

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
 Data As Of 8/30/2005 6:21:22 PM, Report Created 8/30/2005 6:22:13 PM

Department : USAF
 Scenario File : A:\COBRA Air Force 35 Realign Pope .CER
 Option Pkg Name: COBRA Air Force 35 Realign Pope, NC
 Std Pctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

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

NPV in 2025(\$K): -2,711,526
 1-Time Cost(\$K): 191,277

Net Costs in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
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MilCon	7,052	76,990	1,361	0	0	0	85,403	0
Person	0	-75,847	-181,113	-180,541	-181,312	-181,312	-800,127	-181,312
Overhd	-586	-6,105	-1,085	-24,422	-30,424	-30,424	-93,046	-31,560
Moving	0	24,540	0	5,781	0	0	30,321	0
Missio	0	0	0	0	0	0	0	0
Other	1,918	32,138	3,079	5,279	3,079	3,079	48,573	3,079
TOTAL	8,383	51,715	-177,758	-193,903	-208,657	-208,657	-728,877	-209,794

	2006	2007	2008	2009	2010	2011	Total
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POSITIONS ELIMINATED							
Off	0	262	0	0	0	0	262
Enl	0	2,035	0	3	0	0	2,038
Civ	0	241	0	0	0	0	241
TOT	0	2,538	0	3	0	0	2,541

	2006	2007	2008	2009	2010	2011	Total
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POSITIONS REALIGNED							
Off	0	437	0	3	0	0	440
Enl	0	3,220	0	41	0	0	3,261
Stu	0	29	0	0	0	0	29
Civ	0	213	0	130	0	0	343
TOT	0	3,899	0	174	0	0	4,073

Summary:

Recommendation:

Realign Pope Air Force Base (AFB) and realign Pittsburgh International Airport (IAP) Air Reserve Station (ARS) and close Gen Mitchell 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. Establish an air mobility operations group at Pope. In coordinated action, Little Rock AFB recodes C-130E aircraft to BAI (8 PAA); and retires C-130E aircraft (23 PAA).

In the second phase, close General Mitchell Air Reserve Squadron (ARS). Distribute the 440th Airlift Wing's C-130H aircraft to Pope. The 440th Airlift Winig (AFRC) operations, maintenance and Expeditionary Combat Support (ECS) manpower also realigns to Pope.

Realign Pittsburgh IAP ARS in phase three and distribute the 911th Airlift Wing's (AFRC) C-130H aircraft to Pope/Ft. Bragg (AFRC) (8 PAA). At Pittsburgh ARS, reate an enclave and establish a Refional Joint Readiness Center.

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
North Carolina									
Navy Reserve Center Asheville	Close	(7)	0	0	0	(7)	0	0	(7)
Niven U.S. Army Reserve Center, Albermarle	Close	(34)	0	0	5	(34)	5	0	(29)
Charlotte/Douglas International Airport	Gain	0	0	6	0	6	0	0	6
Fort Bregg	Gain	(1,362)	0	5,430	247	4,078	247	0	4,325
Seymore Johnson Air Force Base	Gain	0	0	345	17	345	17	0	362
Army Research Office, Durham	Realign	(1)	(113)	0	0	(1)	(113)	0	(114)
Marine Corps Air Station Cherry Point	Realign	(16)	(664)	64	8	48	(656)	(20)	(628)
Marine Corps Base Camp Lejeune	Realign	(182)	(16)	0	15	(182)	(1)	(9)	(192)
Pope Air Force Base	Realign	(5,969)	(345)	1,148	1,153	(4,821)	808	(132)	(4,145)
North Carolina	Total	(7,561)	(1,138)	6,993	1,445	(568)	307	(161)	(422)
North Dakota									
Grand Forks Air Force Base	Realign	(2,290)	(355)	0	0	(2,290)	(355)	0	(2,645)
North Dakota	Total	(2,290)	(355)	0	0	(2,290)	(355)	0	(2,645)

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

Department : USAF
 Scenario File : C:\Documents and Settings\gingrick\My Documents\USAF 122 Pope original\USAF 0122V3 052705 Realign Pope DBCRC1.CBR
 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

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: Little Rock AFB, AR (nkak)

FAC	UM	New MilCon	Rehab MilCon	TotCost(\$K)	FPG Con CF	FPG Sust CF
1412	SF	0	700 Default	66	152.30	3.26
2111	SF	13,697	0 Default	3,898	196.52	2.03
2112	SF	1,471	0 Default	340	169.17	2.03
2113	SF	7,130	0 Default	2,479	271.86	2.09
2116	SF	2,420	0 Default	510	169.17	2.43
2171	SF	0	795 Default	71	147.68	2.62
2181	SF	6,686	0 Default	1,329	144.86	3.06
2184	SF	0	1,237 Default	123	159.65	3.49
4421	SF	0	7,487 Default	365	75.98	2.06
6100	SF	30,832	0 Default	5,636	138.78	2.52
7210	SF	62,687	0 Default	11,038	149.92	4.16
7220	SF	11,365	0 Default	3,487	244.13	5.41
7362	SF	22,251	0 Default	4,744	167.15	3.76
7371	SF	13,339	0 Default	2,945	166.13	2.76
7416	SF	1,075	0 Default	212	162.08	3.49
7417	SF	16,964	0 Default	3,427	151.95	3.91
8999	NA	0	0 Default	4,004	0.00	0.00

Name: Moody AFB, GA (qseu)

FAC	UM	New MilCon	Rehab MilCon	TotCost(\$K)	FPG Con CF	FPG Sust CF
2111	SF	13,628	0 Default	3,790	196.52	2.03
2112	SF	52,384	0 Default	11,838	169.17	2.03
2113	SF	12,600	0 Default	4,281	271.86	2.09
2151	SF	8,625	0 Default	1,559	123.73	2.56
2162	SF	2,166	0 Default	435	133.71	3.22
2184	SF	10,703	0 Default	2,219	159.65	3.49
6100	SF	7,718	0 Default	1,379	138.78	2.52
7220	SF	5,818	0 Default	1,744	244.13	5.41
7362	SF	1,458	0 Default	304	167.15	3.76
7371	SF	4,121	0 Default	889	166.13	2.76
7417	SF	4,963	0 Default	980	151.95	3.91
1412	SF	0	16,000 Default	1,463	152.30	3.26
2162	SF	0	10,312 Default	598	133.71	3.22

Name: Quonset State APT AG, RI (twlr)

FAC	UM	New MilCon	Rehab MilCon	TotCost(\$K)	FPG Con CF	FPG Sust CF
1131	SY	8,216	0 Default	1,199	94.44	0.90

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

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

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

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

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 Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 REDO August 05 Realign Pope
 Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Base	Base Operations Support (2005\$)				
	Start*	Finish*	Change	%Change	Chg/Per
Pope AFB	22,393,746	0	-22,393,746	-100%	3,553
Little Rock AFB	18,918,092	23,756,554	4,838,461	26%	2,657
Moody AFB	15,460,821	18,125,669	2,664,848	17%	2,139
Quonset State APT AG	2,942,714	2,953,490	10,776	0%	898
Channel Islands AGS	1,897,848	1,905,856	8,008	0%	572
Offutt AFB	28,292,316	28,553,157	260,841	1%	1,991
Pittsburgh IAP ARS	5,374,536	4,860,241	-514,294	-10%	1,597
Ewvra Sheppard AGS	2,462,974	2,470,067	7,094	0%	709
Youngstown-Warren Re	6,685,954	6,701,228	15,273	0%	1,909
Randolph AFB	47,567,375	47,582,822	15,446	0%	3,862
Vance AFB	23,368,523	23,390,726	22,203	0%	5,551
Laughlin AFB	16,131,763	16,144,050	12,286	0%	3,071
Columbus AFB	11,951,025	11,961,104	10,079	0%	2,520
Yeager APT AGS	2,611,005	2,486,748	-124,258	-5%	796
BASE X (AIR FORCE)	18,380,156	18,380,156	0	0%	0
BRAGG	88,599,545	90,437,336	1,837,791	2%	1,500
Sheppard AFB	42,300,513	42,286,545	-13,969	0%	3,492
TOTAL	355,338,908	341,995,749	-13,343,159	-4%	5,799

Base	Sustainment (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Pope AFB	7,577,793	0	-7,577,793	-100%	1,202
Little Rock AFB	11,271,084	12,095,716	824,632	7%	453
Moody AFB	5,588,211	5,754,957	166,746	3%	134
Quonset State APT AG	1,446,742	1,453,817	7,075	0%	589
Channel Islands AGS	1,629,001	1,629,001	0	0%	0
Offutt AFB	18,852,769	19,167,029	314,260	2%	2,399
Pittsburgh IAP ARS	1,468,228	220,234	-1,247,994	-85%	3,876
Ewvra Sheppard AGS	1,502,980	1,527,023	24,043	2%	2,404
Youngstown-Warren Re	1,911,515	1,945,902	34,387	2%	4,298
Randolph AFB	4,426,936	4,426,936	0	0%	0
Vance AFB	7,001,290	7,001,290	0	0%	0
Laughlin AFB	7,327,423	7,327,423	0	0%	0
Columbus AFB	-152,386	-152,386	0	0%	0
Yeager APT AGS	1,144,975	585,191	-559,784	-49%	3,588
BASE X (AIR FORCE)	8,161,604	8,161,604	0	0%	0
BRAGG	61,444,310	61,444,310	0	0%	0
Sheppard AFB	22,769,413	22,769,413	0	0%	0
TOTAL	163,371,888	155,357,460	-8,014,428	-5%	3,483

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Base	Recapitalization (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Pope AFB	5,542,675	0	-5,542,675	-100%	879
Little Rock AFB	9,120,700	9,859,750	739,049	8%	406
Moody AFB	5,994,203	6,229,029	234,826	4%	188
Quonset State APT AG	896,664	906,573	9,909	1%	826
Channel Islands AGS	1,070,603	1,070,603	0	0%	0
Offutt AFB	11,918,161	12,094,186	176,025	1%	1,344
Pittsburgh IAP ARS	1,137,154	0	-1,137,154	-100%	3,531
Ewvra Sheppard AGS	829,684	851,974	22,289	3%	2,229
Youngstown-Warren Re	1,405,931	1,430,493	24,562	2%	3,070
Randolph AFB	8,873,017	8,873,017	0	0%	0
Vance AFB	3,932,948	3,932,948	0	0%	0
Laughlin AFB	5,078,464	5,078,464	0	0%	0
Columbus AFB	4,952,208	4,952,208	0	0%	0
Yeager APT AGS	654,160	340,032	-314,128	-48%	2,014
BASE X (AIR FORCE)	6,909,608	6,909,608	0	0%	0
BRAGG	58,299,503	58,299,503	0	0%	0
Sheppard AFB	16,021,393	16,021,393	0	0%	0
TOTAL	142,637,078	136,849,783	-5,787,296	-4%	2,515

Base	Sustain + Recap + BOS (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Pope AFB	35,514,214	0	-35,514,214	-100%	5,635
Little Rock AFB	39,309,877	45,712,020	6,402,143	16%	3,516
Moody AFB	27,043,235	30,109,655	3,066,420	11%	2,461
Quonset State APT AG	5,286,120	5,313,880	27,760	1%	2,313
Channel Islands AGS	4,597,452	4,605,460	8,008	0%	572
Offutt AFB	59,063,246	59,814,372	751,126	1%	5,734
Pittsburgh IAP ARS	7,979,918	5,080,475	-2,899,442	-36%	9,004
Ewvra Sheppard AGS	4,795,638	4,849,065	53,426	1%	5,343
Youngstown-Warren Re	10,003,400	10,077,622	74,222	1%	9,278
Randolph AFB	60,867,328	60,882,775	15,446	0%	3,862
Vance AFB	34,302,762	34,324,964	22,203	0%	5,551
Laughlin AFB	28,537,650	28,549,937	12,286	0%	3,071
Columbus AFB	16,750,847	16,760,926	10,079	0%	2,520
Yeager APT AGS	4,410,140	3,411,970	-998,170	-23%	6,398
BASE X (AIR FORCE)	33,451,368	33,451,368	0	0%	0
BRAGG	208,343,358	210,181,150	1,837,791	1%	1,500
Sheppard AFB	81,091,320	81,077,351	-13,969	0%	3,492
TOTAL	661,347,875	634,202,991	-27,144,883	-4%	11,797

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Base	Plant Replacement Value (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Pope AFB	670,663,664	0	-670,663,664	-100%	106,421
Little Rock AFB	1,103,604,744	1,193,029,744	89,425,000	8%	49,108
Moody AFB	725,298,570	753,712,570	28,414,000	4%	22,804
Quonset State APT AG	108,496,363	109,695,363	1,199,000	1%	99,917
Channel Islands AGS	129,542,983	129,542,983	0	0%	0
Offutt AFB	1,442,097,458	1,463,396,458	21,299,000	1%	162,588
Pittsburgh IAP ARS	137,595,622	0	-137,595,622	-100%	427,315
Ewra Sheppard AGS	100,391,827	103,088,827	2,697,000	3%	269,700
Youngstown-Warren Re	170,117,681	173,089,681	2,972,000	2%	371,500
Randolph AFB	1,073,635,038	1,073,635,038	0	0%	0
Vance AFB	475,886,779	475,886,779	0	0%	0
Laughlin AFB	614,494,146	614,494,146	0	0%	0
Columbus AFB	599,217,219	599,217,219	0	0%	0
Yeager APT AGS	79,153,364	41,143,863	-38,009,500	-48%	243,651
BASE X (AIR FORCE)	836,062,557	836,062,557	0	0%	0
BRAGG	6,004,848,821	6,004,848,821	0	0%	0
Sheppard AFB	1,938,588,597	1,938,588,597	0	0%	0
TOTAL	16,209,695,433	15,509,432,646	-700,262,786	-4%	304,330

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* "Start" and "Finish" values for Personnel and BOS both include the Programmed Installation Population (non-BRAC) Changes, so that only changes attributable to the BRAC action are reflected in the "Change" columns of this report.

Economic Impact Report

This report depicts the economic impact of the following Scenarios:

BRADD AF03: ADD8 - Pope AFB, NC

The data in this report is rolled up by Action

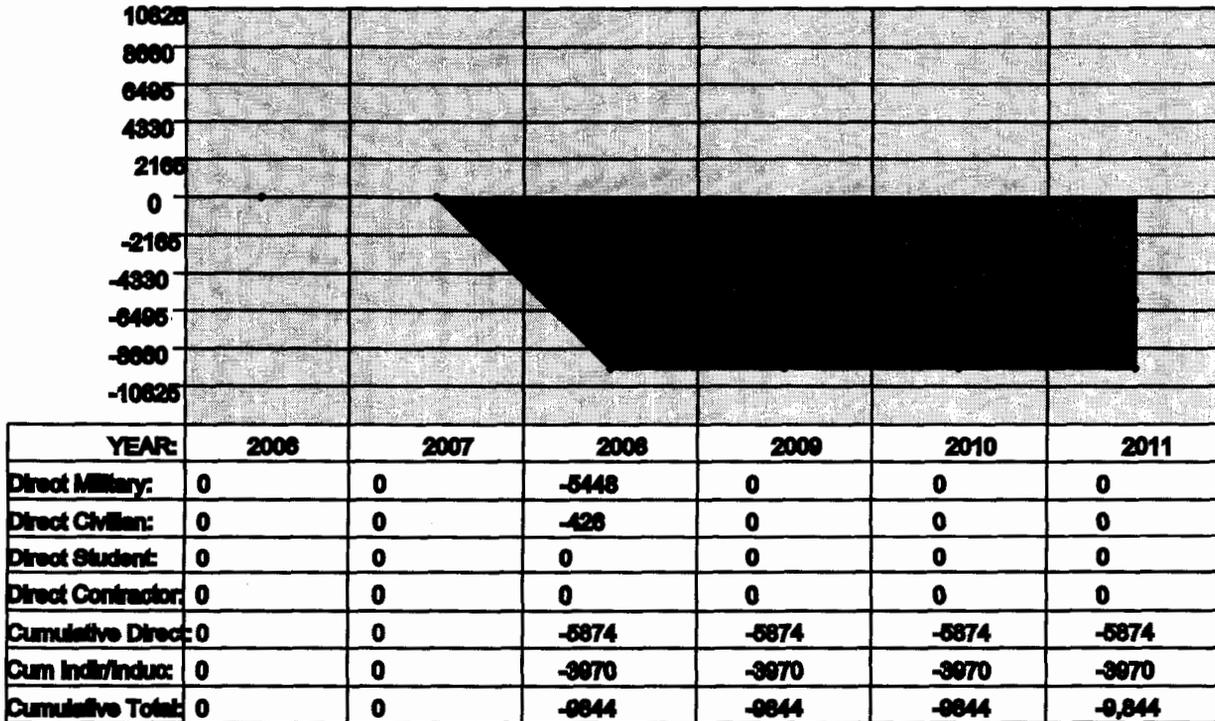
ECONOMIC IMPACT DATA

Scenario: ADD8 - Pope AFB, NC
Economic Region of Influence(ROI): Fayetteville, NC Metropolitan Statistical Area
Base: Pope AFB
Action: Closing Pope AFB, NC

Overall Economic Impact of Proposed BRAC-05 Action:

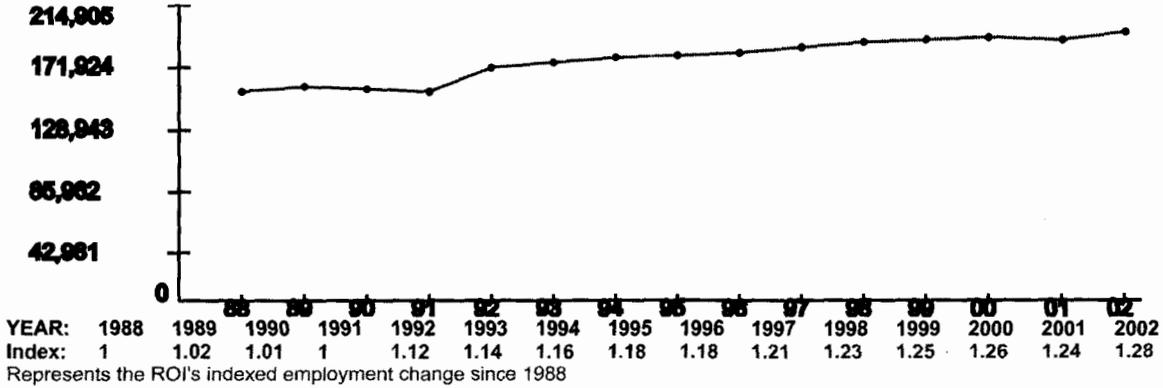
ROI Population (2002):	339,497
ROI Employment (2002):	195,370
Authorized Manpower (2005):	5,760
Authorized Manpower(2005) / ROI Employment(2002):	2.95%
Total Estimated Job Change:	-9,844
Total Estimated Job Change / ROI Employment(2002):	-5.04%

Cumulative Job Change (Gain/Loss) Over Time:

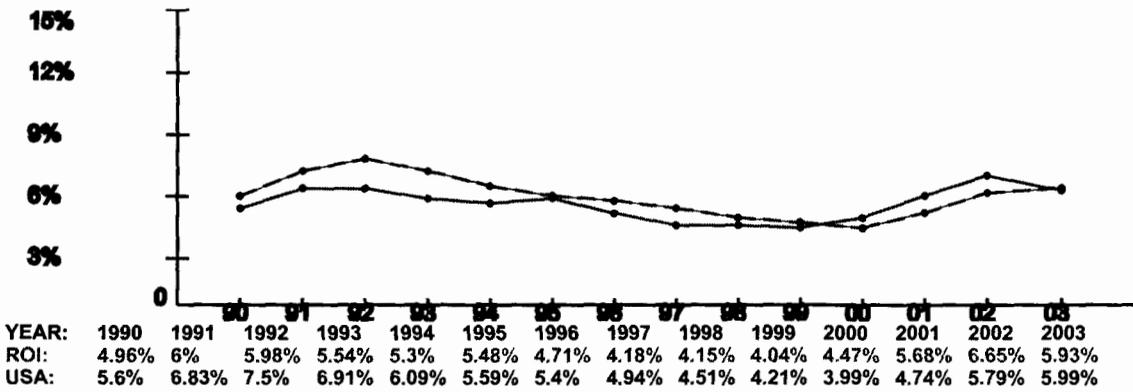


Fayetteville, NC Metropolitan Statistical Area Trend Data

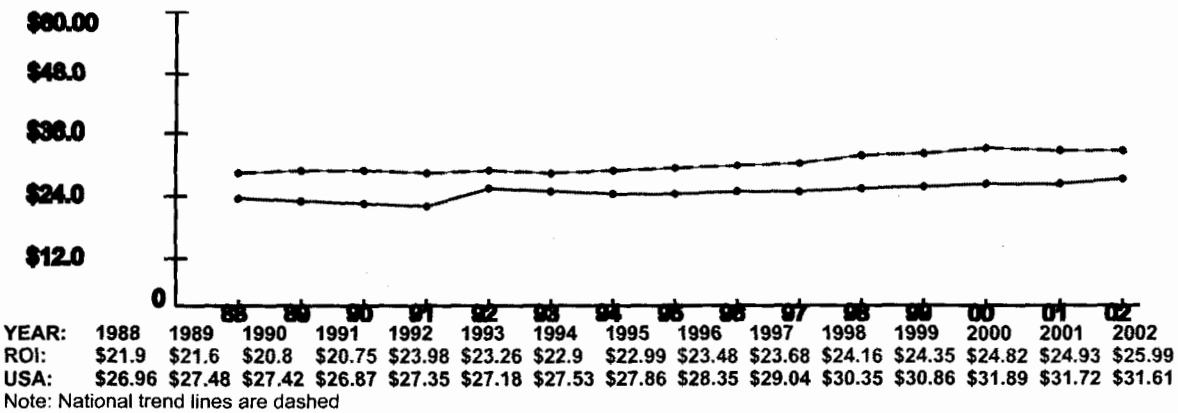
Employment Trend (1988-2002)



Unemployment Percentage Trend (1990-2003)



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



Economic Area Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct	Indirect Changes	Total Job Changes	Economic Area Employment	Changes as Percent of Employment
		Mil	Civ	Mil	Civ	Mil	Civ						
Fairbanks, AK Metropolitan Statistical Area													
Eielson Air Force Base	Realign	(2,821)	(319)	0	0	(2,821)	(319)	200	(2,940)	(1,770)	(4,710)	54,469	-8.6%
	Total	(2,821)	(319)	0	0	(2,821)	(319)	200	(2,940)	(1,770)	(4,710)	54,469	-8.6%
Fairmont, WV Micropolitan Statistical Area													
Fairmont U.S. Army Reserve Center	Close	(88)	0	0	0	(88)	0	0	(88)	(47)	(135)	26,404	-0.5%
	Total	(88)	0	0	0	(88)	0	0	(88)	(47)	(135)	26,404	-0.5%
Fallon, NV Micropolitan Statistical Area													
Naval Air Station Fallon	Realign	(7)	0	0	0	(7)	0	0	(7)	(5)	(12)	15,858	-0.1%
	Total	(7)	0	0	0	(7)	0	0	(7)	(5)	(12)	15,858	-0.1%
Fayetteville, NC Metropolitan Statistical Area													
Fort Bragg	Gain	(1,352)	0	5,430	247	4,078	247	0	4,325	2,915	7,240	195,370	3.7%
Pope Air Force Base	Realign	(5,969)	(345)	1,148	1,153	(4,821)	808	(132)	(4,145)	(2,657)	(6,802)	195,370	-3.5%
	Total	(7,321)	(345)	6,578	1,400	(743)	1,055	(132)	180	258	438	195,370	0.2%
Fort Leonard Wood, MO Micropolitan Statistical Area													
Fort Leonard Wood	Realign	(181)	(2)	71	25	(110)	23	0	(87)	(14)	(101)	25,515	-0.4%
	Total	(181)	(2)	71	25	(110)	23	0	(87)	(14)	(101)	25,515	-0.4%
Fort Smith, AR-OK Metropolitan Statistical Area													
Fort Smith Regional	Realign	(19)	(59)	0	0	(19)	(59)	0	(78)	(56)	(134)	152,388	-0.1%
	Total	(19)	(59)	0	0	(19)	(59)	0	(78)	(56)	(134)	152,388	-0.1%

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

Installations:	Recommendations Impacting Installation	Report Location	Page
MCAS Cherry Point			
	Convert Inpatient Services to Clinics	Vol 1: Part 2 - Medical Section	Med - 12
	Fleet Readiness Centers	Vol 1: Part 2 - Industrial Section	Ind - 19
	Naval Air Station Joint Reserve Base Willow Grove, PA, and Cambria Regional Airport, Johnstown, PA	Vol 1: Part 2 - Navy Section	DoN - 21
	Supply, Storage, and Distribution Management Reconfiguration	Vol 1: Part 2 - Supply and Storage Section	S&S - 13
Navy Reserve Center Asheville			
	Navy Reserve Centers	Vol 1: Part 2 - Navy Section	DoN - 37
Niven U.S. Army Reserve Center, Albermarle			
	RC Transformation in North Carolina	Vol 1: Part 2 - Army Section	USA - 72
Pope Air Force Base			
	Fort Gillem, GA	Vol 1: Part 2 - Army Section	USA - 6
	Fort McPherson, GA	Vol 1: Part 2 - Army Section	USA - 8
	General Mitchell Air Reserve Station, WI	Vol 1: Part 2 - Air Force Section	USAF - 52
	Pope Air Force Base, NC, Pittsburgh International Airport Air Reserve Station, PA, and Yeager Air Guard Station, WV	Vol 1: Part 2 - Air Force Section	USAF - 35
Seymore Johnson Air Force Base			
	F100 Engine Centralized Intermediate Repair Facilities	Vol 1: Part 2 - Air Force Section	USAF - 55
	Grand Forks Air Force Base, ND	Vol 1: Part 2 - Air Force Section	USAF - 37
North Dakota			
Grand Forks Air Force Base			
	Grand Forks Air Force Base, ND	Vol 1: Part 2 - Air Force Section	USAF - 37
Ohio			
Armed Forces Reserve Center Akron			
	Navy and Marine Corps Reserve Centers	Vol 1: Part 2 - Navy Section	DoN - 29
Army National Guard Reserve Center Mansfield			
	RC Transformation in Ohio	Vol 1: Part 2 - Army Section	USA - 75
Army National Guard Reserve Center Westerville			
	RC Transformation in Ohio	Vol 1: Part 2 - Army Section	USA - 75
Defense Finance and Accounting Service, Cleveland			
	Defense Finance and Accounting Service	Vol 1: Part 2 - Headquarters and Support Activities Section	H&SA - 37

Economic Area Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct	Indirect Changes	Total Job Changes	Economic Area Employment	Changes as Percent of Employment
		Mil	Civ	Mil	Civ	Mil	Civ						
Fairbanks, AK Metropolitan Statistical Area													
Eielson Air Force Base	Realign	(2,821)	(319)	0	0	(2,821)	(319)	200	(2,940)	(1,770)	(4,710)	54,469	-8.6%
	Total	(2,821)	(319)	0	0	(2,821)	(319)	200	(2,940)	(1,770)	(4,710)	54,469	-8.6%
Fairmont, WV Micropolitan Statistical Area													
Fairmont U.S. Army Reserve Center	Close	(88)	0	0	0	(88)	0	0	(88)	(47)	(135)	26,404	-0.5%
	Total	(88)	0	0	0	(88)	0	0	(88)	(47)	(135)	26,404	-0.5%
Fallon, NV Micropolitan Statistical Area													
Naval Air Station Fallon	Realign	(7)	0	0	0	(7)	0	0	(7)	(5)	(12)	15,858	-0.1%
	Total	(7)	0	0	0	(7)	0	0	(7)	(5)	(12)	15,858	-0.1%
Fayetteville, NC Metropolitan Statistical Area													
Fort Bragg	Gain	(1,352)	0	5,430	247	4,078	247	0	4,325	2,915	= 7,240	195,370	3.7%
Pope Air Force Base	Realign	(5,969)	(345)	1,148	1,153	(4,821)	808	(132)	(4,145)	(2,657)	(6,802)	195,370	-3.5%
	Total	(7,321)	(345)	6,578	1,400	(743)	1,055	(132)	180	258	438	195,370	0.2%
Fort Leonard Wood, MO Micropolitan Statistical Area													
Fort Leonard Wood	Realign	(181)	(2)	71	25	(110)	23	0	(87)	(14)	(101)	25,515	-0.4%
	Total	(181)	(2)	71	25	(110)	23	0	(87)	(14)	(101)	25,515	-0.4%
Fort Smith, AR-OK Metropolitan Statistical Area													
Fort Smith Regional	Realign	(19)	(59)	0	0	(19)	(59)	0	(78)	(56)	(134)	152,388	-0.1%
	Total	(19)	(59)	0	0	(19)	(59)	0	(78)	(56)	(134)	152,388	-0.1%

= C-18

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



Candidate #USAF-0018V3/ S200.2 Errata

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



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

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

<p style="text-align: center;">Justification</p> <ul style="list-style-type: none"> ■ Eliminates excess infrastructure ■ Realigns small B-1B fleet ■ Realigns active duty C-130s at Little Rock ■ Creates effective sized C-130 ARC units 	<p style="text-align: center;">Military Value</p> <ul style="list-style-type: none"> ■ Ellsworth (39) distributes B-1s to Dyess (20, Bmbr) ■ Mil Judgment: Moves C-130s from Dyess to facilitate capacity for B-1B consolidation
<p style="text-align: center;">Payback</p> <ul style="list-style-type: none"> ■ One-Time Cost: \$295M ■ Net Implementation Savings: \$403M ■ Annual Recurring Savings: \$184M ■ Payback Period: 1 yr/2009 ■ NPV Savings: \$2,154M 	<p style="text-align: center;">Impacts</p> <ul style="list-style-type: none"> ■ Criterion 6: Total Job Change: -6,768; (direct: -3,852, indirect: -2,916) ROI: -8.46% ■ Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel ■ Criterion 8: No natural infrastructure issues affecting candidate recommendation

- | | | | |
|------------|---|--------------------------|-------------------------|
| ✓ Strategy | ✓ Capacity Analysis / Data Verification | ✓ JCSG/MiDep Recommended | ✓ Deconflicted w/JCSGs |
| ✓ COBRA | ✓ Military Value Analysis / Data Verification | ✓ Criteria 6-8 Analysis | ✓ Deconflicted w/MiDeps |



Candidate #USAF-0018V3/ S200.2 Manpower

SCENARIO 1 S200.2

8-Apr-05

BASELINE S200.2

	FY05				FY06				FY07				FY08							
	OP	EN	CV	TOT	OP	EN	CV	TOT	OP	EN	CV	TOT	OP	EN	CV	TOT				
Source 30 Sept 03 LMD	329	3024	356	3709	0	329	3023	356	3708	0	329	3023	356	3708	0	329	3023	356	3708	0
Source MAJCOM-Current/Projected 30 Sep 04	329	2986	385	3710	0	329	2986	385	3710	0	329	2986	385	3710	0	329	2986	385	3710	0
(S200.2) Realign 24 PAA B-1B to Dyess (AD)																-205	-1636	-20	-1862	

(S200.2) BOS assoc w/24 PAA B1B mission move to Dyess (AD) -8 -75 -66 -149
 (S200.2) Other Support Realignments to AD BRAC Base X -44 -373 -56 -473
 (S200.2) Savings (AD) -71 -602 -253 -1226

	FY05				FY06				FY07				FY08							
	OP	EN	CV	TOT	OP	EN	CV	TOT	OP	EN	CV	TOT	OP	EN	CV	TOT				
Adjusted Baseline	329	2986	385	3710	0	329	2986	385	3710	0	329	2986	385	3710	0	329	2986	385	3710	0
COBRA Delta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-329	-2986	-385	-3710	0



Candidate #USAF-0018V3/ S200.2 Manpower

SCENARIO 1 S200.2 MANPOWER

Version 2 - 8 Apr 05

BASELINE Dyess

	FY05				FY06				FY07				FY08							
	OP	EN	CV	TOT	OP	EN	CV	TOT	OP	EN	CV	TOT	OP	EN	CV	TOT				
Source 30 Sept 03 LMD	869	4548	321	5538	0	874	4555	321	5544	0	880	4629	321	5640	0	880	4629	316	5636	0
Source MAJCOM-Current/Projected 30 Sep 04	862	4578	346	5586	0	874	4629	346	5640	0	886	4659	347	5692	0	886	4659	342	5687	0
(S200.2) Add 24 PAA B-1Bs from Elmendorf (AD)																200	1936	20	1962	
(S200.2) BOS assoc w/24 PAA B-1Bs from Elmendorf (AD)																8	75	66	149	
(S200.2) Realign 4 PAA C-130H to ANG at Elmendorf Create new ANG/AD Associate Unit (AD)																-32	-158	-1	-191	
(S200.2) BOS assoc w/4 PAA C-130H to ANG at Elmendorf (AD)																-1	-7	-7	-15	
(S200.2) Realign 4 PAA C-130H to AFRC at Peterson (AD) Create AFRC/AD Associate Unit (AD)																-32	-158	-1	-191	
(S200.2) BOS assoc w/4 PAA C-130H to AFRC at Peterson (AD)																-1	-7	-7	-15	
(S200.2) Realign 4 PAA C-130H to AFRC at Pope/FI Bagg (AD) Create AFRC/AD associate Unit (AD)																-32	-158	2	-192	
(S200.2) BOS assoc w/4 PAA C-130H to AFRC at Pope/FI Bagg (AD)																-1	-7	-7	-15	
(S200.2) Realign 4 PAA C-130H to ANG at Cheyenne (AD) Create AFRC/AD associate Unit (AD)																-32	-158	0	-190	
(S200.2) BOS assoc w/4 PAA C-130H to ANG Cheyenne (AD) (Manpower FE Warren)																-1	-7	-7	-15	
(S200.2) Realign 18 PAA C-130H to Little Rock (AD)																-128	-634	4	-769	
(S200.2) BOS assoc w/18 PAA C-130H to Little Rock (AD)																4	-31	-27	-62	
(S200.2) Additional non-mission manpower at Dyess (AD) (Manpower to AD BRAC Base X)																-1	-25	0	-26	
Adjusted Baseline	862	4578	346	5586	0	874	4629	346	5640	0	886	4659	347	5692	0	886	4659	363	6017	0
COBRA Delta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-22	-361	21	-330	0



Candidate #USAF-0018V3/ S200.2 Manpower

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



Candidate #USAF-0018V3/ S200.2 Manpower

	BASE NAME					Little Rock				
	FY 07					FY 08				
	Off	Enl	Civ	Tot	Drill	Off	Enl	Civ	Tot	Drill
Source 30 Sept 03 UMD	652	4088	589	5329	#	651	4088	589	5328	974
Source MAJCOM-Current/Projected 30 Sep 04	662	4238	629	5529	#	657	4222	622	5501	974
(S200.2) Realign 16 PAA C-130H from Dyess (AD)						129	634	6	769	
(S200.2) BOS assoc w/16 PAA C-130H from Dyess (AD)						4	31	27	62	



**Candidate #USAF 0068V2 / 311zc2
MILCON**

MilCon for Base: **Fresno Air Terminal, CA** (HAYW)

All values in 2005 Constant Dollars (\$K)

PAC Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
1411 Airfield Fire and Rescue Station	SF	800	n/a**	0 Default	n/a**	323
Total Construction Cost:						323
- Construction Cost Avoid:						0
Total Net Milcon Cost:						323



**S316.2
Close Pope AFB**



Candidate #USAF-0122V3 / S316.2 Errata

- Contains no facility sustainment or BOS at Ft. Bragg



Candidate #USAF-0122V3 / S316.2 Close Pope AFB, Fayetteville, NC

Candidate Recommendation: Close 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 314 AW to the 199th Airlift Wing (ANG). The 23d Fighter Group's A-10 aircraft (36 PAA) at Pope will be distributed to Moody AFB, Georgia. 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 also host a Reserve C-130 unit (12 PAA) with an active duty association at a 75/25 mix (AFRC/AD). Real property accountability of Pope AFB will be transferred to the Army.

<p align="center">Justification</p> <ul style="list-style-type: none"> ■ Consolidates active duty C-130, A-10, and SOF/CSAR fleets ■ Builds larger squadrons of C-130J ■ Enables Army candidate recommendations USA-0222, HSA-0124, and HSA-0128 	<p align="center">Military Value</p> <ul style="list-style-type: none"> ■ Pope (6 Airlift, 1 SOF) distributes assets to Little Rock (17 Airlift) and Moody (11 SOF). Little Rock (17) distributes assets to Channel Islands (96) and Quonset (125). ■ Mil Judgment: Efficiencies of consolidated aging weapon systems outweigh decrements in installation value. Small number of J models are assigned to the ARC to maintain training commonality within active force. 										
<p align="center">Payback</p> <table border="0"> <tr> <td>■ One Time Cost:</td> <td align="right">\$155M</td> </tr> <tr> <td>■ Net Implementation Savings:</td> <td align="right">\$784M</td> </tr> <tr> <td>■ Annual Recurring Savings:</td> <td align="right">\$208M</td> </tr> <tr> <td>■ Payback Period:</td> <td align="right">Immediate</td> </tr> <tr> <td>■ NPV Savings:</td> <td align="right">\$2,747M</td> </tr> </table>	■ One Time Cost:	\$155M	■ Net Implementation Savings:	\$784M	■ Annual Recurring Savings:	\$208M	■ Payback Period:	Immediate	■ NPV Savings:	\$2,747M	<p align="center">Impacts</p> <ul style="list-style-type: none"> ■ Criterion 6: Total Job Change : -8,430 (direct -5,042, indirect -3,388) ROI -4.31% ■ Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. ■ Criterion 8: No natural infrastructure issues affecting candidate recommendation
■ One Time Cost:	\$155M										
■ Net Implementation Savings:	\$784M										
■ Annual Recurring Savings:	\$208M										
■ Payback Period:	Immediate										
■ NPV Savings:	\$2,747M										

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



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

Candidate #USAF 0122V3 / 316.2 Manpower

Scenario	042	4700	560	5715	580	642	4733	568	5758	582	642	4733	568	5758	582
0317.1.2) Realign 30 FAW to 100 to 100 (AD)	541	4777	179	1782	1102	641	4811	379	3688	1001	642	4733	368	3753	1001
0318.1.2) Realign 30G to 100 to 100 (AD)											428	1308	28	2862	
0319.1.2) Realign 30G to 100 to 100 (AD)											48	482	48	1282	
0320.1.2) Realign 30G to 100 to 100 (AD)											77	4930	41	4817	
0321.1.2) Realign 30G to 100 to 100 (AD)											14	327	32	173	
0322.1.2) Realign 30G to 100 to 100 (AD)											0	1	0	4	152
0323.1.2) Realign 30G to 100 to 100 (AD)											0	1	3	4	152
0324.1.2) Realign 30G to 100 to 100 (AD)											-13	-460	-6	-660	
0325.1.2) Realign 30G to 100 to 100 (AD)											13	483	0	529	
0326.1.2) Realign 30G to 100 to 100 (AD)											-11	-488	-1	-486	
0327.1.2) Realign 30G to 100 to 100 (AD)											6	191	4	296	
0328.1.2) Realign 30G to 100 to 100 (AD)											11	28	1	40	
0329.1.2) Realign 30G to 100 to 100 (AD)											-12	-91	-1	-104	
0330.1.2) Realign 30G to 100 to 100 (AD)											12	91	1	104	
0331.1.2) Realign 30G to 100 to 100 (AD)											0	-60	0	-60	
0332.1.2) Realign 30G to 100 to 100 (AD)											0	20	0	20	
0333.1.2) Realign 30G to 100 to 100 (AD)											-4	-36	-1	-70	
0334.1.2) Realign 30G to 100 to 100 (AD)											4	36	1	70	
0335.1.2) Realign 30G to 100 to 100 (AD)											-24	-430	-46	-447	
0336.1.2) Realign 30G to 100 to 100 (AD)											-47	-1105	-123	-1206	

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Candidate #USAF 0122V3 / 316.2 Manpower

Scenario	042	4700	560	5715	580	642	4733	568	5758	582	642	4733	568	5758	582
0337.1.2) Realign 30G to 100 to 100 (AD)															
0338.1.2) Realign 30G to 100 to 100 (AD)															
0339.1.2) Realign 30G to 100 to 100 (AD)															
0340.1.2) Realign 30G to 100 to 100 (AD)															
0341.1.2) Realign 30G to 100 to 100 (AD)															
0342.1.2) Realign 30G to 100 to 100 (AD)															
0343.1.2) Realign 30G to 100 to 100 (AD)															
0344.1.2) Realign 30G to 100 to 100 (AD)															
0345.1.2) Realign 30G to 100 to 100 (AD)															
0346.1.2) Realign 30G to 100 to 100 (AD)															
0347.1.2) Realign 30G to 100 to 100 (AD)															
0348.1.2) Realign 30G to 100 to 100 (AD)															
0349.1.2) Realign 30G to 100 to 100 (AD)															
0350.1.2) Realign 30G to 100 to 100 (AD)															
0351.1.2) Realign 30G to 100 to 100 (AD)															
0352.1.2) Realign 30G to 100 to 100 (AD)															
0353.1.2) Realign 30G to 100 to 100 (AD)															
0354.1.2) Realign 30G to 100 to 100 (AD)															
0355.1.2) Realign 30G to 100 to 100 (AD)															
0356.1.2) Realign 30G to 100 to 100 (AD)															
0357.1.2) Realign 30G to 100 to 100 (AD)															
0358.1.2) Realign 30G to 100 to 100 (AD)															
0359.1.2) Realign 30G to 100 to 100 (AD)															
0360.1.2) Realign 30G to 100 to 100 (AD)															

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Candidate #USAF 0066V2 / S319.1

Manpower

BRAC ID: US	BASE NAME: Marshall Camp				PTW				PTW				PTW				PTW			
	OW	EW	Ch	Yr	OW	EW	Ch	Yr	OW	EW	Ch	Yr	OW	EW	Ch	Yr	OW	EW	Ch	Yr
Source 30 Sept 03 UMD	6	56	172	234	916	6	54	172	232	913	6	54	172	232	913	6	54	172	232	913
Source MAJCOM-Current/Projected 30 Sep 04	6	59	171	236	914	6	57	171	234	911	6	57	171	234	911	6	57	171	234	911
(319.1) Minus 8 PAA C-130H to Maxwell and Little Rock (AFRC) - Ops and MX to Base X (ANG)																				
(319.1) Minus 8 PAA C-130H to Maxwell and Little Rock (AFRC) BOS to Base X (ANG)																				
(319.1) Minus ECS to ANG Base X (ANG)																				
(319.1) Minus - Move Aerial Port to Louisville (ANG)																				
(319.1) Minus - Move fire to Toledo (ANG)																				
Adjusted Baseline	6	59	171	236	914	6	57	171	234	911	6	57	171	234	911	6	57	171	234	911
COBRA Delta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Integrity - Service - Excellence



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

Candidate #USAF 0066V2 / S319.1

Manpower

BRAC ID: US	BASE NAME: Marshall Camp				PTW				PTW				PTW				PTW			
	OW	EW	Ch	Yr	OW	EW	Ch	Yr	OW	EW	Ch	Yr	OW	EW	Ch	Yr	OW	EW	Ch	Yr
Source 30 Sept 03 UMD	660	4182	860	8402	974	663	4132	860	8374	974	662	4098	859	8320	974	651	4058	860	8328	974
Source MAJCOM-Current/Projected 30 Sep 04	652	4282	818	8680	974	663	4287	829	8676	974	662	4238	826	8620	974	651	4222	822	8687	974
(8200.2) Realign 18 PAA C-130H from Dyess (AD)																				
(8200.2) BOS Assoc w/16 PAA C-130H from Dyess (AD)																				
(8216.2) AD time over 4 PAA C-130J to ANG for training mission (Manpower to AD BRAC Base X)																				
(8216.2) BOS Assoc w/4 PAA C-130J to ANG (AD) (Manpower to AD BRAC Base X)																				
(8216.2) Manpower needed for AD associate training unit flying 18 PAA C-130H and 4 PAA C-130J at 60/60 ratio (Manpower from AD BRAC Base X)																				
(8216.2) BOS to sept w/1 AD manpower (AD) (Manpower from AD BRAC Base X)																				
(8216.2) Transfer 4 C-130 J from AD Little Rock to ANG and create training AD associate from ANG Base X (ANG)																				
(8216.2) Realign 26 PAA C-130E from Pope (AD)																				
(8216.2) Realign 8 PAA C-130E to BAI (Manpower to AD Non-BRAC Programmatic)																				
(8216.2) BOS Assoc w/8 PAA C-130E to BAI (AD) (Manpower to AD Non-BRAC Programmatic)																				
(8216.1) Retire 18 AD C-130E (Manpower to AD Non-BRAC Programmatic)																				
(8216.2) BOS Assoc w/16 PAA C-130E retiring (AD) (Manpower to AD Non-BRAC Programmatic)																				
(8216.2) Non-BRAC Programmatic - Retire 5 PAA C-130E Ops and Mater (ANG)																				
(8216.2) BOS Assoc w/8 PAA C-130E retiring (Manpower to AD Non-BRAC Programmatic)																				
(8216.2) Realign 1 PAA C-130J to Quorum (Manpower to AD BRAC Base X)																				
(8216.2) BOS Assoc w/1 PAA C-130J to Quorum (AD) (Manpower to AD BRAC Base X)																				
(8216.2) Realign 2 PAA C-130J to Channel Island (AD) (Manpower to AD BRAC Base X)																				
(8216.2) BOS Assoc w/2 PAA C-130J to Channel Island (AD) (Manpower to AD BRAC Base X)																				
(8216.1) Realign 4 PAA C-130H from Marshall (Manpower from AD BRAC Base X)																				
(8216.1) BOS Assoc w/4 PAA C-130H from Marshall (AD) (Manpower from AD BRAC Base X)																				
(8204.1) Realign LRS manpower to new Logistics Sept Op at Scott (AD)																				
(8204.1) BOS Assoc w/move to Scott (AD)																				
Adjusted Baseline	662	4282	818	8680	974	663	4287	829	8676	974	662	4238	826	8620	974	651	4222	822	8687	974
COBRA Delta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Integrity - Service - Excellence



Candidate #USAF-0127V2 / S321.3c2 Realign Yeager APT AGS, Charleston, WV

Candidate Recommendation: Realign Yeager Airport AGS. The 130th Airlift Wing's (ANG) C-130H aircraft (8 PAA) will be distributed to Pope/Fort Bragg, North Carolina 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. The association at Pope/Fort Bragg will be a 50/50 mix (AFRC/AD).

Justification		Military Value	
<ul style="list-style-type: none"> Adjusts active/ANG/AFR mix Realigns C-130 fleet 		<ul style="list-style-type: none"> Yeager (137) distributes assets to Pope/Ft. Bragg (6) Maintains synergy of joint training opportunities at Fort Bragg 	
Payback		Impacts	
<ul style="list-style-type: none"> One Time Cost: \$15M Net Implementation Cost: \$22M Annual Recurring Cost: \$1.9M Payback Period: Never NPV Cost: \$39M 	<ul style="list-style-type: none"> Criterion 6—Total Job Change : -246 (direct -156, indirect -90) ROI -0.14% Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. Criterion 8: No natural infrastructure issues affecting candidate recommendation 		

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



Candidate # USAF 0127V2 / 321.3c2 Manpower

BRAC ID: 166 BASE NAME: Yeager

	FY 09					FY 10				
	Off	Enl	Civ	Tot	Drill	Off	Enl	Civ	Tot	Drill
Source 30 Sept 03 UMD	4	65	173	242	871	4	65	173	242	871
Source MAJCOM-Current/Projected 30 Sep 04	4	68	173	245	868	4	68	173	245	868
(321.3c2) Minus 8 PAA C-130H to AFRC at Pope, manpower to ANG base X (ANG)	-4	-11	-118	-133	-324	-4	-11	-118	-133	-324
(321.3c2) Minus Aerial Port to EWVR Shepherd (ANG)	0	-3	-2	-5	-96	0	-3	-2	-5	-96
(321.3c2) Fire Fighters to EWVR Shepherd (ANG)	0	0	-1	-1	-27	0	0	-1	-1	-27
(321.3c2) Minus BOS to ANG Base X (ANG)	0	-9	-8	-17	0	0	-9	-8	-17	0
Adjusted Baseline	0	45	44	89	421	0	45	44	89	421
COBRA Delta	-4	-23	-129	-156	-447	0	0	0	0	0



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

Candidate # USAF 0127V2 / 321.3c2

Manpower

BASE NAME: Pope / Ft Bragg

	FY 03					FY 04				
	Off	Enl	Civ	Tot	Drill	Off	Enl	Civ	Tot	Drill
Source 30 Sept 03 UMD	042	4705	388	5715	152	042	4733	388	5741	152
Source MAJCOM-Current/Projected 30 Sep 04	041	4772	379	5702	152	041	4831	379	5851	152

	FY 03					FY 10				
	Off	Enl	Civ	Tot	Drill	Off	Enl	Civ	Tot	Drill
Source 30 Sept 03 UMD	047	4729	386	5742	152	047	4729	386	5742	152
Source MAJCOM-Current/Projected 30 Sep 04	047	4830	381	5858	152	047	4830	381	5858	152

(S321.3c2) Realign 8 PAA C-130H from Yeager (ANG) to Ft Bragg AFRC Reserve unit - AFRC Ops/Mx manpower from AFRC Base X	0	0	130	130	411	0	0	130	130	411
(S321.3c2) BOS manpower for Ops/Maint from AFRC Base X	0	0	14	14	0	0	0	14	14	0
(317.1) Realign 4 PAA C-130H to Pope/Ft Bragg - AFRC Ops/Mx Manpower from Pittsburgh ARS	0	0	37	37	177	0	0	37	37	177
(317.1) Realign 4 PAA C-130H to Pope/Ft Bragg - AFRC BOS Manpower from Pittsburgh ARS	0	0	5	5	0	0	0	5	5	0
(S321.3c2) Build Res-AD Assoc unit (16 PAA, 1.0 CR Res/1.0 CR AD) - AFRC Ops/Maint Manpower to AFRC Non-BRAC Programmatic	0	0	-37	-37	-177	0	0	-37	-37	-177
(S321.3c2) Build Res-AD Assoc unit (16 PAA, 1.0 CR Res/1.0 CR AD) - AFRC BOS Manpower to AFRC Non-BRAC Programmatic	0	0	-5	-5	0	0	0	-5	-5	0
(S324) Realign ECS/Wg Staff/MSS manpower from Gen Mitchell (AFRC)	3	41	56	100	753	3	41	56	100	753
(S324) BOS Manpower for ECS/WG Staff/MSS from Gen Mitchell (AFRC)	0	0	21	21	0	0	0	21	21	0

Adjusted Baseline	050	4871	802	6123	1316	0	0	0	0	0
COBRA Delta	3	41	263	307	1341	0	0	0	0	0

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

Candidate # USAF 0127V2 / 321.3c2

Manpower

BRAC ID: 167

BASE NAME: EWW Reg Shepherd

	FY 03					FY 10				
	Off	Enl	Civ	Tot	Drill	Off	Enl	Civ	Tot	Drill
Source 30 Sept 03 UMD	2	75	212	289	1122	2	75	212	289	1122
Source MAJCOM-Current/Projected 30 Sep 04	3	77	360	440	1119	3	77	360	440	1119
(321.3c2) Fire Fighters from Yeager (ANG)	0	0	1	1	27	0	0	1	1	27
(321.3c2) Aerial Port from Yeager (ANG)	0	3	2	5	96	0	3	2	5	96
Adjusted Baseline	3	80	363	446	1242	0	3	80	363	446
COBRA Delta	0	3	3	6	123	0	0	0	0	0

Integrity - Service - Excellence

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Candidate #USAF-0130 / S324 Close Gen Mitchell ARS, Milwaukee, WS

Candidate Recommendation: Close General Mitchell ARS. The 440th Airlift Wing's C-130H aircraft will be distributed to the 94th Airlift Wing (AFRC), Dobbins ARB, Georgia (4 PAA) and 314th Airlift Wing, Little Rock AFB, Arkansas (4 PAA). The 440th Airlift Wing (AFRC) Ops, MX, and ECS manpower will realign to Ft. Bragg.

<p>Justification</p> <ul style="list-style-type: none"> ■ Distributes aircraft to create larger, more efficient squadrons ■ Realigns C-130 fleet ■ Adjusts active/ARC mix 	<p>Military Value</p> <ul style="list-style-type: none"> ■ General Mitchell ARS (130) distributes assets to bases of higher military value; Little Rock (17) and Dobbins (71)
<p>Payback</p> <ul style="list-style-type: none"> ■ One Time Cost: \$38M ■ Net Implementation Savings: \$14M ■ Annual Recurring Savings: \$6.5M ■ Payback period: 5 yrs/2014 ■ NPV Savings: \$50M 	<p>Impacts</p> <ul style="list-style-type: none"> ■ Criterion 6—Total Job Change : -617 (direct -346, Indirect -271) ROI -0.06% ■ Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. ■ Criterion 8: No natural infrastructure issues affecting candidate recommendation

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



Candidate #USAF 0130 / 324 Manpower

	Scenario 1				Scenario 2				Scenario 3						
	1	10	333	344	1363	1	10	333	344	1363	1	10	333	344	1363
Source 30 Sept 03 LNO	1	10	333	344	1363	1	10	333	344	1363	1	10	333	344	1363
Source MAJCOM Current/Projected 30 Sep 04	3	41	302	340	1217	3	41	302	340	1217	3	41	302	340	1217
(S324) Realign 4 PAA to Dobbins (AFRC) - Manpower to Dobbins (BOS Contracted at Dobbins)	0	0	-37	-37	-177	0	0	-37	-37	-177	0	0	-37	-37	-177
(S324) Realign 4 PAA to Little Rock (AD) - Manpower to AFRC Base X	0	0	-37	-37	-177	0	0	-37	-37	-177	0	0	-37	-37	-177
(S324) Remaining Ops/Mix manpower to AFRC Base X	0	0	-50	-50	-110	0	0	-50	-50	-110	0	0	-50	-50	-110
(S324) ECS/WG Staff/MSS manpower to Pope/Rt Bragg (AFRC)	-3	-41	-56	-100	-753	-3	-41	-56	-100	-753	-3	-41	-56	-100	-753
(S324) BOS for ECS/WG Staff/MSS manpower to Pope/Rt Bragg (AFRC)	0	0	-21	-21	0	0	0	-21	-21	0	0	0	-21	-21	0
(S324) Remaining Support manpower to AFRC Base X	0	0	-101	-101	0	0	0	-101	-101	0	0	0	-101	-101	0
Adjusted Baseline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COBRA Delta	-3	-41	-302	-340	-1217	0	0	0	0	0	0	0	0	0	0
AFRC Base X Impact	FY05				FY06				FY07						
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AFRC Base X Impact	FY06				FY10				FY11						
(S324) Realign 4 PAA to Little Rock (AD) - Manpower to AFRC Base X	0	0	37	37	177	0	0	37	37	177	0	0	37	37	177
(S324) Remaining Ops/Mix manpower to AFRC Base X	0	0	50	50	110	0	0	50	50	110	0	0	50	50	110
(S324) Remaining Support manpower to AFRC Base X	0	0	101	101	0	0	0	101	101	0	0	0	101	101	0
Total	0	0	188	188	287	0	0	188	188	287	0	0	188	188	287

BRAC IMPLEMENTATION PLANNING ASSUMPTIONS

Fort Bragg



Home of the Airborne & Special Operations

20 May 05

PLANNING ASSUMPTIONS

Facilities

1. A new facility will be built for FORSCOM HQ, replicating their existing facility; Modular Force will not change requirements.
2. A new facility will be built for USARC HQ, replicating their existing facility; Modular Force will not change requirements.
3. A new Joint Mobility/Deployment facility will be built.
4. Consolidate airfield operations into one airfield or 1 airfield and 1 heliport.
5. We will relocate Bragg ASP to Pope by expanding their existing ASP to accommodate all requirements.
6. The overseas realignments will fit into existing facilities with minor modifications.
7. We can accommodate Modular Force within current MILCON plan.
8. The Units arriving to Pope will arrive after Pope vacates.
9. The transfer of Pope facilities will be phased rather than at one time.



PLANNING ASSUMPTIONS

Housing

1. Pope housing will transfer to Picerne.
2. Hillcrest and Carolina Heights will be relocated which frees up buildable land.
3. Pope lodging is absorbed into Bragg's lodging privatization initiative.



PLANNING ASSUMPTIONS

Resources

1. Pope personnel and operating costs will be the same as our cost; we need to look at military personnel usage and convert to civilian cost.
2. The incoming BCT referenced in BRAC documentation is not a heavy unit, but the 4th of the 82nd.
3. Golf course space will be reviewed to free up buildable land.
4. The FYDP will remain stable and constant with additions for BRAC.
5. The Aerial port will remain.
6. The Fueling capability will remain.
7. The In-Route maintenance will remain.
8. The C-130 squadron will come self-sustaining and will not need a new facility.
9. All GSA vehicles will transfer with units.
10. Fort Bragg will manage civilian jobs.



PLANNING ASSUMPTIONS

Efficiency

1. A detailed MOA will be designed to delineate roles and responsibilities of Air Force and Army.
2. A single NEPA document will be provided for all Bragg requirements.
3. The Installation Commander will remain as is.



PLANNING FACTS

1. USASOC will grow – 3d Group and 96th Civil Affairs expand into 7th Group facilities; no facilities are available.
2. There will continue to be an Active Duty Air Force presence that will require housing and all other benefits and services.
3. There are Pope tenants that will remain to include 18th ASOG, Combat Control Team, Special Tactics Squadron, Weather Squadron, etc. (complete list will be verified and provided).
4. Airfield Operations will stay at DPTM for single contact.
5. New medical clinic at Pope scheduled to open for business in FY09 will not remain in their MILCON.
6. Acquisition of Pope does not provide additional maneuver land.
7. Air Mobility Command is visiting Pope the first week in June to identify Air Force actions and requirements; some Bragg representation will be coordinated.
8. We need to ensure that Pope Contract costs are included in Bragg cost estimates, as appropriate.
9. Functional weekly teleconferences are not yet scheduled.



PLANNING QUESTIONS

1. What simulations, if any, will remain at Pope?
2. Will crash fire response capability remain at Pope?
3. What are JSOC plans for transformation?
4. What are Golden Knights requirements at Pope and Simmons?
5. What are the long-range construction plans for Pope and how much will fall out?
6. What are Pope's existing contracts? They will provide a complete list.
7. What furniture and automation equipment is needed by FORSCOM and USARC to furnish a new facility (i.e., what will they bring with them and what will we need to provide)?
8. What support elements will FORSCOM and USARC bring with them (i.e., DOIM, contracting, IR, ATC, etc.)?
9. What is the total incoming demographics (i.e., military, civilian, family members, youth, etc.)?
10. How will these impacts affect school age population?
11. What basic functions are needed at Pope (i.e., Gyms, Post Office, etc.)?
12. What is Air Force leaving in facilities when they vacate (i.e., furniture, etc.)?

43rd Airlift Wing






WELCOME TO POPE
ADM Gehman

Capt Don Tasker
43 MSS/MOF

1

Overview

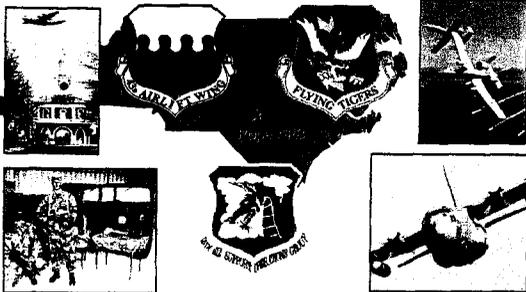



- Team Pope Mission
- Manpower
- Real Property
- Pending Issues
- Wing CC Comments
- Questions

2

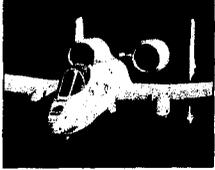
Team Pope



23d Fighter Group

- 43 A/OA-10s
- Personnel:
 - 104 Officers
 - 922 Enlisted
- Only Fighter Group in the CAF
 - Most Deployed/Tasked
- Integration with Host Airlift Wing



7

Combat Missions

 Close Air Support	 Escort
 Air Strike Control	 Combat Reconnaissance
 Combat Search & Rescue	 Pre-Assault CAS
 Interdiction	 Army Ground Liaison

8

18 ASOG
Who We Are

- The largest of 5 ASOGs worldwide, 3 CONUS
 - 800+ people at 17 eastern US operating locations
- Tactical air control party, combat weather, and support specialist team members ready to rapidly deploy and provide aerospace leadership to VIII Airborne Corps, ARCENT, and USASOC units



Other Pope Tenants

	Officer	Enlisted	Civilian	Total
ACC LGSG	0	0	5	5
AMC LSS	0	0	10	10
ADC	1	1	0	2
AFRC RS	0	1	0	1
SOCOM	2	0	0	2
OSI	1	6	0	7
21 STS	7	111	0	118
24 STS	12	172	15	199
342 TRS	0	22	0	22
373 TRS	0	20	0	20
53 APS	5	147	0	152
TEXCOM	6	34	53	93

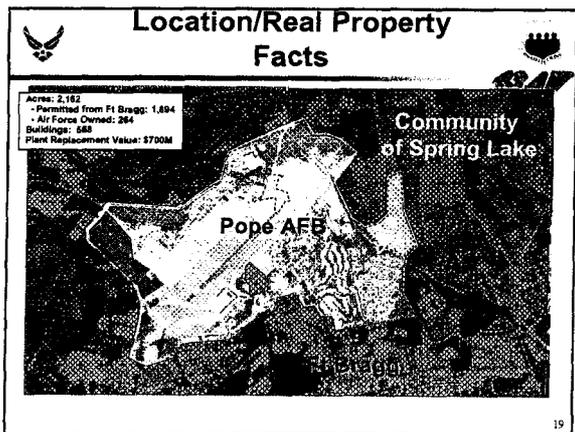
16

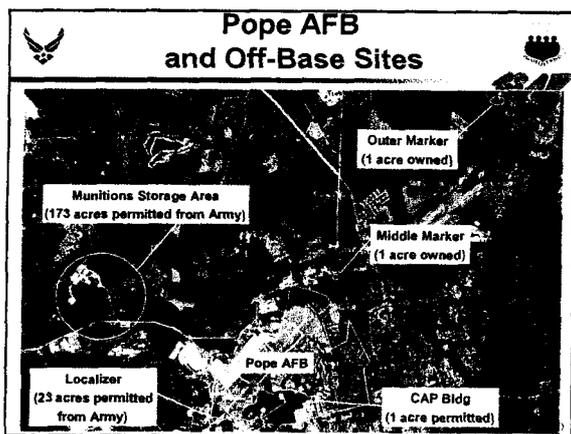
- Other Tenants**
- AAFES
 - 23 Full Time Employees
 - 24 Part Time Employees
 - DODDS
 - 40 Civilian Employees
 - Arrival/Departure Airfield Control
 - 1 Officer / 36 Enlisted / 6 Civilians
 - Golden Knights
 - 6 Officer / 6 Enlisted / 1 Civilian
 - Parachute Issue Facility
 - 2 Officer/ 69 Enlisted
- 17

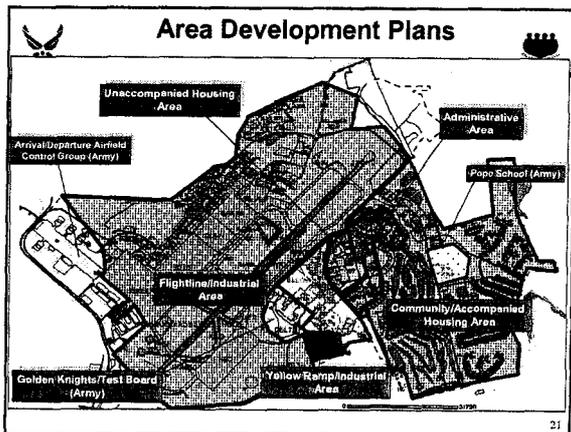
43d Airlift Wing

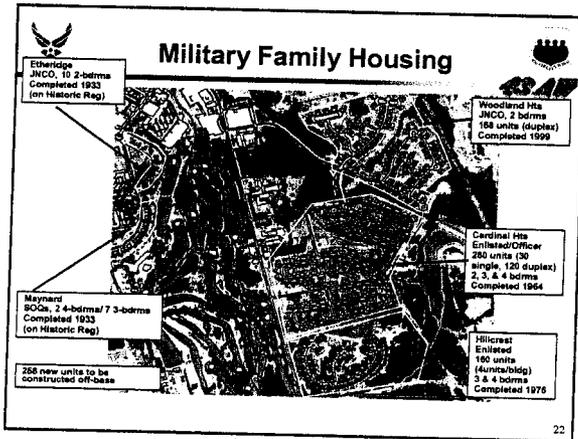
Real Property

18







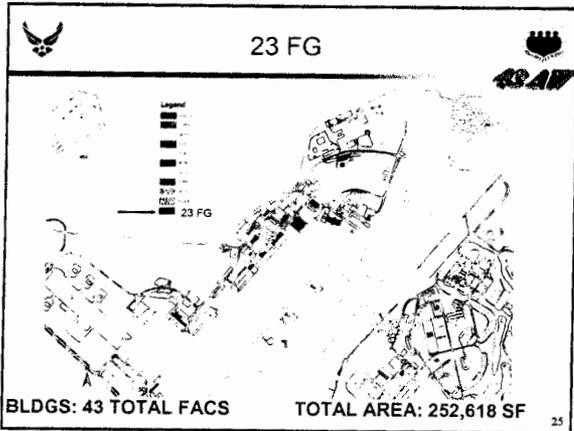


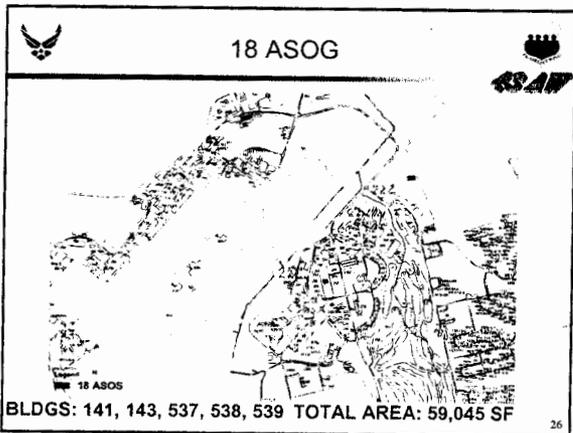
POPE AFB- AREA DISTRIBUTION

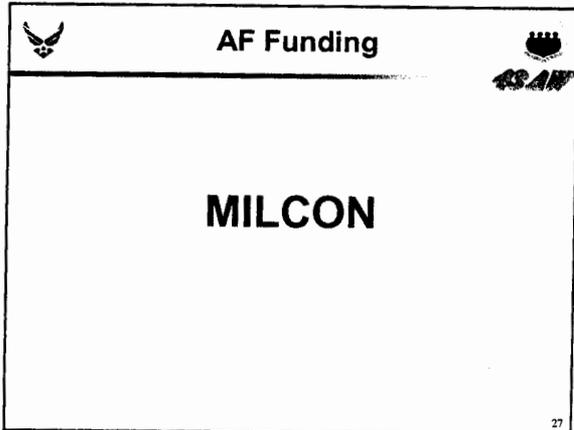
ORGANIZATION	AREA (SF)
43 AW	2,007,812
TENANTS	413,792
HOUSING	967,109
AAFES	12,701
TOTAL	3,401,414

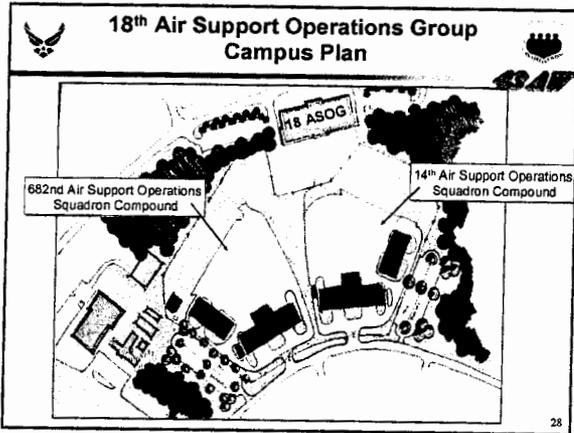
TENANT UNITS- AREA DISTRIBUTION

UNIT	TOTAL # FACILITIES	TOTAL AREA (SF)
23 FG	43	252,618
21 STS	4	53,793
24 STS	FORT BRAGG	N/A
18 ASOG	5	59,045
GOLDEN KNIGHTS	FORT BRAGG	N/A
AFOSI- DET 324	1	4,130
AVTEG/ASOS	FORT BRAGG	N/A
AFLSA/ADC	1	1,140
OL-C 342 TRS	2	9,530
53 APS	2	7,368
373 TRS, DET 2	1	6,400
427 SOS	1	19,768
TOTAL	60	413,792





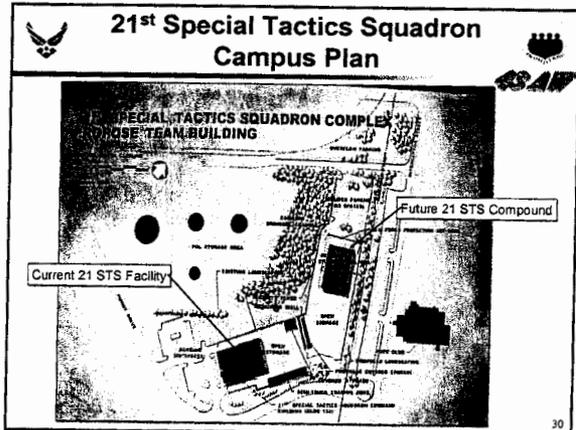




MILCON 18th Air Support Operations Group

FYDP	Proj No.	Title	\$M
N/A	02-0009	682 ASOS Compound	9.3
N/A	02-3006	14 ASOS Compound	4.3

Note - 18 ASOG's first priority is a project for the 20 ASOS at Ft Drum, NY.



 MILCON AFSOC Units 			
<u>FYDP</u>	<u>Proj No.</u>	<u>Title</u>	<u>\$M</u>
2008	00-3003	21 st Special Tactics Squadron	3.3

31

 43d Airlift Wing 	
<p>Pending Issues</p>	

32

 Pending Issues 	
<ul style="list-style-type: none"> • C-130 J • Employment (Civilian) 	

33

43d Airlift Wing

C-130J

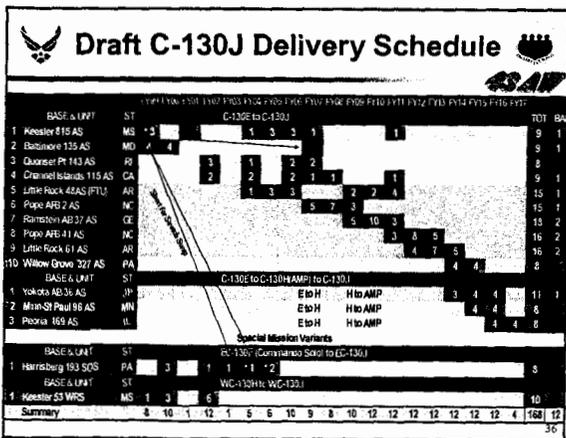
34

C-130J

PBD 753/BRAC Proposals

- Our Way Ahead – “Stay the Course”
 - Continue to monitor C-130J MILCON projects
 - Ensure HHQs aware of impacts of “snap decisions” on 43AW
 - Continue to prepare for CY07 arrival of first aircraft
 - Adjust when/as needed
 - *Keep 43AW Senior leaders apprised!*

35





43d Airlift Wing



America's first call for combat airlift



2005 Base Realignment and Closure Commission C-130J Update Brief

U.S. AIR FORCE

**Col William P. Stewart
43 AW/CCJ**

We put the air in airborne!



Rating Legend



B	Event Complete
G	On or Ahead of Schedule
	Elements behind schedule & may impact need date; may have work around
R	Behind schedule & will not meet need date
R	Behind schedule & will not meet need date; Workarounds in place – PIO revised assessment
GR	Not evaluated at this time
ⓘ	Information only



Facilities

Overall Rating:

G



Facility	Status	Ready	Rating
Corrosion Control Facility	Completed	Dec 04	B
2-Bay Hangar	Construction	Nov 05	G
Hangar-6	Construction	May 05	B
Maintenance Training Facility	Construction	Jul 05	G
Flight Simulator (On-Hold)	Design	TBD	O/H
1-Bay Hangar (On-Hold)	Planning	TBD	O/H
Road and Utilities	Design & Construction	TBD	G



SATAF

Action Items: **G**

G



Action Items	OPR	OCR	SUSP	Rating
CE-201 - PIO-CE Manning	43 CES	AMC/ CE	1 Aug 03	B
CE-204 - Utilities Capacity	43 CES		1 Apr 04	B
CE-205 - FY04 MILCON Disconnect	AMC/ CEPR	43 CES	1 Jul 03	B
LG-201 - Facilities Timeline	43 LG	AMC/ LGXR	1 Mar 04	B
LG-204 - C-130J Support Equipment	43 CES	AMC/ LGXR	May 05	G



SATAF

Action Items:

G



Action Items	OPR	OCR	SUSP	Rating
LG-205 – Corrosion Painting for C-130J	AMC/ LGMJ	AMC/ LGXR	1 Jan 04	B
LG-211 - Crash Recovery Tech Data	ASC/ GRBJ	43 LG	1 Jul 04	B
LG-212 - Flight Control CBT	AMC	373 TRS	1 Jun 04	B



America's first call for combat airlift



We put the air in airborne!



BACKUP SLIDES



2-Bay Hangar

Overall Rating:

G



Action Items	OPR	OCR	ECD	Rating
Construction (Original ECD: 16 Sep 05)	CCJ	BCE	Sep 05	G
ECP relocation	CCJ	BCE	Jan 05	G
Relocate users into new facility	MXG	CCJ	Nov 05	G



Hangar-6

Overall Rating:

B



Action Items	OPR	OCR	ECD	Rating
Construction (Original ECD: 24 Mar 05)	CCJ	BCE	Mar 05	B
Redline relocation	CCJ	SFS	May 04	B
Relocate users into renovated facility	MXG	CCJ	Apr 05	B



MTF

Overall Rating:

G



Action Items	OPR	OCR	ECD	Rating
Construction (Original ECD: 20 Apr 05)	CCJ	BCE	May 05	G
Relocate users into new facility	MXG	CCJ	Jul 05	G
Install Maintenance Training Devices	AMC	MXG	06-08	O/H



Aircrew Training Facility

Overall Rating:

O/H



Action Items	OPR	OCR	ECD	Rating
Planning	CCJ	BCE	Jul 04	B
Design (Placed "On Hold" by AMC/A7 -- 4 Jan 05)	CCJ	BCE	TBD	O/H
Construction	CCJ	BCE	TBD	GR
Delivery of WST	AMC	OG	Late FY07	G



1-Bay Hangar

Overall Rating: **O/H**



Action Items	OPR	OCR	ECD	Rating
Planning	CCJ	BCE	May 04	B
Design	CCJ	BCE	TBD	GR
Construction	CCJ	BCE	TBD	GR



Roads and Utilities

Overall Rating: **G**



Action Items	OPR	OCR	ECD	Rating
Planning/Design/Construction (FY07)	CCJ	BCE	TBD	G

From 2/10/05 BCEG Minutes

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Candidate #USAF-0122 / S316

Close Pope AFB, Fayetteville, NC

Candidate Recommendation: Close Pope AFB. The 43d Airlift Wing will inactivate and assigned C-130E AWADS 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 be transferred from the 314 AW to the 189th Airlift Wing (ANG). The 23d Fighter Group at Pope will inactivate and associated A-10 aircraft (38 PAA) will be distributed to Moody AFB, Georgia. The 347th Rescue Wing at Pope will remain in place as a tenant to the Army. PAA) and HH-60 (14 PAA) aircraft to Davis-Monthan AFB. The AFRC Aerial Port at Pope will remain in place as a tenant to the Army, to support Army requirements at Fort Bragg. Channel Islands AGS move linked to DON (Pt Mugu). Moody A-10 move linked to E&T #0046

<p style="text-align: center;"><u>Justification</u></p> <ul style="list-style-type: none"> ■ Enables Future Total Force transformation ■ Increase efficiency of Operations ■ Consolidate airlift fleet 	<p style="text-align: center;"><u>Military Value</u></p> <ul style="list-style-type: none"> ■ Contributes to force structure optimization at Little Rock, Moody, and Davis-Monthan and in the C-130 J fleet ■ Enables Army candidate recommendation USA-0222 and HSA-0124 and HSA-0128
<p style="text-align: center;"><u>Payback</u></p> <ul style="list-style-type: none"> ■ One Time Cost: \$213M ■ Net Implementation Savings: \$100M ■ Annual Recurring Savings: \$122M ■ Payback period: Immediate ■ NPV Savings: \$1,244M 	<p style="text-align: center;"><u>Impacts</u></p> <ul style="list-style-type: none"> ■ Criterion 6--Total Job Change : -8,885 (direct -5,304, indirect -3,581) ROI -4.55% ■ Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. ■ Criterion 8: No natural infrastructure issues affecting candidate recommendation

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

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Scenario S316

Manpower

	FY 04					FY 05					FY 11				
	Off	Enl	Civ	Ret	Drill	Off	Enl	Civ	Ret	Drill	Off	Enl	Civ	Ret	Drill
Source 30 Sept 03 UMD	647	4729	366	5742	152	647	4729	366	5742	152	647	4729	366	5742	152
Source MAJCOM-Current/Projected 30 Sep 04	647	4830	381	5858	152	647	4830	381	5858	152	647	4830	381	5858	152
(S316) Realign 25 PAA C-130E to Little Rock (AD)	-228	-1309	-26	-1563		-228	-1309	-26	-1563		-228	-1309	-26	-1563	
(S316) Realign BOS to Little Rock (AD)	-8	-63	-55	-126		-8	-63	-55	-126		-8	-63	-55	-126	
(S316) Realign 36 PAA A-10 to Moody (AD)	-71	-830	-6	-907		-71	-830	-6	-907		-71	-830	-6	-907	
(S316) Realign BOS to Moody (AD)	-4	-37	-32	-73		-4	-37	-32	-73		-4	-37	-32	-73	
(S316) Realign AFRC Aerial Port to Ft Bragg (AFRC)	0	-1	-3	-4	-152	0	-1	-3	-4	-152	0	-1	-3	-4	-152
(S316) Realign AFRC Aerial Port from Pope AFB as tenant to Ft Bragg (AFRC)	0	1	3	4	152	0	1	3	4	152	0	1	3	4	152
(S316) Realign AD Ready Brigade support to Ft Bragg (AD)	-13	-490	-6	-509		-13	-490	-6	-509		-13	-490	-6	-509	
(S316) Realign AD Ready Brigade support from Pope AFB as tenant to Ft Bragg (AD)	13	490	6	509		13	490	6	509		13	490	6	509	
(S316) Realign BOS for remaining AD assets to Ft Bragg (AD)	-2	-21	-18	-41		-2	-21	-18	-41		-2	-21	-18	-41	
(S316) Realign BOS from Pope to support AD tenant at Ft Bragg (AD)	2	21	18	41		2	21	18	41		2	21	18	41	
(S316) Mission and support realignments to other bases (Manpower to AD BRAC Base X)	-254	-974	-112	-1340		-254	-974	-112	-1340		-254	-974	-112	-1340	
(S316) Savings	-67	-1105	-123	-1295		-67	-1105	-123	-1295		-67	-1105	-123	-1295	
(322) Build AFRC WG at Pope/Ft Bragg (AFRC) ECS	0	0	22	22	586	0	0	22	22	586	0	0	22	22	586
(322) Build AFRC WG at Pope/Ft Bragg (AFRC) - Manpower from Maxwell	0	3	123	126	295	0	3	123	126	295	0	3	123	126	295
Adjusted Baseline	15	515	172	702	1013	15	515	172	702	1013	15	515	172	702	1013
COBRA Delta	-632	-4815	-230	-5186	881	0	0	0	0	0	0	0	0	0	0

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Scenario S316 One-Time Costs

(All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
-----	-----	-----
Construction		
Military Construction		
Total - Construction	104,801,000	104,801,000
Personnel		
Civilian RIF	1,550,840	
Civilian Early Retirement	456,036	
Eliminated Military PCS	5,120,362	
Unemployment	120,177	
Total - Personnel		7,247,415
Overhead		
Program Management Cost	15,198,278	
Support Contract Termination	1,684,000	
Morbidity / Shutdown	670,050	
Total - Overhead		17,552,328
Moving		
Civilian Moving	8,643,034	
Civilian PPP	887,400	
Military Moving	27,700,979	
Freight	5,411,491	
Information Technologies	7,310,800	
One-Time Moving Costs	4,524,000	
Total - Moving		54,477,705
Other		
RAP / RSE	5,177,537	
Environmental Mitigation Costs	1,174,000	
One-Time Unique Costs	22,715,000	
Total - Other		29,066,537
-----	-----	-----
Total One-Time Costs		213,144,986
One-Time Savings		
Military Moving	11,150,429	
One-Time Moving Savings	5,792,000	
Total One-Time Savings		16,942,429
-----	-----	-----
Total Net One-Time Costs		196,202,557

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Scenario S316 MILCON Summary

All values in 2005 Constant Dollars

Base Name	Total MilCon*	Milcon Cost Avoidance	Total Net Costs
-----	-----	-----	-----
Pope AFB	0	0	0
Little Rock AFB	16,442,000	0	16,442,000
BASE X (AIR FORCE)	0	0	0
Moody AFB	13,975,000	0	13,975,000
Davis-Monthan AFB	74,384,000	0	74,384,000
Quonset State APT AG	0	0	0
Channel Islands AGS	0	0	0
-----	-----	-----	-----
Totals:	104,801,000	0	104,801,000

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

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Scenario S316 MILCON

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

All values in 2005 Constant Dollars (\$K)

FAC Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
2113 Aircraft Corrosion Control Hangar	SF	13,389	n/a**	0 Default	n/a**	4,707
2116 Aircraft Maintenance Shop, Depot	SF	2,025	n/a**	0 Default	n/a**	431
2181 Installation Support Vehicle Maintenance	SF	4,674	n/a**	0 Default	n/a**	937
4421 Covered Storage Building, Installation	SF	5,367	n/a**	0 Default	n/a**	565
6100 General Administrative Building	SF	8,032	n/a**	0 Default	n/a**	1,477
7210 Enlisted Unaccompanied Personnel Housing	SF	16,571	n/a**	0 Default	n/a**	3,270
7220 Dining Facility	SF	3,068	n/a**	0 Default	n/a**	951
7362 Religious Education Facility	SF	6,024	n/a**	0 Default	n/a**	1,296
7371 Nursery and Child Care Facility	SF	7,671	n/a**	0 Default	n/a**	1,709
7416 Library, General Use	SF	942	n/a**	0 Default	n/a**	187
7417 Recreation Center	SF	4,474	n/a**	0 Default	n/a**	912
Total Construction Cost:						16,442
- Construction Cost Avoided:						0
Total Net Milcon Cost:						16,442

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Scenario S316 MILCON

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

All values in 2005 Constant Dollars (\$K)

FAC Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
2112 Aircraft Maintenance Shop	SF	27,515	n/a**	0 Default	n/a**	6,276
2113 Aircraft Corrosion Control Hangar	SF	7,410	n/a**	0 Default	n/a**	2,545
2151 Weapon Maintenance Shop	SF	8,625	n/a**	0 Default	n/a**	1,571
2162 Ammunition Maintenance Shop, Depot	SF	2,166	n/a**	0 Default	n/a**	439
2184 Parachute And Dingy Maintenance Shop	SF	11,774	n/a**	0 Default	n/a**	2,463
4111 Bulk Liquid Fuel Storage	BL	10,032	n/a**	0 Default	n/a**	681
Total Construction Cost:						13,975
- Construction Cost Avoided:						0
Total Net Milcon Cost:						13,975

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Scenario S316 MILCON

MilCon for Base: **Davis-Monthan AFB, AZ** (FBNV)

All values in 2005 Constant Dollars (\$K)

FAC Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
1163 Aircraft Washing Pad, Surfaced	SY	2,718	n/a**	0 Default	n/a**	379
1711 General Purpose Instruction Building	SF	36,348	n/a**	0 Default	n/a**	8,165
1721 Flight Simulator Facility	SF	20,650	n/a**	0 Default	n/a**	5,516
2111 Aircraft Maintenance Hangar	SF	20,118	n/a**	0 Default	n/a**	6,515
2113 Aircraft Corrosion Control Hangar	SF	29,288	n/a**	0 Default	n/a**	11,599
2171 Electronic and Communication Maintenance	SF	8,740	n/a**	0 Default	n/a**	1,887
2184 Parachute And Dingy Maintenance Shop	SF	13,160	n/a**	0 Default	n/a**	3,174
4421 Covered Storage Building, Installation	SF	21,000	n/a**	0 Default	n/a**	2,490
6100 General Administrative Building	SF	23,443	n/a**	0 Default	n/a**	4,868
7210 Enlisted Unaccompanied Personnel Housing	SF	118	n/a**	0 Default	n/a**	7,491
7220 Dining Facility	SF	8,987	n/a**	0 Default	n/a**	3,140
7362 Religious Education Facility	SF	17,424	n/a**	0 Default	n/a**	4,224
7371 Nursery and Child Care Facility	SF	22,211	n/a**	0 Default	n/a**	5,575
7372 Family Service Center	SF	1,722	n/a**	0 Default	n/a**	465
7416 Library, General Use	SF	3,240	n/a**	0 Default	n/a**	725
7417 Recreation Center	SF	13,289	n/a**	0 Default	n/a**	3,051
7421 Indoor Physical Fitness Facility	SF	21,313	n/a**	0 Default	n/a**	5,120

Total Construction Cost: 74,384
- Construction Cost Avoid: 0

Total Net Milcon Cost: 74,384

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S704 Close Kulis AGS, Anchorage, AK

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43D AIRLIFT WING
America's first call for combat airlift



**JOINT BRAGG/POPE
 BRAC COMMISSION
 BRIEFING**

Colonel Aycock
 Lt Col Frost

U.S. AIR FORCE

We put the air in airborne!

1

Introduction

- Commission Questions
- Airborne Requirement
- 43 AW Support
- Garrison Plan
- Summary

2

Commission Questions

- C-130 Lift Requirements
- Strategic Lift Support
- AFRC w/Active Duty Associate Unit Support
- Support With No Permanently Stationed C-130s

3

*TACC
 Bi-monthly
 meets*

JA/ATT Program

- Joint Airborne/Air Transportability Training
- DOD Regulated, JCS Directed, USAF Funded
- Users Submit Request
 - Date, Time, Location, Service Requested
- Bi-Monthly Meeting Chaired by TACC
 - Units "Bid" On Requests
- Not All Requests Supported
- Majority of Army Support via JA/ATT Program

4

SAAM Program

- Special Assignment Airlift Mission
- User "Buys" The Plane
- Rate Based on Flying Hours Used
 - C-17 = \$2,756
 - C-130 = \$1,559
 - C-5 = \$6,039
- Commercial Flights by contract negotiation
- Support Based on JCS Priority System

5

*Supported under
 Summit 30/PA5
 Program*

Airborne Requirement

- Division Ready Brigade (DRB 1) 3140 Jumpers
 - Highest State of Readiness for One of Three Brigades
 - Ready to Deploy from Pope AFB Within 18 Hours
- XVIII Abn Corps Separate Bdes & 82d Abn Div
 - 20,000 Paratroopers (1 Jump every 90 days)
- 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

Training

6

FY04 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 %)

FY05 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 %)

*7290 430 W
48*

strategies

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

43 AW Aircraft Availability

	FY03	FY04	FY05
Assigned	28	28	28
Possessed	22.2	24.6	18.7
Deployed	9.2	9.8	7.4
Grounded	3.9	1.3	13.2

AVG

AFRC Wing – 16 PAA

Will the planned Air Force Reserve/Active Associate Squadron be able to replicate the joint planning and contingency support capabilities?

IT DEPENDS

- JA/ATT Program Involvement
- Volunteerism
- Associate Unit Helps *★*

No Base Assigned C-130s

- JA/ATT Program
- SAAM

*187 liaison assigned to
Office assigned to
Corps. & Division
S&J*

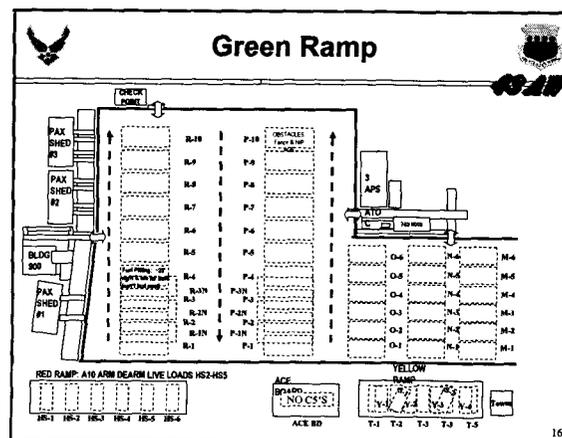
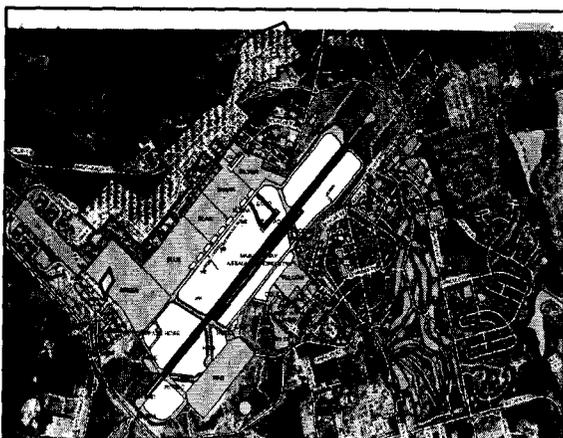
Advantage of Assigned C-130s

- Trained In Entire Spectrum Of C-130 Mission Requirements Without TDY Travel *at Pope*
- Assets
 - Mackall AAF - NVG Capability To Blacked-Out Airfield
 - Access To Personnel Drops - Toughest Navigator Training Requirement To Achieve For Non Pope CONUS C-130s
 - Historically Pope C-130 Units Were some of the First called upon for action:
 - Grenada
 - Just Cause
 - Haiti
 - Desert Storm/Shield
 - Enduring/Iraqi Freedom

Historical Strategic Data

(Individual Aircraft Flights)

	C-17	C-5	Civ Contract
FY 04	30	13	21
FY 05	22	8	74
TOTAL	52	21	95



Pope AFB Support

- 26% AMC JA/ATTs Scheduled @ Pope
 - Jun 02 - Aug 05
 - JFEX, CAPSTONE, EDRES
- Primary Departure Point:
 - XVIII Abn Corps (14 Separate Bdes)
 - 82nd Airborne Division DRB
 - USASOC
 - 43AW And 23FG
 - Others

43 AW Direct Support

3rd Aerial Port Squadron

- Personnel - 258
- Advise A/DACG On Airflow ETA/ETD
- Receive/Processes Passenger/Cargo Manifests
- Supervise/Conducts Aircraft Loading
- Operates All MHE/Special Loading Equipment
- Coordinates Aerial port and A/DACG Activities
- Maintains Statistical Data

Stop Pope w/ B R R C

*Parachute
will mission
w/ Barge*

Deployed

Cargo/Passenger

FY	AIRDROP		AIRLAND	
	Pax	Cargo	Pax	Cargo
00	123,101	4,104	40,894	9,728
01	109,258	3,510	46,400	11,949
02	84,803	2,402	53,218	23,250
03	57,463	2,820	68,470	39,192
04	85,379	3,331	75,767	19,763
05	34,398	1,803	27,465	8,503

- ### 43 AW Direct Support
- 43 OG-J (Joint Operations)
 - Personnel - 28
 - Plans Training, Exercise, and Contingency Operations
 - Capable Of Supporting Multiple Airframes/Missions
 - Identify LIMFACs Early In Planning Process
 - Aircraft Maneuverability Is Integral To Success
 - Controls Parking Plan
 - Conducts All Joint Inspections Of Airdrop Loads
 - Executes the plan (Exercise or Crisis)

- ### 43 AW Direct Support
- 43 COMMAND POST**
- Personnel - 24
 - C2 Link Between Aircraft Other Agencies
 - GLO, MX, 3 APS, Range Control, etc
 - CAT/Joint Operations Center (JOC)
- 743 AMXS**
- Personnel - 111
 - AMC's Sole CONUS Enroute Maintenance Squadron
 - 24/7, 365 Transient Aircraft Maintenance Support
 - C-5, C-17, C-130, Commercial

Total 743 AMXS Support (ALL USERS)

FY	C-130	C-17	Civ/Other	Total
00	1,158	627	684	2,469
01	1,332	947	272	2,551
02	1,450	566	610	2,626
03	1,453	1,370	629	3,452
04	708	1,327	345	2,380
05 (Jun)	566	1,043	921	2,530

Aircraft movement & support plan

- ### 43 AW Indirect Support
- 43 OSS
 - Current Ops
 - Personnel Attend Bi-Monthly JAATT Conferences
 - Identifies Scheduling Conflicts
 - Monitors/Deconflicts R5311 Operations
 - Joint Training Exercises
 - JAATT / SAAM Flights
 - Tactics
 - 8 - JEFX, 4 X JRTX/CAPSTONE, 2 X CADS Annually
 - Planning Begins 45 Days Out
 - Mission Commander - G3 Coordination Begins
 - 43 LRS
 - Maintains Special Purpose Vehicles
 - K-Loaders, Forklifts, Refueling/Service Trucks
 - POL
 - Operates POL Facilities and Vehicles
 - Aircraft Supply

- ### Ft Bragg Direct Support
- Strom Thurmond Strategic Deployment Facility
 - Arrival/Departure Airfield Control Group
 - High Line Docks/Assembly Lanes
 - Covered Storage For Equipment
 - 40 C-141 Loads Of Palletized Cargo On The High Line Docks
 - 60 C-141 Loads Of Rolling Stock In The Lanes
 - Meets Explosives Safety Zone Requirements
 - Paratroop Assembly Facilities (Pax Sheds)
 - 3 Climate Controlled Facilities For Troop Assembly
 - Shed 1 Can Hold 750 Combat Equipped Troops
 - Shed 2 & 3 Can Hold 1000 Combat Equipped Jumpers Each
 - Distribute Parachutes
 - Rehearse Door Procedures

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**C-130J-30 AIRCRAFT BEDDOWN
SITE SURVEY II
REPORT
POPE AFB NC
14 – 18 May 2001**



***HEADQUARTERS
AIR MOBILITY COMMAND
SCOTT AFB IL***

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1. EXECUTIVE SUMMARY

Team Chief. HQ AMC staff members lead by HQ AMC/XPPI, accompanied by representatives of the 43d Airlift Wing (AW), conducted a site survey at Pope AFB NC from 14-18 May to identify facilities and associated cost estimates essential to mission beddown of the C-130J-30. This site survey was a follow up to the initial beddown site survey done 14-17 November 2000. The 43 AW submitted substantive comments after the November 2000 site survey requiring the May 2001 site survey.

The 43 AW will convert their 28 PAA C-130Es to 28 PAA C-130J-30s. The conversion will start in FY06 and end in FY10. The CSAF Message, 081729Z Oct 97, Subj: C-130J Beddown Implementation, and information received prior to the visit guided the development of the site survey. Additionally, the site survey identified support and infrastructure facility locations. The cost estimates, not inclusive of environmental costs, should be viewed as a rough order of magnitude (ROM) only. The survey proved there is ample space to beddown the C-130J-30 and its associated infrastructure. There is limited space to add facilities to the base proper after this beddown.

Most results of this report are the same as the November 2000 site survey. ROM information has been updated according to programming fiscal year changes. Also the substantive comments brought up after the November site survey have been addressed resulting in changes in the commented areas. The 43 AW substantive comments were: Replace Nose Dock 1 with new hangar sized for a C-130J-30; update cost of weapon system trainer (flight simulator); provide necessary renovation to Hangar 6; fill in grass ovals to allow access from ramp to parallel taxiway; and correct environmental tasks and cost estimates for beddown.

**Italics indicate changes to this report following release for coordination.*

Logistics. The group attempted to present a straightforward picture of requirements for the C-130J-30. The working group identified key items that should be addressed in order to provide adequate support for the beddown of the C-130J-30.

The group considered the impact that changes to the logistics facilities would have on civil engineering factors. Utilities, roads, demolition, and dormitories were considered. The areas of the base where construction would occur do not require an increase in the capacity of the existing utility systems. Costs for modifying the existing utility systems to accept the new facilities are included in the cost estimates (ROM) for the new facilities. Minor modifications to existing roadways will be required for the new facilities and these costs are also included in the cost estimates (ROM) for the new facilities. Anticipated road repairs are also included in the cost estimates. In those instances where a construction project requires demolition of one or more facilities, the demolition cost is included in the construction cost estimate (ROM). Finally, sufficient dormitories are available, as this beddown does not increase the base population.

Additionally, the substantive issues were to review hangar requirements and justify the addition of a full-in hangar to support the C-130J-30 beddown. Plus review any other projects that may impact Pope AFB in the future. To accomplish this, the Logistics Working Group consisted of the following functional areas: maintenance, civil engineers, logistics and maintenance planners.

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Operations. The Operations working group identified key items that should be addressed in order to provide adequate support for C-130J-30 beddown. Additionally, the working group

considered the impact that changes to the weapon system trainer facilities would have on civil engineering factors. Utilities and roads were considered. The areas of the base where construction would occur do not require an increase in the capacity of the existing utility systems. Costs for modifying the existing utility systems to accept the new facilities are included in the cost estimates (ROM) for the new facilities. Minor modifications of existing roadways will be required for the new facilities and these costs are included in the ROM for the new facilities. Anticipated road repairs are also included in the cost estimates.

Civil Engineering. Facility options were developed for covered maintenance spaces, maintenance training devices, field training detachment, module replacement center, contractor operated supply support, and the weapon system trainer. Although a number of options or combination of options could be used, the team produced a plan that would use the best options to meet the facility requirements. The survey team identified three facility options for covered maintenance spaces and three options for the maintenance training devices (MTD) /field training detachment (FTD) facilities. The module replacement center (MRC), a contractor-owned engine shop, had only one viable option. Two contractor-operated supply support (COSS) facility options were identified and six possibilities for a weapon system trainer facility were developed.

An Environmental Assessment (EA) should be sufficient to examine the environmental issues involved with replacing 28 C-130E aircraft with the same number of C-130J-30 models. HQ AMC/XPPI and HQ AMC/CEVP are preparing an AF Form 813, "Request for Environmental Impact Analysis". The EA should be funded and completed in FY02.

2. ASSUMPTIONS

At the time of the site survey several details were still under discussion. Organizational manning, aircraft acquisition plan, and contractor requirements are a few of the major unresolved issues. Due to timelines and potential funding considerations, the site survey team made the following assumptions for purposes of the analysis. These assumptions guided the development of the general requirements of the site survey.

- a. CSAF Message, 081729Z Oct 97, Subj: C-130J Beddown Implementation, and information received prior to the survey guided the development of the site survey.
- b. The first C-130J-30s will be delivered to Pope AFB in FY06.
- c. *The last PAA will arrive in FY10 and the BAI will arrive in FY15 for a total of 28 PAA aircraft and 1 BAI aircraft; the last C-130E will depart FY11*
- d. A Field Training Detachment (FTD) will be established at Pope AFB.
- e. All maintenance training will be done at the first operational C-130J-30 unit; thus, maintenance training devices (MTD) will be located at Pope AFB. *Since the time of the site survey, HQ AMC/XPR and HQ AMC/LGX are planning for Little Rock AFB to receive a full suite of maintenance training devices. This will not impact the plan to also place a full suite of MTDs at Pope AFB.*

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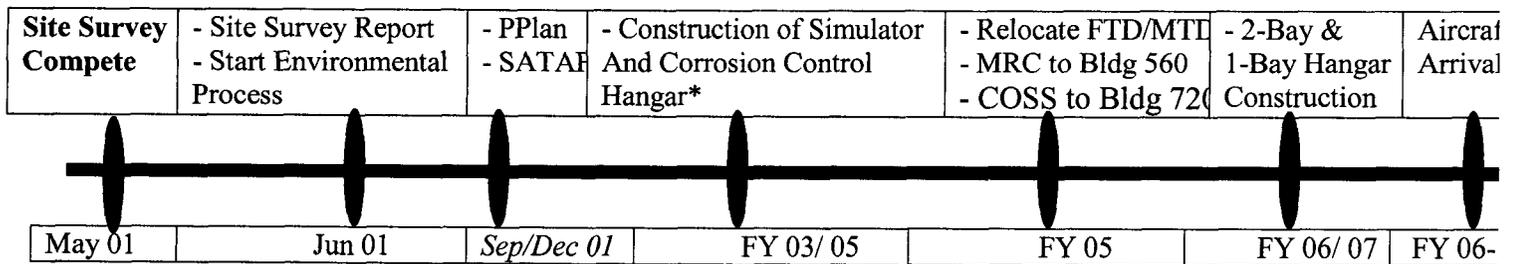
f. A contractor logistics support (CLS) facility and a contractor operated supply support (COSS) facility will be established at Pope AFB.

g. Aircraft will not require a navigator or a flight engineer. This will impact unit manning.

h. Communications requirements will affect unit facility set-up costs and facility displacement costs.

3. TIMELINE

C130J-30 BEDDOWN TIMELINE



4. FACILITIES

The site survey team identified the following C130J-30 facility and infrastructure requirements and dates these facilities are required. Separate Logistics and Operations facility sections follow these requirements in detail:

<u>Facility</u>	<u>Date Required</u>
Maintenance Training Facility	2Q FY 05
Contractor Operated Supply Support (COSS) (Parts Store)	2Q FY 05
Module Replacement Center (MRC)	2Q FY 05
Corrosion Control Facility*	FY 05
Flight Simulator	2Q FY 06
Parking Ramp	FY 06
Covered Aircraft Maintenance Space (1)	FY 06
Covered Aircraft Maintenance Spaces (2)	FY 07
Upgrade Hangar 6 (2)	FY 07

** These dates reflect C-130J-30 beddown support requirements only. The corrosion control facility is a long-standing deficiency that the 43 AW has been actively working to correct as soon as possible. During the coordination process for this report, program budget decision (PBD) 809 funded the corrosion control facility (\$17.8M in FY02).*

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5. LOGISTICS FACILITIES

CHAIRPERSON: Mr. Steve Towles, HQ AMC/LGXR, DSN 779-2854

Agenda: Review hangar requirements and justify the addition of a full-in hangar to support the C-130J-30 beddown plus review any other projects that may impact Pope AFB in the future. To accomplish this, the Logistics Working Group consisted of the following functional areas: maintenance, civil engineers, logistics and maintenance planners.

Authorized Covered Maintenance Spaces. The number of covered maintenance spaces (hangars or nose docks) required for 28 PAA C-130J-30 aircraft was derived from the planning factors contained in AFH 32-1084, paragraph 7.2. For 28 PAA aircraft, five covered maintenance spaces are earned using a .15 planning factor (28 PAA X .15 = 4.2 or 5 covered spaces). Corrosion control facilities do not count in this equation. If additional aircraft wash facilities are required it will need to be justified.

1. Corrosion Control Facility:

- a. Requirement/Justification. This facility provides an environmentally controlled area to accomplish corrosion prevention work on assigned aircraft. This consists of aircraft washing, corrosion treatment and repair. It also provides space for the corrosion control shop that includes tool storage, lockers, and an administrative support area. AFH 32-1084, paragraph 7.10.5 provides for an additional wash rack if requirement is justified.

(NAVAIR 01-1A-509, T.O. 1-1-691, TM 1-1500-344-23) Aircraft cannot be washed when temperature is below 40 degrees and if temperature is 80 degrees and above. Per (NAVAIR 01-1A-509, T.O. 1-1-691, TM 1-1500-344-23) maintenance would be required to adjust their work schedule to only wash during the early morning or late at night. Aircraft and/or other equipment cannot be washed, cleaned, or inspected at an outdoor wash rack when an electrical storm is in the immediate area; rain also prevents aircraft from being washed. Scheduling washes for both the C-130, A-10, and Special Ops aircraft will be impossible at times. A clear water rinse is required after all low level flights under 3000 feet which occurs an average of 250 times a year. All aircraft require a wash before every phase inspection. The A-10 (40) aircraft are also required to have aircraft washed in the same hangar. A quote from the current DD Form 1391 states "the prep and wash operations will utilize the facility 192 duty days of the year. Required painting operations will utilize the facility another 224 duty days. Given this workload, two bays will be required to support the mission without unnecessary aircraft downtime awaiting corrosion control maintenance."

- b. Existing Facilities.

(1) Currently, an outdoor wash area next to Building 745 is used. This creates problems with cleaning solvents drying too fast if the aircraft skin is too hot. This decreases the effectiveness of the wash solvents. This space is unusable for a third to half of the year due to weather. In addition, it does not meet current AFH 32-1084 requirements. Pope has an unfunded FY03 MILCON project to construct a Corrosion Control Facility. When completed, this facility would have a corrosion control bay and pre/post treatment bay.

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(2) If the base is unsuccessful in obtaining funding to complete the Corrosion Control Facility, HQ AMC would need to program a project to construct a 2-bay Corrosion Control Facility.

(3) Program Budget Decision (PBD) 809 funded a corrosion control facility at Pope AFB for FY02 at \$17.8M. This funding action occurred during the coordination of this site survey report.

- c. Impact if Delayed or Not Funded. The service life of aircraft will be shortened if a strong, aggressive corrosion control program is not established. Aircraft will not meet wash requirements and will continue a workload impossible to meet. As an example of the current C-130/KC-135 corrosion problems, 20-25% of the KC-135 fleet is in depot at any given time. Maintaining proper wash requirements will help prevent corrosion problems with the C-130J-30.
- d. Transition Plan. Continue to use sub-standard wash area near Building 745.
- e. Recommendation. Build a new Corrosion Control Facility. If Pope does not obtain funding for the Corrosion Control Facility through normal MILCON channels, then submit project as part of new C-130J-30 Beddown Plan

2. Covered Aircraft Maintenance Hangar:

- a. Requirement/Justification. A general-purpose hangar provides space for scheduled and unscheduled inspections, scheduled and unscheduled maintenance, landing gear retraction tests, aircraft weighing, airframe repairs, and technical order compliance and modifications. To accomplish weight and balancing requirements, the floor must be level and footprints stressed for C-130J-30 aircraft. Since all these required items cannot be accomplished in the present number of covered maintenance spaces, the C-130J-30 needs two new spaces for proper beddown.
- b. Existing Facilities. Pope AFB has hangars and nose docks. All of the nose docks were built in the early 1950s for the C-119 aircraft. These nose docks are shared between 23 FG A-10 and the 43 AW C-130 aircraft. The major hangar used by C-130 aircraft is Hangar 6. Hangar 6 is a 4-bay hangar with two bays on each side of the hangar. Due to the added length of the C-130J-30 (15 ft), hangar space would be reduced to two bays. Hangar 6 is currently being operated under a waiver to a Fire Safety Deficiency (FSD) code 2 violation. To be fully compliant with safety requirements, Hangar 6 requires installation of a High Expansion Foam (HEF) system. There are six nose docks on Pope AFB. They have been modified and re-modified to support the C-130E aircraft currently stationed at Pope. Current nose dock configuration does not meet AFH 32-1084 standards.
- c. Impact if Delayed or Not Funded. Maintenance personnel would be required to conduct maintenance operations on the ramp in all kinds of inclement weather. This would result in longer maintenance turnaround times and additional maintenance manpower requirements. Gear retraction, touchup painting, and control surface changes are some of

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the required maintenance that could go undone if not conducted in a fully covered hangar.

- d. Transition Plan. None. Present facilities meet current C-130E requirement with present waivers. Hangar 6 will become a 2-bay hangar for C-130J-30 use. Two bays provide enough covered space until there are more than two C-130J-30 aircraft.
- e. Recommendation. Build a new 2-bay hangar (ROM est. cost \$14.8) to provide the full-in maintenance capability required for the C-130J-30 aircraft. This hangar would serve a dual role as a joint fuel cell/maintenance facility. A \$1.6M project is needed to renovate Hangar 6 to be fully safety compliant and useable for maintenance. In addition to the HEF installation, the project includes renovation of the hangar doors and replacement of bridge and monorail cranes, mezzanine office and stairs, electrical transformer and switchgear, and pneumatic air compressor.

3. Nose Dock # 1 Replacement:

- a. Requirement/Justification. Nose dock provides space for scheduled and unscheduled inspections, scheduled and unscheduled maintenance, landing gear retraction tests, airframe repairs, and technical order compliance and modifications. To accomplish weight and balancing requirements, the floor must be level and footprints stressed for C-130J-30 aircraft. A new hangar is required to support new aircraft well into the future.
- b. Existing Facilities. Nose Dock 1 is not sized to accommodate the C-130E or the C-130J-30 aircraft without waivers. Nose Dock 1 does not meet aircraft separation dimensions as specified in paragraph 7.4 of AFH 31-1084, Facility Requirements. The nose dock will not fully support the C-130J-30 due to lack of adequate wing clearance. The trailing edge of the wing, with flaps down, has less than 3 feet of clearance. In addition, some of the 45 year-old nose dock structural supports are rusting to the point of failure.
- c. Impact if Delayed or Not Funded. Maintenance personnel would be required to conduct maintenance operations on the ramp in all kinds of inclement weather. This would result in longer maintenance turnaround times and additional maintenance manpower. The current nose dock does not provide enough space for equipment necessary to perform engine/propeller maintenance nor room to maneuver forklifts, place stands, or engine trailers. Continued use of undersized nose dock significantly increases the risk of damage to aircraft and equipment.
- d. Transition Plan. Use Nose Dock 1 as a pull-in facility for the C-130Es until a replacement fully enclosed maintenance space is built.
- e. Recommendation. Demolish Nose Dock 1 and construct a new 1-bay hangar (ROM cost \$8.0M) on the current site. This single aircraft nose dock will provide the fifth covered maintenance as required by paragraph 7.2 in AFH 32-1084.

4. Fuel Hydrants:

Requirement is met by using fuel trucks to fuel aircraft. It would be cost prohibitive to tear up entire ramp to replace existing hydrant system.

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5. Parking Ramp:

- a. Requirements/Justification. Per AFH 32-1084, AMC tactical airlift aircraft (C-130J-30) require parking spots (apron and hangar/nose dock) for 100 percent of assigned PAA. This requires Pope AFB to realign how C-130s are currently parked. The Parking Ramp can accommodate all 28 PAA of the longer C-130J-30 with one row of current parking lost. The ramp accommodates 36 C-130E or 28 C-130J-30 aircraft. The new parking layout requires that 2 of the grass ovals that separate the parking ramp from Taxiway Alpha be filled with reinforced concrete.
- b. Existing Facilities. The current parking ramp adequately accommodates C-130Es and can accommodate C-130J-30s. However, the longer C-130J-30 will cause an offset of all the rows except the first row. This offset results in two grass ovals obstructing the path from the parking ramp to the parallel taxiway for the inner L and K parking rows.
- c. Impact If Delayed Or Not Funded. If the two grass ovals are not filled in, an additional taxiway within the parking ramp will have to be created to allow access from the parking ramp to the taxiway. This additional taxiway on the parking ramp would require taking two parking spots from each of two rows for a total loss of 4 parking spots. If these spots were lost the ramp would only provide parking for 26 of the 28 PAA C-130J-30 aircraft.
- d. Transition Plan. Park any C-130J-30 aircraft in ramp rows that would not impact access to the taxiway. Approximately 12 C-130J-30 aircraft could be accommodated.
- e. Recommendation. Fill in the two grass ovals at the end of current parking rows L and K with reinforced concrete. Each oval is approximately 2,220 square yards. The ROM cost to fill both grass ovals (4,440 square yards total) with reinforced concrete is estimated to be \$575K.

6. Maintenance Training Facility:

- a. Requirement/Justification: A 39,600 SF facility is required to house the Maintenance Training Facility. The Field Training Detachment (FTD) and the Maintenance Training Devices (MTD) would be located inside this facility. Presently, there is a FTD located in Building 177 with limited capability. This facility cannot provide qualification/certification training for the C-130J-30 maintenance workforce. There are three options to meet this requirement:
 - (1) Option 1. Build a new facility inside of Building 560 and purchase the required training devices. This will consolidate all maintenance training in one location. Span of control will improve with the centralized location, plus travel to training will require less time for the maintenance personnel.
 - (2) Option 2. Build a new facility adjacent to Building 177 to support just the training devices and continue to use Building 177.

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- (3) Option 3. Build new facility inside of Building 560 to support just the training devices and leave the administrative support in Building 177. This is not a good idea, as it will create a split operation, incur transportation problems, and intensify manpower requirements. This option could potentially drive a need for additional classroom space on both sides of the runway.
- b. Existing Facilities. Pope's FTD is located in Building 177, 6400 SF. Training devices are currently housed in the FTD warehouse behind Building 177. The FTD lacks the facilities and devices to properly train C-130J-30 maintenance personnel. The FTD warehouse is not large enough to accommodate the C-130J-30 MTDs. There is a requirement for a new Maintenance Training Facility because the current facility has very limited capability. This facility cannot provide qualification/certification training for the C-130J-30 maintenance workforce.
- c. Impact if delayed or not funded. Maintenance personnel would not be trained to accomplish required maintenance to accept any of the C-130J-30 aircraft.
- d. Transition Plan. Obtain training at one of the present operational C-130J units.
- e. Recommendation. Build a new facility inside of Building 560 and purchase the required training devices. This will consolidate all maintenance training in one location. This facility will consolidate maintenance training for 373 TRS/Det 2 and MQTP training. This puts all maintenance training in one consolidated centralized location; it also increases span of control, and will lessen lost time for maintenance. The ROM for this facility does not include the cost of the MTDs. The MTD costs are listed below:

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ITEM	QTY	COST (ea) (\$M)	
TRAINING SYSTEMS			
WEAPON SYSTEM TRAINER #3 (POPE)	1	19.5	3Q FY08
ENGINE/PROP MX TRAINER	2		
#1 (POPE)		12.8	1Q06
#2 (POPE)		10.6	1Q07
INSTRUMENT COCKPIT SYS TRAINER	2		
#1 (POPE)		16.5	2Q06,
#2 (POPE)		9.8	2Q09
LANDING GEAR MX TRAINER	1	8.8	1Q07
FUSELAGE MX TRAINER	1	21.8	1Q07
FLIGHT CONTROL MX TRAINER	2		
#1 (POPE)		14.7	1Q08,
#2 (POPE)		12.0	1Q09
LOGISTICS SUPPORT			
RSP KITS		10.0	1Q07

7. Contractor Operated Supply Support (COSS) Facility (Parts Store):

- a. Requirement/Justification. The Contractor Operated Supply Support (COSS) facility is an essential element of the aircraft maintenance program. Its function is to provide maintenance units with avionics, components, spare parts, and assemblies necessary to maintain the aircraft. Also, the mobility readiness spare packages (MRSP) are assembled and maintained in this area. The warehouse includes space to store and receive aircraft parts. Specific space requirements are necessary for high density storage, RSP pallet buildup, RSP pallet storage, bulk storage, MRSP loading dock, truck loading dock, parts counter, reparable parts, tail number parts, and time compliance technical order (TCTO) parts.

(1) Option 1. Building 720 could potentially house COSS operations associated with the C-130J-30 aircraft operations. To accomplish this requirement, space must be re-allocated within this facility to accommodate the COSS supply operation. This is the preferred location, as it would provide maintenance customers a one-stop shop for aircraft parts support. Plus, Building 720 is close to flight line maintenance facilities and customers. The facility has sufficient storage space to house all Pope's aircraft parts store operations if storage racks, bins, space saver units, etc., are utilized.

(2) Option 2. This option would place COSS in Building 560. This option is not preferred as it splits Pope's aircraft parts support. It would require the customer to go to two different locations to obtain aircraft parts. Parts delivery times will be extended as well, because the building is located much further away from flight line maintenance facilities and customers.

- b. Existing Facilities. Building 720 houses the Aircraft Parts Store. The Parts Store provides space for aircraft parts for Pope's A-10 fighter and C-130E cargo aircraft. All

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supply operations necessary for aircraft parts storage and issue functions are located in this facility.

- c. Impact if delayed or not funded. If adequate storage facilities are not provided, millions of dollars in aircraft parts provided by the contractor will not be available to support the new aircraft or the parts will not be properly housed increasing the possibility for the parts to deteriorate or to become lost or broken.
- d. Transition Plan. Joint supply operations for the A-10, C-130E, and C-130J-30 aircraft will be necessary within the Building 720 during the transition. By attrition, C-130E parts will diminish, thereby freeing up space as the transition to the C-130J-30 occurs. Eventually, the facility will house the A-10 and C130J-30 aircraft parts storage and operations.
- e. Recommendation. Add/alter Building 720. Building #720 requires a loading dock to support the C-130-J30; this money needs to be provided ASAP to allow Supply to move their operation out of building #560. Currently they are using the loading dock in Building #560 for shipping and receiving, then moving everything to building #720.

8. Module Replacement Center (MRC):

- a. Requirement/Justification. The MRC is a contractor logistics support (CLS) facility that provides the USAF two-level C-130J-30 engine maintenance support. Pope AFB's capability to support the C-130J-30 engine maintenance is dependent upon an MRC facility. If the space identified in Building 560 is not available by delivery of the first C-130J-30, the 43 AW will need to identify another location to support this requirement.
- b. Existing Facilities. There is no current MRC facility or any other contractor-operated maintenance complex at Pope. The only space identified during the site survey to house the MRC was Building 560.
- c. Impact if delayed or not funded. Maintenance personnel would be unable to support the engine maintenance requirements of the C-130J-30 mission.
- d. Transition Plan. If the space identified in Building 560 is not available by delivery of the first C-130J-30, the 43 AW will need to have module maintenance work accomplished at a current C-130J-30 location, such as Keesler or Dobbins.
- e. Recommendation. Add/alter Building 560.

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6. OPERATIONS FACILITIES

CHAIRPERSON: Mrs. E. Kaye Pruitt, HQ AMC/DORR, DSN 779-4696

1. Agenda:

The Operations working group identified key items that should be addressed in order to provide adequate support for C-130J-30 beddown. Additionally, the working group considered the impact that changes to the weapon system trainer facilities would have on civil engineering factors. The areas of the base where construction would occur do not require an increase in the capacity of the existing utility systems. Costs for modifying the existing utility systems to accept the new facilities are included in the cost estimates (ROM) for the new facilities. Minor modifications of existing roadways will be required for the new facilities and these costs are included in the ROM for the new facilities. Anticipated road repairs are also included. The cost of the weapon system trainer (WST) is not included in the ROM. According to AMC/XPRD FY01 data the first WST costs \$27.6M and the third WST, Pope's, should cost \$19.5M

2. Weapon System Trainer (Flight Simulator):

- a. Requirement/Justification. A facility is required to support the C-130J-30 Aircrew Training System (ATS) operation to include one Weapon System Trainer, test equipment, spares, contractor operation and maintenance support personnel, training material, computer-based training equipment, learning center, briefing rooms, and a government support office. Six options were initially considered for meeting this requirement:
- (1) Construct new building (26,426 SF) on present LOX facility site (ROM \$6.8M). This option would not interfere with operating the C-130E (AWADS) simulator through FY11. It requires moving the LOX facility (\$0.6M included in ROM estimate); however, it maximizes parking on the industrial side of the base and is moderately closer to 2 AS than to 43 AS.
 - (2) Construct new building (26,426 SF) on present Rodeo facility site (ROM \$6.2M). This option would not interfere with operating the C-130E (AWADS) simulator through FY11. It would have zero impact on parking on the industrial side of the base and is within walking distance of both flying squadrons. The Rodeo facility is scheduled for demolition during next fiscal year.
 - (3) Construct new building (26,426 SF) on land to be purchased (ROM \$11.7M). This option would not interfere with operating the C-130E (AWADS) simulator through FY11. This option does not impact parking on the industrial side of the base. Land availability/ acquisition is 4 years to unknown and raises environmental issues.
 - (4) Construct new building (26,426 SF) near/on parking lot NW of 43 AS building (ROM \$6.2M). This option would not interfere with operating the C-130E (AWADS) simulator through FY11. This option would degrade parking on the industrial side of the base, especially in the vicinity of the 43 AS. It was eliminated from further consideration.

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- (5) Add/Alter Bldg 560 (26,426SF) (ROM \$6.2M). This option would not interfere with operating the C-130E (AWADS) simulator through FY11. Insufficient space and a 10 ft too low roof dictate construction in the vicinity of Bldg 560, rather than inside the building. It is not within walking distance of either flying squadron. It was eliminated from further consideration.
- (6) Add/Alter Building 706. Add a 3,537 SF simulator bay and 4,198 SF of support and administration space; and alter 13,128 SF of existing support and administration space. This should leave a third smaller bay open for the A-10 cockpit trainer. This option would not impact the present AWADS simulator bay, which is too small for the C-130J-30 simulator. There would be some disruption in the support and administration portion of the building during FY03 and FY04 when functions move to new, altered or renovated portions of the building as they are completed and/or upgraded. This option was eliminated from further consideration.
- b. Existing Facilities. Building 706 currently houses the C-130-E (AWADS) Weapon System Trainer. This capability will be required throughout the C-130-E (AWADS) presence at Pope AFB (FY11). The current simulator building is in disrepair. The roof is scheduled for replacement in FY01. The environmental controls are poor and presently impact optimal simulator operations. There is currently one empty bay in this building, but it has been agreed to let the 23 FG use it.
- c. Impact if Delayed or Not Funded. The beddown of the C-130J-30 aircraft requires an adequate flight simulator facility for training aircrews. This includes emergency procedures training which cannot be conducted in the aircraft. Aircrew training for the C-130J-30 is based on a higher simulator-to-flying hour ration than other weapon systems. If a C-130J-30 simulator facility is not constructed, aircrews will have to obtain simulator training at another location, thereby incurring associated TDY costs and negatively impacting aircrew availability due to crews in transit for training.
- d. Transition Plan. Use the C-130E (AWADS) simulator in Bldg 706. Because this is the only C-130-E simulator of this type in the Air Force, it must be available throughout the duration of the presence of the C-130-E (FY11).
- e. Recommendation. Build a new one-bay simulator facility on the present LOX facility site to replace the current simulator facility (Bldg 706). The requirement for significantly increased simulator training and the full utilization by three squadrons, 2 AS, 41 AS, and 37 AS, could require a future need for a second simulator. If a one-bay facility is built at this time, it should be sited in such a manner that a second bay can be added with minimal effort.

Following final coordination of this report, the one-bay facility requirements were revised. The necessary square footage is 10,458 sq ft, which will make the ROM for the preferred LOX facility option \$3.5M. .

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7. CIVIL ENGINEERING FACILITIES

CHAIRPERSON: Mr. Stan Clark, HQ AMC/CEPR, DSN 779-0767

1. Corrosion Control Hangar:

This requirement is a must for C-130J-30 operations at Pope. Facility can be funded either through the new C-130J-30 mission requirement or through normal MILCON prioritization for Pope AFB. This facility is number one on Pope's FY03 MILCON prioritization list. This facility must be operational when the first aircraft arrives in FY06 (Table I).

Total Corrosion Control Hangar Cost: \$17.5M

2. Hangar:

Build a 2-bay, fully covered hangar, to include one fuel cell bay and one maintenance bay. This facility would support all the C-130J-30 fuel cell and maintenance requirements year-round. Additionally, having maintenance and the fuel cell located in the same hangar expedites the repair/replacement of aircraft. The design of this hangar is very important. It must provide support for home station checks (HSCs), fuel cell, heavy maintenance, maintenance operations, and aircraft jacking (Table I).

Total Two-Bay Maintenance Spaces Cost: \$14.8M

3. Nose Dock # 1 Replacement:

Nose Dock One was built in the early 50's for a much smaller aircraft; Existing nose dock is under sized to accommodate the C-130J-30 aircraft. Attempting to modify this building would only add problems. Build new full-in hangar sized to meet new C-130-J30 well into the future (Table I).

Total One-Bay Maintenance Spaces Cost: \$8.0M

4. Renovate Hangar #6:

When a new weapon system is beddown AMC/CE requires CE facilities to be brought up to current standings. Therefore a project is needed is needed to renovate Hangar 6 to be fully safety compliant and useable for maintenance. (Table I).

Total Hangar #6 Renovation Cost: \$1.6M

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TABLE I – Proposed Hangar Facility Plan

Option Breakdown:

Project	Project Type/FY	Cost	Justification	Remarks
Option #1 - C-130J-30 Hangar (2-Bay) (New Build)	MILCON/FY05	\$14.8M	-Consolidates Maintenance Functions -Meets Intent Of AFH 32-1084	-Serve As Joint Fuel Cell/MX Facility -Siting Needs To Be Staffed
- Hangar (1-Bay) (New Build)	MILCON/FY04	\$8.0M		
- Renovate Hangar 6	MILCON/FY06	\$1.6M		
Option #2 - C-130J-30 2-Bay Nose Dock (New Build)	MILCON/FY05	\$12.0M	-Consolidates Maintenance Functions	-Does Not Provide All Weather Capability -Siting Needs To Be Staffed
- 1-Bay Nose Dock (New Build)	MILCON/FY04	\$6.4M		
- Renovate Hangar 6	MILCON/FY06	\$1.6M		
Option #3 - Nose Docks (1&2) (Add/Alter)	MILCON/FY05	\$12.0M	-Less Expensive	-Does Not Meet Intent Of AFH 32-1084 -Continue To Operate In 50 Yr-Old Facility
- Renovate Hangar 6	MILCON/FY06	\$1.6M		
Corrosion Control Hangar (New Build)	MILCON/FY02	\$17.5M	-Replace Outdoor Fair-Weather Facility	-On The Books -Must Have Prior To First C130J-30 - PBD funded (FY02)

5. Fuel Hydrants:

Requirement is currently supported using fuel trucks.

6. Parking Ramp:

Appropriate consideration must be given to the development of a C-130J-30 parking plan. The new parking layout requires that two of the grass ovals that separate the parking ramp from Taxiway Alpha be filled with reinforced concrete. Fill in the two grass ovals at the end of current parking rows L and K with reinforced concrete.

Total Parking Ramp Cost: \$575K

7. Maintenance Training Facility:

The 43 Logistics Group (LG) supported the option to build a new facility inside Building 560 and consolidate all maintenance training near the maintenance work areas (Table II).

Total Maintenance Training Facility Cost: \$3.9M

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TABLE II –Maintenance Training Facility Plan

Option Breakdown:

Project	Project Type/FY	Cost	Justification	Remarks
Option #1 Relocate Entire FTD And MTD To Building #560	MILCON/FY04	\$3.9M	-Consolidates Maintenance Training Assets To Aircraft Side Of Runway	
Option #2 Replace/Build New MTD Behind Building #177	MILCON/FY04	\$5.8M	-New Building Capable Of Housing MTDs	-Higher Expense Without The Advantage Of Consolidation
Option #3 Relocate MTD To Bldg #560, FTD Remains In Building #177	MILCON/FY04	\$2.7M	-New Building Capable Of Housing MTDs -Less Expensive	-Split Operation and Span Of Control -Transportation Issue -Manpower Intensive

8. Contractor Operated Supply Support (COSS). :

The Logistics working group supported the option to put this function in Building 720. This will keep the facility in close proximity to the aircraft (Table III).

Total Contractor Operated Supply Support Cost: \$275K

9. Module Replacement Center (MRC):

The MRC is a contractor-operated maintenance complex that provides the USAF two-level C-130J-30 engine maintenance support. The requirement that a MRC facility should be located as close to the maintenance area as possible makes Building 560 a good location since it is close to the 43 Logistics Group operations (Table III).

Total Module Replacement Center Cost: \$125K

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TABLE III – Contractor Support Facility Plan

Option Breakdown:

Project	Project Type/FY	Cost	Justification	Remarks
Option #1 COSS In Building #720	MILCON FY03	\$275K	Consolidates Parts Support In One Building	
Option #2 COSS In Building #560	MILCON FY04	\$275K	Consolidates Contractor Support	-Separates Customer -Longer Delivery Time - More Manpower
Only Option Module Replacement Center (Engine Shop) Building #560	MILCON FY04	\$125K	Inexpensive And Space Available Now	Not On Flight Line

10. Weapon Systems Trainer Facility:

Building 706 currently houses the C-130-E (AWADS) Weapon System Trainer. This capability will be required throughout the C-130-E (AWADS) presence at Pope AFB. The beddown of the C-130J-30 aircraft requires an adequate flight simulator facility for training aircrews. A facility built at this time should be sited near the Operations facilities (Table IV).

Total Weapon System Trainer Cost: \$3.5M (revised)

TABLE IV – Flight Simulator Facility Plan

Option Breakdown:

Project	Type/FY	Cost	Justification	Remarks
Option #1 Build New Facility (LOX Site)	MILCON/ FY04	\$3.5M	-Modern & Efficient -Meets Requirements	-Siting & Parking Need Staffing -Relocates LOX Facility
Option #2 Build New Facility (Rodeo Site)	MILCON/ FY04	\$6.2M	-Modern & Efficient -Meets Requirements	-Siting & Parking Need Staffing -Rodeo Facility Removed By Demo Program
Option 3 Build New Facility (Purchased Land) Added Environmental Cost	MILCON/F Y04 O&M/FY03	\$11.7M \$0.88M	-Modern & Efficient -Meets Requirements	-Siting & Parking Need Staffing -Requires Time Consuming Land Acquisition -Most Expensive Option

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11. Environmental Concerns For Siting Facilities:

CHAIRPERSON: Mrs. Kim Scroggs, HQ AMC/CEVP, DSN 779-0841

An Environmental Assessment (EA) should be sufficient to examine the environmental issues involved with replacing 28 C-130E aircraft with the same number of C-130J-30 models. The EA must determine whether the different engines on the J-model affect noise contours and air emissions at the base and whether the new model of aircraft will require altered flight patterns. HQ AMC/XPPI and HQ AMC/CEVP are preparing an AF Form 813, "Request for Environmental Impact Analysis". Pope has programmed the EA in their FY02 conservation budget. The cost estimate should be reduced considerably for the EA, now that an on-base site is being considered for the simulator. It should be funded and completed in FY02. *Revised cost estimate.*

Total C-130J-30 Environmental Assessment Cost: \$100k

- a. Corrosion Control Facility and 2-bay Maintenance Hangar: This facility is proposed to be built along the flight line between Nose Dock #6 (Building #736) and the AGE facility. Demolition of two facilities (#755 and #757) will probably involve removal of ACM and LBP. IRP Site #SS007, a plume of JP-4 from the hydrant fueling system, flows under this northeast part of the area. Construction sites will be moved to the southwest to avoid this plume.
- b. Full-in Hangar (replacing Nose dock #1): The demolition of Nose dock #1 will probably involve removal of ACM and LBP. Because the nose dock was built in the early 1950's, the base should consult with the State Historic Preservation Office before scheduling demolition. AMC/CEVP must review the National Historic Preservation Act Section 7 consultation letter.
- c. Filling in Grass Ovals on Blue Ramp Flight line With Concrete: Pope AFB works under a state general permit for storm water, so no changes will need to be made to a base-specific permit. One storm water drain exists in the far southwest oval; this will need to be modified when the oval is filled.
- d. Maintenance Training Facility and Module Replacement Center – These facilities will be sited inside Building #560, so there are no environmental concerns.
- e. Contractor Operated Supply Support (COSS) – This will be located inside Building 720, an open warehouse next to the current flight simulator. Installation of pre-fabricated office space may be done, but no interior renovations are planned that might affect ACM or LBP.
- f. Flight Simulator:
 1. LOX Facility – This site is adjacent to but on the opposite side of a creek/wetlands area from a JP-4 plumes draining from a flight line hydrant system leak (Integrated Regional Planning (IRP) Site #SS007). A groundwater sample

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taken near the creek for the bioremediation of SS007 showed levels of solvents (TCE) above state groundwater standards. NC Department of Environment and Natural Resources (NCDENR) requested further investigation of the area in a 7 Dec 00 letter. The area, originally Area of Concern (AOC) #76, was recently designated as IRP Site #SS018 in order to obtain FY01 funds for a remedial investigation. An assessment of other potential hazards associated with the LOX facility move will be required. For example, an assessment of whether the current storage tanks can be re-used or must be replaced with new tanks must be accomplished.

2. Rodeo HQ Bldg (Old 41st Squad/Ops) – There are no obvious environmental concerns on this site that is adjacent to a drainage area into the wetlands. The site could be filled to a small extent where the slope is not extreme without affecting the wetlands below, i.e., on the rear (northwest) side of the building and parking lot. Some trees could be removed. Utility lines would probably need to be buried in the area.
3. Add/Alter Building #706 (current flight simulator) – This site has already been developed, so there are no obvious environmental concerns. Interior renovation of the old simulator building would probably involve removing asbestos-containing material (ACM) and lead-based paint (LBP).
4. 41st AS Parking Lot – There are no obvious environmental problems at this site. It is adjacent to a drainage area where runoff from the flight line is diverted into the wetlands. A project is planned by the base to repair erosion in that area. The site would require some fill to level it.
5. Building #560 (43d Logistics Group) – There are no obvious environmental concerns because this site has already been developed. (Actually, the building roof is not tall enough to fit the flight simulator inside.)
6. Salient (off-base) land – This site involves many unevaluated environmental issues. Some possible concerns would be wetlands, septic tanks and other contaminants in soil, possibility of red cockaded woodpecker habitat, environmental justice due to removal of a trailer park. (Pope AFB no longer plans to use this site for the flight simulator but will continue to research acquiring the land for future development.)

8. COMMUNICATIONS:

CHAIRPERSON: Mrs. Carole Casperson, HQ AMC/SCX, DSN 779-5566

AMC and base-level communications planners evaluated proposed beddown actions for communications impact. There are no communications showstoppers. Connectivity to the communications backbone is available for most proposed locations for projects and relocations.

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The proposed 2-bay hangar location could involve rerouting communications ducting adjacent to the site location. This is dependent, however, upon the final siting of this facility. Determination of whether to add/alter the existing flight simulator versus constructing a new building could potentially impact communications cost. Most facility moves will require upgrades or expansion to existing internal building wiring (Buildings 177, 560, 720). Cost for these projects will vary depending on the users' requirements.

The communication issues of note are the proposed site location options for the C-130J-30 flight simulator:

- (1) Liquid Oxygen (LOX) Site
- (2) Rodeo Site
- (3) B706 (Old Simulator facility)
- (4) 41st Parking Lot Site
- (5) B560 (LG building)
- (6) Salient Land (Land Purchase)

AMC and base-level communication planners along with the Pope STEM-B evaluated possible site locations to house a new C-130J-30 Flight Simulator. Connectivity to the base backbone is available and close for all the proposed locations with no new duct system needing to be installed, with the exception of the Salient Land Option. The Salient Land site will need additional ductwork due to the facility being located on previously private-owned land. All other options have manhole systems within the vicinity of the proposed site. A ROM costing for the LOX facility option is to include all cabling; fiber optics and copper, networking and communication equipment.

Communications cost should not be prohibitive. Sufficient time exists to program these projects and resolve connectivity issues. The saturation of combat information transport system (CITS) fiber and telephone copper will have to be evaluated upon further determination of the construction options and the users' requirements. There are no major communications issues prohibiting C-130J-30 beddown at Pope AFB at this time. The actual communications ROM costs for possible changes are itemized in Attachment 2.

Total C-130J-30 Inclusive Communications Cost: \$534K

9. MANPOWER/ORGANIZATION.

The one-for-one swap of aircraft will not drive any organizational changes. The C-130J-30 will impact operations manning. To support lower operating costs projected by the manufacturer, the C-130J must be able to accomplish all current C-130 combat delivery missions using a two-person cockpit. This eliminates the navigator and flight engineer positions. Throughout the transition period the 43 AW will lose 56 officer and 56 enlisted (navigator and flight engineers, respectively) authorizations. Timing of this reduction will be determined by the delivery date of aircraft (schedule will be developed as we get closer to aircraft delivery).

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Maintenance manpower will not be altered until a minimum of one year's maintenance data has been collected from a fully operational C-130J active duty unit. The data will be incorporated into a C-130 logistic composite model (LCOM) to determine actual quantifiable maintenance savings. Supply manpower adjustments, if any, will be determined after the Contractor Logistics Support (CLS) contract is signed. Base operating support will be adjusted, as appropriate, based upon newly validated operations/maintenance authorizations.

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10. CONCLUSION:

The facilities identified in this survey are required to provide a smooth beddown of the C-130J-30 aircraft mission at Pope AFB with little or no impact on the daily operations of the 43 AW. Throughout the planning process and the actual execution of the site survey, close coordination was essential with the 43 AW and HQ AMC functional. Through this close working relationship, an initial beddown cost of \$53.8M was developed. The 43 AW will require a 2-bay hangar, a 1-bay hangar, a corrosion control facility, Hangar 6 upgrade, parking ramp modifications, a maintenance training facility and a MRC in Building 560, a COSS Facility in Building 720, and a new C-130J-30 simulator facility. The site survey team concluded Pope AFB could provide support, infrastructure, and ample facility space to beddown the C-130J-30.

While the Nov 00 site survey report was in coordination the 43 AW developed a number of comments and additional issues. Some were substantive. The wing's concern was that these items might get overlooked with a short-term fiscal focus. This report depicts the some cost estimates and plans developed by the survey team during the Nov 00 site survey. The substantive comments concerning the siting of the weapons systems trainer were significantly different from the out briefed options so that a new site survey was needed to determine an optimal siting solution.

This report depicts the cumulative cost estimates and beddown plan developed by the survey team during the May 01 site survey. The report does not reflect updated cost estimates or changes to site locations resulting from development of the DD Forms 1391. All costing information is finalized in the report from the initial and follow-up site survey.

TOTAL C-130J-30 BEDDOWN COST (Includes EA O&M): \$53.8M

RECOMMENDATION:

New facilities must be constructed to accommodate the C-130J-30 beddown. The fact that the aircraft still carries the C-130 name leads one to perceive the C-130J-30 beddown is simply a one-for-one swap of aircraft. The C-130J-30 is 15 feet longer than current C-130s. Also, the weapon system trainer (simulator) requires a building 10 feet taller and 10 feet longer. Based on these parameters, additional facilities will be required.

There is little room to expand freely as the operations and logistics areas are confined within Fort Bragg, the runway environment, and the local community. Therefore, space available on Pope comes at a premium, which tends to drive up expansion costs. The C-130J-30 beddown at Pope AFB is possible through creative planning, construction of a 2-bay hangar, a 1-bay hangar, a corrosion control facility, a simulator facility, upgrade Hangar 6, concrete in two grass ovals in parking ramp and by consolidating the FTD, MTD, and COSS operations. The total rough order of magnitude (ROM) cost is \$53.8M, which includes the cost to initiate the environmental process. A graphic breakdown of the cost are given in Attachment III

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ATTACHMENT 1

C-130J-30 AIRCRAFT BEDDOWN, POPE AFB NC POC LISTING

Attendees: The following individuals participated in the site visits:

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ATTACHMENT 2
COMMUNICATIONS REQUIREMENT
C-130J-30 AIRCRAFT BEDDOWN, POPE AFB NC

REQUIREMENT	SOLUTION	SOLUTION DETAILS	BACKGROUND INFO	COST
FO Cabling to New C-130J-30 Hangar between Flight Line road from 738	Install 12 SM from ITN in B731	Install 12 SM from this Hangar through MHs 250, 231, 230, 238, 226, 225 to B731	Existing Innerduct from MH 231 to B731	\$31,000
Copper Cabling to New C-130J-30 Hangar between Flight Line road from 738 (Includes MHDS that supports both Copper and Fiber cabling)	Connect to cable pairs from CA 22 inside of MH 250	Install 100 pr, 24 AWG cabling from new Hangar to MH 250 and splice into existing 600 pr (CA22)	Only 200 of the 600 prs are connected to the main trunk cable in MH231	\$27,000
Premise Wiring in New C-130J-30 Hangar between Flight Line road from 738	Install 40 Drops		Minimum 10 users	\$30,000
Network Equipment in New C-130J-30 Hangar between Flight Line road from 738	Install 1 each CISCO 3524		Minimum 10 users	\$10,000
Reloaction of MH 251 to make room for New C-130J-30 Hangar between Flight Line road from 738				\$34,000
FO Cabling to B560 (location for the Maintenance Training Facility and the Module Replacement Center)	Use strands from existing 36 SM going to ITN in B708		Good Shape, 30 Additional Personnel for MxTF an 20 Additional Personnel for MRC	\$0
Copper Cabling to B560 (location for the Maintenance Training Facility and the Module Replacement Center)	Already has 600prs from CA24		Good Shape, 30 Additional Personnel for MxTF an 20 Additional Personnel for MRC	\$0

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REQUIREMENT	SOLUTION	SOLUTION DETAILS	BACKGROUND INFO	COST
Premise Wiring in B560 (location for the Maintenance Training Facility and the Module Replacement Center)	Install 50 Drops		30 Additional Personnel for MxTF an 20 Additional Personnel for MRC	\$28,000
Network Equipment in B560 (location for the Maintenance Training Facility and the Module Replacement Center)	Install 2 each CISCO 3524		30 Additional Personnel for MxTF an 20 Additional Personnel for MRC	\$20,000
FO Cabling to B720 (Location for Contractor Operated Supply Support)	Use strands from existing 12 SM going to ITN in B708		Good Shape	\$0
FO Cabling to B720 (Location for Contractor Operated Supply Support)	Already has 100prs from CA23		Good Shape	\$0
FO Cabling to New C-130J-30 Simulator	Install 12 SM from ITN	Cost estimate is a high estimate since the location for the Simulator has not been established	30-40 Personnel	\$66,000
Copper Cabling to New C-130J-30 Simulator (Includes MHDS that supports both Copper and Fiber cabling)	Connect to cable pairs from CA ??? (TBD) inside of MH??? (TBD)	Cost estimate is a high estimate since the location for the Simulator has not been established	30-40 Personnel	\$135,000
Premise Wiring in the New C-130J-30 Simulator	Install 40 Drops		30-40 Personnel	\$30,000
Network Equipment in the New C-130J-30 Simulator	Install 2 each CISCO 3524		30-40 Personnel	\$20,000
Telephone Switch Expansion			Since Pope's the manning won't increase due to this beddown, no expansion is required	\$0

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**Information for Corrosion
Control Facility (an
Existing Unfunded MCP)**

REQUIREMENT	SOLUTION	SOLUTION DETAILS	BACKGROUND INFO	COST
FO Cabling to New Corrosion Control Facility (between B752, B762, and Parking Ramp)	Install 12 SM from ITN in B731	Install 12 SM from this facility through MHs 231, 230, 238, 226, 225 to B731	Existing Innerduct from MH 231 to B731	\$34,000
Copper Cabling to New Corrosion Control Facility located between B752, B762, and Parking Ramp (Includes MHDS that supports both Copper and Fiber cabling)	Connect to cable pairs from CA inside of MH	Install 100 pr, 24 AWG cabling from this facility to MH 231 and splice into existing 50 pr (CA22)	There should be 50prs clear capped in MH231	\$44,000
Premise Wiring for the New Corrosion Control Facility (between B752, B762, and Parking Ramp)	Install 20 Drops		Minimum 10 users	\$15,000
Network Equipment for the New Corrosion Control Facility (between B752, B762, and Parking Ramp)	Install 1 each CISCO 3524		Minimum 10 users	\$10,000

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ATTACHMENT 3
C-130J-30 AIRCRAFT BEDDOWN, POPE AFB NC COST ESTIMATE

	Reqmts (SF)	Table Top Estimate (\$M)	Survey Team Estimate (\$M)	Comments
Covered Spaces (.15 of PAA = 5 hangars)				
Hangar (Full) (2)	62,215	23	14.8	Construct new maintenance hangar; site between the flight line road and Building 738 beside Nose Dock 6, Hangar to replace two spaces lost in Hangar 6 due to length of C-130J
Nose Docks (1)	15,000	0	8.0	Does not meet minimum nose dock requirements; Replace with a Full hangar
Corrosion Control Hangar	69,965	17.8	17.8	Environmentally-controlled area to accomplish corrosion prevention work on assigned aircraft; <i>Included in FY02 plus-up</i>
Hangar #6 Renovation			1.6	With a new weapon system is beddown AMC/CE requires CE facilities to be brought up to current standings.
MX Training Facility	39,600	3.9	3.9	Build new facility inside Building 560 and consolidate all maintenance training
Hydrants (.75 of PAA = 21 pits)	21 pits	0	0	Can use existing Hydrants without modification; currently using trucks
Ramp Repair/Addition (Spaces: 7770 per PAA)	217,560	0	.575	Utilize existing ramp and fill in two grass ovals to expedite taxi clearance
Contractor Operated Supply Support (Parts Store)	10,000	0.275	0.275	Contractor-operated complex that provides maintenance parts to maintain the aircraft
Module Replacement Center SF	7,500	0.125	0.125	Contractor-operated maintenance complex that provides the two-level engine maintenance
Simulator Facility (1)	10,458	3.5	3.5	<i>Construct new one-bay simulator facility on LOX facility site; Revised Estimate.</i>
Demo		0	0	Not required
Utilities		0	0	Not required
Roads		0	0	Not required
Land Purchase		0	0	Not required
SUBTOTAL:		50.6	50.575	
OTHER COSTS (O&M):				
Furniture		0.0	0.8	Purchase furniture for new facilities, I.e., Hangar Offices, Simulator Facility. <i>Revised estimate.</i>
Communications		0.0	0.0	TBD
Environmental Studies		0.7	0.1	Initiated environmental process. <i>Revised estimate.</i>
Environmental Cleanup		0.0	0	
SUBTOTAL:		0.7	0.9	
TOTAL		51.3	51.475	<i>Revised estimate</i>

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

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Maj Mark Lewandowski	XPPP	497-1984
Mr. Craig Branning (BRAC rep)	XPPP	497-1967

CE

Lt Col Richard Doran	CEP	497-1050
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Col Robert Degraphenreid	LGS	497-1659
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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.

Whose the Survey?

TEAM CHIEF

1. Team Chief: Lt Col Jerry Buckman
HQ AFRC/XPPP
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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). *redlines same*
 - 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
E-mail: Paul.Dunn@afrc.af.mil
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
HQ AFRC/LGS
Email: robert.degraphenreid@afrc.af.mil
DSN: 497-1659
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

Terminal
Instrument
Procedures

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.

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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
	<u>Sub-Total</u>			
	26,114			
	<u>Overhead (30%)</u>			
	7,834			7.7
	<u>Sub-Total</u>			
	33,948			
Wg HQ Support Space	<u>3,700</u>			7.7
	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.

**HEADQUARTERS AIR MOBILITY COMMAND
DIRECTORATE OF PLANS AND PROGRAMS
402 SCOTT DRIVE UNIT 3L3
SCOTT AFB IL 62225-5307**



**HQ AMC
SATAF I FINAL REPORT
43 AIRLIFT WING
POPE AFB, NC**

PREPARED BY
AMC/XPPI
28 JAN - 1 FEB 2002

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EXECUTIVE SUMMARY

PURPOSE: Headquarters Air Mobility Command (HQ AMC), in conjunction with the 43 Airlift Wing (43 AW), conducted a SATAF at Pope AFB, NC from 28 Jan – 1 Feb 02. The purpose of this SATAF was to determine actions and workarounds necessary to bed down a proposed 28 PAA C-130J active duty unit consisting of 2 active duty squadrons (2 AS and 41 AS). First aircraft is tentatively scheduled for delivery in FY06.

BACKGROUND:

The 43 AW will replace 28 PAA C-130E aircraft with 28 PAA C-130Js. The CSAF Message, 081729z Oct 97, Subj: C-130J Beddown Implementation provided guidance to conduct the previous two site surveys (Nov 00 / May 01). These site surveys validated sufficient space exists on Pope AFB to bed down the C-130J and its associated facilities. Pope AFB is still considered a proposed location until completion of the environmental assessment in Aug 2002.

SATAF SUMMARY:

The SATAF consisted of five working groups: Logistics, Operations, Facilities/Civil Engineering, Manpower, and Communications. An AMC chairperson was responsible for coordinating the efforts of its working group participants. The attached working group minutes and related action items define the tasks necessary to achieve the successful beddown of 28 PAA C-130Js at Pope AFB. An office of primary responsibility (OPR), office of corollary responsibility (OCR), and a suspense date has been assigned to each action item.

The following assumptions were established for the purpose of this SATAF:

- Unit will consist of 28 PAA C-130J aircraft and 3 BAI aircraft. All C-130Js delivered to Pope AFB will be the "stretch" version, which is 15 feet longer than the non-stretch C-130J. Final designation of the C-130J stretch version has not been determined.
- Tentative aircraft deliveries begin in late FY06. Note: following the SATAF, the delivery schedule had been modified as part of the multi-year procurement (MYP). The current schedule is 4-6-5 from FY06 to FY08, and 8-8 in FY10 and FY11.
- Maintenance training devices will arrive in FY06
- Weapons system trainer (WST) will arrive in FY09
- 43 AW will need to support concurrent operations/support of C-130Es and C-130Js during conversion process
- 43 AW will experience manpower authorization reductions aligning with C-130E retirement. The exception is logistics manning which will be determined following an LCOM validation of manpower requirements
- Only additional manning during the conversion period will be the establishment of a program integration office (PIO)
- Little Rock AFB Flying Training Unit (FTU) will provide mission ready (MR) crewmembers
- There will be no dual-qualified aircrews

AMC/XPPI has previously conducted two site surveys with the purpose of identifying Pope Air Force Base as a suitable C-130J location, identifying and validating facility requirements, and

initiating environmental assessment actions based upon those findings. The facility requirements and programmed costs are included in the Pope Facilities Project Listing (Atch A). OSD has approved funding realignment for a C-130J multiyear procurement (MYP) in program budget decision (PBD) 726. The MILCON laid into the program for Pope AFB used the May 2001 site survey cost estimates. Since that site survey was conducted, the scope and cost estimates of these facilities has grown substantially. Increases in the project scope and cost will be taken forward and included in the FY04-09 POM as unfunded C-130J requirements.

The 43 AW has requested additional facilities and projects that fall outside the current guidelines for valid requirements for a new mission beddown. The 43AW needs to include these projects as part of their normal MILCON submission. The SATAF team will advocate the proposed projects to the AMC/CE as high-priority projects that are beyond the scope of the C-130J beddown, but are needed to bring support facilities up to AMC standards and should be funded through normal MILCON channels. A HQ AMC General Officer Steering Group (GOSG) will be briefed on these projects and provide resolution on whether they should be included into the C-130J program, or be funded through normal MILCON channels. A list of these projects can be found in attachment B.

TEAM CHIEF'S ASSESSMENT: Overall assessment is SATISFACTORY. There are no major problems that will impact the beddown of this aircraft. The following is a summary of action items opened, closed, and pending:

Action items opened: 63

Action items closed: 63

Action items pending: 0

OPERATIONS: Operations area is rated SATISFACTORY. Operational discussions focused on delineating baseline aircrew operations and training assumptions. Unit conversion concepts and the impact on operational readiness were also discussed. Workarounds were identified due to the late delivery schedule of the WST (FY09) relative to aircraft (FY06). Manpower concerns regarding the loss of two crew positions also generated discussion.

LOGISTICS: The logistics area is rated SATISFACTORY. The working group covered all the areas necessary (supply, maintenance, and logistics) to bed down 28 PAA at Pope AFB. Of great concern is the status of existing 43LG facilities that do not meet AMC standards. These facilities are not C-130J requirements, but the 43LG noted that their deficiencies would impact the Logistics Group's ability to support new aircraft. These facilities need to be upgraded through the normal MILCON processes.

CIVIL ENGINEERING: Civil Engineering area is rated MARGINAL. Support of the C-130J could be improved if the additional projects can be funded, either through normal MILCON channels or by inclusion in the C-130J program. Cost estimates for the validated projects were refined and are programmed based upon SATAF findings. There is some concern about whether the Pope AFB infrastructure and Ft Bragg feeders can support the additional facilities for the C-130J.

MANPOWER: Manpower area is rated SATISFACTORY. Discussions in the Operations area

focused on establishing a Program Integration Office (PIO), the effect of conversion on the 43 OSS on-loan program, manpower requirements for C-130J simulator project officer, and an additional C-130J safety officer. Logistics discussions included LCOM modeling, AFETS requirement, AETC FTD requirements, and additional Fleet Service requirements.

COMMUNICATIONS: Communications area is rated SATISFACTORY. The working group identified and validated the communications requirements to support the beddown. The group agreed to install an ENET switch (800K) in FY05 to allow for all planned C-130J projects to have telephone capabilities. Switch expansion costs and the Remote Intelligent Peripheral Equipment (RIPE) costs will no longer be required. Validated Communications requirements were recalculated and provided to the 43 CES/CEC to update the 1391s as required.

OPERATIONS WORKING GROUP MINUTES

- 1. Working Group Chairperson:** Kaye Pruit, GS-11
 HQ AMC/DORR
kaye.pruit@scott.af.mil
 DSN: 779-3543
 DSN: 576-4850 (FAX)

2. Working Group Members:

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Gerald Pritt	TSgt	314 AW/XP	731-2133	Gerald.pritt@littlerock.af.mil
Karyle Morgan	Civ	ASC/GRB	986-9472	Karyle.morgan@wpafb.af.mil
Carl Struck	Maj	AETC/XPPB	487-2147	Carl.struck@randolph.af.mil
Kevin Hobbs	Capt	43 AW/XPO	424-4570	Kevin.hobbs@pope.af.mil

3. Agenda: The Operations Working Group met to discuss the actions required for the proposed beddown of the C-130J aircraft at Pope AFB. Although not all inclusive, the majority of the discussions centered around the training system concept, aircrew training devices, mission planning concept, conversion concept, support concerns, and manpower/personnel issues.

4. Action Item Summary: During the SATAF, 4 Operations action items were opened.

- a. Action items opened: 4
- b. Action items closed: 4
- c. Total action items pending: 0

5. Discussion: Operational discussions concentrated on the following subjects:

- a. **Training System Concept.** The current plan for converting crews is through the formal Flying Training Unit (FTU). Crewmembers will attend the Initial/Mission Qualification courses at Little Rock AFB and should return to Pope AFB mission-qualified. The 43AW will develop a wing-level plan to ensure crewmembers will complete unit-indoc and any remaining mission-

ready (MR) training. The current concept for instructor transition doesn't require current C-130E instructors to attend C-130J instructor school. They should receive an instructor check at the FTU during C-130J training.

The continuation training plan/requirements should mirror the existing C-130 training model. Several documents have been provided (C-130J Employment CONOPS, Annexes-A/B/C, and the System Training Plan) to the 43 AW/XP. These documents provide an in-depth, detailed look at the C-130J training system and operational concepts. These documents are not provided as attachments to this report since they are constantly being updated.

b. Aircrew Training Devices: The current plan calls for five weapon system trainers (WST) to support the C-130J program. The first two WSTs are funded and on contract. The next three WSTs are currently unfunded or not contracted. The first WST will be delivered to Keesler AFB in FY03. This WST will be initially used to support the C-130J Interim Training Center (ITC). Once the C-130J FTU stands-up, the Keesler WST will primarily support aircrew continuation training. The second WST will be delivered to the FTU at Little Rock AFB in FY04. Current plans call for the third and fourth WSTs to be delivered to Little Rock FTU between FY05-07. Pope AFB is scheduled to receive the fifth WST in FY09. This WST is intended to support C-130J aircrew continuation training and is not essential to Pope's unit conversion plan. Recommend \$210K be programmed as a wedge for TDY costs (FY06-FY09) for aircrew training until the WST is operational at Pope AFB. There is not a validated requirement for a C-130J Fuselage Trainer (FuT) in support of Pope's aircrew training requirements.

c. Mission Planning Concept. The C-130J relies heavily on computer-aided mission planning systems. Aircrews will utilize mission-planning systems to develop routes, assess threat environments, perform route study, and calculate performance. Crews will load mission data onto PCMCIA cards for upload to the aircraft mission computer. Further details can be found in the C-130J system-training plan (STP).

d. Conversion Concept. The objective is to maintain as high a readiness status as is reasonable throughout unit conversion. Variables impacting unit management of readiness include delivery rate, maintenance capacity, and real world operational requirements. Readiness reporting criteria will be IAW AFI 10-201 (SORTS). However, the dynamic environment created by the above variables must be managed real time by the unit. HQ mission plans, JA/ATT buys, and AEF rotation schedules must allow the units maximum flexibility and anticipate tasking the unit at a rate commensurate with lower readiness reporting. AMC will manage AEF rotations and other airlift support requests through the TACC. SORTS will indicate when the 43AW cannot be tasked for missions because of the conversion.

SORTS will indicate when the 2AS or 41AS cannot perform their DOC mission due to unit conversion. Per regulation, the unit will have one year where they may be in C-5 status. The 43AW will need to plan accordingly for this. OT&E delays may have an impact upon the delivery schedule and the ability of the 43AW to meet their DOC. Waivers to the AFI will be necessary if the 43AW cannot meet their DOC because of the conversions.

Concern was expressed over the delayed operational testing of the J-model, which will affect both crew requirements and operational readiness (given limited C-3 time of 1 year).

e. Operations Support.

(1) Aerial Port facility. Pope has requested that a cargo storage facility be built for storage of cargo pallets, netting, chains, and dunnage. Pope has a temporary solution for storage of this equipment; however, the problem may be exacerbated with the arrival of the C-130J. This need is not a C-130J beddown requirement attributable to the C-130J program. Pope AFB will need to take this project forward through the appropriate normal MILCON channels to ease the burden as Pope converts to the C-130J.

(2) Publications. Technical Orders/publications are programmed and will be available when the first aircraft is delivered.

(3) Life Support. AMC/DOTL places all life support requirements for the entire fleet in the Program Objective Memorandum. SAF/AQQU has recognized that the life support racks were an oversight with the C-130J. The paperwork is being done to have the aircraft modified, whether modifications are performed centrally or at the units.

f. Manpower/Personnel Issues. The C-130J crew ratio is expected to remain at 2.0. The crew complement is two pilots and one loadmaster. Workload and human factors evaluations will be conducted by AFOTEC and either validate existing concepts, or highlight the need for adjustment.

The loss of two crew positions will reduce the available pool to perform wing, group, and squadron duties presently performed by navigators and flight engineers. Pope requested manpower personnel consider options to replace authorized navigator and flight engineer positions, but there is no plan to increase the crew ratio across the C-130J fleet. The flying squadrons will need to plan accordingly for the reduction in personnel. AMC/XPMR is addressing the larger issue of "on-loan" problems currently encountered throughout mobility wings.

The loss of two crew positions generates a manpower concern about the ability to fill Wing and Group overhead positions in addition to maintaining separate model (E and J) Stan/Eval personnel (given no dual qualification).

6. Conclusion: The aircrew operations area is rated SATISFACTORY. Training concepts are clearly established and development of courseware and training devices are meeting expected milestones. Full FTU capability will be in place 2-3 years prior to Pope's first aircraft delivery and seasoned instructors will be due to PCS to Pope.

7. Recommendation. Pope AFB and HQ Functionals should continue to work manpower issues in preparation for the reduction in available manning. Issues concerning training, training devices, operational policies and procedures, the conversion process, and operational commitments continue to be worked by HQ AMC.

SATAF ACTION ITEM SUMMARY - OPERATIONS

ACTION ITEM	TITLE	SOURCE	OPR	SUSPENSE	REMARKS
DO-101	Increased Instructor Training Capability	43 AW/XP	HQ AMC/DOTF		CLOSED
DO-102	Define Mission Ready Crewmember	43 AW/XP	HQ AMC/DOJ		CLOSED
DO-103	Develop Simulator Training Program	43 AW/XP	HQ AMC/DOJ		CLOSED
DO-104	C-130J Life Support Resources	43 OSS/ OSTL	HQ AMC/DOTL		CLOSED

ACTION ITEM

NO: DO-101
DATE: 30 Jan 02
POC: Lt Col Brian Harriett
ORGANIZATION: 43 AW/XP
PHONE: DSN 424-4298
OPR: HQ AMC/DOTF
OCR: HQ AMC/DPA
SUSPENSE: CLOSED

TITLE: Increased Instructor Training Capability

1. PROBLEM/IMPACT STATEMENT: With projected 3-year commitment incurred for C-130J conversion (aircrew) there is a high possibility that C-130E instructor force would opt to exit the AF or not convert. Extra instructor training and pipeline is needed to ensure high demand for J instructors is met (or waive ADSC, active duty service commitment, for training).

2. REQUIRED ACTION: Determine ADSC for conversion training.

3. CURRENT ACTION/STATUS: CLOSED **DATE:** 22 Aug 02

AMC training managers have determined that C-130J training is of a significant enough scope that it requires classification as "initial training", not "conversion" training. As initial training, Air Force instruction requires an ADSC of 3 years for appropriate "training payback and force management" reasons. Individuals who do not intend to remain in the Air Force for 3 years, should be used to fill remaining "E" model cockpits (until the conversion is complete) or valid C-130 or other rated staff positions.

4. PREVIOUS ACTIONS/STATUS:

ACTION ITEM

NO: DO-102
DATE: 30 Jan 02
POC: Lt Col Brian Harriett
ORGANIZATION: 43 AW/XP
PHONE: DSN 424-4298
OPR: HQ AMC/DOJ
OCR:
SUSPENSE: CLOSED

TITLE: Define Mission Ready Crewmember

1. PROBLEM/IMPACT STATEMENT: Need to define what constitutes a mission ready crewmember for each crew position to include Night Vision Goggles (NVG), possible Special Operations Low Level (SOLL), etc. (Realize this may be a moving target.)

2. REQUIRED ACTION: HQ AMC/DOJ has provided 43 AW/XP Pope AFB, with a copy of the C-130J Employment CONOPS, Annex A (Aircrew Training Instruction). Definition exists in Annex A

3. CURRENT ACTION/STATUS: CLOSED **DATE:** 30 Jan 02

4. PREVIOUS ACTIONS STATUS:

CLOSED

ACTION ITEM

NO: DO-103
DATE: 30 Jan 02
POC: Lt Col Brian Harriett
ORGANIZATION: 43 AW/XP
PHONE: DSN 424-4298
OPR: HQ AMC/DOJ
OCR:
SUSPENSE: CLOSED

TITLE: Develop Simulator Training Program

1. PROBLEM/IMPACT STATEMENT: Request training plan be published with requirements and what level of continuation training can be done in a simulator.

2. REQUIRED ACTION: Plan already exists – HQ AMC/DOJ has provided 43 AW/XP, Pope AFB, with a copy of the C-130J Employment CONOPS Annex A (Aircrew Training Instruction).

3. CURRENT ACTION/STATUS: CLOSED **DATE:** 30 Jan 02

4. PREVIOUS ACTIONS/STATUS:

CLOSED

ACTION ITEM

NO: DO-104
DATE: 30 Jan 02
POC: MSgt Garrett
ORGANIZATION: 43 OSS/OSTL
PHONE:
OPR: HQ AMC/DOTL
OCR:
SUSPENSE: CLOSED

TITLE: C-130J Life Support Resources

1. PROBLEM/IMPACT STATEMENT: What are the expected requirements for C-130J Life Support resources? Specifically, equipment, manning, storage, etc.

2. REQUIRED ACTION: Pass requirements to 43 OSS/OSTL and 43 AW/XP when known.

3. CURRENT ACTION/STATUS: CLOSED **DATE:** 22 Aug 02

Official interim guidance has been to the field on what ALS equipment is required for the J model and AFI 11-302 Vol 1, is in the process of being updated to reflect this.

4. PREVIOUS ACTIONS/STATUS:

CLOSED

LOGISTICS WORKING GROUP MINUTES

29 Jan 02 –1 Feb 02

1. Working Group Chairperson: Mr. Steve Towles, GS-12
steve.towles@scott.af.mil
 HQ AMC/LGXR
 DSN: 779-2854
 DSN FAX: 256-6704

2. Working Group Members:

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CMSgt Robert Tucker	HQ AMC/LG	779-2660	<u>robert.tucker@scott.af.mil</u>
Mr. Mal Jewett	ASC/GRB	937-656-5285	<u>Malcom.Jewett@wpafb.af.mil</u>
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MSgt Robert Tamboer	HQ AMC/LGMMT	779-4787	<u>robert.tamboer@scott.af.mil</u>
MSgt Bret Aicher	HQ AMC/XPMRM	779-3381	<u>james.aicher@scott.af.mil</u>

3. Agenda: Layout the primary drivers impacting manpower, training, supply, and maintenance (MX) to support the beddown of the C-130J at Pope AFB. The working group identified key action items that should be addressed in order to provide adequate logistics

support. The logistics community attempted to present an honest, straightforward picture of requirements for the C-130J so Pope AFB would not be caught unprepared. There were several logistics facility projects Pope AFB would like to add to the list of current MILCON projects that are not requirements for the C-130J beddown program.

4. Action Item Statistical Summary:

- a. Action items opened: 38
- b. Action items closed: 38
- c. Total action items pending: 0

5. Discussion:

a. Mr. Towles provided action items (AI) he had prepared to the group for further review. The working group planned a tour of the existing 43 MXS facilities. Representatives from HQ AMC/LGMMT (maintenance training) joined the working group later in the week to discuss their issues.

(1) Discussions centered on action items necessary to support the beddown. Discussions outside the scope of the SATAF addressed additional logistics facilities the 43 LG feels are required to support the C-130J for the next 50 years. Timing for plus up of maintenance manpower positions and support equipment required is also of great concern.

b. Lockheed Martin Aeronautics (LM AERO) representative Mr. Keith Wright gave a presentation on logistics for C-130J support. The briefing will be provided to each working group attendee upon request. Topics briefed:

- (1) Support equipment review for common items two years prior to aircraft arrival
- (2) Transient aircraft to bring own support
- (3) GO81 is attempting to interface with the Ground Based Data system (GBDS) at Keesler AFB - not working currently; pushing to go with GBDS at Pope
- (4) Interim Contractor Support (ICS) turn-around point needs to be defined. It is potentially 48 hrs, but to what does that refer?
- (5) Keesler AFB has transitioned all parts numbers to standard base supply system (SBSS) and national stock numbers (NSNs)
- (6) Unit-type code (UTC) to be established for C-130J
- (7) Government-provided equipment placed on aircraft will not be covered under warranty
- (8) C-130J program designed as a two level maintenance concept
- (9) LM AERO engine rep will be on site; minor repairs will still be done on aircraft

(10) Contract available for review from LM AERO

(11) Hard copy manuals will be delivered with aircraft; technical data is provided on CDs every 6 months

(12) Spares requirement was based on 600 flight hours per year.

(13) Shared spares concept will still be used

(14) Warranty on spares will start as soon as government takes possession-exceptions are available contractually

(15) Training workbooks are a one-time buy.

c. Existing Facilities Tour & Summary

(1) 43 MXS AGE servicing-built in 1959. Offices are pre-fabricated, and facility was scheduled for demolition in 2001

(2) 43 MXS Main Bldg 731- 33,500sq ft; contains metals tech, sheet metal, hydraulics (2 locations)

(3) 43 MXS Avionics Bldg 729; will they be doing TCTOs for the C-130J?

(4) 43 SUPS/Parts Store Bldg 720 is capable of supporting all aircraft (C-130, C-130J, and A-10); 25% of parts are for A-10

(5) 43 MXS/Prop Shop, Bldg 715. How many spare engines will Pope get?

d. Manpower

(1) Requested Air Force Engineering & Technical Services (AFETS) position

(2) When the one-year test starts to validate require logistics manning, how soon will they start adding/subtracting people?

(3) Logistics Composite Model (LCOM) will start after first squadron stands up

(4) Three training positions requested for AETC

(5) Assignment hold for initial cadre

e. Training Briefing

(1) Currently all training is designed for Guard/Reserve and is AMC approved

(2) AETC has training for all but the fuels cell at this point

(3) Courses are designed for people who have working knowledge of C-130E/H; will need to be modified for three-level training

(4) Hands-on Training only for crew chiefs

(5) C-130J orientation is for all, and it gives basic knowledge to build upon

(6) There will be a meeting in April 2002 to discuss breaking up the courses into smaller phases for active duty Air Force

6. Maintenance Facilities & Associated Issues: Pope's available real estate limits the amount of space a maintenance facility can occupy. Although not all requested construction improvements could be connected to the C-130J, they are needed in order to sustain AMC aircraft maintenance in the future. Following is a summary of the discussion regarding critical logistics facilities.

a. AGE Facility: Pope AFB has identified the current AGE facility as being too small and inadequate to meet future requirements for the C-130J. There was no mention of this problem in the first or second site survey; this is considered a current problem and not created by the new mission. Regardless of how the current facility is classified, Pope AFB needs a new AGE facility to support all of the aircraft that operate at and transit through Pope AFB. This is currently ranked #1 on the Pope AFB MILCON priority list. The AGE facility, currently at its breaking point, may not have the space to store/maintain additional equipment for the C-130J. The C-130J System Program Office (SPO) has yet to determine all required AGE support for the C-130J. The SPO and HQ AMC/XPR have not validated the requirement for any ground air conditioning units. Furthermore, if one is required, it has not been decided which unit will be acquired.

. Following is a partial list of problems/concerns with the AGE facilities, resulting from insufficient real property maintenance funds over the years:

- Built in the 1950s
- Bad Latrines
- No lights in the yard
- Security fence needs replacing
- More yard space required
- Break room next to AGE repair site
- Personal lockers next to AGE repair site
- Roof leaks, plastic keeps water off office area
- No ventilation for units during repair, must open doors for fresh air
- No inside storage for equipment and tools
- Under sized for current and future requirements

b. Maintenance Training Facility:

(1) Requirement/Justification: An estimated 39,000 square foot (SF) facility is required to house the C-130J Maintenance Training Facility (MTF). The Field Training

Detachment (FTD), Maintenance Qualification Training Program (MQTP), and the Maintenance Training Devices (MTDs) would be located inside this facility required to support the C-130J training workload. The best option to meet this requirement is to modify building 560 to house the FTD, MQTP, and MTDs. Bldg 560 allows space to consolidate all maintenance training in one location. Span of control will improve with the centralized location, plus commingling of C-130J training resources results in long-term savings. This option was approved during Nov 00/May 01 site surveys (validated Pope SATAF Jan 28-1 Feb 02). OSD has approved project funding under realignment for a C-130J multiyear procurement (MYP) in program budget decision (PBD) 726 (\$4.4M funded FY 04).

(2) Existing Facilities. Presently FTD is located in Building 177 with limited capability for expansion to meet the C-130J MTD requirements. MQTP is located in Building 617 with no room for expansion to house MTDs. These facilities will not provide the qualification and certification training required for the C-130J maintenance workforce.

(3) Potential problem: The MILCON laid into the program used the site survey cost estimates generated during the site survey in May 2001. ROM was submitted with best guess information based upon C-130J Training Equipment Requirements Document (TERD) for MTD's. MTD's actual footprint and infrastructure requirements Vs TERD delta are not known at present time. To date JMATS has no contract for MTD's. Additionally, no funding available for FY 03 facility design phase.

(4) Transition Plan. Obtain initial cadre training at Little Rock AFB through AETC. MTDs will be in place at the local unit prior to airframe delivery; this will facilitate local training capability for the remaining personnel through the local FTD and MQTP courses.

(5) Recommendation. Modify building 560 to consolidate maintenance training in one location. This facility will house maintenance training conducted by the 373 TRS/Det 2 and 43 LSS/LGLT. This structure will increase span of control of all C-130J training assets. The ROM for this facility will not include the cost of the MTDs. Accelerate MTD's Contract award date and fund FY03 Design phase.

c. Module Replacement Center: The module replacement center (MRC) provides the USAF with C-130J engine maintenance support and storage space. The location identified in May 01 Site Survey Report is not a viable solution and is no longer available. The identified space is not viable because it separates propulsion shop functions and is more than a mile away from flight line operations. It is no longer available because the identified space in building 560 has been dedicated to the Chief of Staff Logistics Review (CLR) initiative (combined Transportation/Supply receiving function in this area). The 43rd Logistics Group proposal to combine current Propulsion Shop and the MRC functions and locate them in a new consolidated 43rd Maintenance Squadron facility is the only feasible option put forth. The ADAL project for hangar 6 will provide the necessary space to house the MRC until the proposed maintenance facility can be funded through normal MILCON channels or another suitable location for the MRC is identified. The ADAL project for hangar 6 identifies the only feasible option presented for the MRC. The proposed MXS facility is not a C-130J beddown requirement, and there is no funding available for this project. It is currently listed as #9 on the Pope AFB MILCON priority list.

d. Proposed Facility: The proposed consolidated 43rd Maintenance Squadron (MXS) will also house Hydraulics, Metals Technology, Avionics Flight, and Supervision/Administration. This project is not a C-130J beddown requirement, but a facility that Pope AFB desires to support their Logistics Group. Funding should be pursued under normal MILCON channels to build this facility, which is currently #9 on the Pope AFB MILCON priority list. Following is a few of the problems/concerns with the current MXS facility:

- Electric shop move back into old facilities vacated because of space shortage
- Facility is 50% under sized by AMC standards
- Roof leaks
- Lighting requires replacement
- Building undergoes frequent repairs through self-help projects to keep operational
- Shortage of parking
- Utilities should be upgraded, brownouts have happened in the past

7. Maintenance Discussions: These meetings dealt primarily with the bed down of C-130J at Pope AFB. Pope AFB is scheduled to receive delivery of its first aircraft in FY06. The issues were directly related to logistics. Lockheed-Martin provided a briefing that explained logistics support of parts, tech data, and AGE and test equipment. A copy of the briefing was made available to all attendees.

a. AGE Discussion: According to the System Program Office (SPO), the plan is to look at support equipment (SE) requirements approximately 2 years prior to aircraft delivery (FY04). The group questioned whether the SPO should wait until then to evaluate the SE requirements. There was also a controversy on what the SPO will provide/buy in regards to the initial inlay of new common and peculiar SE. The team generated action items for the SPO to resolve/work these issues. The team toured the maintenance complex, took pictures, and made several observations.

(1) The 43d Maintenance Squadron facilities stood out immediately because they were in need of major repair or replacement. Pope AFB built an addition to accommodate construction of office spaces for building 723. The 43 MXS AGE Flight manages over 700 pieces of AGE, more AGE than any of our other AMC AGE flights and because of the limited available real estate they are confined to work in inadequate working environments. The work areas in both of these facilities are extremely deteriorated and fail to meet the required shop space standards to perform AGE maintenance and inspection. For example while driving in the AGE yard there was so much congestion that we had to repeatedly get out of our vehicles to spot and reposition AGE that was in our way. In addition, the lockers and break area in bldg 759 are located right in the work bay where personnel perform maintenance. Plastic sheets are used on the ceiling to trap the water from the numerous roof leaks. I commend their initiative in installing new AC/heater, water fountain and ice machine to improve some of these working conditions but both of these buildings really should to be demolished. These facilities are not part of the C-130J beddown, but are a critical requirement for the 43LG.

(2) AGE CONCLUSIONS/RECOMENDATIONS: C-130J SPO must identify ASAP all common and peculiar support equipment requirements, develop an SE beddown action plan and budget for the initial inlay of all common and peculiar SE required for the C-130J bed-down at all of our bases. For example, initial investigation reveals the current MA-3D air conditioner will not satisfy the cooling requirements of the C-130J. The dimensions of the MA-3D air-conditioner are 147" X 76" X 74" weighs 8,300 lbs and produces 100 PPM of airflow. The proposed air conditioner is the PD 501 air conditioner with dimensions of 264" X 96" X 96", it weighs 20,000 lbs and produces 390 PPM of cooling air. There is an immediate need for a new AGE facility. If the C-130J SPO adopts the PD-501 as the required air conditioner then this significant size increase will impact Pope's current AGE maintenance and storage facility design, aircraft load planning, and increase training requirements for this air conditioner. The PD 501 may also impact an increase in the size of aircraft parking ramp space/spots.

The SPO and HQ AMC/XPR have not validated the requirement for any ground air conditioning units. Furthermore, if one is required, it has not been decided which unit will be acquired.

b. Test Equipment: The SPO is required to do a staff survey in FY 04 to provide 43 WG with a list of special tools and equipment required to support the C-130J. SPO provided 43 XP with a list of special equipment in FY01. However, 43LG tasked the SPO for an update to the list so funds can be forecasted.

c. Backshop Support: Backshop maintenance guidance is unclear. According to Lockheed representatives, backshop support will not be needed at Pope for the J model because it is a commercial product that will stay under the two level maintenance concept. Items like flaps, tubing and hoses, engines, and props will be remove/replace items. The aircraft will be utilized as an engine run test cell.

d. Comm/Nav: The amount of COMM/NAV support is still in question. What type of equipment will be needed in addition to shop's current capability? What are the common items that will still require repair? What test equipment is needed for the 241-radar system? What type of electrical power will be needed to test and repair items. All these questions directly relate to the facility issue. Purpose and capability needs to be established before a building project can be calculated.

e. Supply: The working group discussed necessary actions to provide supply support for new C-130J aircraft. All actions required to support the new aircraft are considered achievable and supply support is rated as satisfactory.

(1) Many supply topics were worked. Action items were submitted to effectively support the transition of older C-130E/H aircraft to the new C-130J aircraft. These items included requirements for construction of a new receiving loading dock for Bldg 720, Aircraft Parts Store. Under the pinpoint delivery program all aircraft parts will be delivered directly to the Parts Store and truck loading and unloading will be necessary. Currently, the building does not have a dock to facilitate this need. Plans are to construct this requirement

in the FY04 time frame. Lockheed Martin Aeronautics (LM AERO), the prime contractor for providing parts and support equipment (SE) for C-130J aircraft, provided a briefing. LM Aero is expected to provide initial spares and support equipment lay-in of peculiar C-130J items through an Interim Contractor Support (ICS) contract. The (current) primary Inventory Control Point (ICP) is located at Keesler AFB, MS. This ICP is currently the hub for C-130J support and is expected to provide initial spares and SE for Pope AFB aircraft. The LM AERO ICS supports requirements to provide initial spares based upon 600 flight hours per aircraft per year with 85% issue effectiveness. LM AERO determines the range and depth of C-130J new and peculiar items. The Air Force owns the spares/SE and all items will be stock listed with NSN's. ICS repair program provides repair of failed (peculiar) reparable parts with applicable suppliers. Over 300 new and peculiar reparable spares/SE items are currently listed. All reparable parts are remove/replace 2 level maintenance items. An action item was submitted to obtain AFMC/LSO/LOE assistance for new storage design renovation of Bldg 720, to house existing A-10 and C-130E/H aircraft requirements and the new C-130J storage needs. The transition period is expected to last at least 5 years from first delivery of C-130J aircraft. Storage space restraints are evident and new design is critical to the effective support of new and existing aircraft. Additional action items were submitted to accommodate supply system actions to support all foreseen requirements relative to aircraft bed-down.

8. Future maintenance logistics support for the C-130J could be in jeopardy if the current maintenance facilities are not replaced. The 43LG will be challenged to perform adequate maintenance for the C-130J with the current facilities. Some structures are beyond their life expectancy and will require upgrades or replacement in order to continue support of the tactical airlift operation for the next 50 years. Providing a new 43 Maintenance backshop complex and an AGE facility would ensure capability of meeting demands of the next generation. The current logistics facilities are 50% below the AMC standards for backshop maintenance. Current new aircraft bed down policy does not allow facilities to be brought up to AMC standards. However, this team has recognized the impact that substandard facilities will have on the mission. The 43WG leadership has addressed these deficiencies through normal channels and the MILCON process; however, additional construction continues to remain unfunded. Bringing these facilities up to AMC standards will alleviate the cramped conditions in many functional areas. Current backshops were built in the 1950s.

a. Siting the AGE and MXS facilities: If a new AGE facility is built, it should be on the flightline where the under sized and deteriorated AGE facility (bldg 759) currently is located. Per the recommendations of the Industrial Area Planning Assistance Team (11-14 Feb 02), site the proposed MXS facility where the avionics storage shed and LOX plant are currently located. The storage shed will be incorporated into the new MXS facility along with the survival equipment shop and PMEL. The LOX plant will be relocated approximately 200 feet to the north and west of its current site. The proposed MXS facility is not included in the C-130J beddown program, and is not a validated or funded project. The final siting will remain at the discretion of the 43AW, as will the functions that will be located in this proposed facility.

9. Conclusion: Logistics is SATISFACTORY. All required facilities for the C-130J bed down have been programmed and funded to support aircraft arrival. The Pope Logistics facilities that are not requirements for the C-130J new mission bed down need to be updated or replaced via normal MILCON channels. The construction timeline for validated logistics facilities that are C-130J beddown requirements will support the aircraft deliveries beginning in FY06.

**SATAF ACTION ITEM SUMMARY
LOGISTICS**

ACTION ITEM	TITLE	SOURCE	OPR	SUSPENSE	REMARKS
Pope-LG-101	Facilities Timeline	HQ AMC/LGXR	43 AW/LG	Jan 03	CLOSED
Pope-LG-102	C-130 Engine Test Cell	HQ AMC/LGXR	ASC/GRB	Jan 03	CLOSED
Pope-LG-103	Avionics Back shop/Test Bench	HQ AMC/LGXR	ASC/GRB	Jan 03	CLOSED
Pope-LG-104	Maintenance Training Device (MTD) Requirements (Devices/Building)	HQ AMC/LGXR	HQ AMC/LGMMT	Jan 03	CLOSED
Pope-LG-105	Weight and Balance Requirements/Training	43 LG/XPO	HQ AMC/LGMMT	Jan 03	CLOSED
Pope-LG-106	MRSP Kit Requirement	HQ AMC/LGXR	ASC/GRB	Jan 03	CLOSED
Pope-LG-107	Develop Training Time Line	HQ AMC/LGXR	HQ AMC/LGMMT 43 LSS/LGLT	Jan 03	CLOSED
Pope-LG-108	FTD Courses	743 MXS/LGM	43 LG/743 MXS	Jan 03	CLOSED
Pope-LG-109	New SEI Codes	43 LG/XPO	HQ AMC/LGM	Jan 03	CLOSED
Pope-LG-110	Training Device Status	HQ AMC/LGXR	HQ AMC/LGMMT	Jun 02	CLOSED
Pope-LG-111	Will Hangars be Built to Facilitate Aircraft Jacks	41 AS/MAF	43 AW/CE/ HQ AMC/CEC	Jan 03	CLOSED
Pope-LG-112	C-130J Support Equipment Requirements	43 MXS/LGGMG	43 CE/CEC	Jan 03	CLOSED
Pope-LG-113	Technical Data for Support Equipment	41 AS/MAF	ASC/GRB	Feb 02	CLOSED
Pope-LG-114	Advanced Composite Material Locations	43 MXS/LGMF	HQ AMC/ LGMJS (MSgt Westerguard)	Jan 03	CLOSED
Pope-LG-115	C-130J Aircraft Part Store Loading/Receiving Dock	43 AW/LGS	43 AW/LGS/CE	Oct 02	CLOSED
Pope-LG-116	Computer/Communications Requirement	43 AW/LGS	43 AW/COMM	Jan 03	CLOSED
Pope-LG-117	Engine Spares/Trailer/Manpower (CLS)	43 LG/XPO	SPO	Jan 03	CLOSED
Pope-LG-118	C-130J Common and Peculiar SE Requirements	HQ AMC/LGMJ	ASC/GRB	Feb 02	CLOSED
Pope-LG-119	743 MXS C-130J Training Requirements	373 TRS/Det 2	743 MXS	Jan 03	CLOSED
Pope-LG-120	C-130J Props 2 Level or 3 Level	43 LG/XPO	HQ AMC/LGMJ	Jan 03	CLOSED
Pope-LG-121	Reproduction of hard copies of wiring and system	43 LSS	ASC/GRB	30 Jun 02	CLOSED

	diagrams				
Pope-LG-122	Corrosion Control Painting Support for C-130J	43 MXS/LGMF	HQ AMC/LGMJ (MSgt Westerguard)	Jan 03	CLOSED
Pope-LG-123	LCOM Survey	41 AS/MAF	HQ AMC/LGXR	Jan 03	CLOSED
Pope-LG-124	C-130J SE Required for Mobility	HQ AMC/ LGMJ	43 AW/XP	2004	CLOSED
Pope-LG-125	Structural Maintenance on Composite Materials	43 MXS/LGMF	SMSgt DeCarmine	Jan 03	CLOSED
Pope-LG-126	C-130-J-30 Aircraft High Reach Capability	43 AW/LGM	ASC/GRB (Brenda McNemar)	Jul 04	CLOSED
Pope-LG-127	Required/Supplied -21 Equipment	41 AS/MAF	HQ AMC/LGMAC	Aug 02	CLOSED
Pope-LG-128	AETC Manpower Requirements	373 TRS/Det 2	HQ AMC/XPM	Jan 03	CLOSED
Pope-LG-129	Provide Timeline on Courseware Development	43 LG/XPO	AMC/LGMMT	Jan 03	CLOSED
Pope-LG-130	Assignment Action Code 39-Deferment from Assignment	43 LG/XPO	43 LG/ 43LSS/LGLT	Jan 03	CLOSED
Pope-LG-131	C-130J Spares Storage Space	43 AW/LGS	43 LGS	Jun 05	CLOSED
Pope-LG-132	Obtain New Storage Systems	43 AW/LGS	43 SUPS	Sep 02	CLOSED
Pope-LG-133	C-130J Aircraft Spares Levels	43 AW/LGS	AMC/ RSS /43 AW/LGS/LM AERO	Oct 06	CLOSED
Pope-LG-134	C-130J Support Equipment Authorization	43 AW/LGS	HQ AMC/LGS 43 AW/ LGS AMC/RSS/ ASC/GRB	Jun 04	CLOSED
Pope-LG-135	C-130J Aircraft Readiness Spares Package	43 AW/LGS	HQ AMC/LGSW	Oct 04	CLOSED
Pope-LG-136	C-130J Bench Stock Requirements	43 AW/LGS	HQ AMC/RSS/43 AW/LGS	Jun 05	CLOSED
Pope-LG-137	C-130J Stock Fund Budget Requirements	43 AW/LGS	HQ AMC/RSS/ 43 AW/LGS	Jan 05	CLOSED
Pope-LG-138	Provide Composite Standards for Non-Destructive Inspection (NDI) Shop	43 LG/XPO	ASC	Oct 04	CLOSED

ACTION ITEM

NO: LG-101
DATE: 28 Jan 02
POC: Mr. Steve Towles
ORGANIZATION: HQ AMC/LGXR
PHONE: DSN: 779-2854
OPR: 43 LG
OCR: HQ AMC/LGXR/CEP
SUSPENSE: CLOSED

TITLE: Facilities Timeline

1. PROBLEM/IMPACT STATEMENT: With the addition of new facilities and the refurbishment of even more, the base Facilities Board needs to develop a long-range plan to accommodate all future moves and work-arounds necessary to continue support of the 43rd flying requirement.

2. REQUIRED ACTION: Develop a plan to support the future moves in support of the C-130 facilities.

3. ACTION/STATUS: CLOSED

DATE: 9 Apr 03

This action item was transferred to SATAF II, POPE-LG-201

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: LG-102
DATE: 28 Jan 02
POC: Mr. Towles
ORGANIZATION: HQ AMC/LGXR
PHONE: 779-2854
OPR: ASC/GRB (Joe Burris)
OCR: HQ AMC/LGM
SUSPENSE: CLOSED

TITLE: C-130 Engine Test Cell

1. PROBLEM/IMPACT STATEMENT: Active duty support of the C-130E engine test cell will terminate at some point in the 2011/2012 timeframe. What is the concept of operations for engines after that point?

Nice to have:

What is the cost for an AE2100D3 test cell?

[Burris Leslie J Civ ASC/GRB] The current Mobile Engine Test Stand (METS) cost was \$4.9 million. The METS consists of a T-21A with an adapter kit for the AE2100D3. This cost was high due to contractor non-recurring engineering for development as we only purchased one stand. If we require additional test stands we will need to request a quote from Lockheed to determine price. It will take a minimum of 120 days to get a quote. We may wish to wait for the delivery of a different METS to the Royal Air Force (RAF) and see if their design will better meet our needs. Our current METS is capable of running T-56 quick engine changes (QECs) after the removal of the AE2100 kit and installation of the T-56 B/E/H kit. However, it would probably take 1 1/2 to 2 weeks to convert and calibrate. The advantage to the RAF design is that it will run both engines with a minimum changeover. HQ AMC/LGM Concerns: There is a concern with the answer provided for Pope's engine spare levels. The current C-130J engine spare level is based off 1 spare engine per 3 aircraft. Pope will only be authorized 9 spares to support their fleet of 28 aircraft. This simplistic method is not how the Air Force determines adequate readiness spare levels to support our missions. There is a PRS computation model, which considers flying hours, removal rates, repair times, transportation times, etc. If you have any further questions regarding spare levels, please refer to AMC's Engine Manager, Mr. Don Hemken.

2. REQUIRED ACTION: Identify concept of operations for test cell support of C-130J engines for Pope AFB. [Burris Leslie J Civ ASC/GRB] The pad layout is similar but there are additional tie downs required.

3. ACTION/STATUS: CLOSED

DATE: 28 Jan 02

Engines are two-level and current test stand will be used only until E model phase out. This is a two-part action item. The first being our test cell requirement and the second being the procedures for determining the number of engine spares

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: LG-103
DATE: 28 Jan 02
POC: Mr. Towles
ORGANIZATION: HQ AMC/LGXR
PHONE: 779-2854
OPR: ASC/GRB
OCR: HQ AMC/LGM
SUSPENSE: CLOSED

TITLE: Avionics Backshop/Test Bench

1. PROBLEM/IMPACT STATEMENT:

This is a two-part action item.

Part 1 tasks HQ AMC to specifically state what the support concept will be for a 28 PAA C-130J unit. For avionics, is it two-levels with a local screening function or what?

Part 2 assumes a requirement for some degree of backshop avionics support. If that is the case, then the required action should be for either LGM or the SPO to identify specific facility requirements to support test equipment and to provide that information to the 43 LG and 43 CES to plan alterations of facilities as required.

2. REQUIRED ACTION: Provide information this information to the 43 AMW/LG.

3. ACTION/STATUS: CLOSED

DATE: 29 Jan 02

Current test benches will support C-130J common equipment and specific avionics will be two-level maintenance.

4. FOLLOW-UP ACTIONS/STATUS:

DATE: 30 Jan 02

ACTION ITEM

NO: LG-104
DATE: 28 Jan 02
POC: Mr. Towles
ORGANIZATION: HQ AMC/LGXR
PHONE: 779-2854
OPR: HQ AMC/LGMMT
OCR: ASC/GRB
SUSPENSE: CLOSED

TITLE: Maintenance Training Device (MTD) Requirements (Devices/Building)

1. PROBLEM/IMPACT STATEMENT: Provide specific policy and requirements for maintenance training and MTD's.

2. REQUIRED ACTION: HQ AMC/LGM needs to provide policy on maintenance training requirements for Pope AFB and future bed downs of C-130 aircraft. Provide MTD's actual size dimensions and infrastructure requirements. Provide this information to the field units.

3. ACTION/STATUS: CLOSED

DATE: 31 Mar 03

MTD requirements were provided to Pope's Program Integration Office (PIO) during the Maintenance Training Facility (MTF) Design Charrette (18-20 Mar 03). AMC/LGMMT in collaboration with ASC/AV provided MTD footprint and power requirements. Building design plans are being developed IAW latest MTD requirements. **Recommend this item be closed.**

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: LG-105
DATE: 30 Jan 02
POC: CMSgt Cooks
ORGANIZATION: 43 LG/XPO
PHONE: 424-1777
OPR: HQ AMC/LGMMT
OCR: 43 LG/XPO
SUSPENSE: CLOSED

TITLE: Weight and Balance Requirements/Training for C-130J

1. PROBLEM/IMPACT STATEMENT: Current C-130E weight and balance is done in conjunction with Depot

2. REQUIRED ACTION: Provide weight and balance training requirements for C-130J and coordinate hands-on training.

3. ACTION STATUS: CLOSED

DATE: 8 Apr 03

This action item was transferred to SATAF II, POPE-LG-202

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: LG-106
DATE: 28 Jan 02
POC: Mr. Towles
ORGANIZATION: HQ AMC/LGXR
PHONE: 779-2854
OPR: ASC/GRB/LH
OCR: 43 LG
SUSPENSE: CLOSED

TITLE: Rapid Aircraft Maintenance Support (RAMS) Team Requirements

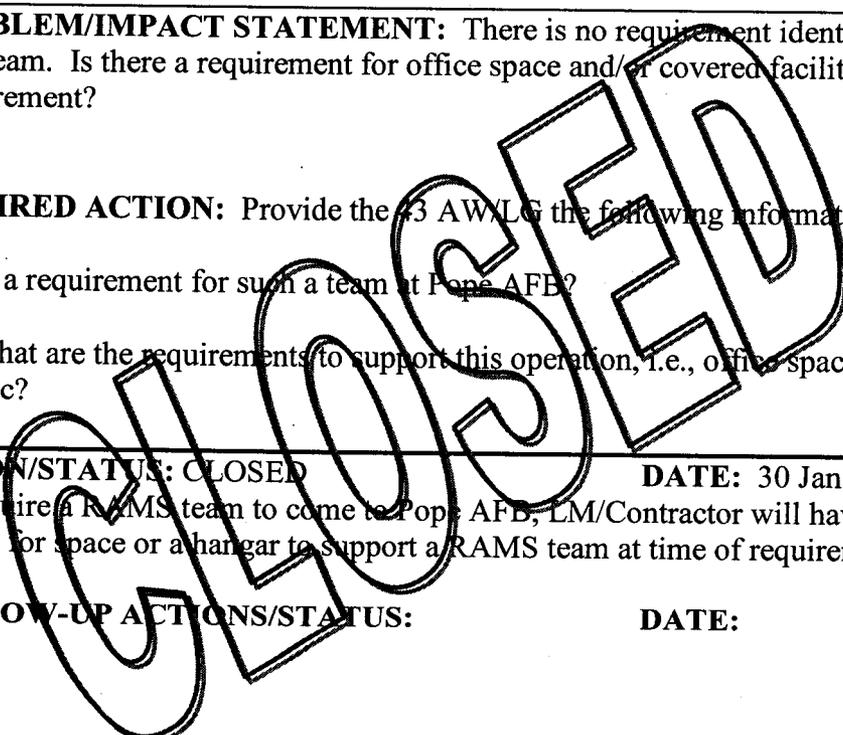
1. PROBLEM/IMPACT STATEMENT: There is no requirement identified for a RAMS Team. Is there a requirement for office space and/or covered facilities to support this requirement?

2. REQUIRED ACTION: Provide the 43 AW/LG the following information:

- a. Is there a requirement for such a team at Pope AFB?
- b. If so, what are the requirements to support this operation, i.e., office space, covered storage, etc?

3. ACTION/STATUS: CLOSED **DATE:** 30 Jan 02
If they require a RAMS team to come to Pope AFB, LM/Contractor will have to work an agreement for space or a hangar to support a RAMS team at time of requirement.

4. FOLLOW-UP ACTIONS/STATUS: **DATE:**



ACTION ITEM

NO: LG-107
DATE: 28 Jan 02
POC: Mr. Towles
ORGANIZATION: HQ AMC/LGXR
PHONE: 779-2854
OPR: HQ AMC/LGMMT/43 LSS/LGLT
OCR: HQ AMC/LGXR
SUSPENSE: CLOSED

TITLE: Develop Training Timeline (Initial Cadre)

PROBLEM/IMPACT STATEMENT: Identify training requirement timeline for the initial cadre in support of the C-130 bed down at Pope, including training resources, aircraft ground trainer, or maintenance training devices (MTDs).

2. REQUIRED ACTION: 43 AW/LG will provide HQ AMC/LGMMT a maintenance training requirements spreadsheet broken down by AFSC, identifying those individuals requiring training. HQ AMC/LGMMT will schedule training to meet Pope's bed down requirements.

3. ACTION/STATUS: CLOSED

DATE: 8 Apr 03

This action item was transferred to SATAF II, POPE-LG-203

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: LG-108
DATE: 28 Jan 02
POC: SMSgt DeCarmine
ORGANIZATION: 373 TRS, DET 2
PHONE: 424-1608
OPR: HQ AMC/LGMMT
OCR: HQ AMC/LGM
SUSPENSE: CLOSED

TITLE: FTD Courses

1. PROBLEM/IMPACT STATEMENT: Enroute maintenance training stateside and overseas. Enroute units might possibly be the first active duty units to work C-130J's on a limited basis because ARFC & ANG are already flying weapon system. They will require training.

2. REQUIRED ACTION: Provide the number of classes required per AFSC.

3. ACTION/STATUS: CLOSED

DATE: 31 Mar 03

Transition courses will be developed and available at Little Rock AFB for each AFSC by the time Pope receives their first aircraft. Additionally, AMC enroute units do not support C-130 models—no plans exist to change this policy. **Recommend this item be closed.**

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: LG-109
DATE: 28 Jan 02
POC: CMSgt Cooks
ORGANIZATION: 43 LG/XPO
PHONE: 424-1777
OPR: HQ AMC/LGM
OCR: HQ AMC/LGXR
SUSPENSE: CLOSED

TITLE: Establish separate spare equipment inventory (SEI) code for the C-130J

PROBLEM/IMPACT STATEMENT: The C-130J is 60-70% different from the C-130E/H models. We need a way to distinguish maintenance personnel qualifications between the J and the E/H models.

2. REQUIRED ACTION: Establish separate SEI for the J model.

3. ACTION/STATUS: CLOSED

DATE: 3 Apr 03

AFMAN 36-2108 Attach 40 30 Apr 01
Established SEI 509 for C-130J-30 airframe created 31 Oct 02 and SEI 609 for AE2100 engine created 30 Apr 02.

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

CLOSED

ACTION ITEM

NO: LG-110
DATE: 28 Jan 02
POC: Mr. Towles
ORGANIZATION: HQ AMC/ LGXR
PHONE: 779-2854
OPR: HQ AMC/LGM
OCR: HQ AMC/XPRL
SUSPENSE: CLOSED

TITLE: Training Device Status

1. PROBLEM/IMPACT STATEMENT: What is status of MTDs.

2. REQUIRED ACTION: Provide 43 LG the status sheet for delivery of training devices.

3. ACTION/STATUS: CLOSED

DATE: 30 Jan 03

PIO at Pope is aware of MTD delivery schedule, as it was discussed at the MTF Design Charette (18-20 Mar 03). Procurement of two new MTDs [Integrated Cockpit Systems Trainer (ICST) and Engine/Propeller Trainer (EPT)] are planned for Pope. Funding for Flight Control Trainer (FCT) was lost during FY05 APOM input. Loss of FCT capability will be offset by high-fidelity CBT. ICST is funded in FY04 and delivers in FY06. EPT is funded in FY05 and delivers in FY07. Landing Gear Trainer (LGT) is already in place. MTF is RFT in FY06. Recommend this item be closed.

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

CLOSED

ACTION ITEM

NO: Pope-LG-111
DATE: 31 Jan 02
POC: SMSgt Hall
ORGANIZATION: 41 AS/MAF
PHONE: 424-7969
OPR: 43 AW/CE
OCR: HQ AMC/LGXR
SUSPENSE: CLOSED

TITLE: Will all Hangars be Built to Facilitate Aircraft Jacks

1. PROBLEM/IMPACT STATEMENT: It is unclear whether the corrosion facility will allow for jacking the aircraft.

2. REQUIRED ACTION: Build the floor capacity to facilitate jacking of the C-130J.

3. ACTION/STATUS: CLOSED

DATE: 31 Jan 02

According to HQ AMC/CEC this floor will be capable of supporting a C-130J on jacks "and more." They have re-looked at the design and confirmed this.

4. FOLLOW UP ACTIONS/STATUS:

DATE:

CLOSED

ACTION ITEM

NO: Pope-LG-112
DATE: 31 Jan 02
POC: SMSgt Bruce
ORGANIZATION: 43 MXS/LGMG
PHONE: 424-7031
OPR: 43 CE/CEC
OCR: HQ AMC/LGXR
SUSPENSE: CLOSED

TITLE: C-130J Support Equipment Requirements

1. PROBLEM/IMPACT STATEMENT: C-130J cooling requirements mandate a change/new air conditioner. The proposed new air conditioner is twice the length of current equipment. The difference in length, height, width, and weight must be calculated into the maintenance floor space and equipment parking space (including outside storage). Current A/C: L=131" x W=77" x H=73". Proposed A/C unit: L= 264" x W=96" x H=96".

2. REQUIRED ACTION: Recalculate facility requirements to include maintenance floor space and parking space with adjustments for the new equipment.

3. ACTION/STATUS: CLOSED

DATE: 8 Apr 03

This action item was transferred to SATAF II, POPE-LG-204

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: Pope-LG-113
DATE: 31 Jan 02
POC: SMSgt Hall
ORGANIZATION: 41 AS/MAF
PHONE: 424-7969
OPR: ASC/GRB (MSgt Franks)
OCR: HQ AMC/LGXR
SUSPENSE: CLOSED

TITLE: Technical Data for Support Equipment (SE)

1. PROBLEM/IMPACT STATEMENT: It is unclear where/if technical data will be available in hard copy. Specifically, user guidance and user maintenance requirements for the C-130-J-30.

2. REQUIRED ACTION: Identify requirements for user technical data for SE

3. ACTION/STATUS: CLOSED

DATE: 12 Feb 02

Operation and Maintenance Instruction (O&MI) type TOs for Common SE (GFE) used with the C-130J are the same as they have always been and available through the normal TO system. There are no O&MI TOs for the C-130J-peculiar SE. Under the current contract, all inspections, calibration and maintenance are performed by Lockheed. Once SE design is complete and the peculiar SE is accepted, the maintenance concept for the peculiar SE will be finalized. That concept will either include O&MI TOs (on CD ROM and hard copy) or permanent contractor support of the SE. RECOMMEND CLOSURE

4. FOLLOW-UP ACTION(S)/STATUS:

DATE:

ACTION ITEM

NO: Pope-LG-114
DATE: 30 Jan 02
POC: TSgt Nichols
ORGANIZATION: 43 MXS/LGMS
PHONE: 424-6697
OPR: HQ AMC/ LGMJS (MSgt Westerguard)
OCR: SMSgt DeCarmine
SUSPENSE: CLOSED

TITLE: Advance Composite Material Locations on the J model

1. PROBLEM/IMPACT STATEMENT: What areas on the J model are manufactured out of advanced composite material?

2. REQUIRED ACTION: Provide composite locations on the C-30J to the 43 AW/MXS Structural Maintenance Shop.

3. ACTION/STATUS: CLOSED

DATE: 30 Jan 02

See SMSgt DeCarmine- has data available on a CD.

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

CLOSED

ACTION ITEM

NO: Pope-LG-115
DATE: 30 Jan 02
POC: Mr. Vedder
ORGANIZATION: 43 LG/LGS
PHONE: 424-5759/5308
OPR: 43 AW/LGS/CE
OCR: 43 AW/LGS/HQ AMC/LGS
SUSPENSE: CLOSED

TITLE: C-130J Aircraft Parts Store Loading/Receiving Truck Dock

1. PROBLEM/IMPACT STATEMENT: The aircraft parts store, Bldg 720, located adjacent to the flight line does not currently have a truck loading/receiving dock for large/heavy aircraft parts. This makes it difficult to quickly unload aircraft parts and make them available on the flightline.

2. REQUIRED ACTION: Submit required facility work order request and obtain necessary funding to complete the needed transportation loading/receiving dock for Bldg 720.

3. ACTION/STATUS: CLOSED

DATE: 9 Apr 03

RECOMMEND CLOSURE~Incorporated into MTF project

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

CLOSED

ACTION ITEM

NO: Pope-LG-116
DATE: 31 Jan 02
POC: CMSgt Cooks
ORGANIZATION: 43 LG/XPO
PHONE: 424-1777
OPR: 43 COMM
OCR: 43 LG
SUSPENSE: CLOSED

TITLE: Computer/Communications Requirement

1. PROBLEM/IMPACT STATEMENT: Computer and communications requirements are needed for new and remodeled logistics facilities.

2. REQUIRED ACTION: Provide communication and computer needs for each facility.

3. ACTION/STATUS: CLOSED

DATE: 30 Jan 02

This information was provided to 43 A W/SC and included in each facility requirement.

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

CLOSED

ACTION ITEM

NO: Pope-LG-117
DATE: 31 Jan 02
POC: CMSgt Cooks
ORGANIZATION: 43 LG/XPO
PHONE: 424--1777
OPR: ASC
OCR: HQ AMC/LGXR
SUSPENSE: CLOSED

TITLE: Identify # of spare engines and props

1. PROBLEM/IMPACT STATEMENT: In order to properly plan for engine/prop storage, we need to know how many spares will be authorized and foot print of engine storage trailer.

2. REQUIRED ACTION: Identify # of spare engines and props authorized for Pope and how many of the authorized engines will be located at Pope. Also need to know the type (stock #) of trailer engines will be mounted on.

3. ACTION/STATUS: CLOSED **DATE:** 8 Apr 03

Trailer stock number is: 1740-00-106-8512; PN 200-000-101 Spare Motors are one per four aircraft spare props are one per three aircraft TOTAL OF 8 SPARE ENGINES AND 10 SPARE PROPS
5 CONTRACTORS 1 ENGINE REP, 2 FIELD SERVICE REPS, 1 GROUND MAINTENANCE SYSTEM, 1 LOGISTICS SUPPORT ACTION ITEM

4. FOLLOW-UP ACTIONS/STATUS: **DATE:**

CLOSED

ACTION ITEM

NO: Pope-LG-118
DATE: 29 Jan 02
POC: SMSgt Sam Desai
ORGANIZATION: HQ AMC/LGMJ
PHONE: DSN 779-2629
OPR: ASC/Ms. McNemar 986-5344
OCR: WR ALC/LES
SUSPENSE: CLOSED

TITLE: C-130J Common and Peculiar SE

1. PROBLEM/IMPACT STATEMENT: We do not have an action plan on required common and peculiar SE for the C-130J bed down at Pope.

2. REQUIRED ACTION: Provide a timeline and action plan in writing for the support equipment bed down at Pope.

3. ACTION/STATUS: CLOSED

DATE: 9 Apr 03

Tim,

Sorry I haven't gotten back with you sooner. I've been on the road quite a bit lately.

The status for action item 118 is as follows:

Based on the aircraft delivery schedule, a Support Equipment review will be done 24-30 months prior to delivery. Experience has shown that if we do the review any sooner we would have to do a second one at a later date due to changes/additions of SE. ASC/GRB will coordinate the time of the review with Pope AFB to ensure that all the maintenance shops are available to attend the review. The review will cover both common and peculiar SE. ASC/GRB will procure the common SE requirements identified during the review. The peculiar SE is bought at the time the aircraft is put on contract.

I don't have a copy of LG113. I'll try to find out what it is and what that status is on it. Please advise if 118 can be closed or should remain open.

Thanks,

Brenda McNemar

DSN 986-5344

-----Original Message-----

From: Cutnaw Timothy R TSgt 43LG/XPO

[mailto:Timothy.Cutnaw@pope.af.mil]

Sent: Wednesday, April 03, 2002 8:38 AM

To: McNemar Brenda E Contr ASC/GRB

Cc: Towles Steve GS-12 AMC/LGXR; Cooks Melvin R CMSgt 43AW/XPO

Subject:

Ms. McNemar,

What is the current status of Action Item LG113 and 118 for Pope AFB CC-130J Program? I show a suspense of 1 Feb, 2002 for both of these AIs. Thankyou for your effort. v/r Tim

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: Pope-LG-119
DATE: 29 Jan 02
POC: SMSgt De Carmine
ORGANIZATION: 373 TRS/Det 2
PHONE: DSN 424-1608
OPR: 743 MXS
OCR: 43 LSS/LGLT/HQ AMC/LGMMT
SUSPENSE: CLOSED

TITLE: 743 MXS C-130J Training Requirements

1. PROBLEM/IMPACT STATEMENT: What are the training requirements per AFSC.

2. REQUIRED ACTION: Provide AETC number of training requirements per AFSC and need date.

3. ACTION/STATUS: CLOSED

DATE: 31 Mar 03

This requirement is included in action item 107. Recommend this item be closed.

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

CLOSED

ACTION ITEM

NO: Pope-LG-120
DATE: 29 Jan 02
POC: CMSgt Cooks
ORGANIZATION: 43 LG/XPO
PHONE: 424-1777
OPR: HQ AMC/LGMJ
OCR: ASC/LRB (Joe Burris)
SUSPENSE: CLOSED

TITLE: C-130J Props

1. PROBLEM/IMPACT STATEMENT: Are the props 2 level or 3 level for maintenance.

2. REQUIRED ACTION: Provide level of maintenance to 43 AW.

3. ACTION/STATUS: CLOSED

DATE: 9 Apr 03

Current Status update? Props are currently two level Currently HQ AMC/LG conducting study to increase level of maintenance on props. Increase level of maintenance will possibly increase facilities and manpower.

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

CLOSED

ACTION ITEM

NO: Pope-LG-121
DATE: 29 Jan 02
POC: MSgt M.L. Mendez
ORGANIZATION: 43 LSS
PHONE: DSN 424-6436
OPR: ASC GRB/MSgt Franks
OCR: 43 LG/XO
SUSPENSE: CLOSED

TITLE: Reproduction of Hard Copies of Wiring and System Diagrams

1. PROBLEM/IMPACT STATEMENT: It's very difficult to diagnose a fault using the T.O. on a CD ROM system. Tracing a system fault would require numerous view changes on the screen.

2. REQUIRED ACTION: Produce fold out cards, which would show the whole system diagram, i.e., wiring, hydraulics, struts, fuels.

3. ACTION/STATUS: CLOSED

DATE: 11 Feb 02

All of the TOs used for troubleshooting faults in the wiring, hydraulics, struts and fuel systems are available in hard copy, not solely on CD ROMs. Currently the schematics associated with hydraulics, struts and fuels are available on 11" by 17", or smaller, diagrams. The aircraft wiring diagrams are foldouts, which can be up to 40" long. ASC/GRB has a Request for Proposal in to Lockheed to produce these diagrams all in 11" by 17" or smaller size. These will all be produced so that they may be printed from the CD ROM on standard office printers. The reduction in size from 40" to 17" does not mean smaller, hard-to-read schematics, but shorter ones that will have to run in series. The bottom line is that all of these systems will have diagrams in both hard copy and CD ROM that can be printed out for convenience in troubleshooting. RECOMMEND CLOSURE

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: Pope-LG-122
DATE: 30 Jan 02
POC: TSgt Nichols
ORGANIZATION: 43 MXS/LGMF
PHONE: 424-6697
OPR: HQ AMC/LGMJ (MSgt Westerguard)
OCR: HQ AMC/LGXR
SUSPENSE: CLOSED

TITLE: Corrosion Control Painting Support for C-130J

1. PROBLEM/IMPACT STATEMENT: The new corrosion control facility will require paint booths to accommodate the off-equipment maintenance of the C-130s.

2. REQUIRED ACTION: Provide funding for the two paint booths placed in the corrosion control facility for the C-130J off-equipment top coating.

3. ACTION/STATUS: CLOSED

DATE: 8 Apr 03

This action item was transferred to S. T. F. II, POB LG-205

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

TRANSFERRED

ACTION ITEM

NO: Pope-LG-123
DATE: 29 Jan 02
POC: SMSgt Hall
ORGANIZATION: 41 AS/MAF
PHONE: 424-7969
OPR: HQ AMC/LGMMT
OCR: HQ AMC/LGXR
SUSPENSE: CLOSED

TITLE: LCOM Survey

1. PROBLEM/IMPACT STATEMENT: Conducting the LCOM survey before the squadron is fully operational and during the one year warranty may skew the input data.

2. REQUIRED ACTION: Wait to conduct the LCOM study until FY10. This will provide the opportunity for the squadron to become fully operational and for warranties on the newer systems and parts to expire.

3. ACTION/STATUS: CLOSED

DATE: 9 Apr 03

WILL BE PERFORMED IN FY10

Consider stabilization, learning curve and inventory completion prior to conducting LCOM survey perhaps in FY8-9

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

CLOSED

ACTION ITEM

NO: Pope-LG-124
DATE: 29 Jan 02
POC: SMSgt Desai
ORGANIZATION: HQ AMC/LGMJ
PHONE: DSN 779-2629
OPR: 43 AW/XP
OCR: Other C-130J units
SUSPENSE: CLOSED

TITLE: C-130J SE Required for Mobility

1. PROBLEM/IMPACT STATEMENT: Equipment required for C-130J UTCs need to be identified and included in the allowance standard.

2. REQUIRED ACTION: Existing C-130J units needs to identify all equipment requirements for mobility.

3. ACTION/STATUS: CLOSED **DATE:** 9 Apr 03

Worked right now. UTCs will be developed by next year 04. Being developed for other bases will be in UTC data base for all units.
No current action; no updates available

4. FOLLOW-UP ACTIONS/STATUS: **DATE:**

CLOSED

ACTION ITEM

NO: Pope-LG-125
DATE: 30 Jan 02
POC: TSgt Nichols
ORGANIZATION: 43 MXS/LGMF
PHONE: 424-6697
OPR: HQ AMC/LGXR
OCR: SMSgt DeCarmine
SUSPENSE: CLOSED

TITLE: Structural Maintenance on the Composite Material on the C-130J

1. PROBLEM/IMPACT STATEMENT: With the corrosion control/wash rack/structural maintenance facilities in the design stage, we need to determine what we will require for the maintenance on the C-130J. The first thing that we need is: what material (advance composites) is included in the maintenance and repair of the C-130J?

2. REQUIRED ACTION: Provide advance composite materials list to the 43 AW/MXS Structural Maintenance Shop.

3. ACTION/STATUS: CLOSED

DATE: 30 Jan 02

See SMSgt DeCarmine- he has data on a CD Rom

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: Pope-LG-126
DATE: 29 Jan 02
POC: SMSgt Hall
ORGANIZATION: 43 AQ/LGMA
PHONE: DSN 724-7969
OPR: HQ AMC/LGM
OCR: HQ AMC/LGM/LGT/LGS
SUSPENSE: CLOSED

TITLE: C-130J aircraft High Reach Capability

1. PROBLEM/IMPACT STATEMENT: C-130J aircraft require high reach capability beyond the commonly utilized de-ice capability.

2. REQUIRED ACTION: Determine the support equipment items required to perform high reach MXS requirements and obtain this capability. Required action may well require change to current allowance source documentation or vehicle authorization.

3. ACTION/STATUS: CLOSED **DATE:** 9 Apr 03

A necessary requirement for C-130 community, BEING WORKED BUT NOT A C-130J ISSUE

4. FOLLOW-UP ACTIONS/STATUS: **DATE:**

CLOSED

ACTION ITEM

NO: Pope-LG-127
DATE: 30 Jan 02
POC: SMSgt Hall
ORGANIZATION: 41 AS/MAF
PHONE: 424-7969
OPR: ASC/GRB (Brenda McNemar)
OCR: HQ AMC/LGMAC
SUSPENSE: CLOSED

TITLE: Required/Supplied -21 Equipment

1. PROBLEM/IMPACT STATEMENT: - 21 required/supplied equipment has not been relayed to organizations. What equipment will be required and supplied with the delivery of the aircraft. Will spare parts be supplied-windows, seats, rails, gears, chains, etc?

2. REQUIRED ACTION: Identify required versus supplied items -21 equipment.

3. ACTION/STATUS: OPEN **DATE:** 9 Apr 03

All dash 21 equip req will be delivered with acft information provided to 43 AW/XPJ

4. FOLLOW-UP ACTIONS/STATUS **DATE:**

CLOSED

ACTION ITEM

NO: Pope-LG-128
DATE: 30 Jan 02
POC: SMSgt DeCarmine
ORGANIZATION: 373 TRS/Det 2
PHONE: 424-1608
OPR: HQ AMC/XPM
OCR: HQ AMC/LGM
SUSPENSE: CLOSED

TITLE: AETC Manpower Requirement

1. PROBLEM/IMPACT STATEMENT: Training requirements for C-130J. Need 3 manpower positions to support.

2. REQUIRED ACTION: Transfer 3 manpower positions to AETC. AETC must submit letter of justification for transfer.

3. ACTION/STATUS: CLOSED

DATE: 31 Mar 03

Per Pope's FTD (MSgt Hardin) additional manpower will not be allocated nor is it required. **Recommend this action item be closed.**

4. FOLLOW UP ACTIONS/STATUS:

DATE:

CLOSED

ACTION ITEM

NO: Pope-LG-129
DATE: 29 Jan 02
POC: CMSgt Cooks
ORGANIZATION: 43 LG/XPO
PHONE: 424-1777
OPR: HQAMC/LGMMT
OCR: AF/IL
SUSPENSE: CLOSED

TITLE: Provide timeline on courseware development

1. PROBLEM/IMPACT STATEMENT: C-130J information needs to be integrated into the CDCs and CFETPs for each AFSC. Need to know timeline for development/integration of this information to help in planning training requirements.

2. REQUIRED ACTION: Provide timeline on courseware development, i.e., CDCs, CFETPs, CBMTs.

3. ACTION/STATUS: CLOSED

DATE: 31 Mar 03

Maintains CBTs, POC for CBTs is HQ AMC/LGMMT

Update Required C-130J data will be incorporated at Utilization and Training Workshops (U&TW) via functional manager steering. U&TWs occur approximately every two years. C-130J specific info will be added to CDCs as fleet size increases. Too early at this point for changes to occur. **Recommend this item be closed.**

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: Pope-LG-130
DATE: 29 Jan 02
POC: CMSgt Cooks
ORGANIZATION: 43 LG/XPO
PHONE: 424-1777
OPR: 43 LG/43 LSS/LGLT
OCR: HQ AMC/LGMMT
SUSPENSE: CLOSED

TITLE: Assignment action code 39-deferment from assignment

1. PROBLEM/IMPACT STATEMENT: For the purpose of operational continuity, we need to identify select maintenance individuals (by AFSC) to be trained as part of the initial cadre and remain at Pope for 2-3 years after receiving training.

2. REQUIRED ACTION: Identify AFSCs and # of each to be authorized assignment code 39-deferment from assignment.

3. ACTION/STATUS: CLOSED

DATE: 8 Apr 03

This action item was transferred to SATAF II, POPE-LG-206

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: Pope-LG-131
DATE: 30 Jan 02
POC: Mr. Vedder
ORGANIZATION: 43 AW/LGS
PHONE: 424-5759/5308
OPR: 43 LGS
OCR: HQ AMC/LGS
SUSPENSE: CLOSED

TITLE: C-130J Aircraft Spares Storage Space

1. PROBLEM/IMPACT STATEMENT: Warehouse parts store storage space is needed to house C-130J new and peculiar spares. This storage space will be required for not only peculiar but also common parts as well.

2. REQUIRED ACTION: Realign storage requirements to meet the new C-130J storage need while continuing to provide safe and secure storage of existing C-130E/A-10 parts.

3. ACTION/STATUS: CLOSED

DATE: 9 Apr 03

Trans container for props is 14 FT wide and 12 FT high. Requires forklift to offload from trucks and a crane to remove prop from crate and place on prop dolly. 43 LGR (SUPPLY) needs to develop a process for delivery movement of props

See LG-132. Possibly Close and Integrate with this item with LG-132. No longer applicable, space not required as separate function will be integrated with regular supply function. Space provided by 132 storage systems. AFMC STUDY AND DESIGN OF BLDG 720

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: Pope-LG-132
DATE: 30 Jan 02
POC: Mr. Vedder
ORGANIZATION: 43 AW/LGS
PHONE: 424-5759/5308
OPR: 43 SUPS
OCR: HQ AMC/LGS
SUSPENSE: CLOSED

TITLE: Obtain New Storage Systems/Aids to House C-130J parts

1. PROBLEM/IMPACT STATEMENT: Current aircraft parts store storage is limited due to the present warehouse configuration in Bldg 720. This configuration is based upon current weapon systems requirements for C-130C and A-10 aircraft. A third weapon system requirement (C-130J) will require new systems to adequately utilize existing space in Bldg 720.

2. REQUIRED ACTION: Submit appropriate documentation and request AFMC/LSO/LOE to obtain required storage systems and new design renovation to meet all storage needs.

3. ACTION/STATUS: CLOSED **DATE:** 31 Mar 03
Design due 1 May 2003, contracting June/July, contract award Dec, and const Apr 04

Mr. Ron Parsons visit to the Aircraft Parts Store (Bldg 720) is to provide better support for an upgraded Parts Store to house an additional 1000 line items to support the delivery of the C-130J aircraft. The Aircraft Parts Store requires a new design and renovation for flight line support, mechanized material handling equipment and mezzanine flooring to exploit vertical storage space.

Mr. Ron Parsons will have his out briefing 12 March '03/0730 hrs in the Chief LRS conference room.

4. FOLLOW-UP ACTIONS/STATUS: **DATE:**

ACTION ITEM

NO: Pope-LG-133
DATE: 30 Jan 02
POC: Mr. Vedder
ORGANIZATION: 43 AW/LGS
PHONE: 424-5759/5308
OPR: AMC/RSS/43 AW/LGS/LM AERO
OCR: HQ AMC/LGSW
SUSPENSE: CLOSED

TITLE: C-130J Aircraft Spares Levels

1. PROBLEM/IMPACT STATEMENT: C-130J initial aircraft spares are provided under an established LM AERO Interim Contractor Support (ICS) contract. This contract provides spares based upon 600 flight hours per year per aircraft with an 85% issue effectiveness rate. The inventory control point currently located at Keesler AFB, MS, provides the spares. Determining spares levels will be based upon this concept and the number of C-130J aircraft assigned.

2. REQUIRED ACTION: Load aircraft (C-130J) spares levels for Pope AFB when received from LM AERO. Spares levels will be provided by LM AERO on an F3 flat file approximately 30 days prior to aircraft delivery.

3. ACTION/STATUS: CLOSED

DATE: 8 Apr 03

This action item was transferred to SATAF II, POPE-LG-207

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: Pope-LG-134
DATE: 30 Jan 02
POC: Mr. Vedder
ORGANIZATION: 43 AW/LGS
PHONE: 424-5759/5308
OPR: HQ AMC/LGS 43 AW/LGS AMC RSS/ASC/GRB
OCR: HQ AMC/LGS
SUSPENSE: CLOSED

TITLE: C-130J Support Equipment (SE) Authorization

1. PROBLEM/IMPACT STATEMENT: C-130J aircraft requires allowance source document/authorization for new and peculiar SE to include applicable SE from existing government furnished equipment.

2. REQUIRED ACTION: LM AERO along with the C-130J SPO (ASC/GRB) will provide/determine needed SE. The C-130J SPO will conduct a review of existing C-130E/H versus the new "J" peculiar SE items to determine requirements. This review will likely be in conjunction with a follow-on SA TAF approximately 2 years before aircraft delivery. This review will indicate what SE records will be loaded and adjusted, and also new items will need to be recorded. Regardless all SE items will have NSNs.

3. ACTION/STATUS: CLOSED

DATE: 9 Apr 03

Study to be conducted to determine SE allotments

PART OF THE TA-477 TABLE OF ALLOWANCE

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: Pope-LG-135
DATE: 30 Jan 02
POC: Mr. Vedder
ORGANIZATION: 43 AW/LGS
PHONE: 424-5759/5308
OPR: HQ AMC/LGSW
OCR: HQ AMC/LGXR
SUSPENSE: CLOSED

TITLE: C-130J Readiness Spares Package (MRSP)

1. PROBLEM/IMPACT STATEMENT: C-130J aircraft require MRSP to support deployed aircraft operations.

2. REQUIRED ACTION: Determine MRSP spares/consumables to support mission requirements of C-130J aircraft.

3. ACTION/STATUS: CLOSED

DATE: 8 Apr 03

This action item was transferred to SATAF II, POPE-LG-208

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: Pope-LG-136
DATE: 30 Jan 02
POC: Mr. Vedder
ORGANIZATION: 43 AW/LGS
PHONE: 424-5759/5308
OPR: AMC/RSS/43 AW/LGS
OCR: HQ AMC/LGS
SUSPENSE: CLOSED

TITLE: C-130J Bench Stock Requirements

1. PROBLEM/IMPACT STATEMENT: C-130J aircraft maintenance activities will require bench stock consumable items to support aircraft maintenance.

2. REQUIRED ACTION: Obtain bench stock listings from existing C-130J AFRC/ANG/Active units to establish initial stocks for Pope AFB.

3. ACTION STATUS: CLOSED **DATE:** 8 Apr 03

This action item was transferred to SATAF II, POPE-LG-209

4. FOLLOW-UP ACTIONS/STATUS: **DATE:**

ACTION ITEM

NO: Pope-LG-137
DATE: 30 Jan 02
POC: Mr. Vedder
ORGANIZATION: 43 AW/LGS
PHONE: 424-5759/5308
OPR: HQ AMC/RSS/43 AW/LGS
OCR: HQ AMC/LGS
SUSPENSE: CLOSED

TITLE: C-130J Stock Fund Budget Requirements

1. PROBLEM/IMPACT STATEMENT: C-130J aircraft will require funds to support supply stock.

2. REQUIRED ACTION: Submit necessary budget forecasts to support C-130J parts stockage.

3. ACTION/STATUS: CLOSED

DATE: 8 Apr 03

This action item was transferred to SATAF II, POPE-LG-210

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

ACTION ITEM

NO: Pope-LG-138
DATE: 31 Jan 02
POC: CMSgt Cooks
ORGANIZATION: 43 LG/XPO
PHONE: 424-1777
OPR: ASC
OCR: HQ AMC/LGXR
SUSPENSE: CLOSED

TITLE: Provide Composite Standards for Non-Destructive Inspection (NDI) Shop

1. PROBLEM/IMPACT STATEMENT: Currently no standards are available for inspection of composites for NDI shop.

2. REQUIRED ACTION: Provide composite standards for NDI shop.

3. ACTION/STATUS: CLOSED

DATE: 11 Feb 02

The are no NDI requirements for composites identified for the C-130J and there are no hazards identified other than those associated with normal painting, solvents, etc.

Wing flap and center wing trailing edge upper skin areas are constructed of composite materials. As referenced in TO 1C-130J-3, Sect 57-70-00 and 51-140-00, as of this date no repairs have been developed for these areas. Damaged flaps will be replaced or the aircraft manufacturer consulted for an engineered repair of the damaged area. This has and will continue to be addressed on a case-by-case basis. Repair procedures are in the process of being developed and the majority of them will be incorporated in the Nov '02 update of the manuals.

Propellers have limited epoxy filler type repair procedures for the composite blades. These procedures are in TO 1C-130J-2-61JG-00-1, task 61-10-40 and have been expanded based on damage seen in the field. Any damage outside the current repair limits in the 61JG necessitates propeller replacement. RECOMMEND CLOSURE

4. FOLLOW-UP ACTIONS/STATUS:

DATE:

FACILITIES MINUTES

1. Working Group Chairperson: Mr Stan Clark
Stanford.clark@scott.af.mil
 AMC/CEPR
 DSN: 779-0767
 DSN FAX: 779-0255

2. Working Group Members:

Rank/Name	Office	Phone	E-mail
Lt Josh Lyle	43CE/CECP	424-4130	joshua.lyle@pope.af.mil
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Mrs Gino Goordina	43CES/CEIC	424-2248	gino.goordina@pope.af.mil

Mr Brian Bird	23FG/CLMP	424-2367	Brian.bird@pope.af.mil
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3. Agenda: Representatives from Pope AFB met with representatives from HQ AMC to discuss transition to C-130 J. Pope AFB infrastructure and facilities issues were discussed between the two groups to support the beddown of the C-130J.

4. Action Item Statistical Summary:

- a. Action items opened: 10
- b. Action items closed: 10
- c. Total action items pending: 0

5. Discussion: After much discussion, the Facilities Working Group presented the following list of facility projects to the SATAF for validation, prioritization and categorization as C-130J directly related (supports only C-130Js) or indirectly related (supports C-130Js and others). The working group ranked the projects in priority:

a. C-130J Validated Projects:

- (1) MX Training Facility FY04 (\$4.4M)
- (2) Flight Simulator FY07 (\$5.2M)
- (3) 2-Bay Hangar FY04 – (\$15.5M)
- (4) Hangar 6 FY06 – (\$2.5M)
- (5) 1 Bay Hangar FY07 – (\$8.3M)
- (6) Parking Ramp Upgrades FY04 – (\$1.2M)

b. Additional Projects that are not C-130J beddown requirements:

- (1) Improve Infrastructure – (costs unknown)
- (2) AGE Facility – (\$6.4M)
- (3) Consolidated 43 MXS Facility – (\$16.5M)
- (4) 3 APS Equipment Storage – (\$1.0M) Note: this project was funded by TWCF after the SATAF.
- (5) Ramp and taxiway replacement – (costs unknown)

c. The 43 AW has requested an additional \$66.4M in MILCON projects, but these are not C-130J bed down requirements. The General Officer Steering Group forming at AMC HQ will address the facilities (expected to occur in Apr 2002).

6. Conclusion: Civil Engineering is rated MARGINAL. Although all of the C-130J aircraft beddown facility requirements are funded, the additional projects to support Pope AFB and all of its tenants, transient aircraft, etc. are needed. The funding of these projects through normal MILCON channels will have an impact upon the support of the C-130J.

SATAF ACTION ITEM SUMMARY

FACILITIES
(Working Group)

ACTION ITEM	TITLE	SOURCE	OPR	SUSPENSE	REMARKS
CE-101	Adjust cost for Improve Hangar 6	43 AW/CEFT	43 AW/CES	CLOSED	Closed
CE-102	Adjust Flight Simulator FY and Size	HQ AMC/CEPR	43 AW/CECP	CLOSED	Closed
CE-103	Hangar – 1 Bay	HQ AMC/XPPI	43 CES/CECP	CLOSED	Closed
CE-104	Ramp Modification	HQ AMC/XPPI	HQ AMC/LG	CLOSED	Closed
CE-105	Infrastructure Cost	HQ AMC/CEPR	43 AW/CS	CLOSED	Closed
CE-106	Modular Replacement Center (MRC) for Engines	HQ AMC/XPPI	43 AW/CECP	CLOSED	Closed
CE-107	Ramp Security Lights	HQ AMC/CE	43 AW/CECP	CLOSED	Closed
CE-108	Capacity of Gas Lines	HQ AMC/CEPR	43 AW/CEOE	CLOSED	Closed
CE-109	Electrical Power Supply from Ft Bragg	HQ AMC/CEPR	43 AW/CEOE	CLOSED	Closed
CE-110	Facility Project List with Priorities and FY	HQ AMC/CEPR	43 AW/CECP	CLOSED	Closed

ACTION ITEM

NO: CE-101
DATE: 29 Jan 02
POC: Mr Garvin
ORGANIZATION: 43 CE/CEFT
PHONE: DSN: 424-4778
OPR: 43 AW/CES
OCR: HQ AMC/CE
SUSPENSE: CLOSED

TITLE: Adjust cost for Improvements to Hangar 6

1. PROBLEM/IMPACT STATEMENT: There is uncertainty as to whether overhead wet pipe system was included in the cost estimate for improving Hangar 6.

2. REQUIRED ACTION: Determine if cost estimate included overhead wet pipe system.

3. CURRENT ACTION/STATUS: CLOSED **DATE:** 30 Jan 02

4. PREVIOUS ACTIONS/STATUS: Original cost estimate included overhead wet pipe. No changes needed. Cost to ADAL Hangar 6 is \$2.7M. This hangar will also contain the Module Replacement Center (MRC), which cannot be located in Bldg 560.

ACTION ITEM

NO: CE-102
DATE: 29 Jan 02
POC: Mr Clark
ORGANIZATION: HQ AMC/CEPR
PHONE: DSN: 779-0767
OPR: 43 CE/CECP
OCR: HQ AMC/CE
SUSPENSE: N/A

TITLE: Adjust Flight Simulator FY and Size.

1. PROBLEM/IMPACT STATEMENT: Flight simulator is currently programmed in FY04 at 15,000 square feet. It has been moved to FY07 and correct size is 13,157 square feet.

2. REQUIRED ACTION: Change cost estimate to reflect FY07 correct size.

3. CURRENT ACTION/STATUS: CLOSED

DATE: 29 Jan 02

4. PREVIOUS ACTIONS/STATUS: Cost estimate for correct size in FY07 dollars is \$5.2 million.

CLOSED

ACTION ITEM

NO: CE-103

DATE: 29 Jan 02

POC: Capt Bennett

ORGANIZATION: HQ AMC/XPPI

PHONE: DSN: 779-2251

OPR: 43 CES/CECP

OCR: HQ AMC/XP

SUSPENSE: N/A

TITLE: 1 Bay Hangar cost estimate

1. PROBLEM/IMPACT STATEMENT: 1 Bay Hangar cost estimate is currently in FY04 dollars. It has been moved to FY07 execution year.

2. REQUIRED ACTION: Adjust cost estimate to reflect FY07 dollars.

3. CURRENT ACTION/STATUS: Closed

DATE: 29 Jan 02

4. PREVIOUS ACTION/STATUS: Cost estimate in FY07 dollars is \$8.3 million.

CLOSED

ACTION ITEM

NO: CE-104

DATE: 29 Jan 02

POC: Capt Bennett

ORGANIZATION: HQ AMC/XPPI

PHONE: DSN: 779-2251

OPR: HQ AMC/LGXR

OCR: HQ AMC/CEPR

SUSPENSE: CLOSED

TITLE: Ramp Modifications

1. PROBLEM/IMPACT STATEMENT: Ramp upgrades ROM are now \$1.2 million to and include filling in the grass ovals, re-striping, and aircraft tie downs. Additional ramp and taxiway repairs are not valid C-130J beddown requirements.

2. REQUIRED ACTION: LG/CE need to validate repaired repairs/improvements.

3. CURRENT ACTION/STATUS: CLOSED **DATE:** 29 Jan 02

4. PREVIOUS ACTIONS STATUS: Required repairs/improvements were validated at a ROM of \$1.2M.

CLOSED

ACTION ITEM

NO: CE-105

DATE: 29 Jan 02

POC: Mr Clark

ORGANIZATION: HQ AMC/CEPR

PHONE: DSN: 779-0767

OPR: 43 CS

OCR: HQ AMC/XP

SUSPENSE: N/A

TITLE: Infrastructure Cost Estimate

1. PROBLEM/IMPACT STATEMENT: Include Comm duct system cost in infrastructure project costs.

2. REQUIRED ACTION: Estimate cost for Comm duct system and include in infrastructure project cost estimate.

3. CURRENT ACTION/STATUS: CLOSED

DATE: 29 Jan 02

4. PREVIOUS ACTIONS/STATUS: Cost estimate for Comm duct system has been included in infrastructure project cost estimate.

ACTION ITEM

NO: CE-106

DATE: 29 Jan 02

POC: Capt Bennett

ORGANIZATION: HQ AMC/XPPI

PHONE: DSN: 779-2251

OPR: 43 CE/CECP

OCR: HQ AMC/XP

SUSPENSE: CLOSED

TITLE: Modular Replacement Center (MRC) for engines

1. PROBLEM/IMPACT STATEMENT: Both site surveys identified Bldg 560 as the location for the MRC. That Bldg does not have adequate space to support the MRC. A new location on base needs to be identified to support the MRC. The proposed consolidated maintenance facility could support the MRC, but that facility is not a C-130J requirement and is not currently programmed or funded.

2. REQUIRED ACTION: Base needs to determine location for MRC.

3. CURRENT ACTION/STATUS: Closed

DATE: 13 Feb 02

4. PREVIOUS ACTIONS/STATUS: The MRC will be located in Hangar 6, and is included in the ROM for the ADAL of the Hangar.

ACTION ITEM

NO: CE-107

DATE: 29 Jan 02

POC: Mr Clark

ORGANIZATION: HQ AMC/CEPR

PHONE: DSN: 779-0767

OPR: 43 CE/CECP

OCR: HQ AMC/XP

SUSPENSE: CLOSED

TITLE: Ramp Security Lights

1. PROBLEM/IMPACT STATEMENT: Programmed for replacement of one ramp light with construction of 2-bay hangar, but might be two lights.

2. REQUIRED ACTION: Confirm number of lights to move and adjust cost estimate accordingly.

3. CURRENT ACTION/STATUS: CLOSED **DATE:** 31 Jan 02

4. PREVIOUS ACTIONS/STATUS: Cost estimate has been adjusted to reflect two security lights.

CLOSED

ACTION ITEM

NO: CE-108

DATE: 31 Jan 02

POC: Mr. Clark

ORGANIZATION: HQ AMC/CEPR

PHONE: 779-0767

OPR: 43 AW/CEOE

OCR: N/A

SUSPENSE: CLOSED

TITLE: Capacity of gas lines.

PROBLEM/IMPACT STATEMENT: Does sufficient capacity exist in relatively new gas lines to support additional facilities on the industrial side of the base. ^{1.}

2. REQUIRED ACTION: Determine if sufficient capacity is available in the gas lines on the industrial side of the base.

3. CURRENT ACTION/STATUS: CLOSED **DATE:** 9 Apr 03

This action item has been transferred to SATAF II, POPI-CE-204

4. PREVIOUS ACTIONS/STATUS:

CLOSED

ACTION ITEM

NO: CE-109

DATE: 31 Jan 02

POC: Mr Clark

ORGANIZATION: HQ AMC/CEPR

PHONE: 779-0767

OPR: 43 AW/CEOE

OCR: N/A

SUSPENSE: CLOSED

TITLE: Electrical Power Supply form Ft Bragg

1. PROBLEM/IMPACT STATEMENT: Will enough power be available from the Ft Bragg electrical feeder that supplies Pope AFB?

2. REQUIRED ACTION: Pope CEO personnel need to coordinate our anticipated electrical load with Ft Bragg to insure that they will have the capacity to supply our anticipated needs.

3. CURRENT ACTION/STATUS: CLOSED

DATE: 9 Apr 03

This action item has been transferred to SATAF II, POPE-CE-204

4. PREVIOUS ACTIONS/STATUS:

ACTION ITEM

NO: CE-110
DATE: 31 Jan 02
POC: Mr Clark
ORGANIZATION: HQ AMC/CEPR
PHONE: 779-0767
OPR: 43 AW/CECP
OCR: N/A
SUSPENSE: CLOSED

TITLE: Facility Project List with Priorities and FY

1. PROBLEM/IMPACT STATEMENT: A list of facility projects that support only the C-130J was developed during past site surveys for weapon system funding. Prior to this SATAF, the base developed a list of facility projects that support the C-130J and others.

2. REQUIRED ACTION: Develop a list of projects, which combine those supporting only C-130Js and those supporting C-130Js and others that includes FY needed and priority. This will facilitate funding sourcing.

3. CURRENT ACTION/STATUS: CLOSED

DATE: 1 Feb 02

4. PREVIOUS ACTIONS/STATUS: This list details the facility working group's view of a prioritization of the C-130J validated requirements combined with the proposed projects that are not C-130-J-30 projects. The 43 AW will prioritize the non-validated projects in with their normal MILCON submission.

C-130J Validated Projects

- (1) MX Training Facility FY 04 (\$4.4M)
- (2) Flight Simulator FY07 (\$5.2M)
- (3) 2-Bay Hangar FY04 - (\$15.5M)
- (4) Hangar 6 FY06 - (\$2.5M)
- (5) 1 Bay Hangar FY07 - (\$8.3M)
- (6) Parking Ramp Upgrades FY04 - (\$1.2M)

Additional Projects that are not C-130J beddown requirements:

- (1) Improve Infrastructure – (costs unknown)
- (2) AGE Facility – (\$6.4M)
- (3) Consolidated 43 MXS Facility – (\$16.5M)
- (4) 3 APS Equipment Storage – (\$1.0M) note: This project was funded by TWCF after the SATAF.
- (5) Ramp and taxiway replacement – (costs unknown)

The 43 AW has requested an additional \$66.4M in MILCON projects, but these are not C-130J beddown requirements. The General Officer Steering Group forming at AMC HQ will address the facilities (expected to occur in Apr 2002).

MANPOWER WORKING GROUP MINUTES

1. Working Group Chairperson: MSgt Bret Aicher
james.aicher@scott.af.mil
 HQ AMC/XPMPD
 DSN: 779-3381
 DSN FAX: 576-XXXX

2. Working Group Members:

Rank/Name	Office	DSN	FAX	E-mail
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TSgt Steven Simon	43 AW/MO	424-1934	424-1548	<u>steven.simon@pope.af.mil</u>

3. OPERATIONS Agenda: The Manpower Working Group met with Operations to discuss manpower requirements for the proposed beddown of the C-130J squadrons at Pope AFB.

a. Attendees:

Rank/Name	Office	Phone	E-mail
Maj Andy Childers	43 OSS/OST	424-6234	<u>Andreas.childers@pope.af.mil</u>
Lt Col Pete Higgins	AMC/XPPI	779-3402	<u>Pete.Higgins@scott.af.mil</u>
SMSgt Tim Steffen	AMC/DOJ	779-3602	<u>Timothy.steffan@scott.af.mil</u>
Maj Otto Feather	AMC/DOJ	779-3595	<u>Paul.feather@scott.af.mil</u>
Gerald Pritt	314 AW/XP	731-2133	<u>Gerald.pritt@littlerock.af.mil</u>
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Kaye Pruit	AMC/DOR	779-3543	<u>Kaye.pruit@scott.af.mil</u>
MSgt Bret Aicher	AMC/XPM	779-3381	<u>James.Aicher@scott.af.mil</u>
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TSgt Steven Simon	43 AW/MO	394-1934	<u>Steven.simon@pope.af.mil</u>

b. Action Item Statistical Summary:

- (1) Action items opened: 2
- (2) Action items closed: 2
- (3) Total action items pending: 0

c. Discussion:

(1) Program Integration Office (PIO): A PIO will be established 24 months prior to the delivery of first C-130J and will remain on the UMD for 4-5 years. This office will be the wing POC for all C-130J beddown actions. The Pope PIO (see table below) will be structured similar to that of McGuire's PIO. Pope requests a CE representative within this office to facilitate the

many proposed infrastructure projects. AMC funding for these positions has yet to be determined. An action item has been opened.

TITLE	AFSC	GRADE
1 CHIEF PIO	011A3M	COL
2 DEPUTY (PILOT)	011A30	LT COL
3 OPS DIRECTOR (PILOT)	011A30	MAJ
4 ACFT MAI/MON	021A3	CAPT
5 CIVIL ENGINEER	032E3	CAPT
6 ACFT LOADMASTER SUPT	1A291	SMSGT
7 LOG SUPERINTENDENT	2A690	SMSGT
8 LOGISTICS MX MANAGER	2A571	MSGT
9 MX TRAINING/ COMPUTER REC.	3S271	MSGT
10 AEROSPACE PRP CRFTM	2A671A	TSGT
11 SUPPLY MANAGER	2S071	TSGT
12 LOG FACILITIES/BUDGET	6F071	TSGT
13 INFO MANAGER	3A051	SSGT

(2) On-loan workload: Pope expressed concerns with the reduction of navigators and flight engineers on how this will affect other workload that was being handled by on-loan personnel. An action item has been opened to review the results of the On-loan Program Study and how it affects Pope.

(3) Simulator contract oversight: A C-130J simulator is expected to arrive in FY09. Positions will need to be established to provide contract oversight.

(4) C-130J safety officer: Pope requests an additional safety officer (C-130J certified) while the C-130E is being swapped out with the C-130J. This position will be temporary until the C-130E is phased out.

(5) Crew ratio: The chances of the crew ratio changing from 2.0 are slim to none. Therefore, Pope needs to identify its manpower requirements in OSS for the positions currently performed by navigators and flight engineers. Identify any voids and then determine the best way to fill the void. Determine if military, civilian, or contractor can perform the duties. Identify what AFSC is appropriate. Pope and AMC agreed for planning purposes there would not be any reduction in OSS positions. AMC stated Pope needs to identify which positions in OSS are navigators and flight engineers and then determine what type of body would be able to perform those duties.

(6) Additional positions: Pope identified two new positions for training and mission planning required as a result of the conversion. AMC stated there is no rated growth and as such if they were to put these positions on the UMD they probably would never get filled. Pope agreed the training officer could be deleted based on AMC's statements that continuation training for the J-model would remain the same. The mission planning officer would not be needed if the mission planning requirements were similar to that of the E-model.

d. OPERATIONS Conclusion: Manpower is rated SATISFACTORY. There are no manpower issues to prevent the beddown of the C-130J.

4. LOGISTICS Agenda: The Manpower Working Group met with Logistics to discuss manpower requirements for the proposed beddown of the C-130J squadrons at Pope AFB.

a. Attendees: Refer to Logistics meeting minutes.

b. Action Item Statistical Summary:

(1) Action items opened: Refer to LG action items LG-123 and LG-128

(2) Action items closed: 0

(3) Total action items pending: 2

c. Discussion:

(1) AFETS requirements: Pope requests two AFETS manpower requirements to support the C-130J.

(2) AETC FTD manpower requirements: AETC FTD is requesting three additional personnel to support training Pope maintenance personnel on the C-130J. Logistics has opened an action item (LG-128).

(3) Maintenance LCOM: Logistics inquired as to when the "clock would start" in collecting C-130J maintenance data for application into the LCOM. They are concerned maintenance data will be collected before they are C-1 capable even though all aircraft for one squadron have been swapped out. Logistics has opened an action item (LG-123).

d. LOGISTICS Conclusion: Manpower is rated SATISFACTORY. There are no manpower issues to prevent the beddown of the C-130J.

ACTION ITEM

NO: XPM-101
DATE: 30 Jan 02
POC: MSgt Bret Aicher
ORGANIZATION: HQ AMC/XPMRM
PHONE: 779-3381
OPR: HQ AMC/XPMR
OCR: HQ AMC/DPA
SUSPENSE: CLOSED

TITLE: AMC On Loan Study

1. PROBLEM/IMPACT STATEMENT: What will be the effect of the C-130J model for On-Loan positions populated by the two airlift squadrons. With the loss of 56 navigators and 56 flight engineers, there will be fewer aircrew members available to populate these positions as well as OSS manning (UMD).

2. REQUIRED ACTION: Determine validity of additional full time pilot/loadmaster positions that could be added to the OSS UMD. Investigate possibility of permanent GS or contractor filling same positions.

3. CURRENT ACTION STATUS: CLOSED **DATE:** 3 Apr 03

No additional pilot or loadmaster positions will be added to the 43 OSS UMD as result of the C-130J replacing the C-130E. AMC completed an on-loan study in 2000. The result of this study added 5 funded positions to the 43 OSS. The following positions are on the UMD for on-loan:

04560741L 011A3K Civ
04560751L 012A3C Civ
04560761L 1C052 SSgt
04560771L 1C052 SSgt
04560781L 1C072 MSgt

4. PREVIOUS ACTIONS/STATUS:

ACTION ITEM

NO: XPM-102
DATE: 30 Jan 02
POC: MSgt Bret Aicher
ORGANIZATION: HQ AMC/XPMRM
PHONE: 779-3381
OPR: HQ AMC/XPMR
OCR:
SUSPENSE: CLOSED

TITLE: Program Integration Office

1. PROBLEM/IMPACT STATEMENT: What is the makeup and time for stand up of the Program Integration Office? What are their roles and responsibilities?

2. REQUIRED ACTION: Provide 43 A V/XP PIO make up and timeline.

3. CURRENT ACTION/STATUS: CLOSED **DATE:** 3 Apr 03

The PIO has been established on the UMD and is effective FY05 through FY08. Ten requirements were validated by HQ AMC functional. Breakout of the PIO is as follows:

04724451L Chief 011A3K Col
04724461L A/E Pilot C-130 011A3K Maj
04724531L Dev Engr-Gen Engr 032E3G Capt
04724501L Systems Manager 2A600 CMSgt
04724491L Loadmaster 1A271 MSgt
04724511L Propulsion 2A671B MSgt
04724521L Education & Trng 3S271 MSgt
04724471L Fin Mgt 6F071 TSgt
04724541L Div Engr-Gen Engr 032E3G Civ
04724461L Information Mgt 3A071 Civ

4. PREVIOUS ACTIONS/STATUS:

COMMUNICATIONS MINUTES

- 1. Working Group Chairperson:** Carole Casperson, GS-12
carole.Casperson@scott.af.mil
HQ AMC/SCXP
DSN: 779-5566
DSN FAX:

2. Working Group Members:

Rank/Name	Office	DSN	Email Address
Carole Casperson, GS-12	AMC/SCXP	779-5566	Carole.casperson@scott.af.mil
Scott Pickel, GS-13	38EIG/GP	884-7655	Scott.pickle@tinker.af.mil
Gerald Amos, SSgt	43 CS/SCXI	424-1861	Gerald.amos@pop.af.mil
Thomas Moore, A1C	43 CS/SCXC	424-1454	Thomas.moore@pop.af.mil
James Golden, MSgt	AMC/FMBO	779-2380	James.golden@scott.af.mil
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Stan Clark, GS-13	AMC/CEPR	779-0767	Stanford.clark@scott.af.mil
Josh Lyle, Lt	43 CE/CECP	424-4130	Joshua.lyle@pop.af.mil
Gray Linzel	43 CES/CECP	424-4071	Gray.linzal@pop.af.mil

3. Agenda:

- Review Requirements and 1391s
- Meet with Logistics Working Group to validate User Requirements
- Meet with Operations Working Group to validate User Requirements
- Meet with Civil Engineering Working Group to update 1391s
- Establish Action Items

4. Action Item Statistical Summary:

- a. Action items opened: 5
- b. Action items closed: 5
- c. Total action items pending: 0

5. Discussion: The Communications working group met to discuss and validate communications requirements for beddown of the C-130J aircraft at Pope AFB. It was also part

of the working group's goal to ensure communication requirements were part of the 1391 form for Civil Engineering. There were a number of additional facilities proposed by the 43 AW that were not addressed at either of the two previous site surveys and are outside the scope of the C-130J aircraft bed down. Funding for these facilities/projects will need to come from normal MILCON channels and real property maintenance (RPM). However, we discussed these projects and identified communications costs that would be required to support them. A fuselage trainer (FuT) and facility were discussed; the Operations Working Group found that there was no requirement for this FuT, and consequently no means to validate this facility being built on Pope. All communication-associated costs to this facility were dropped and will not appear on the final spreadsheets.

a. The planned facilities for the beddown include several logistics and operations facilities. The communication costs are included in the DD1391s for each of these facilities. The MILCON costs are included in the programmed facility costs.

b. There were consolidated meetings between the LG, CE, DO, and SC working groups. Communication's role in these meetings was to define the requirements and have them validated by both users and AMC Chairpersons. Once the requirements were defined and validated, they were recalculated and submitted to the base CE to update the 1391s. These requirements are all considered one-time beddown costs for the C-130J. The group broke down the requirements into 3 categories; MILCON, active communications (networking equipment), and end-user (computers, printers, etc). The end-user communication requirements, if not funded by the C-130J program, will be a user requirement to fund.

(1) AMC/FMBO addressed the group and said that if the requirement is directly linked to the C-130J beddown to include it under the C-130J model program.

(2) Lt Col Dougherty from Air Staff briefed that there is currently a 500K wedge for FY04 O&M funds. 43 CS/SCXI brought up the point whether that wedge should be moved to FY05 because there will be no requirement for O&M funds until after the facility is built. AMC/SCXP will address this to the C-130J PEM to see if funds can be shifted.

(3) The programmed facilities were discussed and both user and the AMC Chairperson validated the communications requirements. These requirements were considered justifiable by the working group due to the fact that the new C-130J aircraft training will be computer-based unlike the C-130E model. The communications requirements were broken down and updated on the DD form 1391.

c. The approved facility breakdowns are listed as follows:

(1) Bldg 560 was approved as a FY04 build

(a) FY04 MILCON: 124K (FO Cabling, Copper Cabling, Premise Wiring, & Intercom)

(b) FY05 O&M: Active Comm 53K (Network Equip & Wireless LAN)

(c) FY05 O&M: End User Comm 343K (Computers, Printers, Fax, Projector Equip, Smart Boards, & Telephones)

(2) 2 Bay Hangar approved for FY04 build

(a) FY04 MILCON: 285K (FO Cabling, Copper Cabling, Premise Wiring, & Intercom)

(b) FY06 O&M: Active Comm 53K (Network Equip & Wireless LAN)

(c) FY06 O&M: End User Comm 34K (Computers, Printers, Fax, Monitoring Equip, & Telephones)

(3) Hangar 6 was approved for FY06 build

(a) FY06 MILCON: 55K (FO Cabling, Copper Cabling, Premise Wiring)

(4) Flight simulator was approved for FY07 build

(a) FY07 MILCON: 125K (FO Cabling, Copper Cabling, Premise Wiring, & Siprnet)

(b) FY09 O&M: Active Comm 100K (Network Equip)

(c) FY09 O&M: End User Comm 105K (Computers, Printers, Fax, Projector Equip, STEs, & Telephones)

(5) 1 Bay Hangar was approved for FY06 build

(a) FY06 MILCON: 140K (FO Cabling, Copper Cabling, Premise Wiring, & Intercom)

(b) FY07 O&M: Active Comm 53K (Network Equip & Wireless LAN)

(c) FY07 O&M: End User Comm 19K (Computers, Printers, Fax, & Telephones)

d. The working group then discussed and validated communication requirements for facilities not related to the C-130J beddown. Although these facilities are not necessary to directly support the C-130J aircraft, requirements were defined and costed. At the advice of the AMC team lead these figures were not submitted to the AMC/XPR C-130J program manager.

(1) AGE MXS Facility

(a) MILCON: 137K (FO Cabling, Copper Cabling, Premise Wiring, & Intercom)

(b) O&M: Active Comm 53K (Network Equip & Wireless LAN)

(c) O&M: End User Comm 64K (Computers, Printers, Fax, & Telephones)

(2) Consolidated MXS Facility

(a) MILCON: 210K (FO Cabling, Copper Cabling, Premise Wiring, & Intercom)

(b) O&M: Active Comm 53K (Network Equip & Wireless LAN)

(c) O&M: End User Comm 59K (Computers, Printers, Fax, & Telephones)

(3) 3 APS Facility

(a) MILCON: 7K (Copper Cabling & Premise Wiring)

e. An infrastructure improvement project was discussed at length in the consolidated working groups meetings. The project was not discussed at either of the 2 previous site surveys. CE validated the project as necessary for Pope AFB even though it cannot be linked to the C-130J. Even though all the groups agreed that there is a definite infrastructure problem at Pope, it was pointed out that the requirement is not related to the C-130J beddown. The AMC team lead recommended that the Wing CE and AMC CE determine what amount of the \$16M project is attributed to the bed down. All groups agreed there was an infrastructure problem at Pope and it needs to be addressed before the beddown of the C130J-30 aircraft.

f. The status of the current J-Net telephone switch at Pope was then discussed. Currently, the switch is at near capacity and adding the communication requirements for the beddown would exceed the limitations of the switch. In order to have telephone connectivity at the new C-130J facilities, the base STEM introduced a solution. Installing a new Remote Intelligent Peripheral Equipment (RIPE), switch expansion cards, and building a new 20x20 communications room would be required totaling over a million dollars. An additional option to purchase an E-Net upgrade to the current J-Net switch was also introduced by the base STEM. The cost for the E-Net upgrade will be 800K. The E-Net option will also support all the programmed for the C-130J beddown as well as the additional facilities not tied to the C-130J bed down. The Communication working group discussed these options and agreed that the E-Net option is legitimate requirement for the beddown mission and requested an 800K wedge be put into the C-130J program for FY05. Comparison figures were provided by the STEM-B from the 38 EIG/GP.

(1) Expansion option will be more costly in the long run. The comparison for the two options is:

(a) Switch expansion option = 1.8M

Telephone Switch Expansion \$470K

Copper cabling to DCO \$160K

Premise Wiring \$250K

RIPE Equipment \$200K

(b) ENET option = 800K

6. Conclusion: The Communications working group met with users and AMC Chairpersons concerning communication requirements for the beddown of the C-130J aircraft. For our planning purposes all requirements were defined and validated by both users and the AMC Chairperson. Some requirements were added while others were deleted from the original cost estimates. The new figures were then turned over to the 43 CES/CEC personnel to update the 1391s. The communications switch shortfall was addressed and planned for accordingly. The working group agreed that the requirements were justifiable and should be submitted into the C-130J program as a one-time beddown costs. They are identified in the FY04-09 POM under an SC PEC, but are linked to the C-130J PEC as a cost to support that program. The communications-working group was satisfied that their objective was met.

SATF ACTION ITEM SUMMARY

COMMUNICATIONS

ACTION ITEM	TITLE	SOURCE	OPR	SUSPENSE	REMARKS
SC-101	Requirements for Logistic Facilities	AMC/SCXP	43 CS/SCXI	31 Jan 02	Closed
SC-102	Requirements for Operations Facilities	AMC/SCXP	43 CS/SCXI	31 Jan 02	Closed
SC-103	Update Communication Cost Estimate Spreadsheets	AMC/SCXP	43 CS/SCXI	31 Jan 02	Closed
SC-104	Update 1391s to reflect new communication requirements	43 CS/SCXC	AMC/SCXP	31 Jan 02	Closed
SC-105	Telephone Connectivity	43 CS/SCXI	AMC/SCXP	Jan 03	Closed

NO: SC-101
DATE: 29 Jan 02
POC: Carole Casperson
ORGANIZATION: HQ AMC/SCXP
PHONE: 779-5566
OPR: SSgt Amos, 43 CS/SCXI
OCR: 43 AW/LG and AMC/LG
SUSPENSE: CLOSED

TITLE: Requirements for Logistic Facilities

1. PROBLEM/IMPACT STATEMENT:

Determine the validity of additional comm. requirements presented by the 43LG communities to support the hoddown of the C-130J aircraft at Pope.

2. REQUIRED ACTION:

43 CS/SCXI will need to set up meetings with 43LG representatives in order to justify their communications requirements. Recalculate requirements costing and present to AMC/LG chairperson for verification.

3. CURRENT ACTION/STATUS: CLOSED

DATE: 30 Jan 02

Communication working group met with the AMC/LG chairperson and the 43LG representatives concerning their requirements for their respective C-130J facilities. The group believes all their requirements are now justified.

4. FOLLOW-UP ACTIONS/STATUS: CLOSED

DATE: 31 Jan 02

NO: SC-102
DATE: 29 Jan 02
POC: Carole Casperson
ORGANIZATION: HQ AMC/SCXI
PHONE: 779-5566
OPR: SSgt Amos, 43 CS/SCXI
OCR: 43 OSS/OST and AMC/DO
SUSPENSE: CLOSED

TITLE: Requirements for Operations Facilities

1. PROBLEM/IMPACT STATEMENT:

Determine the validity of additional comm requirements presented by the 43 OSS/OST community to support the beddown of the C-130J aircraft at Pope.

2. REQUIRED ACTION:

43 CS/SCXI will need to set up meetings with 43 OSS/OST representatives in order to justify their communications requirements. Recalculate requirements costing and present to AMC/DO chairperson for verification.

3. CURRENT ACTION/STATUS: CLOSED

DATE: 30 Jan 02

Communication working group met with the AMC/DO chairperson and the 43 OSS/OST representatives concerning their requirements for their respective C-130J facilities. The group believes all their requirements are now justified.

4. FOLLOW-UP ACTIONS/STATUS: CLOSED

DATE: 31 Jan 02

NO: SC-103
DATE: 29 Jan 02
POC: Carole Casperson
ORGANIZATION: HQ AMC/SCXP
PHONE: 779-5566
OPR: SSgt Amos, 43 CS/SCXI
OCR: N/A
SUSPENSE: CLOSED

TITLE: Update Communication Cost Estimate Spreadsheets

1. PROBLEM/IMPACT STATEMENT:

The existing communication cost estimate spreadsheets show the old communication requirements.

2. REQUIRED ACTION:

Validate new communications requirements gathered from consolidated working group meetings. Take validated requirements to working group chairperson for verification and acceptance of new requirements.

3. CURRENT ACTION/STATUS: CLOSED DATE: 31 Jan 02

Communication working group updated all the communication cost estimate spreadsheets to reflect the new cost estimates and received verification for respective chairpersons..

4. FOLLOW-UP ACTIONS/STATUS: CLOSED

DATE: 31 Jan 02

NO: SC-104
DATE: 30 Jan 02
POC: A1C Moore
ORGANIZATION: 43 CS/SCXC
PHONE: 779-5566
OPR: AMC/SCXP
OCR: 43 CE
SUSPENSE: CLOSED

TITLE: Update 1391s to reflect new communication requirements

1. PROBLEM/IMPACT STATEMENT:

The 1391s previously completed by 43 CE do not reflect the new communication cost estimates for MILCON, active communications, and user end requirements.

2. REQUIRED ACTION:

43 CS/SCXC will have to furnish the new communication cost estimates to 43 CE in order to have the new costs reflected in the 1391s.

3. CURRENT ACTION/STATUS: CLOSED

43 CS/SCXC gave new communication cost estimates to 43 CE, and 43 CE updated their 1391s.

DATE: 31 Jan 02

4. FOLLOW-UP ACTIONS/STATUS: CLOSED

DATE: 31 Jan 02

CLOSED

NO: SC-105
DATE: 31 Jan 02
POC: SSgt Gerald Amos
ORGANIZATION: 43 CS/SCXI
PHONE: 424-1861
OPR: AMC/SCXP
OCR:
SUSPENSE: CLOSED

TITLE: Telephone Connectivity

1. PROBLEM/IMPACT STATEMENT:

The remote switch terminal at Pope AFB is almost completely saturated. The addition of the new facilities from the C-130J project will over saturate the existing J-net telephone switch.

2. REQUIRED ACTION:

This action needs to be monitored to ensure funding. The switch is estimated at \$800K.

3. CURRENT ACTION/STATUS: CLOSED

DATE: 31 Jan 02

Communication costs are programmed using an SC PEC, but are linked to the C-130-J-30 program as costs to support that beddown.

4. FOLLOW-UP ACTIONS/STATUS: CLOSED

DATE: 31 Jan 02

HQ AMC/SCXP has to get more justification for J-net to E-net conversion. Make sure money is programmed for this requirement.

ANNEX A

PROGRAMMED C-130J FACILITIES LISTING FOR POPE AFB:

Facility	Site Survey ROM	SATAF ROM	Delta	FY
Maintenance Training Facility	\$3.9M	\$4.3M	\$0.4M	04
Module Replacement Center *	\$0.125M	0	\$-0.125M	
2-bay Hangar	\$14.8M	\$15.5M	\$0.7M	04
Renovate Hangar 6	\$1.6M	\$2.5M	\$0.9M	04
Parking Ramp Modifications	\$0.575M	\$1.2M	\$0.625M	04
WST Facility	\$3.5M	\$4.9M	\$1.4M	07
1-bay Hangar	\$8.0M	\$8.3M	\$0.3M	07
Total Cost	\$32.5	\$37.1M	+\$4.2M	

- MRC now sited in Hangar 6 and cost is included in ADAL of Hangar 6. The consolidated MX facility is not a C-130J proposed and programmed facility.

ANNEX B

FACILITIES NOT INCLUDED IN THE C-130J BEDDOWN PROGRAM

Facility	ROM
Roads/Utilities	Unknown
Ramp Repairs	Unknown
AGE Facility	\$6.4M
43 MXS Facility	\$16.5M