 6,803 | 21,531 | 2,236 |
| TOTAL | 15,087 | -2,689 | 30,598 | 42,279 | 3,286 | -34,902 | 53,659 | -129,650 |

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total |
|----------------------|------|------|------|------|------|-------|-------|
| POSITIONS ELIMINATED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 67 | 67 |
| Enl | 0 | 0 | 0 | 0 | 0 | 1,105 | 1,105 |
| Civ | 0 | 0 | 0 | 0 | 0 | 123 | 123 |
| TOT | 0 | 0 | 0 | 0 | 0 | 1,295 | 1,295 |

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total |
|---------------------|------|------|------|------|------|-------|-------|
| POSITIONS REALIGNED | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 578 | 578 |
| Enl | 0 | 0 | 0 | 0 | 0 | 3,698 | 3,698 |
| Stu | 0 | 0 | 0 | 0 | 0 | 29 | 29 |
| Civ | 0 | 0 | 0 | 0 | 0 | 303 | 303 |
| TOT | 0 | 0 | 0 | 0 | 0 | 4,608 | 4,608 |

Department : USAF
 Scenario File : C:\Documents and Settings\gingrick\My Documents\USAF-0096 Close Pope\194 Close Pope S315.CBR
 Option Pkg Name: S315 Close Pope
 Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Costs in 2005 Constant Dollars (\$K)

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total | Beyond |
|--------|--------|-------|--------|--------|-------|--------|---------|--------|
| | ---- | ---- | ---- | ---- | ---- | ---- | ----- | ----- |
| MilCon | 6,038 | 0 | 33,543 | 33,543 | 0 | 0 | 73,125 | 0 |
| Person | 0 | 0 | 0 | 0 | 0 | 31,750 | 31,750 | 24,726 |
| Overhd | 3,606 | 2,705 | 2,597 | 2,658 | 2,278 | 17,063 | 30,907 | 14,180 |
| Moving | 9,297 | 0 | 0 | 0 | 5,281 | 33,668 | 48,246 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 1,689 | 149 | 0 | 11,620 | 1,270 | 6,803 | 21,531 | 2,236 |
| TOTAL | 20,630 | 2,854 | 36,140 | 47,822 | 8,829 | 89,284 | 205,559 | 41,142 |

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 | 0 | 0 | 0 | 75,719 | 75,719 | 129,521 |
| Overhd | 5,543 | 5,543 | 5,543 | 5,543 | 5,543 | 40,135 | 67,849 | 41,272 |
| Moving | 0 | 0 | 0 | 0 | 0 | 8,331 | 8,331 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 5,543 | 5,543 | 5,543 | 5,543 | 5,543 | 124,186 | 151,900 | 170,793 |

*POPE W
 YEAGER &
 PITTSBURGH BUT
 NO LITTLE
 ROCK
 MILCON*

Department : USAF
 Scenario File : C:\Documents and Settings\gingrick\My Documents\USAF 122 Pope original\USAF 0122V3 052705 Realign Pope DB
 Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
 Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

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

NPV in 2025(\$K): -2,598,098
 1-Time Cost(\$K): 218,145

Net Costs in 2005 Constant Dollars (\$K)

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total | Beyond |
|--------------|--------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| MilCon | 8,724 | 95,706 | 1,223 | 0 | 0 | 0 | 105,653 | 0 |
| Person | 0 | -69,432 | -176,119 | -176,119 | -176,119 | -176,119 | -773,910 | -176,119 |
| Overhd | -357 | -4,115 | -8,604 | -26,378 | -28,812 | -28,812 | -97,078 | -29,949 |
| Moving | 0 | 25,150 | 1,720 | 4,178 | 0 | 0 | 31,048 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 1,331 | 28,186 | 5,568 | 6,969 | 7,610 | 3,336 | 53,001 | 3,336 |
| TOTAL | 9,697 | 75,495 | -176,212 | -191,349 | -197,321 | -201,595 | -681,285 | -202,732 |

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total |
|-----------------------------|------|-------|------|------|------|------|-------|
| POSITIONS ELIMINATED | | | | | | | |
| Off | 0 | 234 | 0 | 0 | 0 | 0 | 234 |
| Enl | 0 | 1,649 | 0 | 0 | 0 | 0 | 1,649 |
| Civ | 0 | 498 | 0 | 0 | 0 | 0 | 498 |
| TOT | 0 | 2,381 | 0 | 0 | 0 | 0 | 2,381 |

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total |
|----------------------------|------|-------|------|------|------|------|-------|
| POSITIONS REALIGNED | | | | | | | |
| Off | 0 | 491 | 0 | 0 | 0 | 0 | 491 |
| Enl | 0 | 3,661 | 0 | 0 | 0 | 0 | 3,661 |
| Stu | 0 | 29 | 0 | 0 | 0 | 0 | 29 |
| Civ | 0 | 293 | 0 | 0 | 0 | 0 | 293 |
| TOT | 0 | 4,474 | 0 | 0 | 0 | 0 | 4,474 |

*1883
 4152
 6035
 4152*

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 remain in place at Yeager.

ORIGINAL
 COBRA -
 NO PITTSBURGH
 NO YERGER
 NO LITTLE
 ROCK MILCON

Department : USAF
 Scenario File : C:\Documents and Settings\gingrick\My Documents\USAF-0096 Close Pope\S315.CBR
 Option Pkg Name: S315 Close Pope
 Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SPF

Starting Year : 2006
 Final Year : 2011
 Payback Year : 2012 (1 Year)

NPV in 2025(\$K): -1,274,311
 1-Time Cost(\$K): 116,901

Net Costs in 2005 Constant Dollars (\$K)

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total | Beyond |
|--------|--------|--------|--------|--------|--------|---------|---------|----------|
| | ---- | ---- | ---- | ---- | ---- | ---- | ----- | ----- |
| MilCon | 2,349 | 0 | 13,051 | 13,051 | 0 | 0 | 28,451 | 0 |
| Person | 0 | 0 | 0 | 0 | 0 | -43,969 | -43,969 | -104,795 |
| Overhd | -1,936 | -2,838 | -3,316 | -3,626 | -4,006 | -23,814 | -39,537 | -27,833 |
| Moving | 9,297 | 0 | 0 | 0 | 5,281 | 25,336 | 39,914 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 1,689 | 149 | 0 | 11,620 | 1,270 | 6,803 | 21,531 | 2,236 |
| TOTAL | 11,399 | -2,689 | 9,734 | 21,045 | 2,544 | -35,643 | 6,391 | -130,392 |

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total | |
|----------------------|------|------|------|------|------|-------|-------|----------|
| | ---- | ---- | ---- | ---- | ---- | ---- | ----- | ----- |
| POSITIONS ELIMINATED | | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 67 | 67 | } 1,172 |
| Enl | 0 | 0 | 0 | 0 | 0 | 1,105 | 1,105 | |
| Civ | 0 | 0 | 0 | 0 | 0 | 123 | 123 | |
| TOT | 0 | 0 | 0 | 0 | 0 | 1,295 | 1,295 | } -1,418 |
| POSITIONS REALIGNED | | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 578 | 578 | } 4,276 |
| Enl | 0 | 0 | 0 | 0 | 0 | 3,698 | 3,698 | |
| Stu | 0 | 0 | 0 | 0 | 0 | 29 | 29 | |
| Civ | 0 | 0 | 0 | 0 | 0 | 303 | 303 | } -332 |
| TOT | 0 | 0 | 0 | 0 | 0 | 4,608 | 4,608 | |

*COST OF
 CLOSING
 PITTSBURGH
 BY
 ITSELF*

Department : USAF
 Scenario File : C:\Documents and Settings\gingrick\My Documents\Community Files\Pittsburgh, PA\Pittsburgh Only\Pittsburgh
 Option Pkg Name: Pittsburgh Actions Only - Add Land Return (\$30M)
 Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Starting Year : 2006
 Final Year : 2009
 Payback Year : 2012 (3 Years)

NPV in 2025(\$K): -147,141
 1-Time Cost(\$K): 65,004

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 | -2,454 | -8,427 | -8,427 | -8,427 | -8,427 | -36,163 | -8,427 |
| Overhd | 1,086 | 11,277 | 2,518 | -7,103 | -7,739 | -7,739 | -7,699 | -7,739 |
| Moving | 0 | 5,932 | 905 | 2,601 | 0 | 0 | 9,438 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 397 | 11,643 | 31,805 | 0 | 0 | 0 | 43,845 | 0 |
| TOTAL | 1,483 | 26,398 | 26,801 | -12,928 | -16,166 | -16,166 | 9,421 | -16,166 |

| | 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 | 127 | 0 | 0 | 0 | 0 | 127 |
| TOT | 0 | 127 | 0 | 0 | 0 | 0 | 127 |

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total |
|----------------------------|----------|------------|----------|----------|----------|----------|------------|
| | ---- | ---- | ---- | ---- | ---- | ---- | ----- |
| POSITIONS REALIGNED | | | | | | | |
| Off | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Enl | 0 | 42 | 0 | 0 | 0 | 0 | 42 |
| Stu | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 0 | 151 | 0 | 0 | 0 | 0 | 151 |
| TOT | 0 | 195 | 0 | 0 | 0 | 0 | 195 |

Summary:

Community Changes:

1. Deletes all actions not directly associated with the 911 AW.
2. Add \$30 million as One-Time Unique Cost to estimate cost of returning land to original condition IAW use agreement.

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 remain in place at Yeager.

Department : USAF
 Scenario File : A:\103.1 Yeager C-130H and BOS.CBR
 Option Pkg Name: 103.1 Break Out Yeager
 Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

*Cost of Closing
 Yeager by
 itself*

Starting Year : 2006
 Final Year : 2007
 Payback Year : Never

NPV in 2025(\$K): 27,301
 1-Time Cost(\$K): 18,456

Net Costs in 2005 Constant Dollars (\$K)

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total | Beyond |
|--------------|------------|---------------|-------------|--------------|------------|------------|---------------|------------|
| | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| MilCon | 333 | 3,697 | 0 | 0 | 0 | 0 | 4,030 | 0 |
| Person | 0 | 1,295 | 43 | 43 | 43 | 43 | 1,466 | 43 |
| Overhd | 338 | 457 | -502 | 759 | 759 | 759 | 2,570 | 759 |
| Moving | 0 | 6,701 | 88 | 206 | 0 | 0 | 6,995 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 198 | 4,983 | 162 | 0 | 0 | 0 | 5,343 | 0 |
| TOTAL | 870 | 17,134 | -209 | 1,008 | 802 | 802 | 20,406 | 802 |

| | 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 | 4 | 0 | 0 | 0 | 0 | 4 |
| Enl | 0 | 23 | 0 | 0 | 0 | 0 | 23 |
| Stu | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civ | 0 | 259 | 0 | 0 | 0 | 0 | 259 |
| TOT | 0 | 286 | 0 | 0 | 0 | 0 | 286 |

Summary:

 DBCRC Request (BI-0186) for breakout of Pope recommendation. This costing includes Yeager firefighters and aerial port squadron.

Recommendation:

Realign Yeager Airport AGS. The 130th Airlift Wing (ANG) C-130H aircraft (8 PAA) will be distributed to Pope/Fort Bragg, North Carolina to form a 12 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 remain in place at Yeager. The association at Pope/Fort Bragg will be a 75/25 mix (AFRC/AD).



Airlift

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

Airlift

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

Airlift

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

Airlift

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



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

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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.

HEADQUARTERS AIR FORCE RESERVE COMMAND

ROBINS AFB GA



SITE SURVEY REPORT

**BRAC ACTION
16 PAA C-130 ACTIVE ASSOCIATE UNIT AT POPE AFB**

6-10 JUN 05

POPE AFB, NC

AIR FORCE RESERVE COMMAND

SITE SURVEY

POPE AFB, 6-10 JUN 05

AFRC TEAM MEMBERS

XP

| | | |
|-----------------------------------|------|----------|
| Lt Col Jerry Buckman (Team Chief) | XPPP | 497-1984 |
| Maj Mark Lewandowski | XPPP | 497-1984 |
| Mr. Craig Branning (BRAC rep) | XPPP | 497-1967 |

CE

| | | |
|----------------------|------|----------|
| Lt Col Richard Doran | CEP | 497-1050 |
| Mr. Mike Klug | CEVQ | 497-1077 |
| Mr. Ron Scandlyn | CEPR | 497-1060 |
| Mr. Bret Donegan | CEPR | 497-1076 |
| Ms. Donna Young | CEPR | 497-1108 |

LG

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|--------------------------|-------|----------|
| Col Robert Degraphenreid | LGS | 497-1659 |
| Mr. Clark Frymier | LGSP | 497-0414 |
| Mr. Jim Weldon | LGSWF | 497-1673 |
| MSgt Steve Tennant | LGTV | 497-1712 |

SC

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| Mr. Paul Dunn | SCTA | 497-1812 |
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DO

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| Mr. Rich Wagner | DOVA | 497-0307 |
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EXECUTIVE SUMMARY

Team Chief. HQ AMC, AFRC and ACC staff members (led by HQ AMC/A53I) conducted a site survey at Pope AFB, NC from 6-10 Jun 05. The focus of the visit was to validate requirements and refine cost estimates for the following proposed BRAC actions:

- Pope Air Force Base to be realigned to the Army (Pope Army Air Field)
- Move 25 active duty C-130E aircraft to Little Rock AFB
- Move 36 active duty A-10 aircraft to Moody AFB
- Receive 16 total ARC C-130H aircraft from Pittsburgh ARS (8-AFRC) and Yeager AGS (8-ANG)
 - Create an Active Associate Unit
- Numerous AF Units Remain in Place to Provide Support to the Army as Tenants on Ft Bragg

The HQ AFRC portion of the team consisted of 14 members representing the XP, DO, SC, LG, and CE functions. Our purpose was to identify the major issues involved with setting up a 16 PAA active associate unit on Pope. As an established C-130 base, existing Pope facilities and infrastructure will easily accommodate our proposed associate construct. The present active duty Army and Air Force relationship is long established and well understood. This may present a cultural challenge as an Air Force Reserve tenant and Army Air Field host begin a new partnership. This situation is unusual and will require increased attention and effort by both entities to maximize success. Further validation of issues may result in another site survey before the first SATAF commences.

Communications. AFRC should retain a separate Network Control Center (NCC). This means either assuming control of the current NCC (now proposed for the Army) or building a new facility at an approximate cost of 1 million.

Logistics. Active and Reserve maintenance personnel will use the same building. Army and Air Force supply systems are not compatible. Agencies agreed to work on a contracted supply support arrangement. Active duty fuels personnel remaining at Pope (separate from the associate construct) will solely provide fuel service.

Operations. Discussions focused on Air Traffic Control, Airfield Management/Base Operations, Airspace Management, Terminal Instrument Procedures (TERPS), and Air Traffic Control and Landing Systems (ATCALs). The U.S. Army will assume responsibility for all functions related to airfield and air traffic control operations at Pope AFB, with the exception of airspace management. Additionally, the Ops squadrons (active and Reserve) are intended to be in 2 separate buildings.

Civil Engineering. Current facilities are adequate to comply with BRAC recommendations. Some MILCON and/or O&M funding may be needed to refurbish or modify existing structures. There are no large obstacles to implement BRAC recommendations.

TEAM CHIEF

1. Team Chief: Lt Col Jerry Buckman
HQ AFRC/XPPP
DSN 497-1984
jerry.buckman@afrc.af.mil
2. Discussion: Creating the proposed 16 PAA active associate unit is easily attainable using existing Pope facilities. The following issues and points are presented for the record:
 - a) Base Ownership: The resultant Pope AAF should be set up and operated like existing AAF models (Hunter, Lawson, etc.). They should serve as templates for BOS the Army must provide. BOS negotiations should not happen until the Army defines what it will provide.
 - b) Culture: The future associate construct will provide a different level of service than the current, long established active duty Air Force/Army relationship. Special care and increased effort by AFRC tenant and Army host must occur as the new relationship is established.
 - c) Phasing: Active duty C-130s depart in FY 07. ARC C-130s arrive in FY 09. This 2-year gap needs to be addressed. Additionally, should ARC C-130s arrive in FY 09, there could be significant time involved before the unit reaches FOC.
 - d) Crew Ratio: There are two crew ratios being discussed—2.0, BRAC and 2.5, FTF. A decision must be made on which crew ratio to implement and how to provide/pay for the additional .5 (should that ratio be chosen).
 - e) Future Pope AAF Ops Tempo: Pope will remain a busy base with frequent transient aircraft all in support of Army operations (Green Ramp Ops). The active duty Air Force contingent operating Green Ramp will have transited maintenance manpower; however, our AFRC unit will be relied upon for back shop augmentation support. AFRC will need to monitor developments in this area closely. Finally, the Army will likely request short notice air support from our associate unit that may be challenging to provide at times by Reservist volunteers. Short notice requests frequently occur with the current active duty 43d AW.

COMMUNICATIONS

1. Working Group Chairperson: Paul R Dunn
HQ AFRC/SCTA
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DSN: 497-1812

2. Discussion: Persons contacted during this site survey include Rob Terry – Pope AFB SCX, Mark Wright – AMC/A65, Randy McLamb – ACC/SCXA, Scott Pickel – 38EIG, the STEM-B for Pope AFB. On Wednesday, we were able to meet with Mr McKenzie, from the Directorate of Information Management at Fort Bragg, said the Army was under the assumption that they would have to provide all communications and information services. We told the Army representative there were some services the Air Force would like to retain. The following assumptions were made concerning communications services for Air Force units at Pope Field. AFRC will provide network services (NIPRNET and SIPRNET), wireless network support and video teleconference services. The Army will provide telephone service, Land Mobile Radio (LMR) management, Air Traffic Control and Landing System (ATCALs), audio visual services and record staging area. At this time, the following services are undetermined: radio maintenance and COMSEC support. The main communications issues are:

- a) To provide a Network Control Center (NCC) at Pope, AFRC will need to either assume control of the current NCC in Bldg 347 or relocate the NCC to an AFRC campus area utilizing a building such as 560. Bldg 560 is currently an Information Transfer Node (ITN) with 36 strands of single-mode fiber coming from buildings 708 and 731. Building 560 has a computer training room that is an interior room on the ground floor. With the addition of raised floor and HVAC, this could function as an NCC. This will be contingent on the Army allowing AFRC to run a separate network. The cost to modify the room, reroute network connections, remove, pack, move and reinstall existing NCC equipment is roughly estimated NTE \$1,000,000. This requirement is also included in the AMC site survey.
- b) The installed wireless network at Pope and future expansions will be considered an extension of the wired network and AFRC will manage and maintain.
- c) AFRC will manage and maintain the VTC facilities in Bldg 900.
- d) The Army will assume control of the Dial Central Office (DCO) and provide telephone service to all Air Force entities remaining on Pope.
- e) The Army owns the frequencies at Pope and currently manages the LMRs. The Army will continue to manage the LMRs.
- f) The Army has committed to ATCALs support.
- g) The Army has the capability to provide audio visual services and a record staging area.
- h) There are several areas of service that have not been determined as to the provider. These services are radio maintenance and COMSEC support.

3. Manpower: If AFRC is allowed to maintain a data network and if the remaining Air Force units want support to use that network, the AFRC communications unit is not manned to support that workload and may need additional manpower.

LOGISTICS

1. Working Group Chairperson: Col Robert Degraphenreid
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2. Discussion: Supply/Fuels and Transportation discussions concentrated on the following subjects:
 - a) Supply. A complete review of facilities for possible use was conducted. Currently, Bldg 560 is the Base Supply main facility and bldg 720 is the parts store located near the flightline. It is assumed that the active duty LRS will stand-down sometimes in 2007. After that time supply support for the Air Force will be provided via a contract operation. There were several options discussed for contracting out the supply operation. The option that seems to be most feasible is to have the Army host contract out the supply operation. All parties including the Army representatives agreed that AFRC and AMC would work with the Army in writing the Statement of Work (SOW) for the supply support contract. The SOW will require the contractor to utilize the SBSS rather than the Army's retail supply system to support all Air Force customers. The Army's system is not compatible with other Air Force systems including wholesale supply systems and would not interface with the MAF Logistics Support Center. The SOW would also require that the contractor provide training for the traditional reservist. It is recommended that supply operations remain in buildings 560 and 720.

 - b) Fuels. AMC will retain active duty manning to support fuels requirements. The bulk of the fuels mission is dedicated to supporting USA contingency and rotational requirements unique to Pope. In the event Traditional Reserve Fuels Training is a requirement within the LRS, it will be accomplished in a manner similar to other location where AMC serves as the host.

 - c) Transportation. Visited all Transportation facilities and informed CE that the current buildings were appropriate for all Transportation needs. AMC discussed MHE support to be provided by them thru "C" shred MHE mechanics assigned to APS (All parties involved mutually agreed). Met with the D.O.L. (Director of Logistics) and discussed the possibilities of Army handling the Transportation mission. It was determined that the GSA vehicles will be maintained using the GSA fleet card and the blue fleet and Fire truck maintenance should seek other avenues such as contracting possibilities. This will assure that the traditional reservist will be nurtured in all areas and all customers involved will have complete product satisfaction.

OPERATIONS

1. Working Group Chairperson: Mr. Richard Wagner
HQ AFRC/DOVA
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DSN: 497-0307

2. Discussion: **Air Traffic Control, Airfield Management/Base Operations, Airspace Management, Terminal Instrument Procedures (TERPS), and Air Traffic Control and Landing Systems (ATCALs)**. The U.S. Army will assume responsibility for all functions related to airfield and air traffic control operations at Pope AFB, with the exception of airspace management. The U.S. Army is expected to maintain the airfield and continue use as a Class B airport supporting 24/7 world-wide AMC flying operations. The following functions will transfer to U.S. Army responsibility at Pope AFB, except airspace management. (Note: The current Air Force manpower is listed to identify the numbers of military/DOD civilian personnel currently authorized to support these functions and obtain BRAC cost estimates for moving military personnel.)
 - a) Airfield Operations Flight Staff- Performs overall management of air traffic control, airfield management/base operations, and air traffic control training/standardization functions (3 total manpower positions; 1 officer and 2 enlisted). The training and certification requirements for personnel performing air traffic control and airfield management/base operations management will require U.S. Army personnel to be in-place a minimum of one year prior to the U.S. Army assuming control of operations. **End State following realignment:** U.S. Army responsibility. Representatives from the Army BRAC Team, Ft Bragg stated that they plan to perform these functions with DoD civilian employees when the Army assumes responsibility.
 - b) Air Traffic Control- Management and operation of the Pope AFB Control Tower which provides 24/7 support to flight operations (26 total enlisted manpower positions). The training and certification requirements for air traffic control personnel will require U.S. Army personnel to be in-place a minimum of one year prior to the U.S. Army assuming control of operations.
 - c) The changeover to U.S. Army control will cause the removal of the Tower Simulator System (TSS), an AMC asset. The approximate cost to move the TSS to another Air Force location is \$50,000. **End State following realignment:** U.S. Army responsibility. Representatives from the Army BRAC Team, Ft Bragg stated that they plan to perform these functions with DoD civilian employees when the Army assumes responsibility.
 - d) Airfield Management/Base Operations- Management and operation of the Pope AFB airfield and a 24/7 base operations (14 total manpower positions; currently staffed with 5 DOD civilians and 9 enlisted). It was recommended that the Army employ the same 5 civil service employees, to include the Chief, Airfield Management (CAM), who are currently employed by AMC. The training and certification requirements for base operations personnel will require U.S. Army personnel to be in-place a minimum of six-months prior to the U.S. Army assuming control of operations. **End State following realignment:** Representatives from the Army BRAC Team, Ft Bragg stated that they plan to perform these functions with DoD civilian employees when the Army assumes responsibility.
 - e) Airspace Management- Responsibility to coordinate airspace requirements with Federal Aviation Administration facilities (Approach Control and ARTCC) to support joint-force exercises which occur every six weeks. In addition, coordinates for airspace to support High-Altitude Penetration approaches, Night Vision training operations, and Stereo Flight Plans required for operations within R-5311. This function must be retained within the remaining Air Force active duty/reserve units, since these functions are related to Air Force-specific requirements. (1 DOD civilian manpower position) **End State following realignment:** U.S. AF (AMC/AFRC) responsibility.
 - f) TERPS- The development and maintenance of all TERPS to support instrument approach arrivals and instrument departures from Pope AFB. (No manpower assigned to Pope AFB, since this function is currently being performed by HQ AMC TERPS Cell.) **End State following realignment:** U.S. Army

responsibility. Representatives from the Army BRAC Team, Ft Bragg stated that they plan to perform these functions with DoD civilian employees when the Army assumes responsibility.

- g) ATCALs- The maintenance of ATCALs, weather, and communications equipment supporting flight operations at Pope AFB. This includes, but is not limited to: an ILS, TACAN, NDB, DBRITE radar, and UHF/VHF radios. Specific system designations and manning currently required to support these functions are provided by HQ AMC/A6. **End State following realignment:** U.S. Army responsibility. Representatives from the Army BRAC Team, Ft Bragg stated that they plan to perform these functions with DoD civilian employees when the Army assumes responsibility.
- h) Weather Operations- Installation forecasting and warning services will continue to be provided by the 28th Operational Weather Squadron, Shaw AFB SC. Manpower issues need to be resolved.
 - 1) Action item for ACC/DOW to provide airfield weather services strategy and estimate cost.
 - 2) AMC/A36W estimates 5 active-duty manpower authorizations to provide 24/7 airfield weather services. Contracted services may cost less.
 - 3) Action item for AFRC/DOVA to provide C-130 mission weather services strategy and cost.
 - 4) Existing fixed weather observing equipment/met systems would remain in place and transfer to ACC. It would be sustained by Air Force Weather Agency.
 - 5) Determine disposition of existing tactical meteorological equipment (OPR: AMC/A36W)
 - 6) Deactivate 43 OSS/OSW (AMC). Reallocate 15 existing weather authorizations to other documented AMC weather manpower shortages or new AMC requirements.
 - 7) Recommend AFRC/DOVA and ACC/DOW provide any comments on the above recommendation directly to AMC/A38 for input into this report.

CIVIL ENGINEERING

ASSUMPTIONS

1. The BCEG directed the re-use of facility space to the maximum extent possible.
2. A site survey objective is to minimize the Air Force footprint in order to maximize the facility space available for re-use by the US Army.
3. The Reserve Wing will own the 16 PAA C-130H, and the Active Duty component will function as an active associate.
4. The certified data provided to AF/IL for the installation's scenario was used as a checklist to ensure the Reserve Wing requirements were met.
5. Facility space requirements related to aircraft ops and maintenance facilities is based on a 2.0 crew ratio for the C-130H and a 50/50 mix between the Reserve and Active Duty crews. The Future Total Force (FTF) Initiative has determined that the C-130H crew ratio will increase to 2.5. This will drive additional ops and maintenance personnel (from AFRC or AMC – to be determined); however, this additional personnel and related additional facility space is considered a non-BRAC programmatic requirement.
6. The Reserve Standard Facility Requirements Handbook (AFRCH 32-1001) as well as the AF Standard Facility Requirements Handbook (AFH 32-1084) were consulted to determine proper space allocations for the various functions associated with this proposed move.
7. The initial space allocations are based on moving the 440 AW functions; however, inadvertent omissions (if any) in the 440th requirements will be remedied during the Site Activation Task Force (SATAF).
8. The US Army is deferring to the Air Force needs prior to evaluating excess Air Force facilities for their requirements.
9. Space requirements have been documented for the Active Duty (AMC, AFSOC, ACC, and US Army host support) functions on Pope Army Airfield and are fully discussed in the AMC report.
10. Fitting new Reserve Wing functions into existing Active Duty facilities will result in some excess facility space.
11. The units vacating these facilities will leave the furniture, which will meet the majority of the Reserve Wing requirements. A small amount of O&M funding may be required to reconfigure the office/systems furniture to meet the Reserve Wing functional requirements.
12. Pope AFB real property will be transferred to the US Army; however, facilities retained for sole AF use should retain the Pope AFB installation code (TMKH) in order to advocate for SRM funding..
13. The US Army is responsible for the BOS for Pope Army Airfield.
14. The US Army will take over the responsibility for Fire Crash Rescue for Pope Army Airfield. The Reserve training function will require facility space in or near building 250, the base Fire Crash Rescue Station, and access to the station during training weekends. An Inter-Service Support Agreement (ISSA) will be required to facilitate this requirement.
15. The Active Duty Air Force component (AMC) will continue to be responsible for operation and maintenance (real property related) of the aviation fuel systems (Fuels Management Function, Refueling Maintenance, and Liquid Fuel Maintenance (LFM)). Thus these systems should be retained under the Pope AFB installation code.
16. The Reserve Wing will train during one Unit Training Assembly (UTA) per month.

RESULTS OF SURVEY

I. OPERATIONS

I. Airfield:

- i. Requirement: Runways, taxiways and parking aprons are required for C-130 operations
- ii. Analysis: The existing airfield infrastructure at Pope meets the minimum requirements for operation of the Reserve unit with its Active Duty associate.
- iii. Recommendation: None.

II. Squadron Operations

- i. Requirement: The total Squadron Operations/Aircraft Maintenance Squadron (AMXS) requirement for 16 PAA with a 50/50 associate mix, is 48,340 SF defined as follows:

| Description | Requirement | Handbook 32-1001 Chapter |
|-----------------------------------|-------------|--------------------------|
| Reserve Squadron Operations | 15,850 SF | 6.4 |
| Active Squadron Operations | 14,050 SF | 6.4 |
| Reserve Aircraft Maintenance Unit | 12,940 SF | 8.4 |
| Active Aircraft Maintenance Unit | 5,500 SF | 8.4 |

- ii. Analysis: AFRCH 32-1001 paragraphs 6.4 and 8.4 were utilized to determine the above requirements. The active duty requirements were validated by AMC team members. Four squadron operations buildings were physically inspected and analyzed to determine adequacy.
- iii. Recommendation: Utilize building 738 (47,390 SF) for Reserve Squadron Operations, Reserve AMXS and Active AMXS. Utilize building 753 (42,000 SF) for Active Duty Squad Operations. Building 753 will also be utilized for other active duty requirements.

III. Aeromedical Evacuation Squadron (AES)

- i. Requirement: The total AES requirement is 13,306 SF defined as follows:

| Description | Requirement | Handbook 32-1001 Chapter |
|---------------------------------|-------------|--------------------------|
| Aeromedical Evacuation Squadron | 13,090 SF | 7.11 |
| AES Life Support Storage | 216 SF | 7.11.2 |

- ii. Analysis: AFRCH 32-1001 paragraph 7.11 was utilized to determine the above requirements. Squadron support spaces near the remaining active duty 43rd AES were surveyed. Due to building 560's proximity to the 43rd AES facilities and the available excess space therein, it is the most cost effective alternative.
- iii. Recommendation: Utilize building 560 (153,500 SF) for the Aeromedical Evacuation Squadron. Additional reserve and active duty functions will reside in this facility.

IV. Life Support

- i. Requirement: The total Life Support requirement is 8,762 SF defined as follows:

| Description | Requirement | Handbook 32-1001 Chapter |
|--------------|-------------|--------------------------|
| Life Support | 8,762 SF | 6.4.2 |

- ii. Analysis: AFRCH 32-1001 paragraph 6.4.2 was utilized to determine the above requirements. Several Life support areas were evaluated to determine the best fit.
- iii. Recommendation: Utilize the existing life support facility, building 721 (8,816 SF) for life support administration, training and maintenance. Crew gear storage will be maintained in the two airlift squadron operations facilities and the AES facility.

V. Petroleum, Oils, and Lubricants (POL)

- i. Requirement: The total POL Operations requirement is 2,290 SF defined as follows:

| Description | Requirement | Handbook 32-1001 Chapter |
|----------------|-------------|--------------------------|
| POL Operations | 2,290 SF | 4.1 |

- ii. Analysis: AFRCH 32-1001 paragraph 4.1 was utilized to determine the above requirements. The existing facility was determined to be adequate for reserve requirements
- iii. Recommendation: Utilize the POL Operations, building 811 (4,854 SF) for POL operations. Active duty will also utilize the facility.

II. MAINTENANCE

I. Hangars

- i. Requirement: For a 16 PAA C-130 squadron, three hangars totaling 69,760 SF are authorized as follows:

| Description | Requirement | Handbook 32-1001 Chapter |
|------------------------------------|-------------|--------------------------|
| Aircraft Maintenance Hangar | 22,680 SF | 8.1 |
| Aircraft Maintenance Hangar | 22,680 SF | 8.1 |
| Fuel Cell/Corrosion Control Hangar | 24,400 SF | 8.6 |

- ii. Analysis: AFRCH 32-1001 paragraphs 8.1 and 8.6 were utilized to determine the above requirements. Two new double bay hangars, sized to accommodate the C-130J-30, are currently under construction. These new hangars as well as other existing C-130 hangars at Pope were evaluated for possible use to satisfy mission requirements.
- iii. Recommendation: Utilize building 741 (57,272 SF) for Aircraft Maintenance Hangar and Fuel Cell Hangar. Utilize building 750 (66,304 SF) as Aircraft Maintenance Hangar and Corrosion Control Hangar. Building 750 will also house other reserve requirements as discussed in paragraph II.2.iii, below. Though normally the Reserve would combine fuel cell and corrosion control in a single bay, reuse of these facilities as designed is the most cost effective option.

II. Aircraft Maintenance Shops

- i. Requirement: The following facility requirements totaling 74,611 SF are authorized:

| Description | Requirement | Handbook 32-1001 Chapter |
|---|-------------|--------------------------|
| Avionics Shop | 8,420 SF | 8.10 |
| Engine Shop | 16,960 SF | 8.5 |
| Aerospace Ground Equipment (AGE) Shop/storage | 9,120 SF | 8.12 |
| General Purpose Shops | 31,800 SF | 8.3 |
| Munitions Maintenance Admin | 2,200 SF | 8.9 |
| Survival Equipment | 4,400 SF | 8.3 |
| Liquid Oxygen (LOX) Storage and Dispensing | 1,711 SF | 10.2 |

- ii. Analysis: AFRCH 32-1001 paragraphs 8.3, 8.5, 8.9, 8.10 and 8.12 were utilized to determine the above requirements. Existing C-130E support shops exist on Pope AFB to support the current mission. These facilities will be utilized for similar reserve wing requirements. The existing munitions maintenance facility will be utilized although it is undersized. Buildings 718 and 719 were surveyed for the survival equipment function. Although 719 is the existing survival equipment location, it is an old facility in poor condition and the AMC host recommends relocating survival equipment to facility 718. LOX storage and dispensing will remain in its existing facilities.
- iii. Recommendation: Utilize Building 731 (33,000 SF) for the Avionics, Machine, Hydraulics, Battery, Welding and Non Destructive Inspection shops. Utilize building 715 (29,000 SF) for Engine and Propulsion, Non-Powered AGE and Wheel and Tire Shops. Utilize building 750 (66,304 SF) for sheet metal, Central Tool Kit/Readiness Spares Packages/Tool Kit Storage, corrosion control and fiberglass/composite materials shops. Utilize buildings 723 (11,760 SF) and 724 (15,000 SF) for AGE covered storage and AGE shop. Utilize building 568 (1,185 SF) for Munitions Maintenance Administration. Utilize building 718 (20,000 SF) for survival equipment. Utilize building 777 (2,200 SF) for LOX Storage and Dispensing.

III. ADMINISTRATIVE/MISSION SUPPORT

I. Administrative Facilities

- i. Requirement: The following facilities are required for Reserve administrative functions at a total requirement of 39,730 SF:

| Description | Requirement | Handbook 32-1001 Chapter |
|------------------------------|-------------|--------------------------|
| Reserve Wing Headquarters | 37,650 SF | 7, 5.3 and 6.2 |
| Network Control Center (NCC) | 2,080 SF | 5.3 |

- ii. Analysis: AFRCH 32-1001 paragraphs 5.3, 6.2 and Chapter 7 were utilized to determine the Wing Headquarters requirement. Several administrative facilities were surveyed and it was determined that utilizing building 900 was most cost effective since it presently houses a command post and battle staff areas which are very expensive to relocate. Although there are facilities closer to the operations facilities, relocation costs for the command post were prohibitive.
- iii. Recommendation: Utilize building 900 (43,500 SF) for Reserve Wing Headquarters. Utilize building 560 (153,500 SF) for NCC requirements. Building 560 will be utilized by other active and reserve functions.

II. Mission Support Facilities

- i. Requirement: The following facilities are required for Reserve administrative functions at a total requirement of 151,878 SF:

| Description | Requirement | Handbook 32-1001 Chapter |
|--|-------------|--------------------------|
| 53 rd Aerial Port Squadron | 7,368 SF | 7.14 |
| 34 th Aerial Port Training Facility | 8,420 SF | 7.14 |
| Aircraft Parts Storage | 13,440 SF | 10.3.1.3 |
| Airlift Control Flight | 9,810 SF | 6.5 |
| Base Supply | 12,900 SF | 10.3 |
| Base Supply Covered Storage | 480 SF | AFH 32-1084, 10.2 |
| C-130 Flight Simulator | 17,450 SF | AFH 32-1084, 6.3.2 |
| Communications Flight | 3,430 SF | 7.11 |
| Consolidated Training Facility | 31,620 SF | See Appendix Breakout |
| Fire Fighter Training Facility | 4,320 SF | 7.6 |
| Medical Squadron | 4,900 SF | 7.3 |
| Readiness Spares Kit Storage | 6,600 SF | 10.3.2.2 |
| Refueler Vehicle Maintenance | 2,190 SF | 8.7 |
| Reserve Mobility Storage | 5,160 SF | 10.3.1.4 |
| Vehicle Maintenance | 16,130 SF | 2.6 |
| Vehicle Operations | 2,340 SF | 2.5 |
| Maintenance Operations Flight | 5,320 SF | 8.2 |

- ii. Analysis: AFRCH 32-1001 and AFH 32-1084 were utilized to determine the requirements for mission support functions as shown above. By matching current utilization of facilities with future mission requirements, costs were minimized. Building 250 is the existing fire station and AFRC will utilize the facility if the Army chooses to operate the station. An ISSA will be required between the Army and AFRC to assure that reservists will be provided a space to train. Buildings 150, 260, 305, 307, 550, 554, 555, 558, 706, 723, 770, 772 and 811 will maintain their existing functionality. Buildings 560 and 720 will be utilized for various mission support administrative and storage functions. Building 764 currently houses the 3rd APS and AFRC Airlift Control Flight will also reside in the facility. Though the Reserve requirement for vehicle maintenance facility space is significantly less than the retained complex, the required functions are scattered throughout the existing facilities, thus all were retained. The excess space will be available for joint use by other Air Force units and/or the Army.

iii. Recommendation: Utilize the existing Facilities for the following Functions:

| Building | Building Size | Mission |
|---------------|---------------|--|
| 150 | 2,400 SF | Refueler Vehicle Maintenance |
| 250 | 20,685 SF | Fire Fighter Training Facility |
| 260, 305, 307 | 29,754 SF | Medical Squadron |
| 550 | 6,000 SF | Vehicle Operations |
| 554, 555, 558 | 31,738 SF | Vehicle Maintenance |
| 560 | 153,500 SF | Consolidated Training Facility, Base Supply, Reserve Mobility Storage, Communications Flight |
| 706 | 17,450 SF | C-130 Flight Simulator |
| 708 | 53,000 SF | Airlift Control Flight |
| 720 | 43,000 SF | Aircraft Parts Storage, Readiness Spares Kit Storage |
| 723 | 11,760 SF | Base Supply Covered Storage |
| 764 | 40,000 SF | Aerial Port Training Facility |
| 770, 772 | 7,368 SF | 53 rd Aerial Port Squadron |
| 811 | 4,854 SF | POL Operations |

IV. COMMUNITY SUPPORT

Lodging, Dining Hall, etc

Community support responsibilities will be assumed by the Army as host. During the upcoming SATAF process, use of these facilities (dining halls, fitness centers, etc.) will be negotiated as part of the ISSA process. We have advised the Army Morale, Welfare and Recreation (MWR) manager at Fort Bragg that the planning factor for required lodging during UTAs will be 625 rooms. This figure was provided by HQ AFRC/SVP.

V. ENVIRONMENTAL

Assumptions:

- Army will take ownership of the real property maintenance (civil engineering), including environmental program management once Air Force has completed unit movements in and out of Pope AFB.
- Program transition will take place gradually throughout the BRAC realignment period
- Army will complete NEPA analysis for closure / realignment of Pope AFB
- AMC will complete environmental baseline survey as required by AFI 32-7066 for all Air Force property being transferred to Army real property records
- Army assumes that the Air Force will provide manpower and dollars to supplement their existing environmental program office in order to give them the ability to provide support for Air Force requirements in the future.

i. Requirement and Analysis:

IRP: Pope AFB has a large and active Installation Restoration Program (\$599K in FY05, \$869K in FY06, \$203K in FY07). Restoration Advisory Board (RAB) meetings are held with the community twice a year and are well attended. There are no off-base contamination issues although one plume has a containment system in place to prevent off-base migration. AF cleanup is being done under Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) or the state Underground Storage Tank (UST) program while the Army cleanup is being done under Resource Conservation and Recovery Act (RCRA) authority. The Army plans to assume ownership of the Air Force cleanup program once all BRAC related unit movements are complete. This transfer will require reallocation of Air Force Total Obligation Authority (TOA) to the Army in order to ensure continued adequate funding for site response actions.

Haz Waste: Pope currently arranges for hazardous waste pick-up through the Army DRMO office. Wastes are stored in initial accumulation points in the shops, turned in to the Pope Haz Waste facility (Bldg 610), and picked up directly for disposal by contractors. Pope goal is to limit storage of waste to less than 60 days. The Army recently completed construction of a new hazardous waste storage facility just outside the gate of Pope AFB. Their future vision is to use this new facility as a central hazardous waste collection point for all Army and Air Force

operations. The Army RCRA Part B (storage) permit will be modified to include Air Force operations once all BRAC related moves are complete.

Haz Materials: Pope operates a single hazardous material issue point (pharmacy) from Bldg 618. The Army previously operated a hazardous material control center (similar to the Air Force hazmat pharmacy) to centrally issue hazardous materials. This was a contracted operation that has since been severely cut back due to resource limitations. Currently the Army staff obtains hazardous materials through a self service supply center with no clear authorization or approval process. The Army indicated that their hazardous material control system had “imploded” and they did not know what the future of the program would be.

Air: Pope operates as a minor air source. An administrative permit is held for various air sources inside Pope with specific data collecting and reporting requirements. Ft Bragg has a Title V air permit. The Army plans to add Air Force stationary sources to their permit once all BRAC related moves are complete. Army will be responsible for all reporting related to the Air Permit.

Water: Pope obtains drinking water from the Army operated water treatment plant. Sanitary sewage is discharged to, and treated by, the Army treatment plant. The Air Force reports that water infrastructure is very old and degraded (asbestos cement pipes over 50 years old). The Army is responsible for maintaining water system “mains” and the Air Force maintains “laterals” within Pope. The Army water production plant is currently operating at a maximum capacity of approximately 5 Million Gallons per Day (MGD) against a need at Ft Bragg / Pope of 7-8 MGD. Additional water supply is purchased from the local civilian water source as needed to make up the military demand. A future project has been identified to upgrade the Army water treatment plant in order to increase production capacity. The Army waste water treatment plant is currently operating within design capacity. Long term plans from the Army are to privatize both the water supply and waste water treatment operations at Ft Bragg.

Solid Waste / Recycling: The Air Force operates a consolidated solid waste and recycling contract that picks up at all administrative, industrial, and residential locations within Pope. The base has recently been visited by the AFCEE recycling program evaluation team and is updating their program plans to address comments made by the AFCEE experts. The Army does not operate a consolidated or coordinated recycling program at Ft Bragg. They are currently analyzing options for creating a post-wide recycling program with a focus on cost-benefit analysis related to recycling specific waste streams. Previous attempts to stand up a recycling program at Ft Bragg have been limited by excess and unsupported costs or by high demands on staff time to collect and transport materials for recycling.

Utilities: Pope has a mature GeoBase system operated by the Civil Engineering Squadron (CES). The Army has a similar Geographic Information System (GIS) operated by Public Works.

Fuel: Multiple permits are held for underground storage tanks throughout Pope. All tanks are reported to be in compliance.

Natural Resources: There is a significant “historic district” at Pope AFB that contains multiple WWII era facilities. There is an identified Red Cockaded Woodpecker habitat off the north-end of the base runway. The Army provides naturalists to consult with Air Force staff when there is projected activity in the potential habitat area.

Asbestos: The Pope AFB asbestos survey was updated last year and is reported as complete and accurate.

Compliance Assessments: The Army conducts periodic external compliance assessments on a frequency based on their “risk based” enforcement formula. Assessments have been completed at Ft Bragg for the past two years. In addition, the Army conducts semi-annual internal compliance reviews (via contract) that focus on hazardous waste and hazardous material issues in the various shops. The long range plan is to include Air Force facilities in these assessments once the BRAC related moves are complete.

Coordination: The Army indicated that the only specific need they had from the Air Force with respect to the future host – tenant relationship would be identification of specific points of contact (i.e. Unit Environmental Coordinators) for working environmental issues.

- ii. Recommendation: The environmental program transition between Air Force and Army should be smooth. The unit managers have a good working relationship and understanding of their respective programs. Army support to Air Force needs may be limited by resource

constraints. Air Force staff should work to fully identify specific program support requirements in any future intra-service agreement between the Army and Air Force. Two identified high risk areas for joint environmental operations are the installation recycling program (due to the immaturity of the Army program and lack of adequate resources) and the hazardous material management program (due to the Army having essentially no hazardous material control program). The concerns with the hazardous material program have been forwarded to the LG (supply) working group for their consideration and action.

VI. SUMMARY

PROPOSED PROJECTS

| Fiscal Year | Description | Scope (SF) | Total Cost (\$000) | Furniture (O&M) (\$000) |
|-------------|-------------|------------|--------------------|-------------------------|
| | none | | | |

VII. DRAFT DD FORM 1391s/1178s

I. No new construction - DD Form 1391s not required.

VIII. MASTER SITE PLAN

IX. APPENDICIES

- I. Non-BRAC Programmatic
- II. Future Current Mission Requirements
- III. Combined AF Facility Requirements List
- IV. Consolidated Training Facility and Wing HQ Breakout Sheet

APPENDIX I

Non-BRAC Programmatic Issues

1. Potential Operations and Maintenance (O&M) funding may be required in order to best utilize existing facilities. AMC will be leaving its furniture, but it mostly consists of large, bulky non-system furniture. During the SATAF, furniture needs will be identified.
2. Adjust crew ratio from 2.0 to 2.5 due to Future Total Force. This change will impact requirements for Squadron Operations, Life Support and Storage facilities.

APPENDIX II

Future Current Mission Requirements

1. Potential Operations and Maintenance (O&M) and MILCON funding may be required to refurbish/reconfigure existing facilities.

APPENDIX III

Combined AF Facility Requirements List

| Facility | MAJCOM | Function | SF Req'd | Total Facility Rqmt | SF Available for retained facilities | SF Delta |
|----------|--------|-----------------------------------|----------|---------------------|--------------------------------------|----------|
| 132 | AFSOC | Special Tactics Storage | 4524 | | | |
| | | | | 4524 | 4524 | 0 |
| 134 | AFSOC | Special Tactics Squadron | 25482 | | | |
| | | | | 25482 | 25482 | 0 |
| 150 | AFRC | Refueler Vehicle Maintenance | 2190 | | | |
| | AMC | Refueling Maintenance Facility | 210 | | | |
| | | | | 2400 | 2400 | 0 |
| 155 | AMC | Bulk Storage Pumphouse | 700 | | | |
| | | | | 700 | 700 | 0 |
| 158 | AMC | Bulk Storage | 686 | | | |
| | | | | 686 | 686 | 0 |
| 159 | AMC | Bulk Storage Type III | 429 | | | |
| | | | | 429 | 429 | 0 |
| 162 | AMC | Fuels Lab/Compliance/Bulk Storage | 1600 | | | |
| | | | | 1600 | 1600 | 0 |
| 178 | AFSOC | Special Tactics Sqd Ops | 22500 | | | |
| | | | | 22500 | 22500 | 0 |
| 241 | AMC | ATC Tower | 4000 | | | |
| | | | | 4000 | 4000 | 0 |
| 250 | AFRC | Fire Fighter Training Facility | 4320 | | | |
| | | | | 4320 | 20685 | 16365 |
| 260 | AMC | Dental Clinic | 11264 | | | |
| | | | | 11264 | 11264 | 0 |
| 305 | AMC | Clinic | 2040 | | | |
| | AFRC | Reserve Medical Squadron | 2450 | | | |
| | | | | 4490 | 4490 | 0 |

APPENDIX III cont.

| Facility | MAJCOM | Function | SF Req'd | Total Facility Rqmt | SF Available for retained facilities | SF Delta |
|----------|--------|---------------------------------|----------|---------------------|--------------------------------------|----------|
| 307 | AMC | Clinic | 11550 | | | |
| | AFRC | Reserve Medical Squadron | 2450 | | | |
| | | | | 14000 | 14000 | 0 |
| 501 | AETC | New Combat Control School (CCS) | 35297 | | | |
| | | | | 35297 | 35297 | 0 |
| 502 | AETC | New CCS Gym and Pool | 18749 | | | |
| | | | | 18749 | 18749 | 0 |
| 503 | AETC | New CCS Gun Range | 9524 | | | |
| | | | | 9524 | 9524 | 0 |
| 537 | ACC | 18th ASOG Building | 7384 | | | |
| | | | | 7384 | 7384 | 0 |
| 539 | ACC | 18th ASOG HQ Building | 28944 | | | |
| | | | | 28944 | 28944 | 0 |
| 550 | AFRC | Vehicle Ops | 2340 | | | |
| | | | | 2340 | 6000 | 3660 |
| 554 | AFRC | Vehicle MX | 5300 | | | |
| | | | | 5300 | 7378 | 2078 |
| 555 | AFRC | Vehicle MX | 1800 | | | |
| | | | | 1800 | 1800 | 0 |
| 558 | AFRC | Vehicle MX | 9030 | | | |
| | | | | 9030 | 22560 | 13530 |
| 560 | AFRC | Consolidated training Facility | 31620 | | | |
| | AFRC | Base Supply Warehouse | 12900 | | | |
| | AFRC | Mobility Storage | 5160 | | | |
| | AMC | Mobility Storage | 3900 | | | |
| | ACC | 14 ASOS | 8100 | | | |
| | AFRC | Aeromedic Evac Squadron | 13306 | | | |
| | AFRC | Comm Flight | 3430 | | | |
| | ARMY | Security Forces Armory | 1175 | | | |
| | ACC | 373rd TRS Det 1 | 38000 | | | |
| | AFRC | Comm (NCC) | 2080 | | | |
| | | | | 119671 | 153500 | 33829 |

APPENDIX III cont.

| Facility | MAJCOM | Function | SF Req'd | Total Facility Rqmt | SF Available for retained facilities | SF Delta |
|----------|----------|-----------------------------------|----------|---------------------|--------------------------------------|----------|
| 567 | ACC | 14 ASOS Covered Storage | 7300 | | | |
| | | | | 7300 | 7300 | 0 |
| 568 | AFRC | Munitions MX Admin | 2200 | | | |
| | | | | 2200 | 1185 | -1015 |
| 610 | ARMY | Hazardous Waste Storage | 2304 | | | |
| | Contract | | | 2304 | 2304 | 0 |
| 614 | ARMY | HAZMAT Warehouse | 3920 | | | |
| | Contract | | | 3920 | 3920 | 0 |
| 625 | AMC | Liquid Fuels Maintenance Facility | 3700 | | | |
| | | | | 3700 | 3700 | 0 |
| 640 | AMC | CATM Facility | 5100 | | | |
| | | | | 5100 | 5100 | 0 |
| 641 | AMC | CATM Storage | 5612 | | | |
| | | | | 5612 | 5612 | 0 |
| 706 | AFRC | C-130 Flight Simulator | 17450 | | | |
| | | | | 17450 | 17450 | 0 |
| 708 | AMC | Base Ops | 7402 | | | |
| | AMC | Air Terminal Operations Center | 9642 | | | |
| | AFRC | Airlift Control Flight | 9810 | | | |
| | | | | 26854 | 53000 | 26146 |
| 710 | AMC | Transient Alert | 1920 | | | |
| | | | | 1920 | 1920 | 0 |
| 712 | AFSOC | AFSOC | 80000 | | | |
| | | | | 80000 | 67000 | -13000 |
| 715 | AFRC | Engine and Propulsion Shop | 16960 | | | |
| | AFRC | Non-Powered Age | | | | |
| | AFRC | Wheel and Tire Shop | 2000 | | | |
| | | | | 18960 | 29000 | 10040 |

APPENDIX III cont.

| Facility | MAJCOM | Function | SF Req'd | Total Facility Rqmt | SF Available for retained facilities | SF Delta |
|----------|--------|------------------------------|----------|---------------------|--------------------------------------|----------|
| 717 | AMC | OSS/Flight Records | 4000 | | | |
| | AMC | Flight Kitchen | 4500 | | | |
| | | | | 8500 | 8500 | 0 |
| 718 | AFRC | Maintenance Ops | 5320 | | | |
| | AFRC | Survival Equipment | 4400 | | | |
| | | | | 9720 | 20000 | 10280 |
| 720 | AFRC | Aircraft parts store | 13440 | | | |
| | AMC | Base Supply | 19500 | | | |
| | AFRC | Readiness Spares Packages | 6600 | | | |
| | | | | 39540 | 43000 | 3460 |
| 721 | AFRC | Life Support | 8762 | | | |
| | | | | 8762 | 8816 | 54 |
| 723 | AMC | AGE In-route Covered Storage | 10350 | | | |
| | AFRC | Base Supply Covered Storage | 480 | | | |
| | | | | 10830 | 11760 | 930 |
| 724 | AFRC | AGE Shop | 6920 | | | |
| | AFRC | AGE Storage | 2200 | | | |
| | | | | 9120 | 15000 | 5880 |
| 730 | AMC | Active Group HQ | 27100 | | | |
| | | | | 27100 | 20000 | -7100 |
| 731 | AFRC | Machine Shop | 2500 | | | |
| | AFRC | Avionics Shop | 8420 | | | |
| | AFRC | Hydraulics Shop | 1500 | | | |
| | AFRC | Battery Shop | 2500 | | | |
| | AFRC | Welding Shop | 2500 | | | |
| | AFRC | NDI | 4000 | | | |
| | AFRC | Overhead SF | 6426 | | | |
| | | | | 27846 | 33000 | 5154 |
| 735 | AMC | AGE Administrative | 3339 | | | |
| | | | | 3339 | 3339 | 0 |

APPENDIX III cont.

| Facility | MAJCOM | Function | SF Req'd | Total Facility Rqmt | SF Available for retained facilities | SF Delta |
|----------|--------|----------------------------------|----------|---------------------|--------------------------------------|----------|
| 738 | AFRC | Reserve Squad Ops | 15850 | | | |
| | AFRC | Reserve AMXS | 12940 | | | |
| | AMC | Active AMXS | 5500 | | | |
| | | | | 34290 | 47390 | 13100 |
| 741 | AFRC | Unscheduled Maintenance Hangar | 22680 | | | |
| | AFRC | Fuel Cell Hangar | 24400 | | | |
| | | | | 47080 | 57272 | 10192 |
| 750 | AFRC | Scheduled Maintenance Hangar | 22680 | | | |
| | AFRC | Corrosion Control Hangar | 24400 | | | |
| | AFRC | Sheet Metal Shop | 2500 | | | |
| | AFRC | CTK/RSP/Tool kit storage | 1000 | | | |
| | AFRC | Corrosion Control Shop | 2900 | | | |
| | AFRC | Fiberglass/Composite Materials | 700 | | | |
| | AMC | Tube Shop | 2000 | | | |
| | | | | 56180 | 66304 | 10124 |
| 753 | AMC | Active Associate Squad Ops | 14050 | | | |
| | AFSOC | SOF Training Facility Det. 1 | 13920 | | | |
| | AMC | 33 TES | 12000 | | | |
| | | | | 39970 | 42000 | 2030 |
| 756 | AMC | Automated Fuels Service Station | 70 | | | |
| | | | | 70 | 70 | 0 |
| 758 | AMC | 43 AMXS (En Route) | 8000 | | | |
| | | | | 8000 | 8000 | 0 |
| 759 | AMC | AGE In-service Servicing (Fuels) | 4000 | | | |
| | | | | 4000 | 4000 | 0 |
| 764 | AFRC | 34 Aerial Port Training Facility | 8420 | | | |
| | AMC | 3 APS | 30000 | | | |
| | | | | 38420 | 40000 | 1580 |
| 766 | AMC | Special Vehicle MX | 4200 | | | |
| | | | | 4200 | 4200 | 0 |
| 768 | AMC | Special Vehicle MX | 14375 | | | |
| | | | | 14375 | 14375 | 0 |

APPENDIX III cont.

| Facility | MAJCOM | Function | SF Req'd | Total Facility Rqmt | SF Available for retained facilities | SF Delta |
|----------|--------|---------------------------------|----------|---------------------|--------------------------------------|----------|
| 770 | AFRC | 53d APS (Reserve) | 4488 | | | |
| | | | | 4488 | 4488 | 0 |
| 772 | AFRC | 53d APS (Reserve) | 2880 | | | |
| | | | | 2880 | 2880 | 0 |
| 775 | AMC | LOX Tank Shelter | 684 | | | |
| | | | | 684 | 684 | 0 |
| 777 | AFRC | LOX Storage and Dispensing | 1711 | | | |
| | AMC | LOX Office | 489 | | | |
| | | | | 2200 | 2200 | 0 |
| 778 | AMC | POL Vehicle Checkpoint Facility | 975 | | | |
| | | | | 975 | 975 | 0 |
| 782 | AMC | Fuels Pavilion | 750 | | | |
| | | | | 750 | 750 | 0 |
| 800 | AMC | Hydrants Type III Pump Shed | 3100 | | | |
| | | | | 3100 | 3100 | 0 |
| 803 | AMC | Prevent Maint Shed | 525 | | | |
| | | | | 525 | 525 | 0 |
| 805 | AMC | Hydrants Type III | 1830 | | | |
| | | | | 1830 | 1830 | 0 |
| 810 | AMC | Management, Admin, Support | 3659 | | | |
| | | | | 3659 | 3659 | 0 |
| 811 | AFRC | POL OPS | 2290 | | | |
| | AMC | POL OPS Facility | 2564 | | | |
| | | | | 4854 | 4854 | 0 |
| 813 | AMC | Pump House | 3467 | | | |
| | | | | 3467 | 3467 | 0 |
| 818 | AMC | Pumphouse 3, type II | 1800 | | | |
| | | | | 1800 | 1800 | 0 |

APPENDIX III cont.

| Facility | MAJCOM | Function | SF Req'd | Total Facility Rqmt | SF Available for retained facilities | SF Delta |
|----------|--------|---|----------|---------------------|--------------------------------------|----------|
| 820 | AMC | Pumphouse 2, type II | 2000 | | | |
| | | | | 2000 | 2000 | 0 |
| 822 | AMC | Pumphouse 1, type II | 1900 | | | |
| | | | | 1900 | 1900 | 0 |
| 850 | AMC | 3 APS Check House | 5476 | | | |
| | | | | 5476 | 5476 | 0 |
| 852 | AMC | 3 APS Equipment Storage | 5760 | | | |
| | | | | 5760 | 5760 | 0 |
| 900 | AFRC | Reserve Wing HQ | 37650 | | | |
| | | | | 37650 | 43500 | 5850 |
| 930 | AMC | C-130 Hulk trainer | 4544 | | | |
| | | | | 4544 | 4544 | 0 |
| | AMC | Mobile Distribution, Operations | | | | |
| | AMC | Refueling Vehicle Parking Area (Facility Number still to be assigned) | | | | |
| 12608 | AMC | R-11 Truck Fillstand (Bldg 800) | | | | |
| 12620 | AMC | Fuels Yard Fillstand | | | | |
| 12621 | AMC | Red Ramp JP-8 Fillstand | | | | |
| 41102 | AMC | Bulk Storage Tank A1 | | | | |
| 41104 | AMC | Bulk Storage Tank A2 | | | | |
| 41113 | AMC | Bulk Storage Tank A3 | | | | |
| 41114 | AMC | Bulk Storage Tank A4 | | | | |
| 41119 | AMC | 10,000 BBL JP-8 Cut and Cover Tank | | | | |
| 41120 | AMC | 10,000 BBL JP-8 Cut and Cover Tank | | | | |
| 89760 | AMC | Glycol Tanks | | | | |

APPENDIX III cont.

Summary of Requirements

| | Total Facility Requirement | SF Available |
|---------------------------------------|-----------------------------------|---------------------|
| Total AF Assets at Pope AFB | | 3,407,765 |
| Total AF Facility Requirements | 989,638 | 1,142,805 |
| AFRC Facility Requirements | 410,253 | |
| AMC Facility Requirements | 272,262 | |
| AFSOC Facility Requirements | 146,426 | |
| ACC Facility Requirements | 89,728 | |
| AETC Facility Requirements | 63,570 | |
| ARMY Facility Requirements | 7,399 | |
| Total Unused Facility Space | | 2,264,960 |

Note: Functions highlighted are Non-BRAC programmatic issues.

APPENDIX IV

Consolidated Training Facility and Wing HQ Breakout Sheet

| Function | Scope (SF) | CatCode | FAC | Hndbk |
|---------------------------|-------------------|----------------|------------|--------------|
| 440 AW HQ | | | | |
| Command Section | 1,790 | | | 7.7.1 |
| Wing Plans | 750 | | | 7.7.5 |
| IG | 220 | | | 7.7.6 |
| JA (150+120+64+450) | 784 | | | 7.7.7 |
| Ops Group | 780 | | | 7.7.3 |
| Ops Flt | 1,690 | | | 7.7.12 |
| Maintenance Grp | 780 | | | 7.7.4 |
| MSG | 780 | | | 7.7.2 |
| MSF | 660 | | | 7.7.11 |
| HC | 150 | | | 7.7.8 |
| HO | 200 | | | 7.7.9 |
| Wing Safety | 650 | | | 7.7.10 |
| MPF | 2,140 | | | 7.7.14 |
| Family Readiness | 1,100 | | | 7.7.15 |
| Civilian Personnel | 870 | | | 7.7.16 |
| Info Sys Flt | 1,000 | | | 5.3.1 |
| Command Post | 4,500 | | | 6.2 |
| PA | 640 | | | 7.7.17 |
| FM | 2,250 | | | 7.7.18 |
| MEO | 250 | | | 7.7.20 |
| Wing Education & Training | 2,890 | | | 7.7.22 |
| Recruiting | 1,240 | | | 7.9 |
| | <hr/> | | | |
| Sub-Total | 26,114 | | | |
| Overhead (30%) | 7,834 | | | 7.7 |
| | <hr/> | | | |
| Sub-Total | 33,948 | | | |
| Wg HQ Support Space | 3,700 | | | 7.7 |
| | <hr/> | | | |
| TOTAL | 37,650 | 171445 | 1714 | |

APPENDIX IV cont.

| Function | Scope (SF) | CatCode | FAC | Hndbk |
|---------------------------------------|-------------------|----------------|------------|--------------|
| Consolidated Training Facility | | | | |
| LRS | 2,860 | | | 7.7.13 |
| SFS | 9,380 | | | 7.4 |
| CES | 11,960 | | | 7.5 |
| Disaster Prep | 3,050 | | | 7.5.2 |
| SVF | 1,680 | | | 7.7.19 |
| SV Storage | 2,690 | | | 10.4 |
| | 31,620 | 171443 | 1714 | |
| Firefighter Training | 4,320 | 171443 | 1714 | 7.6 * |
| MOF | 5,320 | 171443 | 1714 | 8.2 |
| CF | 3,430 | 171447 | 1711 | 7.3 |
| MDS | 10,880 | 171450 | 1711 | 7.12.2 |
| ALCF | 9,810 | 141-753 | 1412 | 6.5 |
| 34 APS | 11,920 | 171873 | 1712 | 7.14 |
| Base Supply (860 x 15 SF) | 12,900 | 442758 | 4421 | 10.3.1.2 |
| Mobility Bag Storage (860 x 6) | 5,160 | 442758 | 4421 | 10.3.1.4 |
| | 133,010 | | | |

* Current Revision.



BACKGROUND PAPER: BRAC C-130 CONSOLIDATION *

Introduction – The Air Force Base Realignment and Closure (BRAC) recommendations pertaining to the C-130 involve 21 installations and affect 156 aircraft.¹ This paper addresses issues related to a subset of those recommendations regarding the consolidation of C-130s at Little Rock Air Force Base (AFB). These issues are introduced in this section.

The consolidation of much of the C-130 fleet at Little Rock AFB contradicts stated Air Force organizational principles and will entail the movement of 77 aircraft and affect seven installations.² Two more facilities will be required to transfer an additional 16 C-130s to Pope AFB to replace 25 C-130s that are transferred from Pope AFB to Little Rock AFB.³ Twenty four of the total aircraft recommended for relocation to Little Rock AFB are currently located at four Air National Guard (ANG) units and their removal may be complicated or even negated by issues related to Title 32.⁴

Many of the C-130 Air Force recommendations appear to demonstrate an inconsistent use of the Air Force Base Realignment and Closure (BRAC) Analysis Tool used to assign Mission Capabilities Indices (MCIs) for assessing military value. A higher MCI number is intended to reflect a higher military value. In theory, facilities with lower MCIs would be favored for realignment or closure over those facilities having higher MCI values. As part of the effort to consolidate C-130s at Little Rock AFB however, aircraft were recommended for transfer to Little Rock AFB from Pope and Dyess AFBs. Both of these facilities had higher MCI values than Little Rock AFB.

The information used to assign military value also may have been outdated or incorrect. Data used in assessing military value was collected using the Web-based Installation Data Gathering and Entry Tool (WIDGET) software developed by the Air Force.⁵ The BRAC Analysis Tool then used these data in conjunction with military value and weighting criteria to develop the respective MCI values for each of the 154 Air Force installations.⁶ In order to standardize the evaluations, data obtained after 2003 were not considered for use in the analysis.⁷ However, this cut-off period may have led to incorrect conclusions. A prime example is the overarching justification for removing C-130s from many ANG and Air Force Reserve (AFR) bases. These units were often recommended for realignment or closure because they were considered unable to accommodate the optimal 12 aircraft recommended by the Air Force for an ANG or AFR C-130 squadron.⁸ BRAC staff visited seven of the C-130 bases having activities associated with Little Rock AFB, and found that all could accommodate the optimal number of aircraft.

When viewed as a whole, the Air Force BRAC recommendations pertaining to the C-130 consolidation at Little Rock AFB appears to be a response to Congressional prohibitions on retiring C-130Es and initial cancellation of the programmed purchases of C-130Js.

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Air Force C-130 Allocation – Much of the confusion pertaining to the Air Force C-130 recommendations stems from the number of versions available. The C-130 situation is clouded still further by the numerous C-130 mission configurations (i.e. airlift, gunship, or weather). This paper addresses only those C-130 models configured for airlift missions. There are currently three basic C-130 models in the Air Force inventory, the C-130E, C-130H and the C-130J. They are allocated as shown in Table 1.⁹

Table 1: Air Force C-130 Allocation by Organization

| Organization | C-130 Allocation |
|---|-------------------------|
| Air Mobility Command (AMC) | 91 |
| Air National Guard (ANG) | 174 |
| Air Force Reserves (AFR) | 76 |
| Air Education and Training Command (AETC) | 47 |
| United States Air Force Europe (USAFE) | 20 |
| Pacific Air Force (PACAF) | 29 |
| Total | 437 |

Decisions Made Regarding the C-130E – Many C-130Es currently assigned to units are over 40 years old and are either no longer flyable or are flyable only under certain restricted conditions. The primary concern with the aging C-130E is cracked wing boxes. It takes three years to get the wing boxes fixed at a cost of \$10 million per plane.¹⁰ The Air Force BRAC recommendations designate a total of 47 C-130Es for retirement.¹¹ However, Senate Bill 1043 Section 134 states “[t]he Secretary of the Air Force may not retire any C-130E/H tactical airlift aircraft of the Air Force in fiscal year 2006.”¹² When asked to comment on the apparent contradiction between this and the BRAC recommendations, the Air Force Clearinghouse response was:

In accordance with the BRAC law, the Air Force developed BRAC recommendations based on the future force structure plan submitted to the congress (*sic*) in November, 2004. If the congress (*sic*) subsequently prohibits the retirement of the aircraft, the Air Force will maintain the aircraft in accordance with the law and approved BRAC recommendations.¹³

Decisions Made Regarding the C-130H – There are five variants of the C-130H model; the C-130H, C-130H1, C-130H2, C-130H2.5, and the C-130H3.¹⁴ Externally, the aircraft are all very similar in appearance to each other and to the C-130E.¹⁵ The differences in variant designation are related to avionics and instrumentation upgrades.¹⁶ Because of these differences, crew trained in the operation of one variant cannot fly a different variant without additional training.¹⁷ However, safety issues essentially prevent dual training.¹⁸ As might be expected, there are also different maintenance requirements for these variants.¹⁹

Decisions Made Regarding the C-130J – The C-130J/J-30 was selected to replace the C-130E.²⁰ In addition to being longer than the “E” and “H” models, the C-130J is air-refuelable.²¹ Approximately 168 C-130J/J-30s were planned for the Air Force inventory

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as of September 2003.²² By the end of fiscal year 2004, 37 of these aircraft had already been delivered with most going to the AFR and ANG.²³ An additional 41 C-130Js were scheduled to go to Air Reserve Component (ARC) units. Future allocations of the remaining 90 C-130Js to active units are shown in Table 2.²⁴

Table 2: C-130J Programmed Deliveries Through Fiscal Year 2017

| Installation Name | Number of C-130Js Programmed | Programmed Delivery |
|--------------------------|-------------------------------------|----------------------------|
| Little Rock AFB (AETC) | 14 | FY 05 – FY 11 |
| Little Rock AFB (AMC) | 16 | FY 14 – FY 17 |
| Pope AFB | 31 | FY 07 – FY 13 |
| Ramstein Air Base | 18 | FY 09 – FY 11 |
| Yokota Air Base | 11 | FY 14 – FY 16 |

Although the aircraft purchases were programmed, all procurements of the C-130J for the Air Force were terminated on 23 December 2004.²⁵ However, funding for C-130J purchases appears to have been reinstated on 17 May 2005 under different acquisition regulations.²⁶ The following sections indicate that Air Force realignment and closure decisions may have been influenced by the status of the C-130J program at the time and may not reflect its current status.

Air Force Scenarios Regarding the C-130 – The various scenarios regarding the movement of C-130s to and from Little Rock and Pope AFBs were obtained from the “Scenario Tracker” database and are provided in Attachment 1. While not definitive in nature, the proposed scenarios are useful for providing some insight into the Air Force decision-making process. The first scenario (USAF-0012) is entitled “Consolidate C-130 Fleet” and entails realigning the current C-130 force structure in as “few locations as practicable using standard squadron sizes and crews. . . .” Based on the scope of the first scenario, it seems reasonable to consider all following scenarios as subsets of the initial recommendation. Table 3 summarizes the BRAC C-130 scenarios as they pertain to Little Rock AFB.

Through 17 December 2004, the Air Force scenarios divided the C-130 recommendations almost equally between Little Rock AFB (36 PAA) and other locations (31 PAA). With the recommended retirement of 14 C-130Es and the recoding to backup aircraft inventory (BAI) of another 14 C-130Es, Little Rock AFB effectively received only 8 additional aircraft. Beginning on 6 January 2005 however, the direction of aircraft movement was clearly towards Little Rock AFB. From 6 January until 8 April 2005, the various scenarios had Little Rock AFB receiving 45 additional aircraft as opposed to 19 aircraft received at four other installations. The change in aircraft movement direction closely follows the 23 December date for PBD 753 and may suggest that the movement direction was influenced to some degree by decisions pertaining to the C-130J program.

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Table 3: C-130 Scenarios Relative to Little Rock and Pope AFBs

| Scenario Date | Scenario Title | C-130 Model | Number Moved To |
|---------------|--|--|--|
| 09/22/04 | Consolidate C-130 Fleet | All | Not applicable |
| 10/21/04 | Close Ellsworth AFB | Unspecified models from 317 th Airlift Group at Dyess AFB, TX | Elmendorf AFB, AK (4 PAA)* Peterson AFB, CO (4 PAA) Cheyenne Airport AGS, WY (4 PAA) Pope/Ft. Bragg, NC (4 PAA) Little Rock AFB, AR (16 PAA) |
| 12/17/04 | Realign Little Rock AFB | C-130E C-130J | Pope AFB, NC (5 PAA C-130E, 2 PAA C-130J) Little Rock AFB Backup Aircraft Inventory (14 PAA C-130E) Retirement (14 PAA C-130E) |
| 12/17/04 | Realign Maxwell AFB | C-130H | Dobbins Air Reserve Base (ARB), GA (4 PAA) Little Rock AFB, AR (4 PAA) |
| 12/17/04 | Close Mansfield-Lahm MAP AGS | C-130H | Maxwell AFB, AL (4 PAA) Little Rock AFB, AR (4 PAA) |
| 12/17/04 | Realign Schenectady County Airport AGS | C-130H | Little Rock AFB, AR (4 PAA) |
| 12/17/04 | Realign Reno-Tahoe IAP AGS | C-130H | Little Rock AFB, AR (8 PAA) |
| 01/06/05 | Close Pope AFB | C-130E C-130J | Little Rock AFB, AR (11 PAA C-130E, 14 PAA C-130J) |
| 02/04/05 | Close Niagara Falls ARS | C-130H | Little Rock AFB, AR (8 C-130H) |
| 02/04/05 | Realign Pope AFB | C-130E C-130J | Little Rock AFB, AR (25 PAA C-130E) Little Rock retires 27 PAA C-130E Little Rock distributes 1 PAA C-130J to Quonset Airport AGS, RI Little Rock distributes 2 PAA C-130J to Channel Islands AGS, CA |
| 02/04/05 | Close Pittsburgh IAP ARS | C-130H | Little Rock AFB, AR (4 PAA C-130H) Pope AFB, NC (4 PAA C-130H) |
| 04/08/05 | Realign Boise Air Terminal AGS | C-130H | Little Rock AFB, AR (4 PAA C-130H) |
| 04/08/05 | Close General Mitchell ARS | C-130H | Dobbins ARB, GA (4 PAA C-130H) Little Rock AFB, AR (4 PAA C-130H) |

* PAA – Primary Aircraft Assigned

Air Force BRAC Recommendations – The scenarios formed the basis for the Air Force recommendations. The stated justification for transferring C-130s to Little Rock AFB, resulted from the lower military values calculated for ANG or AFR installations.²⁷ Further justification was provided by an effort to transfer the C-130 force structure to “address a documented imbalance in the active/reserve manning mix for C-130s”.²⁸ The primary determinant of military value relative to AFR or ANG installations appears to be their ability to support the optimal 12 plane squadron. Table 4 depicts the seven different recommendations that send C-130s to Little Rock AFB.

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Table 4: Air Force BRAC Recommendations Directing Aircraft to Little Rock AFB

| Recommendation | Reference | Source Installation | Moved to Little Rock AFB |
|---|------------------|------------------------------------|---------------------------------|
| Ellsworth AFB, SD and Dyess AFB, TX | Air Force - 43 | Dyess AFB, TX | 24 |
| Reno-Tahoe International Airport AGS, NV | Air Force - 31 | Reno-Tahoe AGS, NV | 8 |
| Niagara Falls ARS, NY | Air Force - 33 | Niagara Falls ARS, NY | 8 |
| Schenectady County Airport AGS, NY | Air Force - 34 | Schenectady County Airport AGS, NY | 4 |
| Mansfield-Lahm Municipal Airport AGS, OH | Air Force - 39 | Mansfield-Lahm AGS, OH | 4 |
| General Mitchell ARS, WI | Air Force - 52 | General Mitchell ARS, WI | 4 |
| Pope Air Force Base, NC, Pittsburgh International Airport ARS, PA, and Yeager AGS, WV | Air Force - 35 | Pope AFB, NC | 25 |

The following subsections discuss the installation specific issues associated with the recommendations for consolidating C-130s at Little Rock AFB.

Little Rock AFB, AR – Little Rock AFB is the center for C-130 training and houses a C-130J Academic/Simulator Complex – Facility consisting of three different C-130J cockpit simulators of increasing complexity, a C-130J crew maintenance trainer, and a C-130J engine repair trainer.

There are currently 86-88 C-130s assigned to Little Rock AFB. These are allocated to the following commands:

- AMC (14 C-130H3s and 15 C-130Es)²⁹
- ANG (10 C-130Es)³⁰
- AETC (45 C-130Es and 4 C-130Js)³¹

Of the 70 C-130Es assigned to the three Little Rock AFB units, 15 (21%) are grounded and 21 (30%) are restricted.³² The Air Force recommended retiring 27 C-130Es stationed at Little Rock AFB.³³ Three of the four C-130Js at Little Rock AFB are recommended for distribution to Channel Islands AGS, CA and Quonset State AGS, RI.³⁴ These reallocations will leave Little Rock AFB with 56 – 58 of its original aircraft.

Table 5 summarizes the recommended movement of aircraft to Little Rock AFB.³⁵

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Table 5: Recommended C-130 Movements to Little Rock AFB

| Installation | Number at Installation | Model | To Be Moved to Little Rock AFB |
|------------------------------------|-------------------------------|--------------|---------------------------------------|
| Dyess AFB, TX | 32 | C-130H | 24 |
| Reno-Tahoe AGS, NV | 8 | C-130H | 8 |
| Niagara Falls ARS, NY | 8 | C-130H | 8 |
| Schenectady County Airport AGS, NY | 4 | C-130H | 4 |
| Mansfield-Lahm AGS, OH | 8 | C-130H | 4 |
| General Mitchell ARS, WI | 8 | C-130H | 4 |
| Pope AFB, NC | 25 | C-130E | 25 |

Moving 77 additional aircraft to Little Rock AFB may be problematic. The BRAC recommendations will raise the total number of aircraft to 133 – 135 (PAA and BAI) C-130E, H, and J models distributed to an AETC Wing, an ANG Wing, and an AMC Group. Three of the installations recommended to transfer aircraft to Little Rock AFB are ANG facilities, and therefore, the recommended movement of 16 C-130Hs from these locations may be complicated or even negated because of Title 32.³⁶ Further, the location of this many C-130 aircraft at Little Rock will consolidate approximately 31% of the C-130 fleet in a centralized location and contradicts Air Force principles for airlift mobility bases that states:

Our airlift mobility bases must have robust inter-modal transportation infrastructure to mobilize joint, interagency forces and be *geographically separated* [emphasis added] to reduce the likelihood of a single point of failure due to environmental or infrastructure problems. Airlift bases *located near or with primary users* [emphasis added] can enhance joint training and responsiveness.³⁷

Finally, discussions with base personnel during the 8 July staff only visit suggested that the existing support infrastructure had reached its maximum capacity. This observation was subsequently confirmed in a letter from Congressman Walsh citing a recent Air Force BRAC site survey estimating Little Rock AFB would need an additional \$107 to \$270 million in MILCON as a result of the BRAC recommendations.³⁸

Dyess AFB, TX – DOD recommended realigning Dyess AFB by transferring 24 C-130s to Little Rock AFB.³⁹ This realignment would make room for B-1 bombers transferred under the recommendation to close Ellsworth AFB, SD.⁴⁰ Dyess AFB has the capability to accommodate up to 68 B-1s and 35 C-130s.⁴¹

Because Dyess AFB had a higher MCI rating (11) than did Little Rock AFB (17), community representatives noted that transferring Dyess AFB’s C-130s to Little Rock AFB was inconsistent with the Air Force’s use of military value determinations.⁴² The Little Rock AFB recommendations also would combine C-130E, C-130H, and C-130J models at a single location, apparently contradicting the Air Force plan to consolidate

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aircraft of the same type.⁴³ Community advocates further maintained the beddown the C-130s at Little Rock AFB would cost more than keeping C-130s at Dyess AFB and relocating B-1s from Ellsworth AFB.⁴⁴ The cost of C-130s remaining at Dyess and consolidating B-1s at Dyess is \$167M” while “the costs to transfer the C-130s to Little Rock and to consolidate the B-1s at Dyess is \$185M.”⁴⁵

Reno-Tahoe International Airport AGS, NV – Representatives of Reno-Tahoe IAP AGS stated the MCI value for their facility was low and that the realignment justification was incomplete.⁴⁶ Reno-Tahoe IAP/AGS is capable of supporting 12 C-130s on existing land.⁴⁷ Since the data call, there has been an Air Force-approved airport authority land agreement allowing the expansion to 16 aircraft.⁴⁸ Further, eliminating the entire aviation program, aerial port, and fire department at Reno-Tahoe IAP AGS would incur unaddressed costs of nearly \$100M in 2005 dollars over a 20 year period to support the remaining expeditionary combat support (ECS) and other joint missions.⁴⁹ The position taken by representatives of Reno-Tahoe IAP AGE was that this is a significant departure from DOD’s cost savings analysis as outlined in BRAC Report.⁵⁰ Finally, Reno-Tahoe IAP AGS representatives indicated that the BRAC recommendation to relocate the ANG AW violates both the specific language and intent of the U.S. Constitution, several federal statutes, and the direction of the United States Supreme Court.⁵¹

Niagara Falls ARS, NY – Representatives of the community felt the Air Force recommendations were made based on outdated or incomplete information. Since 1995, the Niagara Falls Air Reserve Station (NFARS) has made a concerted effort to improve its infrastructure.⁵² As a result, 100% of excess capacity (33% of total) was eliminated over the past 10 years.⁵³ The average age of NFARS’ buildings is 32 years, or approximately 10 years less than that of other AFR facilities.⁵⁴ A recent agreement with the State of New York reduced electricity rates from \$0.11 per kilowatt hour to approximately \$0.06 per kilowatt hour, giving NFARS an annual reduction in electric utility costs of approximately 45% or \$450,000 annually.⁵⁵

Schenectady County Airport AGS, NY – Community representatives suggested that relocating four C-130H to Little Rock AFB will increase the usage of the ski mounted LC-130s and shorten their operable lifespan by approximately 25%.⁵⁶ They also reiterated issues related to the legality of the proposed realignment of the installations as follows:

- Proposed movement of aircraft is not related to infrastructure restructuring.⁵⁷
- Recommendations to relocate, withdraw, disband, or change the organization of an ANG unit, unless done so for infrastructure rationalization is inconsistent with the intent of BRAC legislation.⁵⁸
- The Adjutant General Association of the United States (AGAUS) has validated that programmatic moves of the aircraft is inconsistent with BRAC objectives.⁵⁹

Mansfield-Lahm Municipal Airport AGS, OH – Unit personnel stated the data for their facility was incorrect.⁶⁰ The installation can accommodate more than eight C-130s on the current ramp and they were given no credit for their hangar because of the width of the door.⁶¹ However, wings slots in the hangar wall allow it to accommodate the C-130.⁶²

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General Mitchell Field ARS – During the base visit, all of the buildings appeared to be in good condition and very well maintained. The BRAC staff was informed by base officials that they currently have 8 C-130s, are manned for 12, and have the capability to expand to 16 aircraft.⁶³ Projects currently programmed include ramp expansion (75 ft.), propulsion shop expansion, and a new main gate.⁶⁴

Gen. Mitchell ARS officials felt that the MCI values for their facility were flawed and used the MCI scores of the co-located National Guard unit as an example.⁶⁵ Although the Guard unit flies tankers, using the same airspace and runway as the Reserve unit, the tanker unit received a higher MCI airlift value.

Pope AFB, NC – The stated justification for downsizing Pope AFB would be to take advantage of mission-specific consolidation opportunities to reduce operational and maintenance costs.⁶⁶ The corresponding smaller manpower footprint would facilitate transfer of the installation to the Army.⁶⁷

The 25 C-130Es from Pope AFB are intended to replace the 27 C-130Es recommended for retirement at Little Rock AFB.⁶⁸ In a related recommendation, the aircraft moving from Pope AFB will be replaced by a 16 C-130H AFR/Active Duty associate squadron comprised of eight C-130 aircraft from Yeager Airport AGS and eight C-130 from Pittsburgh International Airport Air Reserve Station (Pittsburgh IAP ARS).⁶⁹ The recommendation to transfer aircraft from Yeager AGS also may be affected by Title 32 concerns.

Pittsburgh IAP ARS – The justification for realigning Pittsburgh IAP ARS was based on the major command's capacity briefing that "land constraints prevented the installation from hosting more than 10 C-130 aircraft . . ." ⁷⁰ However, information provided by base personnel demonstrated ample space available for 20 aircraft with no additional MILCON required.⁷¹

Members of the unit also believed they did not receive the appropriate credit for the load bearing capacity of their ramp in determining the MCI value.⁷² As part of Pittsburgh IAP, the ramp area has been used as a taxiway for such heavy aircraft as 747s, C-5s, and B-52s and is routinely used by C-130s.⁷³ However, the ramp did not have a "published" pavement condition number (PCN) and consequently could not be used in the model for determining the MCI for the facility.⁷⁴ The lack of a PCN cost the installation 2.98 points.⁷⁵

Installation representatives also felt that other aspects of the WIDGET Model and the BRAC Analysis Tool overrated assets that were not necessary for the C-130 airlift mission.⁷⁶ Although these issues do not represent examples of using inaccurate or outdated data, or errors with the model, they do represent a bias in the model towards large, active duty facilities. Examples include:

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- Fuel hydrant systems – Because C-130s carry only 9,000 gallons, a fuel hydrant system is not necessary for accomplishing the C-130 airlift mission.⁷⁷
- Proximity to and quality of surveyed landing zones (LZs) – Surveyed LZs are not required for C-130 training.⁷⁸
- Distance to selected overseas Army Post Office Europe locations – The question is irrelevant for an installation flying theater airlift C-130s.⁷⁹

Yeager Airport AGS, WV – The major command's capacity briefing also reported that Yeager Airport AGS cannot support more than eight C-130s.⁸⁰ However, the Wing Commander reported that the unit can actually park 12 C-130s.⁸¹ During the base visit of 13 June 2005, there were eleven aircraft present. A little-used secondary runway also can be used for parking during surge operations.⁸² Further, the base received no credit in the MCI determination for its hangar since it was constructed to house fighters.⁸³ However the hangar has been able to contain C-130 for over 25 years with the addition of wall slots.⁸⁴

Conclusions – This paper demonstrates that use of the MCI military value scores appears to have been applied inconsistently in relation to the decision to consolidate C-130s at Little Rock AFB. The stated justification for closing or realigning ANG and AFR units, and moving their associated aircraft was because their MCI scores were lower than that of Little Rock AFB. If this justification were applied consistently, it follows that the C-130s recommended for Little Rock AFB (MCI value of 17) would instead have been recommended for Dyess AFB (11) or Pope AFB (6). The model also may demonstrate a bias towards active duty facilities and information used in determining MCI values may be outdated or incorrect.

The impetus behind the BRAC process is to save money by reducing infrastructure. It seems unlikely that realigning three Air Guard Stations, and closing three Air Reserve Stations and one Air Guard Station, will offset the \$107 to \$270 million in new MILCON required to accommodate the relocated aircraft at Little Rock AFB. Additionally, potential savings anticipated from the BRAC recommendations related to ANG units may be eliminated because of Title 32 issues. These issues also may affect recommendations regarding AFR units that are co-located with ANG units. Finally, any implied savings from the realignment of Pope AFB may have already been reduced or lost due to construction of a \$10.7 million two-door C-130J hangar that is 68% complete.⁸⁵

The effort to consolidate a large portion of the C-130 fleet at Little Rock AFB appears to contradict Air Force organizational principles regarding airlift mobility bases. This contradiction seems to be driven by a need to extend the operational life of the C-130E (and some H variants) by spreading the flight hours more evenly. This need took on greater urgency with the 23 December 2004 cancellation of the C-130J model. However, the C-130J was reinstated after the release of the BRAC recommendations and would seem to render moot the Air Force BRAC recommendations related to consolidating the C-130 fleet at Little Rock AFB.

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Attachment 1

C-130 Realignment Scenarios Related to Pope and Little Rock Air Force Bases

| Date | Scenario Number | Title | Scenario |
|-------------|------------------------|---|--|
| 09/22/04 | USAF-0012 | Consolidate C-130 Fleet | <p>Realign current C-130 force structure at as few locations as practicable using standard squadron sizes and crews, consistent with Mission Capabilities Indices and Future Total Force tenants.</p> <p>Principles: Primary determinant - MCI rating; optimize squadron size; consolidate airlift assets</p> <p>Exceptions: If installation has consolidated MDS now, do not reduce</p> |
| 10/21/04 | USAF-0018 | Close Ellsworth AFB (S200.1c3) | <p>The 28th Bomb Wing will inactivate. The wing's 24 B-1B aircraft will be distributed to the 7th Bomb Wing, Dyess AFB. The 317th Airlift Group at Dyess will inactivate and its C-130 aircraft will be distributed to the 3d Wing, Elmendorf AFB (4 PAA); 302d Airlift Wing (AFRC), Peterson AFB (4 PAA); 153d Airlift Wing (ANG), Cheyenne Airport AGS (4 PAA); Pope/Ft Bragg (4 PAA); and 314th Airlift Wing, Little Rock AFB (16 PAA). Peterson, Cheyenne and Pope/Ft Bragg will have C-130 active duty/ARC associations at a 50/50 force mix. Elmendorf will have C-130 association mix of 8 PAA/4PAA (ANG/SD).</p> <p>Belle Fourche Electronic Scoring Site assets will need to be moved. Active/ARC C-130 associations at Elmendorf, Peterson, Cheyenne and Little Rock (50/50 mix). Active/ARC mix at Pope/Ft Bragg will be 50/50 mix (AFRC/AD).</p> |
| 12/17/04 | USAF-0058 | Realign Little Rock AFB (S301) | <p>Assigned C-130E aircraft (5 PAA) and C-130J aircraft (2 PAA) will be redistributed to the 43rd Airlift Wing, Pope AFB, North Carolina.; other assigned C-130E aircraft will be recoded to backup aircraft inventory (14 PAA) and retire (14 PAA). The 23rd Fighter Group's A-10 aircraft (36 PAA) assigned to Pope AFB will be redistributed to Barksdale AFB, Louisiana.</p> |
| 12/17/04 | USAF-0059 | Realign Maxwell AFB (S322) | <p>The 908th Airlift Wing (AFRC) will inactivate. The wing's C-130H aircraft (4 PAA) will be distributed to the 94th Airlift Wing, Dobbins ARB, Georgia, and the 314th Airlift Wing, Little Rock AFB, AR (4 PAA).</p> |
| 12/17/04 | USAF-0066 | Close Mansfield Lahm MAP AGS (S319.1) | <p>The 179th Airlift Wing (ANG) will inactivate. The wing's C-130H aircraft will be distributed to the 908th Airlift Wing (AFRC), Maxwell AFB, AL (4 PAA) and the 314th Airlift Wing, Little Rock AFB (4 PAA). Flying related ECS moves to Louisville IAP AGS, Kentucky (Aerial Port) and Toledo Express Airport AGS, Ohio (Firefighters).</p> |
| 12/17/04 | USAF-0067 | Realign Schenectady County APT AGS (S320) | <p>Relocate C-130H aircraft (4 PAA) to the 189th Airlift Wing (ANG), Little Rock AFB.</p> |
| 12/17/04 | USAF-0068 | Realign Reno-Tahoe IAP AGS (S311Z) | <p>The 152nd Airlift Wing (ANG) will inactivate. The wing's C-130H aircraft will be distributed to the 189th Airlift Wing (ANG), Little Rock AFB, Arkansas (8 PAA).</p> <p>The wing's ECS elements and the DCGS will remain as an enclave. ANG manpower will associate with active duty aggressor unit at Nellis AFB.</p> |

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C-130 Realignment Scenarios Related to Pope and Little Rock Air Force Bases

| Date | Scenario Number | Title | Scenario |
|-------------|------------------------|--|--|
| 01/06/05 | USAF-0096 | Close Pope AFB (S315) | The 43rd Airlift Wing will be inactivated. Assigned C-130E (11PAA) and C-130J (14 PAA) aircraft will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. The 23rd Fighter Group's A-10 aircraft (36 PAA) will be reassigned to Barksdale AFB, Louisiana. |
| 02/04/05 | USAF-0121 | Close Niagara Falls ARS (S318.3c1) | The 914th Airlift Wing (AFRC), Niagara Falls IAP ARS, New York will inactivate. The wing's 8 C-130H aircraft will be distributed to the 314th Airlift Wing, Little Rock AFB. The 107th Airlift Wing (ANG) will inactivate and its 8 KC-135R aircraft will be distributed to the 101st Air Refueling Wing (ANG) Bangor, Maine. KC135E aircraft assigned (8 PAA) to the 101st ARW will retire. |
| 02/04/05 | USAF-0122 | Realign Pope AFB (S316.2) | The 43rd Airlift Wing will be inactivated. Assigned C-130E (25 PAA) aircraft 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); distribute C-130J aircraft to the 143rd Airlift Wing (ANG) Quonset State APT AGS, Rhode Island (1 PAA) and 146th Airlift Wing (ANG) Channel Islands AGS, California (2 PAA). The 23rd Fighter Group at Pope will inactivate and associated A-10 aircraft (36 PAA) will be distributed to Moody AFB, Georgia. The 347th Rescue Wing's HC-130P (11 PAA) and HH-60 (14 PAA) aircraft will be distributed to the 355th Wing, Davis Monthan AFB, Arizona. AFRC Aerial Port at Pope AFB will remain in place as a tenant to the Army. Additional Air Force will remain in place, as a tenant to the Army, to support Army Requirements at Ft Bragg. |
| 02/04/05 | USAF-0123 | Close Pittsburgh IAP ARS (S317.1) | The 911th Airlift Wing (AFRC) will inactivate. The wing's C-130H aircraft (8 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB (4 PAA) and to Ft Bragg/Pope AFB (AFRC) (4 PAA). The flight related ECS (Aeromed Squadron) will be moved to Youngstown-Warren Regional APT ARS. The remaining ECS will be moved to Offutt AFB, NE. AFRC Ops and Maintenance manpower will be transferred to Offutt AFB, NE. |
| 02/25/05 | USAF-127 | Realign Yeager APT AGS (S321.3c2) | The 130th Airlift Wing (ANG) will inactivate. The wing's C-130H aircraft (8 PAA) will be distributed to Pope/Ft Bragg to form a 12 PAA AFR and active duty associate unit. Flying related ECS is moved from Yeager to Shepherd (Aerial Port and Fire Fighters.) Remaining 130th Airlift Wing ECS remains in place in enclave at Yeager. |
| 04/08/05 | USAF-128 | Realign Boise Air Terminal AGS, Boise, ID (S325) | The 124th Wing, Boise Air Terminal, will distribute assigned C-130H aircraft to Little Rock AFB, Arkansas (2 PAA to ANG, 2 PAA to active duty). |
| 04/08/05 | USAF-130 | Close General Mitchell ARS, Milwaukee (S324) | The 440th Airlift Wing (AFRC) will realign. The wing's C-130H aircraft will be distributed to the 94th Airlift Wing (AFRC), Dobbins ARB, Georgia (4 PAA) and the 314th Airlift Wing, Little Rock, Arkansas (4 PAA). The Wing's ECS Ops and MX will realign to Ft Bragg, NC. |

Recommendations by Service - DoD Baseline vs. No Milpers

31 Major Recommendations that account for 90% of overall savings.

| | | | | |
|-----------------------|----------------------|----------------------|----------------------|------------|
| Sum of Actions | (\$43,997.74) | (\$21,045.26) | (\$22,952.48) | 52% |
|-----------------------|----------------------|----------------------|----------------------|------------|

AF

| <u>Item</u> | <u>Page:</u> | <u>NPV Rank:</u> | <u>20yr NPV (DoD Baseline)</u> | <u>20Yr NPV (No Milpers)</u> | <u>Delta</u> | <u>%</u> |
|------------------------------|---------------------|------------------|--------------------------------|------------------------------|----------------------|------------|
| 79 | Air Force-6 | 3 | (\$2,780.60) | (\$393.03) | (\$2,387.57) | 86% |
| 100 | Air Force-32 | 4 | (\$2,706.80) | (\$216.54) | (\$2,490.26) | 92% |
| 103 | Air Force-35 | 5 | (\$2,598.10) | (\$55.13) | (\$2,542.97) | 98% |
| 104 | Air Force-37 | 7 | (\$1,982.00) | (\$108.32) | (\$1,873.68) | 95% |
| 109 | Air Force-43 | 10 | (\$1,853.30) | \$19.35 | (\$1,872.65) | 101% |
| Total for Service: AF | | | (\$11,920.80) | (\$753.67) | (\$11,167.13) | 94% |

Army

| <u>Item</u> | <u>Page:</u> | <u>NPV Rank:</u> | <u>20yr NPV (DoD Baseline)</u> | <u>20Yr NPV (No Milpers)</u> | <u>Delta</u> | <u>%</u> |
|--------------------------------|--------------|------------------|--------------------------------|------------------------------|---------------------|------------|
| 3 | Army-8 | 20 | (\$895.20) | (\$532.91) | (\$362.29) | 40% |
| 5 | Army-11 | 15 | (\$1,025.80) | (\$789.70) | (\$236.10) | 23% |
| 7 | Army-16 | 30 | (\$539.00) | (\$529.45) | (\$9.55) | 2% |
| 8 | Army-19 | 26 | (\$686.60) | (\$334.81) | (\$351.79) | 51% |
| 9 | Army-20 | 16 | (\$948.10) | \$868.54 | (\$1,816.64) | 192% |
| Total for Service: Army | | | (\$4,094.70) | (\$1,318.33) | (\$2,776.37) | 68% |

E&T

| <u>Item</u> | <u>Page:</u> | <u>NPV Rank:</u> | <u>20yr NPV (DoD Baseline)</u> | <u>20Yr NPV (No Milpers)</u> | <u>Delta</u> | <u>%</u> |
|-----------------------------------|--------------|------------------|--------------------------------|------------------------------|---------------------|-------------|
| 121 | E&T-6 | 18 | (\$934.20) | \$376.73 | (\$1,310.93) | 140% |
| Total for Service: E&T | | | (\$934.20) | \$376.73 | (\$1,310.93) | 140% |

H&SA

| <u>Item</u> | <u>Page:</u> | <u>NPV Rank:</u> | <u>20yr NPV (DoD Baseline)</u> | <u>20Yr NPV (No Milpers)</u> | <u>Delta</u> | <u>%</u> |
|------------------------------------|--------------|------------------|--------------------------------|------------------------------|---------------------|------------|
| 142 | H&SA-31 | 13 | (\$1,278.20) | (\$925.60) | (\$352.60) | 28% |
| 143 | H&SA-33 | 8 | (\$1,913.40) | (\$877.23) | (\$1,036.17) | 54% |
| 145 | H&SA-37 | 12 | (\$1,313.80) | (\$1,306.79) | (\$7.01) | 1% |
| 146 | H&SA-41 | 6 | (\$2,342.50) | (\$1,774.51) | (\$567.99) | 24% |
| Total for Service: H&SA | | | (\$6,847.90) | (\$4,884.13) | (\$1,963.77) | 29% |

Industrial

| <u>Item</u> | <u>Page:</u> | <u>NPV Rank:</u> | <u>20yr NPV (DoD Baseline)</u> | <u>20Yr NPV (No Milpers)</u> | <u>Delta</u> | <u>%</u> |
|--------------------------------------|--------------|------------------|--------------------------------|------------------------------|-------------------|------------|
| 158 | Ind-12 | 23 | (\$716.37) | (\$707.72) | (\$8.65) | 1% |
| 160 | Ind-14 | 27 | (\$347.88) | (\$346.39) | (\$1.49) | 0% |
| 165 | Ind-19 | 1 | (\$4,724.20) | (\$4,154.53) | (\$569.67) | 12% |
| Total for Service: Industrial | | | (\$5,788.45) | (\$5,208.64) | (\$579.82) | 10% |

Intel

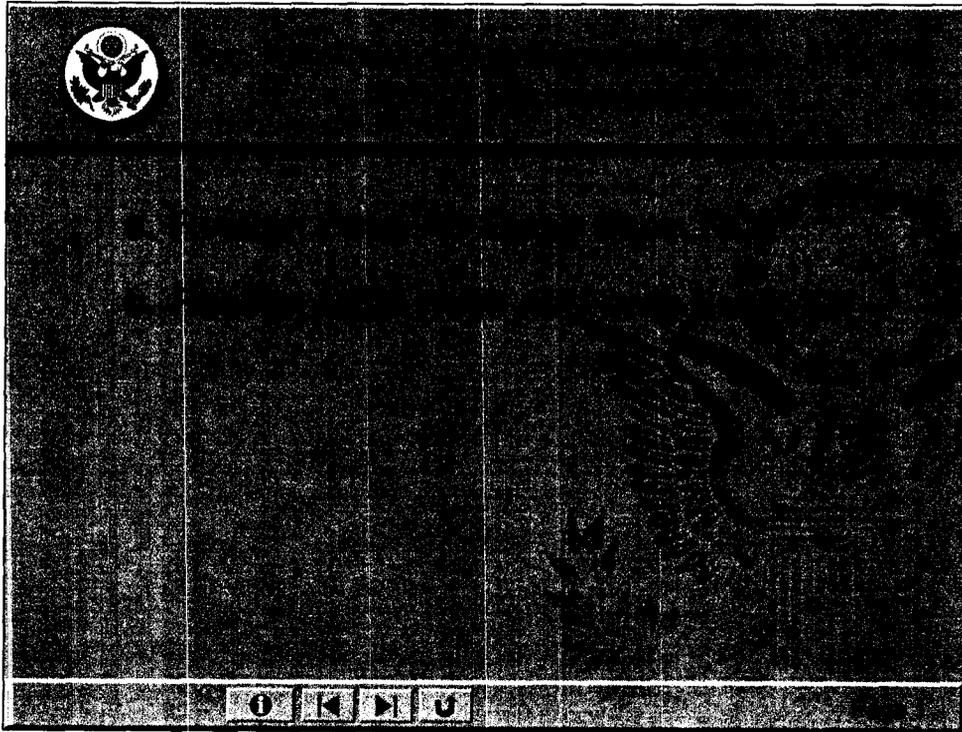
| <u>Item</u> | <u>Page:</u> | <u>NPV Rank:</u> | <u>20yr NPV (DoD Baseline)</u> | <u>20Yr NPV (No Milpers)</u> | <u>Delta</u> | <u>%</u> |
|---------------------------------|--------------|------------------|--------------------------------|------------------------------|---------------|-----------|
| 168 | Int-4 | 31 | (\$535.10) | (\$535.10) | \$0.00 | 0% |
| Total for Service: Intel | | | (\$535.10) | (\$535.10) | \$0.00 | 0% |

Medical

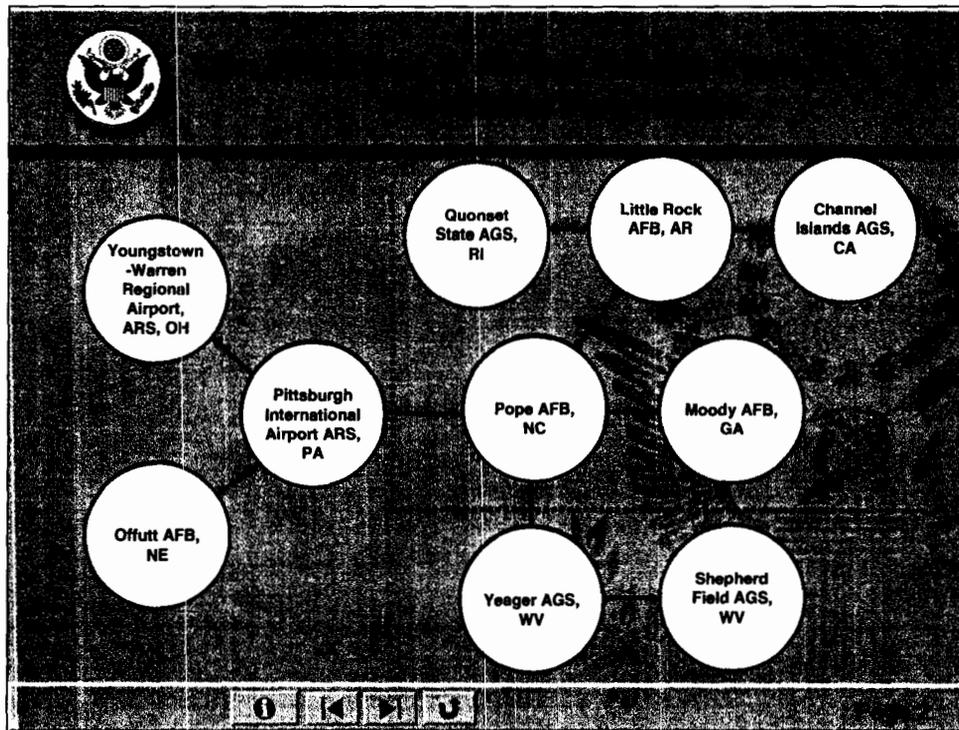
| <u>Item</u> | <u>Page:</u> | <u>NPV Rank:</u> | <u>20yr NPV (DoD Baseline)</u> | <u>20Yr NPV (No Milpers)</u> | <u>Delta</u> | <u>%</u> |
|-----------------------------------|--------------|------------------|--------------------------------|------------------------------|---------------------|------------|
| 170 | Med-6 | 17 | (\$940.70) | (\$235.02) | (\$705.68) | 75% |
| 173 | Med-12 | 22 | (\$818.10) | (\$21.30) | (\$796.80) | 97% |
| Total for Service: Medical | | | (\$1,758.80) | (\$256.32) | (\$1,502.48) | 85% |

Navy

| <u>Item</u> | <u>Page:</u> | <u>NPV Rank:</u> | <u>20yr NPV (DoD Baseline)</u> | <u>20Yr NPV (No Milpers)</u> | <u>Delta</u> | <u>%</u> |
|-------------|--------------|------------------|--------------------------------|------------------------------|--------------|----------|
| 60 | DoN-10 | 11 | (\$1,514.43) | (\$687.24) | (\$827.19) | 55% |
| 62 | DoN-13 | 19 | (\$910.90) | (\$182.10) | (\$728.80) | 80% |
| 67 | DoN-20 | 28 | (\$665.70) | (\$87.09) | (\$578.61) | 87% |
| 68 | DoN-21 | 25 | (\$710.50) | (\$433.98) | (\$276.52) | 39% |
| 69 | DoN-23 | 14 | (\$1,262.40) | (\$1,005.61) | (\$256.79) | 20% |
| 71 | DoN-26 | 21 | (\$822.23) | \$23.16 | (\$845.39) | 103% |



The next recommendation for your consideration is found in Chapter 11 Section 194 of the bill. This ADD modifies the original Air Force recommendation to "Realign Pope Air Force Base". The ADD would sever the relocation of C-130s from Yeager Air Guard Station, West Virginia and Pittsburgh International Airport Air Reserve Station. Because no Air Force Reserve Component aircraft are relocated, no Air Force Reserve/Active Duty associate unit would be created. All other Army actions and the distributions or realignments would remain the same. There would be no permanently stationed aircraft at Pope Air Force Base.

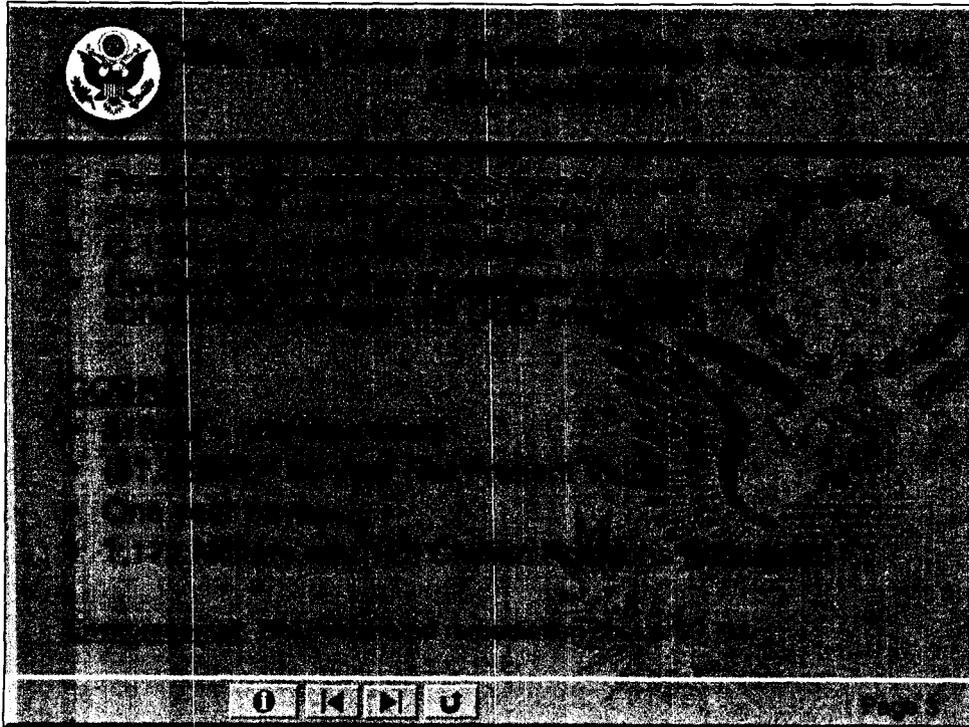


This ADD is that portion of the slide shown to the upper right of the dashed line. All other actions of the original recommendation would be unaffected.

From Pope, 36 A-10s go to Moody Air Force Base, GA and 25 C-130Es go to Little Rock Air Force Base, AR. Real property accountability would transfer from the Air Force to the Army.

At Little Rock, 27 C-130Es are retired and eight go to back-up inventory. Little Rock's active duty C-130Js will be realigned to three different Air National Guard units located in California, Rhode Island, and also at Little Rock Air Force Base.

At this point I will turn the remainder of the discussion for this recommendation to Mike Flinn, one of my senior analysts.

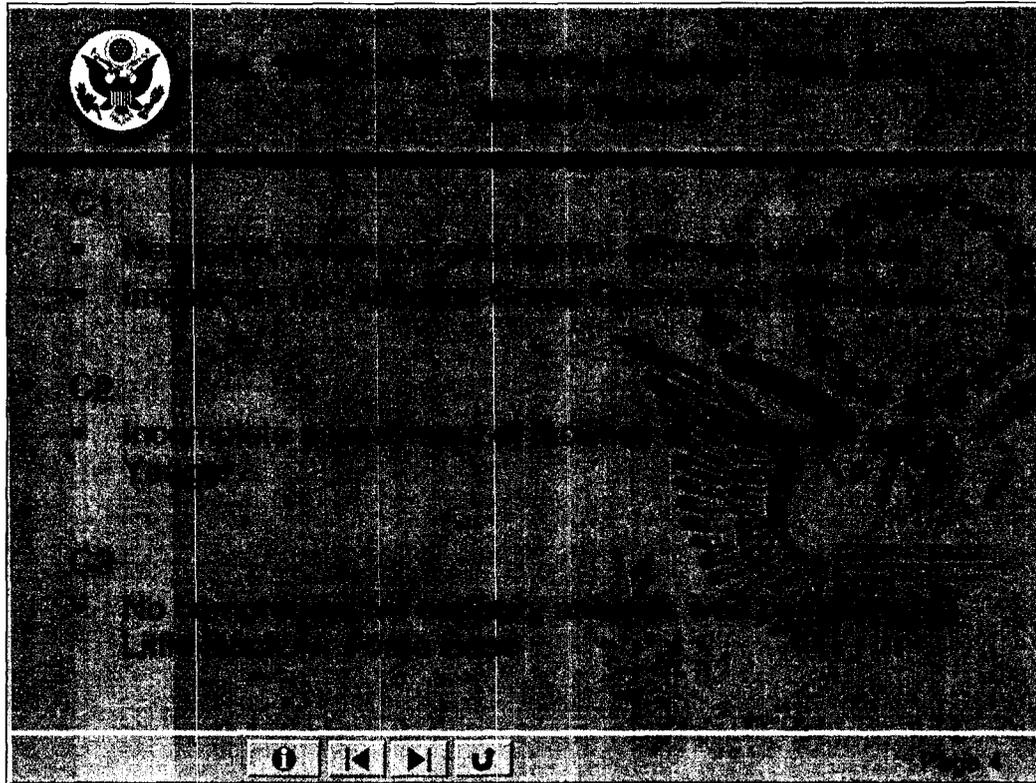


Thank you Mr. Small. Good ^{noon} ~~afternoon~~ Mr. Chairman and Commissioners. BRAC staff justified this add to "Further Realign Pope Air Force Base" because our assessment indicated that sixteen C-130s would be insufficient to satisfy the training and jump currency requirements at Fort Bragg. Strategic airlift demands also are not satisfied by permanently stationed C-130s at Pope. Additionally, the Government Accountability Office identified differences between the Air Force's projected savings and the Army's projected costs for realigning Pope.

The COBRA analysis for "Further Realigning Pope Air Force Base" projects a one time cost of \$162 million and a total net present value savings of \$1.2 billion over twenty years.

This recommendation will eliminate almost 1300 military and civilian positions. However, these should be partially offset by substantial gains associated with the relocation of Forces Command Headquarters and Army Reserve Command Headquarters to Fort Bragg.

Finally, the estimated cost to complete environmental remediation at Pope Air Force Base is \$9.7 million.



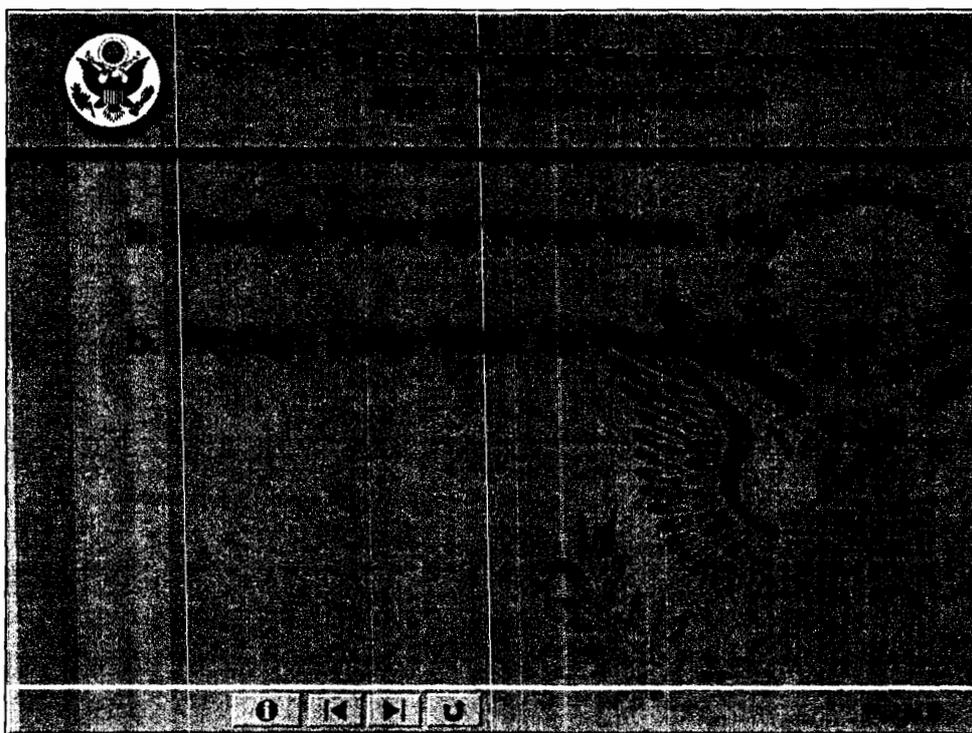
Three issues were raised during our assessment of the DoD recommendation to realign Pope Air Force Base. This ADD mitigates one of the issues.

The first issue is associated with criteria one concerning the impact on operational readiness. The formation of an Active Duty/Reserve Associate Unit was specified by the BRAC recommendations to offset the transfer of Pope's C-130Es to Little Rock. But the recommendations did not specify the command and control structure necessary to maintain the operational readiness for Fort Bragg's missions.

The second issue pertains to criteria two as it relates to the availability and condition of facilities at existing locations. The justification for closing Pittsburgh and realigning Yeager appears to have been based on outdated or incorrect information. This issue is mitigated through this ADD. *1 hot*

Finally, the third issue falls under criteria 3 regarding the ability of the receiving location to accommodate future total force requirements. BRAC staff verified that a comprehensive capacity analysis was not completed at the receiving facilities at Little Rock Air Force Base.

The most significant of the issues identified above remains that of command and control. That issue can be addressed during consideration of the original OSD recommendation.



This concludes our presentation on the ADD to "Further Realign Pope Air Force Base". At this point we will glad to answer any questions you might have prior to any motions being made.



COBRA DATA

| | DoD COBRA Run | Staff Excursion |
|---|--------------------------|----------------------------|
| One Time Cost | \$162 M | \$162 M |
| Net Implementation (Savings)/Costs | \$53.7 | \$53.7 |
| Annual Recurring (Savings)/Costs | (\$130 M) | (\$130 M) |
| Payback Period | 1 Year | 1 Year |
| Net Present Value at 2025 | (\$1,223 M) | (\$1,223 M) |

Because of the issues raised regarding Pittsburgh and Yeager, we ran a COBRA analysis in which those actions were omitted but which retained the Pope portion of the Little Rock MILCON. The results show a one time cost of \$162 million with an associated net implementation cost of \$53.7 million. After the implementation period, savings of \$130 million will accrue annually. Note that the one year payback period is realized at 2013. Finally, the net present value savings are \$1.2 billion.



| COBRA DATA | | | |
|---|--------------------------|----------------------------|---|
| | DoD COBRA Run | Staff Excursion | Staff Excursion without Mil Pers |
| One Time Cost | \$290 M | \$162 M | \$287 M |
| Net Implementation (Savings)/Costs | (\$694 M) | \$53.7 M | \$205 M |
| Annual Recurring (Savings)/Costs | (\$221 M) | (\$130 M) | (\$21.9 M) |
| Payback Period | Immediate | 1 Year | 15 Years |
| Net Present Value at 2025 | (\$2,787 M) | (\$1,223 M) | (\$13.9 M) |

This DoD COBRA estimate includes the proportional share of the military construction costs required at Little Rock to realign Pope and Yeager, and to close Pittsburgh. As shown, there is a one time cost of \$290 million with an immediate payback and a net implementation savings of \$694 million. After the implementation period, annual recurring savings are estimated at \$221 million. The net present value is a savings of roughly \$2.8 billion by 2025.

A second COBRA analysis was done in which those actions were omitted. The results show a reduction in one time costs to \$162 million with an associated net implementation cost of \$53.7 million. After the implementation period, savings of \$130 million will accrue annually. Note that the one year payback period is realized at 2013. Finally, the net present value savings are reduced from \$2.8 billion to \$1.2 billion.

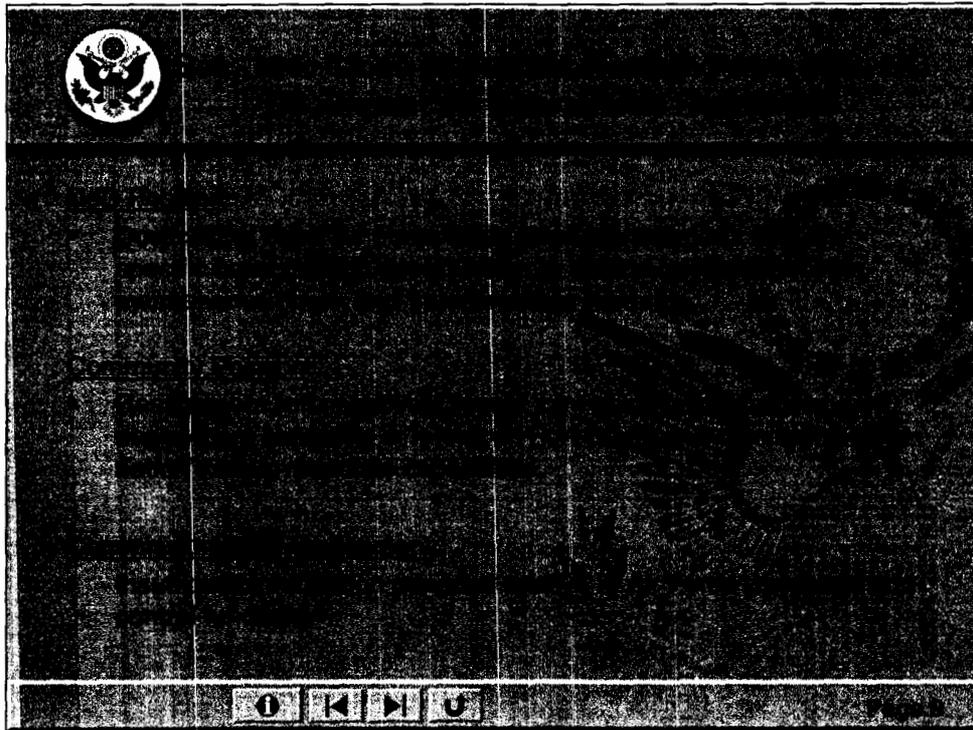
The third column depicts the results of the original recommendation with all military personnel savings removed. The one time cost is \$287 million and net implementation costs increase to \$205 million. Further, the annual recurring savings are reduced to \$21.9 million and the payback period increases to 15 years. Net present value savings at the end of 20 years is \$13.9 million.



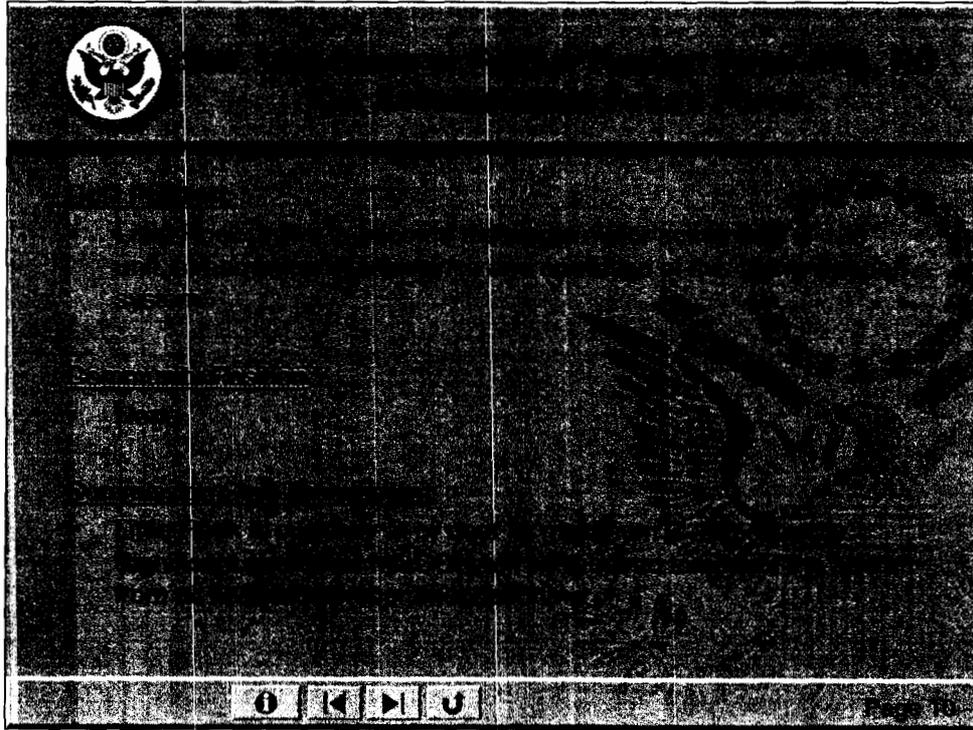
Deviation from Final Selection Criteria

| Criterion | Military Value | | | | Other | | | |
|-----------|----------------|----|----|----|-------|----|----|----|
| | C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 |
| Deviation | X | | X | | | | | |

Our staff assessment determined if the ADD were accepted there are deviations from selection criteria 1 and 3 of the Final Selection Criteria or the Force Structure Plan.



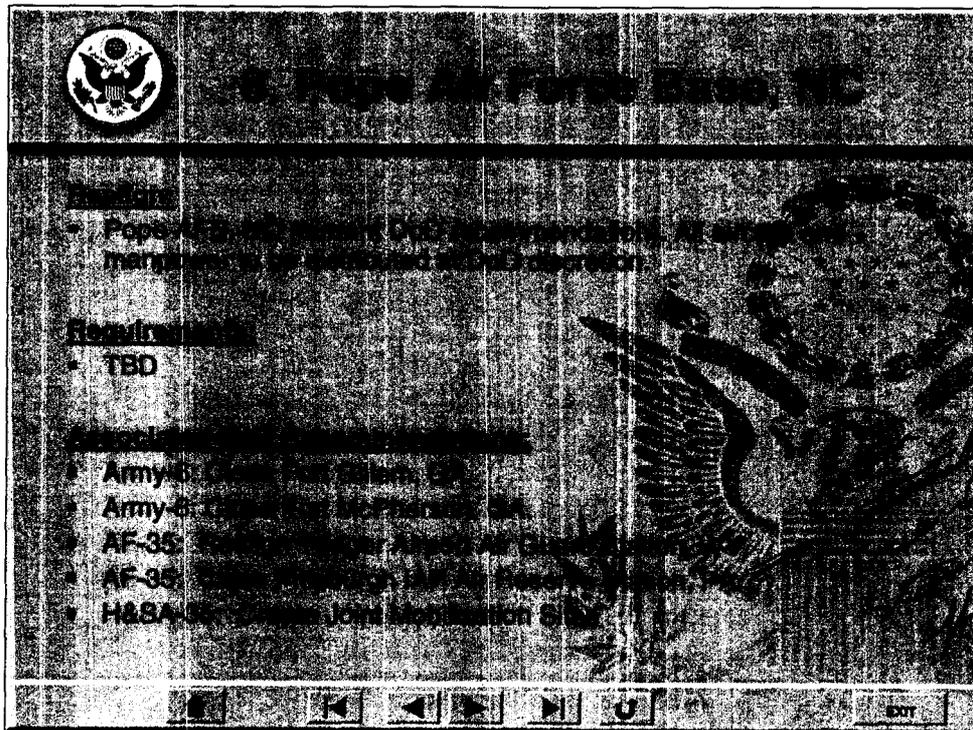
Other than the recommendation to form an Active Duty/Reserve Associate unit with the 16 C-130s transferred to Pope from Yeager and Pittsburgh, there is no discussion of how airlift operations will continue to be conducted in support of the Fort Bragg mission. This ADD will not resolve that issue. Given the importance of airlift to the Fort Bragg mission, concern was expressed by Army personnel regarding how the Air Force recommendation to realign Pope would be implemented. Particular concern focused on the loss of an execution planning cell and the informal working relationships that currently exists between elements at Fort Bragg and the 43rd Airlift Wing at Pope. In light of the importance of the Fort Bragg mission to national security and the Global War on Terror, recommendations that could detrimentally affect that mission should be carefully considered and thoroughly defined.



Criteria 3 pertains to the ability of existing and potential receiving locations to accommodate future total force requirements. Underlying the Pope recommendation is an effort to consolidate the C-130 fleet at Little Rock Air Force Base. Little Rock is the center of training for the C-130 and is a fine facility. However, if all the BRAC recommendations were accepted, Little Rock would host 116 to 118 primary assigned aircraft. This is approximately 27% of the C-130 airlift fleet. It currently does not have the capacity to do so without significant military construction. Based on the relevant COBRA results we estimate this military construction would cost \$246.7 million.



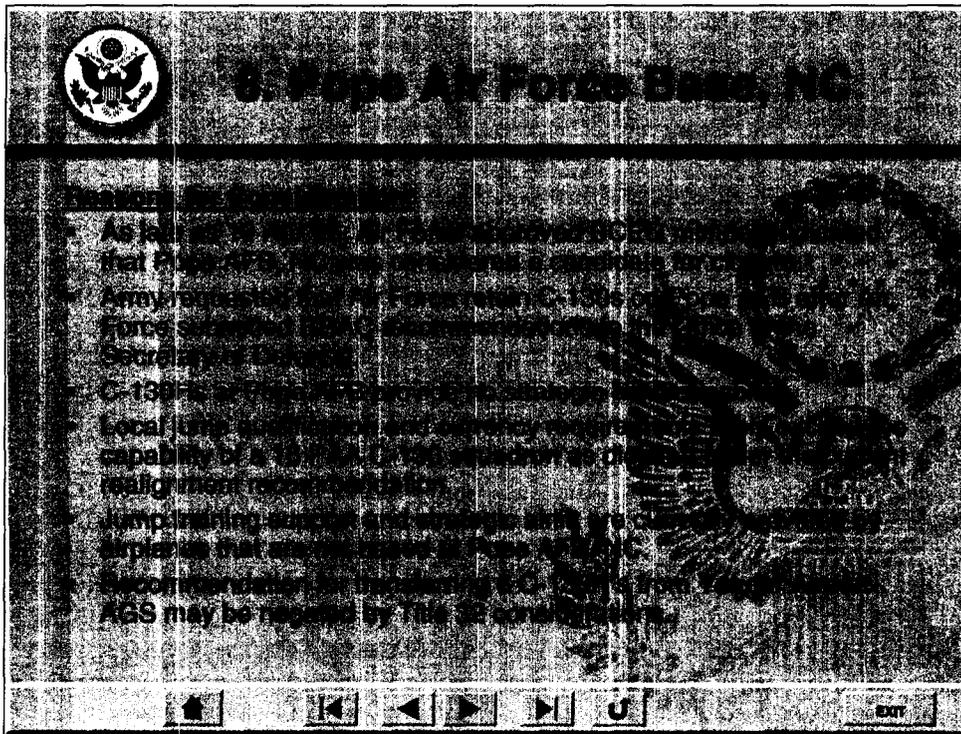
Good afternoon Commissioners. I would like to present a consideration for furthering the realignment of Pope Air Force Base. The purpose for considering this ADD is to allow an alternative that was carried late into the development of the OSD BRAC report. This gives the commission the latitude to compare the OSD proposed action for leaving some airplanes at Pope AFB to the alternative removal of all primarily assigned aircraft. Acceptance of either recommendation results in Pope reverting back to Fort Bragg and release of the majority of Air Force facilities back to the Army.



The current Department of Defense recommendation is to realign Pope Air Force Base.

This realignment would be accomplished by transferring A-10s to Moody AFB and C-130E aircraft to Little Rock AFB, ~~AF~~ to consolidate the active duty C-130 fleet. The departing aircraft would be replaced with C-130H's from Yeager Airport Air Guard Station and Pittsburgh International Airport Air Reserve Station to form an Air Force Reserve/Active Duty associate unit. The Air Force Reserve Command operation and maintenance manpower would also be relocated to Pope/Ft. Bragg and Pittsburgh would be closed. The Operations Maintenance and Expeditionary Combat Support would come from Mitchell Field Air Reserve Station, WI. Property accountability would be transferred to the Army.

Related recommendations include Army - 6 and -8. Army - 6 relocates the Forces Command (FORSCOM) VIP Explosive Ordnance Support headquarters from Fort Gillem to Pope. Similarly, Army - 8 relocates of HQ FORSCOM and HQ Army Reserve Command from Fort McPherson to Pope.



The primary reasons for considering Pope for further realignment are noted in this slide. The Air Force Base Closure Executive Group considered Pope for closure as late as 19 April 2005. C-130s were ultimately retained to satisfy a request from the Army. However, locating C-130H's at Pope will not provide any strategic airlift capability. Because local jump qualification and currency requirements are estimated to exceed the capability of the associate C-130 unit, both the training and strategic airlift needs will require augmentation by planes that are not based at Pope. Finally, Title 32 considerations complicate the transfer of aircraft from Yeager to Pope.



B. Pope Air Force Base, NC

| INSTALLATION | TABLE OF PERSONNEL CHANGES | | | | | | | |
|--------------|----------------------------|-------|-----|-----|-----------------|-------|-------|--------------|
| | OUT | | IN | | NET GAIN/(LOSS) | | CONT. | TOTAL DIRECT |
| | MIL | CIV | MIL | CIV | MIL | CIV | | |
| POPE AFB, NC | (5,448) | (426) | 0 | 0 | (5,448) | (426) | 0 | (5,874) |

* The original DoD recommendation would eliminate...

$$\begin{array}{r}
 5,874 \\
 - 4,145 \\
 \hline
 1,729
 \end{array}$$

This slide depicts the potential loss of personnel relevant to the recommendation for further realigning Pope. This further realignment ADD will increase direct personnel losses by 1,729 over the original OSD recommendation. However, these potential losses will be offset by gains associated with the Army recommendations. With the relocations from Fort Gillem and Fort McPherson, the total direct loss for Fayetteville is reduced to 1,549. This loss is further offset by higher paying positions associated with the headquarters of both the Army Reserve Command and FORSCOM. Additionally, private housing turnover will increase commissions for realtors, and commercial revenue will increase as a result of these headquarters relocations.



B. Pope Air Force Base, NC

COBRA DATA

| | Realign Pope AFB, NC 17 Jun 05 |
|--|---|
| One Time Cost | \$116.9 M |
| Net Implementation Cost/(Savings) | \$6.4 M |
| Annual Recurring Cost/(Savings) | (\$130.4 M) |
| Payback Period | 1 Year |
| Net Present Value at 2025 | (\$1.3 B) |

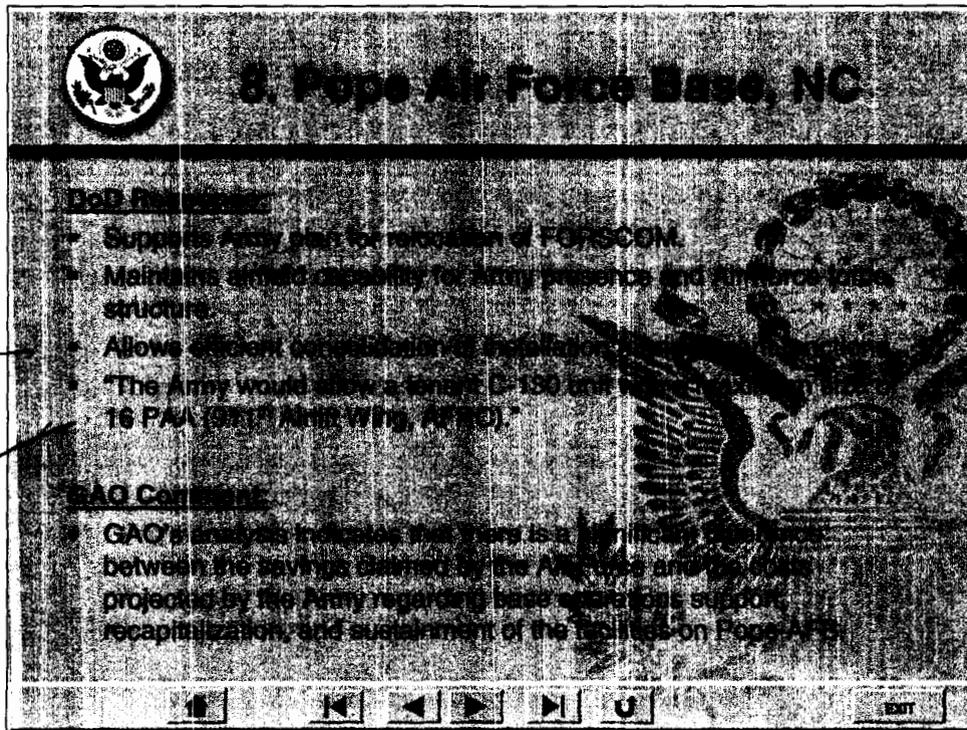
This table provides COBRA data results for the further realignment of Pope AFB. Note that for a net implementation cost of \$6.4M accrued over a five year period from 2006 to 2011, the net savings at year 2025 will be \$1.3 B.

| ISSUE | DoD POSITION | COMMUNITY POSITION | R&A STAFF COMMENTS |
|--|---|---|---|
| C-130 Airlift Mission (Criteria 1) | OSD desires to create a 16 PAA Air Force Reserve/Active Duty Associate Unit by combining eight each C-130H aircraft from Yeager Airport AGS, WV and Pittsburgh IAP ARS, PA. | Airlift platform is irrelevant. | Title 32 issues attach to ANG aircraft from Yeager. Weak MCI data base obscuring ramp availability at Pittsburgh. Airlift centrally scheduled |
| Base Operating Support (Criteria 1) | Realigning Pope AFB facilitates transfer of the installation to the Army. | Concern about Army standard of maintenance of airfield | Army operates major airports elsewhere (e.g. Biggs Field, Ft Bliss). |
| Impact on Joint Warfighting (Criteria 1) | None | The Ft. Bragg/Pope AFB relationship is the only true example of a joint Army/Air Force installation in the DOD. | Operational efficiencies can be maintained through joint training. A/C for jump training from other bases A/AF peer joint planning more difficult if not co-located |
| Economic Impact (Criteria 6) | None | Realignments of Pope AFB and Ft. Bragg are generally favorably received. | Losses resulting from realignment of Pope AFB are offset by gains from Fort Bragg recommendation |

There are several issues related to this ADD. As a result of reported discussions between the Air Force and the Army prior to the final OSD report to the commission, the Air Force recommended replacing a wing of active duty Air Force C-130E aircraft with an Air Force Reserve/Active Duty associate squadron. However, some of the replacement C-130Hs would come from Yeager Airport Air Guard Station and may be encumbered by the issues related to Title 32 and relocation of state assets outside of the state where assigned.

As part of the original OSD recommendation, Ft Bragg will assume the basic operation and maintenance of facilities associated with Pope. Some concerns have been raised about the ability of the Army to operate and maintain a major airport. The staff note that the Army operates large, strategic launch platforms at other locations including Biggs Field at Fort Bliss and Gray Field at Fort Hood.

A central issue pertaining to this recommendation is the informal operational training currently available where Army commanders can discuss mutual needs, tactics, and limitations with their Air Force counterparts. The formal Air Force ground control functions remain at Fort Bragg in all scenarios.



The Acting Deputy Secretary of Defense response quoted here is part of the discussion contained in the July 14 OSD letter to the Commission. Other operational functions that would remain at Pope include the aerial port squadron, air to ground command and control units, part of a training squadron, and an aeromedical evacuation squadron. OSD notes that new opportunities for on-going joint operations will continue with planned deployment of air assets to Pope/Ft Bragg.

The Air Force claimed a total "net annual recurring savings of about \$36 million for not providing base operations support and recapitalization and sustainment of facilities" on Pope. Alternatively, "the Army estimated total annual recurring costs for these areas to be about \$19.5 million." The staff would like the opportunity to further investigate this difference of conclusions between Defense and the Government Accountability Office.



In closing, the purpose of this ADD consideration is to further realign Pope and return its assets to the Army. This ADD will allow further analysis of the military impacts and costs associated with removing permanently assigned aircraft from Pope while retaining their associated support organizations. We emphasize that the intent of this ADD is NOT to close the airport but to transfer its operation to the Army in a manner consistent with Air Fields at other Army installations. The jump training support mission and strategic force projection mission capabilities will continue to be served with or without assigned aircraft at Pope.

Are there any questions that I may answer at this time prior to any motions that might be made?

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

Pope Air Force Base, North Carolina Fort Bragg, North Carolina

INSTALLATION MISSION

Pope Air Force Base, North Carolina

- The 43rd Airlift Wing Maintains a high state of readiness to rapidly deploy, upon short notice, a highly trained airlift force and successfully plans and executes air operations. These operations may be conducted in any theater, region, or contingency area as part of any force, joint and allied, in support of national objectives.
- As the host unit, the 43rd Airlift Wing provides base support services to 15-plus tenant units, making Team Pope a total-force installation. The Pope Air Force Base flight line is home to the C-130 and the A-10.

Fort Bragg, North Carolina

- The Fort Bragg mission “is to maintain the XVIII Airborne Corps as a strategic crisis response force, manned and trained to deploy rapidly by air, sea and land anywhere in the world, prepared to fight upon arrival and win.”

DOD RECOMMENDATION

Pope Air Force Base, North Carolina

- The Department of Defense recommended realigning Pope Air Force, NC as follows:
 - Transfer 25 C-130E’s from the 43rd Airlift Wing at Pope AFB, NC to the 314th Airlift Wing at Little Rock AFB, AR
 - Form 16 aircraft Air Force Reserve/active duty associate unit by:
 - Transferring eight C-130H aircraft to Pope AFB from realigned Yeager Airport Air Guard Station (AGS), WV
 - Transferring eight C-130H aircraft to Pope AFB from 911th Airlift Wing of the closed Pittsburgh International Airport (IAP) Air Reserve Station (ARS) PA
 - Transfer 36 A-10’s from the 23rd Fighter Group at Pope AFB, NC to Moody AFB, GA
 - Transfer real property accountability to the Army
 - Disestablish the 43rd Medical Group and establish a medical squadron
 - Relocate AFRC operations and maintenance manpower to Pope/Fort Bragg.

Fort Bragg, North Carolina

- The Department of Defense recommended realigning Fort Bragg, NC, by:
 - Relocating the 7th Special Forces Group (SFG) to Eglin AFB, FL
 - Activating the 4th Brigade Combat Team (BCT), 82d Airborne Division
 - Relocating European-based forces (military police) to Fort Bragg, NC.
 - Relocate FORSCOM and US Army Reserve Command to Pope/Bragg
 - Relocate all mobilization processing functions from Ft Lee/Eustis/Jackson to Bragg and establish a Joint Pope/Bragg mobilization and deployment center
 - All medical functions from Pope AFB to Fort Bragg, NC

DOD JUSTIFICATION

Pope Air Force Base, North Carolina

- Downsizing Pope Air Force Base takes advantage of mission-specific consolidation opportunities to reduce operational costs, maintenance costs, and the manpower footprint. The smaller footprint facilitates transfer of the installation to the Army. Active duty C-130s will move to Little Rock AFB, AR (17-airlift) and A-10s will move to Moody AFB, GA (11-SOF/CSAR), to consolidate the force structure at those two bases and enable Army recommendations at Pope. Older aircraft at Little Rock AFB, AR will be retired or converted to back-up inventory and J-model C-130s will be aligned under the Air National Guard. As Little Rock AFB, AR grows to become the single major active duty C-130 unit, maintenance and operation of this aging weapon system will be streamlined. Meanwhile, the synergistic, multi-service relationship will continue between Army airborne and Air Force airlift forces at Pope AFB, NC with the creation of an Active Duty/Reserve associate unit. The C-130 unit will become an Army tenant on an expanded Fort Bragg.
- With the disestablishment of the 43rd Medical Group, both the Air Force and the Army will retain the required manpower to provide primary care, flight, and occupational medicine to support their respective active duty military members. However, the Army will provide ancillary and specialty medical services for all assigned Army and Air Force military members (lab, x-ray, pharmacy, etc).
- The major command's capacity briefing reported that land constraints at Pittsburgh ARS prevented the installation from hosting more than 10 C-130 aircraft while Yeager AGS cannot support more than eight C-130s. Careful analysis of mission capability indicated that it is more appropriate to robust the proposed airlift mission at Fort Bragg to an optimal 16 aircraft C-130H squadron, which provides greater military value and offers unique opportunities for Jointness.

Fort Bragg, North Carolina

- This recommendation co-locates Army Special Operation Forces with Air Force Special Operations Forces at Eglin AFB, activates the 4th Brigade Combat Team (BCT) of the 82nd Airborne Division and relocates Combat Service Support units to Fort Bragg from Europe to support the Army modular force transformation. This realignment and

activation of forces enhances military value and training capabilities by locating Special Operations Forces (SOF) in locations that best support Joint specialized training needs, and by creating needed space for the additional brigade at Fort Bragg. This recommendation is consistent with, and supports the Army's Force Structure Plan submitted with the FY 06 budget, and provides the necessary capacity and capability (including surge) to support the units affected by this action.

- This recommendation never pays back. However, the benefits of enhancing Joint training opportunities coupled with the positive impact of freeing up needed training space and reducing cost of the new BCT by approximately \$54-\$148M (with family housing) at Fort Bragg for the Army's Modular Force transformation, justify the additional costs to the Department.

COST CONSIDERATIONS DEVELOPED BY DOD

Pope Air Force Base, North Carolina

- One-Time Costs: \$218.1 million
- Net Savings during Implementation: \$652.5 million
- Annual Recurring Savings: \$197.0 million
- Return on Investment Year: 2006 (0)
- Net Present Value over 20 Years (Savings): \$2,515.4 million

Fort Bragg, North Carolina

- One-Time Costs: \$334.8 million
- Net Savings during Implementation: \$446.1 million
- Annual Recurring Costs: \$ 23.8 million
- Return on Investment Year: None
- Net Present Value over 20 Years (Costs): \$639.2 million

Total

- One-Time Costs: \$552.9 million
- Net Savings during Implementation: \$1,098.6 million
- Annual Recurring Savings: \$173.2 million
- Return on Investment Year:
- Net Present Value over 20 Years (Costs): \$1,876.2 million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

| | <u>Military</u> | <u>Civilian</u> | <u>Students</u> |
|-----------------|-----------------|-----------------|-----------------|
| Baseline | | | |
| Reductions | | | |
| Realignments | | | |
| Total | | | |

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

| | Out | | In | | Net Gain (Loss) | |
|---------------------|-----------------|-----------------|-----------------|-----------------|------------------------|----------------------------------|
| | <u>Military</u> | <u>Civilian</u> | <u>Military</u> | <u>Civilian</u> | <u>Military</u> | <u>Civilian</u> |
| Pope Air Force Base | (5,969) | (345) | 1,148 | 1,153 | (4,821) | 808 (676 with contractor losses) |
| Fort Bragg | (1,352) | 0 | 5,430 | 247 | 4,078 | 247 |
| Total | (7,321) | (345) | 6,578 | 1,400 | (743) | 923 - 1,055 |

ENVIRONMENTAL CONSIDERATIONS

Pope Air Force Base, North Carolina

- There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation.
- There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries.
- Impacts of costs include \$1.3M in costs for environmental compliance and waste management. These costs were included in the payback calculation.
- There are no anticipated impacts to the costs of environmental restoration.
- The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Fort Bragg, North Carolina

- There are no known environmental impediments to implementation of this recommendation.

- Increased water demand at Fort Bragg may lead to further controls and restrictions and water infrastructure may need upgrades due to incoming population.
- Added operations may impact threatened and endangered species at Fort Bragg and result in further operational and training restrictions.
- This recommendation may result in operational restrictions to protect cultural or archeological resources at Eglin AFB and Fort Bragg.
- Further analysis may be necessary to determine the extent of new noise impacts at Eglin and Bragg.
- Additional operations at Eglin may impact wetlands, resulting in operational restrictions. An evaluation of operational restrictions on jurisdictional wetlands will likely have to be conducted at Fort Bragg.
- Tribal consultations may also be required at both locations.
- Operations are currently restricted by electromagnetic radiation and/or emissions and additional operations/training may result in operational restrictions at Eglin AFB.
- Additional waste production at Eglin AFB may necessitate modifications of hazardous waste program.
- This recommendation has no impact on air quality; dredging; land use constraints or sensitive resource areas; or marine mammals, resources, or sanctuaries.
- This recommendation will require spending approximately \$1.0M for environmental compliance costs. These costs were included in the payback calculation.
- This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities.

REPRESENTATION

Governor: Michael F. Easley (D)

Senators: Elizabeth Dole (R)
Richard Burr (R)

Representative: Bob Etheridge (D) (Pope Air Force Base and Fort Bragg)
Mike McIntyre (D) (Fort Bragg)

ECONOMIC IMPACT

Pope Air Force Base, North Carolina

- Potential Employment Loss: 6,802 jobs (4,145 direct and 2,657 indirect)
- MSA Job Base: 195,370 jobs
- Percentage: 3.5 % percent decrease
- Cumulative Economic Impact (Year-Year): ___ percent decrease

Fort Bragg, North Carolina

- Potential Employment Gain: 7,240 jobs (4,325 direct and 2,915 indirect)
- MSA Job Base: 195,370 jobs
- Percentage: 3.7 % percent increase
- Cumulative Economic Impact (Year-Year): ___ percent increase

Combined Economic Impact

- Potential Employment Gain: 438 jobs (180 direct and 258 indirect)
- MSA Job Base: 195,370 jobs
- Percentage: 0.2 % percent increase
- Cumulative Economic Impact (Year-Year): ___ percent decrease/decrease

MILITARY ISSUES

- This recommendation will result in a net loss in airlift capacity of nine C-130s. However, the replacement C-130Hs are longer, newer, and more reliable than the original C-130E models they are intended to replace. Less down time and larger capacity could offset the fewer aircraft. According to Col. Al Aycock (Fort Bragg Garrison Commander), also C-17 aircraft fly in from other locations. The move continues the relationship between the Army airborne and Air Force airlift units by forming an Active Duty/Reserve associate unit with the C-130 unit becoming a tenant of an expanded Fort Bragg.

COMMUNITY CONCERNS/ISSUES

- According to the New & Observer, North Carolina has the fourth-largest military presence of any state, directly employing more than 135,000 people at its six major bases and contributing \$18 billion annually to the North Carolina economy. This recommendation will cause a shift in military presence with an emphasis on Army personnel over Air Force. According to the "News 14 Carolina" website posting for 14 May 2005:

The economy in Fayetteville and Spring Lake isn't expected to take a big hit. It is actually expected to get better. Real estate agents are foaming at the mouth because they are going to have a lot of homes for sale.

ITEMS OF SPECIAL EMPHASIS

- Taken alone, the realignment of Pope Air Force Base would seem to be a severe blow to the Fayetteville region. However, Fort Bragg is set to see significant gains. The entire restructuring of Fort Bragg and Polk AFB should be a significant benefit to the local area. Although there will be a net loss of 743 military and 132 contractor jobs, these losses will be offset by a net increase of 1055 civilian jobs equating to a net employment gain of 180. An increase of only 180 employees should have a negligible impact on an employment base of 195,370. When the changes associated with Fort Bragg are considered, the economic impact is actually a 0.2% increase in employment.
- Lost jobs are likely to be replaced with higher paying positions. Headquarters of Army Forces Command (FORSCOM) and US Army Reserve Command (USARC) will relocate to Fort Bragg as part of the Fort McPherson, GA closure process. Fort Bragg will gain an additional eight to ten generals including a four-star from Fort McPherson.
- Col. Al Aycock (Fort Bragg Garrison Commander) stated on the "FortBraggNC.com" website that:

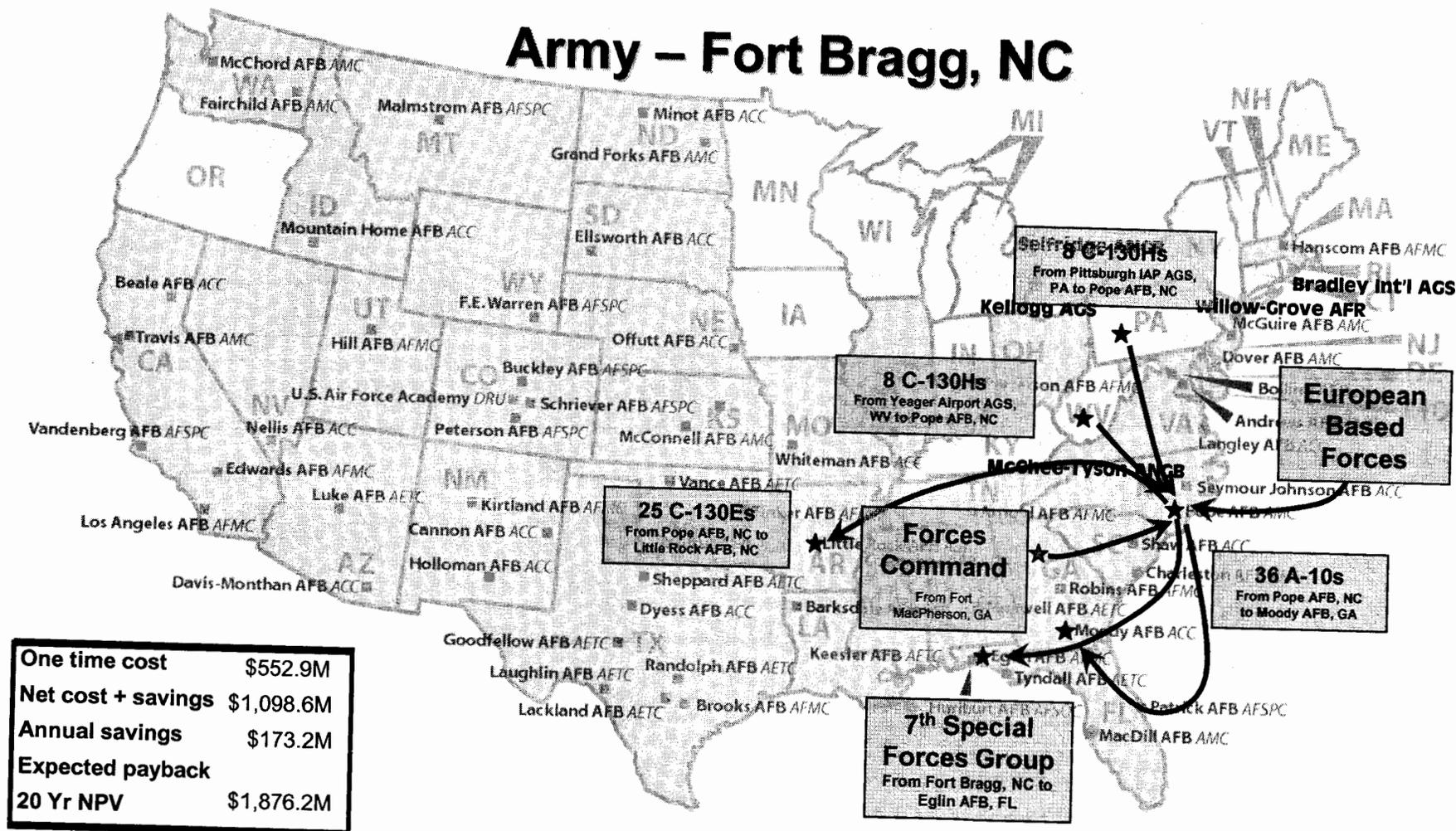
The movement of the major command down to this area will cause a lot of other units to come here for various conferences. There will be a lot of movement in and out of Pope Air Force Base for the purposes of training, for visits to the commander. I think that you will see more high-ranking people who will come to this particular area if the BRAC recommendations are approved.

- A planned \$30M military construction (MILCON) to accommodate the C-130J is still going forward.
- MILCON at Fort Bragg is estimated at \$200 million.
- There will be a shift in personnel to more civilians. Additionally, the military balance will shift more to an Army presence. If the drawdown of Pope Air Force Base is coordinated with the corresponding buildup of Fort Bragg, the impact to the economy and infrastructure of the Fayetteville region should be minimal.

Michael H. Flinn, Ph.D./Air Force Team/19 May 2005
Kevin M. Felix, LTC/Army Team/19 May 2005

Air Force – Pope Air Force Base, NC

Army – Fort Bragg, NC



| | |
|--------------------|------------|
| One time cost | \$552.9M |
| Net cost + savings | \$1,098.6M |
| Annual savings | \$173.2M |
| Expected payback | |
| 20 Yr NPV | \$1,876.2M |

| Base | Jobs | | | |
|----------------|---------|----------|---------|-------|
| | Direct | Indirect | TOTAL | Pct % |
| Pope AFB, NC | (4,145) | (2,657) | (6,802) | (3.5) |
| Fort Bragg, NC | 4,325 | 2,915 | 7,240 | 3.7 |

LEGEND

- BLUE = Primary Move From Pope AFB, NC
- RED = Primary Move to Pope AFB, NC
- Olive = Primary Move from Fort Bragg, NC
- Black = Primary Move to Fort Bragg, NC

C-130 Cargo Delivery Fleet

24
3/1
2/1
2/2
2/5
3/1
3/30

| 14-Jul-05 | 43AW POPE | 317AG DYESS | 463AG LROCK | AMC TOTAL | GRD | RES | Total AMC Gained | AETC | USAFE | PACAF | FLEET TOTAL |
|------------------|--------------|----------------|----------------|--------------|-----|-----|------------------------|------|-------|-------|----------------|
| POSSESSED | 25 | 27 | 25 | 77 | 155 | 65 | 297 | 27 | 20 | 29 | 373 |
| PAI | 28 | 28 | 28 | 84 | 174 | 78 | 336 | 41 | 18 | 26 | 421 |
| BAI | | 4 | 1 | 5 | | 2 | 7 | 7 | | 3 | 17 |
| TAI | 27 | 32 | 29 | 88 | 174 | 81 | 343 | 47 | 20 | 29 | 439 |
| LOANERS | 3 | | -1 | 2 | 2 | -5 | -1 | 1 | | | 2 |
| TOTAL | 30 | 32 | 28 | 90 | 176 | 76 | 342 | 48 | 20 | 29 | 439 |
| DEPOT | 5 | 5 | 3 | 13 | 21 | 11 | 45 | 21 | | | 66 |
| PDM | 1 | 2 | 1 | 4 | 5 | 3 | 12 | 7 | | | 19 |
| CFT | | | 1 | 1 | 4 | | 5 | 5 | | | 10 |
| UDLM | 2 | 3 | 1 | 6 | 12 | 8 | 26 | 9 | | | 35 |
| Pend AMARC | 2 | | | 2 | | | 2 | | | | 2 |

Note: Updated from FY02-01 force structure. (ANG adjusted)

OPR: HQ AMC/A44X DSN 779-2675/2020

Note: Two 463 AG Aircraft are Coded Special Use, do not Count as Available for AMC Missions.

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JOINT BASE VISIT REPORT

POPE AIR FORCE BASE/FORT BRAGG, NORTH CAROLINA

24 MAY 2005

LEAD COMMISSIONER:

Admiral Harold W. Gehman (USN, Ret)

ACCOMPANYING COMMISSIONER:

None

COMMISSION STAFF:

Michael H. Flinn, Ph.D. (Air Force Senior Analyst for Pope AFB, NC)

LTC Kevin Felix (Army Senior Analyst for Fort Bragg, NC)

LIST OF ATTENDEES:

POPE AFB

- Col Darren McDew,
Commander 43rd Airlift Wing
- Col Steve Burgess, 43 AW/CV
- Col Darryl Blan, 43 OG/CV
- Col Eric Wilbur, 43 MSG/CC
- Col Ron Nelson, 43 MDOG/CC
- Col William Stewart, 43
AW/CCJ
- Lt Col Herb Phillips, 43
MXG/CV
- Lt Col Michael O'Dowd,
23 OSS/CC
- Lt Col John Masotti, 18
ASOG/DS
- Lt Col Lisa Markgraf
- Lt Col Mark Trudeau, 43
AW/XP
- CMSgt Hanson
- SM Sgt James
Wangeline, 53 APS
- Ms. Anne Niece, 43
AW/CCP: Protocol
- Lt. Angela Uribe-
Olson, 43 AW/CCP:
Protocol
- SrA Shawn Stafford:
Driver
- Mr. Chris Coppala, 43
CES

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FORT BRAGG

- Mr. Gary Knight, Deputy Garrison Commander, Fort Bragg
- Ms. Carrie Rice, Chief, Plans, Analysis & Integration, Fort Bragg Garrison
- COL Al Aycock, Garrison Commander, Fort Bragg
- COL Thomas Sittnick, Deputy Director of IMA, SE Region
- Mr. Tom Spencer, BRAC Program Manager, SE Region

BASES' PRESENT MISSION:

POPE AFB

The 43d Airlift Wing Maintains a high state of readiness to rapidly deploy, upon short notice, a highly trained airlift force and successfully plans and executes air operations. These operations may be conducted in any theater, region, or contingency area as part of any force, joint and allied, in support of national objectives. As the host unit, the 43d Airlift Wing provides base support services to 15-plus tenant units, ~~making Team Pope a total force installation.~~ The Pope Air Force Base flight line is home to the C-130 and the A-10.

FORT BRAGG

To maintain the XVIII Airborne Corps as a strategic crisis response force, manned and trained to deploy rapidly by air, sea and land anywhere in the world, prepared to fight upon arrival and win.

FT BRAGG also hosts US Army Special Operations Command

SECRETARY OF DEFENSE RECOMMENDATION: *\$J500*

POPE AFB

Realign Pope Air Force Base, NC. Distribute the 43d Airlift Wing's C-130E aircraft (25 aircraft) to the 314th Airlift Wing, Little Rock Air Force Base, AR; realign the 23d Fighter Group's A-10 aircraft (36 aircraft) to Moody Air Force Base, GA; transfer real property accountability to the Army; disestablish the 43d Medical Group and establish a medical squadron. At Little Rock Air Force Base, AR, realign eight C-130E aircraft to backup inventory; retire 27 C-130Es; realign one C-130J aircraft to the 143d Airlift Wing (ANG), Quonset State Airport Air Guard Station, RI; two C-130Js to the 146th Airlift Wing (ANG), Channel Islands Air Guard Station, CA; and transfer four C-130Js from the 314th Airlift Wing (AD) to the 189th Airlift Wing (ANG), Little Rock Air Force Base. Realign Yeager Airport Air Guard Station (AGS), WV, by realigning eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit, and by relocating flying-related expeditionary combat support to Eastern West Virginia Regional Airport/Shepherd Field AGS (aerial port and fire fighters). Close Pittsburgh International Airport (IAP) Air Reserve Station (ARS), PA, and relocate 911th Airlift Wing's (AFRC) eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit. Relocate AFRC operations and maintenance manpower to Pope/Fort Bragg.

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Relocate flight related ECS (aeromedical squadron) to Youngstown-Warren Regional APT ARS. Relocate all remaining Pittsburgh ECS and headquarters manpower to Offutt Air Force Base, NE. Air National Guard units at Pittsburgh are unaffected.

FORT BRAGG

Realign Fort Bragg, NC, by relocating the 7th Special Forces Group (SFG) to Eglin AFB, FL, and by activating the 4th Brigade Combat Team (BCT), 82d Airborne Division and relocating European-based forces to Fort Bragg, NC.

SECRETARY OF DEFENSE JUSTIFICATION:

POPE AFB

Downsizing Pope Air Force Base takes advantage of mission-specific consolidation opportunities to reduce operational costs, maintenance costs and the manpower footprint. The smaller manpower footprint facilitates transfer of the installation to the Army. Active duty C-130s and A-10s will move to Little Rock (17-airlift) and Moody (11-SOF/CSAR), respectively, to consolidate force structure at those two bases and enable Army recommendations at Pope. At Little Rock, older aircraft are retired or converted to back-up inventory and J-model C-130s are aligned under the Air National Guard. Little Rock grows to become the single major active duty C-130 unit, streamlining maintenance and operation of this aging weapon system. At Pope, the synergistic, multi-service relationship will continue between Army airborne and Air Force airlift forces with the creation of an active duty/Reserve associate unit. The C-130 unit remains as an Army tenant on an expanded Fort Bragg. With the disestablishment of the 43d Medical Group, the AF will maintain the required manpower to provide primary care, flight and occupational medicine to support the Air Force active duty military members. The Army will maintain the required manpower necessary to provide primary care, flight, and occupational medicine to support the Army active duty military members. The Army will provide ancillary and specialty medical services for all assigned Army and Air Force military members (lab, x-ray, pharmacy, etc). The major command's capacity briefing reported Pittsburgh ARS land constraints prevented the installation from hosting more than 10 C-130 aircraft and Yeager AGS cannot support more than eight C-130s. Careful analysis of mission capability indicates that it is more appropriate to robust the proposed airlift mission at Fort Bragg to an optimal 16 aircraft C-130 squadron, which provides greater military value and offers unique opportunities for jointness.

FORT BRAGG

This recommendation co-locates Army Special Operation Forces with Air Force Special Operations Forces at Eglin AFB, activates the 4th BCT of the 82nd Airborne Division and relocates Combat Service Support units to Fort Bragg from Europe to support the Army modular force transformation. This realignment and activation of forces enhances military value and training capabilities by locating Special Operations Forces (SOF) in locations that best support Joint specialized training needs, and by creating needed space for the additional brigade at Fort Bragg. This recommendation is consistent with and supports the Army's Force Structure Plan submitted with the FY 06 budget, and provides the necessary capacity and capability, including

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surge, to support the units affected by this action. This recommendation never pays back. However, the benefits of enhancing Joint training opportunities coupled with the positive impact of freeing up needed training space and reducing cost of the new BCT by approximately \$54-\$148M (with family housing) at Fort Bragg for the Army's Modular Force transformation, justify the additional costs to the Department.

MAIN FACILITIES REVIEWED:

Admiral Gehman indicated he had been to the Fort Bragg/Pope Air Force Base complex many times. Consequently, he was very familiar with the operations and layout of the installations. After a briefing by 43d Airlift Wing staff, the Admiral and the several attendees participated in "windshield" tours of both installations. Key facilities on Pope Air Force Base included the new C-130J hangers currently under construction, and the runway and ramps. Key installations visited on Fort Bragg included possible locations for the 4th BCT and FORSCOM HQ.

JOINT KEY ISSUES IDENTIFIED

No "showstoppers" were identified for this recommendation. However, some key issues related to the recommendations for Pope Air Force Base were identified. Currently, the mission of the 43d Airlift Wing is hampered by the length of the runway. On hot days, the runway is too short for fully loaded planes to lift off. This problem could be remedied by extending the runway 3000 feet, however this would be a cost to the Air Force and contradicts the Air Force base closure criteria. There do not appear to be any constraints associated with implementing the recommendation for Pope Air Force Base, although space considerations may constrain the implementation for the Fort Bragg recommendation (at least as it pertains to Pope Air Force Base property). Pope Air Force Base is fully "built out". Some existing facilities would have to be razed to accommodate the construction of a headquarters building for FORSCOM, Army Reserve Command, or the 4th BCT of the 82nd Airborne. Most family housing on Pope Air Force Base is considered inadequate by Air Force standards, but may be acceptable to the Army. Finally, the question of which service has responsibility for remediating contaminants on Pope Air Force Base needs to be resolved. In determining savings associated with realigning Pope Air Force Base, did the Air Force assume that the Army would take responsibility for continued remediation? If the Air Force retains responsibility for remediation, the inclusion of these costs could have a bearing on decision-making.

INSTALLATION CONCERNS RAISED

The biggest concern received from the installation pertained to the severing of the working relationship between the Army and the Air Force relative to accomplishing their respective missions. The Army-Air Force integration at Pope/Bragg is one of the best examples of jointness that currently exists in the military. The 36 A-10s on Pope and an airlift wing that supports the Army airlift and forced-entry mission provide the jointness necessary to meet all training and readiness requirements. The value of this relationship cannot be measured in costs or savings. Long standing personal relationships have developed that facilitate tasking and problem solving, as well as the benefits of joint training. Without these relationships, the missions can still be accomplished, but with greater difficulty.

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Pope installation managers were concerned about the details of the disposition of all the tenant units on the base.

AT FT BRAGG

Finally, there are no net savings through the movement of 7th SFG out of their barracks. Neither personnel from units realigning to Bragg from Europe, nor the soldiers from the activating 4th BCT will be able to utilize the barracks space 7th SFG will vacate. US Army Special Operations Command will utilize the vacant space as a result of internal expansion of their forces. Thus, Fort Bragg is concerned that MILCON was not planned to support these future requirements and that BRAC assumed cost-savings from 7th SFG's realignment to Eglin AFB.

Thus, if part of the rationale for moving the 7TH SFG out of Bragg is to make room for forces relocating from Europe, that rationale will have to be examined carefully

COMMUNITY CONCERNS RAISED:

The state of North Carolina sees the Base Closure recommendations as a huge win, primarily because Seymour Johnson Air Force Base was not recommended for closure. Although the Lieutenant Governor stated there is "going to be a fight", this is perceived only as public posturing. The commission staff did not observe any indications that the local community is concerned other than the Mayor of Spring Lake wanted to know if the runway at Pope Air Force Base would be extended. Her community has its boundary adjacent to the end of the runway. An extension of the runway would lead to increased noise levels and impact hazards.

REQUESTS FOR STAFF AS A RESULT OF VISIT:

1. What are the activities/functions that FORSCOM and 3rd Army share at Fort McPherson (medical/intell/JAG) that would be required to duplicate if the HQs are split, thereby generating costs at each new location?
2. Can the proposed Reserve/Active Air Force unit at Pope AFB handle the deployment requirements of JSOC and other Special Mission Units?
3. Did BRAC count reserve personnel into its personnel input/output calculations.
4. Did BRAC factor the requirements vs. capacity of transient billets on Pope AFB to support the new Reserve/Active organization?
5. Were the costs of constructing a new FORSCOM Headquarters Building included in the COBRA Analysis for Pope Air Force Base?

DID COSTS include all new facilities construction for Army forces or was there any re-use planned

Airlift

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

Airlift

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

Airlift

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

Airlift

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

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BASE VISIT REPORT

PITTSBURGH INTERNATIONAL AIRPORT AIR RESERVE STATION

21 JUNE 2005

LEAD COMMISSIONER:

General Lloyd W. Newton (USAF, Ret)

ACCOMPANYING COMMISSIONER:

None

COMMISSION STAFF:

Michael H. Flinn, Ph.D.

LIST OF ATTENDEES:

The name and number of attendees varied according to the particular activity associated with the base visit. The activities associated with the visit to Pittsburgh International Airport Air Reserve Station (Pittsburgh IAP ARS) generally consisted of two components: “private” activities held within the confines of the station and “public”, off-station activities. Aside from their respective locations, the participants in the private activities were primarily 911th Air Wing personnel while public activity participation was directed more towards elected officials and their staff, members of the Western Pennsylvania BRAC Task Force, and the public at-large. Known attendees of at least a portion of the activities are provided in the following table:

- | | | | | |
|---|--|---|--|---|
| • General Lloyd Newton – Commissioner | • Edward Rendell – Governor | • Michael Langley – Military Affair Committee/BRAC Task Force | • Joe Speilbauer – PA Base Development Committee | • Col. Dennis P. Ployer – Vice Commander, 911 th Air Wing |
| • Dr. Michael Flinn – Senior Air Force Analyst | • John Pippy - State Senator | • Charles Holsworth - Military Affair Committee/BRAC Task Force/PA Base Development Committee | • Robert Moeslein – 911 th Air Wing | • Maj. David P. Nardozi – Chief, Current Ops 911 th Air Wing |
| • Tim Murphy – United States Representative | • Dan Onorato - Allegheny County Chief Executive | • Randy Forister – Allegheny County Airport Authority/BRAC Task Force | • Lt. Col. Joe Poznik – 911 th Air Wing | • Patrick j. Litzinger, Ph.D – Robert Morris University |
| • Courtney Kaplan – Legislative Correspondent for Senator Rick Santorum | • Judge (MG) John Brosky | • MG Rodney Ruddock (retired) – Former Commander 99 th RSC/BRAC Task Force | • Col. Carl Vogt – Commander, 911 th Air Wing | |

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BASE'S PRESENT MISSION:

The 911th Airlift Wing (AW) provides C-130 airlift throughout the U.S. and overseas.

SECRETARY OF DEFENSE RECOMMENDATION:

Close Pittsburgh International Airport (IAP) Air Reserve Station (ARS), PA, and relocate 911th AW's (AFRC) eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit. Relocate AFRC operations and maintenance manpower to Pope/Fort Bragg. Relocate flight related ECS (aeromedical squadron) to Youngstown-Warren Regional APT ARS. Relocate all remaining Pittsburgh ECS and headquarters manpower to Offutt Air Force Base, NE. Air National Guard units at Pittsburgh are unaffected.

MAIN FACILITIES REVIEWED:

During a windshield survey of the installation, all major facilities were observed. These included the Command Headquarters, housing and dining facilities, administrative offices, vehicle maintenance facilities, the base civil engineering building, maintenance buildings, the recreation building, ballpark, tennis and sand volleyball courts, aircraft hangers, fuel and water storage tanks, and the flightline.

KEY ISSUES IDENTIFIED

According to the major command's capacity briefing report, land constraints at Pittsburgh International Airport Air Reserve Station prevent the installation from hosting more than 10 C-130 aircraft. In justifying its recommendation, the Department of Defense stated, "[c]areful analysis of mission capability indicates that it is more appropriate to robust the proposed airlift mission at Fort Bragg to an optimal 16 aircraft C-130 squadron, which provides greater military value and offers unique opportunities for Jointness." However, press articles indicate that 50 to 100 acres are available for expansion of the airport. The key issues for Pittsburgh International Airport Air Reserve Station pertain to the availability of land and whether the availability was considered in the Air Force Widget model used to calculate the Mission Compatibility Index (MCI). Correspondence was provided by the Western Pennsylvania BRAC Task Force that demonstrated the base has had memoranda of agreements since 1993 with the Pittsburgh International Airport to use an additional 21.7 acres adjacent to the Air Reserve Station. The history of this correspondence is summarized in the following bullets.

- A memorandum of agreement was first entered into between the United States Air Force and Allegheny County on 3 February 1994 allowing the Air Force Reserve to use \pm 21.7 acres (at no cost to the government – 5 Oct 1995 911 AW/CC memo) "for parking five or more C-130 aircraft temporarily during three phases of ramp repairs, and the construction of a deicing pad on the Pittsburgh IAP Air Reserve Station (ARS)."
- Four additional supplemental agreements allowed for extensions of this arrangement through 31 December 2009.
- The lease of an additional 30 acres was apparently requested on 7 February 1994, but this request was turned down in a letter dated 19 July 1994 from Mr. Herbert C. Higginbotham

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(Director, Department of Aviation) to Colonel Christopher M. Joniec (Commander 911th Airlift Group). The decision was later reversed and in a letter dated 14 November, Mr. Higginbotham offered the 30 acres (apparently at no cost to the Air Force – 5 Oct 1995 911 AW/CC memo) to Colonel T. Spencer of the 911th AW.

- Congressman Rick Santorum lent his support to the lease offer in a letter dated 12 December 1994 to Deputy Assistant Secretary of the Air Force, James F. Boatwright.
- Apparently, approval was granted to obtain approximately 85 additional acres. A memorandum from Colonel Thomas W. Spencer to Mr. Higginbotham (dated 22 November 1995) stated that approval had been given “to obligate funds to conduct a phase I Environmental Baseline Survey, the first step required by AFI 32-7066 in real estate transactions, for the acquisition of additional acreage offered by Allegheny County to the Air Force. This funding may not have been necessary. In the 5 October 1995 memorandum from Colonel Spencer, paragraph 7 “indicated that the County and/or US Air would assume responsibility for any necessary remediation. In addition, preliminary discussions between the County and the Pennsylvania Department of Environmental Resources also indicated that remediation may not be necessary if the proposed site is utilized for the same purpose as originally utilized – airport operations.”
- On behalf of General Fogelman, Brigadier General John A. Bradley (Deputy to the Chief of Staff of the Air Force Reserve) wrote a letter to the County of Allegheny Board of Commissioners dated 21 May 1996 in which he responded to their offer to provide additional property. General Bradley’s “Headquarters plans and program staff did an analysis of present and future operational requirements and found no requirement for additional land at Pittsburgh ARS.”
- In a subsequent letter dated 26 February 1998, General Bradley reiterated that “the Air Force Reserve has adequate land available at Pittsburgh, has no plans to expand the size of the unit, and has no new mission requirement that would require acquisition of any new land.”
- A fact sheet dated 11 September 1998, and provided in response to a Congressional Inquiry, stated the “existing property is adequate to support the existing mission of the 911th AW and no additional missions are planned in the foreseeable future. If future development or expansion impacts the Air Force Reserve mission and installation security, all agencies must re-evaluate the proposal.
- Finally, a letter dated 8 June 2005 was addressed to Chairman Principi as a result of the recommendation to close Pittsburgh IAP ARS due to “a lack of space available to handle up to a 16 aircraft Wing”. The purpose of the letter was “to advise the Commission that there is a current Memorandum of Agreement . . . , which encompasses an additional 21.7 acres of aircraft ramp space that has been continuously used and under the control of the 911th since 1993 and was not used in the scoring.”

INSTALLATION CONCERNS RAISED

In addition to the issues associated with land availability, installation representatives raised several concerns related to the use of modeling data, mission performance, retention, and training.

Twelve aircraft have been identified by the Air Force as an acceptable number for a Reserve airlift wing. During its Capacity Briefing, the Air Force Reserve Command identified land

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constraints at Pittsburgh International Airport Air Reserve Station that prevented the installation from hosting more than 10 C-130 aircraft as a “showstopper”. However, the information provided by the 911th AW suggests that they have space available for 20 aircraft.

Information provided by the 911th AW identified specific aspects of the data call and Widget model that may not be appropriate for determining the military value of an airlift wing. These specific aspects are itemized below:

1. Question 1 measures fuel hydrant capability. Fuel hydrants are required for planes that carry over 20,000 gallons. A fuel hydrant system is not required for C-130's since they carry only 9,000 gallons. Consequently, an installation or airlift wing having a fuel hydrant system would receive a higher MCI value for an asset that is not mission critical.
2. Question 9 of the Widget model pertains to the size of the runway. Because the 911th has a runway 11,000 feet long and 150 feet wide, it received the maximum score allowable. However, the model did not provide additional credit for additional runways. The 911th has access to four runways, with the shortest being 8000 feet.
3. Question 1235 pertains to the load bearing capacity of the ramp area addressed under the memoranda of agreements related to the availability of land. As part of the Pittsburgh International Airport, the area has been used as a taxiway for such heavy aircraft as 747s, C-5s, and B-52s and is routinely used by C-130s. However, the ramp did not have a “published” pavement condition number (PCN) and consequently could not be used in Widget model in determining the MCI for the facility. The lack of a PCN cost the installation 2.98 points.
4. Question 1246 measures the installation's proximity to Military Training Routes (MTRs). According to Major David Nardozzi, MTRs are not required for C-130 low level training. The 911th AW has a Low Altitude Training and Navigation (LATN) Area that consists of 85,000 mi² of airspace surveyed to 500 feet above ground level (AGL), made up of various areas of either flat, rolling, or mountainous terrain. Major Nardozzi indicated that this asset allows the 911th AW to design routes to optimize training.
5. Questions 1248 and 1249 respectively pertain to the proximity and quality of surveyed landing zones (LZs). As with the fuel hydrant systems, LZs are not required for C-130 training.
6. Question 1247 measures the number of days where prevailing weather conditions are greater than 3000/3. With its IMC airdrop qualified crews, the 911th can fly in formations with the weather conditions as low as 200/1. The 911th needs only 1500/3 for VFR single ship training and 200/3 for VFR formation training. Finally, the 911th used only two years of data (2002 and 2003). Major Nardozzi suggested that using the 30 year average of weather conditions, as recommended by the AFCCC, would provide data that was more representative of the prevailing weather conditions.
7. Question 1273 measured how far the base was from selected overseas APOE locations. As a Strategic airlift measure, Major Nardozzi maintained the question was irrelevant for an installation flying C-130s that are Theater airlift assets.

Representatives of the 911th AW also questioned the general assessment of their surge capability, cost of operations, jointness attributes, and the implications of the recommendations on the unit's manpower.

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Information provided by the 911th AW states that the Pittsburgh IAP ARS can add more than 600 operations per day. They also have 2,400 contingency beds available and have the means to provide 720 meals per hour. A signed memorandum of agreement (MOA) calls for the throughput of 18 C-130s and 588 Marines in support of an Army and Marine Ready Reaction Force for Homeland Defense. Additional surge capability is provided by the installation's proximity to four interstate highways; rail lines intended for long, intermediate, and local hauling; the Port of Pittsburgh, and a modern international airport.

According to the 911th AW, they are a very low cost Air Force organization. In 1964, a one-time fee of \$1 was paid for the lease of 103 acres on the base. The Airport Use Agreement with Allegheny County is \$20,000 compared to the Air Force Reserve Command (AFRC) average of \$115,000. This \$20,000 provides for aircraft fire and crash support, structural fire protection, ambulance and medical services, customs support, runway maintenance and repair, snow removal, and a control tower. Additionally, the base fire department operations and maintenance costs are \$46,000 per year as opposed to the AFRC average of \$3,700,000 per year.

Installation personnel also felt that the joint use aspects of the Pittsburgh IAP ARS were unmeasured. By sharing their facility with the Military Entrance Processing Station (MEPS), they support 9,000 applicants with testing, billeting, and dining while providing for personnel safety and save the Army \$1.2 million annually. Additionally, the installation firing range is used by 50 local, State, and Federal (military and civilian) agencies and is one of the few ranges that allows for the firing of .50 caliber ammunition. The 911th Communications Center provides Communications Security (COMSEC) and classified storage capability to over 50 Federal agencies and 100% of the Air National Guard's 171st Air Refueling Wing's communication needs.

The Pittsburgh IAP ARS provides a base exchange; credit union; chapel; fitness center; consolidated club; morale, recreation, and welfare (MWR) center; as well as billeting and information, tickets, and travel (ITT) support. In addition to the 911th AW, these facilities are also used by the 171st ARW and the 99th Regional Readiness Command. Finally, the base is the host for the regional Casualty Assistance Office.

Representatives of the 911th AW stated that the proposed Base Realignment and Closure (BRAC) recommendation would affect unit manpower. In a survey of their personnel, they found that 78% of the Air Reserve Technicians and 97% of the traditional reservists would not relocate to another facility.

COMMUNITY CONCERNS RAISED:

Governor Rendell stated that the figure used for the Metropolitan Statistical Area (MSA) used in the Cost of Base Realignment Actions (COBRA) model to calculate economic impact was incorrect.

The community representatives maintained that the BRAC recommendations ignored the opportunities for jointness and supported their position by providing a report dated May 4, 2005

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and entitled *REGIONAL JOINT READINESS CENTER A Value-Added Regional Resource* by the Dupuy Institute.

REQUESTS FOR STAFF AS A RESULT OF VISIT:

Commissioner Newton requested a compilation of the all recommendations pertaining to the 911th AW, the 171st ARW, the 99th Regional Readiness Command, and the Kelly Support Center.

NOTES ON YEAGER (CHARLESTON, WV)

Flaw in the Air Force justification with respect to Yeager:

The Air Force recommendation stated that **Yeager AGS cannot support more than eight C-130s.**

The Wing Commander reports that the **unit can park (12) C-130s now.** (There were eleven there on the day of our visit.) According to their figures, with a \$3M ramp expansion they can park 16. The little-used secondary runway can be used for parking during surge operations.

Other Issues:

Another concern was the overall process of combining dissimilar **models of the C-130**, (H-2 and H-3) at Pope. Yeager is converting to the H-3 from the H-2. They have 50% of each now. Pittsburgh has H-2s. This impacts interoperability at Pope.

The base received **no credit for hanger** because it was built for fighters. Because of modifications (wall slots) it has contained the C-130 for over 25 years.

The unit has **outstanding unit strength statistics** in excess of 100%. Why they asked, were additional aircraft being sent to states that had a hard time filling the current slots available?

The unit was **not given appropriate credit for low-level training** areas close by.

They anticipated significant **impacts to Recruiting and Retention** knowing there would be losses of experienced personnel because they would not follow the aircraft.

The base has a **Civil Support Team (CST)**. This team is on call to be transported anywhere in the region to include the nation's capital. The Yeager based C-130s do this mission. Located in the state capital, the 130th also performs **other state and federal emergency response missions.**

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$6.4M. The net of all costs and savings to the Department during the implementation period is a cost of \$1.6M. Annual recurring savings after implementation are \$1.0M, with a payback expected in seven years. The net present value savings to the Department over 20 years is \$8.3M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 413 jobs (198 direct jobs and 215 indirect jobs) over 2006-2011 period in the Spokane, WA, Metropolitan Statistical economic area, which is 0.2 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

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

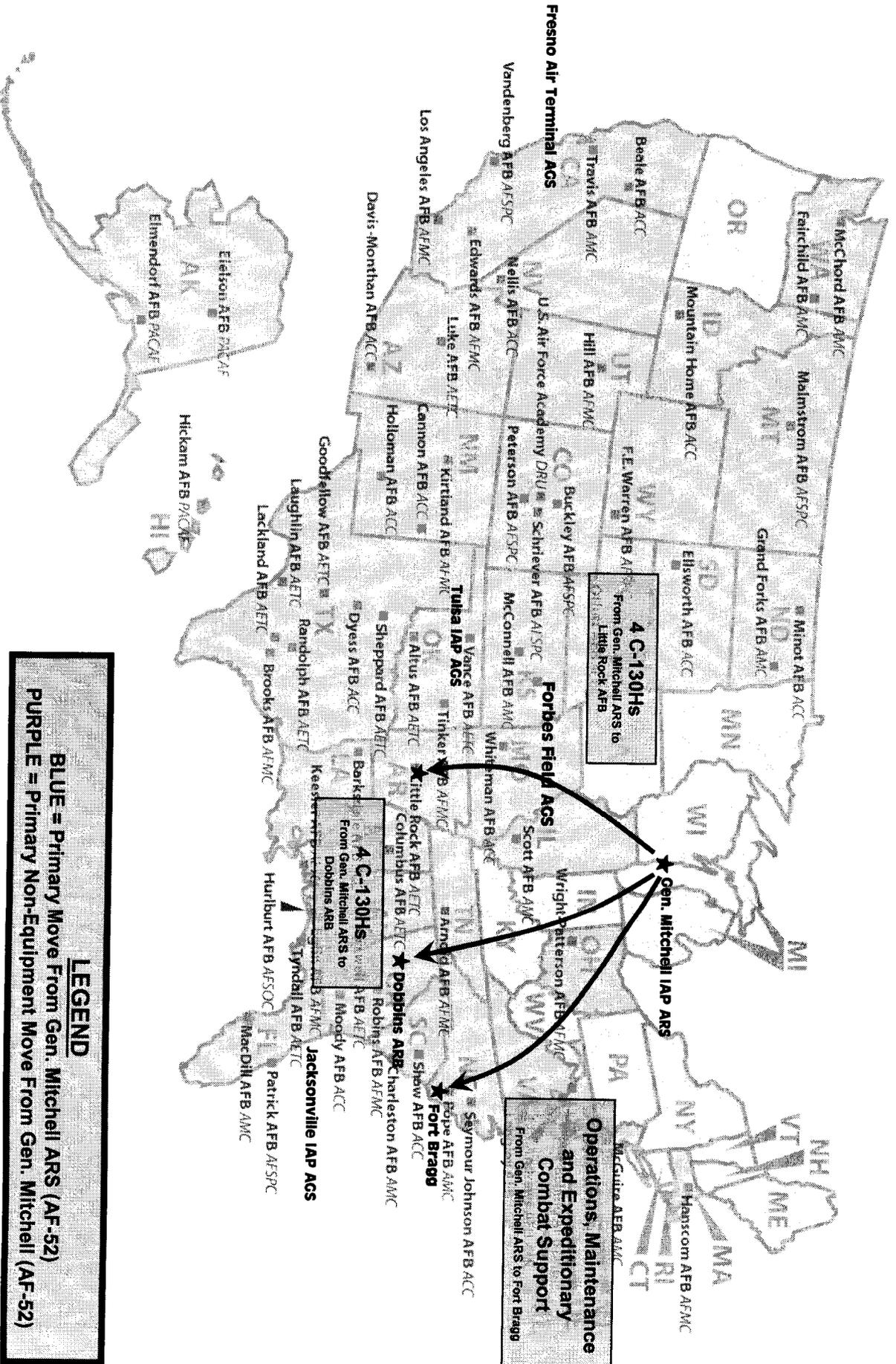
Environmental Impact: There are potential impacts to cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to air quality; dredging; marine mammals, resources, or sanctuaries; waste management; or water resources. No impacts are anticipated for the costs of environmental restoration, environmental compliance, or waste management activities. 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.

General Mitchell Air Reserve Station, WI

Recommendation: Close General Mitchell Air Reserve Station (ARS). Distribute the eight C-130H aircraft of the 440th Airlift Wing to the 94th Airlift Wing (AFR), Dobbins Air Reserve Base (ARB), GA (four aircraft) and to the 314th Airlift Wing, Little Rock Air Force Base, AR (four aircraft). Realign the 440th Airlift Wing's operations, maintenance and Expeditionary Combat Support (ECS) manpower to Fort Bragg, NC. Air National Guard units at Mitchell are unaffected by this recommendation.

Justification: This recommendation distributes C-130 aircraft to two bases of higher military value, Little Rock Air Force Base (17) and Dobbins Air Reserve Base (71). Adding aircraft at Little Rock and Dobbins optimizes squadron size, creating larger, more effective squadrons. Additionally, these transfers move C-130 force structure from the Air Force Reserve to the active duty--addressing a documented imbalance in the active/Air National Guard/Air Force Reserve manning mix for C-130s.

Air Force 52 – General Mitchell Air Reserve Station, WI



POPE AIR FORCE BASE REALIGNMENT SCENARIOS

| Date | Scenario Number | Title | Scenario | Comments |
|-------------|------------------------|-------------------------|--|-----------------|
| 09/22/04 | USAF-0006 | Realign A-10 Fleet | <p>Realign/consolidate current A-10 force structure at as few locations as practicable using standard squadron sizes and crews, consistent with Mission Capabilities Indices and Future Total Force tenants.</p> <p>Principle: Consolidate legacy fleet; ensures force available for AEF construct</p> | |
| 09/22/04 | USAF-0012 | Consolidate C-130 Fleet | <p>Realign current C-130 force structure at as few locations as practicable using standard squadron sizes and crews, consistent with Mission Capabilities Indices and Future Total Force tenants.</p> <p>Principles: Primary determinant - MCI rating; Optimize squadron size; Consolidate airlift assets</p> <p>Exceptions: If installation has consolidated MDS now, do not reduce</p> | |

| Date | Scenario Number | Title | Scenario | Comments |
|----------|-----------------|--------------------------------|--|----------|
| 10/21/04 | USAF-0018 | Close Ellsworth AFB (S200.1c3) | <p>The 28th Bomb Wing will inactivate. The wing's 24 B-1B aircraft will be distributed to the 7th Bomb Wing, Dyess AFB. The 317th Airlift Group at Dyess will inactivate and its C-130 aircraft will be distributed to the 3d Wing, Elmendorf AFB (4 PAA); 302d Airlift Wing (AFRC), Peterson AFB (4 PAA); 153d Airlift Wing (ANG), Cheyenne Airport AGS (4 PAA); Pope/Ft Bragg (4 PAA); and 314th Airlift Wing, Little Rock AFB (16 PAA). Peterson, Cheyenne and Pope/Ft Bragg will have C-130 active duty/ARC associations at a 50/50 force mix. Elmendorf will have C-130 association mix of 8 PAA/4PAA (ANG/SD).</p> <p>Belle Fourche Electronic Scoring Site assets will need to be moved. Active/ARC C-130 associations at Elmendorf, Peterson, Cheyenne and Little Rock (50/50 mix). Active/ARC mix at Pope/Ft Bragg will be 50/50 mix (AFRC/AD).</p> | |
| 12/17/04 | USAF-0058 | Realign Little Rock AFB (S301) | <p>Realign Little Rock AFB. Assigned C-130E aircraft (5 PAA) and C-130J aircraft (2 PAA) will be redistributed to the 43rd Airlift Wing, Pope AFB, North Carolina.; other assigned C-130E aircraft will be recoded to backup aircraft inventory (14 PAA) and retire (14 PAA). The 23rd Fighter Group's A-10 aircraft (36 PAA) assigned to Pope AFB will be redistributed to Barksdale AFB, Louisiana.</p> | |
| 01/06/05 | USAF-0096 | Close Pope AFB (S315) | <p>Close Pope AFB. The 43rd Airlift Wing will be inactivated. Assigned C-130E (11PAA) and C-130J (14 PAA) aircraft will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. The 23rd Fighter Group's A-10 aircraft (36 PAA) will be reassigned to Barksdale AFB, Louisiana.</p> | |

| Date | Scenario Number | Title | Scenario | Comments |
|----------|-----------------|-----------------------------------|---|--|
| 02/04/05 | USAF-0122 | Realign Pope AFB (S316.2) | <p>The 43rd Airlift Wing will be inactivated. Assigned C-130E (25 PAA) aircraft 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); distribute C-130J aircraft to the 143rd Airlift Wing (ANG) Quonset State APT AGS, Rhode Island (1 PAA) and 146th Airlift Wing (ANG) Channel Islands AGS, California (2 PAA). The 23rd Fighter Group at Pope will inactivate and associated A-10 aircraft (36 PAA) will be distributed to Moody AFB, Georgia. The 347th Rescue Wing's HC-130P (11 PAA) and HH-60 (14 PAA) aircraft will be distributed to the 355th Wing, Davis Monthan AFB, Arizona.</p> <p>AFRC Aerial Port at Pope AFB will remain in place as a tenant to the Army. Additional Air Force will remain in place, as a tenant to the Army, to support Army Requirements at Ft Bragg.</p> | |
| 02/04/05 | USAF-0123 | Close Pittsburgh IAP ARS (S317.1) | <p>Close Pittsburgh IAP ARS. The 911th Airlift Wing (AFRC) will inactivate. The wing's C-130H aircraft (8 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB (4 PAA) and to Ft Bragg/Pope AFB (AFRC) (4 PAA). The flight related ECS (Aeromed Squadron) will be moved to Youngstown-Warren Regional APT ARS. The remaining ECS will be moved to Offutt AFB, NE. AFRC Ops and Maintenance manpower will be transferred to Offutt AFB, NE.</p> | CR Combined with USAF-0122 per AF BCEG direction 21 Apr 05 |
| 02/25/05 | USAF-127 | Realign Yeager APT AGS (S321.3c2) | <p>Realign Yeager Airport AGS. The 130th Airlift Wing (ANG) will inactivate. The wing's C-130H aircraft (8 PAA) will be distributed to Pope/Ft Bragg to form a 12 PAA AFR and active duty associate unit. Flying related ECS is moved from Yeager to Shepherd (Aerial Port and Fire Fighters.) Remaining 130th Airlift Wing ECS remains in place in enclave at Yeager.</p> | CR Combined with USAF-0122 per AF BCEG direction 21 Apr 05 |

| Date | Scenario Number | Title | Scenario | Comments |
|----------|-----------------|--|--|----------|
| 03/04/05 | USAF-0132 | Establish Three Joint Range Coordination Centers - Eastern, Central, Western | Establish three Joint Range Coordination Centers - Eastern, Central, Western. Establish Eastern Joint Range Coordination Center at Eglin AFB by realigning Fort McPherson, Carlisle Barracks, NAVSTA Ingleside, NAS Brunswick, NAVSTA Pascagoula, Portsmouth NAVSHIPYD, Pope AFB, Cannon AFB, and MCLB Barstow by relocating Service personnel to Eglin AFB. Establish Central Joint Range Coordination Center at Fort Bliss by realigning Fort McPherson, Fort Monroe, Fort Monmouth, Carlisle Barracks, NAVWPNSTA Charleston, NAS Brunswick, NAS Atlanta, Cannon AFB, and MCLB Barstow by relocating Service personnel to Fort Bliss. Establish Western Joint Range Coordination Center at NAS North Island by realigning Fort McPherson, Red River Army Depot, NAS Brunswick, Portsmouth NAVSHIPYD, NAS Atlanta, Pope AFB, and MCLB Barstow by relocating Service personnel to NAS North Island. JFCOM is the executive agent for the Joint Range Coordination Centers. | |

used for ADDS

Pope (USAF)

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
Data As Of 1/17/2005 5:00:37 PM, Report Created 6/17/2005 1:36:45 PM

Department : USAF
Scenario File : C:\Documents and Settings\gingrick\My Documents\USAF-0096 Close Pope\S315.CBR
Option Pkg Name: S315 Close Pope
Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Starting Year : 2006 } 5 years
Final Year : 2011
Payback Year : 2012 (1 Year)

NPV in 2025(\$K): -1,274,311.000
1-Time Cost(\$K): 116,901

Net Costs in 2005 Constant Dollars (\$K)

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total | Beyond |
|--------------|---------------|---------------|--------------|---------------|--------------|----------------|--------------|-----------------|
| MilCon | 2,349 | 0 | 13,051 | 13,051 | 0 | 0 | 28,451 | 0 |
| Person | 0 | 0 | 0 | 0 | 0 | -43,969 | -43,969 | -104,795 |
| Overhd | -1,936 | -2,838 | -3,316 | -3,626 | -4,006 | -23,814 | -39,537 | -27,833 |
| Moving | 9,297 | 0 | 0 | 0 | 5,281 | 25,336 | 39,914 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 1,689 | 149 | 0 | 11,620 | 1,270 | 6,803 | 21,531 | 2,236 |
| TOTAL | 11,399 | -2,689 | 9,734 | 21,045 | 2,544 | -35,643 | 6,391 | -130,392 |

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total | |
|-----------------------------|------|------|------|------|------|-------|-------|-------------|
| POSITIONS ELIMINATED | | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 67 | 67 | } MIL-1172 |
| Enl | 0 | 0 | 0 | 0 | 0 | 1,105 | 1,105 | |
| Civ | 0 | 0 | 0 | 0 | 0 | 123 | 123 | |
| TOT | 0 | 0 | 0 | 0 | 0 | 1,295 | 1,295 | |
| POSITIONS REALIGNED | | | | | | | | |
| Off | 0 | 0 | 0 | 0 | 0 | 578 | 578 | } MIL-4,276 |
| Enl | 0 | 0 | 0 | 0 | 0 | 3,698 | 3,698 | |
| Stu | 0 | 0 | 0 | 0 | 0 | 29 | 29 | |
| Civ | 0 | 0 | 0 | 0 | 0 | 303 | 303 | |
| TOT | 0 | 0 | 0 | 0 | 0 | 4,608 | 4,608 | } 426 |

948

Tot. Dir. = 5,903

Department : USAF
 Scenario File : C:\Documents and Settings\gingrick\My Documents\USAF-0096 Close Pope\S315.CBR
 Option Pkg Name: S315 Close Pope
 Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

| Costs in 2005 Constant Dollars (\$K) | | | | | | | | |
|--------------------------------------|---------------|--------------|---------------|---------------|--------------|---------------|----------------|---------------|
| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total | Beyond |
| MilCon | 2,349 | 0 | 13,051 | 13,051 | 0 | 0 | 28,451 | 0 |
| Person | 0 | 0 | 0 | 0 | 0 | 31,750 | 31,750 | 24,726 |
| Overhd | 3,606 | 2,705 | 2,226 | 1,917 | 1,536 | 16,321 | 28,312 | 13,439 |
| Moving | 9,297 | 0 | 0 | 0 | 5,281 | 33,668 | 48,246 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 1,689 | 149 | 0 | 11,620 | 1,270 | 6,803 | 21,531 | 2,236 |
| TOTAL | 16,941 | 2,854 | 15,277 | 26,587 | 8,087 | 88,543 | 158,290 | 40,401 |

\$158,290

| 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 | 0 | 0 | 0 | 75,719 | 75,719 | 129,521 |
| Overhd | 5,543 | 5,543 | 5,543 | 5,543 | 5,543 | 40,135 | 67,849 | 41,272 |
| Moving | 0 | 0 | 0 | 0 | 0 | 8,331 | 8,331 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 5,543 | 5,543 | 5,543 | 5,543 | 5,543 | 124,186 | 151,900 | 170,793 |

170,793,000
~~*40,401,600*~~
13

\$130,392,000
Annual
Revenue Savings

Correct COBRA for SECDEF Rec.

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
 Data As Of 6/2/2005 9:50:47 AM, Report Created 7/12/2005 11:53:47 AM

Department : USAF
 Scenario File : C:\Documents and Settings\gingrick\My Documents\USAF 122 Pope original\USAF 0122V3 052705 Realign Pope DB
 Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
 Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Starting Year : 2006 } 3 years
 Final Year : 2009 }
 Payback Year : Immediate

NPV in 2025(\$K): -2,598,098
 1-Time Cost(\$K): 218,145

Net Costs in 2005 Constant Dollars (\$K)

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total | Beyond |
|--------------|--------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| MilCon | 8,724 | 95,706 | 1,223 | 0 | 0 | 0 | 105,653 | 0 |
| Person | 0 | -69,432 | -176,119 | -176,119 | -176,119 | -176,119 | -773,910 | -176,119 |
| Overhd | -357 | -4,115 | -8,604 | -26,378 | -28,812 | -28,812 | -97,078 | -29,949 |
| Moving | 0 | 25,150 | 1,720 | 4,178 | 0 | 0 | 31,048 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 1,331 | 28,186 | 5,568 | 6,969 | 7,610 | 3,336 | 53,001 | 3,336 |
| TOTAL | 9,697 | 75,495 | -176,212 | -191,349 | -197,321 | -201,595 | -681,285 | -202,732 |

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total |
|----------------------|----------|--------------|----------|----------|----------|----------|--------------|
| POSITIONS ELIMINATED | | | | | | | |
| Off | 0 | 234 | 0 | 0 | 0 | 0 | 234 |
| Enl | 0 | 1,649 | 0 | 0 | 0 | 0 | 1,649 |
| Civ | 0 | 498 | 0 | 0 | 0 | 0 | 498 |
| TOT | 0 | 2,381 | 0 | 0 | 0 | 0 | 2,381 |

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total |
|---------------------|----------|--------------|----------|----------|----------|----------|--------------|
| POSITIONS REALIGNED | | | | | | | |
| Off | 0 | 491 | 0 | 0 | 0 | 0 | 491 |
| Enl | 0 | 3,661 | 0 | 0 | 0 | 0 | 3,661 |
| Stu | 0 | 29 | 0 | 0 | 0 | 0 | 29 |
| Civ | 0 | 293 | 0 | 0 | 0 | 0 | 293 |
| TOT | 0 | 4,474 | 0 | 0 | 0 | 0 | 4,474 |

Total Direct
6,855

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 remain in place at Yeager.

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 2/2
 Data As Of 6/2/2005 9:50:47 AM, Report Created 7/12/2005 11:53:47 AM

Department : USAF
 Scenario File : C:\Documents and Settings\gingrick\My Documents\USAF 122 Pope original\USAF 0122V3 052705 Realign Pope DB
 Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
 Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Costs in 2005 Constant Dollars (\$K)

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Total | Beyond |
|--------|--------|---------|--------|--------|--------|--------|---------|--------|
| | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ----- |
| MilCon | 8,724 | 95,706 | 1,223 | 0 | 0 | 0 | 105,653 | 0 |
| Person | 0 | 51,988 | 44,456 | 44,456 | 44,456 | 44,456 | 229,810 | 44,456 |
| Overhd | 5,186 | 22,740 | 28,050 | 24,205 | 21,771 | 21,771 | 123,722 | 21,771 |
| Moving | 0 | 30,197 | 1,720 | 4,178 | 0 | 0 | 36,095 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 1,331 | 28,186 | 5,568 | 6,969 | 7,610 | 3,336 | 53,001 | 3,336 |
| TOTAL | 15,240 | 228,817 | 81,017 | 79,808 | 73,837 | 69,563 | 548,281 | 69,563 |

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 | 121,420 | 220,575 | 220,575 | 220,575 | 220,575 | 1,003,720 | 220,575 |
| Overhd | 5,543 | 26,855 | 36,654 | 50,583 | 50,583 | 50,583 | 220,800 | 51,719 |
| Moving | 0 | 5,046 | 0 | 0 | 0 | 0 | 5,046 | 0 |
| Missio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 5,543 | 153,321 | 257,229 | 271,158 | 271,158 | 271,158 | 1,229,566 | 272,294 |

Department : USAF
 Scenario File : C:\Documents and Settings\gingrick\My Documents\USAF 122 Pope original\USAF 0122V3 052705 Realign Pope DB
 Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
 Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

(All values in 2005 Constant Dollars)

| Category | Cost | Sub-Total |
|--|-------------|-------------|
| ----- | ---- | ----- |
| Construction | | |
| Military Construction | 105,653,000 | |
| Total - Construction | | 105,653,000 |
| Personnel | | |
| Civilian RIF | 8,908,633 | |
| Civilian Early Retirement | 745,804 | |
| Eliminated Military PCS | 9,045,313 | |
| Unemployment | 689,905 | |
| Total - Personnel | | 19,389,655 |
| Overhead | | |
| Program Management Cost | 14,162,334 | |
| Support Contract Termination | 5,929,000 | |
| Mothball / Shutdown | 596,520 | |
| Total - Overhead | | 20,687,854 |
| Moving | | |
| Civilian Moving | 7,383,283 | |
| Civilian PPP | 3,585,096 | |
| Military Moving | 11,213,784 | |
| Freight | 3,211,219 | |
| Information Technologies | 6,114,600 | |
| One-Time Moving Costs | 4,587,000 | |
| Total - Moving | | 36,094,983 |
| Other | | |
| HAP / RSE | 3,747,990 | |
| Environmental Mitigation Costs | 1,776,000 | |
| Mission Contract Startup and Termination | 0 | |
| One-Time Unique Costs | 30,795,500 | |
| Total - Other | | 36,319,490 |
| ----- | | |
| Total One-Time Costs | | 218,144,983 |
| ----- | | |
| One-Time Savings | | |
| Military Construction Cost Avoidances | 0 | |
| Military Moving | 5,046,511 | |
| One-Time Moving Savings | 0 | |
| Environmental Mitigation Savings | 0 | |
| One-Time Unique Savings | 0 | |
| ----- | | |
| Total One-Time Savings | | 5,046,511 |
| ----- | | |
| Total Net One-Time Costs | | 213,098,472 |

COBRA ONE-TIME COST REPORT (COBRA v6.10) - Page 2/18
 Data As Of 6/2/2005 9:50:47 AM, Report Created 7/12/2005 11:53:47 AM

Department : USAF
 Scenario File : C:\Documents and Settings\gingrick\My Documents\USAF 122 Pope original\USAF 0122V3 052705 Realign Pope DB
 Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
 Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Base: Pope AFB, NC (tmkh)
 (All values in 2005 Constant Dollars)

| Category | Cost | Sub-Total |
|--|------------|------------|
| ----- | ---- | ----- |
| Construction | | |
| Military Construction | 0 | |
| Total - Construction | | 0 |
| Personnel | | |
| Civilian RIF | 4,591,860 | |
| Civilian Early Retirement | 347,681 | |
| Eliminated Military PCS | 8,923,432 | |
| Unemployment | 356,080 | |
| Total - Personnel | | 14,219,053 |
| Overhead | | |
| Program Management Cost | 10,612,977 | |
| Support Contract Termination | 5,929,000 | |
| Mothball / Shutdown | 342,720 | |
| Total - Overhead | | 16,884,697 |
| Moving | | |
| Civilian Moving | 2,987,001 | |
| Civilian PPP | 1,774,800 | |
| Military Moving | 10,938,124 | |
| Freight | 2,605,377 | |
| Information Technologies | 533,600 | |
| One-Time Moving Costs | 2,207,000 | |
| Total - Moving | | 21,045,903 |
| Other | | |
| HAP / RSE | 3,728,793 | |
| Environmental Mitigation Costs | 491,000 | |
| Mission Contract Startup and Termination | 0 | |
| One-Time Unique Costs | 0 | |
| Total - Other | | 4,219,793 |
| ----- | | ----- |
| Total One-Time Costs | | 56,369,446 |
| ----- | | ----- |
| One-Time Savings | | |
| Military Construction Cost Avoidances | 0 | |
| Military Moving | 4,881,231 | |
| One-Time Moving Savings | 0 | |
| Environmental Mitigation Savings | 0 | |
| One-Time Unique Savings | 0 | |
| ----- | | ----- |
| Total One-Time Savings | | 4,881,231 |
| ----- | | ----- |
| Total Net One-Time Costs | | 51,488,215 |

Department : USAF
 Scenario File : C:\Documents and Settings\gingrick\My Documents\USAF 122 Pope original\USAF 0122V3 052705 Realign Pope DB
 Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
 Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Base: Little Rock AFB, AR (nkak)
 (All values in 2005 Constant Dollars)

| Category | Cost | Sub-Total |
|--|------------|------------|
| ----- | ---- | ----- |
| Construction | | |
| Military Construction | 44,674,000 | |
| Total - Construction | | 44,674,000 |
| Personnel | | |
| Civilian RIF | 0 | |
| Civilian Early Retirement | 0 | |
| Eliminated Military PCS | 0 | |
| Unemployment | 0 | |
| Total - Personnel | | 0 |
| Overhead | | |
| Program Management Cost | 0 | |
| Support Contract Termination | 0 | |
| Mothball / Shutdown | 0 | |
| Total - Overhead | | 0 |
| Moving | | |
| Civilian Moving | 0 | |
| Civilian PPP | 0 | |
| Military Moving | 0 | |
| Freight | 127,613 | |
| Information Technologies | 2,079,000 | |
| One-Time Moving Costs | 2,068,000 | |
| Total - Moving | | 4,274,613 |
| Other | | |
| HAP / RSE | 0 | |
| Environmental Mitigation Costs | 380,000 | |
| Mission Contract Startup and Termination | 0 | |
| One-Time Unique Costs | 8,376,000 | |
| Total - Other | | 8,756,000 |
| ----- | | |
| Total One-Time Costs | | 57,704,613 |
| ----- | | |
| One-Time Savings | | |
| Military Construction Cost Avoidances | 0 | |
| Military Moving | 0 | |
| One-Time Moving Savings | 0 | |
| Environmental Mitigation Savings | 0 | |
| One-Time Unique Savings | 0 | |
| ----- | | |
| Total One-Time Savings | | 0 |
| ----- | | |
| Total Net One-Time Costs | | 57,704,613 |