



DCN 5209



BRAC Analyst Visit

179th Airlift Wing Ohio National Guard Mansfield, Ohio

MG Greg Wayt
The Adjutant General

MG A.J. Feucht
The Assistant Adjutant General for Air

Col Mark Stephens
Commander 179th Airlift Wing

103-06A – RH7 – State Input (Ohio)
Regional Hearing – June 27, 2005 – Buffalo, NY
BRAC COMMISSION – FY 2005
COFF: _____ DISPOSITION: Permanent

Land to Expand → Fully Manned + → The Best People



BRAC Analyst Visit

Overview

- The Ohio Air National Guard
- Analysis Process and Areas of Emphasis
- Recruiting
- Col Mark Stephens
Commander, 179th Airlift Wing



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BRAC Analyst Visit

Ohio Air National Guard

5,043 Airmen

4 Wings, 7 Units

★ 4 Air Bases

○ 3 Geographic Separated Units



Joint Force Headquarters, Ohio

121st Air Refueling Wing (18 KC-135 Aircraft)

178th Fighter Wing (20 F-16 Aircraft)

179th Airlift Wing (8 C-130 Aircraft)

180th Fighter Wing (15 F-16 Aircraft)



Columbus

Columbus

Springfield

Mansfield

Toledo

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BRAC Analyst Visit

Ohio Air National Guard

5,043 Airmen
4 Wings, 7 Units

★ 4 Air

○ 3 Geog

**104% Assigned Strength
95% Retention
2nd Largest ANG State**



- 18th Airlift Wing (18 KC-135 Aircraft)
- 179th Airlift Wing (8 C-130 Aircraft)
- 180th Fighter Wing (15 F-16 Aircraft)

- Columbus
- Columbus
- Springfield
- Mansfield
- Toledo

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Air Force BRAC Criteria Development

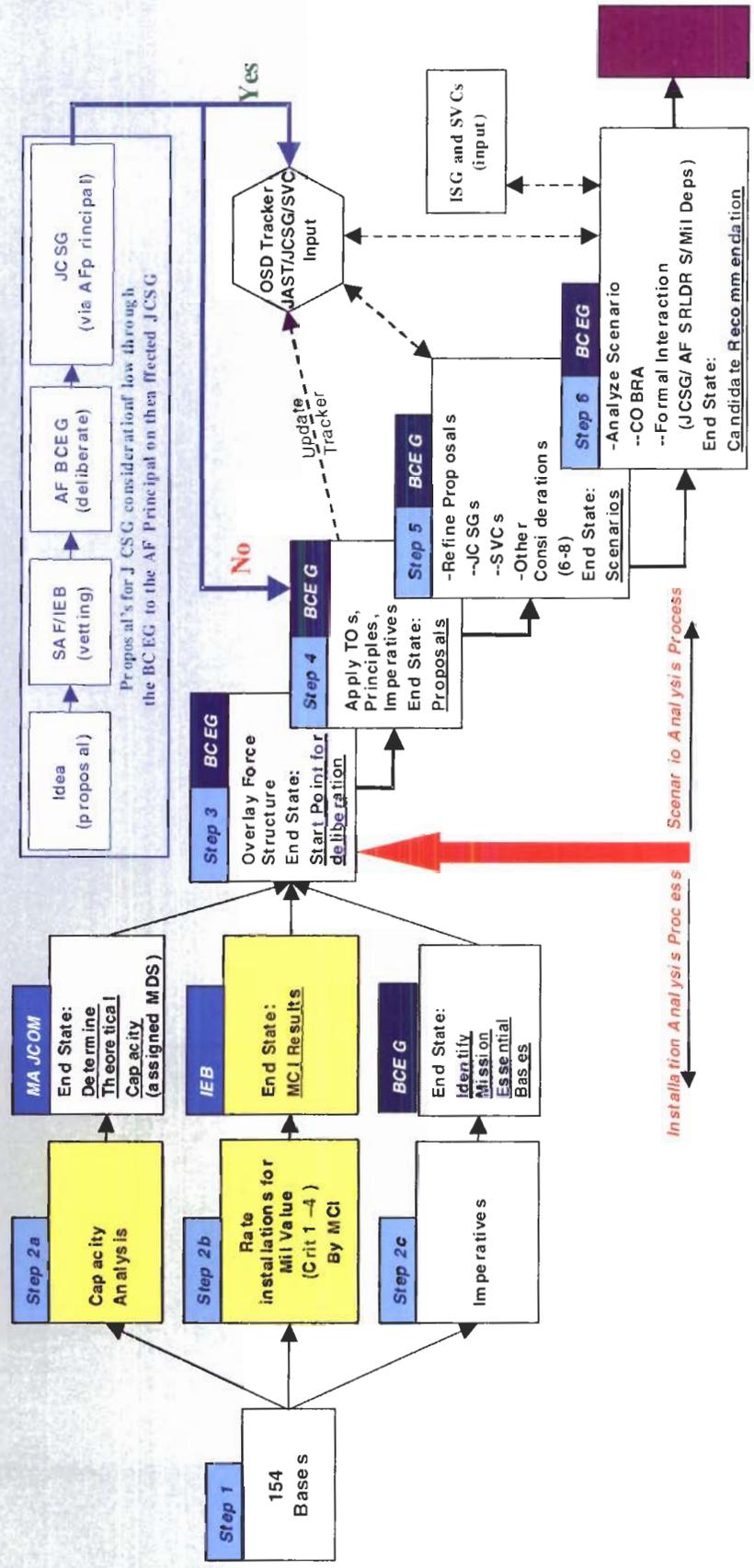
- One Air Force Criteria Fits All Components
 - Template is the same for Active, Guard, and Reserve
 - Army, Navy, and Marines Developed Separate Templates for Each Component
- No Adjutant General Input in the Development of the Air Force Criteria
 - The Adjutants General Participated in Army National Guard Criteria Development
- With More Effective Communication we would not be here today

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Air Force Analysis Process



Source: Dept. of Air Force Analysis & Recommendations, BRAC 2005 (Volume V, Part 1 of 2, Page 53)

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Mansfield Capacity Analysis

As of	30 Sep 2005	30 SEP 2011
Assigned Weapon System Type(s) (MDS)	C-130	C-130
Total PAA	8	8
# Flying Squadrons	1	1
Total Available Aircraft Parking spaces	8	8
Unused Aircraft Parking Spaces	0	0
Template used	C-130	
Standard PAA per squadron	**16	

** Questionable Conclusion Based on 12 PAA Option

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Estimated Cost to Robust

Template Used	C-130
Robust to Typical Squadron	
Precluding Factor	*Land
Major Construction	
Minor Construction	
Natural Infrastructure	
Other Procurement	
Planning & Design	
Total Cost to Robust	0.0

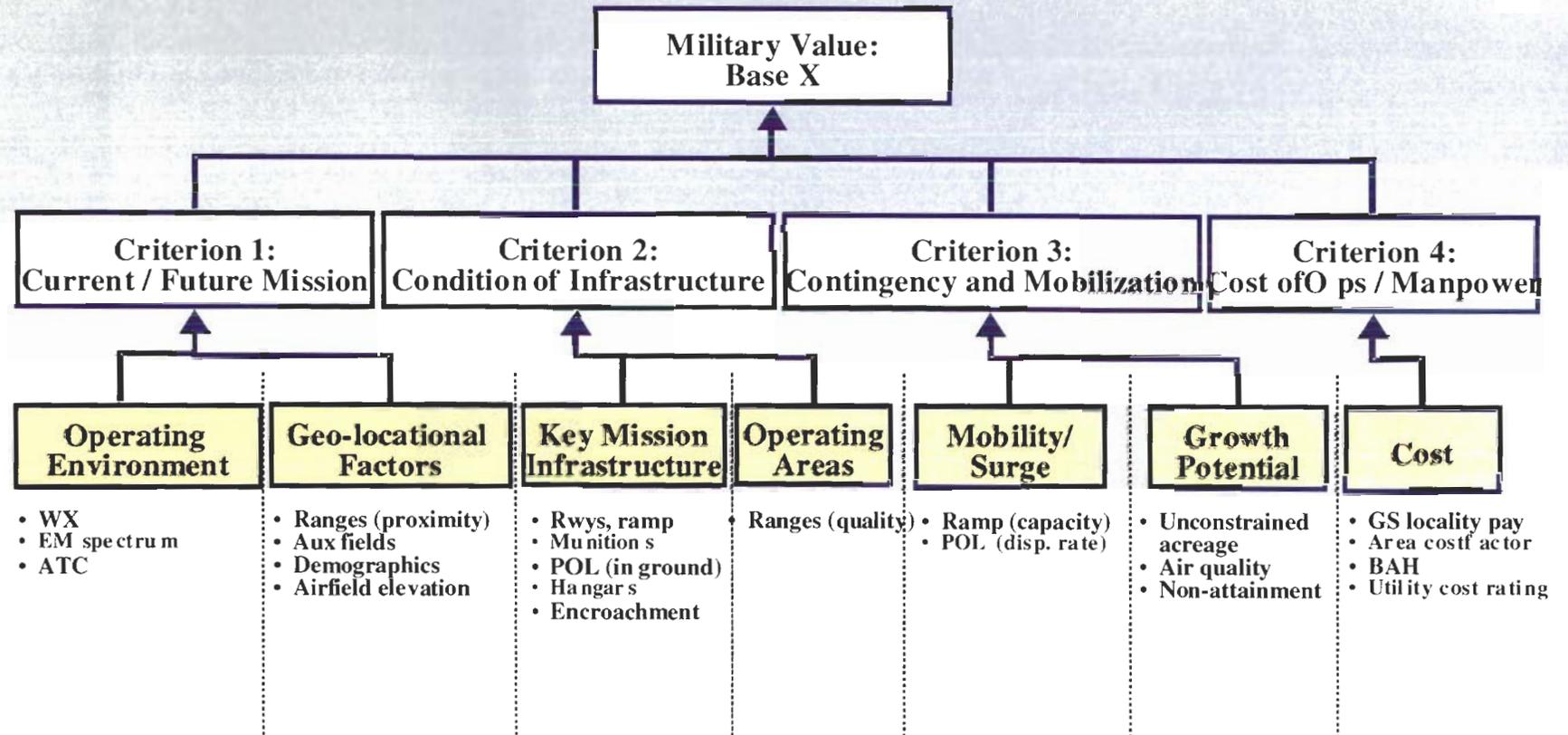
***Questionable Conclusion - Based on Air Force Criteria and the Factors that Restricted No to Low-Cost Land Acquisition**

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Air Force Military Value – Analytical Hierarchy



Source: Dept. of Air Force Analysis & Recommendations, BRAC 2005
(Volume V, Part 1 of 2, Page 47)

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Net Present Value (NPV) Comparison

(For Base Closures)

Active Air Force	**NPV
Cannon AFB	\$2.7B
Ellsworth AFB	\$1.9B
Grand Forks AFB	\$2.0B
Total	\$6.6B

Air National Guard

5 Bases to Close (Total NPV) **\$0.9B**

Mansfield to Close = \$86M NPV
= less than 10% of Total ANG NPV
= less than 1.5% of Total AF NPV

**NPV = 20 Year Savings

Data IAW COBRA

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Mansfield MCI Value - 119/154

Ranking	National Guard	Active Component	Air Force Reserves
Top 50	5	43	2
51-100	30	15	5
101-154	35	**14	5
Total	70	72	12

****All 14 are Non-Flying Bases**

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Mansfield MCI Value - 119/154

Rank	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
119	37.28	42.33	33.5	20.6	74.01

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1 DoD BRAC Principle – Recruit & Train

- DoD must **Attract**, Develop and **Retain** . . . **Reserve**, Civilian, and Contractor Personnel who are **Highly Skilled** and educated . . . to ensure current and future **Readiness** . . . and to **Respond** to Anticipated developments . . .
- DAF Analysis and Recommendations (pg. 46) stresses the importance of ARC Recruiting and Retention Demographics.
- However:
 - The BCEG notes, records, and analysis process do **NOT** mention this concept.
 - “**Rather than focus on Fungible Attributes like Assigned Personnel or Re-locatable Equipment and Forces, the military value Assessment stressed Installation Characteristics.**” General John P. Jumper, CSAF (Air Force Summary of Selection Process, Section 3, page 2)
 - “**The skills in those Guard units, which are world class—but we can Recreate them. We can Recreate those. And it just takes some time.**” (Michael Dominguez, Acting Secretary, USAF)
- **Trained, experienced, and loyal Airmen are our MOST valuable resource**

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Criterion 7 - Attributes

Department identified 10 community attributes:

- **Demographics**
- Child Care
- Cost Of Living
- Education
- Employment
- Housing
- Medical Providers
- Safety / Crime
- Transportation
- Utilities

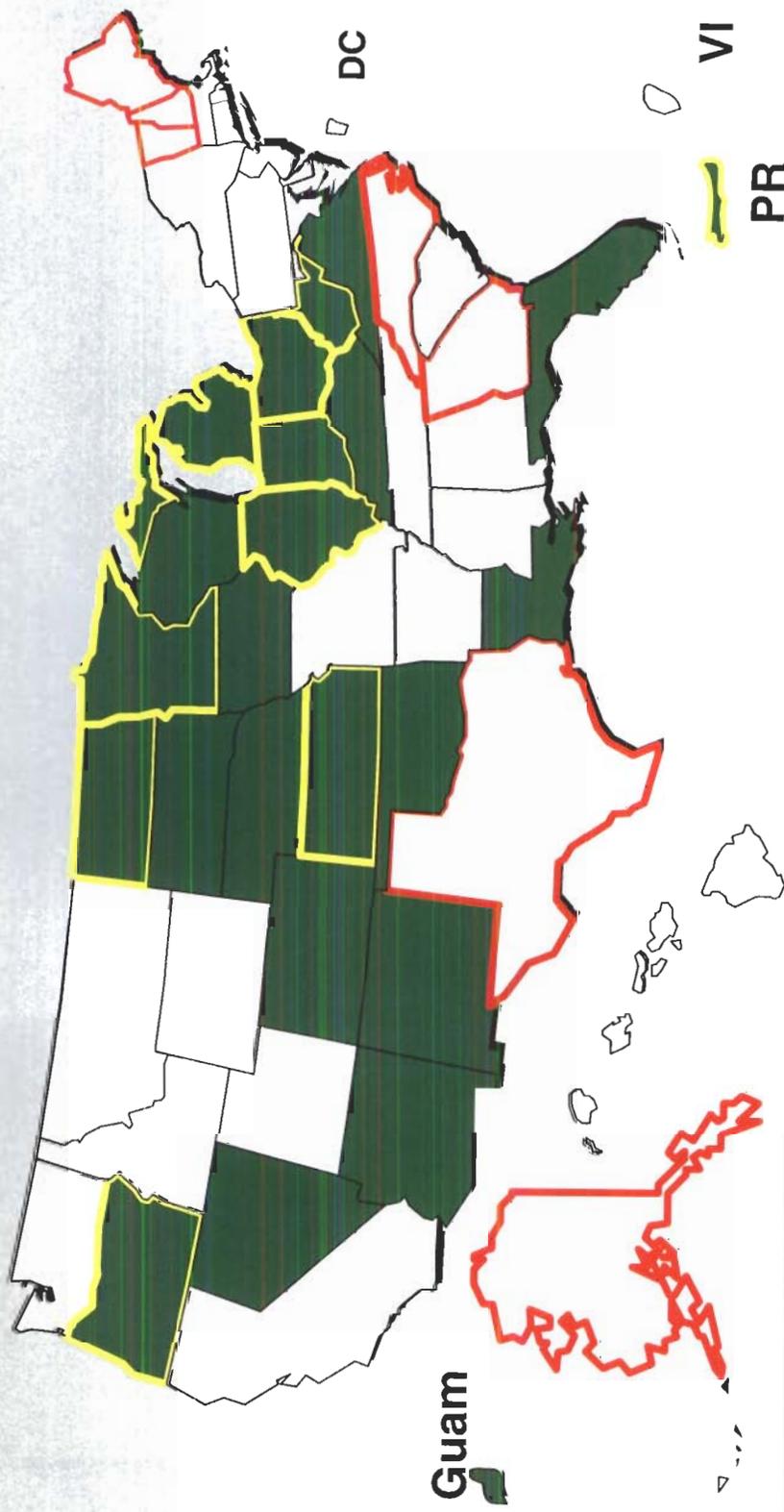
**Only Demographics Analysis is Applicable to the Air National Guard
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ANG Demographics

Military Value = Effective Recruiting and Retention



24 Green: => 96.7%

10 With Yellow Border = Losing Strength

30 White: <= 96.6%

7 With Red Border = Gaining Strength

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Summary

- BRAC's Purpose is Cost effectiveness and saving Tax Payers' Money
- Air Force BRAC Criteria is Partial to Active Duty Bases and Does Not Consider the ANG Business Case
- ANG is Penalized for Being Cost Effective, Right Sized, and Efficient Under Air Force BRAC Criteria
- Analysis with Accurate and Appropriate Measurement will Change Air Force BRAC Recommendations
- The BRAC Number One Principle of Effective Recruiting and Training Does Not Consider The ANG Trained Human Capital Loss

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179th Airlift Wing

Report to the BRAC Commission

14 June 2005

Colonel Mark L. Stephens

Commander



BRAC GOALS

- Support force transformation
- Rebase forces to address new threat, strategy, and force protection concerns
- Consolidate business-oriented support functions
- Promote joint and multi-Service basing
- Achieve savings

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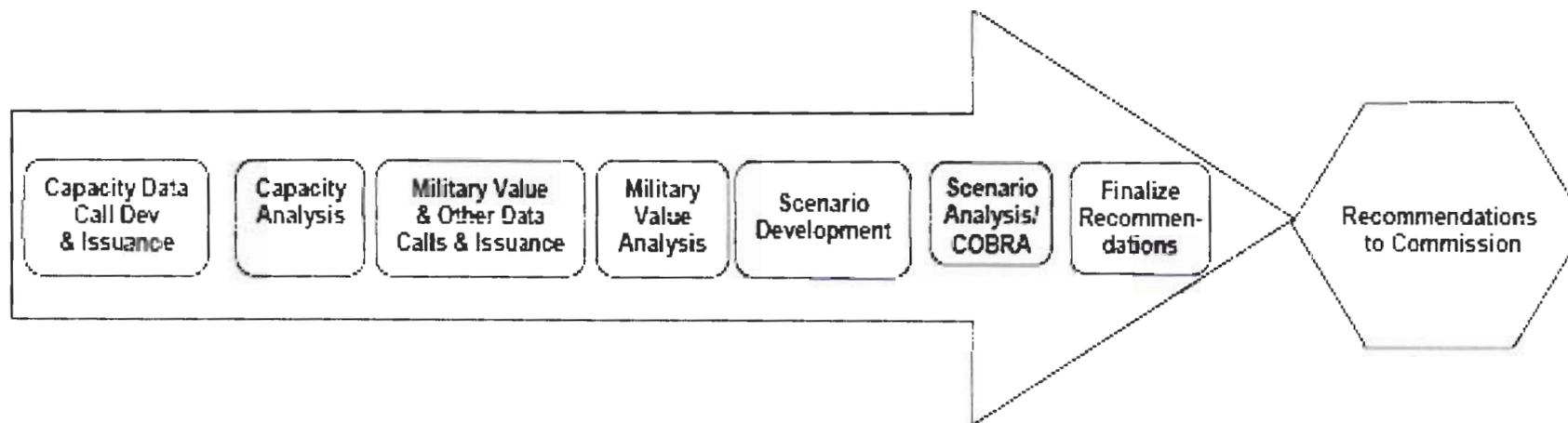
BRAC PRINCIPLES

- **Recruit and Train.** The Department must **attract, develop, and retain active, reserve, civilian, and contractor personnel who are highly skilled and educated** and have access to effective, diverse, and sustainable training space to ensure current and future readiness, to support advances in technology, and to respond to anticipated developments in joint and Service doctrine and tactics.
- **Quality of Life.** The Department must provide a quality of life, including a quality of workplace, that supports **recruitment**, learning, and training and **enhances retention**.
- **Organize.** The Department needs its force structure organized, equipped, and **located** to match the demands of the National Military Strategy. These forces must be **effectively and efficiently** supported by properly aligned headquarters and other DoD organizations and take advantage of opportunities for joint basing.
- **Equip.** The Department needs to retain, or make available within the private sector, research, development, acquisition, test, and evaluation capabilities. These functions must efficiently and effectively place superior technology in the hands of the warfighter to meet current and future threats and facilitate knowledge-enabled and net-centric warfare.
- **Supply, Service, and Maintain.** The Department needs access to logistical and industrial infrastructure capabilities that are optimally integrated into a skilled and cost efficient national industrial base that **provides agile** and responsive global support to operational forces.
- **Deploy & Employ (Operational).** The Department needs secure installations that are optimally located for mission accomplishment (including homeland defense); that support **power projection, rapid deployment, and expeditionary force requirements** for reach-back capability; that sustain the capability to mobilize and surge; and that ensure strategic redundancy.
- **Intelligence.** The Department needs intelligence capabilities to support the National Military Strategy by delivering predictive analyses, warning of impending crises, providing persistent surveillance of our most critical targets, and achieving horizontal integration of networks and databases.

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ANALYTICAL PROCESS



Key Aspects of Process

CAPACITY

Inventory

- What
- Where
- How Big
- Usage
- Surge

MILITARY VALUE

Selection Criteria 1 - 4

- What's important
- How to measure
- How to weight
- Rank order

SCENARIO DEVELOPMENT

- 20-year force structure plan
- Capacity Analysis
- Military Value Analysis
- Transformational ideas
- Guiding principles

SCENARIO ANALYSIS

- Selection Criterion 5 – Potential Costs & Savings (COBRA)
- Criteria 6, 7, 8 – Economic, Community, & Environmental Impacts

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SELECTION CRITERIA

Military Value

- (1) The current and future mission capabilities and the impact on operational readiness of the total force of the Department of Defense, including the impact on joint warfighting, training, and readiness.
- (2) The availability and condition of land, facilities, and associated airspace (including training areas suitable for maneuver by ground, naval, or air forces throughout a diversity of climate and terrain areas and staging areas for the use of the Armed Forces in homeland defense missions) at both existing and potential receiving locations.
- (3) The ability to accommodate contingency, mobilization, surge, and future total force requirements at both existing and potential receiving locations to support operations and training.
- (4) The cost of operations and the manpower implications.

Other Considerations

- (5) The extent and timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to exceed the costs.
- (6) The economic impact on existing communities in the vicinity of military installations.
- (7) The ability of the infrastructure of both the existing and potential receiving communities to support forces, missions, and personnel.
- (8) The environmental impact, including the impact of costs related to potential environmental restoration, waste management, and environmental compliance activities.

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AIR FORCE BRAC PROPOSAL

Outgoing

- Mansfield Lahm AGS (179th Airlift Wing) (ANG) will distribute its 8 C-130H aircraft to:
 - 4 PAA to the 908th Airlift Wing (AFRC), Maxwell AFB, AL
 - 4 PAA to 314th Airlift Wing, Little Rock AFB, AR

Manpower

Impact thru 2011
 Full Time -236
 Drill -914

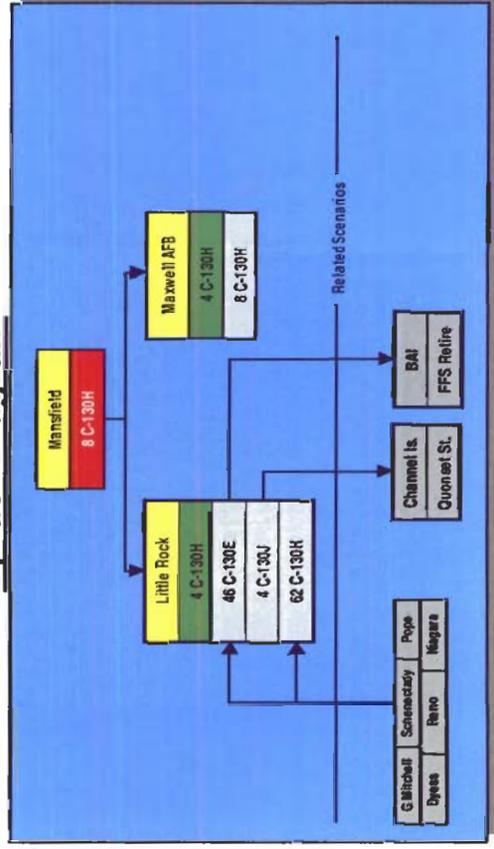
Candidate Recommendation (CR)

(Cost) / Savings

Initiating CR – Close Mansfield Lahm

One Time (Cost): (\$33M)
 2011 (Cost) / Savings: \$3M
 Annual Recurring (Cost) / Savings: \$9M
 Payback period: 3 yrs / 2011
 NPV (Cost) / Savings: \$86M

Spider Diagram



■ None

JCSG / JAST Actions

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KEY POINTS

- The Air Force BRAC analysis is **FLAWED**
- The Air Force analysis data contains significant **ERRORS**
- The 179 AW is characterized by excellence, efficiency, and superior manning; qualities **NOT CONSIDERED** in the Air Force BRAC process
- We are **RIGHT SIZED, COST EFFECTIVE** and **COMBAT PROVEN**, positioned to contribute to the Future Total Force

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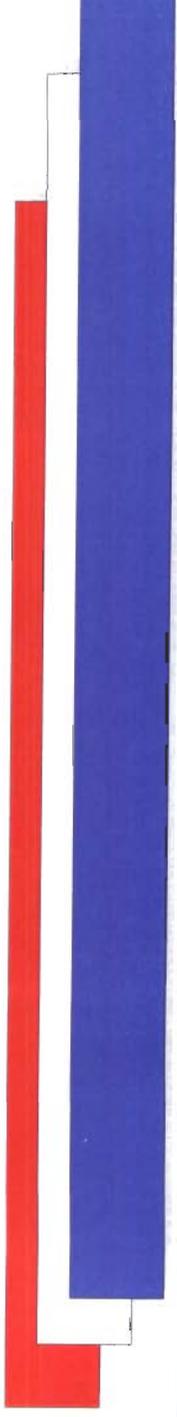


FROM THE **RED** TEAM

“...in many cases the Air Force is using BRAC only to move aircraft and gain MILCON funding rather than reducing excess infrastructure.”

- The BRAC Red Team, White Paper, 18 April 2005

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CAPACITY ANALYSIS

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FROM THE RED TEAM

“There is no consistency in approach taken in capacity analysis...USAF defines capacity based on the difference between actual squadron size and optimum squadron size.”

- The BRAC Red Team, White Paper, 11 March 2005



CAPACITY ANALYSIS **FLAW**

- BY AIR FORCE DIRECTIVE WE ARE RIGHT SIZED FOR THE DESIGNED OPERATION CAPABILITY OF 8 PRIMARY ASSIGNED AIRCRAFT (PAA)
- NO STUDY EXISTS TO VALIDATE OPTIMUM SQUADRON SIZE
- AIR FORCE PROCESS APPLIED A 16 AIRCRAFT TEMPLATE, PRECLUDING THE 179 AW FROM FURTHER CONSIDERATION
- OTHER SERVICES USED CAPACITY ANALYSES UNIQUE TO THE RESERVE COMPONENT

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CAPACITY ANALYSIS FLAW

As of	30 Sep 2005	30 SEP 2011
Assigned Weapon System Type(s) (MDS)	C-130	C-130
Total PAA	8	8
# Flying Squadrons	1	1
Total Available Aircraft Parking spaces	8	8
Unused Aircraft Parking Spaces	0	0

Template used	C-130
Standard PAA per squadron	**16

**** Questionable Conclusion Based on 12 PAA Option**

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CAPACITY ANALYSIS **FLAW**

LAND WAS THE PRECLUDING FACTOR IN AIR FORCE CAPACITY ANALYSIS OF MANSFIELD

- RIGHT SIZED FOR 8 AIRCRAFT DESIGNED OPERATION CAPABILITY STATEMENT
- WE WERE NEVER ASKED BY DOD IF WE HAD LAND FOR EXPANSION TO 12 AIRCRAFT
- LED TO EXCLUSION OF MANSFIELD FROM SCENARIO DEVELOPMENT

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CAPACITY ANALYSIS **FLAW**

Estimated Cost to Robust

Template Used	C-130
Robust to Typical Squadron	
Precluding Factor	*Land
Major Construction	
Minor Construction	
Natural Infrastructure	
Other Procurement	
Planning & Design	
Total Cost to Robust	0.0

***Questionable Conclusion - Based on Air Force Criteria and the Factors that Restricted No to Low-Cost Land Acquisition**

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CAPACITY ANALYSIS ERROR

JOINTNESS

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

JUST First Look 2 Dec 04

JAST #	SHORT TITLE	REMARKS	ADEQUATE AVERAGE USA (Y/N) (8 IN)	EXTENSATING CIRCUMSTANCES
A026	AFRC Marienburg, WV (Shepherd ANGB)	ArmyJCAF	AF OP3	
A043	AFRC Pease-Newington, NH	ArmyUSAF	ADMIN	
A045	AFRC Rapp, ND	ArmyUSAF	JNDET	Contingent upon proposal to move F-16s out of Fargo
A046	AFRC Mainstrom, MT	ArmyUSAF	AF OP3 202 JNDET (527)	
A049	AADF Will Rogers International Airport, OK	ArmyUSAF	AF OP3 4D JNDET	
A051	AFRC Tullahoma (Arnold AFB), TN	ArmyJCAF	ADMIN AF OP3 COMMUNITY IND OUT REC JNDET	
A052	AFRC Kingsley Falls, NY	ArmyJCAF	AF OP3	
A055	AFRC Kingsley Field ANGB, OR (Klamath Falls)	ArmyJCAF	AF OP3 ND	
A071	AFRC Mansfield, OH	ArmyJCAF	NO	Contingent upon proposal to move C-130s out of Mansfield Lahn
A079	7th SFG from Fort Bragg (HURLBURT AFB)	ArmyJCAF	ADMIN 50AF OP3 51 BARRACKS 35 COMMUNITY 40 FAW HOUSING 344 IND 55 MED 10 OUT REC 88 UNDET 423	
M001	Trsp Inst Rome, GA to Doobins	NavyUSAF	AF OP3 BARRACKS OUT REC TRNG AREA UNDET	
M004	Trsp Inst Tampa, FL to MDDII AFB	NavyUSAF	AF OP3 COMMUNITY IND MED UNDET	
AF01	Coastal Traffic Control Activities to Will Rogers World OK	ArmyNavyUSAF	AF OP3 20 ND (8 UNDET) 16	Previous HQA03

NOTE: These 25 of 93 are those that currently involve the USAF

OSD Tracker Contingent upon...

Integrity - Service - Excellence

JOINT ASSESSMENT SCENARIO TEAM (JAST) FIRST LOOK USED "NO BUILDABLE LAND TO RULE OUT JOINT ARMY MISSIONS!"

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CAPACITY ANALYSIS **ERROR**



RIGHT SIZED WITH ROOM TO GROW



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CAPACITY ANALYSIS **ERROR**

12 PAA RAMP
C-130/ C-17 ASSAULT ZONE/TAXIWAY
MAINTENANCE FACILITY ADDITION



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CAPACITY ANALYSIS ERROR

MANSFIELD 12 PAA BEDDOWN COST

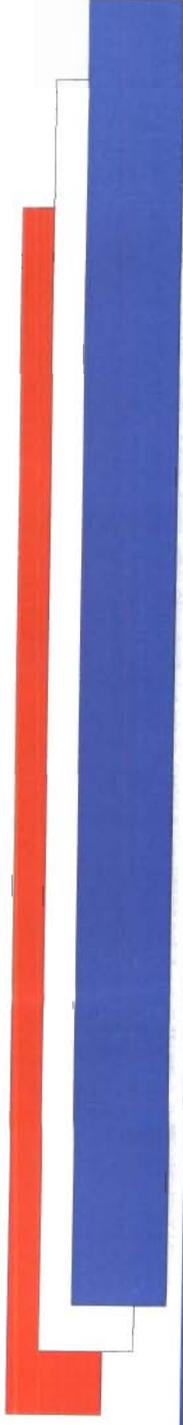
- New apron \$ 4.0M*
- New taxiway \$ 4.5M*
- Additional maintenance area \$ 5.2M*
- GRAND TOTAL: \$13.7M

Cost at Maxwell ALONE to gain 4 aircraft

is \$15.9 MILLION!

* Based on BRAC, COBRA costs

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MILITARY VALUE

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FROM THE RED TEAM

“There is no consistency in approach taken in military value analysis:

- USAF does military value analysis by platform rather than by installation mission or function.
- USA did not calculate military value of Guard and Reserve or perform COBRA analysis on them.”

- The BRAC Red Team, White Paper, 11 March 2005

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MILITARY VALUE **FLAW** - PERSONNEL

- The **VALUE** of on-board **PERSONNEL** was **not considered**
- **HOMELAND SECURITY** missions were **not considered**

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MILITARY VALUE **FLAW** - PERSONNEL

Investment in High Value Aircrew Qualifications and Experience

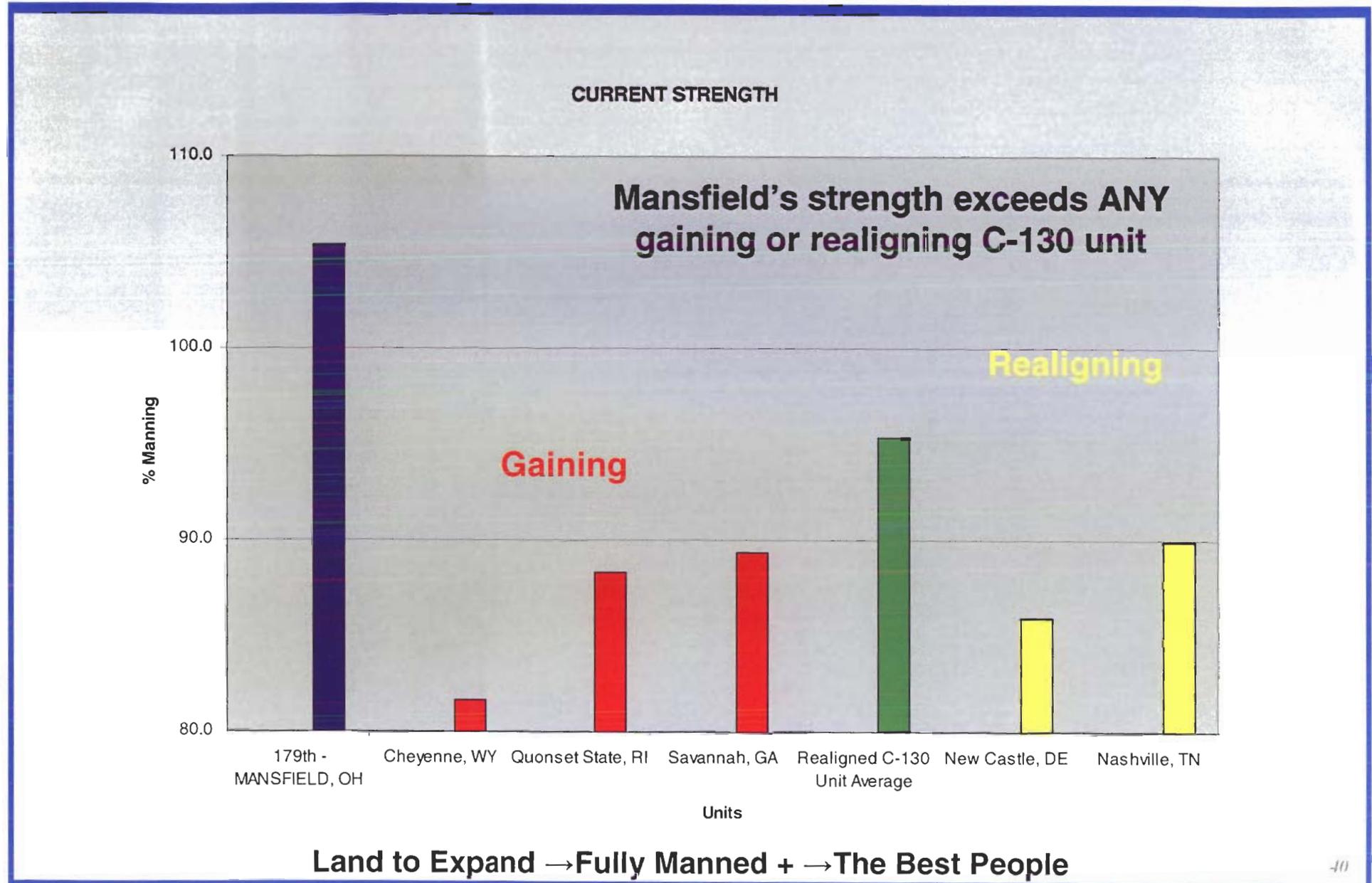
NOT CONSIDERED

- ✓ Our Aircrews are highly experienced with an average of 16 years Military Aviation Experience
- ✓ Over 4,000 C-130 combat hours flown throughout the CENTCOM in support of OIF/OEF
- ✓ ALL Mansfield Aircrew members have flown combat sorties within the CENTCOM AOR – 116 receiving Air Medals
- ✓ ALL Mansfield Aircrew members maintain the unique Adverse Weather Aerial Delivery System qualification critical to airdrop missions worldwide – employed repeatedly in OIF/OEF

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MILITARY VALUE **FLAW** - PERSONNEL





MILITARY VALUE **FLAW** - PERSONNEL



VIOLATES:

- BRAC Recruit and Train Principle

An ANG Crew Chief works on the same aircraft for their entire career.
– Priceless!

Status	Airlift Wing HQ	Operations Group	Mission Support, Medical Groups	Maintenance Group
FULL-TIME	20.2 (303)	22.3 (534)	17.6 (1901)	19.0 (1748)
TRADITIONAL	13.5 (473)	13.9 (1081)	10.0 (4580)	10.0 (1330)
Total	15.5 (776)	15.8 (1615)	11.5 (6481)	13.7 (3078)

WING: 12.6 Years Average, 11,950 Total Years

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MILITARY VALUE **FLAW** - PERSONNEL



VIOLATES:

- BRAC Recruit and Train, Organize Principle

2001		
	Operations Supported	Coronet Oak, Deep Freeze, Noble Eagle
	Participating units	Airlift Squadron, Medical Squadron, Logistics Support, Airlift Squadron, Aerial Port Squadron
	Days served	13,842
2002		
	Operations Supported	Southern Watch, Deep Freeze, Noble Eagle, Israeli support, Enduring Freedom, Joint Forge, Northern Watch
	Participating units	Aircraft maintenance, Aerial Port, Logistics Support, Civil engineering squadron, Services
	Days served	56,912

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MILITARY VALUE **FLAW** - PERSONNEL



VIOLATES:

- BRAC Recruit and Train, Organize Principle

2003		
	Operations Supported	Deep Freeze, Enduring Freedom, Iraqi Freedom, Israeli Support
	Participating units	Aircraft Operations, Aircraft Maintenance, Aerial Port, Logistics Support, Civil engineering squadron, Services, Intelligence
	Days served	35,971
2004		
	Operations Supported	Deep Freeze, Enduring Freedom, Iraqi Freedom
	Participating units	Aircraft Operations, Aircraft Maintenance, Aerial Port, Logistics Support, Intelligence
	Days served	64,052

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MILITARY VALUE **FLAW** - PERSONNEL



Combat Aerial Operations Totals for OEF and OIF:

	<i>HOURS</i>	<i>SORTIES</i>	<i>PAX</i>	<i>CARGO TONS</i>
OIF AL JABER	1,219.3	878	9,735	1287.2
OIF TALLIL, AL SALEM, AL UDIED	1,839.4	1,222	19,755	2,429
OEF AL SALEM, AL UDIED, CURRENT AOR	898.6	550	5490	1852.6
TOTALS	3957.3	2650	34980	5568.8

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MILITARY VALUE **FLAW** - PERSONNEL



Recognized Superior Performance

Year	Inspection/Award	Reason or Results
2005	ESOH CAMP Inspection	Outstanding – Best Seen in ANG*
2004	Health Services Inspection (HSI)	Excellent
2003	SAME ANG Goddard Medal Award	Outstanding ANG Civil Engineer NCO
2002	SAME ANG Goddard Medal Award	Outstanding ANG Civil Engineer NCO
2002	CMSgt Edward Wilbert Award	Outstanding Fire Department
2002	James D. Weaver Award	Outstanding FT Medical Technician
2002	ANG Env. Quality Awd. for Recycling	Best ANG Recycling Program
2002	ANG Services Flt of the Year	Superior Performance
2002	Initial Readiness Inspection	Excellent
2002	Unit Compliance Inspection	Excellent
2002	Aircrew Stan/Eval Inspection	Excellent

* Came less than 1 week after 13 May BRAC Announcement

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MILITARY VALUE **FLAW** - PERSONNEL



Year	Inspection/Award	Reason or Results
2002	ANG Laboratory Tech of the Year	Outstanding Performance
2002	ANG Pharmacy Tech of the Year	Outstanding Performance
2001	AF Outstanding Unit Award	Outstanding Performance
2001	ANG Metcalf Trophy	Outstanding Mission Accomplishment
2000	Tappan Award	Outstanding Ohio Flying Unit
2000	EORI @ Ramstein AB, GE	Top rating
2000	Health Services Inspection	Highest Air Force rating (97)
2000	IG Exercise (IGX)	Top rating
2000	ANG Aircraft Maintenance Excellence Award	Outstanding Performance
1999	Tappan Award	Outstanding Ohio Flying Unit

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MILITARY VALUE **FLAW** - PERSONNEL



VIOLATES:

- BRAC Recruit and Train Principle

Highly Skilled Enlisted Force.

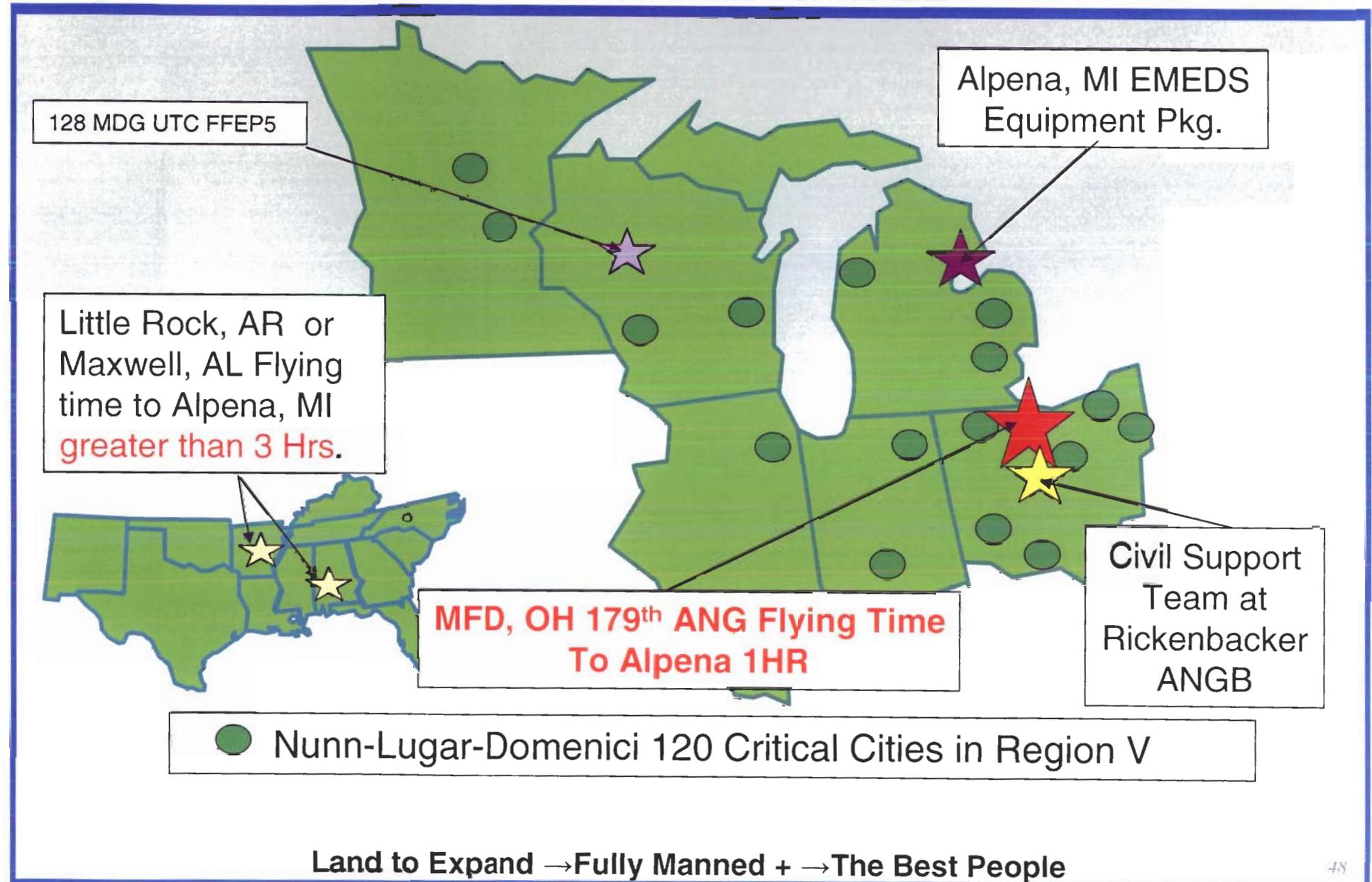
% of Total Force @ 5, 7, or 9 Skill Level

Airlift Wing & Operations Group	Mission Support & Medical Groups	Maintenance Group	Wing Totals
90.4%	78.5%	82.7%	80.9%

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MILITARY VALUE **FLAW** – HOMELAND SECURITY





MILITARY VALUE **FLAW** – HOMELAND SECURITY



The 179th AW includes Vital and Scarce Medical Professionals

- Orthopedic Surgeon
- Anesthesiologist
- Emergency Medicine Specialist
- Nurse Anesthetist
- Operating Room Nurses

Lost to ANG?

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MILITARY VALUE ERROR

1. Current/Future Mission

- **1- Operating Environment**

1242- ATC Restrictions to Operations

- Little Rock AFB would have a large amount of air traffic
 - 100+ C130s sharing one runway
 - A major airport within 15 miles
- Mansfield ANGB has a low amount of air traffic
 - There are two available runways
 - There are NO traffic delays
 - There are NO major airports within 50 miles

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MILITARY VALUE ERROR

VIOLATES:

- BRAC Deploy and Employ Principle

Mansfield's Airspace is Virtually Ours to Use!

- NO Competing Commercial or Regularly Scheduled Private Carriers
- NO Airspace Flow Control Problems Compared To Other Gaining Airports

Airport	Air Operations 2004 Totals
Mansfield (MFD)	35,009
Little Rock (LRF)	111,001
Louisville (SDF)	165,589
Charlotte (CLT)	467,676
Minn-St.Paul (MSP)	540,727



MILITARY VALUE ERROR

1. Current/Future Mission

- **2 - Geo-locational Factors**

1246 - Proximity to low level routes

- Irrelevant question for Airlift – Instrument Routes/Visual Routes not used
- Slow Routes are the only routes used by the Airlift Community

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MILITARY VALUE ERROR

1. Current/Future Mission

- **2 - Geo-locational Factors**

1248 - Proximity to DZ/LZ

1249 – Airspace Associated with DZ/LZ

- **Mansfield EFFICIENTLY shares nine DZ's and one LZ with five other ARC units**
- Questions biased against ANG due to small, efficient footprint and cost effectiveness of ANG Community Basing
- Two questions are “double jeopardy”, providing the same analysis tool twice, encompassing 23.02 points out of 100
- Large number of DZ/LZ's in close proximity to several Active Duty bases precluded a level playing field with ANG

Base	DZ's	LZ's (within 150nm)
- Pope	31	3
- Maxwell	22	1
- Little Rock	8	2
- Dyess	4	0

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MILITARY VALUE ERROR



2. Condition of Infrastructure

- **3 - Key Mission Infrastructure**
 - 1 - Fuel Hydrant System**
 - **Per ANGH 32-1084** (Authorized ANG Infrastructure Guidance) a hydrant system is only required for a total tank capacity of 20k gallons, C-130 holds 9k gallons
 - System is not specifically authorized for any bases in ANG unless they have C-17, C-5, or KC-135 aircraft
 - Question should not be weighted for C-130
 - ANG bases are penalized for their efficiency and holding to regulation
 - **Mansfield is correctly equipped to handle 12 C-130 PAA**



MILITARY VALUE ERROR



2. Condition of Infrastructure

- **3 - Key Mission Infrastructure**

- **8 - Ramp Area and Serviceability**

- **Per ANGH 32-1084 (Authorized ANG Infrastructure Guidance)**

- 8 PAI C-130 authorized 52,730 s.y. of apron
- 12 PAI C-130 authorized 87,875 s.y. of apron

- No points given in this category unless > 137,000 s.y. of apron
- Bias against correct sized and efficient ANG bases
- **Mansfield is equipped to handle 8 PAA, and has room to expand to 12 PAA**



MILITARY VALUE ERROR

2. Condition of Infrastructure

- 3 - Key Mission Infrastructure
- 9 - Runway Dimensions and Serviceability

- Air Force model does not allow credit for more than one runway
- This is a critical flaw in the model as only one runway (e.g. Little Rock) significantly hampers Operational flexibility
- **Mansfield's TWO runways provide this flexibility**



MILITARY VALUE - NOT CONSIDERED



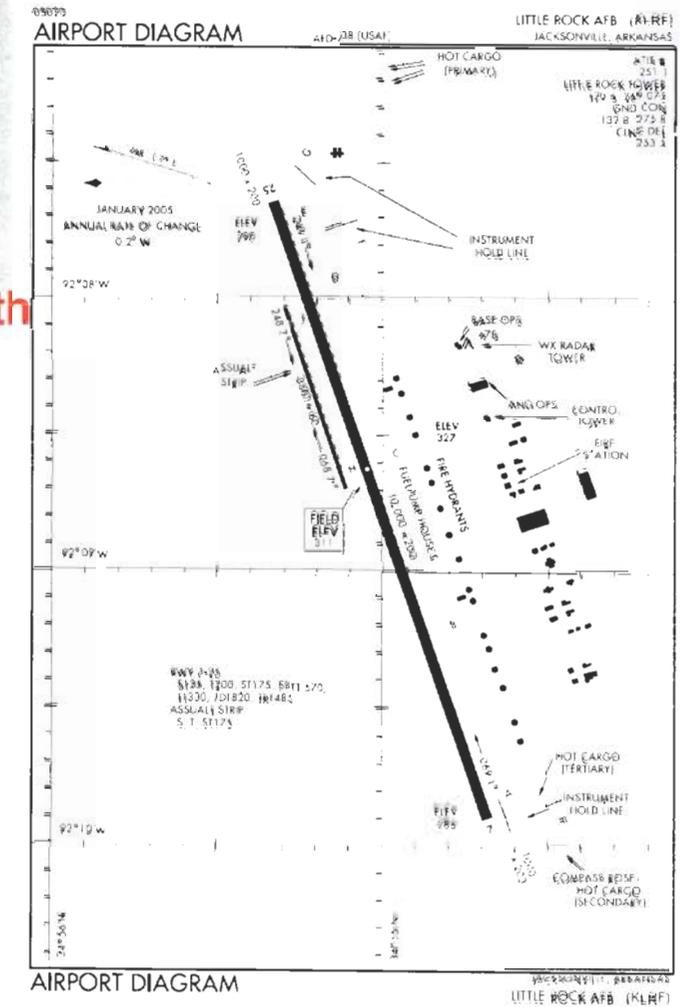
VIOLATES:

- BRAC Deploy and Employ Principle

- Little Rock Airfield Must Support 116 aircraft with ONE runway.

- Operations can be shut down decisively by:
 - Aircraft accident
 - FOD Incident
 - Terrorist Attack
 - Wildlife Incident
 - Weather Emergency

- Mansfield boasts two runways (9000' and 7000')



Land to Expand → Fully Manned + → The Best People

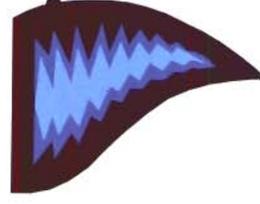


MILITARY VALUE – NOT CONSIDERED



1. Current/Future Mission

- **1- Operating Environment**
 - 1271- Prevailing Installation Weather Conditions
 - **Extreme** severe weather was not considered
 - Tornado – Plains states
 - Hurricanes – Coastal areas
 - Flooding – Low lying areas, e.g. New Orleans
 - Earthquakes – West coast



Pulaski County, Arkansas (home of Little Rock AFB) averages **63** tornados in just over 50 years

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MILITARY VALUE - NOT CONSIDERED

“Elements of the U.S. national infrastructure are vulnerable to catastrophic attack...The continuing illicit proliferation of WMD technology and expertise make contending with catastrophic challenges an enduring necessity. A single catastrophic attack against the United States is an unacceptable prospect...”

-DOD BRAC, Vol I, Part 1 of 2: Results and Process, Page 9

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MILITARY VALUE - NOT CONSIDERED



VIOLATES:

- BRAC Deploy and Employ Principle



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MILITARY VALUE ERROR

3. Contingency, Mobilization, Future Force

- 5 – Mobility/Surge
1214 – Fuel Dispensing Rate to Support Mobility and Surge
 - Question biased against ANG and irrelevant to their mission of Homeland Defense and augmenting the active duty force
 - ANG Bases would never serve as AEF launch point for a major overseas deployments
 - Per ANGH 32-1084 total fuel storage requirements for C130 aircraft is 100,000 gallons
 - Mansfield correctly sized with 100,000 gallon capacity for 8 to 10 PAA
 - No properly equipped ANG unit could handle 12PAA without modifications

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MILITARY VALUE ERROR

3. Contingency, Mobilization, Future Force

- 5 – Mobility/Surge

- 1241 – Ability to Support Large-Scale Mobility Deployment

- Question asks for MOG based on *transient* parking, however per **ANGH 32-1084 transient aircraft parking is not authorized unless specifically exempted on ANG bases**



MILITARY VALUE ERROR



3. Contingency, Mobilization, Future Force

- 5 – Growth Potential

- 1205.1 – Buildable acres for Indust. Operations Growth

- 1205.2 – Buildable acres for Air Operations Growth

- Questions biased against Community Based ANG bases
 - Only land under current lease was considered in analysis
 - ANG Bases have capability to acquire more land with simple concurrence of the Air Force and City or Port authority (Generally at no cost)
 - **Mansfield has 161 acre available NOW for \$1**

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Criteria #5

COBRA

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AIR FORCE COBRA FLAW



- Based on Active Duty business model including concept of “fungible” personnel
- Army and Navy used separate models for Active Duty and Reserve Components
- Did not consider State Employees, Contractors, or Guardsmen and their training costs



COBRA **ERROR** - PERSONNEL

VIOLATES:

- BRAC Organize Principle

Cost of qualified ANG Force is a FRACTION of the Active Duty equivalent:

Annual Manpower Cost based on 1,021 member unit

An Active Duty Unit \$ 80,452,145

ANG Unit \$ 25,672,273

Difference: \$ 54,779,872

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COBRA **ERROR** - PERSONNEL



VIOLATES:

- BRAC Recruit and Train, Organize Principle

Training Investment at Mansfield:

Operations and Maintenance	\$ 184,414,895
Expeditionary Combat Support	<u>\$ 29,571,535</u>
TOTAL	\$ 213,986,430

* Does not include costs associated with aircraft conversions at gaining locations

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COBRA ERROR - PERSONNEL

VIOLATES:

- BRAC Recruit and Train, Organize Principle

Not included in COBRA – Cost of Training and the conversion of 8 current Aircraft at Maxwell AFB!

Maintenance and Ops Training	\$ 26,588,519
Aircraft Upgrades (8 aircraft)	<u>\$ 14,631,544</u>
TOTAL	\$ 41,220,063

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COST TO CLOSE MANSFIELD

Costs	2005	2025 NPV
Non-Recurring		
- Training Investment	\$202,293,793	\$202,293,793
- Aircraft Conversion and Training Costs (Maxwell Only)	\$41,220,063	\$41,220,063
Recurring		
- Manpower Differential (AD vs. ANG)	\$54,779,872	\$615,699,999
Actual Costs	\$298,293,728	\$859,213,855
NPV Savings Stated in BRAC Proposal		\$86,000,000
AF BRAC MISCALCULATION		\$773,213,855

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COBRA NOT CONSIDERED

NEGATIVE RETURN ON INVESTMENT

Toledo	\$ 0.3M
Louisville	\$ 0.6M
Little Rock AFB	\$ 4.8M
<u>Maxwell</u>	<u>\$15.9M</u>
Total For Move	\$21.6M
Mansfield @ 12 PAA	<u>\$13.7M</u>
RETURN	\$ -7.9M

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COMMUNITY INFRASTRUCTURE

Land to Expand → Fully Manned + → The Best People



COMMUNITY INFRASTRUCTURE

Assessment Flaws

VIOLATES:

- BRAC Recruit and Train Principle

9 of 10 Community Attributes **not applicable** to ANG units

Child Care

Cost of Living

Education

Employment

Housing

Medical Care

Safety/Crime

Transportation

Utilities

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COMMUNITY INFRASTRUCTURE - **FLAW**



VIOLATES:

- BRAC Recruit and Train Principle

The unique community based characteristics of the Air National Guard to attract and retain highly qualified personnel, were ignored. **The Air Force considers people “fungible.”**

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COMMUNITY INFRASTRUCTURE - NOT CONSIDERED



VIOLATES:

- BRAC Recruit and Train Principle

- **1260 Ohio ANG** positions **LOST**, with all units over 100% manned where do these people go?
- **Violates BRAC Principle Recruit and Train:**
Better meet the needs of the Air Force by maintaining/placing ARC units in locations that best meet the demographics and mission requirements unique to the ARC

- Dept of Air Force Analysis of BRAC 2005, Vol 5 part 1, page 12

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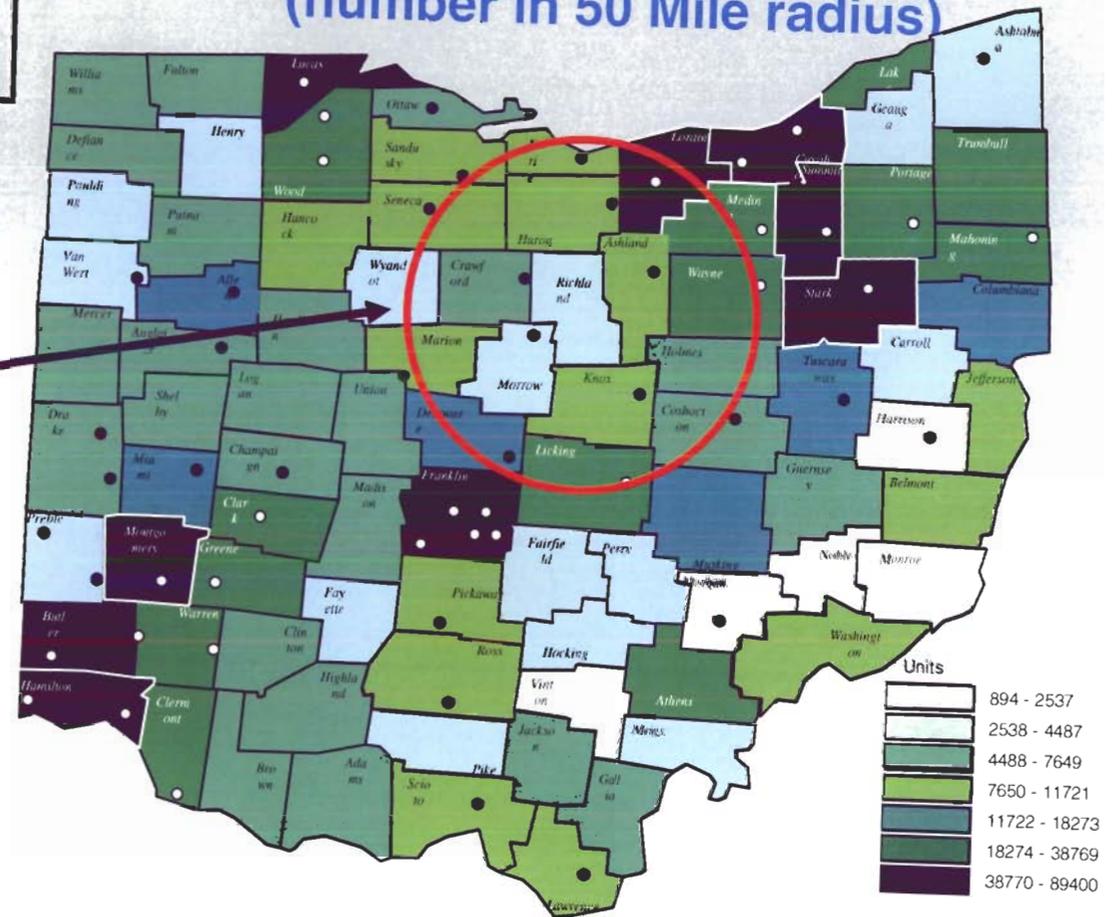
DEMOGRAPHICS - NOT CONSIDERED

Population Age 18-24 for Year 2005 by County (number in 50 Mile radius)

VIOLATES:

- BRAC Recruit and Train Principle

85,857 Potential Recruits live within the counties included in a 50-mile circle!



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DEMOGRAPHICS - NOT CONSIDERED



VIOLATES:

- BRAC Recruit and Train Principle

179th's Sustained Personnel Strength Exceeds ALL ANG C-130 GAINING additional aircraft

Unit	BRAC Action	MCI	2005	2004
Mansfield	CLOSE?	37.3	105	104
Louisville	GAIN	44.7	97.4	96.9
Rosecrans	GAIN	38.2	97	96.4
Chann. Islands	GAIN	41.9	95.9	95.1
Charlotte	GAIN	56.3	95.7	97.4
Peoria	GAIN	34.6	95.6	97.7
Savannah	GAIN	45.1	89.3	91.9
Quonset State	GAIN	35.3	88.3	88.7
Cheyenne	GAIN	37.7	81.6	83.1

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SUMMARY

Land to Expand → Fully Manned + → The Best People



SUMMARY

44 FLAWS, ERRORS, OR AREAS NOT CONSIDERED!

KEY POINTS	AIR FORCE BRAC PROCESS								
	Capacity	Military Value				Scenario Development	Other Considerations		
		1. Current & Future Mission	2. Condition of Infrastructure	3. Contingency, Mobilization, Future Force	4. Cost of Operations & Manpower		5. COBRA	6. Economic Impact	7. Community Infrastructure
FLAWS	1, 3	1, 1	3, 2		Mansfield Excluded	1, 2, 1	No Significant Points	1, 3	No Significant Points
ERRORS	3, 5	3, 6	3, 5, 6			1, 3, 6, 5			
NOT CONSIDERED		1, 3, 6	1, 3, 6	1, 3		3, 5		1, 3, 6, 1, 2, 4, 5	

BRAC PRINCIPLES: 1. Recruit and Train 2. Quality of Life 3. Organize 4. Equip 5. Supply/Service/Maintain 6. Deploy & Employ 7. Intelligence

DOD BRAC GOALS: 1. Support Force Transformation 2. Rebase Forces to Meet Future Threats 3. Consolidate Support Functions 4. Promote Joint Basing 5. Achieve Savings

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SUMMARY

The Air Force BRAC analysis is **FLAWED**

- The purpose of BRAC was to **ACHIEVE SAVINGS** by eliminating infrastructure; at Mansfield the lack of excess infrastructure was used as justification to close the base
- It did not consider Human Value; the high caliber of our personnel is not disposable
- The process was skewed toward large installations and unfairly disadvantaged smaller, right-sized installations

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BOTTOM LINE

Land to Expand → Fully Manned + → The Best People



BOTTOM LINE

Robusting to 12 PAA at Mansfield can be accomplished less than the cost of base closure!

Toledo	\$ 0.3M
Louisville	\$ 0.6M
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<u>Maxwell</u>	<u>\$15.9M</u>
Total For Move	\$21.6M
Mansfield @ 12 PAA	<u>\$13.7M</u>
RETURN	\$- 7.9M

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BOTTOM LINE

Our superior manning levels and experience were not considered for current or future missions!

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