DCN 879

BRAC 95

JOINT CROSS-SERVICE GROUP

ON

UNDERGRADUATE PILOT TRAINING

ADDITIONAL

INFORMATION

UPT BOOK #16

CLOSE HOLD

DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF STAFF
200 ARMY PENTAGON
WASHINGTON DC 20310-0200

REPLY TO
ATTENTION OF

15 NOV 1994

MEMORANDUM FOR THE CHAIRMAN, UNDERGRADUATE PILOT TRAINING JOINT CROSS SERVICE GROUP

Subject: Military Value for Fort Rucker

The Army's military value assessment of Fort Rucker is a "3" on a scale of "1-3" with a "3" representing the highest possible value.

Fort Rucker has the mission of helicopter pilot training, both graduate and undergraduate. It is rich in special use airspace with over 8,000 cubic statute miles and controls 3 basefields, 16 stagefields and over 100 outlying fields. Southeast Alabama is an ideal location for helicopter training with its mild climate, low cost of living and low population density. Fort Rucker is the only installation of its type and is an irreplaceable Army asset.

If we can be of further assistance, please contact the Army Basing Study office undergraduate pilot training representative, Captain Blake Hollis, xx51375.

MICHAEL G. JONES
Colonel, U. S. Army
Director, The Army Basing Study

CLOSE HOLD

Printed on Recycled Paper

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20350-1000

MM-0430-F8
BSAT/CM
4 November 1994

MEMORANDUM FOR THE CHAIRMAN, UNDERGRADUATE PILOT TRAINING JOINT CROSS-SERVICE GROUP

Subj: PROVISION OF DEPARTMENT OF THE NAVY MILITARY VALUE BANDING

In response to a tasking received during BRAC-95 Steering Group meetings, I am forwarding this list of the Department of the Navy military value banding for activities to be considered by the Undergraduate Pilot Training Joint Cross-Service Group (with 3 being the highest.)

BAND 3
NAS Pensacola
NAS Kingsville
NAS Corpus Christi

BAND 2
NAS Meridian
NAS Whiting Field

BAND 1
None

This grouping will allow the joint cross-service process to continue by providing a framework against which the Joint Cross-Service Group can overlay its functional analysis to facilitate arriving at the best set of alternatives for the Military Departments to consider in their processes. For Optimization Model purposes, each activity within a band has the same military value; activities are not ordered within each band according to their internal military value score.

This grouping is based upon the military value analysis conducted by the Base Structure Evaluation Committee (BSEC) using data obtained by the Department of the Navy for its BRAC-95 evaluation which was certified in accordance with the Department's policy and procedures. The Department of the Navy will continue to refine and audit the data utilized to respond to the questions in the military value matrices scored by the BSEC, so the absolute scores used to group these installations may change. It is not anticipated, however, that the relative relationship of these activities to each other will change.

Subj: PROVISION OF DEPARTMENT OF THE NAVY MILITARY VALUE BANDING

In grouping these installations, I have relied on the Steering Group's expression of the value to the Joint Cross-Service Groups of such information from the Military Departments. It is my understanding that this will facilitate identification of activities most likely - and least likely - to be candidates for closure, so as to ensure that cross-service considerations focus on viable alternatives.

CHARLES P. NEMFAKOS
Vice Chairman,
Base Structure Evaluation Committee

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

16 NOV 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR THE CHAIRMAN, UNDERGRADUATE PILOT TRAINING JOINT CROSS-SERVICE GROUP

FROM: SAF/MII

SUBJECT: Military Values for Air Force UPT Installations: Additional Information

In my letter of November 15, 1994, providing installation tiering for undergraduate pilot training sites, I neglected to include the flight screening programs at Falcon Field, the U.S. Air Force Academy, Colorado, and at Hondo, Texas. I have attached an amended list which includes those operations. Hondo was included under the Randolph AFB site value, since it is attached to that installation. I have also provided a copy of the tiering to the Air Force representative to the Undergraduate Pilot Training Joint Cross-Service Working Group.

JAMES F. BOATRIGHT
Co-Chairman, Air Force Base Closure Executive Group

Attachment
Tiering Information

UPT Joint Cross-Service Group Air Forces Bases by Tier

Tier 1

Columbus AFB*
Laughlin AFB*
Randolph AFB (includes Hondo operation)*
Sheppard AFB
USAF Academy (includes Falcon Field)
Vance AFB*

Tier 2

None

Tier 3

Reese AFB*

* Considered in the Undergraduate Flying Training Subcategory

~~CLOSE HOLD - SENSITIVE INFORMATION~~

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

15 NOV 1994

MEMORANDUM FOR THE CHAIRMAN, UNDERGRADUATE PILOT TRAINING JOINT CROSS-SERVICE GROUP

FROM: SAF/MII

SUBJECT: Military Values for Air Force UPT Installations

The Air Force has been asked to provide military site values to the Undergraduate Pilot Training Joint Cross-Service Group (JCSG-UPT) for Air Force installations where undergraduate pilot training activities are performed. I have this day delivered results to date of the Air Force process to the Air Force representative to the JCSG-UPT Working Group, for use in your process. A copy is attached for your ready reference. Since the Air Force does not determine a "military value" in its process, I have provided the installation tiering our process has so far produced. This is, of course, only one measure of the relative merit of a base within its primary category as determined at this point in the Air Force process. It is not a closure or retention recommendation.

The Air Force categorizes its bases according to the primary mission, and some of the activities for which values were requested by your group are not in the Undergraduate Flying Training (UFT) Subcategory. I have annotated on the list those bases considered in the UFT Subcategory. For bases not in that subcategory, their tier reflects a relative merit compared to the bases of the subcategory in which they are analyzed.

The tiering (1(top), 2, or 3) of the bases results from the Air Force BRAC analysis and there is no predetermined number of bases to go into any of the three tiers. Within each tier, bases are listed alphabetically. It is important that the JCSG-UPT clearly understand the meaning of this tiering. Each of these installations is capable, efficient, and possesses excellent physical and manmade assets. The fact that a particular installation was placed in a given tier represents only its merit relative to the other installations in its category/subcategory at this preliminary stage in our process and as a result of one of various analyses. It certainly does not imply that the flying activity or the base is not providing a valuable contribution to the Air Force mission.

The Air Force supports the OSD goal of retaining those assets that represent the best combination of functional capability and cost effectiveness, based on the selection criteria and force structure. We look forward to receiving the input from your analysis for inclusion in the Air Force process.

JAMES F. BOATRIGHT
Co-Chairman, Air Force Base Closure Executive Group

Attachment
Tiering Information

~~CLOSE HOLD - SENSITIVE INFORMATION~~

UPT Joint Cross-Service Group Air Forces Bases by Tier

Tier 1

Columbus AFB*
Laughlin AFB*
Randolph AFB*
Sheppard AFB
Vance AFB*

Tier 2

None

Tier 3

Reese AFB*

* Considered in the Undergraduate Flying Training Subcategory

OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE
3300 DEFENSE PENTAGON
WASHINGTON, DC 20301-3300

ECONOMIC SECURITY

6 APR 1995

Mr. Frank Cirillo
Air Force Team Leader
Defense Base Closure and Realignment Commission
1700 N. Moore St., Suite 1425
Arlington, VA 22209

Dear Mr Cirillo:

Attached are responses from the Joint Cross-Service Group on Undergraduate Pilot Training regarding questions for the record which were submitted to the Air Force by the Commission.

I trust this information is useful.

Sincerely,

R. L. Meyer
Director
Base Closure

Attachment

OFFICE OF THE UNDER SECRETARY OF DEFENSE
4000 DEFENSE PENTAGON
WASHINGTON, D.C. 20301-4000

PERSONNEL AND
READINESS

March 29, 1995

MEMORANDUM FOR DIRECTOR, BASE CLOSURE AND UTILIZATION

SUBJECT: Commission Questions for the Record

The response to your request for answers to the BRAC Commission questions for the record regarding the Joint Cross-Service Group's functional analyses is provided as Attachment One.

Louis C. Finch
Chairman
Undergraduate Pilot Training Joint Cross-Service Group

Attachment:
1. Qs & As

1. QUESTION: In evaluating the airspace available at each Undergraduate Training Base, did you concentrate on measuring only the volume of airspace owned or controlled by the base or did you take into consideration the usability of all the airspace available to the base for training?

ANSWER: The analysis did not restrict airspace credit to the volume a base owned or controlled.

2. QUESTION: Isn't usable or useful airspace a more valid measure than total airspace?

ANSWER: Usable or useful airspace is a key ingredient to the training mission. The existence of other special use airspace can add flexibility or the ability to accommodate expansion and/or mission changes.

3. QUESTION: Isn't it true that in the Joint Cross-Service Group, the Air Force argued with the Navy that heavily weighting total available airspace was an improper measure of capacity?

ANSWER: Assigning weights in the model was one of the Groups biggest challenges. All members agreed that airspace should be heavily weighted, so the discussion centered on what types of airspace to credit. In the end, the Group reached and implemented a consensus.

Document Separator

D-PAD MODEL

The following codes are utilized to display detailed D-PAD results:

"+" = High
"++" = Very High

"-" = Low
"--" = Very Low

"N" = No
"Y" = Yes

Maintenance Codes
"O" = Organizational Level
"I" = Intermediate Level
"D" = Depot Level
"DA" = Depot Aircraft Level

Primary Runways
"A" = No crosswind / One parallel
"B" = No crosswind / Two parallel
"C" = No crosswind / Three parallel
"D" = One crosswind / One parallel
"E" = One crosswind / Two parallel
"F" = One crosswind / Three parallel
"G" = Two crosswind / One parallel
"H" = Two crosswind / Two parallel
"I" = Two crosswind / Three parallel
"J" = Two parallel crosswind / One parallel
"K" = Two parallel crosswind / Two parallel
"L" = Two parallel crosswind / Three parallel

DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON DC 20330

06 JAN 1995

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: AF/RT

SUBJECT: Air Force COBRA Estimates for JCSG-UPT Basing Alternatives

This is in response to your memorandum dated 5 December 1994 concerning COBRA estimates for JCSG-UPT basing alternatives. We previously indicated to you that, in our opinion, Alternative One shows the most promise for further analysis. We do not agree with continuing analysis of Alternatives Two and Three. Both contain an unacceptable level of risk regarding the capacity remaining to accomplish the UPT mission. However, we are providing the COBRA estimates to support all three alternatives and the corresponding basing scenarios developed by the JCSG-UPT (Atch 1-3). My POC for this action is Lt Col Mark Bruggemeyer, AF/RTR, 54578.

Jay D. Blume Jr.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Alternative One COBRA
2. Alternative Two COBRA
3. Alternative Three COBRA

COBRA REALIGNMENT SUMMARY (COBRA v5.06) - Page 1/2
Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

(1)

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Starting Year : 1996
Final Year : 1997
ROI Year : 2003 (6 Years)

NPV in 2015($K): -238,836
1-Time Cost($K): 148,517

Net Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	8,376	86,184	0	0	0	0	94,560	0
Person	0	-2,436	-11,922	-11,922	-11,922	-11,922	-50,123	-11,922
Overhd	3,089	12,426	-16,362	-16,362	-16,362	-16,362	-49,931	-16,362
Moving	0	19,580	0	0	0	0	19,580	0
Missio	0	0	0	0	0	0	0	0
Other	0	21,059	0	0	0	0	21,059	0
TOTAL	11,465	136,813	-28,283	-28,283	-28,283	-28,283	35,144	-28,283

	1996	1997	1998	1999	2000	2001	Total
POSITIONS ELIMINATED							
Off	0	29	0	0	0	0	29
Enl	0	182	0	0	0	0	182
Civ	0	100	0	0	0	0	100
TOT	0	311	0	0	0	0	311
POSITIONS REALIGNED							
Off	0	617	0	0	0	0	617
Enl	0	363	0	0	0	0	363
Stu	0	403	0	0	0	0	403
Civ	0	709	0	0	0	0	709
TOT	0	2,092	0	0	0	0	2,092

Summary:

Close Reese. T-1's do not go into Columbus. PIT function moves to Columbus. No aircraft move associated.

Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	9,576	86,184	0	0	0	0	95,760	0
Person	0	5,456	2,732	2,732	2,732	2,732	16,383	2,732
Overhd	3,089	15,463	7,717	7,717	7,717	7,717	49,420	7,717
Moving	0	21,118	0	0	0	0	21,118	0
Missio	0	0	0	0	0	0	0	0
Other	0	21,059	0	0	0	0	21,059	0
TOTAL	12,665	149,280	10,449	10,449	10,449	10,449	203,740	10,449

Savings ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	1,200	0	0	0	0	0	1,200	0
Person	0	7,891	14,654	14,654	14,654	14,654	66,506	14,654
Overhd	-0	3,036	24,079	24,079	24,079	24,079	99,351	24,079
Moving	0	1,539	0	0	0	0	1,539	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	1,200	12,466	38,732	38,732	38,732	38,732	168,596	38,732

TOTAL ONE-TIME COST REPORT (COBRA v5.06) - Page 1/8
Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	95,760,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		95,760,000
Personnel		
Civilian RIF	909,519	
Civilian Early Retirement	344,218	
Civilian New Hires	0	
Eliminated Military PCS	1,313,620	
Unemployment	156,600	
Total - Personnel		2,723,957
Overhead		
Program Planning Support	5,405,509	
Mothball / Shutdown	2,450,000	
Total - Overhead		7,855,509
Moving		
Civilian Moving	12,301,927	
Civilian PPS	864,000	
Military Moving	4,982,783	
Freight	2,969,511	
One-Time Moving Costs	0	
Total - Moving		21,118,221
Other		
HAP / RSE	1,059,126	
Environmental Mitigation Costs	0	
One-Time Unique Costs	20,000,000	
Total - Other		21,059,126
Total One-Time Costs		148,516,813
One-Time Savings		
Military Construction Cost Avoidances	1,200,000	
Family Housing Cost Avoidances	0	
Military Moving	1,538,600	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		2,738,600
Total Net One-Time Costs		145,778,213

ONE-TIME COST REPORT (COBRA v5.06) - Page 2/8
Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: COLUMBUS, MS
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	50,840,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		50,840,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		50,840,000
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		50,840,000

Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: LAUGHLIN, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	618,473	
Civilian Early Retirement	235,076	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	106,488	
Total - Personnel		960,037
Overhead		
Program Planning Support	1,333,383	
Mothball / Shutdown	0	
Total - Overhead		1,333,383
Moving		
Civilian Moving	9,664,291	
Civilian PPS	0	
Military Moving	842,664	
Freight	776,071	
One-Time Moving Costs	0	
Total - Moving		11,283,026
Other		
HAP / RSE	585,837	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		585,837
Total One-Time Costs		14,162,283
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	262,190	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		262,190
Total Net One-Time Costs		13,900,093

Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: RANDOLPH, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	1,430,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		1,430,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	4,198	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		4,198
Overhead		
Program Planning Support	33,114	
Mothball / Shutdown	0	
Total - Overhead		33,114
Moving		
Civilian Moving	98,913	
Civilian PPS	0	
Military Moving	382,541	
Freight	261,229	
One-Time Moving Costs	0	
Total - Moving		742,683
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		2,209,995
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	120,890	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		120,890
Total Net One-Time Costs		2,089,105

Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: REESE, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	254,665	
Civilian Early Retirement	96,549	
Civilian New Hires	0	
Eliminated Military PCS	1,313,620	
Unemployment	43,848	
Total - Personnel		1,708,682
Overhead		
Program Planning Support	2,892,225	
Mothball / Shutdown	2,450,000	
Total - Overhead		5,342,225
Moving		
Civilian Moving	2,080,151	
Civilian PPS	864,000	
Military Moving	2,774,286	
Freight	945,533	
One-Time Moving Costs	0	
Total - Moving		6,663,969
Other		
HAP / RSE	382,359	
Environmental Mitigation Costs	0	
One-Time Unique Costs	20,000,000	
Total - Other		20,382,359
Total One-Time Costs		34,097,236
One-Time Savings		
Military Construction Cost Avoidances	1,200,000	
Family Housing Cost Avoidances	0	
Military Moving	860,360	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		2,060,360
Total Net One-Time Costs		32,036,876

Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: VANCE, OK
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	13,340,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		13,340,000
Personnel		
Civilian RIF	36,381	
Civilian Early Retirement	8,395	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	6,264	
Total - Personnel		51,040
Overhead		
Program Planning Support	1,143,095	
Mothball / Shutdown	0	
Total - Overhead		1,143,095
Moving		
Civilian Moving	434,239	
Civilian PPS	0	
Military Moving	956,727	
Freight	739,196	
One-Time Moving Costs	0	
Total - Moving		2,130,162
Other		
HAP / RSE	88,760	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		88,760
Total One-Time Costs		16,753,058
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	287,310	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		287,310
Total Net One-Time Costs		16,465,748

Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: BASE X
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		0
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		0

Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: SHEPPARD, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	30,150,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		30,150,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	3,691	
Mothball / Shutdown	0	
Total - Overhead		3,691
Moving		
Civilian Moving	24,334	
Civilian PPS	0	
Military Moving	26,565	
Freight	247,481	
One-Time Moving Costs	0	
Total - Moving		298,380
Other		
HAP / RSE	2,169	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		2,169
Total One-Time Costs		30,454,241
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	7,850	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		7,850
Total Net One-Time Costs		30,446,391

TOTAL MILITARY CONSTRUCTION ASSETS (COBRA v5.06) - Page 1/8
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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

All Costs in $K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
COLUMBUS	50,840	0	0	0	50,840
LAUGHLIN	0	0	0	0	0
RANDOLPH	1,430	0	0	0	1,430
REESE	0	0	0	-1,200	-1,200
VANCE	13,340	0	0	0	13,340
BASE X	0	0	0	0	0
SHEPPARD	30,150	0	0	0	30,150
Totals:	95,760	0	0	-1,200	94,560

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

MilCon for Base: COLUMBUS, MS

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
Maint	OTHER	0	n/a	227,035	n/a	29,880
Ops/Trng	OTHER	0	n/a	26,200	n/a	5,030
Utils	OTHER	0	n/a	0	n/a	7,500
BOS	OTHER	0	n/a	0	n/a	4,240
Dsgn	OTHER	0	n/a	0	n/a	4,190

Total Construction Cost:	50,840
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	50,840

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

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

MilCon for Base: RANDOLPH, TX

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
Ops/Trng	OTHER	0	n/a	8,100	n/a	1,190
BOS	OTHER	0	n/a	0	n/a	120
Dsgn	OTHER	0	n/a	0	n/a	120

Total Construction Cost:	1,430
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	1,430

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

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE361D1.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

MilCon for Base: REESE, TX

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
Total Construction Cost:						0
+ Info Management Account:						0
+ Land Purchases:						0
- Construction Cost Avoid:						1,200
TOTAL:						-1,200

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

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

MilCon for Base: VANCE, OK

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
Maint	OTHER	0	n/a	34,799	n/a	6,130
Utils	OTHER	0	n/a	0	n/a	5,000
BOS	OTHER	0	n/a	0	n/a	1,110
Dsgn	OTHER	0	n/a	0	n/a	1,100

Total Construction Cost:	13,340
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	13,340

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

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

MilCon for Base: SHEPPARD, TX

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
Maint	OTHER	0	n/a	149,300	n/a	20,760
Ops/Trng	OTHER	0	n/a	24,600	n/a	4,390
BOS	OTHER	0	n/a	0	n/a	2,510
Dsgn	OTHER	0	n/a	0	n/a	2,490

Total Construction Cost:	30,150
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	30,150

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

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	9,576	86,184	0	0	0	0	95,760
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIF	0	909	0	0	0	0	909
Civ Retire	0	344	0	0	0	0	344
CIV MOVING							
Per Diem	0	998	0	0	0	0	998
POV Miles	0	65	0	0	0	0	65
Home Purch	0	4,969	0	0	0	0	4,969
HHG	0	3,112	0	0	0	0	3,112
Misc	0	319	0	0	0	0	319
House Hunt	0	829	0	0	0	0	829
PPS	0	864	0	0	0	0	864
RITA	0	2,010	0	0	0	0	2,010
FREIGHT							
Packing	0	39	0	0	0	0	39
Freight	0	2,726	0	0	0	0	2,726
Vehicles	0	166	0	0	0	0	166
Driving	0	38	0	0	0	0	38
Unemployment	0	156	0	0	0	0	156
OTHER							
Program Plan	3,089	2,317	0	0	0	0	5,405
Shutdown	0	2,450	0	0	0	0	2,450
New Hire	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	136	0	0	0	0	136
POV Miles	0	120	0	0	0	0	120
HHG	0	4,040	0	0	0	0	4,040
Misc	0	686	0	0	0	0	686
OTHER							
Elim PCS	0	1,314	0	0	0	0	1,314
OTHER							
HAP / RSE	0	1,059	0	0	0	0	1,059
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	20,000	0	0	0	0	20,000
TOTAL ONE-TIME	12,665	135,852	0	0	0	0	148,517

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	427	427	427	427	1,709	427
BOS	0	10,696	7,290	7,290	7,290	7,290	39,855	7,290
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	2,732	2,732	2,732	2,732	2,732	13,659	2,732
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	13,428	10,449	10,449	10,449	10,449	55,224	10,449
TOTAL COST	12,665	149,280	10,449	10,449	10,449	10,449	203,740	10,449

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	1,200	0	0	0	0	0	1,200
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	1,539	0	0	0	0	1,539
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,200	1,539	0	0	0	0	2,738

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	770	1,541	1,541	1,541	1,541	6,934	1,541
O&M								
RPMA	-0	800	1,684	1,684	1,684	1,684	7,536	1,684
BOS	0	1,466	20,854	20,854	20,854	20,854	84,881	20,854
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	2,332	4,664	4,664	4,664	4,664	20,989	4,664
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	1,141	2,281	2,281	2,281	2,281	10,266	2,281
Enl Salary	0	3,289	6,579	6,579	6,579	6,579	29,605	6,579
House Allow	0	1,129	1,129	1,129	1,129	1,129	5,646	1,129
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	-0	10,928	38,732	38,732	38,732	38,732	165,858	38,732
TOTAL SAVINGS	1,200	12,466	38,732	38,732	38,732	38,732	168,596	38,732

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	8,376	86,184	0	0	0	0	94,560
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	1,254	0	0	0	0	1,254
Civ Moving	0	16,135	0	0	0	0	16,135
Other	3,089	4,923	0	0	0	0	8,012
MIL PERSONNEL							
Mil Moving	0	4,758	0	0	0	0	4,758
OTHER							
HAP / RSE	0	1,059	0	0	0	0	1,059
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	20,000	0	0	0	0	20,000
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	11,465	134,313	0	0	0	0	145,778

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	-770	-1,541	-1,541	-1,541	-1,541	-6,934	-1,541
O&M								
RPMA	0	-800	-1,257	-1,257	-1,257	-1,257	-5,827	-1,257
BOS	0	9,230	-13,564	-13,564	-13,564	-13,564	-45,025	-13,564
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-2,332	-4,664	-4,664	-4,664	-4,664	-20,989	-4,664
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-4,430	-8,860	-8,860	-8,860	-8,860	-39,871	-8,860
House Allow	0	1,603	1,603	1,603	1,603	1,603	8,013	1,603
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	2,500	-28,283	-28,283	-28,283	-28,283	-110,634	-28,283
TOTAL NET COST	11,465	136,813	-28,283	-28,283	-28,283	-28,283	35,144	-28,283

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: COLUMBUS, MS

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	5,084	45,756	0	0	0	0	50,840
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	5,084	45,756	0	0	0	0	50,840

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: COLUMBUS, MS

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	232	232	232	232	927	232
BOS	0	5,443	5,443	5,443	5,443	5,443	27,215	5,443
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	1,318	1,318	1,318	1,318	1,318	6,592	1,318
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	5,443	5,675	5,675	5,675	5,675	34,735	6,993
TOTAL COSTS	5,084	52,517	6,993	6,993	6,993	6,993	85,575	6,993

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: COLUMBUS, MS

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	5,084	45,756	0	0	0	0	50,840
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	5,084	45,756	0	0	0	0	50,840

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	232	232	232	232	927	232
BOS	0	5,443	5,443	5,443	5,443	5,443	27,215	5,443
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	1,318	1,318	1,318	1,318	1,318	6,592	1,318
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	6,761	6,993	6,993	6,993	6,993	34,735	6,993
TOTAL NET COST	5,084	52,517	6,993	6,993	6,993	6,993	85,575	6,993

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: LAUGHLIN, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	618	0	0	0	0	618
Civ Retire	0	235	0	0	0	0	235
CIV MOVING							
Per Diem	0	763	0	0	0	0	763
POV Miles	0	51	0	0	0	0	51
Home Purch	0	3,955	0	0	0	0	3,955
HHG	0	2,421	0	0	0	0	2,421
Misc	0	249	0	0	0	0	249
House Hunt	0	640	0	0	0	0	640
PPS	0	0	0	0	0	0	0
RITA	0	1,584	0	0	0	0	1,584
FREIGHT							
Packing	0	10	0	0	0	0	10
Freight	0	766	0	0	0	0	766
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	106	0	0	0	0	106
OTHER							
Program Plan	762	571	0	0	0	0	1,333
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	24	0	0	0	0	24
POV Miles	0	23	0	0	0	0	23
HHG	0	679	0	0	0	0	679
Misc	0	117	0	0	0	0	117
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	586	0	0	0	0	586
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	762	13,400	0	0	0	0	14,162

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: LAUGHLIN, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	36	36	36	36	36	180	36
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	180	36
TOTAL COSTS	762	13,436	36	36	36	36	14,343	36

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	262	0	0	0	0	262
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	262	0	0	0	0	262

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	-0	-0	-0	-0	-0	-0	-0	-0
BOS	0	-1,405	3,050	3,050	3,050	3,050	10,794	3,050
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	-0	-1,405	3,050	3,050	3,050	3,050	10,794	3,050
TOTAL SAVINGS	-0	-1,143	3,050	3,050	3,050	3,050	11,056	3,050

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: LAUGHLIN, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	853	0	0	0	0	853
Civ Moving	0	10,440	0	0	0	0	10,440
Other	762	678	0	0	0	0	1,440
MIL PERSONNEL							
Mil Moving	0	580	0	0	0	0	580
OTHER							
HAP / RSE	0	586	0	0	0	0	586
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	762	13,138	0	0	0	0	13,900

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	1,405	-3,050	-3,050	-3,050	-3,050	-10,794	-3,050
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	36	36	36	36	36	180	36
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	1,441	-3,014	-3,014	-3,014	-3,014	-10,613	-3,014
TOTAL NET COST	762	14,579	-3,014	-3,014	-3,014	-3,014	3,286	-3,014

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: RANDOLPH, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	143	1,287	0	0	0	0	1,430
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	4	0	0	0	0	4
CIV MOVING							
Per Diem	0	9	0	0	0	0	9
POV Miles	0	0	0	0	0	0	0
Home Purch	0	39	0	0	0	0	39
HHG	0	26	0	0	0	0	26
Misc	0	3	0	0	0	0	3
House Hunt	0	6	0	0	0	0	6
PPS	0	0	0	0	0	0	0
RITA	0	16	0	0	0	0	16
FREIGHT							
Packing	0	28	0	0	0	0	28
Freight	0	233	0	0	0	0	233
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	19	14	0	0	0	0	33
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	6	0	0	0	0	6
POV Miles	0	5	0	0	0	0	5
HHG	0	318	0	0	0	0	318
Misc	0	54	0	0	0	0	54
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	162	2,048	0	0	0	0	2,210

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: RANDOLPH, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	6	6	6	6	26	6
BOS	0	145	38	38	38	38	296	38
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	11	11	11	11	11	55	11
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	145	44	44	44	44	378	55
TOTAL COSTS	162	2,204	55	55	55	55	2,588	55

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	121	0	0	0	0	121
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	121	0	0	0	0	121

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	121	0	0	0	0	121	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: RANDOLPH, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	143	1,287	0	0	0	0	1,430
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	4	0	0	0	0	4
Civ Moving	0	360	0	0	0	0	360
Other	19	14	0	0	0	0	33
MIL PERSONNEL							
Mil Moving	0	262	0	0	0	0	262
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	162	1,927	0	0	0	0	2,089

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	6	6	6	6	26	6
BOS	0	145	38	38	38	38	296	38
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	11	11	11	11	11	55	11
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	156	55	55	55	55	378	55
TOTAL NET COST	162	2,083	55	55	55	55	2,467	55

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: REESE, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	255	0	0	0	0	255
Civ Retire	0	96	0	0	0	0	96
CIV MOVING							
Per Diem	0	182	0	0	0	0	182
POV Miles	0	11	0	0	0	0	11
Home Purch	0	802	0	0	0	0	802
HHG	0	544	0	0	0	0	544
Misc	0	55	0	0	0	0	55
House Hunt	0	149	0	0	0	0	149
PPS	0	864	0	0	0	0	864
RITA	0	336	0	0	0	0	336
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	741	0	0	0	0	741
Vehicles	0	166	0	0	0	0	166
Driving	0	38	0	0	0	0	38
Unemployment	0	44	0	0	0	0	44
OTHER							
Program Plan	1,653	1,239	0	0	0	0	2,892
Shutdown	0	2,450	0	0	0	0	2,450
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	81	0	0	0	0	81
POV Miles	0	72	0	0	0	0	72
HHG	0	2,237	0	0	0	0	2,237
Misc	0	383	0	0	0	0	383
OTHER							
Elim PCS	0	1,314	0	0	0	0	1,314
OTHER							
HAP / RSE	0	382	0	0	0	0	382
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	20,000	0	0	0	0	20,000
TOTAL ONE-TIME	1,653	32,444	0	0	0	0	34,097

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: REESE, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL COSTS	1,653	32,444	0	0	0	0	34,097	0

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	1,200	0	0	0	0	0	1,200
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	860	0	0	0	0	860
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,200	860	0	0	0	0	2,060

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	770	1,541	1,541	1,541	1,541	6,934	1,541
O&M								
RPMA	0	800	1,684	1,684	1,684	1,684	7,536	1,684
BOS	0	2,871	17,804	17,804	17,804	17,804	74,087	17,804
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	2,332	4,664	4,664	4,664	4,664	20,989	4,664
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	1,141	2,281	2,281	2,281	2,281	10,266	2,281
Enl Salary	0	3,289	6,579	6,579	6,579	6,579	29,605	6,579
House Allow	0	887	887	887	887	887	4,434	887
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	12,090	35,440	35,440	35,440	35,440	153,852	35,440
TOTAL SAVINGS	1,200	12,951	35,440	35,440	35,440	35,440	155,912	35,440

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: REESE, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	-1,200	0	0	0	0	0	-1,200
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	351	0	0	0	0	351
Civ Moving	0	3,890	0	0	0	0	3,890
Other	1,653	3,733	0	0	0	0	5,386
MIL PERSONNEL							
Mil Moving	0	3,227	0	0	0	0	3,227
OTHER							
HAP / RSE	0	382	0	0	0	0	382
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	20,000	0	0	0	0	20,000
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	453	31,584	0	0	0	0	32,037

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	-770	-1,541	-1,541	-1,541	-1,541	-6,934	-1,541
O&M								
RPMA	0	-800	-1,684	-1,684	-1,684	-1,684	-7,536	-1,684
BOS	0	-2,871	-17,804	-17,804	-17,804	-17,804	-74,087	-17,804
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-2,332	-4,664	-4,664	-4,664	-4,664	-20,989	-4,664
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-4,430	-8,860	-8,860	-8,860	-8,860	-39,871	-8,860
House Allow	0	-887	-887	-887	-887	-887	-4,434	-887
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	-12,090	-35,440	-35,440	-35,440	-35,440	-153,852	-35,440
TOTAL NET COST	453	19,494	-35,440	-35,440	-35,440	-35,440	-121,815	-35,440

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: VANCE, OK

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	1,334	12,006	0	0	0	0	13,340
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	36	0	0	0	0	36
Civ Retire	0	8	0	0	0	0	8
CIV MOVING							
Per Diem	0	41	0	0	0	0	41
POV Miles	0	2	0	0	0	0	2
Home Purch	0	164	0	0	0	0	164
HHG	0	114	0	0	0	0	114
Misc	0	12	0	0	0	0	12
House Hunt	0	31	0	0	0	0	31
PPS	0	0	0	0	0	0	0
RITA	0	70	0	0	0	0	70
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	739	0	0	0	0	739
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	6	0	0	0	0	6
OTHER							
Program Plan	653	490	0	0	0	0	1,143
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	25	0	0	0	0	25
POV Miles	0	20	0	0	0	0	20
HHG	0	784	0	0	0	0	784
Misc	0	128	0	0	0	0	128
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	89	0	0	0	0	89
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,987	14,766	0	0	0	0	16,753

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: VANCE, OK

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	135	135	135	135	541	135
BOS	0	4,323	1,036	1,036	1,036	1,036	8,467	1,036
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	4,323	1,171	1,171	1,171	1,171	9,009	1,171
TOTAL COSTS	1,987	19,089	1,171	1,171	1,171	1,171	25,762	1,171

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	287	0	0	0	0	287
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	287	0	0	0	0	287

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	242	242	242	242	242	1,212	242
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	242	242	242	242	242	1,212	242
TOTAL SAVINGS	0	530	242	242	242	242	1,499	242

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: VANCE, OK

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	1,334	12,006	0	0	0	0	13,340
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	45	0	0	0	0	45
Civ Moving	0	1,173	0	0	0	0	1,173
Other	653	496	0	0	0	0	1,149
MIL PERSONNEL							
Mil Moving	0	669	0	0	0	0	669
OTHER							
HAP / RSE	0	89	0	0	0	0	89
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,987	14,478	0	0	0	0	16,466

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	135	135	135	135	541	135
BOS	0	4,323	1,036	1,036	1,036	1,036	8,467	1,036
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	-242	-242	-242	-242	-242	-1,212	-242
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	4,081	929	929	929	929	7,797	929
TOTAL NET COST	1,987	18,559	929	929	929	929	24,262	929

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: BASE X

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: BASE X

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	558	558	558	558	558	2,790	558
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	928	928	928	928	928	4,641	928
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	558	558	558	558	558	7,431	1,486
TOTAL COSTS	0	1,486	1,486	1,486	1,486	1,486	7,431	1,486

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: BASE X

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	558	558	558	558	558	2,790	558
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	928	928	928	928	928	4,641	928
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	1,486	1,486	1,486	1,486	1,486	7,431	1,486
TOTAL NET COST	0	1,486	1,486	1,486	1,486	1,486	7,431	1,486

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: SHEPPARD, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	3,015	27,135	0	0	0	0	30,150
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	2	0	0	0	0	2
POV Miles	0	0	0	0	0	0	0
Home Purch	0	9	0	0	0	0	9
HHG	0	7	0	0	0	0	7
Misc	0	1	0	0	0	0	1
House Hunt	0	2	0	0	0	0	2
PPS	0	0	0	0	0	0	0
RITA	0	4	0	0	0	0	4
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	247	0	0	0	0	247
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	2	1	0	0	0	0	4
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	1	0	0	0	0	1
POV Miles	0	0	0	0	0	0	0
HHG	0	22	0	0	0	0	22
Misc	0	3	0	0	0	0	3
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	2	0	0	0	0	2
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	3,017	27,437	0	0	0	0	30,454

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: SHEPPARD, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	53	53	53	53	214	53
BOS	0	227	215	215	215	215	1,087	215
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	438	438	438	438	438	2,189	438
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	227	269	269	269	269	3,490	706
TOTAL COSTS	3,017	28,102	706	706	706	706	33,944	706

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	8	0	0	0	0	8
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	8	0	0	0	0	8

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	8	0	0	0	0	8	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: SHEPPARD, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	3,015	27,135	0	0	0	0	30,150
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	272	0	0	0	0	272
Other	2	1	0	0	0	0	4
MIL PERSONNEL							
Mil Moving	0	19	0	0	0	0	19
OTHER							
HAP / RSE	0	2	0	0	0	0	2
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	3,017	27,429	0	0	0	0	30,446

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	53	53	53	53	214	53
BOS	0	227	215	215	215	215	1,087	215
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	438	438	438	438	438	2,189	438
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	665	706	706	706	706	3,490	706
TOTAL NET COST	3,017	28,094	706	706	706	706	33,937	706

Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from REESE, TX to COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	88	0	0	0	0
Enlisted Positions:	0	25	0	0	0	0
Civilian Positions:	0	15	0	0	0	0
Student Positions:	0	49	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	102	0	0	0	0
Heavy/Special Vehicles:	0	137	0	0	0	0

Transfers from VANCE, OK to COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	55	0	0	0	0
Enlisted Positions:	0	22	0	0	0	0
Civilian Positions:	0	13	0	0	0	0
Student Positions:	0	43	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from SHEPPARD, TX to COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	4	0	0	0	0
Enlisted Positions:	0	1	0	0	0	0
Civilian Positions:	0	1	0	0	0	0
Student Positions:	0	3	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from REESE, TX to LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	113	0	0	0	0
Enlisted Positions:	0	32	0	0	0	0
Civilian Positions:	0	18	0	0	0	0
Student Positions:	0	61	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from RANDOLPH, TX to SHEPPARD, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	56	0	0	0	0
Enlisted Positions:	0	21	0	0	0	0
Civilian Positions:	0	6	0	0	0	0
Student Positions:	0	34	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from REESE, TX to VANCE, OK

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	56	0	0	0	0
Enlisted Positions:	0	16	0	0	0	0
Civilian Positions:	0	9	0	0	0	0
Student Positions:	0	31	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from REESE, TX to BASE X

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	62	0	0	0	0
Enlisted Positions:	0	156	0	0	0	0
Civilian Positions:	0	77	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: COLUMBUS, MS

Total Officer Employees:	530	RPMA Non-Payroll ($K/Year):	2,511
Total Enlisted Employees:	535	Communications ($K/Year):	1,347
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	18,100
Total Civilian Employees:	221	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	87.0%	Family Housing ($K/Year):	4,376
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.79
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	2,542	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	0	Activity Code:	AF014
Enlisted VHA ($/Month):	0		
Per Diem Rate ($/Day):	66	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: LAUGHLIN, TX

Total Officer Employees:	423	RPMA Non-Payroll ($K/Year):	3,403
Total Enlisted Employees:	519	Communications ($K/Year):	636
Total Student Employees:	89	BOS Non-Payroll ($K/Year):	16,624
Total Civilian Employees:	745	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	60.0%	Family Housing ($K/Year):	3,001
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.15
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	2,286	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	0	Activity Code:	AF048
Enlisted VHA ($/Month):	0		
Per Diem Rate ($/Day):	66	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: RANDOLPH, TX

Total Officer Employees:	1,817	RPMA Non-Payroll ($K/Year):	4,514
Total Enlisted Employees:	2,472	Communications ($K/Year):	677
Total Student Employees:	34	BOS Non-Payroll ($K/Year):	12,065
Total Civilian Employees:	3,137	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	34.0%	Family Housing ($K/Year):	3,864
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.87
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	5,154	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	106	Activity Code:	AF074
Enlisted VHA ($/Month):	80		
Per Diem Rate ($/Day):	97	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: REESE, TX

Total Officer Employees:	348	RPMA Non-Payroll ($K/Year):	1,684
Total Enlisted Employees:	411	Communications ($K/Year):	1,277
Total Student Employees:	141	BOS Non-Payroll ($K/Year):	16,527
Total Civilian Employees:	219	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	52.0%	Family Housing ($K/Year):	1,541
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.95
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	1,960	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	73	Activity Code:	AF075
Enlisted VHA ($/Month):	47		
Per Diem Rate ($/Day):	86	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: VANCE, OK

Total Officer Employees:	325	RPMA Non-Payroll ($K/Year):	6,164
Total Enlisted Employees:	379	Communications ($K/Year):	798
Total Student Employees:	136	BOS Non-Payroll ($K/Year):	17,849
Total Civilian Employees:	100	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	34.0%	Family Housing ($K/Year):	1,469
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.92
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	1,473	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	0	Activity Code:	AF088
Enlisted VHA ($/Month):	0		
Per Diem Rate ($/Day):	66	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: BASE X

Total Officer Employees:	729	RPMA Non-Payroll ($K/Year):	3,655
Total Enlisted Employees:	1,111	Communications ($K/Year):	947
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	9,813
Total Civilian Employees:	1,166	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	53.0%	Family Housing ($K/Year):	2,870
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	5,683	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	36	Activity Code:	X
Enlisted VHA ($/Month):	25		
Per Diem Rate ($/Day):	76	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.10	Unique Activity Information:	No

Name: SHEPPARD, TX

Total Officer Employees:	1,068	RPMA Non-Payroll ($K/Year):	2,444
Total Enlisted Employees:	7,998	Communications ($K/Year):	843
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	24,888
Total Civilian Employees:	1,554	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	50.0%	Family Housing ($K/Year):	5,536
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.90
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	7,381	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	49	Activity Code:	AF081
Enlisted VHA ($/Month):	26		
Per Diem Rate ($/Day):	72	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: RANDOLPH, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: REESE, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	20,000	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	100%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	100%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	1,200	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	1,960	Perc Family Housing ShutDown:				100.0%

Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: VANCE, OK

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: BASE X

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: SHEPPARD, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: REESE, TX

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	0	0	0	0	0
Enl Force Struc Change:	0	0	0	0	0	0
Civ Force Struc Change:	0	0	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	-29	0	0	0	0
Enl Scenario Change:	0	-182	0	0	0	0
Civ Scenario Change:	0	-100	0	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: COLUMBUS, MS

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
Maint	OTHER	227,035	0	29,880
Ops/Trng	OTHER	26,200	0	5,030
Utils	OTHER	0	0	7,500
BOS	OTHER	0	0	4,240
Dsgn	OTHER	0	0	4,190

Name: RANDOLPH, TX

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
Ops/Trng	OTHER	8,100	0	1,190
BOS	OTHER	0	0	120
Dsgn	OTHER	0	0	120

Name: VANCE, OK

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
Maint	OTHER	34,799	0	6,130
Utils	OTHER	0	0	5,000
BOS	OTHER	0	0	1,110
Dsgn	OTHER	0	0	1,100

Name: SHEPPARD, TX

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
Maint	OTHER	149,300	0	20,760
Ops/Trng	OTHER	24,600	0	4,390
BOS	OTHER	0	0	2,510
Dsgn	OTHER	0	0	2,490

Data As Of 13:49 12/28/1994, Report Created 16:22 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36101.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

STANDARD FACTORS SCREEN ONE - PERSONNEL

Percent Officers Married:	76.80%	Civ Early Retire Pay Factor:	9.00%
Percent Enlisted Married:	66.90%	Priority Placement Service:	60.00%
Enlisted Housing MilCon:	80.00%	PPS Actions Involving PCS:	50.00%
Officer Salary($/Year):	78,668.00	Civilian PCS Costs ($):	28,800.00
Off BAQ with Dependents($):	7,073.00	Civilian New Hire Cost($):	0.00
Enlisted Salary($/Year):	36,148.00	Nat Median Home Price($):	114,600.00
Enl BAQ with Dependents($):	5,162.00	Home Sale Reimburse Rate:	10.00%
Avg Unemploy Cost($/Week):	174.00	Max Home Sale Reimburs($):	22,385.00
Unemployment Eligibility(Weeks):	18	Home Purch Reimburse Rate:	5.00%
Civilian Salary($/Year):	46,642.00	Max Home Purch Reimburs($):	11,191.00
Civilian Turnover Rate:	15.00%	Civilian Homeowning Rate:	64.00%
Civilian Early Retire Rate:	10.00%	HAP Home Value Reimburse Rate:	22.90%
Civilian Regular Retire Rate:	5.00%	HAP Homeowner Receiving Rate:	5.00%
Civilian RIF Pay Factor:	39.00%	RSE Home Value Reimburse Rate:	0.00%
SF File Desc:	Final Factors	RSE Homeowner Receiving Rate:	0.00%

STANDARD FACTORS SCREEN TWO - FACILITIES

RPMA Building SF Cost Index:	0.93	Rehab vs. New MilCon Cost:	0.00%
BOS Index (RPMA vs population):	0.54	Info Management Account:	0.00%
(Indices are used as exponents)		MilCon Design Rate:	0.00%
Program Management Factor:	10.00%	MilCon SIOH Rate:	0.00%
Caretaker Admin(SF/Care):	162.00	MilCon Contingency Plan Rate:	0.00%
Mothball Cost ($/SF):	1.25	MilCon Site Preparation Rate:	0.00%
Avg Bachelor Quarters(SF):	256.00	Discount Rate for NPV.RPT/ROI:	2.75%
Avg Family Quarters(SF):	1,320.00	Inflation Rate for NPV.RPT/ROI:	0.00%

APPDET.RPT Inflation Rates:
1996: 0.00% 1997: 2.90% 1998: 3.00% 1999: 3.00% 2000: 3.00% 2001: 3.00%

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Person(Lb):	710	Equip Pack & Crate($/Ton):	284.00
HHG Per Off Family (Lb):	14,500.00	Mil Light Vehicle($/Mile):	0.43
HHG Per Enl Family (Lb):	9,000.00	Heavy/Spec Vehicle($/Mile):	1.40
HHG Per Mil Single (Lb):	6,400.00	POV Reimbursement($/Mile):	0.18
HHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Years):	4.10
Total HHG Cost ($/100Lb):	35.00	Routine PCS($/Pers/Tour):	6,437.00
Air Transport ($/Pass Mile):	0.20	One-Time Off PCS Cost($):	9,142.00
Misc Exp ($/Direct Employ):	700.00	One-Time Enl PCS Cost($):	5,761.00

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

Category	UM	$/UM	Category	UM	$/UM
Horizontal	(SY)	0	other	(SF)	0
Waterfront	(LF)	0	Optional Category B	( )	0
Air Operations	(SF)	0	Optional Category C	( )	0
Operational	(SF)	0	Optional Category D	( )	0
Administrative	(SF)	0	Optional Category E	( )	0
School Buildings	(SF)	0	Optional Category F	( )	0
Maintenance Shops	(SF)	0	Optional Category G	( )	0
Bachelor Quarters	(SF)	0	Optional Category H	( )	0
Family Quarters	(EA)	0	Optional Category I	( )	0
Covered Storage	(SF)	0	Optional Category J	( )	0
Dining Facilities	(SF)	0	Optional Category K	( )	0
Recreation Facilities	(SF)	0	Optional Category L	( )	0
Communications Facil	(SF)	0	Optional Category M	( )	0
Shipyard Maintenance	(SF)	0	Optional Category N	( )	0
RDT & E Facilities	(SF)	0	Optional Category O	( )	0
POL Storage	(BL)	0	Optional Category P	( )	0
Ammunition Storage	(SF)	0	Optional Category Q	( )	0
Medical Facilities	(SF)	0	Optional Category R	( )	0
Environmental	( )	0			

COBRA REALIGNMENT SUMMARY (COBRA v5.06) - Page 1/2
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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Starting Year : 1996
Final Year : 1997
ROI Year : 2001 (4 Years)

NPV in 2015($K): -666,781
1-Time Cost($K): 196,022

Net Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	10,326	103,734	0	0	0	0	114,060	0
Person	0	-4,526	-20,647	-20,647	-20,647	-20,647	-87,114	-20,647
Overhd	4,218	6,025	-41,812	-41,812	-41,812	-41,812	-157,006	-41,812
Moving	0	21,524	0	0	0	0	21,524	0
Missio	0	0	0	0	0	0	0	0
Other	0	41,302	0	0	0	0	41,302	0
TOTAL	14,544	168,060	-62,459	-62,459	-62,459	-62,459	-67,233	-62,459

	1996	1997	1998	1999	2000	2001	Total
POSITIONS ELIMINATED							
Off	0	53	0	0	0	0	53
Enl	0	395	0	0	0	0	395
Civ	0	112	0	0	0	0	112
TOT	0	560	0	0	0	0	560
POSITIONS REALIGNED							
Off	0	775	0	0	0	0	775
Enl	0	484	0	0	0	0	484
Stu	0	400	0	0	0	0	400
Civ	0	771	0	0	0	0	771
TOT	0	2,430	0	0	0	0	2,430

Summary:

Close Reese and Vance. T-1's do not go into Columbus. PIT function moves to Columbus - No aircraft move associated.

COBRA REALIGNMENT SUMMARY (COBRA v5.06) - Page 2/2
Data As Of 13:49 12/28/1994, Report Created 17:19 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	11,526	103,734	0	0	0	0	115,260	0
Person	0	9,194	4,909	4,909	4,909	4,909	28,830	4,909
Overhd	4,218	15,497	8,441	8,441	8,441	8,441	53,480	8,441
Moving	0	23,501	0	0	0	0	23,501	0
Missio	0	0	0	0	0	0	0	0
Other	0	41,302	0	0	0	0	41,302	0
TOTAL	15,744	193,228	13,350	13,350	13,350	13,350	262,373	13,350

Savings ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	1,200	0	0	0	0	0	1,200	0
Person	0	13,720	25,556	25,556	25,556	25,556	115,943	25,556
Overhd	-0	9,471	50,254	50,254	50,254	50,254	210,487	50,254
Moving	0	1,977	0	0	0	0	1,977	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	1,200	25,168	75,810	75,810	75,810	75,810	329,607	75,810

TOTAL ONE-TIME COST REPORT (COBRA v5.06) - Page 1/8
Data As Of 13:49 12/28/1994, Report Created 17:19 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	115,260,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		115,260,000
Personnel		
Civilian RIF	982,280	
Civilian Early Retirement	373,602	
Civilian New Hires	0	
Eliminated Military PCS	2,760,121	
Unemployment	169,128	
Total - Personnel		4,285,132
Overhead		
Program Planning Support	7,382,449	
Mothball / Shutdown	4,291,250	
Total - Overhead		11,673,699
Moving		
Civilian Moving	13,469,202	
Civilian PPS	979,200	
Military Moving	6,463,605	
Freight	2,589,023	
One-Time Moving Costs	0	
Total - Moving		23,501,030
Other		
HAP / RSE	1,302,024	
Environmental Mitigation Costs	0	
One-Time Unique Costs	40,000,000	
Total - Other		41,302,024
Total One-Time Costs		196,021,884
One-Time Savings		
Military Construction Cost Avoidances	1,200,000	
Family Housing Cost Avoidances	0	
Military Moving	1,976,630	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		3,176,630
Total Net One-Time Costs		192,845,254

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: COLUMBUS, MS
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	77,230,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		77,230,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		77,230,000
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		77,230,000

ONE-TIME COST REPORT (COBRA v5.06) - Page 3/8
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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: LAUGHLIN, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	618,473	
Civilian Early Retirement	235,076	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	106,488	
Total - Personnel		960,037
Overhead		
Program Planning Support	1,333,383	
Mothball / Shutdown	0	
Total - Overhead		1,333,383
Moving		
Civilian Moving	9,744,563	
Civilian PPS	0	
Military Moving	816,468	
Freight	737,594	
One-Time Moving Costs	0	
Total - Moving		11,298,626
Other		
HAP / RSE	585,837	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		585,837
Total One-Time Costs		14,177,883
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	262,190	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		262,190
Total Net One-Time Costs		13,915,693

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: RANDOLPH, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	7,880,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		7,880,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	4,198	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		4,198
Overhead		
Program Planning Support	33,266	
Mothball / Shutdown	0	
Total - Overhead		33,266
Moving		
Civilian Moving	98,913	
Civilian PPS	0	
Military Moving	382,541	
Freight	261,229	
One-Time Moving Costs	0	
Total - Moving		742,683
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		8,660,147
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	120,890	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		120,890
Total Net One-Time Costs		8,539,257

ONE-TIME COST REPORT (COBRA v5.06) - Page 5/8
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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: REESE, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	254,665	
Civilian Early Retirement	96,549	
Civilian New Hires	0	
Eliminated Military PCS	1,313,620	
Unemployment	43,848	
Total - Personnel		1,708,682
Overhead		
Program Planning Support	2,892,225	
Mothball / Shutdown	2,450,000	
Total - Overhead		5,342,225
Moving		
Civilian Moving	2,090,679	
Civilian PPS	864,000	
Military Moving	2,778,512	
Freight	946,968	
One-Time Moving Costs	0	
Total - Moving		6,680,159
Other		
HAP / RSE	382,359	
Environmental Mitigation Costs	0	
One-Time Unique Costs	20,000,000	
Total - Other		20,382,359
Total One-Time Costs		34,113,425
One-Time Savings		
Military Construction Cost Avoidances	1,200,000	
Family Housing Cost Avoidances	0	
Military Moving	860,360	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		2,060,360
Total Net One-Time Costs		32,053,065

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: VANCE, OK
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	109,142	
Civilian Early Retirement	37,780	
Civilian New Hires	0	
Eliminated Military PCS	1,446,501	
Unemployment	18,792	
Total - Personnel		1,612,215
Overhead		
Program Planning Support	3,123,575	
Mothball / Shutdown	1,841,250	
Total - Overhead		4,964,825
Moving		
Civilian Moving	1,535,047	
Civilian PPS	115,200	
Military Moving	2,486,084	
Freight	643,231	
One-Time Moving Costs	0	
Total - Moving		4,779,562
Other		
HAP / RSE	333,827	
Environmental Mitigation Costs	0	
One-Time Unique Costs	20,000,000	
Total - Other		20,333,827
Total One-Time Costs		31,690,429
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	733,190	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		733,190
Total Net One-Time Costs		30,957,239

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: BASE X
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		0
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		0

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: SHEPPARD, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	30,150,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		30,150,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		30,150,000
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		30,150,000

TOTAL MILITARY CONSTRUCTION ASSETS (COBRA v5.06) - Page 1/8
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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

All Costs in $K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
COLUMBUS	77,230	0	0	0	77,230
LAUGHLIN	0	0	0	0	0
RANDOLPH	7,880	0	0	0	7,880
REESE	0	0	0	-1,200	-1,200
VANCE	0	0	0	0	0
BASE X	0	0	0	0	0
SHEPPARD	30,150	0	0	0	30,150
Totals:	115,260	0	0	-1,200	114,060

Data As Of 13:49 12/28/1994, Report Created 17:19 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

MilCon for Base: COLUMBUS, MS

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
Maint	OTHER	0	n/a	383,183	n/a	42,990
Ops/Trng	OTHER	0	n/a	72,633	n/a	11,420
utilities	OTHER	0	n/a	0	n/a	10,000
BOS	OTHER	0	n/a	0	n/a	6,440
Dsgn	OTHER	0	n/a	0	n/a	6,380

Total Construction Cost:	77,230
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	77,230

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

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

MilCon for Base: RANDOLPH, TX

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
maintenance	OTHER	0	n/a	44,070	n/a	6,570
bos	OTHER	0	n/a	0	n/a	660
planning & design	OTHER	0	n/a	0	n/a	650

Total Construction Cost:	7,880
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	7,880

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

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

MilCon for Base: REESE, TX

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*

Total Construction Cost:	0
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	1,200
TOTAL:	-1,200

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

Data As Of 13:49 12/28/1994, Report Created 17:19 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

MilCon for Base: SHEPPARD, TX

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
Maint	OTHER	0	n/a	149,300	n/a	20,760
Ops/Trng	OTHER	0	n/a	24,600	n/a	4,390
BOS	OTHER	0	n/a	0	n/a	2,510
Dsgn	OTHER	0	n/a	0	n/a	2,490

Total Construction Cost:	30,150
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	30,150

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

Data As Of 13:49 12/28/1994, Report Created 17:19 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	11,526	103,734	0	0	0	0	115,260
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIF	0	982	0	0	0	0	982
Civ Retire	0	374	0	0	0	0	374
CIV MOVING							
Per Diem	0	1,206	0	0	0	0	1,206
POV Miles	0	61	0	0	0	0	61
Home Purch	0	5,347	0	0	0	0	5,347
HHG	0	3,363	0	0	0	0	3,363
Misc	0	347	0	0	0	0	347
House Hunt	0	935	0	0	0	0	935
PPS	0	979	0	0	0	0	979
RITA	0	2,211	0	0	0	0	2,211
FREIGHT							
Packing	0	40	0	0	0	0	40
Freight	0	2,212	0	0	0	0	2,212
Vehicles	0	254	0	0	0	0	254
Driving	0	82	0	0	0	0	82
Unemployment	0	169	0	0	0	0	169
OTHER							
Program Plan	4,218	3,164	0	0	0	0	7,382
Shutdown	0	4,291	0	0	0	0	4,291
New Hire	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	193	0	0	0	0	193
POV Miles	0	166	0	0	0	0	166
HHG	0	5,224	0	0	0	0	5,224
Misc	0	881	0	0	0	0	881
OTHER							
Elim PCS	0	2,760	0	0	0	0	2,760
OTHER							
HAP / RSE	0	1,302	0	0	0	0	1,302
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	40,000	0	0	0	0	40,000
TOTAL ONE-TIME	15,744	180,277	0	0	0	0	196,022

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	506	506	506	506	2,023	506
BOS	0	8,041	7,936	7,936	7,936	7,936	39,784	7,936
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	4,909	4,909	4,909	4,909	4,909	24,545	4,909
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	12,950	13,350	13,350	13,350	13,350	66,351	13,350
TOTAL COST	15,744	193,228	13,350	13,350	13,350	13,350	262,373	13,350

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	1,200	0	0	0	0	0	1,200
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	1,977	0	0	0	0	1,977
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,200	1,977	0	0	0	0	3,177

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	1,505	3,010	3,010	3,010	3,010	13,545	3,010
O&M								
RPMA	-0	3,729	7,848	7,848	7,848	7,848	35,121	7,848
BOS	0	4,237	39,396	39,396	39,396	39,396	161,821	39,396
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	2,612	5,224	5,224	5,224	5,224	23,507	5,224
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	2,085	4,169	4,169	4,169	4,169	18,762	4,169
Enl Salary	0	7,139	14,278	14,278	14,278	14,278	64,253	14,278
House Allow	0	1,884	1,884	1,884	1,884	1,884	9,420	1,884
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	-0	23,191	75,810	75,810	75,810	75,810	326,430	75,810
TOTAL SAVINGS	1,200	25,168	75,810	75,810	75,810	75,810	329,607	75,810

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	10,326	103,734	0	0	0	0	114,060
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	1,356	0	0	0	0	1,356
Civ Moving	0	17,037	0	0	0	0	17,037
Other	4,218	7,624	0	0	0	0	11,843
MIL PERSONNEL							
Mil Moving	0	7,247	0	0	0	0	7,247
OTHER							
HAP / RSE	0	1,302	0	0	0	0	1,302
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	40,000	0	0	0	0	40,000
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	14,544	178,301	0	0	0	0	192,845

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	-1,505	-3,010	-3,010	-3,010	-3,010	-13,545	-3,010
O&M								
RPMA	0	-3,729	-7,342	-7,342	-7,342	-7,342	-33,098	-7,342
BOS	0	3,804	-31,460	-31,460	-31,460	-31,460	-122,037	-31,460
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-2,612	-5,224	-5,224	-5,224	-5,224	-23,507	-5,224
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-9,224	-18,448	-18,448	-18,448	-18,448	-83,015	-18,448
House Allow	0	3,025	3,025	3,025	3,025	3,025	15,124	3,025
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	-10,241	-62,459	-62,459	-62,459	-62,459	-260,079	-62,459
TOTAL NET COST	14,544	168,060	-62,459	-62,459	-62,459	-62,459	-67,233	-62,459

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: COLUMBUS, MS

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	7,723	69,507	0	0	0	0	77,230
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	7,723	69,507	0	0	0	0	77,230

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: COLUMBUS, MS

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	416	416	416	416	1,665	416
BOS	0	6,207	6,207	6,207	6,207	6,207	31,037	6,207
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	1,614	1,614	1,614	1,614	1,614	8,072	1,614
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	6,207	6,624	6,624	6,624	6,624	40,774	8,238
TOTAL COSTS	7,723	77,329	8,238	8,238	8,238	8,238	118,004	8,238

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: COLUMBUS, MS

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	7,723	69,507	0	0	0	0	77,230
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	7,723	69,507	0	0	0	0	77,230

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	416	416	416	416	1,665	416
BOS	0	6,207	6,207	6,207	6,207	6,207	31,037	6,207
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	1,614	1,614	1,614	1,614	1,614	8,072	1,614
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	7,822	8,238	8,238	8,238	8,238	40,774	8,238
TOTAL NET COST	7,723	77,329	8,238	8,238	8,238	8,238	118,004	8,238

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: LAUGHLIN, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	618	0	0	0	0	618
Civ Retire	0	235	0	0	0	0	235
CIV MOVING							
Per Diem	0	871	0	0	0	0	871
POV Miles	0	40	0	0	0	0	40
Home Purch	0	3,932	0	0	0	0	3,932
HHG	0	2,382	0	0	0	0	2,382
Misc	0	249	0	0	0	0	249
House Hunt	0	660	0	0	0	0	660
PPS	0	0	0	0	0	0	0
RITA	0	1,610	0	0	0	0	1,610
FREIGHT							
Packing	0	10	0	0	0	0	10
Freight	0	727	0	0	0	0	727
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	106	0	0	0	0	106
OTHER							
Program Plan	762	571	0	0	0	0	1,333
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	18	0	0	0	0	18
POV Miles	0	16	0	0	0	0	16
HHG	0	665	0	0	0	0	665
Misc	0	117	0	0	0	0	117
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	586	0	0	0	0	586
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	762	13,416	0	0	0	0	14,178

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: LAUGHLIN, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	77	77	77	77	77	383	77
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	383	77
TOTAL COSTS	762	13,492	77	77	77	77	14,561	77

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	262	0	0	0	0	262
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	262	0	0	0	0	262

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	-0	-0	-0	-0	-0	-0	-0	-0
BOS	0	-1,488	2,945	2,945	2,945	2,945	10,291	2,945
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	-0	-1,488	2,945	2,945	2,945	2,945	10,291	2,945
TOTAL SAVINGS	-0	-1,226	2,945	2,945	2,945	2,945	10,553	2,945

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: LAUGHLIN, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	853	0	0	0	0	853
Civ Moving	0	10,482	0	0	0	0	10,482
Other	762	678	0	0	0	0	1,440
MIL PERSONNEL							
Mil Moving	0	554	0	0	0	0	554
OTHER							
HAP / RSE	0	586	0	0	0	0	586
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	762	13,154	0	0	0	0	13,916

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	1,488	-2,945	-2,945	-2,945	-2,945	-10,291	-2,945
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	77	77	77	77	77	383	77
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	1,565	-2,868	-2,868	-2,868	-2,868	-9,908	-2,868
TOTAL NET COST	762	14,719	-2,868	-2,868	-2,868	-2,868	4,008	-2,868

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: RANDOLPH, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	788	7,092	0	0	0	0	7,880
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	4	0	0	0	0	4
CIV MOVING							
Per Diem	0	9	0	0	0	0	9
POV Miles	0	0	0	0	0	0	0
Home Purch	0	39	0	0	0	0	39
HHG	0	26	0	0	0	0	26
Misc	0	3	0	0	0	0	3
House Hunt	0	6	0	0	0	0	6
PPS	0	0	0	0	0	0	0
RITA	0	16	0	0	0	0	16
FREIGHT							
Packing	0	28	0	0	0	0	28
Freight	0	233	0	0	0	0	233
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	19	14	0	0	0	0	33
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	6	0	0	0	0	6
POV Miles	0	5	0	0	0	0	5
HHG	0	318	0	0	0	0	318
Misc	0	54	0	0	0	0	54
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	807	7,853	0	0	0	0	8,660

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: RANDOLPH, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	36	36	36	36	143	36
BOS	0	412	306	306	306	306	1,637	306
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	429	429	429	429	429	2,148	429
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	412	342	342	342	342	3,929	772
TOTAL COSTS	807	8,695	772	772	772	772	12,589	772

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	121	0	0	0	0	121
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	121	0	0	0	0	121

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	121	0	0	0	0	121	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: RANDOLPH, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	788	7,092	0	0	0	0	7,880
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	4	0	0	0	0	4
Civ Moving	0	360	0	0	0	0	360
Other	19	14	0	0	0	0	33
MIL PERSONNEL							
Mil Moving	0	262	0	0	0	0	262
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	807	7,732	0	0	0	0	8,539

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	36	36	36	36	143	36
BOS	0	412	306	306	306	306	1,637	306
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	429	429	429	429	429	2,148	429
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	842	772	772	772	772	3,929	772
TOTAL NET COST	807	8,574	772	772	772	772	12,468	772

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: REESE, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	255	0	0	0	0	255
Civ Retire	0	96	0	0	0	0	96
CIV MOVING							
Per Diem	0	188	0	0	0	0	188
POV Miles	0	11	0	0	0	0	11
Home Purch	0	801	0	0	0	0	801
HHG	0	545	0	0	0	0	545
Misc	0	55	0	0	0	0	55
House Hunt	0	153	0	0	0	0	153
PPS	0	864	0	0	0	0	864
RITA	0	338	0	0	0	0	338
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	743	0	0	0	0	743
Vehicles	0	166	0	0	0	0	166
Driving	0	38	0	0	0	0	38
Unemployment	0	44	0	0	0	0	44
OTHER							
Program Plan	1,653	1,239	0	0	0	0	2,892
Shutdown	0	2,450	0	0	0	0	2,450
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	84	0	0	0	0	84
POV Miles	0	72	0	0	0	0	72
HHG	0	2,238	0	0	0	0	2,238
Misc	0	383	0	0	0	0	383
OTHER							
Elim PCS	0	1,314	0	0	0	0	1,314
OTHER							
HAP / RSE	0	382	0	0	0	0	382
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	20,000	0	0	0	0	20,000
TOTAL ONE-TIME	1,653	32,461	0	0	0	0	34,113

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: REESE, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL COSTS	1,653	32,461	0	0	0	0	34,113	0

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	1,200	0	0	0	0	0	1,200
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	860	0	0	0	0	860
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,200	860	0	0	0	0	2,060

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	770	1,541	1,541	1,541	1,541	6,934	1,541
O&M								
RPMA	0	800	1,684	1,684	1,684	1,684	7,536	1,684
BOS	0	2,871	17,804	17,804	17,804	17,804	74,087	17,804
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	2,332	4,664	4,664	4,664	4,664	20,989	4,664
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	1,141	2,281	2,281	2,281	2,281	10,266	2,281
Enl Salary	0	3,289	6,579	6,579	6,579	6,579	29,605	6,579
House Allow	0	887	887	887	887	887	4,434	887
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	12,090	35,440	35,440	35,440	35,440	153,852	35,440
TOTAL SAVINGS	1,200	12,951	35,440	35,440	35,440	35,440	155,912	35,440

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: REESE, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	-1,200	0	0	0	0	0	-1,200
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	351	0	0	0	0	351
Civ Moving	0	3,902	0	0	0	0	3,902
Other	1,653	3,733	0	0	0	0	5,386
MIL PERSONNEL							
Mil Moving	0	3,232	0	0	0	0	3,232
OTHER							
HAP / RSE	0	382	0	0	0	0	382
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	20,000	0	0	0	0	20,000
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	453	31,600	0	0	0	0	32,053

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	-770	-1,541	-1,541	-1,541	-1,541	-6,934	-1,541
O&M								
RPMA	0	-800	-1,684	-1,684	-1,684	-1,684	-7,536	-1,684
BOS	0	-2,871	-17,804	-17,804	-17,804	-17,804	-74,087	-17,804
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-2,332	-4,664	-4,664	-4,664	-4,664	-20,989	-4,664
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-4,430	-8,860	-8,860	-8,860	-8,860	-39,871	-8,860
House Allow	0	-887	-887	-887	-887	-887	-4,434	-887
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	-12,090	-35,440	-35,440	-35,440	-35,440	-153,852	-35,440
TOTAL NET COST	453	19,510	-35,440	-35,440	-35,440	-35,440	-121,799	-35,440

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: VANCE, OK

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	109	0	0	0	0	109
Civ Retire	0	38	0	0	0	0	38
CIV MOVING							
Per Diem	0	138	0	0	0	0	138
POV Miles	0	9	0	0	0	0	9
Home Purch	0	575	0	0	0	0	575
HHG	0	409	0	0	0	0	409
Misc	0	40	0	0	0	0	40
House Hunt	0	116	0	0	0	0	116
PPS	0	115	0	0	0	0	115
RITA	0	246	0	0	0	0	246
FREIGHT							
Packing	0	1	0	0	0	0	1
Freight	0	510	0	0	0	0	510
Vehicles	0	88	0	0	0	0	88
Driving	0	44	0	0	0	0	44
Unemployment	0	19	0	0	0	0	19
OTHER							
Program Plan	1,785	1,339	0	0	0	0	3,123
Shutdown	0	1,841	0	0	0	0	1,841
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	84	0	0	0	0	84
POV Miles	0	72	0	0	0	0	72
HHG	0	2,002	0	0	0	0	2,002
Misc	0	327	0	0	0	0	327
OTHER							
Elim PCS	0	1,446	0	0	0	0	1,446
OTHER							
HAP / RSE	0	334	0	0	0	0	334
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	20,000	0	0	0	0	20,000
TOTAL ONE-TIME	1,785	29,905	0	0	0	0	31,690

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: VANCE, OK

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL COSTS	1,785	29,905	0	0	0	0	31,690	0

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	733	0	0	0	0	733
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	733	0	0	0	0	733

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	734	1,469	1,469	1,469	1,469	6,610	1,469
O&M								
RPMA	0	2,929	6,164	6,164	6,164	6,164	27,585	6,164
BOS	0	2,855	18,647	18,647	18,647	18,647	77,443	18,647
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	280	560	560	560	560	2,519	560
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	944	1,888	1,888	1,888	1,888	8,496	1,888
Enl Salary	0	3,850	7,699	7,699	7,699	7,699	34,648	7,699
House Allow	0	997	997	997	997	997	4,986	997
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	12,589	37,424	37,424	37,424	37,424	162,287	37,424
TOTAL SAVINGS	0	13,322	37,424	37,424	37,424	37,424	163,020	37,424

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: VANCE, OK

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	147	0	0	0	0	147
Civ Moving	0	2,293	0	0	0	0	2,293
Other	1,785	3,199	0	0	0	0	4,984
MIL PERSONNEL							
Mil Moving	0	3,199	0	0	0	0	3,199
OTHER							
HAP / RSE	0	334	0	0	0	0	334
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	20,000	0	0	0	0	20,000
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,785	29,172	0	0	0	0	30,957

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	-734	-1,469	-1,469	-1,469	-1,469	-6,610	-1,469
O&M								
RPMA	0	-2,929	-6,164	-6,164	-6,164	-6,164	-27,585	-6,164
BOS	0	-2,855	-18,647	-18,647	-18,647	-18,647	-77,443	-18,647
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-280	-560	-560	-560	-560	-2,519	-560
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-4,794	-9,587	-9,587	-9,587	-9,587	-43,144	-9,587
House Allow	0	-997	-997	-997	-997	-997	-4,986	-997
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	-12,589	-37,424	-37,424	-37,424	-37,424	-162,287	-37,424
TOTAL NET COST	1,785	16,583	-37,424	-37,424	-37,424	-37,424	-131,330	-37,424

Data As Of 13:49 12/28/1994, Report Created 17:19 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: BASE X

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: BASE X

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	1,187	1,187	1,187	1,187	1,187	5,937	1,187
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	2,312	2,312	2,312	2,312	2,312	11,561	2,312
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	1,187	1,187	1,187	1,187	1,187	17,498	3,500
TOTAL COSTS	0	3,500	3,500	3,500	3,500	3,500	17,498	3,500

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: BASE X

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	1,187	1,187	1,187	1,187	1,187	5,937	1,187
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	2,312	2,312	2,312	2,312	2,312	11,561	2,312
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	3,500	3,500	3,500	3,500	3,500	17,498	3,500
TOTAL NET COST	0	3,500	3,500	3,500	3,500	3,500	17,498	3,500

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: SHEPPARD, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	3,015	27,135	0	0	0	0	30,150
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	3,015	27,135	0	0	0	0	30,150

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: SHEPPARD, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	53	53	53	53	214	53
BOS	0	234	234	234	234	234	1,173	234
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	476	476	476	476	476	2,380	476
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	234	288	288	288	288	3,767	764
TOTAL COSTS	3,015	27,846	764	764	764	764	33,917	764

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: SHEPPARD, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	3,015	27,135	0	0	0	0	30,150
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	3,015	27,135	0	0	0	0	30,150

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	53	53	53	53	214	53
BOS	0	234	234	234	234	234	1,173	234
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	476	476	476	476	476	2,380	476
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	711	764	764	764	764	3,767	764
TOTAL NET COST	3,015	27,846	764	764	764	764	33,917	764

INPUT DATA REPORT (COBRA v5.06)
Data As Of 13:49 12/28/1994, Report Created 17:19 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: No

Base Name	Strategy:
COLUMBUS, MS	Realignment
LAUGHLIN, TX	Realignment
RANDOLPH, TX	Realignment
REESE, TX	Closes in FY 1997
VANCE, OK	Closes in FY 1997
BASE X	Realignment
SHEPPARD, TX	Realignment

Summary:

Close Reese and Vance. T-1's do not go into Columbus. PIT function moves to Columbus - No aircraft move associated.

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
COLUMBUS, MS	LAUGHLIN, TX	935 mi
COLUMBUS, MS	RANDOLPH, TX	775 mi
COLUMBUS, MS	REESE, TX	866 mi
COLUMBUS, MS	VANCE, OK	672 mi
COLUMBUS, MS	BASE X	1,000 mi
COLUMBUS, MS	SHEPPARD, TX	654 mi
LAUGHLIN, TX	RANDOLPH, TX	166 mi
LAUGHLIN, TX	REESE, TX	367 mi
LAUGHLIN, TX	VANCE, OK	599 mi
LAUGHLIN, TX	SHEPPARD, TX	412 mi
RANDOLPH, TX	REESE, TX	435 mi
RANDOLPH, TX	VANCE, OK	542 mi
RANDOLPH, TX	SHEPPARD, TX	355 mi
REESE, TX	VANCE, OK	409 mi
REESE, TX	BASE X	1,000 mi
REESE, TX	SHEPPARD, TX	222 mi
VANCE, OK	BASE X	1,000 mi
VANCE, OK	SHEPPARD, TX	191 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from LAUGHLIN, TX to COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	45	0	0	0	0
Enlisted Positions:	0	33	0	0	0	0
Civilian Positions:	0	318	0	0	0	0
Student Positions:	0	30	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Data As Of 13:49 12/28/1994, Report Created 17:19 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from REESE, TX to COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	88	0	0	0	0
Enlisted Positions:	0	25	0	0	0	0
Civilian Positions:	0	15	0	0	0	0
Student Positions:	0	49	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	102	0	0	0	0
Heavy/Special Vehicles:	0	137	0	0	0	0

Transfers from VANCE, OK to COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	105	0	0	0	0
Enlisted Positions:	0	35	0	0	0	0
Civilian Positions:	0	21	0	0	0	0
Student Positions:	0	98	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	151	0	0	0	0
Heavy/Special Vehicles:	0	94	0	0	0	0

Transfers from LAUGHLIN, TX to RANDOLPH, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	48	0	0	0	0
Enlisted Positions:	0	30	0	0	0	0
Civilian Positions:	0	198	0	0	0	0
Student Positions:	0	55	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from REESE, TX to LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	113	0	0	0	0
Enlisted Positions:	0	32	0	0	0	0
Civilian Positions:	0	18	0	0	0	0
Student Positions:	0	61	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from VANCE, OK to LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	28	0	0	0	0
Enlisted Positions:	0	7	0	0	0	0
Civilian Positions:	0	4	0	0	0	0
Student Positions:	0	31	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from LAUGHLIN, TX to SHEPPARD, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	6	0	0	0	0
Enlisted Positions:	0	5	0	0	0	0
Civilian Positions:	0	42	0	0	0	0
Student Positions:	0	4	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from REESE, TX to RANDOLPH, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	56	0	0	0	0
Enlisted Positions:	0	16	0	0	0	0
Civilian Positions:	0	9	0	0	0	0
Student Positions:	0	31	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from VANCE, OK to RANDOLPH, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	3	0	0	0	0
Enlisted Positions:	0	1	0	0	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	4	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from RANDOLPH, TX to SHEPPARD, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	56	0	0	0	0
Enlisted Positions:	0	21	0	0	0	0
Civilian Positions:	0	6	0	0	0	0
Student Positions:	0	34	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from REESE, TX to BASE X

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	62	0	0	0	0
Enlisted Positions:	0	156	0	0	0	0
Civilian Positions:	0	77	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from VANCE, OK to BASE X

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	162	0	0	0	0
Enlisted Positions:	0	123	0	0	0	0
Civilian Positions:	0	63	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from VANCE, OK to SHEPPARD, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	3	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	3	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: COLUMBUS, MS

Total Officer Employees:	353	RPMA Non-Payroll ($K/Year):	2,511
Total Enlisted Employees:	535	Communications ($K/Year):	1,347
Total Student Employees:	177	BOS Non-Payroll ($K/Year):	18,100
Total Civilian Employees:	221	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	87.0%	Family Housing ($K/Year):	4,376
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.79
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	2,542	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	0	Activity Code:	AF014
Enlisted VHA ($/Month):	0		
Per Diem Rate ($/Day):	66	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: LAUGHLIN, TX

Total Officer Employees:	420	RPMA Non-Payroll ($K/Year):	3,403
Total Enlisted Employees:	519	Communications ($K/Year):	636
Total Student Employees:	92	BOS Non-Payroll ($K/Year):	16,624
Total Civilian Employees:	745	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	60.0%	Family Housing ($K/Year):	3,001
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.15
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	2,286	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	0	Activity Code:	AF048
Enlisted VHA ($/Month):	0		
Per Diem Rate ($/Day):	66	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: RANDOLPH, TX

Total Officer Employees:	1,724	RPMA Non-Payroll ($K/Year):	4,514
Total Enlisted Employees:	2,472	Communications ($K/Year):	677
Total Student Employees:	93	BOS Non-Payroll ($K/Year):	12,065
Total Civilian Employees:	3,137	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	34.0%	Family Housing ($K/Year):	3,864
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.87
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	5,154	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	106	Activity Code:	AF074
Enlisted VHA ($/Month):	80		
Per Diem Rate ($/Day):	97	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: REESE, TX

Total Officer Employees:	348	RPMA Non-Payroll ($K/Year):	1,684
Total Enlisted Employees:	411	Communications ($K/Year):	1,277
Total Student Employees:	141	BOS Non-Payroll ($K/Year):	16,527
Total Civilian Employees:	219	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	52.0%	Family Housing ($K/Year):	1,541
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.95
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	1,960	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	73	Activity Code:	AF075
Enlisted VHA ($/Month):	47		
Per Diem Rate ($/Day):	86	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: VANCE, OK

Total Officer Employees:	325	RPMA Non-Payroll ($K/Year):	6,164
Total Enlisted Employees:	379	Communications ($K/Year):	798
Total Student Employees:	136	BOS Non-Payroll ($K/Year):	17,849
Total Civilian Employees:	100	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	34.0%	Family Housing ($K/Year):	1,469
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.92
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	1,473	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	0	Activity Code:	AF088
Enlisted VHA ($/Month):	0		
Per Diem Rate ($/Day):	66	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: BASE X

Total Officer Employees:	729	RPMA Non-Payroll ($K/Year):	3,655
Total Enlisted Employees:	1,111	Communications ($K/Year):	947
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	9,813
Total Civilian Employees:	1,166	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	53.0%	Family Housing ($K/Year):	2,870
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	5,683	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	36	Activity Code:	X
Enlisted VHA ($/Month):	25		
Per Diem Rate ($/Day):	76	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.10	Unique Activity Information:	No

Name: SHEPPARD, TX

Total Officer Employees:	1,068	RPMA Non-Payroll ($K/Year):	2,444
Total Enlisted Employees:	7,998	Communications ($K/Year):	843
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	24,888
Total Civilian Employees:	1,554	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	50.0%	Family Housing ($K/Year):	5,536
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.90
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	7,381	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	49	Activity Code:	AF081
Enlisted VHA ($/Month):	26		
Per Diem Rate ($/Day):	72	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Data As Of 13:49 12/28/1994, Report Created 17:19 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: RANDOLPH, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: REESE, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	20,000	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	100%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	100%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	1,200	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 1,960 Perc Family Housing ShutDown: 100.0%

Name: VANCE, OK

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	20,000	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	100%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	100%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 1,473 Perc Family Housing ShutDown: 100.0%

Name: BASE X

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Data As Of 13:49 12/28/1994, Report Created 17:19 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: SHEPPARD, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: REESE, TX

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	0	0	0	0	0
Enl Force Struc Change:	0	0	0	0	0	0
Civ Force Struc Change:	0	0	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	-29	0	0	0	0
Enl Scenario Change:	0	-182	0	0	0	0
Civ Scenario Change:	0	-100	0	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

Name: VANCE, OK

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	0	0	0	0	0
Enl Force Struc Change:	0	0	0	0	0	0
Civ Force Struc Change:	0	0	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	-24	0	0	0	0
Enl Scenario Change:	0	-213	0	0	0	0
Civ Scenario Change:	0	-12	0	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: SHEPPARD, TX

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	6	0	0	0	0
Enl Force Struc Change:	0	22	0	0	0	0
Civ Force Struc Change:	0	-106	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: COLUMBUS, MS

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
Maint	OTHER	383,183	0	42,990
Ops/Trng	OTHER	72,633	0	11,420
utilities	OTHER	0	0	10,000
BOS	OTHER	0	0	6,440
Dsgn	OTHER	0	0	6,380

Name: RANDOLPH, TX

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
maintenance	OTHER	44,070	0	6,570
bos	OTHER	0	0	660
planning & design	OTHER	0	0	650

Name: SHEPPARD, TX

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
Maint	OTHER	149,300	0	20,760
Ops/Trng	OTHER	24,600	0	4,390
BOS	OTHER	0	0	2,510
Dsgn	OTHER	0	0	2,490

STANDARD FACTORS SCREEN ONE - PERSONNEL

Percent Officers Married:	76.80%	Civ Early Retire Pay Factor:	9.00%
Percent Enlisted Married:	66.90%	Priority Placement Service:	60.00%
Enlisted Housing MilCon:	80.00%	PPS Actions Involving PCS:	50.00%
Officer Salary($/Year):	78,668.00	Civilian PCS Costs ($):	28,800.00
Off BAQ with Dependents($):	7,073.00	Civilian New Hire Cost($):	0.00
Enlisted Salary($/Year):	36,148.00	Nat Median Home Price($):	114,600.00
Enl BAQ with Dependents($):	5,162.00	Home Sale Reimburse Rate:	10.00%
Avg Unemploy Cost($/Week):	174.00	Max Home Sale Reimburs($):	22,385.00
Unemployment Eligibility(Weeks):	18	Home Purch Reimburse Rate:	5.00%
Civilian Salary($/Year):	46,642.00	Max Home Purch Reimburs($):	11,191.00
Civilian Turnover Rate:	15.00%	Civilian Homeowning Rate:	64.00%
Civilian Early Retire Rate:	10.00%	HAP Home Value Reimburse Rate:	22.90%
Civilian Regular Retire Rate:	5.00%	HAP Homeowner Receiving Rate:	5.00%
Civilian RIF Pay Factor:	39.00%	RSE Home Value Reimburse Rate:	0.00%
SF File Desc:	Final Factors	RSE Homeowner Receiving Rate:	0.00%

Data As Of 13:49 12/28/1994, Report Created 17:19 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36102.CBR
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STANDARD FACTORS SCREEN TWO - FACILITIES

RPMA Building SF Cost Index:	0.93	Rehab vs. New MilCon Cost:	0.00%
BOS Index (RPMA vs population):	0.54	Info Management Account:	0.00%
(Indices are used as exponents)		MilCon Design Rate:	0.00%
Program Management Factor:	10.00%	MilCon SIOH Rate:	0.00%
Caretaker Admin(SF/Care):	162.00	MilCon Contingency Plan Rate:	0.00%
Mothball Cost ($/SF):	1.25	MilCon Site Preparation Rate:	0.00%
Avg Bachelor Quarters(SF):	256.00	Discount Rate for NPV.RPT/ROI:	2.75%
Avg Family Quarters(SF):	1,320.00	Inflation Rate for NPV.RPT/ROI:	0.00%

APPDET.RPT Inflation Rates:
1996: 0.00% 1997: 2.90% 1998: 3.00% 1999: 3.00% 2000: 3.00% 2001: 3.00%

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Person(Lb):	710	Equip Pack & Crate($/Ton):	284.00
HHG Per Off Family (Lb):	14,500.00	Mil Light Vehicle($/Mile):	0.43
HHG Per Enl Family (Lb):	9,000.00	Heavy/Spec Vehicle($/Mile):	1.40
HHG Per Mil Single (Lb):	6,400.00	POV Reimbursement($/Mile):	0.18
HHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Years):	4.10
Total HHG Cost ($/100Lb):	35.00	Routine PCS($/Pers/Tour):	6,437.00
Air Transport ($/Pass Mile):	0.20	One-Time Off PCS Cost($):	9,142.00
Misc Exp ($/Direct Employ):	700.00	One-Time Enl PCS Cost($):	5,761.00

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

Category	UM	$/UM	Category	UM	$/UM
Horizontal	(SY)	0	other	(SF)	0
Waterfront	(LF)	0	Optional Category B	( )	0
Air Operations	(SF)	0	Optional Category C	( )	0
Operational	(SF)	0	Optional Category D	( )	0
Administrative	(SF)	0	Optional Category E	( )	0
School Buildings	(SF)	0	Optional Category F	( )	0
Maintenance Shops	(SF)	0	Optional Category G	( )	0
Bachelor Quarters	(SF)	0	Optional Category H	( )	0
Family Quarters	(EA)	0	Optional Category I	( )	0
Covered Storage	(SF)	0	Optional Category J	( )	0
Dining Facilities	(SF)	0	Optional Category K	( )	0
Recreation Facilities	(SF)	0	Optional Category L	( )	0
Communications Facil	(SF)	0	Optional Category M	( )	0
Shipyard Maintenance	(SF)	0	Optional Category N	( )	0
RDT & E Facilities	(SF)	0	Optional Category O	( )	0
POL Storage	(BL)	0	Optional Category P	( )	0
Ammunition Storage	(SF)	0	Optional Category Q	( )	0
Medical Facilities	(SF)	0	Optional Category R	( )	0
Environmental	( )	0			

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: REESE, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	255	0	0	0	0	255
Civ Retire	0	96	0	0	0	0	96
CIV MOVING							
Per Diem	0	188	0	0	0	0	188
POV Miles	0	11	0	0	0	0	11
Home Purch	0	801	0	0	0	0	801
HHG	0	545	0	0	0	0	545
Misc	0	55	0	0	0	0	55
House Hunt	0	153	0	0	0	0	153
PPS	0	864	0	0	0	0	864
RITA	0	338	0	0	0	0	338
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	743	0	0	0	0	743
Vehicles	0	166	0	0	0	0	166
Driving	0	38	0	0	0	0	38
Unemployment	0	44	0	0	0	0	44
OTHER							
Program Plan	1,653	1,239	0	0	0	0	2,892
Shutdown	0	2,450	0	0	0	0	2,450
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	84	0	0	0	0	84
POV Miles	0	72	0	0	0	0	72
HHG	0	2,238	0	0	0	0	2,238
Misc	0	383	0	0	0	0	383
OTHER							
Elim PCS	0	1,314	0	0	0	0	1,314
OTHER							
HAP / RSE	0	382	0	0	0	0	382
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	20,000	0	0	0	0	20,000
TOTAL ONE-TIME	1,653	32,461	0	0	0	0	34,114

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: REESE, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL COSTS	1,653	32,461	0	0	0	0	34,114	0

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	1,200	0	0	0	0	0	1,200
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	860	0	0	0	0	860
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,200	860	0	0	0	0	2,060

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	770	1,541	1,541	1,541	1,541	6,934	1,541
O&M								
RPMA	0	800	1,684	1,684	1,684	1,684	7,536	1,684
BOS	0	2,871	17,804	17,804	17,804	17,804	74,087	17,804
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	2,332	4,664	4,664	4,664	4,664	20,989	4,664
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	1,141	2,281	2,281	2,281	2,281	10,266	2,281
Enl Salary	0	3,289	6,579	6,579	6,579	6,579	29,605	6,579
House Allow	0	887	887	887	887	887	4,434	887
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	12,090	35,440	35,440	35,440	35,440	153,852	35,440
TOTAL SAVINGS	1,200	12,951	35,440	35,440	35,440	35,440	155,912	35,440

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: REESE, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	-1,200	0	0	0	0	0	-1,200
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	351	0	0	0	0	351
Civ Moving	0	3,902	0	0	0	0	3,902
Other	1,653	3,733	0	0	0	0	5,386
MIL PERSONNEL							
Mil Moving	0	3,232	0	0	0	0	3,232
OTHER							
HAP / RSE	0	382	0	0	0	0	382
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	20,000	0	0	0	0	20,000
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	453	31,601	0	0	0	0	32,053

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	-770	-1,541	-1,541	-1,541	-1,541	-6,934	-1,541
O&M								
RPMA	0	-800	-1,684	-1,684	-1,684	-1,684	-7,536	-1,684
BOS	0	-2,871	-17,804	-17,804	-17,804	-17,804	-74,087	-17,804
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-2,332	-4,664	-4,664	-4,664	-4,664	-20,989	-4,664
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-4,430	-8,860	-8,860	-8,860	-8,860	-39,871	-8,860
House Allow	0	-887	-887	-887	-887	-887	-4,434	-887
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	-12,090	-35,440	-35,440	-35,440	-35,440	-153,852	-35,440
TOTAL NET COST	453	19,510	-35,440	-35,440	-35,440	-35,440	-121,798	-35,440

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: VANCE, OK

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	109	0	0	0	0	109
Civ Retire	0	38	0	0	0	0	38
CIV MOVING							
Per Diem	0	139	0	0	0	0	139
POV Miles	0	9	0	0	0	0	9
Home Purch	0	578	0	0	0	0	578
HHG	0	408	0	0	0	0	408
Misc	0	40	0	0	0	0	40
House Hunt	0	115	0	0	0	0	115
PPS	0	115	0	0	0	0	115
RITA	0	247	0	0	0	0	247
FREIGHT							
Packing	0	16	0	0	0	0	16
Freight	0	981	0	0	0	0	981
Vehicles	0	192	0	0	0	0	192
Driving	0	57	0	0	0	0	57
Unemployment	0	19	0	0	0	0	19
OTHER							
Program Plan	1,785	1,339	0	0	0	0	3,123
Shutdown	0	1,841	0	0	0	0	1,841
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	82	0	0	0	0	82
POV Miles	0	70	0	0	0	0	70
HHG	0	1,998	0	0	0	0	1,998
Misc	0	327	0	0	0	0	327
OTHER							
Elim PCS	0	1,446	0	0	0	0	1,446
OTHER							
HAP / RSE	0	334	0	0	0	0	334
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	20,000	0	0	0	0	20,000
TOTAL ONE-TIME	1,785	30,502	0	0	0	0	32,287

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: VANCE, OK

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL COSTS	1,785	30,502	0	0	0	0	32,287	0

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	733	0	0	0	0	733
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	733	0	0	0	0	733

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	734	1,469	1,469	1,469	1,469	6,610	1,469
O&M								
RPMA	0	2,929	6,164	6,164	6,164	6,164	27,585	6,164
BOS	0	2,855	18,647	18,647	18,647	18,647	77,443	18,647
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	280	560	560	560	560	2,519	560
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	944	1,888	1,888	1,888	1,888	8,496	1,888
Enl Salary	0	3,850	7,699	7,699	7,699	7,699	34,648	7,699
House Allow	0	997	997	997	997	997	4,986	997
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	12,589	37,424	37,424	37,424	37,424	162,287	37,424
TOTAL SAVINGS	0	13,322	37,424	37,424	37,424	37,424	163,020	37,424

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: VANCE, OK

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	147	0	0	0	0	147
Civ Moving	0	2,898	0	0	0	0	2,898
Other	1,785	3,199	0	0	0	0	4,984
MIL PERSONNEL							
Mil Moving	0	3,191	0	0	0	0	3,191
OTHER							
HAP / RSE	0	334	0	0	0	0	334
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	20,000	0	0	0	0	20,000
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,785	29,769	0	0	0	0	31,553

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	-734	-1,469	-1,469	-1,469	-1,469	-6,610	-1,469
O&M								
RPMA	0	-2,929	-6,164	-6,164	-6,164	-6,164	-27,585	-6,164
BOS	0	-2,855	-18,647	-18,647	-18,647	-18,647	-77,443	-18,647
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-280	-560	-560	-560	-560	-2,519	-560
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-4,794	-9,587	-9,587	-9,587	-9,587	-43,144	-9,587
House Allow	0	-997	-997	-997	-997	-997	-4,986	-997
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	-12,589	-37,424	-37,424	-37,424	-37,424	-162,287	-37,424
TOTAL NET COST	1,785	17,179	-37,424	-37,424	-37,424	-37,424	-130,734	-37,424

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: BASE X

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: BASE X

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	1,189	1,189	1,189	1,189	1,189	5,946	1,189
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	2,312	2,312	2,312	2,312	2,312	11,561	2,312
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	1,189	1,189	1,189	1,189	1,189	17,507	3,501
TOTAL COSTS	0	3,501	3,501	3,501	3,501	3,501	17,507	3,501

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: BASE X

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	1,189	1,189	1,189	1,189	1,189	5,946	1,189
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	2,312	2,312	2,312	2,312	2,312	11,561	2,312
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	3,501	3,501	3,501	3,501	3,501	17,507	3,501
TOTAL NET COST	0	3,501	3,501	3,501	3,501	3,501	17,507	3,501

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: SHEPPARD, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	3	0	0	0	0	3
POV Miles	0	0	0	0	0	0	0
Home Purch	0	9	0	0	0	0	9
HHG	0	6	0	0	0	0	6
Misc	0	1	0	0	0	0	1
House Hunt	0	2	0	0	0	0	2
PPS	0	0	0	0	0	0	0
RITA	0	4	0	0	0	0	4
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	232	0	0	0	0	232
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	3	3	0	0	0	0	6
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	1	0	0	0	0	1
POV Miles	0	0	0	0	0	0	0
HHG	0	36	0	0	0	0	36
Misc	0	6	0	0	0	0	6
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	3	0	0	0	0	3
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	3	308	0	0	0	0	311

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: SHEPPARD, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	218	198	198	198	198	1,010	198
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	360	360	360	360	360	1,800	360
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	218	198	198	198	198	2,811	558
TOTAL COSTS	3	885	558	558	558	558	3,122	558

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	14	0	0	0	0	14
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	14	0	0	0	0	14

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	14	0	0	0	0	14	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: SHEPPARD, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	258	0	0	0	0	258
Other	3	3	0	0	0	0	6
MIL PERSONNEL							
Mil Moving	0	30	0	0	0	0	30
OTHER							
HAP / RSE	0	3	0	0	0	0	3
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	3	293	0	0	0	0	297

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	218	198	198	198	198	1,010	198
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	360	360	360	360	360	1,800	360
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	578	558	558	558	558	2,811	558
TOTAL NET COST	3	871	558	558	558	558	3,108	558

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: NAS KINGSVILLE, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	5,139	46,251	0	0	0	0	51,390
Fam Housing	1,121	10,089	0	0	0	0	11,210
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	6,260	56,340	0	0	0	0	62,600

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: NAS KINGSVILLE, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	10	104	191	191	191	191	880	191
O&M								
RPMA	0	0	1,957	1,957	1,957	1,957	7,827	1,957
BOS	0	483	483	483	483	483	2,416	483
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	273	273	273	273	273	1,364	273
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	10	588	2,631	2,631	2,631	2,631	12,486	2,904
TOTAL COSTS	6,270	57,200	2,904	2,904	2,904	2,904	75,086	2,904

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: NAS KINGSVILLE, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	5,139	46,251	0	0	0	0	51,390
Fam Housing	1,121	10,089	0	0	0	0	11,210
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	6,260	56,340	0	0	0	0	62,600

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	10	104	191	191	191	191	880	191
O&M								
RPMA	0	0	1,957	1,957	1,957	1,957	7,827	1,957
BOS	0	483	483	483	483	483	2,416	483
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	273	273	273	273	273	1,364	273
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	10	860	2,904	2,904	2,904	2,904	12,486	2,904
TOTAL NET COST	6,270	57,200	2,904	2,904	2,904	2,904	75,086	2,904

INPUT DATA REPORT (COBRA v5.06)
Data As Of 13:49 12/28/1994, Report Created 15:39 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: No

Base Name	Strategy:
COLUMBUS, MS	Realignment
LAUGHLIN, TX	Realignment
RANDOLPH, TX	Realignment
REESE, TX	Closes in FY 1997
VANCE, OK	Closes in FY 1997
BASE X	Realignment
SHEPPARD, TX	Realignment
NAS KINGSVILLE, TX	Realignment

Summary:

Option Three. Close Reese and Vance. Some aircraft go to Kingsville.

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
COLUMBUS, MS	LAUGHLIN, TX	935 mi
COLUMBUS, MS	REESE, TX	866 mi
COLUMBUS, MS	VANCE, OK	672 mi
COLUMBUS, MS	BASE X	1,000 mi
LAUGHLIN, TX	RANDOLPH, TX	166 mi
LAUGHLIN, TX	REESE, TX	367 mi
LAUGHLIN, TX	VANCE, OK	599 mi
LAUGHLIN, TX	SHEPPARD, TX	412 mi
LAUGHLIN, TX	NAS KINGSVILLE, TX	305 mi
RANDOLPH, TX	REESE, TX	435 mi
RANDOLPH, TX	SHEPPARD, TX	355 mi
RANDOLPH, TX	NAS KINGSVILLE, TX	166 mi
REESE, TX	VANCE, OK	409 mi
REESE, TX	BASE X	1,000 mi
REESE, TX	SHEPPARD, TX	222 mi
VANCE, OK	BASE X	1,000 mi
VANCE, OK	SHEPPARD, TX	191 mi
VANCE, OK	NAS KINGSVILLE, TX	673 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from LAUGHLIN, TX to COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	27	0	0	0	0
Enlisted Positions:	0	19	0	0	0	0
Civilian Positions:	0	190	0	0	0	0
Student Positions:	0	18	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Data As Of 13:49 12/28/1994, Report Created 15:39 01/04/1995

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from REESE, TX to COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	88	0	0	0	0
Enlisted Positions:	0	24	0	0	0	0
Civilian Positions:	0	15	0	0	0	0
Student Positions:	0	49	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	102	0	0	0	0
Heavy/Special Vehicles:	0	137	0	0	0	0

Transfers from VANCE, OK to COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	75	0	0	0	0
Enlisted Positions:	0	19	0	0	0	0
Civilian Positions:	0	12	0	0	0	0
Student Positions:	0	83	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	199	0	0	0	0
Heavy/Special Vehicles:	0	204	0	0	0	0

Transfers from LAUGHLIN, TX to RANDOLPH, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	48	0	0	0	0
Enlisted Positions:	0	30	0	0	0	0
Civilian Positions:	0	198	0	0	0	0
Student Positions:	0	55	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from REESE, TX to LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	113	0	0	0	0
Enlisted Positions:	0	32	0	0	0	0
Civilian Positions:	0	18	0	0	0	0
Student Positions:	0	61	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from VANCE, OK to LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	17	0	0	0	0
Enlisted Positions:	0	4	0	0	0	0
Civilian Positions:	0	2	0	0	0	0
Student Positions:	0	19	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from LAUGHLIN, TX to SHEPPARD, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	7	0	0	0	0
Enlisted Positions:	0	5	0	0	0	0
Civilian Positions:	0	47	0	0	0	0
Student Positions:	0	5	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from LAUGHLIN, TX to NAS KINGSVILLE, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	17	0	0	0	0
Enlisted Positions:	0	12	0	0	0	0
Civilian Positions:	0	122	0	0	0	0
Student Positions:	0	12	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from REESE, TX to RANDOLPH, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	56	0	0	0	0
Enlisted Positions:	0	16	0	0	0	0
Civilian Positions:	0	9	0	0	0	0
Student Positions:	0	31	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from VANCE, OK to BASE X

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	162	0	0	0	0
Enlisted Positions:	0	123	0	0	0	0
Civilian Positions:	0	63	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from VANCE, OK to SHEPPARD, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	20	0	0	0	0
Enlisted Positions:	0	9	0	0	0	0
Civilian Positions:	0	4	0	0	0	0
Student Positions:	0	14	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from VANCE, OK to NAS KINGSVILLE, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	27	0	0	0	0
Enlisted Positions:	0	11	0	0	0	0
Civilian Positions:	0	7	0	0	0	0
Student Positions:	0	20	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: COLUMBUS, MS

Total Officer Employees:	530	RPMA Non-Payroll ($K/Year):	2,511
Total Enlisted Employees:	535	Communications ($K/Year):	1,347
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	18,100
Total Civilian Employees:	221	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	87.0%	Family Housing ($K/Year):	4,376
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.79
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	2,542	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	0	Activity Code:	AF014
Enlisted VHA ($/Month):	0		
Per Diem Rate ($/Day):	66	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: LAUGHLIN, TX

Total Officer Employees:	423	RPMA Non-Payroll ($K/Year):	3,403
Total Enlisted Employees:	519	Communications ($K/Year):	636
Total Student Employees:	89	BOS Non-Payroll ($K/Year):	16,624
Total Civilian Employees:	745	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	60.0%	Family Housing ($K/Year):	3,001
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.15
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	2,286	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	0	Activity Code:	AF048
Enlisted VHA ($/Month):	0		
Per Diem Rate ($/Day):	66	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: RANDOLPH, TX

Total Officer Employees:	1,817	RPMA Non-Payroll ($K/Year):	4,514
Total Enlisted Employees:	2,472	Communications ($K/Year):	677
Total Student Employees:	34	BOS Non-Payroll ($K/Year):	12,065
Total Civilian Employees:	3,137	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	34.0%	Family Housing ($K/Year):	3,864
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.87
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	5,154	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	106	Activity Code:	AF074
Enlisted VHA ($/Month):	80		
Per Diem Rate ($/Day):	97	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: REESE, TX

Total Officer Employees:	348	RPMA Non-Payroll ($K/Year):	1,684
Total Enlisted Employees:	411	Communications ($K/Year):	1,277
Total Student Employees:	141	BOS Non-Payroll ($K/Year):	16,527
Total Civilian Employees:	219	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	52.0%	Family Housing ($K/Year):	1,541
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.95
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	1,960	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	73	Activity Code:	AF075
Enlisted VHA ($/Month):	47		
Per Diem Rate ($/Day):	86	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: VANCE, OK

Total Officer Employees:	325	RPMA Non-Payroll ($K/Year):	6,164
Total Enlisted Employees:	379	Communications ($K/Year):	798
Total Student Employees:	136	BOS Non-Payroll ($K/Year):	17,849
Total Civilian Employees:	100	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	34.0%	Family Housing ($K/Year):	1,469
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.92
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	1,473	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	0	Activity Code:	AF088
Enlisted VHA ($/Month):	0		
Per Diem Rate ($/Day):	66	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: BASE X

Total Officer Employees:	729	RPMA Non-Payroll ($K/Year):	3,655
Total Enlisted Employees:	1,111	Communications ($K/Year):	947
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	9,813
Total Civilian Employees:	1,166	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	53.0%	Family Housing ($K/Year):	2,870
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	5,683	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	36	Activity Code:	X
Enlisted VHA ($/Month):	25		
Per Diem Rate ($/Day):	76	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.10	Unique Activity Information:	No

Name: SHEPPARD, TX

Total Officer Employees:	1,068	RPMA Non-Payroll ($K/Year):	2,444
Total Enlisted Employees:	7,998	Communications ($K/Year):	843
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	24,888
Total Civilian Employees:	1,554	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	50.0%	Family Housing ($K/Year):	5,536
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.90
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	7,381	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	49	Activity Code:	AF081
Enlisted VHA ($/Month):	26		
Per Diem Rate ($/Day):	72	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NAS KINGSVILLE, TX

Total Officer Employees:	151	RPMA Non-Payroll ($K/Year):	8,539
Total Enlisted Employees:	511	Communications ($K/Year):	0
Total Student Employees:	317	BOS Non-Payroll ($K/Year):	4,245
Total Civilian Employees:	329	BOS Payroll ($K/Year):	14,778
Mil Families Living On Base:	41.0%	Family Housing ($K/Year):	363
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.95
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	1,031	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	42	Activity Code:	60241
Enlisted VHA ($/Month):	18		
Per Diem Rate ($/Day):	67	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: RANDOLPH, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: REESE, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	20,000	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	100%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	100%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	1,200	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 1,960 Perc Family Housing ShutDown: 100.0%

Name: VANCE, OK

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	20,000	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	100%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	100%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 1,473 Perc Family Housing ShutDown: 100.0%

Name: BASE X

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: SHEPPARD, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: NAS KINGSVILLE, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: REESE, TX

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	0	0	0	0	0
Enl Force Struc Change:	0	0	0	0	0	0
Civ Force Struc Change:	0	0	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	-29	0	0	0	0
Enl Scenario Change:	0	-182	0	0	0	0
Civ Scenario Change:	0	-100	0	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: VANCE, OK

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	0	0	0	0	0
Enl Force Struc Change:	0	0	0	0	0	0
Civ Force Struc Change:	0	0	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	-24	0	0	0	0
Enl Scenario Change:	0	-213	0	0	0	0
Civ Scenario Change:	0	-12	0	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

Name: SHEPPARD, TX

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	6	0	0	0	0
Enl Force Struc Change:	0	22	0	0	0	0
Civ Force Struc Change:	0	-106	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: COLUMBUS, MS

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
Maint	OTHER	297,307	0	36,220
Ops/Trng	OTHER	61,583	0	9,410
utilities	OTHER	0	0	5,000
BOS	OTHER	0	0	5,070
Dsgn	OTHER	0	0	5,010

Name: RANDOLPH, TX

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
maintenance	OTHER	86,129	0	12,590
ops & training	OTHER	28,770	0	4,470
bos	OTHER	0	0	1,710
planning & design	OTHER	0	0	4,420
mfh	FAMLQ	268	0	30,330

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: NAS KINGSVILLE, TX

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
pavements	OTHER	0	0	9,090
maintenance	OTHER	200,490	0	26,490
pol	OTHER	20,000	0	680
ops & training	OTHER	24,600	0	4,240
other requirements	OTHER	11,000	0	1,520
mfh	FAMLQ	99	0	11,210
bos	OTHER	0	0	4,200
planning & design	OTHER	0	0	5,170

STANDARD FACTORS SCREEN ONE - PERSONNEL

Percent Officers Married:	76.80%	Civ Early Retire Pay Factor:	9.00%
Percent Enlisted Married:	66.90%	Priority Placement Service:	60.00%
Enlisted Housing MilCon:	80.00%	PPS Actions Involving PCS:	50.00%
Officer Salary($/Year):	78,668.00	Civilian PCS Costs ($):	28,800.00
Off BAQ with Dependents($):	7,073.00	Civilian New Hire Cost($):	0.00
Enlisted Salary($/Year):	36,148.00	Nat Median Home Price($):	114,600.00
Enl BAQ with Dependents($):	5,162.00	Home Sale Reimburse Rate:	10.00%
Avg Unemploy Cost($/Week):	174.00	Max Home Sale Reimburs($):	22,385.00
Unemployment Eligibility(Weeks):	18	Home Purch Reimburse Rate:	5.00%
Civilian Salary($/Year):	46,642.00	Max Home Purch Reimburs($):	11,191.00
Civilian Turnover Rate:	15.00%	Civilian Homeowning Rate:	64.00%
Civilian Early Retire Rate:	10.00%	HAP Home Value Reimburse Rate:	22.90%
Civilian Regular Retire Rate:	5.00%	HAP Homeowner Receiving Rate:	5.00%
Civilian RIF Pay Factor:	39.00%	RSE Home Value Reimburse Rate:	0.00%
SF File Desc:	Final Factors	RSE Homeowner Receiving Rate:	0.00%

STANDARD FACTORS SCREEN TWO - FACILITIES

RPMA Building SF Cost Index:	0.93	Rehab vs. New MilCon Cost:	0.00%
BOS Index (RPMA vs population):	0.54	Info Management Account:	0.00%
(Indices are used as exponents)		MilCon Design Rate:	0.00%
Program Management Factor:	10.00%	MilCon SIOH Rate:	0.00%
Caretaker Admin(SF/Care):	162.00	MilCon Contingency Plan Rate:	0.00%
Mothball Cost ($/SF):	1.25	MilCon Site Preparation Rate:	0.00%
Avg Bachelor Quarters(SF):	256.00	Discount Rate for NPV.RPT/ROI:	2.75%
Avg Family Quarters(SF):	1,320.00	Inflation Rate for NPV.RPT/ROI:	0.00%

APPDET.RPT Inflation Rates:
1996: 0.00% 1997: 2.90% 1998: 3.00% 1999: 3.00% 2000: 3.00% 2001: 3.00%

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Person(Lb):	710	Equip Pack & Crate($/Ton):	284.00
HHG Per Off Family (Lb):	14,500.00	Mil Light Vehicle($/Mile):	0.43
HHG Per Enl Family (Lb):	9,000.00	Heavy/Spec Vehicle($/Mile):	1.40
HHG Per Mil Single (Lb):	6,400.00	POV Reimbursement($/Mile):	0.18
HHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Years):	4.10
Total HHG Cost ($/100Lb):	35.00	Routine PCS($/Pers/Tour):	6,437.00
Air Transport ($/Pass Mile):	0.20	One-Time Off PCS Cost($):	9,142.00
Misc Exp ($/Direct Employ):	700.00	One-Time Enl PCS Cost($):	5,761.00

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

Category	UM	$/UM	Category	UM	$/UM
Horizontal	(SY)	0	other	(SF)	0
Waterfront	(LF)	0	Optional Category B	( )	0
Air Operations	(SF)	0	Optional Category C	( )	0
Operational	(SF)	0	Optional Category D	( )	0
Administrative	(SF)	0	Optional Category E	( )	0
School Buildings	(SF)	0	Optional Category F	( )	0
Maintenance Shops	(SF)	0	Optional Category G	( )	0
Bachelor Quarters	(SF)	0	Optional Category H	( )	0
Family Quarters	(EA)	0	Optional Category I	( )	0
Covered Storage	(SF)	0	Optional Category J	( )	0
Dining Facilities	(SF)	0	Optional Category K	( )	0
Recreation Facilities	(SF)	0	Optional Category L	( )	0
Communications Facil	(SF)	0	Optional Category M	( )	0
Shipyard Maintenance	(SF)	0	Optional Category N	( )	0
RDT & E Facilities	(SF)	0	Optional Category O	( )	0
POL Storage	(BL)	0	Optional Category P	( )	0
Ammunition Storage	(SF)	0	Optional Category Q	( )	0
Medical Facilities	(SF)	0	Optional Category R	( )	0
Environmental	( )	0			

COBRA REALIGNMENT SUMMARY (COBRA v5.06) - Page 1/2
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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Starting Year : 1996
Final Year : 1997
ROI Year : 2002 (5 Years)

NPV in 2015($K): -593,436
1-Time Cost($K): 258,901

Net Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	16,483	159,147	0	0	0	0	175,630	0
Person	0	-5,256	-21,351	-21,351	-21,351	-21,351	-90,662	-21,351
Overhd	4,278	5,403	-40,067	-40,067	-40,067	-40,067	-150,587	-40,067
Moving	0	22,844	0	0	0	0	22,844	0
Missio	0	0	0	0	0	0	0	0
Other	0	41,304	0	0	0	0	41,304	0
TOTAL	20,761	223,442	-61,419	-61,419	-61,419	-61,419	-1,472	-61,419

	1996	1997	1998	1999	2000	2001	Total
POSITIONS ELIMINATED							
Off	0	53	0	0	0	0	53
Enl	0	395	0	0	0	0	395
Civ	0	112	0	0	0	0	112
TOT	0	560	0	0	0	0	560
POSITIONS REALIGNED							
Off	0	781	0	0	0	0	781
Enl	0	485	0	0	0	0	485
Stu	0	406	0	0	0	0	406
Civ	0	771	0	0	0	0	771
TOT	0	2,443	0	0	0	0	2,443

Summary:

Option Three. Close Reese and Vance. Some aircraft go to Kingsville.

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
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Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	17,683	159,147	0	0	0	0	176,830	0
Person	0	8,464	4,204	4,204	4,204	4,204	25,281	4,204
Overhd	4,278	15,012	10,347	10,347	10,347	10,347	60,680	10,347
Moving	0	24,831	0	0	0	0	24,831	0
Missio	0	0	0	0	0	0	0	0
Other	0	41,304	0	0	0	0	41,304	0
TOTAL	21,961	248,758	14,552	14,552	14,552	14,552	328,927	14,552

Savings ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	1,200	0	0	0	0	0	1,200	0
Person	0	13,720	25,556	25,556	25,556	25,556	115,943	25,556
Overhd	-0	9,609	50,415	50,415	50,415	50,415	211,267	50,415
Moving	0	1,988	0	0	0	0	1,988	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	1,200	25,316	75,970	75,970	75,970	75,970	330,398	75,970

TOTAL ONE-TIME COST REPORT (COBRA v5.06) - Page 1/9
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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	135,290,000	
Family Housing Construction	41,540,000	
Information Management Account	0	
Land Purchases	0	
Total - Construction		176,830,000
Personnel		
Civilian RIF	964,090	
Civilian Early Retirement	369,405	
Civilian New Hires	0	
Eliminated Military PCS	2,760,121	
Unemployment	165,996	
Total - Personnel		4,259,612
Overhead		
Program Planning Support	7,385,173	
Mothball / Shutdown	4,291,250	
Total - Overhead		11,676,423
Moving		
Civilian Moving	13,503,118	
Civilian PPS	979,200	
Military Moving	6,471,280	
Freight	3,877,743	
One-Time Moving Costs	0	
Total - Moving		24,831,341
Other		
HAP / RSE	1,303,797	
Environmental Mitigation Costs	0	
One-Time Unique Costs	40,000,000	
Total - Other		41,303,797
Total One-Time Costs		258,901,173
One-Time Savings		
Military Construction Cost Avoidances	1,200,000	
Family Housing Cost Avoidances	0	
Military Moving	1,987,620	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		3,187,620
Total Net One-Time Costs		255,713,553

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: COLUMBUS, MS
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	60,710,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		60,710,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		60,710,000
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		60,710,000

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: LAUGHLIN, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	600,282	
Civilian Early Retirement	235,076	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	103,356	
Total - Personnel		938,714
Overhead		
Program Planning Support	1,330,107	
Mothball / Shutdown	0	
Total - Overhead		1,330,107
Moving		
Civilian Moving	9,702,323	
Civilian PPS	0	
Military Moving	794,139	
Freight	984,022	
One-Time Moving Costs	0	
Total - Moving		11,480,484
Other		
HAP / RSE	584,355	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		584,355
Total One-Time Costs		14,333,661
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	259,050	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		259,050
Total Net One-Time Costs		14,074,611

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: RANDOLPH, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	23,190,000	
Family Housing Construction	30,330,000	
Information Management Account	0	
Land Purchases	0	
Total - Construction		53,520,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	33,114	
Mothball / Shutdown	0	
Total - Overhead		33,114
Moving		
Civilian Moving	146,935	
Civilian PPS	0	
Military Moving	376,517	
Freight	469,257	
One-Time Moving Costs	0	
Total - Moving		992,708
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		54,545,822
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	120,890	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		120,890
Total Net One-Time Costs		54,424,932

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
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Base: REESE, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	254,665	
Civilian Early Retirement	96,549	
Civilian New Hires	0	
Eliminated Military PCS	1,313,620	
Unemployment	43,848	
Total - Personnel		1,708,682
Overhead		
Program Planning Support	2,892,225	
Mothball / Shutdown	2,450,000	
Total - Overhead		5,342,225
Moving		
Civilian Moving	2,090,679	
Civilian PPS	864,000	
Military Moving	2,778,750	
Freight	946,982	
One-Time Moving Costs	0	
Total - Moving		6,680,411
Other		
HAP / RSE	382,359	
Environmental Mitigation Costs	0	
One-Time Unique Costs	20,000,000	
Total - Other		20,382,359
Total One-Time Costs		34,113,677
One-Time Savings		
Military Construction Cost Avoidances	1,200,000	
Family Housing Cost Avoidances	0	
Military Moving	860,360	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		2,060,360
Total Net One-Time Costs		32,053,317

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
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Base: VANCE, OK
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	109,142	
Civilian Early Retirement	37,780	
Civilian New Hires	0	
Eliminated Military PCS	1,446,501	
Unemployment	18,792	
Total - Personnel		1,612,215
Overhead		
Program Planning Support	3,123,575	
Mothball / Shutdown	1,841,250	
Total - Overhead		4,964,825
Moving		
Civilian Moving	1,537,183	
Civilian PPS	115,200	
Military Moving	2,477,819	
Freight	1,245,712	
One-Time Moving Costs	0	
Total - Moving		5,375,914
Other		
HAP / RSE	333,827	
Environmental Mitigation Costs	0	
One-Time Unique Costs	20,000,000	
Total - Other		20,333,827
Total One-Time Costs		32,286,781
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	733,190	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		733,190
Total Net One-Time Costs		31,553,591

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
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Base: BASE X
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		0
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		0

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: SHEPPARD, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	6,152	
Mothball / Shutdown	0	
Total - Overhead		6,152
Moving		
Civilian Moving	25,999	
Civilian PPS	0	
Military Moving	44,055	
Freight	231,770	
One-Time Moving Costs	0	
Total - Moving		301,824
Other		
HAP / RSE	3,256	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		3,256
Total One-Time Costs		311,231
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	14,130	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		14,130
Total Net One-Time Costs		297,101

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: NAS KINGSVILLE, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	51,390,000	
Family Housing Construction	11,210,000	
Information Management Account	0	
Land Purchases	0	
Total - Construction		62,600,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		62,600,000
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		62,600,000

TOTAL MILITARY CONSTRUCTION ASSETS (COBRA v5.06) - Page 1/9
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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

All Costs in $K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
COLUMBUS	60,710	0	0	0	60,710
LAUGHLIN	0	0	0	0	0
RANDOLPH	53,520	0	0	0	53,520
REESE	0	0	0	-1,200	-1,200
VANCE	0	0	0	0	0
BASE X	0	0	0	0	0
SHEPPARD	0	0	0	0	0
NAS KINGSVILLE	62,600	0	0	0	62,600
Totals:	176,830	0	0	-1,200	175,630

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

MilCon for Base: COLUMBUS, MS

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
Maint	OTHER	0	n/a	297,307	n/a	36,220
Ops/Trng	OTHER	0	n/a	61,583	n/a	9,410
utilities	OTHER	0	n/a	0	n/a	5,000
BOS	OTHER	0	n/a	0	n/a	5,070
Dsgn	OTHER	0	n/a	0	n/a	5,010

Total Construction Cost:	60,710
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	60,710

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

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

MilCon for Base: RANDOLPH, TX

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
maintenance	OTHER	0	n/a	86,129	n/a	12,590
ops & training	OTHER	0	n/a	28,770	n/a	4,470
bos	OTHER	0	n/a	0	n/a	1,710
planning & design	OTHER	0	n/a	0	n/a	4,420
mfh	FAMLQ	0	n/a	268	n/a	30,330

Total Construction Cost:	53,520
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	53,520

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

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

MilCon for Base: REESE, TX

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
			Total Construction Cost:			0
			+ Info Management Account:			0
			+ Land Purchases:			0
			- Construction Cost Avoid:			1,200
					TOTAL:	-1,200

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

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

MilCon for Base: NAS KINGSVILLE, TX

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
pavements	OTHER	0	n/a	0	n/a	9,090
maintenance	OTHER	0	n/a	200,490	n/a	26,490
pol	OTHER	0	n/a	20,000	n/a	680
ops & training	OTHER	0	n/a	24,600	n/a	4,240
other requirements	OTHER	0	n/a	11,000	n/a	1,520
mfh	FAMLQ	0	n/a	99	n/a	11,210
bos	OTHER	0	n/a	0	n/a	4,200
planning & design	OTHER	0	n/a	0	n/a	5,170

Total Construction Cost:	62,600
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	62,600

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

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Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	13,529	121,761	0	0	0	0	135,290
Fam Housing	4,154	37,386	0	0	0	0	41,540
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIF	0	964	0	0	0	0	964
Civ Retire	0	369	0	0	0	0	369
CIV MOVING							
Per Diem	0	1,207	0	0	0	0	1,207
POV Miles	0	52	0	0	0	0	52
Home Purch	0	5,426	0	0	0	0	5,426
HHG	0	3,349	0	0	0	0	3,349
Misc	0	349	0	0	0	0	349
House Hunt	0	899	0	0	0	0	899
PPS	0	979	0	0	0	0	979
RITA	0	2,221	0	0	0	0	2,221
FREIGHT							
Packing	0	61	0	0	0	0	61
Freight	0	3,364	0	0	0	0	3,364
Vehicles	0	358	0	0	0	0	358
Driving	0	95	0	0	0	0	95
Unemployment	0	166	0	0	0	0	166
OTHER							
Program Plan	4,220	3,165	0	0	0	0	7,385
Shutdown	0	4,291	0	0	0	0	4,291
New Hire	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	186	0	0	0	0	186
POV Miles	0	159	0	0	0	0	159
HHG	0	5,240	0	0	0	0	5,240
Misc	0	886	0	0	0	0	886
OTHER							
Elim PCS	0	2,760	0	0	0	0	2,760
OTHER							
HAP / RSE	0	1,304	0	0	0	0	1,304
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	40,000	0	0	0	0	40,000
TOTAL ONE-TIME	21,903	236,998	0	0	0	0	258,901

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	58	652	1,190	1,190	1,190	1,190	5,472	1,190
O&M								
RPMA	0	0	2,378	2,378	2,378	2,378	9,513	2,378
BOS	0	6,904	6,779	6,779	6,779	6,779	34,019	6,779
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	4,204	4,204	4,204	4,204	4,204	21,021	4,204
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	58	11,760	14,552	14,552	14,552	14,552	70,025	14,552
TOTAL COST	21,961	248,758	14,552	14,552	14,552	14,552	328,927	14,552

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	1,200	0	0	0	0	0	1,200
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	1,988	0	0	0	0	1,988
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,200	1,988	0	0	0	0	3,188

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	1,505	3,010	3,010	3,010	3,010	13,545	3,010
O&M								
RPMA	-0	3,729	7,848	7,848	7,848	7,848	35,121	7,848
BOS	0	4,375	39,557	39,557	39,557	39,557	162,601	39,557
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	2,612	5,224	5,224	5,224	5,224	23,507	5,224
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	2,085	4,169	4,169	4,169	4,169	18,762	4,169
Enl Salary	0	7,139	14,278	14,278	14,278	14,278	64,253	14,278
House Allow	0	1,884	1,884	1,884	1,884	1,884	9,420	1,884
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	-0	23,329	75,970	75,970	75,970	75,970	327,211	75,970
TOTAL SAVINGS	1,200	25,316	75,970	75,970	75,970	75,970	330,398	75,970

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
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ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	12,329	121,761	0	0	0	0	134,090
Fam Housing	4,154	37,386	0	0	0	0	41,540
O&M							
Civ Retir/RIF	0	1,333	0	0	0	0	1,333
Civ Moving	0	18,360	0	0	0	0	18,360
Other	4,220	7,622	0	0	0	0	11,842
MIL PERSONNEL							
Mil Moving	0	7,244	0	0	0	0	7,244
OTHER							
HAP / RSE	0	1,304	0	0	0	0	1,304
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	40,000	0	0	0	0	40,000
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	20,703	235,010	0	0	0	0	255,713

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	58	-853	-1,820	-1,820	-1,820	-1,820	-8,073	-1,820
O&M								
RPMA	0	-3,729	-5,470	-5,470	-5,470	-5,470	-25,607	-5,470
BOS	0	2,529	-32,778	-32,778	-32,778	-32,778	-128,583	-32,778
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-2,612	-5,224	-5,224	-5,224	-5,224	-23,507	-5,224
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-9,224	-18,448	-18,448	-18,448	-18,448	-83,015	-18,448
House Allow	0	2,320	2,320	2,320	2,320	2,320	11,601	2,320
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	58	-11,568	-61,419	-61,419	-61,419	-61,419	-257,185	-61,419
TOTAL NET COST	20,761	223,442	-61,419	-61,419	-61,419	-61,419	-1,472	-61,419

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: COLUMBUS, MS

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	6,071	54,639	0	0	0	0	60,710
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	6,071	54,639	0	0	0	0	60,710

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: COLUMBUS, MS

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	328	328	328	328	1,312	328
BOS	0	4,597	4,597	4,597	4,597	4,597	22,985	4,597
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	1,244	1,244	1,244	1,244	1,244	6,221	1,244
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	4,597	4,925	4,925	4,925	4,925	30,519	6,169
TOTAL COSTS	6,071	60,480	6,169	6,169	6,169	6,169	91,229	6,169

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
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Base: COLUMBUS, MS

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	6,071	54,639	0	0	0	0	60,710
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	6,071	54,639	0	0	0	0	60,710

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	328	328	328	328	1,312	328
BOS	0	4,597	4,597	4,597	4,597	4,597	22,985	4,597
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	1,244	1,244	1,244	1,244	1,244	6,221	1,244
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	5,841	6,169	6,169	6,169	6,169	30,519	6,169
TOTAL NET COST	6,071	60,480	6,169	6,169	6,169	6,169	91,229	6,169

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: LAUGHLIN, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	600	0	0	0	0	600
Civ Retire	0	235	0	0	0	0	235
CIV MOVING							
Per Diem	0	864	0	0	0	0	864
POV Miles	0	31	0	0	0	0	31
Home Purch	0	3,979	0	0	0	0	3,979
HHG	0	2,350	0	0	0	0	2,350
Misc	0	249	0	0	0	0	249
House Hunt	0	620	0	0	0	0	620
PPS	0	0	0	0	0	0	0
RITA	0	1,608	0	0	0	0	1,608
FREIGHT							
Packing	0	30	0	0	0	0	30
Freight	0	954	0	0	0	0	954
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	103	0	0	0	0	103
OTHER							
Program Plan	760	570	0	0	0	0	1,330
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	14	0	0	0	0	14
POV Miles	0	12	0	0	0	0	12
HHG	0	652	0	0	0	0	652
Misc	0	115	0	0	0	0	115
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	584	0	0	0	0	584
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	760	13,573	0	0	0	0	14,334

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: LAUGHLIN, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	15	15	15	15	15	74	15
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	74	15
TOTAL COSTS	760	13,588	15	15	15	15	14,408	15

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	259	0	0	0	0	259
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	259	0	0	0	0	259

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	-0	-0	-0	-0	-0	-0	-0	-0
BOS	0	-1,351	3,106	3,106	3,106	3,106	11,071	3,106
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	-0	-1,351	3,106	3,106	3,106	3,106	11,071	3,106
TOTAL SAVINGS	-0	-1,092	3,106	3,106	3,106	3,106	11,330	3,106

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
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Base: LAUGHLIN, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	835	0	0	0	0	835
Civ Moving	0	10,686	0	0	0	0	10,686
Other	760	673	0	0	0	0	1,433
MIL PERSONNEL							
Mil Moving	0	535	0	0	0	0	535
OTHER							
HAP / RSE	0	584	0	0	0	0	584
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	760	13,314	0	0	0	0	14,075

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	1,351	-3,106	-3,106	-3,106	-3,106	-11,071	-3,106
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	15	15	15	15	15	74	15
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	1,366	-3,091	-3,091	-3,091	-3,091	-10,997	-3,091
TOTAL NET COST	760	14,680	-3,091	-3,091	-3,091	-3,091	3,078	-3,091

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: RANDOLPH, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	2,319	20,871	0	0	0	0	23,190
Fam Housing	3,033	27,297	0	0	0	0	30,330
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	13	0	0	0	0	13
POV Miles	0	0	0	0	0	0	0
Home Purch	0	59	0	0	0	0	59
HHG	0	39	0	0	0	0	39
Misc	0	4	0	0	0	0	4
House Hunt	0	8	0	0	0	0	8
PPS	0	0	0	0	0	0	0
RITA	0	24	0	0	0	0	24
FREIGHT							
Packing	0	15	0	0	0	0	15
Freight	0	454	0	0	0	0	454
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	19	14	0	0	0	0	33
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	4	0	0	0	0	4
POV Miles	0	3	0	0	0	0	3
HHG	0	315	0	0	0	0	315
Misc	0	54	0	0	0	0	54
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	5,371	49,175	0	0	0	0	54,546

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: RANDOLPH, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	48	548	999	999	999	999	4,592	999
O&M								
RPMA	0	0	93	93	93	93	374	93
BOS	0	417	311	311	311	311	1,662	311
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	48	964	1,404	1,404	1,404	1,404	6,627	1,404
TOTAL COSTS	5,419	50,139	1,404	1,404	1,404	1,404	61,173	1,404

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	121	0	0	0	0	121
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	121	0	0	0	0	121

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	121	0	0	0	0	121	0

Department : Air Force
Option Package : Reese Focused
Scenario File : S:\COBRA\FOCUS95\REE36103.CBR
Std Fctrs File : S:\COBRA\FOCUS95\FINAL.SFF

Base: RANDOLPH, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	2,319	20,871	0	0	0	0	23,190
Fam Housing	3,033	27,297	0	0	0	0	30,330
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	616	0	0	0	0	616
Other	19	14	0	0	0	0	33
MIL PERSONNEL							
Mil Moving	0	256	0	0	0	0	256
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	5,371	49,054	0	0	0	0	54,425

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	48	548	999	999	999	999	4,592	999
O&M								
RPMA	0	0	93	93	93	93	374	93
BOS	0	417	311	311	311	311	1,662	311
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	48	964	1,404	1,404	1,404	1,404	6,627	1,404
TOTAL NET COST	5,419	50,018	1,404	1,404	1,404	1,404	61,052	1,404

Document Separator

OFFICE OF THE UNDER SECRETARY OF DEFENSE
4000 DEFENSE PENTAGON
WASHINGTON, D.C. 20301-4000

PERSONNEL AND
READINESS

24 MAY 1995

Brig. Gen. Albert A. Gagliardi, Jr.
USAF (Ret.)
Del Rio Military Affairs Association
14218 Bold Ruler
San Antonio, Texas 78248

Dear General Gagliardi:

Thank you for your May 14, 1995, letter concerning the Defense Base Closure and Realignment Commission's addition of Laughlin AFB to the list for closure consideration and your questions regarding the analysis performed by the Joint Cross-Service Group (JCSG) on Undergraduate Pilot Training (UPT).

As you know, the JCSG on UPT evaluated the undergraduate pilot training function from a DoD perspective and developed functional alternatives for consideration by the Military Departments in their respective installation analyses. The Military Departments developed proposed base closure and realignment recommendations and submitted them to the Secretary of Defense. The Secretary sent his recommendations to the Commission on February 28. As you also know, Laughlin AFB was not included in the functional closure alternatives developed by the JCSG, nor was it one of the DoD recommendations.

I want to emphasize the JCSG's work is open for your review, is public record, and was previously provided to the Commission, the Congress, and the General Accounting Office.

Enclosed are answers to the questions you posed. Additionally, I have enclosed a copy of the JCSG Functional Analysis Process Summary and the JCSG "Wrap-Up." Questions regarding analyses by the Air Force or Commission's staff should be addressed to them. Please contact Mr. Dan Gardner on my staff at (703) 614-9481 if you need additional assistance.

Sincerely,

Louis C. Finch
Chairman
Undergraduate Pilot Training Joint Cross-Service Group

Enclosures:
As stated

cc:
OSD Base Closure Office
Base Realignment and Closure Commission

The answers below respond to the specific questions asked in your May 14th letter:

1. All hangar measurements in the JCSG analyses are in square feet. The 1,854,292 figure is a measure of the square footage of hangar space assigned to NAS Corpus Christi. Of this total, 257,624 square feet are assigned to the UPT mission and 1,596,668 square feet are leased to tenant commands. The reported Randolph AFB hangar space did not include the hangars which had been converted to gymnasiums or flight rooms. They were not double counted. The Randolph AFB hangar space did include the hangars which LSI and Kelly AFB are using. These are being used to support the UPT mission. They are also recoverable for direct use if necessary. Additionally, a subsequent certified data call indicated some of Randolph AFB's hangar space, initially reported as 'substandard," should have been reported as "adequate." The actual amount of Randolph's "adequate" hangar space should have been 442,533 square feet.

2. All air space in the JCSG analysis was measured in cubic nautical miles. Approximately 60% of the air space credited to the Navy installations for the bomber/fighter function is over the Gulf of Mexico.

3. The JCSG evaluated the undergraduate pilot training function from a DoD perspective. The JCSG used nine questions to distribute up to a maximum of eight points (up to five points for flight screening) for on-base "services" for each function. Living quarters (i.e., housing, BEQ, and BOQ) were evaluated based on capacity and condition. Because of the different mixes of officer, enlisted, and married personnel at our training sites, the varying degrees of availability and affordability of off-base housing, and the potential for realignments which could dramatically effect the housing balance, the JCSG chose not to consider "opportunity."

4. Answer to number three above pertains.

5. The JCSG used historical data (certified by the Military Departments) in determining weather attrition (% sorties CX/RESCHD) which was based on Service-specific criteria. The JCSG gave more value to weather in primary flight training based on safety of flight for inexperienced aviators.

6. Military Training Routes (MTRs) within 100 nautical miles of the installation were counted. The JCSG did not consider collateral users in its evaluation.

7. All air space was measured in cubic nautical miles. The amount of air space required was considered on a function-specific basis in the resource capacity analysis. The potential to acquire new air space was considered speculative and non-certifiable and, therefore, not evaluated by the JCSG. Total air space contributes to the capability to train. Other attributes (e.g., proximity, encroachment, etc.) contribute to the quality of the air space and were considered in the analysis conducted by the JCSG.

8. Although safety was not considered as a separate measure of merit, factors which contribute to safety were embedded throughout the functional analysis process. Safety was considered explicitly and implicitly throughout the deliberations by the JCSG membership which included senior military aviators.

The modifications to the JCSG data specifically noted above would not have resulted in any change in the alternatives provided to the Military Departments for consideration.

ENCL (1)

BRAC 95 Joint Cross-Service Group on Undergraduate Pilot Training (UPT)

Functional Analysis Process Summary

Executive Summary

Section 1. Introduction/Background

The overall objective of the UPT Joint Cross-Service Group (JCSG) was to provide feasible UPT base realignment and closure alternatives for consideration by the Military Departments and OSD. Inherent in achieving this objective was the Secretary's guidance to "strive to: retain in only one Service militarily unique capabilities used by two or more Services; consolidate workload across the Services to reduce capacity; and assign operational units from more than one Service to a single base." The following key concerns drove the alternative development process:

- Ensure the Department retains enough capacity to train quality aircrews in numbers sufficient to meet the requirements of our military strategy.

- Enhance safe and efficient training operations by making sure training functions at each base are compatible.

- Minimize, to the extent possible, the long-term costs of basing infrastructure and the near-term costs of transition from current to future basing structures.

- Retain, to the extent practical, as much "inherent value" as possible in the proposed basing alternatives, in terms of both overall military capability (i.e., military value) and flight training functions (i.e., functional value).

Finally, the alternatives proposed should be consistent with DoD policies on cross-service - "joint"- flight training and should be compatible with safe, effective, and efficient training practices.

Section 2. Joint Cross-Service Functional Analysis Process Summary

The JCSG, chaired by the Deputy Under Secretary of Defense for Readiness, was comprised of representatives from each Military Department and pertinent OSD offices. A joint study team (JST) directly supported the JCSG and included personnel with BRAC and aviation operational expertise. The JCSG closely supervised the JST's work and development of products, providing detailed direction and step-by-step approval throughout the process.

ENCL(2)

The overall analytical framework consisted of first establishing the project's scope, followed by development of data standards, data collection, policy constraint determination, data reduction and modeling, model output and model based analysis, and generation of alternative basing options.

Data standardization was the process "capstone." Standards were developed which allowed equitable measurement across the three Military Departments despite their different missions, training practices, and Service culture.

The JCSG strictly followed the Joint Internal Control Plan in conducting its activities. Internal controls were maintained with participation on a by-name, in-writing, and need-to-know basis. All data collected was formally tasked through the Military Department BRAC offices, and only certified data provided in response to official JCSG tasking was used in the analysis. The JCSG briefed both the BRAC 95 Steering Group and Review Group at key stages throughout its analytical process obtaining both validation and approval of its efforts and concurrence with future plans.

The JCSG used certified data to determine relative merit/functional value for each UPT function (e.g., flight screening, primary pilot, airlift/tanker, etc.) at each potential site and the capacity of each site by function. Policy considerations were incorporated into the process. A linear programming optimization model was used as a tool to enable the JCSG to focus on a set of rational alternatives. Constraints derived from policy imperatives and military judgment were also applied to the model, further limiting the plausible alternatives. Finally, additional analysis, using the modeling efforts as a baseline, was used to develop three alternatives. An effort was made to reduce moves of functions to new sites and to consolidate functions at the minimum number of sites feasible.

The alternatives, which proposed closure of three, four and five UPT sites respectively, were delivered to the Military Departments. The Military Departments recommended closing two and realigning one of the five sites identified in the JCSG's alternatives. Functionally, three UPT sites would be closed by the Military Departments' recommendations.

Section 3. Description of Functional Analyses Summary

The JCSG on UPT first determined the scope of its work and the installations to be considered in its analyses (Appendix 1). An extensive data call was then developed to collect standardized data from the Military Departments to facilitate analysis of both training capacity and military/functional value. In developing the data call, the JCSG chose to be comprehensive with respect to the level of detail and breadth of data required. A key consideration was the necessity to ensure compatibility of data across the three Military Departments. Where appropriate, tables and specific formulas were provided with the questions to ensure uniformity of response.

The UPT JCSG developed ten functional categories (e.g., flight screening, primary pilot, airlift tanker, etc.) based on training practices, training pipelines, and policies. It was determined that non-UPT functions performed at some of the installations would be considered through the combined analyses of functional value and installation military value conducted by the JCSG and the Military Departments, respectively, in the "iterative" process. Next a site/function constraint matrix was developed based on military judgment, to avoid analysis of illogical alternatives (Appendix 2).

The JCSG developed thirteen Measures of Merit (e.g., airfields, airspace and flight training areas, weather, etc.) for each of the ten functional areas. Each measure of merit for each functional area was linked to specific data call questions. A total of 100 points was assigned to each functional area. A weighted distribution of points, based on specific rationale, was then made among the thirteen measures of merit for each function. The primary pilot training function was used as the baseline for the other more-advanced functions in determining the point distribution. Finally, questions were developed which facilitated the assignment of points for each measure. Once again these questions were weighted (assigned varying point values) based on specific rationale developed with sound military judgment. Data sheets were compiled for each function at each site and loaded into the weighted multi-criterion Decision Pad (D-Pad) model which aggregated the data and assigned each site a rating from 0.0 to 10.0 for up to ten functions. Sites were not rated for functions excluded by the site/function constraint matrix. The JCSG reviewed and approved functional value data (generated by D-Pad) and delivered it to the Military Departments.

A Capacity Analysis Matrix was developed to capture the critical resource factors (e.g., airfield ops, airspace, ground training, etc.) inherent in UPT. Each factor was then measured for 1) historical use to determine a rational baseline, 2) requirements -- programmed training and graduates per year, 3) required capacity, 4) maximum available capacity, and 5) excess capacity. Additionally, the pertinent Data Call questions and any formulas used in the analysis were annotated on the Matrix. A copy of the Capacity Analysis Matrix is provided at Appendix 3. It should be noted that training sorties, hangars, maintenance, supply/storage, housing and messing were eliminated from the final capacity analysis computations (rationale at Appendix 3). Federal Aviation (FAA) standards provided the basis to determine the site capacities for airfield operations. Finally, helicopter airfield operations were normalized with fixed-wing airfield operation on a 5.4 to 1 ratio for comparative purposes.

Several key non-BRAC policy considerations were integrated into the analysis. The planned acquisition of the Joint Primary Aircraft Training System (JPATS) was overlaid on the JCSG's process from the outset. A key component of this policy was a runway length requirement for JPATS of 5,000 ft. The Deputy Secretary of Defense approved the "Joint Fixed-Wing Training Initiative" in September 1994, allowing the inclusion of several additional policy changes in the JCSG's analysis. Among these were joint navigator training, joint electronic warfare officer training, USN training for all multi-engine prop pilots, and USAF training for all multi-engine jet pilots. Finally, it was resolved that the external non-BRAC policies of 1) separate flight screening for Air Force pilots, 2) fixed-wing training for USN, USMC, and USAF

helicopter pilots, and 3) mix of trainer aircraft (e.g., JPATS and T-34C's) would remain as currently practiced or planned. Lastly, the JCSG anticipated that the issue of retention of two helicopter training centers (NAS Whiting Field and AATC Fort Rucker) or function collocation (and potential consolidation) at one site would be addressed in the final BRAC process.

Results of the capacity and functional value analyses were combined to form the "Resource Table" (Appendix 4) which was used for all follow-on analyses. Resources were determined by both site capacities and as a requirement per student. The Resource Table was adjusted to normalize airfield operations between light and heavy trainer aircraft.

Military values for the installations in the UPT category were received from the Military Departments for incorporation into the JCSG's analyses -- in particular for use in the Optimization Model. Of the twelve installations in the UPT category, only three sites were given less than the highest value, on a scale of 1 to 3.

The linear programming "Optimization" Model was used by the JCSG as a tool to limit the number of feasible site-closure alternatives to a minimum set of reasonable alternatives. Model based analyses commenced with an unconstrained functional value or "MAXFV" run. Termed "unconstrained," because no relative military values, costs, operational considerations, or joint training initiatives were figured into the computation, the results had limited value. This model run did derive the theoretical highest possible functional value. It also validated expectations, given relative functional values and capacities for the various sites (helicopter function accommodated at Fort Rucker, flight screening function migrated from the Air Force Academy and Hondo Municipal Airport to Reese AFB, etc.).

Next the model was run for minimum sites or "MINSITE" with a five percent weight on functional value and three initial rules: 1) flight screening would not be performed/collocated with any other function, 2) primary and advanced NAV/NFO, advanced NFO strike, and advanced NFO panel functions would be joint/single-sited, and 3) no function would be spread or fractionalized smaller than a "notional" smallest squadron.

A "sensitivity analysis" was conducted to refine the potential feasible solutions based on potential site closures (long-term cost savings) and number of function moves to new sites (short-term costs). This sensitivity analysis (Appendix 5) established benchmarks for comparisons with model runs that included military value considerations.

Model runs were then undertaken which minimized the number of sites while maximizing military value (MINNMV). "Best," "second best," and "third best" outcomes were derived. Based on evaluation of the results, a fourth rule was established: flight screening was limited to the Air Force Academy and Hondo sites and the primary pilot function was limited to four sites.

MINNMV was run again with this fourth rule applied and named MIN PRIME. It closed three sites and required eight functional moves to new sites. The JCSG decided to use MIN PRIME results as the basis for a three-site closure alternative.

Next, using MIN PRIME results as a baseline, the model was run again after first transferring the airspace and outlying field generated airfield operations capacity from two of the three closed sites in the baseline to remaining sites in close proximity. This model run, named MIN PRIME 2, closed four sites and required nine functional moves to new sites.

Using the four-site closure results of MIN PRIME 2 as a baseline, an analytical excursion, which closed five sites, was developed. Once again, utilization of outlying fields from a closed site to increase the airfield operations capacity of a remaining site was the key enabling factor.

Finally, the three-, four-, and five-site closure options were analytically scrubbed with an emphasis on minimizing functional moves and consolidating functions at single sites. A three-, four-, and five-site closure alternative, along with an illustrative scenario for each resulted (Section 4 below). The JCSG approved the alternatives and delivered them to the Military Departments for their assessment. A copy of the alternatives is provided at Section 4.

The Military Departments' assessments and subsequent site closure/realignment recommendations were among those proposed in the JCSG's alternatives. Their recommendations closed or realigned three of the potential five sites indicated for potential closure by the JCSG's analyses. One site was retained based on DoN COBRA-generated cost estimates that indicated high closure costs with a 15-year return on investment. A second site was retained to address a Service concern to ensure sufficient capacity to accommodate requirements outside the scope of the JCSG's analysis.

Section 4. Joint Cross-Service Functional Alternatives (Attached)

Appendices

1. **Statement of Scope and Listing of Installations in Category**
2. **Site/Function Constraint Matrix**
3. **Capacity Analysis Matrix**
4. **"Resource Table"**
5. **Sensitivity Analysis - Site Closures vs. Minimum Moves**

Category Scope Rationale

Installations in the UPT category include all DoD flight programs which support and facilitate selection and training of pilots, naval flight officers, and navigators to the point of awarding "Wings"

Installations in Category

• Columbus	AFB	MS
• Corpus Christi	NAS	TX
• Fort Rucker	AATC	AL
• Kingsville	NAS	TX
• Laughlin	AFB	TX
• Meridian	NAS	MS
• Pensacola	NAS	FL
• Randolph*	AFB	TX
• Reese	AFB	TX
• Sheppard	AFB	TX
• Vance	AFB	OK
• Whiting Field	NAS	FL

* Includes Enhanced Flight Screening sites at Hondo, TX and the Air Force Academy

[redacted]

SITE / FUNCTION CONSTRAINT MATRIX

FUNCTION	SERVICE	A/C	RUCKER	WHITING	CORPUS	P-COLA	MERIDIAN	KING	RAN	SHEP	VANCE	REESE	LAU	COL
FLT SCREENING	USAF	T-3												
PRIMARY PILOT	USN USAF	T-34 T-37 JPATS	X (2)											
AIRLIFT/TANKER	USAF	T-1	X (1)	X (1)										
MARITIME/ INT E-2/C-2	USN USAF	T-44	X (2)											
STRIKE/ ADV E-2/C-2	USN	T-2 TA-4 T-45	X (1)	X (1)										
BOMBER/ FIGHTER	USAF	T-38	X (1)	X (1)	X (1)									
HELO	USN USAF USA	TH-57 UH-1 TH-67 OH-58			X (2)		X (2)	X (2)	X (2)	X (2)	X (2)	X (2)	X (2)	X (2)
PRIM & INT NAV/NFO	USN USAF	T-34 T-39	X (2)											
WSO STRIKE	USN USAF	T-39 T-2								X (3)	X (3)	X (3)	X (3)	
PANEL NAV	USN USAF	T-43	X (1)	X (1)										

(1) Runway length constraints based on model design series of training aircraft (FY 2001 requirements)
(2) Lack of suitable outlying fields (one or more for indicated fixed-wing programs, two or more for helo)
(3) Too far from water (greater than 200 NM to working area)

[redacted]

TO BE VERIFIED UPON RECEIPT OF CERTIFIED DATA

CAPACITY ANALYSIS

FACTORS	HISTORICAL	REQUIREMENTS: PROG'MED TRAINING (SYLLABI) (A)	REQUIREMENTS: PROG'MED GRADS (B)	REQUIRED CAPACITY (AxB)	MAX AVAILABLE CAPACITY (C)	EXCESS CAPACITY (C-(AxB))
TRAINING SORTIES	SORTIES/ GRAD SYLLABUS •OVERHEAD PG 6 # 5 PG 14 #2	SORTIES/ GRAD •MAJCOM PG 9 # 2	GRADS/YEAR •PGL •PTR PG 4 #1 & 2	SORTIES/ YEAR	SORTIES/ YEAR PG 19 # 16	SORTIES/ YEAR
AIRFIELD OPS	OPS/SORTIE •TRAFFIC CNT PG 17 # 10 •TOT # SORTIES PG 14 # 2	OPS/GRAD •MAJCOM PG 9 # 2 X =	GRADS/YEAR •PGL •PTR	OPS/YEAR	OPS/YEAR PG 17 # 9	OPS/YEAR
AIRSPACE BLOCK=#MF x ALT/AIRCRAFT	BLOCKS AVAILABLE BLOCK HOURS AVAILABLE SYLLABUS •OVERHEAD •MX PG 22 # 1	AIRSPACE BLOCK HRS GRAD •MAJCOM PG 8 # 1	GRADS/YEAR •PGL •PTR	AIRSPACE BLOCK HRS YEAR	[illegible] X [illegible] = AIRSPACE BLOCK HRS YEAR PG 22 # 1	AIRSPACE BLOCK HRS YEAR
GROUND TRAINING	FACILITIES AVAILABLE FACILITY HOURS AVAIL/YEAR •SYLL + ATTRIT •CLASSROOMS •SIMULATORS •LIFE SPT TNG	FACILITY HRS GRAD •MAJCOM PG 10 # 1	GRADS/YEAR •PGL •PTR	FACILITY HRS YEAR	FACILITY HRS YEAR PG 25 # 1 PG 27 # 8	FACILITY HRS YEAR

CAPACITY ANALYSIS (CONT)

FACILITY FACTORS	HISTORICAL	REQUIREMENTS: PROG'MED TRAINING (SYLLABI) (A)	REQUIREMENTS: PROG'MED GRADS (B)	REQUIRED CAPACITY (AxB)	MAX AVAILABLE CAPACITY (C)	EXCESS CAPACITY (C-(AxB))
RAMPS/ APRONS/ TAXIWAYS	TOT FT² USED # OF AIRCRAFT SUPPORTED FT² / AIRCRAFT REQ PG 28 # 1	AIRCRAFT (GRAD/YEAR) PG 28 # 1 PG 4 # 1	GRADS/YEAR •PGL •PTR PG 4 #1 & 2	AIRCRAFT	TOT FT² AVAIL / FT² / AIRCRAFT = AIRCRAFT PG 28 # 2	AIRCRAFT
HANGARS	HANGARS USED MX DOCKS/HANGAR AIRCRAFT/MX DOCK	AIRCRAFT (GRAD/YEAR)	GRADS/YEAR •PGL •PTR	AIRCRAFT	A/C X [illegible] X [illegible] = AIRCRAFT PG 29 # 4	AIRCRAFT
MAINTENANCE	FACILITIES USED # OF AIRCRAFT SUPPORTED AIRCRAFT / FACILITY REQ	AIRCRAFT (GRAD/YEAR)	GRADS/YEAR •PGL •PTR	AIRCRAFT	A/C X [illegible] = AIRCRAFT PG 29 # 6	AIRCRAFT
SUPPLY/ STORAGE	TOT FT² USED # OF AIRCRAFT SUPPORTED FT² / AIRCRAFT REQ	AIRCRAFT (GRAD/YEAR)	GRADS/YEAR •PGL •PTR	AIRCRAFT	TOT FT² AVAIL / FT² / AIRCRAFT = AIRCRAFT PG 30 # 9	AIRCRAFT
HOUSING	CAPACITY USED STUDENTS/DAY PG 31 # 1	STUDENTS/DAY PG 4 # 1		STUDENTS/DAY	STUDENTS/DAY PG 32 # 5	STUDENTS/DAY
MESSING	CAPACITY USED STUDENTS/DAY PG 32 # 3	STUDENTS/DAY PG 4 # 1		STUDENTS/DAY	STUDENTS/DAY PG 32 # 5	STUDENTS/DAY

10/20/94

CAPACITY ANALYSIS FORMULATIONS

PROVIDED BELOW ARE THE FORMULAS USED IN THE COMPUTATION OF CAPACITY ANALYSIS DATA. THESE FORMULAS STANDARDIZE TO THE BEST EXTENT POSSIBLE THE DATA OF ALL SERVICES.

1. TRAINING SORTIES = AIRFIELD OPERATIONS AT THE MAIN BASE DIVIDED BY TWO (TWO IS THE BASE LINE NUMBER DERIVED FROM ONE TAKE-OFF AND ONE LANDING PER SORTIE AT HOME BASE).

2. DAYLIGHT AIRFIELD OPERATIONS = (FAA AIRFIELD OPERATIONS MODEL)(WEATHER FACTOR)(242)(12) FAA MODEL IS BASED ON RUNWAY CONFIGURATION. WEATHER FACTOR IS BASED ON HISTORICAL DATA FROM EACH INSTALLATION. 242 IS THE NUMBER OF TRAINING DAYS. 12 IS THE NUMBER OF TRAINING HOURS IN ONE DAY. AIRFIELD OPERATIONS INCLUDES ALL OUTLYING FIELDS. NAVAL NUMBERS ARE BASED ON A WEATHER FACTOR INCORPORATED IN THE FAA MODEL. FOR WHITING FIELD THE RUNWAY OPERATIONS ARE BASED ON JPATS. THE HEAVIER WEIGHT OF NAVY AIRCRAFT CONSTRAINS OPERATIONS AT NAVAL AIR STATIONS RESULTING IN A LOWER AIRFIELD OPERATIONS CAPACITY.

3. AIRSPACE

FUNCTIONAL VALUE AIRSPACE = (AVAILABLE AIRSPACE WITHIN 100 NAUTICAL MILES OF THE MAIN FIELD TO INCLUDE ATCAA, BUT NOT WARNING AREAS FOR PRIMARY, PRINFO AND FLT SCREENING. ALL OTHER FUNCTIONS INCLUDE WARNING AREAS)(SQUARE NAUTICAL MILES)(ALTITUDE/6080). 6080 IS THE CONVERSION FACTOR OF FEET TO NAUTICAL MILES.

CAPACITY ANALYSIS AIRSPACE

BLOCK HOURS AVAILABLE = (BLOCKS OF CURRENTLY USED AIRSPACE) (12 HOURS PER DAY) (242 DAYS PER YEAR). BLOCKS OF AIRSPACE WERE DETERMINED BY SUMMING THE SQ NM OF CURRENTLY USED AIRSPACE AND DIVIDING IT INTO ADVANCED (200 SQ NM X 12000') AND PRIMARY (100 SQ NM X 5000') BLOCKS. (EXCEPTION: CORPUS CHRISTI WAS GIVEN CREDIT FOR W-228 BECAUSE THEY CONTROL/SCHEDULE THIS AIRSPACE) PRIMARY AND ADVANCED BLOCKS WERE DOUBLE STACKED WHERE POSSIBLE. THE CAPACITY NUMBERS REFLECT THE ADVANCED AIRSPACE BLOCKS CAPACITY. (EXCEPTIONS: NAS WHITING, HONDO, AND USAFA HAVE NO ADVANCED AIRSPACE BLOCKS; THEREFORE, PRIMARY AIRSPACE CAPACITY WAS USED)

4. GROUND TRAINING CLASS ROOM HOURS PER YEAR = DESIGN CAPACITY (IN TERMS OF STUDENTS) (8 HOURS PER DAY)(242 TRAINING DAYS) 8 HOURS IS A STANDARD TRAINING DAY. 242 IS THE STANDARDIZED TRAINING YEAR.

5. GROUND TRAINING SIMULATORS = (DESIGN STUDENT CAPACITY)(16 HRS PER DAY)(242 DAYS PER YEAR) 16 HOURS BASED ON AN AVERAGE AVAILABILITY OF SIMULATORS

6. RAMPS = (TOTAL NUMBER OF USABLE SQUARE YARDS OF PARKING SPACE)(.80) 80% IS BASED ON ACCESS REQUIREMENTS TO GET TO MAIN

TAXIWAY. (REFERENCE PENSACOLA CAPACITY ANALYSIS DATA CALL 19, FACILITIES, PARA D, QUESTION 3)

Rationale for Elimination of Capacity Measures 10/13/94

Training Sorties

Training sorties do not capture maximum airfield capacity. A sortie is a training event which contains as a subset additional manuevers which include touch and go's, full stop and missed approach landings. Maximum airfield operations require a full accounting of the total number of operations. Sorties do not capture that. A better measure of an airfields' maximum generated capacity is the total number of operations (take-offs, landings, touch and go's, etc.) that can be accomplished over a set period of time.

Hangars

Hangars are not required for the parking of aircraft or for most of the required maintenance in UPT. Accordingly, hangars are not a meaningful capacity constraint.

Maintenance/Supply/Storage

All maintenance on training aircraft is accomplished by contractors. Therefore, the capacity is more a function of the contract and the contractors capabilities than the base maintenance/supply/storage facilities.

Housing and Messing

Base housing is not a capacity constraint because it ignores the availability of off-base housing and current demographics for aviators under training. Messing facilities for military officers no longer exist.

11/10/94

STUDENT RESOURCE CALCULATION

Reference: (a) CNO ltr 1542, ser N889JG/4U61666 dated 20 July 1994

Flight Screening (T-3)

a. Training Sorties - Taken from the Hondo Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Taken from the Hondo Capacity Analysis, Mission Requirements, paragraph B.2 and Facilities paragraphs A.2 and A.10. Operations were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Traffic Count (Fac A.10)} \times \text{Sorties/Student (M. R. B.2)}}{\text{Total Sorties (Fac A.2)}}$$

c. Airspace - Taken from the Hondo Capacity Analysis, Mission Requirements paragraph B.1. This number was divided by two to account for the fact that the requirement for primary airspace is half that for advanced airspace.

d. Ground Training Classrooms/Simulators - Taken from the Hondo Capacity Analysis Mission Requirements, paragraph C.1.

e. Ramp Space - Taken from the Hondo and USAFA Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2.

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1 Hondo \& USAFA)} \times \text{SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Primary Pilot (T-34 and T-37)

a. Training Sorties - The JPATS syllabus requirement of 65 sorties was accepted as the standard number of syllabus sorties. USAF overhead on primary training is 60% while USN overhead is 30%. The JCS working group agreed to use an average overhead value of 45% which leads to a total sortie requirement of 94 (65 sorties + .45 x 65).

b. Airfield Ops - Taken from the Whiting Field Capacity Analysis, Mission Requirements, paragraph B.2 and Facilities paragraphs A.2 and A.10 using the T-34 data (see spreadsheet). Operations were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Traffic Count (Fac A.10)} \times \text{Sorties/Student (M. R. B.2)}}{\text{Total Sorties (Fac A.2)}}$$

$$= 12.3 \text{ ops/sortie}$$

Total ops = 94 sorties X 12.3 ops/sorties = 1156 operations

c. Airspace - The average block hours required were taken from the USAF Capacity Analysis data calls, Mission Requirements paragraph B.1. USAF block hour requirements were used because the current USAF syllabus more closely resembles the JPATS syllabus. This number was divided by two to account for the fact that the requirement for primary airspace is half that for advanced airspace.

d. Ground Training Classrooms/Simulators - The average Ground Training Classroom/Simulator hours required were taken from the amendments to USAF Capacity Analysis data calls, Mission Requirements paragraph C.1. USAF requirements were used because the current USAF syllabus more closely resembles the JPATS syllabus.

e. Ramp Space - Taken from the Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. For USAF, SY/aircraft data for all aircraft, was taken from Randolf AFB

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Airlift/Tanker (T-1)

a. Training Sorties - Taken from the Reese Capacity Analysis, Mission Requirements, paragraph B.2. Reese AFB was used because they are the only ones fuly functional in Airlift/Tanker training.

b. Airfield Ops - Taken from the Reese Capacity Analysis, Mission Requirements, paragraph B.2 and Facilities paragraphs A.2 and A.10 (see spreadsheet). Operations were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Traffic Count (Fac A.10) X Sorties/Student (M. R. B.2)}}{\text{Total Sorties (Fac A.2)}}$$

c. Airspace - Taken from the Reese Capacity Analysis, Mission Requirements paragraph B.1.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the amendments to the Reese Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Reese Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. SY/aircraft data was taken from Randolf AFB which provides this data for all USAF training aircraft.

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1)} \times \text{SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Intermediate E2/C2 and Advance Maritime (T-44)

a. Training Sorties - Taken from the Corpus Christi Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Taken from Corpus Christi Navy Capacity Analysis (Data Call 2), Mission Requirements, paragraph b.3. Advanced Maritime requirement was used because it was higher.

c. Airspace - Taken from the Corpus Christi Capacity Analysis, Mission Requirements paragraph B.1.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the Corpus Christi Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Corpus Christi Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up). SY/aircraft data was taken from NAVFAC P-80 which provides this data for all USN training aircraft. Advanced Maritime PTR requirements were taken from reference (a) and intermediate E2/C2 were taken from the Corpus Christi Navy Capacity Analysis (Data Call 2), Mission Requirements, paragraph A.3.

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1)} \times \text{SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirements.}}$$

Advance E2/C2 and Strike (T-45)

a. Training Sorties - Taken from the Kingsville Capacity Analysis, Mission Requirements, paragraph B.2. NAS Kingsville was used because they are the only ones fully functional in T-45 training.

b. Airfield Ops - Taken from Kingsville Navy Capacity Analysis (Data Call 2), Mission Requirements, paragraph b.3.

c. Airspace - Taken from the Kingsville Capacity Analysis, Mission Requirements paragraph B.1.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the Kingsville Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Kingsville Capacity Analysis, Mission Requirements paragraph E.1 (See also supplemental data call paragraph E.2 follow-up) and Facilities paragraph D.3. Navy PTR requirements were taken from reference (a).

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Advance Fighter/Bomber (T-38)

a. Training Sorties - Used an average value taken from Columbus, Laughlin, Sheppard, and Vance Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Used an average value taken from Columbus, Laughlin, Sheppard, and Vance Capacity Analysis, Mission Requirements, paragraph B.2 and Facilities paragraphs A.2 and A.10 (see spreadsheet). Operations were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Traffic Count (Fac A.10) X Sorties/Student (M. R. B.2)}}{\text{Total Sorties (Fac A.2)}}$$

c. Airspace - Used an average value taken from Columbus, Laughlin, Sheppard, and Vance Capacity Analysis, Mission Requirements paragraph B.1.

d. Ground Training Classrooms/Simulators - For the Ground Training Classroom/Simulator hours required, used an average value taken from the amended Columbus, Laughlin, Sheppard, and Vance data calls, Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from Columbus, Laughlin, Sheppard, and Vance Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. SY/aircraft data was taken from Randolf AFB which provides this data for all USAF training aircraft.

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Helicopter

a. Training Sorties - Used an average value taken from Fort Rucker and Whiting Field Capacity Analysis, Mission Requirements, paragraph B.2.

hours required were taken from the amendments to the Randolf Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Randolf Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. SY/aircraft data was taken from Randolf AFB which provides this data for all USAF training aircraft.

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1)} \times \text{SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

b. Airfield Ops - Used an average value taken from Whiting Field (USN Capacity Analysis, Data Call 2, Mission Requirements, paragraph b.3) and Fort Ruckers Capacity Analysis Facilities paragraphs A.13 and A.16. Fort Rucker ops were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Operations (Fac A.13)}}{\text{Total Sorties (Fac A.16)}}$$

c. Airspace - Not Required for Helo training.

d. Ground Training Classrooms/Simulators - For the Ground Training Classroom/Simulator hours required, used an average value taken from the Fort Rucker Capacity Analysis, Mission Requirements paragraph C.1. Fort Rucker had more extensive ground training requirements than did Whiting field.

e. Ramp Space - Taken from Whiting Field and Fort Rucker Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. For USN, SY/aircraft data was taken from NAVFAC P-80 which provides this data for all USN training aircraft. Navy PTR requirements were taken from reference (a).

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Primary and Intermediate NFO (T-34)

a. Training Sorties - Taken from the Pensacola Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Taken from Pensacola Navy Capacity Analysis (Data Call 2), Mission Requirements, paragraph b.3.

c. Airspace - Taken from the Pensacola Capacity Analysis, Mission Requirements paragraph B.1. This number was divided by two to account for the fact that the requirement for primary airspace is half that for advanced airspace.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the Pensacola Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Pensacola Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up). SY/aircraft data was taken from NAVFAC P-80 which provides this data for all USN training aircraft. Primary and Intermediate NFO PTR requirements were taken from the Pensacola Capacity Analysis (USN Data Call 2), Mission Requirements, paragraph A.3.

Ramps/student =

Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)
DoD Pilot Training Requirements.

Advance NFO Strike (T-39/T-2)

a. Training Sorties - Taken from the Pensacola Capacity Analysis, Mission Requirements, paragraph B.2. Used the Radar Intercept Officer (RIO) track because it is the longest.

b. Airfield Ops - Multiplied the number of required training sorties by 4 ops/sorties. Used military judgement to arrive at 4 ops/sortie - pilots are already trained and therefore don't need to practice take-offs and landings. One additional touch and go was included with each sortie.

c. Airspace - Taken from the Pensacola Capacity Analysis, Mission Requirements paragraph B.1. Summed the RIO in special use airspace.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the Pensacola Capacity Analysis, Mission Requirements paragraph C.1. Used the RIO track.

e. Ramp Space - Taken from the Pensacola Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up). SY/aircraft data was taken from NAVFAC P-80 which provides this data for all USN training aircraft. Navy PTR requirements were taken from reference (a).

Ramps/student =

Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)
DoD Pilot Training Requirements.

Advance NFO Panel (T-43)

a. Training Sorties - Taken from the Randolf Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Multiplied the number of sorties by 3 ops/sortie. Used military judgement to arrive at 3 ops/sortie - pilots are already trained and therefore don't need to practice take-offs and landings. One additional touch and go was included for every other sortie.

c. Airspace - All work is done in Airways and MTR's

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator

11/10/94
11/17/94 Updated

	Columbus	Corpus Christi	Ft Rucker	Kingsville	Laughlin	Meridian	Pensacola	Randolph	Reese	Sheppard	Vance	Whiting Field	Hondo	USAFA	
Site Military Value															
Functions for UPT	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	DoD Requirements
Flight Screening	6.6	6.4	6.9	6.7	6.8	6.5	6.1	5.7	6.2	6.2	6.6	6.6	5.4	3.9	2,073
Primary Pilot	6.8	6.7	X2	7.0	7.0	6.8	6.4	6.7	6.0	6.3	6.8	6.6	0.0	0.0	2,493
Airlift/Tanker	6.3	6.5	X1	7.7	5.8	6.6	7.8	6.5	5.9	6.5	6.7	X1	0.0	0.0	752
Inter E2/C2, Adv Maritime	6.7	7.5	X2	7.6	6.5	6.6	7.5	6.4	5.9	6.5	6.8	7.4	0.0	0.0	273
Adv E2/C2, Strike	6.0	6.2	X1	7.3	5.4	6.3	7.6	6.0	5.7	6.2	5.3	X1	0.0	0.0	372
Adv Bomber/Fighter	6.4	X1	X1	7.3	5.5	6.8	7.8	6.8	5.6	6.3	5.5	X1	0.0	0.0	619
Helicopter	X2	X2	8.9	X2	X2	X2	6.5	X2	X2	X2	X2	7.2	0.0	0.0	1,481
Primary NFO, Inter NFO	6.9	6.7	X2	7.0	7.1	6.8	6.4	7.1	6.2	6.2	6.8	6.4	0.0	0.0	718
Adv NFO Strike	6.6	6.9	6.7	7.4	X3	6.5	7.6	6.1	X3	X3	X3	7.0	0.0	0.0	312
Adv NFO Panel	7.6	5.9	X1	7.2	6.8	7.0	7.6	6.9	7.2	7.7	7.5	X1	0.0	0.0	222

X1 - Runway length constraints X2 - Lack of outlying fields X3 - Too far from water

Resources	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap
Airfield Ops	784,371	752,136	7,441,016	389,136	787,572	389,136	270,072	619,768	686,547	646,988	685,390	865,392	554,664	651,630
Airspace	116,973	315,810	0	253,418	218,889	128,879	181,790	49,494	106,925	166,922	114,708	147,888	43,560	49,368
Ground Training Classroom	542,080	464,640	5,523,408	859,584	193,600	406,560	3,915,544	696,960	696,960	348,480	373,648	554,400	116,160	77,440
Ground Training Simulators	77,440	46,464	212,960	61,952	61,952	54,208	135,520	92,928	61,952	92,928	61,952	104,544	0	0
Aprons	209,840	540,367	392,726	240,614	217,378	241,166	299,395	501,946	282,496	394,125	223,645	386,667	251,200	46,122
* Normalized Airfield Ops	—	—	—	537,008	—	537,008	326,519	—	—	—	—	—	—	—

Resources per student	Flight Screening	Primary Pilot	Airlift/Tanker	Inter E2/C2, Adv Maritime	Adv E2/C2, Strike	Adv Bomber/Fighter	Helicopter	Primary NFO, Inter NFO	Adv NFO Strike	Adv NFO Panel
Training Sorties	24	94	88	44	166	132	137	33	70	13
Airfield Ops	526	1,156	405	496	1,393	926	1,288	248	280	39
Airspace	6	32	61	21	97	75	N/A	37	53	0
Ground Training Classroom	14	213	186	202	196	156	955	371	144	304
Ground Training Simulators	0	27	42	30	98	29	32	44	53	80
Aprons	18.81	181.92	357.60	190.01	303.45	357.35	190.62	60.31	239.59	201.00
* Normalized Airfield Ops	—	—	—	—	1922	—	—	—	386	54

Maximum requirements where duplicate training

#Aircraft/student	0.0555	0.2274	0.2384	0.2088	0.3817	0.5105	0.2681	0.1058	0.1346	0.0402
SQ YDS/Aircraft	339	800	1,500	910	795	700	711	570	1,780	5,000
# Aircraft Required	113	567	179	57	142	316	397	76	42	9

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* Normalized Light/Heavy aircraft → Airfield Ops

MINSITES Sensitivity Analysis

	# moves	# SITES	FV
max	4	9	68.4
	3	10	70.99
	2	10	69.6
	1	10	67.2
	0	11	68.9

Produced by Tri-Dept BRAC Team

UNDERGRADUATE PILOT TRAINING JOINT CROSS-SERVICE GROUP

"WRAP-UP"

This point paper summarizes the results of the BRAC 95 Joint Cross-Service Group (JCSG) on Undergraduate Pilot Training (UPT). The UPT JCSG developed three functional base closure and realignment alternatives and submitted them to the Military Departments for consideration. While the Military Departments did not adopt any of the JCSG's alternatives exactly as proposed, the three sites recommended by the Military Departments for closure or realignment were in one or all of the JCSG's alternatives, as displayed in the following table.

(X = Closure)	JCSG Alternatives			Recommendations	
	Alt 1	Alt 2	Alt 3	Air Force	Navy
Corpus Christi NAS			X		X*
Meridian NAS	X	X	X		X
Reese AFB	X	X	X	X	
Vance AFB		X	X		
Whiting Field NAS	X	X	X		
Columbus AFB					
Fort Rucker AATC					
Kingsville NAS					
Laughlin AFB					
Pensacola NAS					
Randolph AFB					
Sheppard AFB					
Total	3	4	5	1	2

* Navy recommended realigning - not closing -- UPT functions at NAS Corpus Christi.

The DoN recommended closing NAS Meridian (included in all three JCSG Alts) and also moved the UPT functions out of NAS Corpus Christi (included in JSCG Alt 3). The DoN declined closing NAS Whiting Field (included in all three JCSG Alts) based on its estimate of high MILCON costs associated with moving Whiting Field's Helicopter functions to Fort Rucker and its Primary Fixed-wing functions to NAS Pensacola.

Key Factors

1. DoN COBRA analysis generated projected cost savings/cost avoidance of $57.8M based on single siting Advanced E2/C2 and Strike functions at NAS Kingsville using NAS Corpus Christi's airfield as an outlying field (OLF).

2. DoN COBRA analysis generated projected cost savings/cost avoidance of $53.5M based on consolidation of Navy's mine sweeping helicopters at NAS Corpus Christi. The Ingleside/Corpus Christi complex would become the Navy's "Mine Warfare Center of Excellence."

EJCL (3)

3. The DoN COBRA-generated MILCON requirement ($138M) projected for NAS Pensacola and Fort Rucker to accommodate closing NAS Whiting and movement of its Primary Fixed-wing and Helicopter flight training functions was deemed prohibitive given the associated estimated return on investment of 15 years.

The Air Force recommended closing Reese AFB (included in all three JCSG Alts) based on its low ranking compared to other UPT bases, judged on all eight criteria and Air Force excess UPT base capacity. The Air Force considered additional UPT site closures unacceptable (i.e., Vance AFB, included in JCSG Alts 2 and 3) because of capacity requirements to 1) incorporate Air Force's Introduction to Fighter Fundamentals (IFF) training {not within the JCSG's scope of analysis}, 2) provide flexibility for introduction of new training systems, and 3) allow an additional capacity buffer to account for the turmoil associated with base closures and fielding of new aircraft. Based on Air Education and Training Command (AETC) certified data, the Air Force estimated that it required an additional 6.5 percent of the annual DoD UPT capacity to allow for these concerns.

Key Factors

1. JCSG Alternative 1 resulted in retention of approximately 10 percent excess DoD UPT capacity - enough to accommodate the Air Force concerns.

2. JCSG Alternatives 2 and 3 retained approximately 1.3 percent and 2.3 percent DoD UPT excess capacity respectively. Neither alternative would accommodate the Air Force's concerns.

3. Both Military Department submissions, when combined, would retain DoD UPT excess capacity of approximately 10 percent - enough to accommodate the Air Force concerns.

The Army found all three JCSG alternatives to be acceptable. The movement of the DoN Helicopter training function from NAS Whiting Field to Fort Rucker (included in all three JCSG Alts) would have reduced Fort Rucker excess rotary-wing capacity. Fort Rucker is the largest DoD helicopter training complex, the Army's single helicopter training site for both undergraduate and advanced helicopter training with many Army-unique facilities. Realigning Fort Rucker's Primary Helicopter training function was not developed as an alternative because closing Fort Rucker was not considered viable.

Summary

The Military Departments' recommendations are not inconsistent with the work of the JCSG. In particular, their proposals maintain sufficient capacity to ensure meeting projected requirements. They also provide a sound basis for carrying out the Departments' policies for cross-service flight training. Based on the above, the Military Departments' recommendations are acceptable from the Joint Cross-Service Group perspective.

LARRY COMBEST
19TH DISTRICT, TEXAS

CHAIRMAN
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

COMMITTEE ON AGRICULTURE

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March 15, 1995

The Honorable Alan Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Rosslyn, Virginia 22209

Dear Mr. Chairman:

I am writing to request that the Base Closure and Realignment Commission (BRAC) undertake a special review of Undergraduate Pilot Training (UPT) as a part of the Commission's deliberations. While this functional area represents only a small portion of the Department of Defense (DoD)-wide base closure recommendations, pilot training is a vital component of our military strength and an important factor in maintaining military readiness.

Over the past two weeks, I have completed a preliminary analysis of the data used by the Joint Cross Service Group on UPT and the Air Force data and analysis. I have had the support of experts in the field of pilot training in this endeavor, and it is clear from our analysis that there are major errors in the DoD analysis. There are substantial factual errors in important data areas such as airspace availability for training, weather and other measures of merit. There are also flaws in the analysis which tend to distort the outcome.

Attached you will find a brief White Paper which seeks to identify the numerous errors of fact and flaws in the analytical model. This analysis is preliminary and, as further analysis is complete, I will share it with the BRAC commissioners and staff. However, I do believe the enclosed paper documents errors in the DoD analysis which represent a substantial deviation from the guidelines for base closure analysis.

This is a matter of great concern to me. I believe that the DoD analytical model has generated an outcome which is illogical and inappropriate. Numerous senior Air Force officers, both active duty and retired, have contacted me to let me know that in their judgment, Reese Air Force Base is the premier pilot training base within the Air Education and Training Command. They have indicated that the analysis used to select Reese as the UPT base to be closed is flawed.

I would appreciate an opportunity to discuss this matter at your earliest convenience. Also, I would be pleased to meet with appropriate staff members of the Commission to review our analysis.

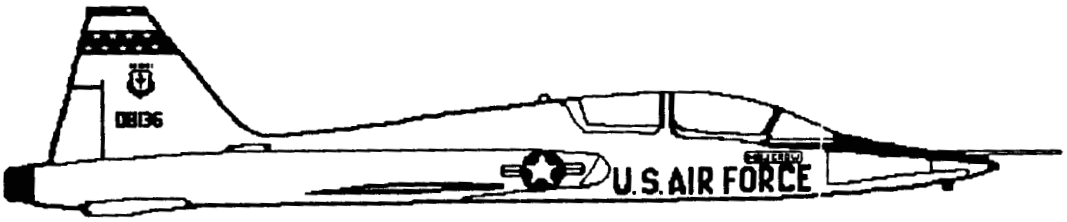
Sincerely,

Larry

Larry Combest

LC/lec
Enclosure

PRELIMINARY REVIEW
OF
AIR FORCE
AND
JOINT CROSS SERVICE GROUP ANALYSES



REESE AIR FORCE BASE
MARCH 15, 1995

Preliminary Review of Air Force and Joint Cross Service Group Analyses

Reese Air Force Base

The purpose of this White Paper is to present the results of a preliminary review of the Department of Defense base closure recommendations in the functional area of Undergraduate Pilot Training (UPT).

This functional area was the subject of a Joint Cross Service Group within the Department of Defense and the base closure recommendations of the Secretary of Defense reflected the recommendations of that Joint Cross Service Group.

The **analyses contained herein is preliminary** and **based solely on the certified data** utilized by the Department of Defense. However, the analysis is also professional having been undertaken by a group which included several recently retired Air Force officers whose most recent career assignments were involved directly with Undergraduate Pilot Training within the Air Force Air Education and Training Command (AETC). These officers include individuals with direct experience in the 1995 base closure review process within the Department of Defense as well as former Wing Commanders, a Deputy Wing Commander and a former Deputy Commander of the Air Force's Air Education and Training Command. Their knowledge of the issues and of the process are equal to that of anyone now serving within the Air Force or the Office of the Secretary of Defense.

The conclusions of this White Paper are clear and unambiguous. They represent the unanimous views of the review group. The conclusions are as follows:

1. The Secretary of Defense's **recommendation to close Reese Air Force Base is based on an analysis which is flawed and inaccurate**;
2. **There are errors of fact which are of sufficient magnitude as to call into question the conclusions of the analysis**;
3. These errors of fact occur in the most critical measures of merit: airspace available for training, weather, and airfield conditions;
4. There are also substantial errors of fact in other areas and these errors accumulate to the disadvantage of Reese Air Force Base;
5. **There are also errors in terms of fairness or comparability of data** between bases. This could be described as a **lack of horizontal integration**. While all data submitted is certified, there was no mechanism for insuring each base answered the questions in the same manner and that their accounting systems were consistent. An example of this flaw can be seen in how UPT bases answered the question regarding available airspace within 100 nautical miles;
6. The analytical model itself is flawed as it measures only factors or data which lend themselves to easy comparison between military services. An example is

the comparison of sortie planning factors rather than actual sorties per graduate experience even though this data was available in certified form;

7. Finally, the analytical model is flawed for it suggests the closure of a base which has higher ratings in the most critical measures of merit (i.e. airspace, weather and facilities). The model is flawed further for it does not include accurate analysis of the one area which the Secretary of Defense has declared to be of critical importance to military readiness -- deteriorated facilities and Quality of Life (See: Secretary of Defense, William J. Perry, Annual Report to the President and Congress, February 1995, p. 148).

According to the Secretary of Defense, **the Department of Defense "... recognizes the link between facilities and readiness." The DoD analytical model apparently does not**, for the model recommends the closure of a base which has more airspace available for training, better weather (based on actual, flying experience data) and facilities that are superior in terms of condition, size and availability to that of other UPT bases not recommended for closure.

The remainder of this paper will review and highlight the flaws and inaccuracies of the Department of Defense analysis specifically as it relates to Reese Air Force Base.

Based on our preliminary findings, **it is the recommendation of the review group that the Base Realignment and Closure Commission should undertake a full review of the Department of Defense recommendations with respect to Undergraduate Pilot Training bases**. We are certain that there are major errors of fact and there are major flaws in the analytical model used by the Department of Defense.

It is the statutory responsibility of the BRAC Commission to review recommendations of the Secretary of Defense and to make changes to those recommendations where it determines that a substantial deviation from the force structure plan or the final selection criteria has occurred. It is our contention that a substantial deviation has occurred in the area of selection criteria. There are substantial errors of fact which, when corrected, alter the outcome of the analysis.

Functional Capability Analysis

It should be recalled that the Air Force based its decision to recommend Reese AFB for closure primarily on the Joint Cross Service Group (UPT) functional capability analysis. **Reese was rated as inferior in three primary areas:**

1. **Airspace Available for Training** including:
   - Military Operating Areas (MOAs)
   - Average Distance to Training Areas
   - Available Military Training Routes
2. **Weather Factors** including:
   - Sortie Attrition
   - Crosswinds

- Density/Altitude

3. **Airfield Condition** including:
   - Runway Condition
   - Taxiway Condition
   - Aircraft Parking Apron Condition and Capacity

These were the factors most heavily weighted by the Joint Cross Service Group (UPT). They were described by the Air Force in a Bullet Background Paper on Reese AFB as discriminators "..developed to assist in making its (the Air Force's) closure recommendations."[1] According to Secretary of the Air Force testimony before the Base Realignment and Closure Commission on March 6, 1995, these discriminators were designed "..to amplify the differences between the UPT bases."[2]

According to our review of the data, there are dramatic errors in the data relating to each of the three heavily weighted factors. There are also glaring errors in other factors. These errors of fact place Reese at a disadvantage and surely forced Reese AFB unfairly to the bottom of the list of UPT bases. It should be recalled that in 1991 Reese AFB was rated #2 among Air Force UPT bases.[3] We have developed side-by-side charts which are derived from the 1995 certified data. Where this data is in error (or where there are discrepancies between the data in the 1995 Air Force certified Base Questionnaire and the Joint Cross Service Groups certified Data Call Work Sheets) we have produced a chart with corrected data corroborated from BRAC '93 data or other official Air Force documentation.[4]

Airspace Available For Training

One of the more egregious errors is in what the Air Force describes as a critical factor or a key discriminator -- Airspace Available for Training. In the Air Force Bullet Background Paper on Reese AFB justifying the recommendation to close Reese AFB, Reese is ranked "..last of all joint UPT bases." **The data is wrong! There are factual errors in the data which shortchange Reese in terms of volume of airspace**. For example, the Military Value Analysis: Data Call Work Sheets (Air Force BRAC certified documentation) list Reese High Altitude Training Areas A, B, C, D, E and TORCH as having an altitude block of only 9,000 ft. However, an FAA certified letter of agreement regarding IFR Control of Reese AFB Aircraft (dated/revised

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[1] U. S. Air Force, Bullet Background Paper on Reese AFB, March 1, 1995 (see Tab J)

[2] Check quote from March 6th Hearing Transcript

[3] 1991 Base Realignment and Closure Commission Staff, Air Force Team Specific Compliance Base Validation (FLYING TRAINING) (see Tab K)

[4] For instance, on the condition of Runways, Taxiways and Aprons we found that the BRAC 95 data was in conflict with the Air Force Civil Engineering Support Agency May 1993 Report titled Airfield Pavement Evaluation: Reese Air Force Base, Texas. That report rated most of Reese's aprons as Excellent or Very Good and yet the 1995 Air Force data rates Reese aprons as having only 9 percent of aprons rating Code 1. (See Tab L)

4/26/93), and a Supplemental Data Call Work Sheet to the Air Force's own Military Value Analysis: Data Call Work Sheets document an altitude block of 11,000 ft for each of these training areas. The data doesn't list two key ATCAA areas that are regularly used for T-38 and T-1 training -- the Ramsey (723 nm^3) and Norman (723 nm^3) areas. Reese also failed to receive credit for its Alert Area in the Joint Cross Service Group analysis because it failed to list it in the Military Value Analysis: Data Call Work Sheets. **These factual errors by the Air Force and DoD short changed Reese's Airspace Available for Training by 3,322 cubic nautical miles and caused them to fail to receive credit for the Alert airspace they control. A similar error was made regarding Vance AFB's training areas 1A and 1B, the effect of which was to shortchange Vance AFB in this critical factor** (see Tab A).

We have attempted to craft a "corrected" airspace data chart using only documented data. **The results of that "corrected" data chart reverse the standings of Reese AFB and Vance AFB. With corrected data, Reese AFB is superior in its amount of Airspace Available for Training -- 37,175 cubic nautical miles for Reese vs 36,194 cubic nautical miles for Vance** (see Tab B).

Our point here is that, in one of the most critical measures, there are errors of fact which cause a distortion or a substantial deviation. Reese AFB is superior to Vance AFB in this critical factor.

Weather

A second critical factor, discriminator or measure of merit listed by the Air Force as justification for the recommendation to close Reese AFB **is weather**. It is described as important in the task of training rated officers (i.e. pilots).

In this important measure of merit, Air Force and Joint Cross Service data is again either wrong or unfairly applied.

For instance, the Air Force Bullet Background Paper on Reese AFB sites **Reese AFB as having the highest Sortie Attrition Planning Factor of all bases. This is true, but irrelevant. The actual certified data on weather attrition lists Reese as having an average rate of 19.88 percent attrition per month** (average percent of sorties rescheduled/canceled due to weather per month) **with Vance AFB having an average rate of 23.33 percent attrition per month. Documented and certified data of actual weather attrition gives the advantage to Reese AFB rather than Vance AFB** (see Tabs C and D). The Joint Cross Service Group used and emphasized planning figures rather than emphasizing available certified data on attrition experience and thus gave the weather factor advantage to Vance AFB. **This was unfair, inaccurate and a substantial deviation on a critical measure of merit.**

The weather advantage in favor of Reese AFB over Vance increases even further if weather data applicable to the T-1 Jayhawk is used. However, despite the fact that T-1 weather data was available and despite the fact that the T-1 trainer is the newest trainer and one which will be relied upon heavily into the 21 Century, the Air Force chose to use only weather data applicable to the T-38 aircraft. This was

expected to disadvantage Reese AFB but the actual weather attrition data ranked Vance AFB lower than Reese AFB.

A second important aspect of weather is the crosswind factor. Reese AFB has been known for decades as having "a crosswind problem." **In fact, certified data does list Reese as having crosswinds beyond safety limits of 25 knots 1.4 percent of the time**. With a training year consisting of 242 training days per year, Reese AFB can be expected to lose 4 training days per year due to crosswinds. **Another way of saying this is that Reese does not have a crosswind problem 98.6 percent of the time**. Also another way of looking at it is that the Wing Commander at Reese would have 123 days (365 - 242 = 123) to make up for lost training days.

There are significant differences in the weather data between the Air Force's data in their 1995 Air Force Base Questionnaire and the data actually used in the Joint Cross Service Group analysis for Vance AFB. The 1995 Air Force Base Questionnaire lists Vance as having a crosswind problem (i.e. crosswinds above 25 knots) 9/10 of one percent of the time while the Joint Cross Service Group data lists this factor at 2/10 of one percent. In other words, Vance AFB does not have a crosswind problem 99 percent of the time. Reese and Vance both have crosswinds less than 15 knots 93.2 percent of the time.

The obvious conclusion here is that neither Reese AFB nor Vance AFB have a crosswind problem. Neither base has ever had to delay a graduation day because of crosswinds or other adverse weather conditions.

It appears that Secretary Widnall was looking for discriminators which would amplify differences. **However, the weather discriminator is one that actually favors Reese AFB over Vance AFB if certified, actual, historical weather data is used**. If the weather parameters of the T-1 aircraft were used, Reese AFB would move even higher in the weather factor.

AIRFIELD CONDITION

The third factor, discriminator or measure of merit, used by the Air Force to justify its recommendation to close Reese AFB, is the condition of the Airfield including runways, taxiways and aprons or parking ramps.

Here too, Air Force and Joint Cross Service Group data **contain factual errors which disadvantage Reese AFB.**

An example is the rating for taxiways and aprons. The Air Force Bullet Background Paper on Reese AFB lists Reese AFB as having taxiway and apron condition that is only 29% adequate with taxiways rated at 62% Code 1 or adequate and aprons at 9% Code 1 or adequate (see Tab E).

First of all, our calculations using corrected condition ratings in the Air Force's own supplemental data call indicated that Reese has a taxiway and apron condition of 32% instead of 29% (see Tab F).

Second, this data does not agree with the analysis of the Airfield Pavement Evaluation: Reese Air Force Base, Texas, May 1993 published by the Air Force Civil Engineering Support Agency. This late 1993 Air Force technical report lists Reese AFB's taxiways conditions as:

Taxiway A

- PCC portion..... **Very Good**
- AC portion ..... **Fair**

Taxiway B **Excellent**

Taxiway C

- East end ..... **Very Good**
- T-14B - T-16B ..... **Excellent**
- T-26B - T-27B ..... **Very Good**
- West of Runway 17R - 35L .... **Very Poor**

Taxiway D..... **Excellent**

Taxiway E..... **Very Poor**

Taxiway F ..... **Excellent**[5]

The Air Force lists apron conditions as only 9 percent adequate or Code 1. This data also does not agree with the Air Force Civil Engineering report Airfield Pavement Evaluation, Reese Air Force Base, Texas. In that report Reese's aircraft aprons are rated as follows:

Aircraft parking aprons ..... **Good**

Hammerhead aprons (four) ..... **Excellent**[6]

These are clear discrepancies in the data and it can be argued credibly that a report by the Air Force Civil Engineering Support Agency is the more credible source. **This report lists Reese AFB's taxiways and aprons as generally excellent to good.**

FACTUAL ERRORS ARE NUMEROUS AND SERIOUS

It can be seen from the forgoing that Air Force and Joint Cross Service Group analysis on these three important measures of merit (airspace, weather and airfield condition) is flawed and therefore its conclusions are suspect and subject to serious challenge.

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[5] See report p. 11-13 (Tab L)

[6] See report p. 13. (Tab L)

The factual errors described above are serious and involve the most important measures of merit. Nevertheless, they are not the only factual errors. In other factors of lesser weight, Reese AFB is also disadvantaged. **In the important areas of Facilities Capacity and Condition and more importantly in the critical area of housing, Air Force and Joint Cross Service Group data contains errors of fact and errors of omission.**

Critical data such as **asbestos remediation** problems are not a part of the analysis. For instance, Vance AFB has an asbestos remediation problem in 84 percent of its facilities. Reese AFB has 0.0 percent asbestos problem. This important facilities condition was not considered.

Vance has 37 percent of its buildings over 50 years of age. Only 2 percent of Reese's buildings are beyond 50 years of age (see Tab E).

In the important facilities category of **infrastructure such as electric distribution, sewer, potable water, water for fire protection, roads and parking, 83 percent of Reese's facilities are Code 1 while only 41 percent of Vance AFB's infrastructure facilities are Code 1** (see Tab F for corrected data).

HOUSING

In the area of Housing, the comparison of Reese AFB and Vance AFB is striking! Every single housing unit at Vance is substandard and in need of "whole house renovation or replacement." Seventy two percent of Reese AFB's housing (289 units or more units than Vance's total of 230) meets current "whole house standards of accommodation and repair." The remaining 111 units are in the process of being renovated. **Vance AFB has a shortage of housing**, whether adequate or not (0% meet whole house standards established by the Air Force). **Reese AFB has a surplus of housing both on base and in the civilian community** (see Tab G). **This important factor was virtually ignored by the Joint Cross Service Group analysis**, where the housing at Vance AFB and Reese AFB is listed as 100% adequate. **This is a gross oversight on an issue of critical importance according to Secretary of Defense and each of the Service Secretaries. This gross flaw in the analysis alone provides sufficient reason for a full review of UPT recommendations.**

It is important to note that **Secretary of Defense Perry** in his Annual Defense Report dated February 1995 **highlighted housing and the condition of facilities as a key factor in maintaining readiness and retaining quality personnel**. He said: "**Poor facilities and quality of life detract from retention of highly qualified and motivated personnel... A key focus area in military quality of life is family and bachelor housing... The Department recognizes the link between facility condition and readiness.**"[7]

Despite the high priority given by the Secretary of Defense and even the Secretary of the Air Force to facilities and Quality of Life issues, this factor so key to readiness and

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[7] William J. Perry, Annual Report to the President and Congress, February 1995, p. 148.

retention was downplayed in the Joint UPT analysis. The **housing advantages at Reese AFB are substantial**. The Quality of Life features at Reese AFB are also overwhelming but they too were ignored, distorted by factual errors or downplayed by the severely restricted analysis of the Joint Cross Service Group.

QUALITY OF LIFE

It is in the category of Quality of Life that the Joint Cross Service Group and Air Force analysis fails completely. The one UPT base in the Air Education and Training Command which has been chosen repeatedly in recent years as the number one base in Air Force base preference surveys of student and instructor pilots is the base which the Joint Cross Service Group analysis ranks at the bottom of the pile.[8]

An analysis of how this happened must focus on the Air Force's stoplight system of rating with its red light for least desirable; green light for most desirable and yellow for "in -between." This system allowed for the arbitrary drawing of lines or cut off points between red, green and yellow. The chart attached at Tab H demonstrates how the choice of a cut-off point can give a green light to one base and a yellow to another even though the differences are slight. In the Off-Base Housing Affordability chart at Tab H, Reese got a yellow even though its Cost of Living Index according to the American Chamber of Commerce Researcher's Association (ACCRA) Cost of Living Survey is well below the national average and the quality and quantity of off-base housing in Lubbock, Texas is superior.

A second chart on the Suitability of Housing at Tab I illustrates the fallibility of the Air Force approach. Reese AFB is given a yellow light because 6.3% of off-base housing is rated unsuitable while Vance gets a green light with 2.8% of off-base housing rated undesirable. The cut-off line between green and yellow appears to have been designed to "amplify differences" to use the words of the Secretary of the Air Force in her recent BRAC testimony.

Reese AFB is near the major metropolitan area of Lubbock, Texas. There are literally thousands of housing units available -- 94% of them acceptable or suitable. **There is a surplus of available, suitable housing at Reese AFB and a deficit at Vance. Yet according to the Air Force rating system Reese gets a yellow and Vance gets a green. The Air Force system is flawed and it's unfair**.

This same flawed rating system created other anomalies or distortions. For example, **Reese got a yellow light for transportation; Vance got a green. Yet, Reese is in Lubbock, Texas with an international airport, five scheduled air lines and is four hours from Washington, D.C. by scheduled airline**. Vance has a small rural airport with limited air service. However, according to the Air Force, because Reese no longer

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[8] Confirmed by Air Force Air Education and Training Command spokesman, see Lubbock Avalanche-Journal front page article February 9, 1995. (See Tab M)

has bus service from the base to town (discontinued because of lack of ridership) -- Reese gets a yellow rating and Vance gets green.

This is the kind of short-sighted analysis that moved Reese AFB from the premier base within the Air Education and Training Command in 1991 to the poor Tier III inferior base according to Pentagon and Air Force analysis in 1995.

A final example of just how flawed the Air Force and Joint Cross Service Group analysis is can be found in the rating of Reese AFB with respect to educational opportunities.

Reese got a red light on Pupil Teacher Ratio because of a factual error. The Pupil to Teacher Ratio of Lubbock schools (K through 12) is rated as 35 to 1. This is a gross error -- the State of Texas requires its public school systems to meet or exceed the state standard of 22 to 1 -- the actual Pupil Teacher Ratio is 16.8 to 1.

With respect to off-base college and graduate education, Reese and Vance are rated the same -- green light. Yet, the contrast between Reese and Vance in this area so important to young Air Force personnel could not be more stark. Vance AFB has nearby, one small Private, Liberal Arts University with a total enrollment of under 700 and only 100 graduate students. In contrast, nearby to Reese AFB are Texas Tech with an undergraduate enrollment of 17,000 plus and a graduate enrollment of over 4,000 full time students and three other colleges. It has a Medical School, a Law School, Nursing Schools and more. Yet, by the Air Force rating system Reese AFB and Vance AFB are equal in off-base education and in overall education rating Reese is scored lower than Vance.

This item alone destroys the credibility of the Air Force analysis.

CONCLUSION

There is an overwhelming amount of data available in the base closure process and it is important to not allow analytical models and systems analysis via computers to obscure common sense.

This memo has documented numerous flaws in the Air Force and DoD decision making process with respect to Undergraduate Pilot Training. It has focused on a comparison of Reese AFB and Vance AFB as a means of demonstrating how a narrowly focused, flawed model can select out a premier base and define it as Tier III/unacceptable. This is the tyranny of systems analysis and analytical models.

Reese AFB is the number one choice of Air Force Student and Instructor Pilots. Reese was chosen just a few short years ago to be the model base for Joint Navy and Air Force pilot training and the first base to receive the new T-1 Jayhawk trainer aircraft. Reese was considered a premier base.

Now the Air Force must close a UPT base. They had to choose one. **They used a model and it gave them a bad answer. The data is in error. The model is flawed. The decision is wrong**.

The Air Force should have listened to its own people. They are the ones that have voted their preferences and they have consistently chosen Reese AFB. If you ask Air Force pilots, instructors, and their spouses they will tell you -- Reese is number one because of Quality of Life in Lubbock, Texas -- It has: good jobs, good housing, good schools with graduate degrees available, a social life for student pilots and their families and the convenience of an international airport.

AIRSPACE DATA
USED BY
JOINT CROSS SERVICE GROUP

VANCE						REESE				
NAME	AREA NM2	ALT	VOLUME NM3	DIST		NAME	AREA NM2	ALT	VOLUME NM3	DIST
VANCE 1A	6300	8000	8289	1		REESE 1	1224	14000	2818	30
VANCE 1B	1600	11000	2895	1		REESE 2	1050	13000	2245	20
TRACY	400	8000	526	52		REESE 3	2690	14000	6194	50
WASHITA	768	13000	1642	87		REESE 4	900	13000	4924	20
EUREKA H	2016	12000	3979	100		REESE 5	1500	14000	3454	40
EUREKA L	2016	12000	3979	100		ROBY	1330	6000	1313	75
VAN 1A HI	6300	6000	6217	1		WESTOVER	1980	13000	4234	90
VAN 1B LO	1600	4000	1053	1		HIGH A	1340	9000	1984	15
EAGLE 2N	986	9000	1460	40		HIGH B	893	9000	1322	49
EAGLE 2S	866	9000	1282	40		HIGH C	1133	9000	1677	49
EAGLE 3N	817	9000	1209	66		HIGH D	908	9000	1344	15
EAGLE 3S	947	9000	1402	66		HIGH E	1023	9000	1514	15
EAGEL 6	612	17000	1711	18		TORCH	405	9000	600	25
A562A	200	8700	286	1		A637	1250	3000	617	1
A562B	140	8800	203	25		R5104A/B	204	10000	336	90
A683	115	3200	61	88						
TOTALS/AVGS	**25,683**		**36,194**	**43**			**17,830**		**34,576**	**39**

NOTE 1: SHADED AREAS ARE DATA IN MILITARY VALUE DATA CALL THAT DO NOT AGREE WITH DATA IN 1995 AIR FORCE QUESTIONNAIRE; AND DATA THAT IS INCORRECT (SUCH AS ALTITUDES FOR REESE'S "HIGH" AREAS SHOULD BE 11,000ft AND NORMAN AND RAMSEY ATCAAs SHOULD BE ADDED)

NOTE 2: BOTH BASES ARE CLAIMING AREAS CONTROLED AND USED BY OTHER BASES. IN FACT BOTH ARE CLAIMING AREAS (WASHITA AND WESTOVER) THAT ARE TRAINING AREAS FOR SHEPPARD AFB ANOTHER UPT TRAINING BASE THAT WAS EXEMPTED. TRACY MOA AND EUREKA MOA ARE McCONNELL AFB's AIRSPACE; ROBY MOA IS DYESS AFB's AIRSPACE; R5104A/B IS CANNON AFB's RANGE; AND A683 IS THE AIRSPACE OVER McCONNELL AFB.

SOURCE: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA I.2.E.1; AND MILITARY VALUE ANALYSIS: DATA CALL WORK SHEETS, FACILITIES, PARA A.10

AIRSPACE DATA
USED BY
JOINT CROSS SERVICE GROUP
CORRECTED FOR DATA ERRORS

VANCE						REESE				
NAME	AREA NM2	ALT	VOLUME NM3	DIST		NAME	AREA NM2	ALT	VOLUME NM3	DIST
VANCE 1A	6300	8000	8289	1		REESE 1	1224	14000	2818	30
VANCE 1B	1600	11000	2895	1		REESE 2	1050	13000	2245	20
TRACY	400	8000	526	52		REESE 3	2690	14000	6194	50
WASHITA	768	13000	1642	87		REESE 4	900	13000	4924	20
EUREKA H	2016	12000	3979	100		REESE 5	1500	14000	3454	40
EUREKA L	2016	12000	3979	100		ROBY	1330	6000	1313	75
VAN 1A HI	6300	6000	6217	1		WESTOVER	1980	13000	4234	90
VAN 1B LO	1600	4000	1053	1		HIGH A	1340	9000	2424	15
EAGLE 2N	986	9000	1460	40		HIGH B	893	11000	1615	49
EAGLE 2S	866	9000	1282	40		HIGH C	1133	11000	2050	49
EAGLE 3N	817	9000	1209	66		HIGH D	908	11000	1643	15
EAGLE 3S	947	9000	1402	66		HIGH E	1023	11000	1851	15
EAGEL 6	612	17000	1711	18		TORCH	405	11000	733	25
A562A	200	8700	286	1		A637	1250	3000	617	1
A562B	140	8800	203	25		R5104A/B	204	10000	336	90
A683	115	3200	61	88		NORMAN	550	8000	724	
						RAMSEY	550	8000	724	
TOTALS/AVGS	25,683		36,194	43			18,380		37,175	39

NOTE 1: SHADED AREAS ARE DATA IN MILITARY VALUE DATA CALL THAT DO NOT AGREE WITH DATA IN 1995 AIR FORCE QUESTIONNAIRE; AND DATA THAT IS INCORRECT (SUCH AS ALTITUDES FOR REESE'S "HIGH" AREAS SHOULD BE 11,000ft AND NORMAN AND RAMSEY ATCAAs SHOULD BE ADDED)

NOTE 2: BOTH BASES ARE CLAIMING AREAS CONTROLED AND USED BY OTHER BASES. IN FACT BOTH ARE CLAIMING AREAS (WASHITA AND WESTOVER) THAT ARE TRAINING AREAS FOR SHEPPARD AFB ANOTHER UPT TRAINING BASE THAT WAS EXEMPTED. TRACY MOA AND EUREKA MOA ARE McCONNELL AFB's AIRSPACE; ROBY MOA IS DYESS AFB's AIRSPACE; R5104A/B IS CANNON AFB's RANGE; AND A683 IS THE AIRSPACE OVER McCONNELL AFB.

SOURCE: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA I.2.E.1; AND MILITARY VALUE ANALYSIS: DATA CALL WORK SHEETS, FACILITIES, PARA A.10

Tab C

WEATHER DATA INCONSISTENCIES

	VANCE				REESE			
MONTH	% HOURS VMC	% HOURS IMC	% HOURS BELOW 300ft CEILINGS & 1.0mi VISIBILITY	% OF ALL SORTIES RESCHEDULED/ CANCELED DUE TO WX	% HOURS VMC	% HOURS IMC	% HOURS BELOW 300ft CEILINGS & 1.0mi VISIBILITY	% OF ALL SORTIES RESCHEDULED/ CANCELED DUE TO WX
JAN	86	14	6.3	29	87	13	4.5	17
FEB	81	19	9.1	38	83	17	6.3	27.8
MAR	86	14	4.4	32	92	8	2.1	27.6
APR	91	9	2.9	25	94	6	1.3	39.1
MAY	91	9	2.1	27	94	6	0.8	32.9
JUN	96	4	1.7	17	96	4	0.2	22.8
JUL	99	1	0.4	15	99	1	0.2	21.1
AUG	97	3	0.8	17	97	3	0.2	11.2
SEP	93	7	1.7	20	92	8	0.8	12.3
OCT	89	11	4.3	15	89	11	1.2	12
NOV	84	16	6.5	16	89	11	2.7	7.8
DEC	81	19	6.8	29	85	15	1.7	6.9
AVG	89.50	10.50	3.92	23.33	91.42	8.58	1.83	19.88

NOTE: THESE STATISTICS GIVE REESE A DISTINCTIVE ADVANTAGE ESPECIALLY IN THE CRITICAL MEASURE OF "% SORTIES RESCHEDULED/CANCELLED DUE TO WEATHER." THE WEATHER STATISTIC USED IN JOINT CROSS SERVICE GROUP CALCULATIONS WAS THE BASE'S PLANNING FACTOR NOT ACTUAL DATA. ACTUAL DATA CONSISTENTLY ESTABLISHES THAT REESE HAS SUPERIOR WEATHER.

SOURCE: MILITARY VALUE ANALYSIS: DATA CALL WORK SHEETS, PARA F.1.

WEATHER COMPARISON

	PERCENTAGE OF TIME WEATHER AT OR ABOVE HEIGHT (FT)/VISIBILITY (MI)					CROSSWIND COMPONENT TO RNWY	
BASE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
REESE	99.0	98.2	91.5	87.9	87.1	93.2	98.6
VANCE	98.8	98.0	89.7	85.1	83.9	93.2	99.1

NOTE: REESE CROSSWINDS EXCEED 25 KTS 1.4% OF THE TIME. THAT IS 4 DAYS OUT OF THEIR 242 TRAINING DAYS PER YEAR. VANCE LOSES 0.9% OR 2 DAYS.

NOTE: VANCE HAS 19 DAYS OF FREEZING PRECIPITATION PER YEAR REESE HAS 17 DAYS OF FREEZING PRECIPITATION PER YEAR.

NOTE: IF YOU ASSUME VANCE LOSES TWO MORE TRAINING DAYS PER YEAR THAN REESE TO FREEZING PRECIP, THEN VANCE LOSES 4 TRAINING DAYS PER YEAR TO WEATHER JUST LIKE REESE.

SOURCE OF DATA: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA I.2.J.1-3

Tab L

FACILITIES CAPACITY/CONDITION

DATA USED BY JOINT CROSS SERVICE GROUP

	VANCE				REESE		
	FAC sq ft	% CODE 1	CODE 1 sq ft		FAC sq ft	% CODE 1	CODE 1 sq ft
COM BLDGS	10381	100	10381		10970	100	10970
OPS BLDGS	15583	100	15583		12071	91	10985
TNG BLDGS	168227	97	163180		137440	44	60474
MX ACFT	235248	65	152911		267054	100	267054
MX AUTO	28560	94	26846		100	100	100
MX ELECTR	8054	49	3946		5574	7	390
MX INSTAL	50068	27	13518		49559	88	43612
AMMO STR	276	100	276		695	100	695
STR COVERED	81112	51	41367		62013	0	0
MED CNTR	30050	89	26745		50858	100	50858
MED LAB	2094	100	2094		4500	39	1755
DENT CLNC	5175	100	5175		3460	100	3460
ADMIN	92208	60	55325		179953	76	136764
DINING HALL	5258	100	5258		13567	0	0
PER SPT	40625	32	13000		51243	65	33308
MORALE WEL REC	165003	70	115502		257126	59	151704
TOTAL	937922		651108		1106183		772129
% TOTAL CODE 1		69%				70%	

FACILITIES INFRASTRUCTURE CAPACITY/CONDITION

RUNWAYS	678167	100	678167		706688	80	565350
% TOTAL CODE 1		100%				80%	
TAXIWAYS	225259	73	164439		221490	62	137324
APRONS	291156	54	157224		378390	9	34055
TOTAL	516415		321663		599880		171379
% TOTAL CODE 1		62%				29%	
ELECTR DISTR	409153	0	0		280760	100	280760
SEWAGE	73539	4	2942		108828	30	32648
WATER-POTABLE	107937	100	107937		369700	70	258790
WATER-FIRE PROT	2013	100	2013		4456	100	4456
ROADS	258420	81	209320		561458	92	516541
VEHICLE PARKING	228786	53	121257		239877	86	206294
TOTAL	1079848		443468		1565079		1299490
% TOTAL CODE 1		41%				83%	

NOTE 1: 84% of Vance's facilities have asbestos problem

NOTE 2: 0% of Reese's facilities have asbestos problem

NOTE 3: TO UPGRADE VANCE'S RUNWAYS, TAXIWAYS, AND RAMPS WOULD CONSISTENTLY TAKE TWICE AS MUCH CONCRETE AS THE SAME UPGRADE AT REESE (EXAMPLE: UPGRADE RUNWAYS FOR C-141, VANCE NEEDS 17" CONCRETE, REESE NEEDS 7")

NOTE 4: 37% OF VANCE'S BUILDINGS ARE OVER 50 YEARS OLD. ONLY 2% OF REESE'S BUILDINGS ARE OVER 50 YEARS OLD.

SOURCE: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA II.1.B.1; PARA II.2.F.9; PARA VIII.7.A.; PARA VIII.12.B

SHADED BLOCKS CONTAIN ERRONEOUS OR MISSING DATA

To b F

FACILITIES CAPACITY/CONDITION

RESULTS CORRECTED FOR DATA ERRORS

	VANCE				REESE		
	FAC sq ft	% CODE 1	CODE 1 sq ft		FAC sq ft	% CODE 1	CODE 1 sq ft
COM BLDGS	10381	100	10381		10970	100	10970
OPS BLDGS	15583	100	15583		12071	91	10985
TNG BLDGS	168227	97	163180		137440	44	60474
MX ACFT	235248	65	152911		267054	100	267054
MX AUTO	28560	94	26846		100	100	100
MX ELECTR	8054	49	3946		5574	7	390
MX INSTAL	50068	27	13518		49559	88	43612
AMMO STR	276	100	276		695	100	695
STR COVERED	81112	51	41367		62013	93	57672
MED CNTR	30050	89	26745		50858	100	50858
MED LAB	2094	100	2094		4500	39	1755
DENT CLNC	5175	100	5175		3460	100	3460
ADMIN	92208	60	55325		179953	76	136764
DINING HALL	5258	100	5258		13567	0	0
PER SPT	40625	32	13000		51243	65	33308
MORALE WEL REC	165003	70	115502		257126	59	151704
TOTAL	937922		651108		1106183		829801
% TOTAL CODE 1		69%				75%	

FACILITIES INFRASTRUCTURE CAPACITY/CONDITION

RUNWAYS	678167	100	678167		706688	80	565350
% TOTAL CODE 1		100%				80%	
TAXIWAYS	225259	73	164439		150273	92	138251
APRONS	291156	54	157224		383120	9	34481
TOTAL	516415		321663		533393		172732
% TOTAL CODE 1		62%				32%	
ELECTR DISTR	409153	96	391498		280760	100	280760
SEWAGE	73539	4	2942		108828	30	32648
WATER-POTABLE	107937	100	107937		369700	70	258790
WATER-FIRE PROT	2013	100	2013		4456	100	4456
ROADS	258420	81	209320		561458	92	516541
VEHICLE PARKING	228786	53	121257		239877	86	206294
TOTAL	1079848		834966		1565079		1299490
% TOTAL CODE 1		77%				83%	

NOTE 1: 84% of Vance's facilities have asbestos problem

NOTE 2: 0% of Reese's facilities have asbestos problem

NOTE 3: TO UPGRADE VANCE'S RUNWAYS, TAXIWAYS, AND RAMPS WOULD CONSISTENTLY TAKE TWICE AS MUCH CONCRETE AS THE SAME UPGRADE AT REESE (EXAMPLE: UPGRADE RUNWAYS FOR C-141, VANCE NEEDS 17" CONCRETE, REESE NEEDS 7")

NOTE 4: 37% OF VANCE'S BUILDINGS ARE OVER 50 YEARS OLD. ONLY 2% OF REESE'S BUILDINGS ARE OVER 50 YEARS OLD.

SOURCE: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA II.1.B.1; PARA II.2.F.9; PARA VIII.7.A.; PARA VIII.12.B; AND MARCH 1993 BASE INFORMATION QUESTIONNAIRE, PARA II.2.B.1

DATA IN SHADED BLOCKS WAS CORRECTED FROM 1995 MILITARY VALUE ANALYSIS, DATA CALL SUPPLEMENTAL WORK SHEETS OR MARCH 1993 BASE INFORMATION QUESTIONNAIRE

Tab G

HOUSING

CAPACITY			
	VANCE		REESE
NUMBER OF ADEQUATE UNITS	229		400
CURRENT DEFICIT (-) OR SURPLUS IN VALIDATED MARKET ANALYSIS	-21		609
FY95/4 PROJECTED NET HOUSING DEFICIT (-) OR SUPLUS OF UNITS	113		501

CONDITION			
NUMBER OF ADEQUATE UNITS MEETING CURRENT WHOLE-HOUSE STANDARDS OF ACCOMMODATION AND STATE OF REPAIR	0		289
NUMBER OF ADEQUATE UNITS REQUIRING WHOLE-HOUSE RENOVATION OR REPLACEMENT	230		111

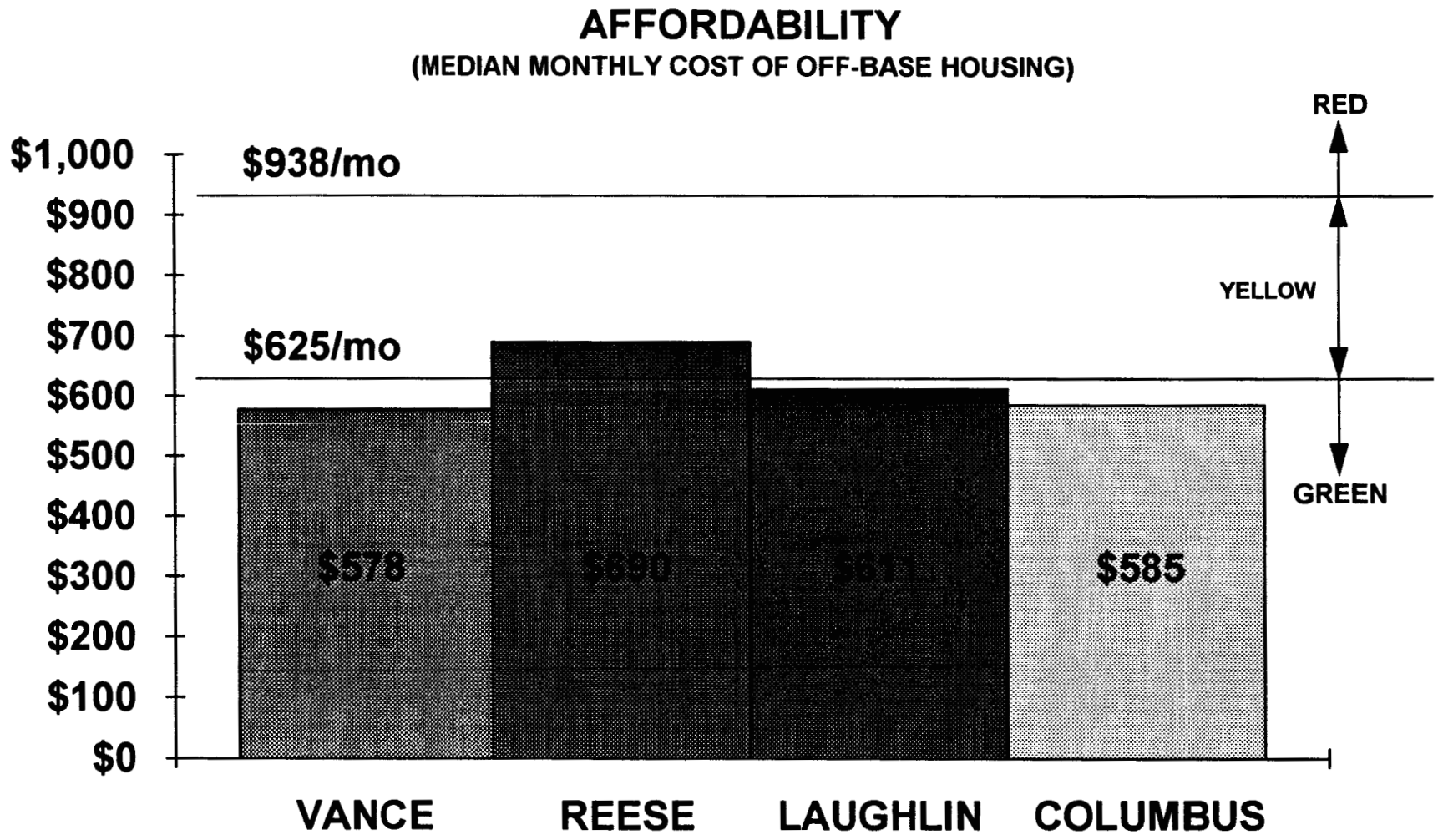
% OF MILITARY FAMILIES LIVING ON BASE AS COMPARED TO TOTAL NUMBER ASSIGNED TO BASE			
	VANCE		REESE
OFFICER FAMILIES	34.60%		44.00%
ENLISTED FAMILIES	33.90%		60.00%
ALL FAMILIES	34.30%		52.00%

NOTE 1: Estimated cost of renovating Reese's housing -- $6M. City of Lubbock has proposed a housing purchase leaseback arrangement whereby they would pay for renovation -- saves Air Force $6M.

NOTE 2: To renovate Vance's houses will take at least $12M. We believe this cost was not considered in the Air Force/DoD cost analysis.

SOURCE: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA II.1.C.1-3

OFF-BASE HOUSING



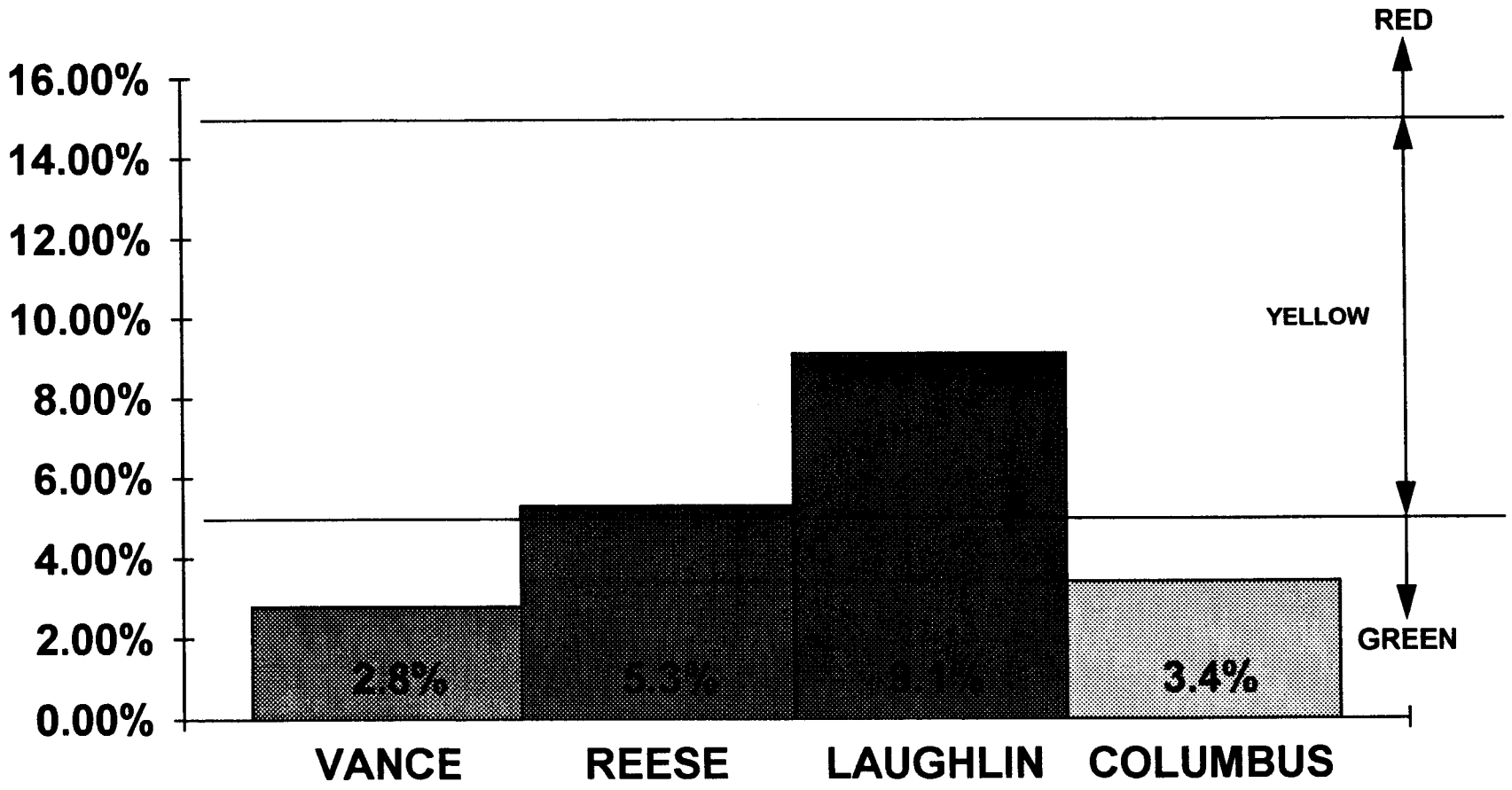
SOURCE: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA VII.1.A.1-4

Tab H

OFF-BASE HOUSING

SUITABILITY

(PERCENT OF OFF-BASE HOUSING RATED UNSUITABLE IN LATEST VHA SURVEY)



SOURCE: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA VII.1.A.1-4

BULLET BACKGROUND PAPER
ON
REESE AIR FORCE BASE, TEXAS, JOINT CROSS SERVICE GROUP DATA

PURPOSE
This background paper will provide a synopsis of data used by the Joint Cross Service Group for Undergraduate Pilot Training (JCSG-UPT) in their analysis. The JCSG-UPT examined each UPT base (USAF, USN, USA) against 10 measures of merit (e.g., Weather, Airspace & Flight Training Areas, Airfields, Ground Training Facilities, etc) in 13 functional areas (e.g., Primary, Bomber/Fighter, Airlift/Tanker, etc). The goal was to recommend a base structure that retained the most flexibility for pilot/navigator training requirements through the turn of the century.

BACKGROUND
Specific information on Reese AFB

- Airspace available for training
  - -- MOA/WA 30,958 sq mi
    - --- Ranked last of all joint UPT bases
  - -- MOA/AA 31,116 sq mi
    - --- Ranked above NAS Whiting, NAS Pensacola, Sheppard AFB
  - -- Average distance to training areas, second highest behind Randolph AFB
  - -- Available Military Training Routes, second to last
    - --- NAS Meridian last (5), TIED with NAS Corpus Christi, NAS Pensacola, NAS Kingsville

- Weather
  - -- Sortie attrition planning factor 27-28%; highest of all bases
  - -- Crosswinds greater than 25 knots 1.4% of the time; highest of all bases
  - -- Density altitude sometimes exceeds safe operating limits for T-38 (Cat IV operations)
    - --- Closest AF base is Vance when temp reaches 116 degrees Fahrenheit

- Airfield condition
  - -- Runway condition 85% adequate
    - --- NAS Whiting and Randolph AFB have lower reported percentage of adequate runway surface
  - -- Taxiway/apron condition 29% adequate
    - --- Randolph AFB has lower reported percentage of adequate taxiways/apron surface

CONCLUSION
The JCSG-UPT weighted Weather, Airspace & Flight Training Areas and Airfields more heavily than other measures of merit due to the importance of those measures to the task of training rated officers. Weights varied from function to function to account for mission requirement differences (e.g., Weather criteria had less weight in the grade for Airlift/Tanker training because of airframe capabilities and a more experienced student population).

In 1991, except for Williams AFB which closed, UPT bases generally were ranked equal and by Air Force records Reese AFB was ranked the same as other UPT bases. In 1993 the BCEG excluded all UPT bases from consideration due to insufficient excess capacity in the pilot training category. Consequently, UPT bases were not ranked against each other. During the 1995 round the BCEG had the difficult task to identify closure alternatives for the SECAF since every base in the UPT category was a "survivor" of previous rounds. The discriminators (e.g., amount of airspace, effects of weather on training, number of military training routes, etc.) were developed to assist in making its closure recommendations. Reese was evaluated in the same manner as the other UPT bases, against the same criteria, and was recommended by the SECAF for closure.

K

Tab K

Air Force Team
Specific Compliance
BASE VALIDATION (FLYING TRAINING)

PROCESS

This process checked the validity of the base ranking/grouping and closure recommendations by examining the subelement ratings, associated criteria ratings, and resulting overall standings of the all bases within the Flying Training category. The Air Force assigned color ratings to each of the sub-elements for scoring and rating the bases for six of the eight criteria. The other two criteria were given numerical values. As the Air Force methology using ten senior Air Force officials was not available a three part process was establish to attempt to highlight inconsistencies.

Part one was to tabulate the ranking. Part two was to use the team member's judgment and establish the rating. Part three was to assign a numerical value to all ratings (colors and numerical ratings). The numeric values were then summed to establish an order of merit for each criteria. Similarily the overall base order of merit was established by again assigning numerical values and summing the values. In all cases the result was compared with the Air Force decision to identify any possible inconsistencies which could not be explained by military judgment. The assigned values were as follows:

Red	1	Yellow+	5
Red+	2	Green-	6
Yellow-	3	Green	7
Yellow	4	Green+	8

Bases Examined:

- Columbus AFB
- Laughlin AFB
- Reese AFB
- Vance AFB
- Williams AFB

Analysis:

- Criteria 1

--	Columbus	6-3-1	G-	Y+	55
--	Laughlin	6-3-1	G	Y+	55
--	Reese	7-2-1	G	G-	58
--	Vance	7-2-1	G-	G-	58
--	Williams	7-1-2	G-	Y+	56

- Criteria 2

--	Columbus	14-2-3	Y+	Y+	109
--	Laughlin	16-2-1	G	G	121
--	Reese	16-2-1	G	G	121
--	Vance	12-4-3	G-	Y	103
--	Williams	10-6-3	R+	Y-	97

- Criteria 3

--	Columbus	7-1-2	G	Y+	55

--	Laughlin	4-1-5	Y	Y-	37	
--	Reese	4-0-6	Y-	R+	32	
--	Vance	4-2-4	Y	Y	40	
--	Williams	4-1-5	R+	Y-	37	
-	Criteria 4 and 5 are numerical.					
-	Criteria 6					
--	Columbus	4-1-0	G	G	32	
--	Laughlin	4-0-1	G	G-	29	
--	Reese	2-3-0	Y	Y	26	
--	Vance	5-0-0	G	G	35	
--	Williams	2-0-3	R	Y-	17	
-	Criteria 7					
--	Columbus	6-0-2	Y	G-	44	
--	Laughlin	5-3-0	Y	G-	47	
--	Reese	5-0-1	G	G-	36	
--	Vance	7-1-0	G	G	53	
--	Williams	5-1-2	Y	Y	41	
-	Criteria 8					
--	Columbus	4-8-0	Y	Y+	60	
--	Laughlin	8-3-1	Y+	G-	69	
--	Reese	8-3-1	G-	G-	69	
--	Vance	4-8-0	Y	Y+	60	
--	Williams	6-2-4	R	Y-	54	
-	Overall Rating (Equal weighting)					
--	Columbus	4-1-1-2-0-0-0			47	5.9 G-
--	Laughlin	5-0-1-2-0-0-0			48	6.0 G-
--	Reese	5-1-0-1-1-0-0			48	6.0 G-
--	Vance	4-2-0-2-0-0-0			48	6.0 G-
--	Williams	2-1-0-1-1-1-2			30	4.3 Y
-	Overall Rating (80% 20% Split)					
--	Columbus	6-5-7-7-7-7-5-5			124	
--	Laughlin	7-7-5-7-7-7-5-6			129	
--	Reese	7-7-4-7-7-5-7-6			125	
--	Vance	6-6-5-7-7-7-7-5			122	
--	Williams	6-2-4-7-7-1-5-1			90	

FINDINGS

- None of the ratings by team member varied by a full letter grade from the ratings of the BCEG.
- Numerical ratings were consistent with the BCEG.
- Williams is significantly lower than the other bases when evaluated regardless of weighting. Single rating error on Williams would not change the resulting order.

CONCLUSIONS

- Base ratings were validated.
- Selection of Williams for closure is validated.

AIRFIELD PAVEMENT EVALUATION

REESE AIR FORCE BASE TEXAS

MAY 19[illegible]

[illegible]

[illegible]

AFCESA

[illegible]

[illegible]

[illegible]

SECTION I: INTRODUCTION

A. Scope:

1. A pavement evaluation team from HQ Air Force Civil Engineering Support Agency (AFCESA) conducted a combined destructive and nondestructive structural airfield pavement evaluation at Reese AFB and Terry County Auxiliary Airfield, Texas, 15-24 October, 1992. The primary objectives of the evaluation were to:

a. Determine in-place physical properties of the pavement structure for each feature,

b. Compute allowable gross loads (AGLs) and pavement classification numbers (PCNs) for those features,

c. Rate the surface condition of each feature, and

d. Identify causes for existing or potential pavement distresses and make subsequent recommendations.

2. This report provides airfield pavement strength and condition information that can be used to manage an airfield system. Results of pavement evaluation studies can be used to:

a. Determine type and gross weights of aircraft that can operate from a given airfield feature without damage to the pavements or the aircraft.

b. Develop operations usage patterns for a particular airfield pavement system (e.g. parking plans, apron usage patterns, traffic flow, etc.).

c. Project or identify major maintenance or repair requirements for an airfield to support present or proposed aircraft missions. When pavement rehabilitations are needed, it can be used to furnish engineering data to aid in the project design.

d. Help airfield planning functions with airfield layout and load capacity data.

e. Develop and validate pavement system profile information.

f. Support programming documents that justify major pavement restoration projects.

3. Many detailed appendices are used to report the vast amount of information gathered. A description of each appendix is provided below.

Appendix	Description
A	Airfield Feature Layout Plan: Graphically depicts the different pavement features and designations of the airfield.
B	Construction History: Contains an updated construction history for each feature.
C	Test and Core Location Plan: Core locations, thicknesses and portland cement concrete (PCC) flexural strengths are documented on the core plan. Also includes dynamic cone penetrometer (DCP) test results and test pit locations and cross sections.
D	Condition Survey and Photo Plan: Rates the surface condition of the airfield features. These ratings are a qualitative assessment based upon visual observations. The scale is the same as used in AFR 93-5. Photos and locations of significant pavement distresses are shown.
E	Summary of Physical Property Data: Physical properties of each pavement feature evaluated are tabulated in this appendix. Included are feature dimensions, material types, thicknesses of layers, and engineering properties.
F	Allowable Gross Loads (AGLs) and Pavement Classification Numbers (PCNs): A listing of the allowable magnitude of loads at four pass intensity levels for each aircraft group is shown. PCNs, a standardized method of reporting pavement strength, are also included.
G	Related Information: Included in this are climatic data, aircraft group indices, gross weight limits for aircraft groups, and pass intensity levels.

B. Pavements Evaluated: All asphaltic concrete (AC) and portland cement concrete (PCC) airfield pavements at Reese AFB and Terry County Auxiliary Airfield, with the exception of the overruns and the hangar aprons, were evaluated.

SECTION II: BACKGROUND DATA

A. General Description of Airfield:

1. The airfield at Reese AFB consists of three parallel north-south runways connected to the main aircraft apron at the north end by Taxiway B and at the south end by Taxiway C. Taxiway A runs along the west edge of the main aircraft apron and is the main parallel taxiway. Terry County Auxiliary Airfield consists of one north-south runway, a parallel taxiway, and a small parking apron.

2. The airfield layout and feature designations are presented in Appendix A, page A-1. The type of pavement, asphaltic concrete (AC) or portland cement concrete (PCC), and pavement thicknesses are also listed here. This layout or "feature plan" was updated from the one in the 1984 Airfield Pavement Evaluation Report (Reference 1). Features were identified from discussions of the construction history with the base pavements engineer, visual observations of the airfield surface, and from data gathered during the field testing phase of the evaluation.

3. Airfield designations (Runway 17L-35R, Taxiway C, etc.) are shown on page A-2.

B. Aircraft Traffic: Aircraft types at Reese AFB consisted primarily of the T-1, T-37, and the T-38.

C. Construction History: Appendix B presents a complete construction history listed by feature. It includes project numbers.

D. Previous Evaluations: An Air Force nondestructive pavement evaluation was performed in 1984. The main problems noted at that time were some degree of joint sealant deterioration in the PCC pavements and some rubber buildup in the touchdown areas of the outside runway. A pavement evaluation was also conducted in 1975 (Reference 2).

E. Climatic Data:

1. A summary of climatic data is presented in Appendix G. A narrative and climatological chart are provided. The Design Freezing Index for Reese AFB is 54. Because the subgrade is protected from frost penetration by the pavement and base course layers, the airfield was not evaluated for frost susceptibility.

2. Field testing was conducted under fair, mild conditions.

SECTION III: TEST PROCEDURES

A. Field Testing:

1. Nondestructive testing was accomplished using the Dynatest Falling Weight Deflectometer (FWD). This evaluation method uses a drop weight and velocity transducers to record deflection basins at the test site. Results of these tests are used to determine engineering material properties of the pavement layers using layered elastic theory. These data, combined with other field and laboratory test results, were used in conjunction with aircraft load and landing gear characteristics to determine pavement allowable gross loads (AGLs) and pavement classification numbers (PCNs) for the various aircraft groups.

2. Field testing also included extraction of 154 pavement cores, including 28 at Terry County Auxiliary Airfield. Core locations are from features throughout the airfield and are shown in Appendix C-1. The cores were sent to HQ AFCESA at Tyndall AFB for analysis and lab testing.

3. Destructive tests, consisting of two pits excavated on Runway 17L-35R, were also conducted. A Plate Bearing Test was conducted in one test pit to measure the modulus of subgrade reaction, k. The k value is a measure of the bearing strength of a subgrade soil and is an important factor in the design of PCC pavements. In the other pit, a California Bearing Ratio (CBR) test was performed on the caliche base layer and on the subgrade soil. The CBR is also a measure of bearing strength and is used in the design of AC pavements. Measurements were also taken of base and subgrade densities and moisture content to provide additional information to use in the evaluation of this pavement and in the design of projects to repair or reconstruct this runway. Results of these measurements are shown in Appendix C. Bulk samples of caliche base and subgrade soils were collected for further testing at HQ AFCESA.

B. Laboratory Testing:

1. PCC cores were tested for strength by tensile splitting in accordance with ASTM's "Standard Test Methods." The six-inch core tensile splitting strengths were then converted to flexural strengths using an empirical relationship (Reference 3). Flexural strengths are reported on the "Core Hole/Test Location Plan" (Appendix C) and in Appendix E.

2. Bulk samples of base and subgrade soils were tested to determine various physical properties such as classification, gradation, plasticity characteristics, and moisture/density/CBR relationships. Results of these tests are given in Appendix E.

SECTION IV: METHODOLOGY OF ANALYSIS

A. Physical Property Data: The parameters used for this evaluation in computing AGLs are summarized in Appendix E. The data presented here were selected as the most representative values of thicknesses and strengths for each feature. One such strength parameter of each layer is the calculated modulus of elasticity, E. This modulus was determined for each layer based on a computer model of the in situ pavements. Pavement systems were modeled based on the assumed profile of layers, material types and thicknesses, and also to best fit the deflection response measured in the field. Pavement load-carrying capacities were then calculated. Failure criteria used in the allowable load analysis is different for rigid and flexible pavements. Rigid (and composite) pavement failure criteria is based on a limiting tensile stress of the concrete. Conversely, compressive subgrade strain and limiting AC tensile strain are failure parameters used in the AGL calculation of flexible pavement systems.

B. Determination of Allowable Gross Loads (AGLs):

1. The AGLs were compiled by computer program based on procedures in AFM 88-24, Chapter 1 (Reference 4), and are listed in Appendix F. AGLs were reduced 25 percent for those features whose condition rating was POOR or worse.

2. The traffic designator at the end of each feature number (A, B, or C) indicates the normal type of traffic. "A" is for channelized traffic, fully loaded aircraft. B is for nonchannelized, but full loads such as aprons. C is for less than full loads, such as runway interiors where the wings carry some of the load. The "B" designator raises AGLs approximately 5 percent while the "C" designator raises AGLs approximately 25 percent. This should be considered when comparing AGLs or PCNs of a feature with A traffic to those with C traffic.

3. Appendix E outlines the engineering properties used to calculate the AGLs. The "Related Data" sheet in Appendix G aids in reading the AGL chart in Appendix F. Listed are the different pass intensity levels, aircraft group indices, and gross weight limits for those aircraft groups.

4. After years of traffic, properly designed pavement systems will usually begin to experience fatigue cracking, even if the loads do not exceed the AGLs contained in this report. At that time, the pavement will likely need a major repair or replacement project. From time to time, it may be necessary to operate an aircraft on a given pavement feature at a weight that exceeds the AGL. Overloading the pavement in an isolated instance will not necessarily cause an instant failure, but the

pavement engineer must be aware that there will be some reduction in pavement life. Most pavements are subjected to many different types of aircraft, at various weights, and each one has its own unique impact on pavement life. When evaluating how much life a pavement feature has left, the engineer must consider the current pavement condition, all of the aircraft types that will use the pavement, and the previous aircraft traffic. Each AGL is based on the assumption that all of the pavement life is used by that one aircraft type. When several different aircraft use the airfield, each aircraft type uses a portion of the pavement life, and the combined effect on pavement life from all aircraft must be taken into account. A simple example of how the AGL tables can be used to determine the allowable gross load for any pass level is shown below. In similar fashion, the life of a pavement feature, or number of passes until failure, can be determined for a given aircraft weight.

EXAMPLE PROBLEM

Runway 17R-35L is needed to support F-15C operations. a) Find the maximum load limit on this runway for 10,000 passes of an F-15C. (b) If the assumed operating weight can be limited to 52 kips, how many F-15C passes can be expected before failure?

SOLUTION

From the AGL table in Appendix F, Feature R5B is the limiting feature on this runway since it has the lowest AGLs. The AGLs for an F-15C (Group 2) on Feature R5B at Pass Intensity Levels I-IV (300,000, 50,000, 15,000, and 3,000 passes) are 47, 55, 62, and 75 kips, respectively. The weights and passes are plotted on semi-log paper as shown in Figure 1. (a) The completed graph indicates that to support 10,000 passes of an F-15C on Feature R5B, the maximum load must be limited to approximately 65 kips. (b) Also using Figure 1, a pavement life of around 90,000 passes can be expected for an F-15C operating weight of 52 kips.

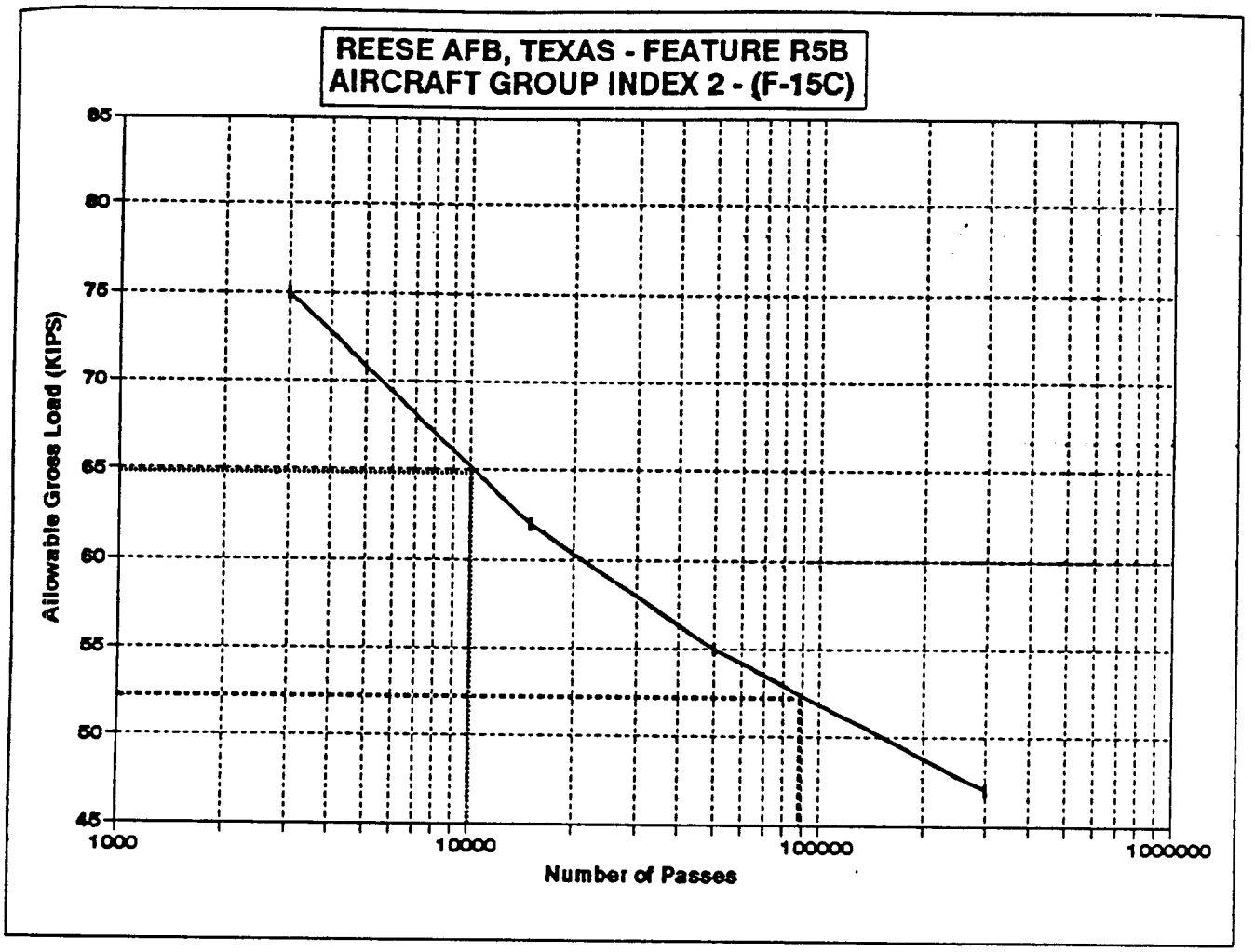

REESE AFB, TEXAS - FEATURE R5B
AIRCRAFT GROUP INDEX 2 - (F-15C)
Allowable Gross Load (KIPS)
85
80
75
70
65
60
55
50
45
1000
10000
100000
1000000
Number of Passes

Figure 1.

C. Pavement Classification Number:

1. The International Civil Aviation Organization (ICAO) has developed and adopted a standardized method of reporting pavement strength. This procedure is known as the Aircraft Classification Number/Pavement Classification Number (ACN/PCN) method (Reference 5). The ACN is a number that expresses the structural effect an aircraft will have on a pavement. The PCN is a number that expresses the capability of a pavement to support aircraft. Appendix F provides PCN values for each pavement feature. The reported PCN values are based on the AGL for Group 9 at Pass Intensity Level I (50,000 passes). Just as for AGLs, the PCNs must be based on a particular aircraft group and pass intensity level. The PCN will vary depending on which aircraft group it is based upon; however, the PCNs listed should be sufficient as a guide.

2. In the ACN/PCN method, the PCN, pavement type, subgrade strength category, tire pressure category, and evaluation method are all reported together. A code system has been implemented to allow an abbreviated presentation of the necessary information. The pavement type is abbreviated "R" for rigid (PCC) and "F" for flexible (AC) pavements. There are four subgrade categories: A, B, C, and D, for high, medium, low, and ultralow subgrade strengths, respectively. The four tire pressure categories are W, X, Y, and Z, for high, medium, low, and very low tire pressures. The evaluation methods are technical, "T", or "U", which is based on the type aircraft that commonly use the airfield. The PCN number 31/R/C/W/T, for example, indicates a PCN of 31, a rigid pavement, a low strength subgrade, high pressure tires are allowed, and a technical evaluation was performed to determine the PCN. Each part of the code is important. The number "31" cannot be used properly without the letters that follow.

3. An ACN can be obtained from References 5 or 6, or from pages F-13 through F-26 in Appendix F for any combination of pavement type, subgrade category, and aircraft weight. For a 345,000 pound C-141, the eight possible ACN values are listed below:

RIGID PAVEMENT	FLEXIBLE PAVEMENT
50/R/A	51/F/A
60/R/B	58/F/B
68/R/C	70/F/C
75/R/D	82/F/D

It is very important to be aware that the ACN number varies depending on pavement type and subgrade strength category. As shown above, for a 345,000 pound C-141, the ACN for rigid pavements varies from 50 for a high strength subgrade to 75 for

an ultralow strength subgrade. For a C-141 at the same weight on a flexible pavement, the ACN ranges from 51 to 82 depending on the subgrade category. For lower aircraft weights, the ACNs are lower. When analyzing the effect of an aircraft on a specific pavement feature, the appropriate ACN must be selected. For example, from Appendix F, the PCN for Feature R8B is 37/R/C/X/T. To determine the effect of a 345,000 pound C-141 on Feature R8B, the correct ACN to compare with the PCN is 68/R/C. More details on the PCN nomenclature are provided in Appendix F on page F-8 and in the examples below.

4. A pavement will support operations of an aircraft if the PCN is equal to or greater than the ACN. If the PCN is less than the ACN, the pavement will be overloaded. There may be situations when operators decide it is acceptable to overload a pavement. Pavements can usually support some overload, however, pavement life is reduced. Appendix F, pages F-9 through F-12, contains four charts that will assist the airfield manager or pavements engineer in determining how much pavement life will be reduced by overloading the pavement. An example of how these charts are used is shown below.

EXAMPLE PROBLEM

Runway 17C-35C must be used to support C-141B aircraft weighing 270 kips. Find the weakest feature on this runway and determine how much pavement life is utilized for 100 passes of a 270 kip C-141B on this weakest feature.

SOLUTION

From Appendix F, Feature R6B is the weakest feature on Runway 17C-35C, with a PCN of 31/R/C. The PCN code also indicates Feature R6B is a rigid pavement over a low strength subgrade. From page F-21 of Appendix F, the ACN of a 270 kip C-141B on a rigid pavement of low subgrade strength is 48. Therefore, the ACN/PCN ratio is 1.56. Using Chart #1 in Appendix F, nine percent of the pavement life is utilized for 100 passes of a 270 kip C-141B on a rigid pavement of low subgrade strength.

Chart #2 is the same format as Chart #1, but for flexible pavements. Charts #3 and #4 are also for overloading, but in a different format. Using Chart #3 for an ACN/PCN ratio of 1.56 on a rigid pavement of low subgrade strength, approximately 1,000 passes can be made before the pavement fails.

SECTION V: PAVEMENT ASSESSMENT

A. Overall Visual Assessment: A visual survey was conducted on all the airfield pavements to rate the surface condition for each feature. Appendix D-1, Condition Survey, shows the condition rating for each feature on an airfield map. Appendix E also lists these ratings in tabular form. These observations are not a detailed pavement condition index (PCI) as outlined in AFR 93-5 (Reference 7); however, the rating scale is the same. The ratings are based on random counts of major distresses combined with engineering judgment, with AFR 93-5 used as a guide. The visual survey could be called a "cursory PCI." Pavement condition ratings range from EXCELLENT (like new) to FAILED (unsafe for aircraft operations). They are a qualitative assessment of the pavement surface and should not be confused with the structural capacity of a pavement. For example, a pavement surface may rate EXCELLENT but have underlying pavement or soil conditions that could result in pavement failure under the applied load of a given aircraft. On the other hand, a pavement may be structurally sound but the surface condition may be hazardous for aircraft traffic (e.g. FOD). Identifying the type and severity of distresses can help provide an understanding of the pavement's response to current loads and for projecting its ability to handle future loads. Pavement conditions at Reese AFB range from VERY POOR to EXCELLENT. Photos were taken and are shown in Appendix D. They are referenced below.

1. Runways:

a. Runway 17R-35L:

i. The 11 in. thick PCC features on Runway 17R-35L, R1B and R3C, are in VERY GOOD condition. Many of the slabs contain low severity longitudinal and/or transverse cracks, most of which are sealed (photo 1). Some of the slabs are broken into three or four pieces. The affected slabs are located throughout these features, so the problem is probably not related to aircraft loads. These cracks may have been caused by thermal expansion and contraction during seasonal variations in temperature. Larger slab sizes, such as the approximately 20 ft. X 25 ft. size of these slabs, are more susceptible to this type of cracking. Use of 15 ft. X 15 ft. or 20 ft. X 20 ft. slabs would help limit this problem in the future.

ii. The PCC features at the 17 end, R4C and R5B, are in EXCELLENT condition. The neoprene compression joint seals are performing well, although in some places it was installed too deep. This allows incompressible material to collect in the joints and cause spalling problems when the slabs expand in warm weather.

iii. The AC feature, R2C, was milled and overlaid in the fall of 1991 and is in EXCELLENT condition. There were two low severity patches at the south end of this feature that were placed to repair excessive rutting of the pavement surface. The rutting was probably caused either by localized failures of the subgrade or possibly by failures in a weak caliche layer placed during the original construction and discovered in this evaluation. Two dynamic cone penetrometer tests were conducted at this location. The results shown on page C-2 in Appendix C verify the existence of a weaker layer at the top of the subgrade.

b. Runway 17C-35C: This runway, including PCC features R6B, R7C, and R8B, is in EXCELLENT condition. All joints and joint sealant material are performing well. There were a number of low severity patches and a couple scaled areas caused by freeze-thaw cycles or possibly adverse reaction within the concrete between the cement and the aggregate (photo 2).

c. Runway 17L-35R:

i. The 6 in. thick PCC feature at the 35 end of Runway 17L-35R, R9B, is in VERY GOOD condition. There are some low severity transverse cracks that have not been sealed. The joint sealant material is aged and brittle, and in some places, is missing altogether.

ii. The 6 in. thick PCC feature at the 17 end is in GOOD condition. There are several slabs that have low to medium severity surface scaling (photo 3). Many of the other slabs have low severity transverse cracks. The joint sealant material is aged, brittle, and, in some places, missing.

iii. The AC feature at the intersection of Runway 17L-35R and Taxiway C is in EXCELLENT condition. Judging from water stains, there are some depressions in this feature that cause ponding of water in wet weather (photo 4).

iv. The remaining AC features in Runway 17L-35R are rated POOR. The entire surface is aged and weathered. There are low to medium severity construction joint cracks. There are also low and medium severity longitudinal and transverse cracks covering most of the surface (photo 5). The construction joint cracks are probably due to improper joint construction techniques, while the other cracks are most likely due to ordinary aging and deterioration.

2. Taxiways:

a. Taxiway A:

i. The PCC portion of Taxiway A is in VERY GOOD condition. For most of the length of the PCC, the inner slabs along the taxiline have been reconstructed. Some of the older slabs along the edge of the taxiway have low severity transverse and longitudinal cracks. Most of these have been sealed. There was one unsealed medium severity transverse crack that contained weed growth and is potentially a FOD hazard (photo 6). Some of the joint sealant in the older outer slabs was aged, brittle, and cracked. These slabs also contained some low severity patches and a few medium severity spalls (photo 7).

ii. The AC portion of Taxiway A, Feature T11B, is a weathered pavement in FAIR condition. It has widespread, unsealed low severity transverse and longitudinal cracks caused by thermal expansion and contraction of the brittle, oxidized, aged asphalt. There is also some bleeding of the asphalt along the construction joints (photo 8).

b. Taxiway B: Taxiway B consists of a 10 in. thick PCC pavement in Features T1B and T2B. Feature T3B is composed of a 6 in. thick PCC overlay on a 2 in. thick AC layer. Overall, Taxiway B is in EXCELLENT condition. There are some low severity sealed longitudinal cracks along the taxiline (photo 9). Most of these are located in Feature T3B and appear to be a result of aircraft wheel loads along the taxiline. There is also some minor joint spalling and some missing or deteriorated joint sealant.

c. Taxiway C:

i. The PCC features at the east end of Taxiway C, Features T21B and T22B, are in VERY GOOD condition. There is some low and medium severity joint spalling due to the deteriorated condition of the joint sealant (photo 10). There are also some low and medium severity transverse cracks that have not been sealed and may pose a FOD hazard.

ii. The PCC portions of Taxiway C between the runways, Features T14B and T16B, are in EXCELLENT condition. The neoprene compression joint seals are performing well with only a few minor joint spalls observed.

iii. The PCC features at the west end, T26B and T27B, are rated VERY GOOD. The joint sealant has deteriorated, especially in T27B where vegetation is growing in the joints (photo 11). There are longitudinal cracks in some slabs in T26B which have not been sealed and are starting to cause a FOD hazard.

iv. The AC portion of Taxiway C flanking both sides of Taxiway A, Features T12B, T23B, and T24B, are rated

FAIR. The entire surface of these features is weathered and contains low and medium severity block cracking which is unsealed and allows water into the subgrade to further weaken the pavement system (photo 12).

v. The AC feature, T25B, on Taxiway C west of Runway 17R-35L is in VERY POOR condition. It contains widespread medium and high severity block cracking with vegetation growing through the unsealed cracks in most areas (photo 13). There is also some low severity alligator cracking probably caused by weakening of the subgrade from the infiltration of water through the unsealed cracks.

d. Taxiway D: This feature, T4B, is a 10 in. thick PCC pavement in EXCELLENT condition. The joint sealant is functioning well, and the low severity transverse cracks on three slabs have been routed and sealed.

e. Taxiway E: Taxiway E is a 2 in. thick AC pavement rated in VERY POOR condition. The entire surface is covered with low and medium severity block and alligator cracking (photo 14). There is also a high severity patch that is scaling and creating a FOD hazard.

f. Taxiway F: This 10 in. thick PCC feature, T7B, is in EXCELLENT condition. There was one corner patch where the joint had not been reconstructed (photo 15). This could result in spalling at the interface between the patch and the surrounding pavement due to expansion and contraction as the ambient temperature varies.

3. Aprons:

a. Aircraft Parking Apron: This 6 in. thick PCC pavement, composed of Features A1B and A2B, is rated in GOOD condition. Many of the slabs have low severity transverse cracks, most of which are sealed (photo 16). These cracks may have formed because the slab lengths are almost twice the widths. Thermal stresses cause such slabs to break into two equal squares. Constructing slabs in a square shape helps prevent this problem. The joint sealant was generally old and deteriorated (photo 17). In many places, it was separating from the slab and allowing the infiltration of water and incompressible material (photo 18). There was one medium severity corner spall that should be repaired to avoid potential FOD problems (photo 19).

b. Hammerhead Aprons: The four hammerhead aprons were all in EXCELLENT condition with only some minor joint spalls and joint sealant deterioration noted. Additionally, the southwest hammerhead apron, Feature A4B, had some low severity transverse cracks that had been routed and sealed.

4. Terry County Auxiliary Airfield:

a. Runway:

i. The 11 in. thick PCC features, one at the 17 end and the other just south of the AC section of the runway, are rated VERY GOOD. A number of the slabs had low severity transverse and longitudinal cracks that had been routed and sealed. These might have been caused by the large size of the slabs, which are approximately 25 ft. by 25 ft. Smaller slabs are less susceptible to expansion and contraction caused by seasonal temperature variations that cause these types of cracks. The joint sealant was in good condition.

ii. The 10 in. thick PCC pavements at the 35 end are in EXCELLENT condition. The smaller 20 ft. by 20 ft. slabs had no cracks and joint sealant was functioning well.

iii. The keel strip of the AC portion of the runway is in EXCELLENT condition. It consists of a 4 in. thick pavement including a more recently placed upper two inches. There were some very minor longitudinal cracks adjacent to the centerline where aircraft gear travel. The outer strips are more weathered and are rated VERY GOOD. They also contain some low severity transverse and longitudinal cracks. There were low severity cracks running the length of the AC portion of the runway between the newer keel strip and the adjacent outer strips. These might have been caused by poor quality or improperly applied tack coat during construction of the keel strip.

b. Parallel Taxiway: The parallel taxiway is a 4 in. thick AC pavement rated FAIR. The entire surface contains low severity block cracking (photo 20). Many of the cracks have been routed and sealed. There are also areas adjacent to the taxiline that have low severity alligator cracking possibly caused by aircraft traffic. Regular maintenance can extend the life of this pavement, but slow deterioration will require eventual reconstruction of this feature.

c. Apron: This 6 in. thick PCC pavement is in VERY GOOD condition. Three of the irregularly shaped slabs have low severity cracks that have been sealed. Some of the joint sealant material has deteriorated and is separating from the slab edge and allowing incompressible materials to collect in the joint.

B. Summary of Allowable Gross Loads: The AGLs are listed in Appendix F for those features shown in Appendix A, Airfield Layout Plan. The Related Data Table in Appendix G is needed to read and understand the AGL table. It describes the different aircraft group indices and pass intensity levels. An "A" on

the AGL table indicates the AGL is below the lowest possible gross weight of any aircraft in that respective group. The "+" on the AGL table indicates no weight restrictions apply for that aircraft group. Analysis of the AGL table indicates that the parallel taxiway at Terry County Auxiliary Airfield, Feature T25B, is the only pavement feature with marginal strength capacity for assigned aircraft. T-1 and T-38 operations should be limited to prevent accelerated deterioration. All other features are of sufficient strength.

C. Field Tests: Two destructive test pits were opened on Runway 17L-35R. A CBR test was conducted in Feature R16C, and a Plate Bearing Test was performed in Feature R15C to determine the k value for the subgrade. Results of these tests are given on page C-4 in Appendix C. CBR and k values of the subgrade indicate sufficient strength in this layer. However, CBR strength measurements of the caliche base course layers in Feature R16C are lower than normally expected for an adequate base.

D. Laboratory Tests: The results of laboratory tests conducted on bulk samples that were collected and returned to Tyndall AFB are presented on page C-4 in Appendix C and on pages E-2 and E-3 in Appendix E. These tests show that the base course layer in Feature R16C is a silty, clayey gravel/ sand mix with some low plasticity characteristics. The base course in Feature R15C is a nonplastic, poorly graded sand with silt and gravel. The subgrade varied from a sandy, lean clay to a silty, clayey sand.

SECTION VI: CONCLUSIONS/RECOMMENDATIONS

A. General Comments/Recommendations:

1. Most of the PCC pavements were functioning well and adequately supporting the assigned mission aircraft. There were very few indications that aircraft traffic was overloading these pavements. Most of the pavement distresses observed appeared to be related to environmental factors such as freeze-thaw cycles and water entering the subgrade.

2. The most common problem encountered with the PCC pavements was lack of joint maintenance. There were many features that were in excellent condition that had joint sealant material that was brittle, cracked, separating from the slab edge, or missing. This allows incompressible materials such as stones or gravel to lodge between the slabs. When the slabs expand in warm weather, the joints could spall as the slabs press against the incompressible materials. Deteriorated joint sealant can also allow water to enter and degrade the subgrade. As subgrade support is lost, there is a greater chance of the PCC slabs cracking and failing under the load of passing aircraft. Regular inspection, maintenance, and repair of joint sealant goes a long way toward extending the serviceable life of PCC pavements.

3. Many of the rectangular PCC slabs, where the length is 50 percent or more longer than the width, contained transverse cracks that broke these slabs into two squares. This is a common problem in rectangular slabs and is caused by differential stresses in the slab during seasonal variations in temperature extremes. As a slab expands and contracts with temperature changes, thermal stresses along the length are greater than the stresses across the slab width. The slab tends to alleviate this stress difference by breaking itself into two squares. The simplest way to limit this problem is to try to construct slabs that are as close to a square shape as possible. This problem is especially apparent on the aircraft parking apron. These slabs are almost twice as long as they are wide, and many of them have cracked in half. Even some of the recently constructed replacement slabs had already cracked in this manner. A recommendation for this apron during random slab repair work is to replace each rectangular slab with two square slabs. This could be done by pouring a single rectangular slab and then immediately saw-cutting it into two squares. This gives a nice straight joint to maintain rather than an irregular crack to route and seal later.

4. Most of the AC pavements were in fair or poor condition. The major exceptions were the asphalt portion of Runway 17R-35L and the intersection of Runway 17L-35R and Taxiway C, which were in excellent condition. As with the PCC

PAVEMENT CONDITION EVALUATION TERMINOLOGY

CONDITION RATING	DEFINITION
EXCELLENT	PAVEMENT HAS MINOR OR NO DISTRESS AND WILL REQUIRE ONLY ROUTINE MAINTENANCE.
VERY GOOD	PAVEMENT HAS SCATTERED LOW SEVERITY DISTRESSES WHICH SHOULD NEED ONLY ROUTINE MAINTENANCE.
GOOD	PAVEMENT HAS A COMBINATION OF GENERALLY LOW AND MEDIUM SEVERITY DISTRESSES. MAINTENANCE AND REPAIR NEEDS SHOULD BE ROUTINE TO MAJOR IN THE NEAR-TERM.
FAIR	PAVEMENT HAS LOW, MEDIUM, AND HIGH SEVERITY DISTRESSES WHICH PROBABLY CAUSE SOME OPERATIONAL PROBLEMS. MAINTENANCE AND REPAIR NEEDS SHOULD RANGE FROM ROUTINE TO RECONSTRUCTION IN THE NEAR-TERM.
POOR	PAVEMENT HAS PREDOMINANTLY MEDIUM AND HIGH SEVERITY DISTRESSES CAUSING CONSIDERABLE MAINTENANCE AND OPERATIONAL PROBLEMS. NEAR-TERM MAINTENANCE AND REPAIR NEEDS WILL BE INTENSIVE.
VERY POOR	PAVEMENT HAS MAINLY HIGH SEVERITY DISTRESSES WHICH CAUSE OPERATIONAL RESTRICTIONS. REPAIR NEEDS ARE IMMEDIATE.
FAILED	PAVEMENT DETERIORATION HAS PROGRESSED TO THE POINT THAT SAFE AIRCRAFT OPERATIONS ARE NO LONGER POSSIBLE. COMPLETE RECONSTRUCTION IS REQUIRED.

CONVERSION FACTORS

BRITISH TO INTERNATIONAL SYSTEMS (SI) OF UNITS

British units of measurements are used in this report and can be converted to SI (Metric) units as follows:

TO CONVERT	TO	MULTIPLY BY
LENGTH		
inch (in)	millimetre (mm)	25.400
inch (in)	metre (m)	0.0254
foot (ft)	metre (m)	0.305
yard (yd)	metre (m)	0.915
mile (mi)	kilometre (km)	1.609
AREA		
square inch (in^2)	square millimetre (mm^2)	645.2
square inch (in^2)	square metre (m^2)	0.0006452
square foot (ft^2)	square metre (m^2)	0.093
square yard (yd^2)	square metre (m^2)	0.8361
square mile (mi^2)	square kilometres (km^2)	2.59
acres	square kilometres (km^2)	0.004046
VOLUME		
cubic inch (in^3)	cubic millimetre (mm^3)	16487.0
cubic foot (ft^3)	cubic metre (m^3)	0.028
cubic yard (yd^3)	cubic metre (m^3)	0.7646
MASS		
pound (lb)	kilogram (kg)	0.454
FORCE		
pound (lb f)	newton (n)	4.448
kip (1000 lb f)	kilogram (kg)	453.6
STRESS		
pound per square inch (psi)	kilo Pascals (kPa)	6.895
MODULUS OF SUBGRADE REACTION (K-VALUE)		
pounds per square inch per inch (psi/in)	kilo Pascals per millimetre (kPa/mm)	0.2715
DEGREES		
degrees Fahrenheit(^oF) (F^o-32)	degrees Celsius (^oC)	5/9
DENSITY		
pounds per cubic foot (pounds mass)	kilogram per cubic meter (kg/m^3)	16.052

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7. AFR 93-5, Procedure for US Army and US Air Force Airfield Pavement Condition Survey, July 1989

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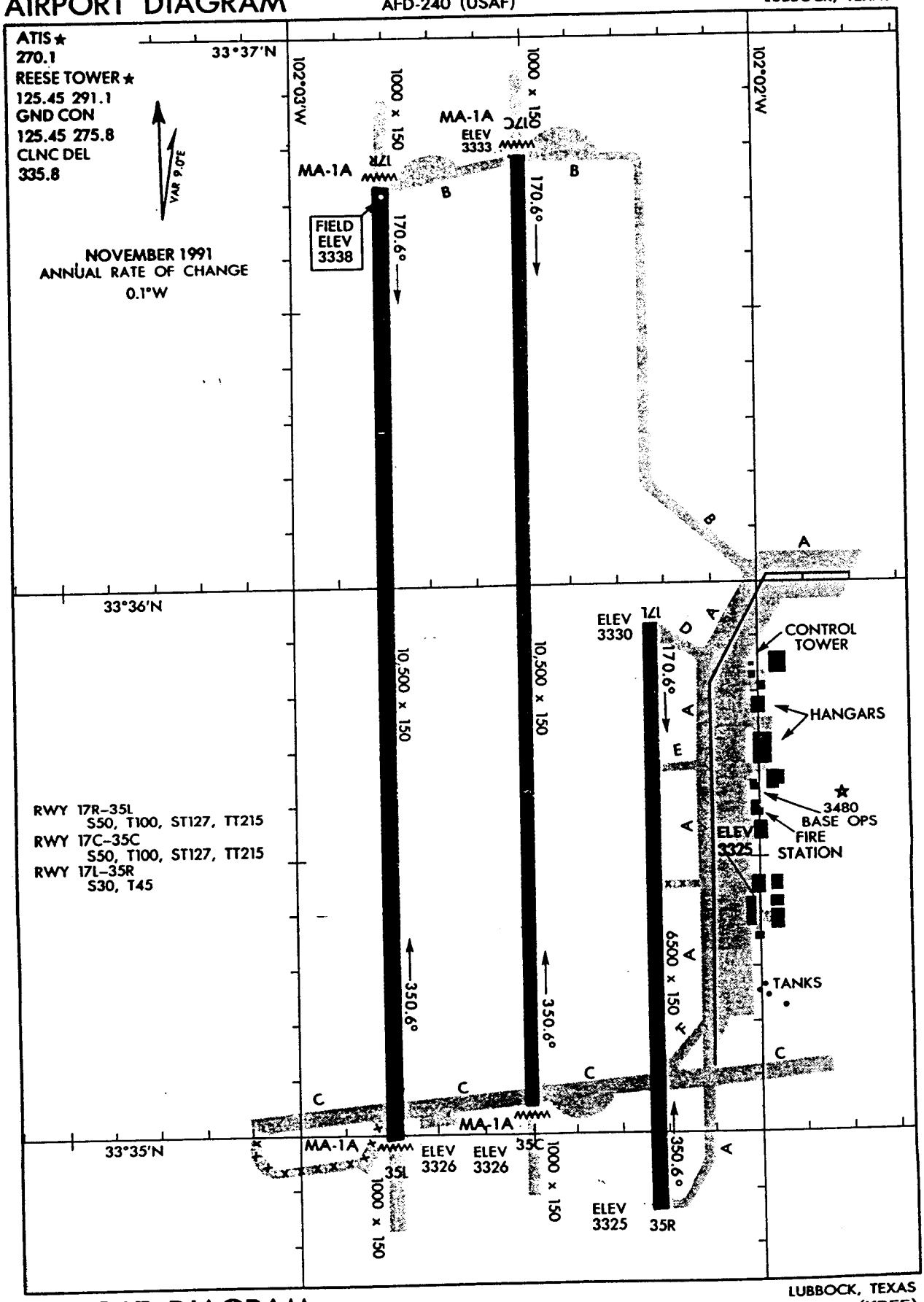
91318

AIRPORT DIAGRAM

AFD-240 (USAF)

REESE AFB (KREE)
LUBBOCK, TEXAS



AIRPORT DIAGRAM

LUBBOCK, TEXAS
REESE AFB (KREE)

7. The asphalt pavement on Taxiway E is beyond restoration. This feature will need to be reconstructed before it can be reopened to aircraft operations.

8. Most of the transverse cracks on the Aircraft Parking Apron have been sealed. However, new ones are forming all the time and these need to be sealed. Also, in some places the joint sealant is brittle, cracked, and separating from the slab edges. These areas need to be repaired.

9. Newly formed cracks on the parallel taxiway of Terry County Auxillary Field need to be sealed to extend the life of this pavement.

10. The joint sealant on the apron at Terry County Auxillary Field has deteriorated and should be repaired.

GLOSSARY

Allowable Gross Load (AGL) - The maximum aircraft load that can be supported by a pavement feature for a particular number of passes.

Base or Subbase Courses - Natural or processed materials placed on the subgrade beneath the pavement.

Compacted Subgrade - The upper part of the subgrade, which is compacted to a density greater than the portion of the subgrade below.

Feature - A unique portion of the airfield pavement distinguished by traffic area, pavement type, pavement surface thickness and strength, soil layer thicknesses and strengths, construction period, and surface condition.

Frost Evaluation - Pavement evaluation during the frost-melting period, when the pavement load-carrying capacity will be reduced unless protection has been provided against detrimental frost action in underlying soils. Pass Intensity Levels V and VI are used with reduced subgrade strengths to determine the maximum allowable loads during the frost-melt period.

Pass - On a runway, the movement of an aircraft over an imaginary line 500 feet down from the approach end. On a taxiway, the movement of an aircraft over an imaginary line connecting an apron with the runway. AFR 93-5, Chapter 2.

Pass Intensity Levels (PIL) - Specific repetitions of aircraft over a pavement feature, regardless of time, that are dependent on aircraft design category. AFR 93-5, Chapter 2.

Pavement Condition Index (PCI) - A numerical indicator between 0 and 100 that reflects the surface operational condition of the pavement. AFR 93-5, Chapter 3.

Primary Pavements - Those features that are absolutely necessary for mission aircraft operations. AFR 93-5, Chapter 4.

Subgrade - The natural soil in-place, or fill material, upon which a pavement, base, or subbase course is constructed.

Type A Traffic Areas - Type A Traffic Areas are those pavement facilities that receive the channelized traffic and full design weight of the aircraft. AFM 88-6, Chapter 1.

Type B Traffic Areas - Type B Traffic Areas are considered to be those areas where traffic is more nearly uniform over the full width of the pavement facility, but which receive the full design weight of the aircraft. AFM 88-6, Chapter 1.

Type C Traffic Areas - Type C Traffic Areas are considered to be those on which the volume of traffic is low or the applied weight of the operating aircraft is less than the design weight. AFM 88-6, Chapter 1.

pavements, the main reason for the deterioration was environmental factors, such as seasonal temperature variations, aggravated by the fact that asphalt oxidizes and becomes brittle as it ages. Eventually, the brittle asphalt cracks as a result of these thermal stresses. At first there are only minor, random longitudinal and transverse cracks, but these spread into a pattern of block cracking as time and environmental stresses take their toll. These cracks allow water to infiltrate and weaken the underlying base and subgrade support layers. This degradation of support can lead to the further formation of cracks due to loads from passing aircraft. Not much can be done to prevent AC pavements from oxidizing and cracking with age, but their serviceable life can be extended through an aggressive effort to seal cracks as they occur to prevent water from entering and degrading the underlying support layers. While many of the cracks observed in AC pavements at Reese AFB had been sealed, there were also many that either had not been sealed or needed to be resealed.

B. Specific Comments/Recommendations:

1. There are some PCC slabs in Features R1B and R3C on Runway 17R-35L that have longitudinal and transverse cracks that need to be routed and sealed.

2. The PCC touchdown ends of Runway 17L-35R have deteriorated joints that need to be resealed and low severity transverse cracks that should be routed and sealed. The 17 end has several severely scaled slabs that may need to be replaced if they cause a FOD hazard.

3. The AC portion of Runway 17L-35R is nearing the end of its serviceable life. A project should be programmed for reconstruction to include a new, well graded, granular base course.

4. The joint sealant in many areas of the PCC portion of Taxiway A and on Taxiway B has deteriorated and should be replaced. The unsealed cracks in the AC portion of Taxiway A should be sealed to help extend the serviceable life of this feature.

5. Both PCC ends of Taxiway C have cracks that need to be routed and sealed. Both ends also have deteriorated joint sealant that should be replaced.

6. The asphalt sections of Taxiway C are similar in condition to the asphalt sections of Runway 17L-35R and should be reconstructed to fully restore it. In the meantime, the cracks should be routed and sealed to help extend the life of the pavement as much as possible.

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AJ 2-9-95

73rd Year, No. 81

Popularity contest may favor Reese

Combest says base tops assignment wish list

By GUY H. LAWRENCE
Avalanche-Journal

Assignment to Reese Air Force Base is the one most coveted by instructor and student pilots, and U.S. Rep. Larry Combest wants Air Force Secretary Sheila Widnall to know it.

Combest, R-Lubbock, fired off a letter to Widnall on Tuesday asking her to get information on assignment preferences among instructor and student pilots. Combest said he knew from talking to Air Force officers that Reese is at the top of the list.

In light of the base closure process that pits Reese against other training bases, it's important that Widnall know of Reese's standing as a sought-after assignment, Combest said.

"If we can offer (instructor and student pilots) what they want as an assignment, then we can stand a better chance of maintaining our military readiness," he said.

The Air Force may submit its base-closing recommendations to the Pentagon as early as Friday. And the Pentagon is scheduled to release its proposed closure list on March 1. Cities with bases on the hit list will have until July to appeal to the independent Base Closure and Realignment Commission.

Reese faces competition from three Air Force undergraduate pilot training bases: Laughlin in Del Rio; Vance in Enid, Okla.; and Columbus in Columbus, Miss. Five Navy air fields also may be judged against the Air Force bases.

Air Education Training Command headquarters at Randolph Air Force Base confirmed Combest's assessment of Reese.

"Reese is the most requested among the AETC bases ... mainly because it is closer to a big city," said Capt. Dave Stewart, chief of trainer assignments.

Capt. Mike Rein, a public affairs officer at Randolph, said Reese also is the No. 1 choice for student pilots.

Combest said Reese's location near Lubbock gives it a quality-of-life advantage, which should help retain instructor pilots and improve efficiency.

Document Separator

MEMORANDUM

From: Steve Ackerman, Associate Analyst Air Force Team

To: Toni Forkin, Executive Secretary Assistant

Subject: Undergraduate Pilot Training, Air Force Analysis & Data

Date: May 15, 1995

Attached is a draft report of Lt. Col. Merrill Beyer's analysis on the Joint Cross-Service Group's information regarding Undergraduate Pilot Training. This item is for inclusion into the library. Thank you.

DRAFT

BACKGROUND PAPER
ON
STAFF UPT ANALYSIS

PRIMARY CONSIDERATIONS

Analysis should be directed at factors relevant to UPT

- UPT factors are addressed in Criterion I: Mission Requirements: Flying Training
- Do not consider those items already addressed in Criteria II-VIII

Primary Factors relevant to UPT:

- Weather
- Airspace
- Ground Encroachment

Secondary Factors relevant to UPT:

- Airfields
- Maintenance Facilities
- Ground Training Facilities

PROBLEMS WITH UPT-JCSG ANALYSIS

Considered many factors not relevant to UPT

- Considered 13 "Measures of Merit" weighted differently for each Functional Area
- Quarters (Bachelor and Family), even if not generally available to UPT pilots
- Airspace, including blocks at extreme altitudes or great distances out to sea

Navy discriminators frequently utilized--not useful for Air Force UPT base comparisons

- Navy weather attrition method uses factors 50% of Air Force values, goalposts skewed
- Capacity methodology (split-field ops, VFR vs. IFR) favors Navy bases

Bottom line: Results are counter-intuitive--generally rated Navy bases better than Air Force bases

PROBLEMS WITH BCEG ANALYSIS

Computed Functional Value average to derive overall score for each Air Force UPT base

- Used 7 or 8 (depending on the base) of 10 Functional Areas, weighted Areas equally
- Considered factors already accounted for in other Criteria (condition of facilities in II)

Did <u>not</u> consider costs per student/graduate/flying hour

AIR FORCE TEAM GAMEPLAN

Analysis I: Validate Air Force Analysis

- Consider only UPT relevant factors in Criteria I analysis (see above)
- Revise weights to reflect importance of each measure of merit to Air Force UPT
- Use existing UPT-JCSG data

Analysis II: Assess impact of Air Force changes to UPT-JCSG data

- Starting point is Analysis I
- Primary changes in airspace and icing data

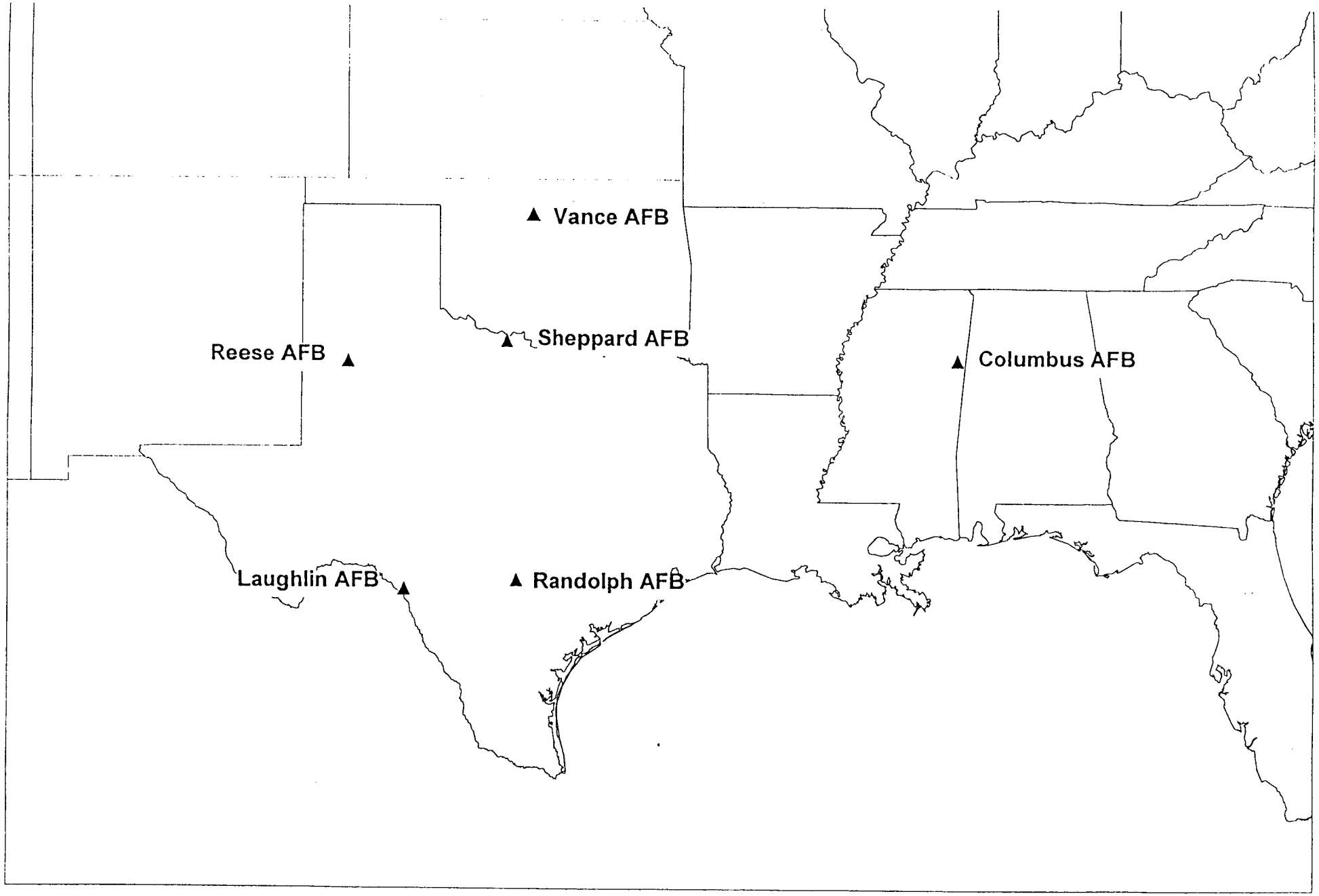
Lt Col Merrill Beyer/Air Force Team/May 2, 1995

AIR FORCE
CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT) BASES

TIER	INSTALLATION	
I	*Columbus AFB, MS*	*(*)*
I	*Laughlin AFB, TX*	*(*)*
I	Randolph AFB, TX	
III	**Reese AFB, TX**	(X) (C)
Excl	Sheppard AFB, TX	
I	*Vance AFB, OK*	(X) *(*)*

(C) = DoD recommendation for closure
(X) = Joint Cross-Service Group option for closure
(*) = Candidate for further consideration

Undergraduate Pilot Training Bases



BASE ANALYSIS
CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT)

DOD RECOMMENDATION: Close Reese, Inactivate 64th Flying Training Wing, Relocate/Retire other assigned aircraft.
FOR CONSIDERATION: Study Columbus, Laughlin, and Vance AFBs **FOR CLOSURE**.

CRITERIA	REESE, TX (X) (C) Closure	COLUMBUS, MS (*) Closure	LAUGHLIN, TX (*) Closure	VANCE, OK (X) (*) Closure
AIR FORCE TIERING	III	I	I	I
BCEG RANK	5/5	2/5	3/5	3/5
FUNC VALUE: Air Force/JCSG	6.22 (Red)	6.74 (Green)	6.50 (Yellow +)	6.67 (Green)
FUNC VALUE: Staff Analysis I	6.4	7.2	7.8	6.7
FUNC VALUE: Staff Analysis II	6.3	6.4	7.4	6.3
FORCE STRUCTURE	21 T-1A 48 T-37B 51 T-38	45 T-37B 57 T-38/21 AT-38	21 T-1A 48 T-37B 51 T-38	46 T-37B 69 T-38
ONE-TIME COSTS ($ M)	15.8	18.2	25.9	14.7
ANNUAL SAVINGS ($ M)	19.7	25.3	21.6	19.5
RETURN ON INVESTMENT	1 Year	1 Year	2 Years	1 Year
BASE OPERATING BUDGET ($ M)	21.0	26.3	23.7	26.3
PERSONNEL ELIMINATED(MIL/CIV) PERSONNEL REALIGNED(MIL/CIV)	209/0 691/245	315/0 750/252	282/101 749/644	202/0 645/208
ECONOMIC IMPACT (BRAC95/CUM)	1.2%/1.2%	6.3%/6.3%	18.8%/18.8%	11.0%/11.0%
ENVIRONMENTAL	Siting	Asbestos	Asbestos	Asbestos

(C) = DoD recommendation for closure
(R) = DoD recommendation for realignment
(X) = Joint Cross-Service Group option for closure
(*) = Candidate for further consideration

STAFF METHODOLOGY
CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT)

STAFF ANALYSIS - I

OBJECTIVE: Test the validity of Air Force Analysis

METHODOLOGY:

- Utilize UPT Joint Cross-Service Group computer model and corrected data
- Consider UPT Measures of Merit relevant to Air Force UPT
- Delete those Measures of Merit considered in CRITERIA II through VIII
- Modify Weighting Factors in accordance with Staff judgment of Air Force priorities
- Determine a Functional Value score for each Air Force UPT Base
  -- Apply result to CRITERIA I, "MISSION REQUIREMENTS: FLYING TRAINING"

STAFF ANALYSIS - II

OBJECTIVE: Assess impact of making data corrections

METHODOLOGY:

- Use Analysis I as starting point
- Change data to reflect corrections to UPT-JCSG and Air Force data calls

CAPACITY ANALYSIS
CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT) BASES

AIR FORCE UPT CAPACITY

- BASED CAPACITY ANALYSIS ON MEETING AIR FORCE PILOT TRAINING REQUIREMENTS (PTR) ONLY
- ASSUMES 5-DAY WORK WEEK TO ALLOW RECOVERY CAPACITY FOR UNFORESEEN IMPACTS
- CAPACITY EXPRESSED IN "UPT GRADUATE EQUIVALENTS."

CAPACITY	
COLUMBUS	408
LAUGHLIN	424
REESE	392
VANCE	396
SUBTOTAL	1,620
CLOSE LOWEST	- 392
TOTAL	1,228

REQUIREMENT	
BOMBER/FIGHTER	394
AIRLIFT/TANKER	592
FIXED-WING UPGRADE	4
FMS	31
SUBTOTAL	1,021
INTRO, FIGHTER FUND	57
TOTAL	1,078

CAPACITY	1,228	
PTR	- 1,078	
	150	(12% EXCESS)

NEED FOR EXCESS

- JPATS TRANSITION 100
- INSTRUCTOR CROSSFLOW (T-37 TO T-38): 39
- OPERATIONS BEYOND 95% CAPACITY WILL BE COMPROMISED

AF-101

SHEPPARD AFB CAPACITY ANALYSIS
CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT) BASES

EURO-NATO JOINT JET PILOT TRAINING PROGRAM (ENJJPT)

- COMBINES USAF AND NATO UPT IN A MODIFIED PROGRAM
- INTERNATIONAL AGREEMENT CONSTRAINS AIR FORCE OPTIONS
- CAPACITY EXPRESSED IN "ENJJPT EQUIVALENTS."

REQUIREMENT	
ACTIVE AIR FORCE	98
AIR NATIONAL GUARD	11
NATO	123
SUBTOTAL	232
INTRO, FTR FUND	25
TOTAL	257

CAPACITY	320	
PTR	- 257	
	63	(20% EXCESS)

NEED FOR EXCESS

- JPATS TRANSITION
- AIR FORCE OVERFLOW FOR PRIMARY AND FIGHTER/BOMBER UPT TRACKS
- NATO REQUIREMENTS

AF-102

REESE AFB COMMUNITY ISSUES

CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT)

DATA ERRORS:

- AIRSPACE UNDER-REPORTED BY 10,000 CU NM
- MILITARY TRAINING ROUTES (MTRs) UNDER-REPORTED BY 55%
- PERCENT ADEQUATE PAVEMENT 10% GREATER THAN REPORTED

MODELING ERRORS:

- INCLUDED AREAS INAPPROPRIATE FOR UPT MISSION EVALUATION
- WEIGHTING FACTORS INAPPROPRIATE FOR AIR FORCE UPT COMPARISONS
- DISCRIMINATORS TOO BROAD (WEATHER, AUXILIARY FIELDS)
- CALCULATION ERRORS
- STANDARD OF TRAINING NOT ADOPTED TO PROPERLY COMPARE AIR FORCE/NAVY CAPACITY

RESULT: ERROR IN CRITERIA I FLOWED INTO OVERALL TIERING AND CLOSURE RECOMMENDATION

COMMISSION EVALUATION

- COST EFFECTIVENESS:
  - LOWEST COST PER FLYING HOUR
  - 2ND LOWEST COST PER GRADUATE
- GAO COMMENT: QUESTIONED AIR FORCE UPT ANALYSIS

AF-103

UPT JCSG TERMS OF REFERENCE
CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT) BASES

FUNCTIONAL AREAS (10)

- *** FLIGHT SCREENING**
- *** PRIMARY PILOT**
- *** AIRLIFT/TANKER**
- *** ADVANCED BOMBER/FIGHTER**
- STRIKE/ADVANCED E-2/C-2
- ADVANCED MARITIME/INTERMEDIATE E-2/C-2
- HELICOPTER
- PRIMARY & INTERMED. NAVAL FLIGHT OFFICER
- ADVANCED NAVAL FLIGHT OFFICER STRIKE
- ADVANCED NAVAL FLIGHT OFFICER PANEL

*** Air Force Only**

MEASURES OF MERIT (13)

- MANAGED TRAINING AREAS
- *** WEATHER**
- *** AIRSPACE AND FLIGHT TRAINING AREAS**
- *** AIRFIELDS**
- *** GROUND TRAINING FACILITIES**
- *** AIRCRAFT MAINTENANCE FACILITIES**
- SPECIAL MILITARY FACILITIES
- PROXIMITY TO TRAINING AREAS
- PROXIMITY TO OTHER SUPPORT FACILITIES
- UNIQUE FEATURES
- AIR QUALITY
- *** ENCROACHMENT**
- SERVICES

*** Utilized in Staff Analysis**

AF-104

LUBBOCK COMMUNITY CONCERNS

- **REASONS TO REJECT AIR FORCE DECISION AND CONSIDER OTHER BASES FOR CLOSURE:**
  - AIR FORCE ACKNOWLEDGED DATA/CALCULATION ERRORS:
    - SHORT CHANGED REESE AIRSPACE BY 10,000 CUBIC NAUTICAL MILES
    - REPORTED 55% FEWER MILITARY TRAINING ROUTES (MTRs) FOR REESE THAN NAUTICAL
    - PERCENT ADEQUATE PAVEMENT 10% GREATER THAN REPORTED
  - MODELING ERRORS:
    - ERRORS IN MODEL FORMULAS
    - REESE'S ALERT AREA NOT CONSIDERED
    - OUTLYING INSTRUMENT AIRFIELD (LUBBOCK INTERNATIONAL AIRPORT) NOT CONSIDERED
    - REESE'S OTHER PRIMARY OUTLYING FIELDS NOT CONSIDERED
  - AIR FORCE AND NAVY TOOK ENTIRELY DIFFERENT APPROACHES TO EVALUATING MILITARY VALUE OF UPT BASES -- <u>THIS ISSUE ALONE CONSTITUTES A SIGNIFICANT DEVIATION</u>:
- **REASONS TO TAKE REESE OFF THE LIST:**
  - MILITARY VALUE SUPERIOR TO OTHER BASES
  - BETTER QUALITY OF LIFE THAN OTHER BASES
  - COST EFFECTIVE, LOWEST COST PER FLYING HOUR, SECOND LOWEST COST PER STUDENT
  - LUBBOCK COMMUNITY IN CONCERT WITH REESE:
    - SAVES THE AIR FORCE OVER $1M ANNUALLY IN MEDICAL COSTS

CAN SAVE THE AIR FORCE OVER $6M IN ONE TIME COSTS AND MILLIONS OF DOLLARS ANNUALLY WITH THEIR OTHER COST SAVING PROPOSALS

AF-206

BASE ANALYSIS
CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT)

DOD RECOMMENDATION: Close Reese, Inactivate 64th Flying Training Wing, Relocate/Retire other assigned aircraft.
FOR CONSIDERATION: Study Columbus, Laughlin and Vance **FOR CLOSURE** and Randolph **FOR REALIGNMENT**.

ISSUES	REESE, TX (C) (X)	COLUMBUS, MS (*)	LAUGHLIN, TX (*)	RANDOLPH, TX (*)	VANCE, OK (*) (X)
AIR FORCE TIERING	III	I	I	I	I
BCEG RANK	5/5	2/5	3/5	1/5	3/5
FUNCTIONAL VALUE: AF/JCSG	6.22 (Red)	6.74 (Green)	6.50 (Yellow+)	6.53 (Green-)	6.67 (Green)
FUNCTIONAL VALUE: Staff I	6.4	7.2	7.8	5.3	6.7
FUNCTIONAL VALUE: Staff II	6.3	6.4	7.4	4.4	6.3
FORCE STRUCTURE	21 T-1A 48 T-37B 51 T-38	45 T-37B 57 T-38/21 AT-38	21 T-1A 48 T-37B 51 T-38	15 T-1A 57 T-37B 57 T-38/8 AT-38 10 T-43 6 C-21A	46 T-37B 69 T-38
ONE-TIME COSTS ($ M)	15.8	18.2	25.9	205.2	14.7
ANNUAL SAVINGS ($ M)	19.7	25.3	21.6	18.0	19.5
RETURN ON INVEST	1 Year	1 Year	2 Years	15 Years	1 Year
BASE OPERATING BUDGET ($ M)	21.0	26.3	23.7	21.1	26.3
PERSONNEL ELIM (Mil/Civ) PERSONNEL RLNG (Mil/Civ)	209/ 0 691/245	315/ 0 750/252	282/101 749/644	447/397 3,876/2,740	202/ 0 645/208
ECONOMIC IMPACT (BRAC95/CUM)	1.2% / 1.2%	.6.3% / 6.3%	18.8% / 18.8%	0.2% / 8.3%	11.0% / 11.0%
ENVIRONMENTAL	Siting	Asbestos	Asbestos	Asbestos , Siting, Water	Asbestos

(C) = DoD recommendation for closure

(X) = Joint Cross-Service Group option for closure

(*) = Candidate for further consideration

AF-207

BASE ANALYSIS
CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT)

CRITERIA	REESE, TX (C) (Closure)	RANDOLPH, TX (*) (Realign)	SHEPPARD, TX
AIR FORCE TIERING	III	I	I
BCEG RANK	5/5	1/5	Excluded
FUNCTIONAL VALUES (AF/JCSG)	6.22	6.53	Excluded
FUNCTIONAL VALUES (Staff I)	6.64	7.12	Excluded
FUNCTIONAL VALUES (Staff II)	6.5	5.2	Excluded
FORCE STRUCTURE	21 T-1A 48 T-37B 51 T-38	15 T-1A 57 T-37B 57 T-38 / 8 AT-38 10 T-43A	36 T-37B 31 T-38 / 8 AT-38
ONE-TIME COSTS ($ M)	15.8	205.2	TBD
ANNUAL SAVINGS ($ M)	19.7	18.0	TBD
RETURN ON INVEST	1 Year	15 Years	TBD
BASE OPERATING BUDGET ($ M)	21.0	21.1	33.7
PERSONNEL ELIMINATED (MIL/CIV) PERSONNEL REALIGNMENT(MIL / CIV)	209/0 691/245	447/397 3,876/2,740	TBD
ECONOMIC IMPACT (BRAC95/CUM)	1.2%/1.2%	0.2%/0.2%	TBD
ENVIRONMENTAL	Siting	Asbestos, Siting, Water	TBD

(C) = DoD recommendation for closure
(R) = DoD recommendation for realignment
(*) = Candidate for further consideration

AF-208

CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT)
STAFF ANALYSIS-I
REVISE WEIGHTINGS OF MEASURES OF MERIT

UPT-JCSG MEASURES OF MERIT	STAFF WEIGHT	REESE (C) (X) Closure	COLUMBUS (*) Closure	LAUGHLIN (*) Closure	RANDOLPH (*) Realignment	VANCE (*) (X) Closure
WEATHER	30	4.7	5.4	7.4	6.0	5.3
AIRSPACE	20	4.8	6.9	7.1	7.0	6.4
ENCROACHMENT	20	8.6	8.9	10.0	0.0	6.9
AIRFIELDS	15	8.2	8.9	7.7	6.0	9.2
MAINTENANCE FACILITIES	10	7.0	7.1	6.4	7.4	6.6
GROUND TRNG FACILITIES	5	7.9	7.4	7.3	8.6	7.8
TOTAL:	100	6.4	7.2	7.8	5.3	6.7
RANK:		4	2	1	5	3

UNWEIGHTED	SCORE	6.87	7.43	7.65	6.72	7.03
AVERAGE	RANK	4	2	1	5	3

(C) = DoD recommendation for closure
(X) = Joint Cross-Service Group option for closure
(*) = *Candidate for further consideration*

AF-209

CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT)
STAFF ANALYSIS -II
CORRECT DATA

UPT-JCSG MEASURES OF MERIT	STAFF WEIGHT	REESE (C) (X) Closure	COLUMBUS (*) Closure	LAUGHLIN (*) Closure	RANDOLPH (*) Realignment	VANCE (*) (X) Closure
WEATHER	30	4.7	4.7	7.0	5.8	4.3
AIRSPACE	20	4.1	4.0	5.7	2.8	6.0
ENCROACHMENT	20	8.6	8.9	10.0	0.0	6.9
AIRFIELDS	15	8.2	8.9	7.7	6.0	9.2
MAINTENANCE FACILITIES	10	7.0	7.1	6.4	7.4	6.6
GROUND TRNG FACILITIES	5	7.9	7.4	7.3	8.6	7.8
TOTAL:	100	6.3	6.4	7.4	4.4	6.3
RANK:		3	2	1	5	3

UNWEIGHTED	SCORE	6.75	6.83	7.35	5.10	6.80
AVERAGE	RANK	4	2	1	5	3

(C) = DoD recommendation for closure
(X) = Joint Cross-Service Group option for closure
(*) = *Candidate for further consideration*

AF-210

CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT) INSTALLATION CHARACTERISTICS

COLUMBUS

- BEST UPT BASE FOR BOMBER/FIGHTER TRAINING
  - LOW PRESSURE ALTITUDE
  - LONG RUNWAY
  - READY ACCESS TO AIR-TO-GROUND GUNNERY RANGE
  - ADVANCED STUDENTS HAVE INSTRUMENT RATING
- FORMER SAC BASE--MISSION FLEXIBILITY

LAUGHLIN

- BEST UPT BASE FOR PRIMARY TRAINING
  - BEST FLYING WEATHER
  - UNENCROACHED AIRFIELDS
  - UNLIMITED AIRSPACE POTENTIAL
- FORMER SAC BASE--MISSION FLEXIBILITY

VANCE

- SIMILAR LAYOUT TO REESE
- WELL-SUITED FOR PRIMARY AND AIRLIFT/TANKER TRAINING
  - BEST AIRSPACE AND LOW ALTITUDE TRAINING ROUTE STRUCTURE
  - CROSSWIND RUNWAY CONFIGURATION
- LOW AND MEDIUM ALTITUDE OPERATIONS MINIMIZE ICING IMPACTS

UNDERGRADUATE FLYING TRAINING

ANALYSIS RESULTS at TIERING (18 Oct)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Base Name	I.1 Mission (Flying) Requirements	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Columbus AFB	Green	Green	Yellow	17/-333	1	3,423 (8.4%)	Yellow +	Yellow
Laughlin AFB	Yellow +	Green -	Yellow -	25/-275	2	4,115 (27.1%)	Yellow	Yellow +
Randolph AFB	Green -	Green -	Yellow	204/-59	13	12,579 (2.0%)	Green -	Yellow -
Reese AFB	Red	Green -	Yellow -	15/-259	1	3,446 (3.1%)	Green -	Yellow
Vance AFB	Green	Green -	Yellow -	14/-254	1	3,040 (11.6%)	Green -	Yellow +

UNDERGRADUATE FLYING TRAINING

TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I
Columbus AFB
Laughlin AFB
Randolph AFB
Vance AFB
TIER III
Reese AFB

Staff Analysis I

	WEIGHT	REESE	COL	LAU	RANDOLPH	VANCE	RATING SCALE
# OF OUTLYING FLDS	0	1.0	1.0	1.0	1.0	1.0	0-6, 6 HI
MOA SPEC AIRSPC	0	Y	Y	Y	Y	Y	Y(10)/N(0)
MTR SPEC AIRSPACE	0	Y	Y	Y	Y	Y	Y(10)/N(0)
AA SPEC AIRSPACE	0	N	N	Y	N	Y	Y(10)/N(0)
MANAGED TRNG AREAS ---	0	?	?	?	?	?	GROUP SUBTOTAL
1500/3 > 80?	0	Y	Y	Y	Y	Y	Y(10)/N(0)
%TIME WTHER > 1500/3	85	91.50%+	89.10%	90.90%+	83.60%--	89.40%	80-95%, 80 LO
1000/3 > 80?	0	Y	Y	Y	Y	Y	Y(10)/N(0)
%TIME WTHER > 1000/3	45	93.60%	92.00%	94.30%+	90.00%-	91.80%	80-95%, 80 LO
% TIME CROSWND <15KT	30	93.20%--	99.20%+	99.30%+	98.40%	97.80%	%MIN-M, MAX HI
% TIME CROSWND >25KT	25	1.40%--	0.10%+	0.10%+	0.10%+	0.20%	%MIN-M, MIN HI
% SORTIES CXL/RESCHD	85	19.8%	22.9%-	18.0%+	15.0%++	23.3%--	10-25%, 10% HI
SRTIE PLAN FCTR<=20%	0	N	N	Y	Y	N	Y(10)/N(0)
SORTIE PLAN FCTR>=5%	30	27.0%-	26.0%-	19.0%+	19.0%+	22.3%	15-30%, 15% HI
WEATHER ---	300	4.7	5.4	7.4	6.0	5.3	GROUP SUBTOTAL
AMT MOA/AA ARSPCE	100	31116--	45092	53868+	85447++	36084-	0-60K, 60K HI
AVG DIST TO AIRSCE	40	42.6	39.5	31.5+	65.2--	36.1+	MIN-M, MIN HI
# MTR'S AVAIL	20	9	11	10	18	32+	0-20, 20 HI
NEAREST RNGE<50MI?	20	N-	Y+	N-	Y+	N-	Y(10)/N(0)
%ATC DLAYS > 15 MIN	0	0.00%	0.00%	0.00%	0.00%	0.00%	%0-MAX, MIN HI
CMERC HUB W/IN 100MI	0	NO	NO	NO	NO	NO	Y(0)/N(10)
# OF BISECT AIRWAYS	20	12	2	4	3	20+	0-30, 0 HI
AIRSPC/FLT TRNG AREA ---	200	4.8	6.9	7.1	7.0	6.4	GROUP SUBTOTAL
#OTLYG/AUX FLDS	0	1.0	1.0	1.0	1.0	1.0	0-MAX, MAX HI
#OUT/AUX FLD IFR CAP	0	0.0	0.0	0.0	0.0	0.0	0-MAX, MAX HI
MEDIAN DIST <= MAX?	0	Y	Y	Y	Y	Y	Y(10)/N(0)
MED DIST TO AUX/OUT	25	17	43	22	20	26	MIN-100, MIN-Hi
RUNWAY 5000 FT?	0	Y	Y	Y	Y	Y	Y(10)/N(0)
LGEST MAIN FLD RUNWY	10	10500	12000	8858	8353	9200	5-10K RW,10K HI
#PRIMARY RUNWAYS	50	C	C	C	B-	F+	PRIMARY RUNWAYS
CONDIT OF RUNWAYS	25	85.00%	100.00%	85.00%	66.00%	100.00%	%0-100, 100 HI
%TAXI/APRNS ADQ COND	20	32.00%	100.00%+	42.00%	27.00%-	88.00%+	%0-100, 100 HI
CONDIT OF UTILITIES	10	92.00%	100.00%	59.00%	51.00%	97.00%	%0-100, 100 HI
%OTHR FAC ADQ COND	10	87.00%	76.00%	60.00%	40.00%	56.00%	%0-100, 100 HI
AIRFIELDS ---	150	8.2	8.9	7.7	6.0	9.2	GROUP SUBTOTAL

Staff Analysis I

	WEIGHT	REESE	COL	LAU	RANDOLPH	VANCE	RATING SCALE
AMT ADQ TRNG FAC	14	59469	84459	68320	135526	26652-	0-100K, 100K HI
CONDITION % ADQ CLAS	5	100.00%	100.00%	91.00%	83.00%	86.00%	%0-100, 100 HI
AMT ADQ TRAINERS	14	60863.0	63354.0	70689.0	66423.0	75207.0	0-MAX, MAX HI
CONDITION % ADQ TRNR	5	100.00%	100.00%	100.00%	100.00%	100.00%	%0-100, 100 HI
AMT OTHR TRNG FAC	8	51572.0	17029.0	19365.0	36060.0	68639.0	0-MAX, MAX HI
CONDITION OTHR FAC	4	99.00%	36.00%	54.00%	78.00%	100.00%	%0-100, 100 HI
GRNF TRNG FAC ---	50	7.9	7.4	7.3	8.6	7.8	GROUP SUBTOTAL
LVL MAINT OPS	60	D	D	I	I	I	LVL MAINT
AMT ADQ HANGARS	28	147685.0	151102.0	151346.0	238496.0+	156858.0	0-MAX, MAX HI
COND OF HANGARS	12	54.00%	57.00%	48.00%	52.00%	64.00%	%0-100, 100 HI
AIRCRFT MAINT FAC ---	100	7.0	7.1	6.4	7.4	6.6	GROUP SUBTOTAL
1 OTHR PRIPILOT FLD	0	Y	Y	Y	Y	Y	Y(10)/N(0)
2+ OTR PRI PILOT FLD	0	N	N	N	N	Y	Y(10)/N(0)
1 FLD <30MILES	0	Y	Y	Y	Y	Y	Y(10)/N(0)
2+ FLDS < 30MILES	0	N	N	N	N	N	Y(10)/N(0)
PROX OTHR SPT FAC ---	0	?	?	?	?	?	GROUP SUBTOTAL
IN ATTAIN/MAINT AREA	0	Y	Y	Y	Y	Y	Y(10)/N(0)
MOD NONATTAIN/BETTER	0	Y	Y	Y	Y	Y	Y(10)/N(0)
DELAYS DUE AIR QUAL	0	Y	Y	Y	Y	Y	Y(10)/N(0)
AIR QUALITY ---	0	?	?	?	?	?	GROUP SUBTOTAL
AICUZ CPLTD ENCODED	90	Y++	Y++	Y++	N--	Y++	Y(10)/N(0)
%INCOMPAT CLR ZONE	0	0.00%	0.00%	0.00%	0.00%	0.00%	%0-MAX, MIN HI
%INCOMPAT APZI	50	0.00%+	1.00%+	0.00%+	22.00%--	1.00%+	%0-MAX, MIN HI
%INCOMPAT APZII	40	4.00%+	0.00%+	0.00%+	18.00%--	18.00%--	%0-MAX, MIN HI
REAL ESTATE DISCLOS	20	N	N	Y+	N	N	Y(10)/N(0)
CLR ZONE ACQ CMPLTD	0	Y	Y	Y	Y	Y	Y(10)/N(0)
ENCROACHMENT ---	200	8.6	8.9	10.0	0.0	6.9	GROUP SUBTOTAL
AMT BOQ RMS ADQ	0	152.0	264.0	222.0	558.0	247.0	0-MAX, MAX HI
CONDITION BOQ % ADQ	0	100.00%	100.00%	100.00%	100.00%	100.00%	%0-100, 100 HI
AMT BEQ RMS ADQ	0	462.0	690.0	400.0	521.0	442.0	0-MAX, MAX HI
CONDITION BEQ % ADQ	0	100.00%	100.00%	100.00%	100.00%	100.00%	%0-100, 100 HI
%MWR/SPT FAC AVAIL	0	93.00%	87.00%	87.00%	87.00%	70.00%	%0-100, 100 HI
AMT MIL HSE ADQ	0	400.0	812.0	654.0	948.0	230.0	0-MAX, MAX HI
CONDITION HSE % ADQ	0	100.00%	100.00%	100.00%	93.00%	100.00%	%0-100, 100 HI
# CHLDCAR WAIT LIST	0	37.0	4.0	6.0	79.0	1.0	0-MAX, MIN HI

Staff Analysis I

	WEIGHT	REESE	COL	LAU	RANDOLPH	VANCE	RATING SCALE
AVG WAIT CHILDREN	0	216.0	14.0	150.0	186.0	30.0	0-MAX, MIN HI
SERVICES ---	0	?	?	?	?	?	GROUP SUBTOTAL
	===						
SCORE	1000	6.4	7.2	7.8	5.3	6.7	
RANK		4	2	1	5	3	

Staff Analysis II

	WEIGHT	REESE	COL	LAU	RANDOLPH	VANCE	RATING SCALE
# OF OUTLYING FLDS	0	1.0	1.0	1.0	1.0	1.0	0-6, 6 HI
MOA SPEC AIRSPC	0	Y	Y	Y	Y	Y	Y(10)/N(0)
MTR SPEC AIRSPACE	0	Y	Y	Y	Y	Y	Y(10)/N(0)
AA SPEC AIRSPACE	0	Y	N	Y	N	Y	Y(10)/N(0)
MANAGED TRNG AREAS ---	0	?	?	?	?	?	GROUP SUBTOTAL
%TIME WTHER > 1500/3	85	91.50%+	89.10%	90.90%+	83.60%--	89.40%	80-95%, 80 LO
%TIME WTHER > 300/1	45	98.40%	99.00%	98.90%	97.90%	97.90%	95-100%,100% HI
% TIME CROSWND <15KT	10	93.20%-	99.20%	99.30%	98.40%	97.80%	%MIN-M, MAX HI
% TIME CROSWND >25KT	15	1.40%-	0.10%	0.10%	0.10%	0.20%	%MIN-M, MIN HI
FRZNG PRECP DAYS	15	17-	7	2+	2+	19-	0-20, 0 HI
ICING IN AREAS DAYS	15	50	144-	15+	15+	80	0-100, 0 HI
% SORTIES CXL/RESCHD	85	19.8%	22.9%--	18.0%+	15.0%++	23.3%--	10-25%, 10% HI
SORTIE PLAN FCTR>=5%	30	27.0%-	26.0%-	19.0%+	19.0%+	22.3%	15-30%, 15% HI
WEATHER ---	300	4.7	4.7	7.0	5.8	4.3	GROUP SUBTOTAL
AMT MOA/AA ARSPCE	100	27214	20545-	40435++	9685--	27945	0-60K, 60K HI
AVG DIST TO AIRSCE	40	32.6-	33.2-	16.8+	43.8--	12.3++	MIN-M, MIN HI
# MTR'S AVAIL	20	14	11	10	18	32+	0-20, 20 HI
NEAREST RNGE<50MI?	20	N-	Y+	N-	Y+	N-	Y(10)/N(0)
%ATC DLAYS > 15 MIN	0	0.00%	0.00%	0.00%	0.00%	0.00%	%0-MAX, MIN HI
CMERC HUB W/IN 100MI	0	NO	NO	NO	NO	NO	Y(0)/N(10)
# OF BISECT AIRWAYS	20	12	2	4	3	20+	0-30, 0 HI
AIRSPC/FLT TRNG AREA ---	200	4.1	4.0	5.7	2.8	6.0	GROUP SUBTOTAL
#OTLYG/AUX FLDS	0	1.0	1.0	1.0	1.0	1.0	0-MAX, MAX HI
#OUT/AUX FLD IFR CAP	0	0.0	0.0	0.0	0.0	0.0	0-MAX, MAX HI
MEDIAN DIST <= MAX?	0	Y	Y	Y	Y	Y	Y(10)/N(0)
MED DIST TO AUX/OUT	25	17	43	22	20	26	MIN-100, MIN-Hi
RUNWAY 5000 FT?	0	Y	Y	Y	Y	Y	Y(10)/N(0)
LGEST MAIN FLD RUNWY	10	10500	12000	8858	8353	9200	5-10K RW,10K HI
#PRIMARY RUNWAYS	50	C	C	C	B-	F+	PRIMARY RUNWAYS
CONDIT OF RUNWAYS	25	85.00%	100.00%	85.00%	66.00%	100.00%	%0-100, 100 HI
%TAXI/APRNS ADQ COND	20	32.00%	100.00%+	42.00%	27.00%-	88.00%+	%0-100, 100 HI
CONDIT OF UTILITIES	10	92.00%	100.00%	59.00%	51.00%	97.00%	%0-100, 100 HI
%OTHR FAC ADQ COND	10	87.00%	76.00%	60.00%	40.00%	56.00%	%0-100, 100 HI
AIRFIELDS ---	150	8.2	8.9	7.7	6.0	9.2	GROUP SUBTOTAL
AMT ADQ TRNG FAC	14	59469	84459	68320	135526	26652-	0-100K, 100K HI

Staff Analysis II

	WEIGHT	REESE	COL	LAU	RANDOLPH	VANCE	RATING SCALE
CONDITION % ADQ CLAS	5	100.00%	100.00%	91.00%	83.00%	86.00%	%0-100, 100 HI
AMT ADQ TRAINERS	14	60863.0	63354.0	70689.0	66423.0	75207.0	0-MAX, MAX HI
CONDITION % ADQ TRNR	5	100.00%	100.00%	100.00%	100.00%	100.00%	%0-100, 100 HI
AMT OTHR TRNG FAC	8	51572.0	17029.0	19365.0	36060.0	68639.0	0-MAX, MAX HI
CONDITION OTHR FAC	4	99.00%	36.00%	54.00%	78.00%	100.00%	%0-100, 100 HI
GRNF TRNG FAC ---	50	7.9	7.4	7.3	8.6	7.8	GROUP SUBTOTAL
LVL MAINT OPS	60	D	D	I	I	I	LVL MAINT
AMT ADQ HANGARS	28	147685.0	151102.0	151346.0	238496.0+	156858.0	0-MAX, MAX HI
COND OF HANGARS	12	54.00%	57.00%	48.00%	52.00%	64.00%	%0-100, 100 HI
AIRCRFT MAINT FAC ---	100	7.0	7.1	6.4	7.4	6.6	GROUP SUBTOTAL
1 OTHR PRIPILOT FLD	0	Y	Y	Y	Y	Y	Y(10)/N(0)
2+ OTR PRI PILOT FLD	0	N	N	N	N	Y	Y(10)/N(0)
1 FLD <30MILES	0	Y	Y	Y	Y	Y	Y(10)/N(0)
2+ FLDS < 30MILES	0	N	N	N	N	N	Y(10)/N(0)
PROX OTHR SPT FAC ---	0	?	?	?	?	?	GROUP SUBTOTAL
IN ATTAIN/MAINT AREA	0	Y	Y	Y	Y	Y	Y(10)/N(0)
MOD NONATTAIN/BETTER	0	Y	Y	Y	Y	Y	Y(10)/N(0)
DELAYS DUE AIR QUAL	0	Y	Y	Y	Y	Y	Y(10)/N(0)
AIR QUALITY ---	0	?	?	?	?	?	GROUP SUBTOTAL
AICUZ CPLTD ENCODED	90	Y++	Y++	Y++	N--	Y++	Y(10)/N(0)
%INCOMPAT CLR ZONE	0	0.00%	0.00%	0.00%	0.00%	0.00%	%0-MAX, MIN HI
%INCOMPAT APZI	50	0.00%+	1.00%+	0.00%+	22.00%--	1.00%+	%0-MAX, MIN HI
%INCOMPAT APZII	40	4.00%+	0.00%++	0.00%++	18.00%--	18.00%--	%0-MAX, MIN HI
REAL ESTATE DISCLOS	20	N	N	Y+	N	N	Y(10)/N(0)
CLR ZONE ACQ CMPLTD	0	Y	Y	Y	Y	Y	Y(10)/N(0)
ENCROACHMENT ---	200	8.6	8.9	10.0	0.0	6.9	GROUP SUBTOTAL
AMT BOQ RMS ADQ	0	152.0	264.0	222.0	558.0	247.0	0-MAX, MAX HI
CONDITION BOQ % ADQ	0	100.00%	100.00%	100.00%	100.00%	100.00%	%0-100, 100 HI
AMT BEQ RMS ADQ	0	462.0	690.0	400.0	521.0	442.0	0-MAX, MAX HI
CONDITION BEQ % ADQ	0	100.00%	100.00%	100.00%	100.00%	100.00%	%0-100, 100 HI
%MWR/SPT FAC AVAIL	0	93.00%	87.00%	87.00%	87.00%	70.00%	%0-100, 100 HI
AMT MIL HSE ADQ	0	400.0	812.0	654.0	948.0	230.0	0-MAX, MAX HI
CONDITION HSE % ADQ	0	100.00%	100.00%	100.00%	93.00%	100.00%	%0-100, 100 HI
# CHLDCAR WAIT LIST	0	37.0	4.0	6.0	79.0	1.0	0-MAX, MIN HI
AVG WAIT CHILDREN	0	216.0	14.0	150.0	186.0	30.0	0-MAX, MIN HI

Staff Analysis II

	WEIGHT	REESE	COL	LAU	RANDOLPH	VANCE	RATING SCALE
SERVICES ---	0	?	?	?	?	?	GROUP SUBTOTAL
	===						
SCORE	1000	6.3	6.4	7.4	4.4	6.3	
RANK		3	2	1	5	3	

AIRSPACE AND DISTANCE DATA
AIRSPACE OWNED/SCHEDULED BY
COLUMBUS AFB

COLUMBUS					
NAME	AREA NM2	ALT	VOLUME NM3	DIST	CNM X DIST
A440	177	6500	189.2	1	189.2269737
CBM1	2643	15000	6520.6	1	6520.559211
CBM2	647	15000	1596.2	45	71829.76974
CBM3	2668	15000	6582.2	42	276453.9474
CBM4	1379	13000	2948.5	74	218190.4605
CALDONIA1	877	4000	577.0	12	6923.684211
CALDONIA2	804	4000	528.9	12	6347.368421
GREENWOOD	831	4000	546.7	45	24601.97368
MEMPHIS	857	4000	563.8	75	42286.18421
OXFORD	809	4000	532.2	45	23950.65789
R4404	78.5	11500	148.5	37	5493.708882

ALERT x .8:	151	ALERT:	189	ALERT DIST:	1.00
ALERT TOT:	189	WA:	0	WA DIST:	0.00
WA TOTAL:	0	MOA:	677105	MOA DIST:	33.20
MOA TOTAL:	20396	RES:	5494	RES DIST:	37.00
RES TOTAL:	148	TOTAL:	682788	ALL DIST:	32.93
TOTAL:	20734				

AL/WA/MOA	20585
AL/MOA	20585

STRIKE & B/F	WA/MOA/RES:	20545
E2/C2 & AIRLIFT & WSO	AL.8/WA/MOA:	20548
PRIMARY & NFO & SCREENING	AL.8/MOA:	20548

STRIKE & B/F DIST:	33.23
MARITIME & AIRLIFT:	32.90
PRIMARY DIST:	32.90

AIRSPACE AND DISTANCE DATA
AIRSPACE OWNED/SCHEDULED BY
LAUGHLIN AFB

LAUGHLIN					
NAME	AREA NM2	ALT	VOLUME NM3	DIST	CNM X DIST
A633A	708	6000	698.7	1	698.6842105
A633B	154	3000	76.0	22	1671.710526
LAU1	4500	13000	9621.7	20	192434.2105
LAU2	469	13000	1002.8	40	40111.84211
LAU3	1975	15000	4872.5	15	73087.99342
PECOS ATCAA	7980	19000	24937.5	15	374062.5

ALERT x .8:	620	ALERT:	2370	ALERT DIST:	3.06
ALERT TOT:	775	WA:	0	WA DIST:	0.00
WA TOTAL:	0	MOA:	679697	MOA DIST:	16.81
MOA TOTAL:	40435	RES:	0	RES DIST:	#DIV/0!
RES TOTAL:	0	TOTAL:	682067	ALL DIST:	16.55
TOTAL:	41209				

AL/WA/MOA	41209
AL/MOA	41209

STRIKE & B/F	WA/MOA/RES:	40435
E2/C2 & AIRLIFT & WSO	AL.8/WA/MOA:	41054
PRIMARY & NFO & SCREENING	AL.8/MOA:	41054

STRIKE & B/F DIST:	16.81
MARITIME & AIRLIFT:	16.55
PRIMARY DIST:	16.55

AIRSPACE AND DISTANCE DATA
AIRSPACE OWNED/SCHEDULED BY
REESE AFB
(USING AETC REVISED DATA)

REESE					
NAME	AREA NM2	ALT	VOLUME NM3	DIST	CNM X DIST
A637	1250	2700	555.1	1	555.098684
REESE 1	1022	6000	1008.6	31	31265.1316
ATCAA 1	1022	8000	1344.7	31	41686.8421
REESE 2	828	8000	1089.5	12	13073.6842
ATCAA 2	828	5000	680.9	12	8171.05263
REESE 3	2677	6000	2641.8	47	124163.487
ATCAA 3	2677	8000	3522.4	47	165551.316
REESE 4	894	8000	1176.3	16	18821.0526
ATCAA 4	894	5000	735.2	16	11763.1579
REESE 5	1437	6000	1418.1	46	65232.2368
ATCAA 5	1437	8000	1890.8	46	86976.3158
HIGH A	1340	11000	2424.3	15	36365.1316
HIGH B	893	11000	1615.6	49	79165.625
HIGH C	1226	11000	2218.1	49	108686.513
HIGH D	908	11000	1642.8	15	24641.4474
HIGH E	1023	11000	1850.8	15	27762.3355
TORCH	405	11000	732.7	25	18318.2566
NORMAN	464	8000	610.5	20	12210.5263
RAMSEY	464	8000	610.5	20	12210.5263

ALERT x .8:	444	ALERT:	555	ALERT DIST:	1.00
ALERT TOT:	555	WA:	0	WA DIST:	0.00
WA TOTAL:	0	MOA:	886065	MOA DIST:	32.56
MOA TOTAL:	27214	RES:	0	RES DIST:	#DIV/0!
RES TOTAL:	0	TOTAL:	886620	ALL DIST:	31.93
TOTAL:	27769				

AL/WA/MOA	27769
AL/MOA	27769

STRIKE & B/F	WA/MOA/RES:	27214
E2/C2 & AIRLIFT & WSO	AL.8/WA/MOA:	27658
PRIMARY & NFO & SCREENING	AL.8/MOA:	27658

STRIKE & B/F DIST:	32.56
MARITIME & AIRLIFT:	31.93
PRIMARY DIST:	31.93

AIRSPACE AND DISTANCE DATA
AIRSPACE OWNED/SCHEDULED BY
VANCE AFB
(USING AETC REVISED DATA)

VANCE					
NAME	AREA NM2	ALT	VOLUME NM3	DIST	CNM X DIST
A562A	209	8700	299.1	1	299.0625
A562B	140	8800	202.6	17	3444.73684
VANCE 1A	6298	8000	8286.8	1	8286.84211
ATCAA 1A	6298	6000	6215.1	1	6215.13158
VANCE 1B	2132	11000	3857.2	1	3857.23684
ATCAA 1B	2132	6000	2103.9	1	2103.94737
EAGLE 2N	998	9000	1477.3	40	59092.1053
EAGLE 2S	916	9000	1355.9	40	54236.8421
EAGLE 3N	832	9000	1231.6	66	81284.2105
EAGLE 3S	930	9000	1376.6	66	90858.5526
EAGEL 6	612	17000	1711.2	18	30801.3158
TORCH	500	4000	328.9	18	5921.05263

ALERT x .8:	401	ALERT:	3744	ALERT DIST:	7.46
ALERT TOT:	502	WA:	0	WA DIST:	0.00
WA TOTAL:	0	MOA:	342657	MOA DIST:	12.26
MOA TOTAL:	27945	RES:	0	RES DIST:	#DIV/0!
RES TOTAL:	0	TOTAL:	346401	ALL DIST:	12.18
TOTAL:	28446				

AL/WA/MOA	28446
AL/MOA	28446

STRIKE & B/F	WA/MOA/RES:	27945
E2/C2 & AIRLIFT & WSO	AL.8/WA/MOA:	28346
PRIMARY & NFO & SCREENING	AL.8/MOA:	28346

STRIKE & B/F DIST:	12.26
MARITIME & AIRLIFT:	12.18
PRIMARY DIST:	12.18

AIRSPACE AND DISTANCE DATA
AIRSPACE OWNED/SCHEDULED BY
RANDOLPH AFB

RANDOLPH					
NAME	AREA NM2	ALT	VOLUME NM3	DIST	CNM X DIST
A635	119	2500	48.9	1	48.9309211
A638	112	2500	46.1	19	875
RND1A	1407	13000	3008.4	50	150419.408
RND1B	540	15000	1332.2	30	39967.1053
RND1C	123	5000	101.2	40	4046.05263
RND2A	1462	20000	4809.2	45	216414.474
RND2B	330	8000	434.2	30	13026.3158

ALERT x .8:	76	ALERT:	924	ALERT DIST:	9.73
ALERT TOT:	95	WA:	0	WA DIST:	0.00
WA TOTAL:	0	MOA:	423873	MOA DIST:	43.77
MOA TOTAL:	9685	RES:	0	RES DIST:	#DIV/0!
RES TOTAL:	0	TOTAL:	424797	ALL DIST:	43.43
TOTAL:	9780				

AL/WA/MOA	9780
AL/MOA	9780

STRIKE & B/F	WA/MOA/RES:	9685
E2/C2 & AIRLIFT & WSO	AL.8/WA/MOA:	9761
PRIMARY & NFO & SCREENING	AL.8/MOA:	9761

STRIKE & B/F DIST:	43.77
MARITIME & AIRLIFT:	43.43
PRIMARY DIST:	43.43

– Percentage of time wx 3000/3 and above? (I.2.A.1.c)

ANSWER: 82.0%

– Percentage of time wx 1500/3 and above? (I.2.A.1.d)

ANSWER: 89.6%

- Number of forecasted or actual icing days: Base? Working areas (MOAs & Ranges)? (I.2.A.2)

ANSWER: The total number of forecast icing days for Columbus AFB from 1 Jan 92 to 31 May 92 was 77 days. When the training areas are included, the total was 94 days. Only two days during the period included icing forecased to the surface. The five month period used in the study is typically when the majority of our icing days occur. Climatological estimates for the remainder of the 1992 calendar year should add another 50 days of forecasted icing or a total of 144 forecasted days.

- Wx attrition? (Use both operations and maintenance records--request five year look-back. Use MAJCOM information, if required). In answering question, please breakout rates with respect to local (read base weather problem), enroute weather, and training area weather, if required. (I.2.A.3.)

- How many sorties were lost due to wx? How many were recovered? (I.2.A.3.a)

NOTE: Weather attrition for Columbus AFB MS FY 87 thru FY 91 (maintenance data only; operations does not maintain this data). All weather losses were due to local/training area weather -- enroute weather problems are not applicable.

COMMONWEALTH COMSULT TEL:1-703-524-1005

2. OPERATIONAL EFFECTIVENESS (L2)

A. Weather information (L2.A)

- During the best period of record (at least ten years), what was the average: (L2.A.1)

  -- Percentage of time wx at or above 300/1? (L2.A.1.a)

  ANSWER: 98.1%

  -- Percentage of time wx 3000/5 and above? (L2.A.1.b)

  ANSWER: 87.6%

  -- Percentage of time wx 3000/3 and above? (L2.A.1.c)

  ANSWER: 87.6%

  -- Percentage of time wx 1500/3 and above? (L2.A.1.d)

  ANSWER: 91.6%

- Number of forecasted or actual icing days: Base? Working areas(MOAs & Ranges)? (L2.A.2)

ANSWER: Surface: 20 days per year with forecast ice in the airport traffic area.
Working MOA: 50 days per year with forecast ice in the Reese 1-5 MOAs

- Wx attrition? (Use both operations and maintenance records--request five year look-back. Use MAJCOM information, if required). In answering question, please breakout rates with respect to local (read base weather problem), enroute

COMMONWEALTH CONSULT TEL:1-703-524-1005

2. OPERATIONAL EFFECTIVENESS (L2)

A. Weather (WX) information (L2.A)

- During the best period of record (at least ten years), what was the average: (L2.A.1)

  -- Percentage of time wx at or above 300/1? (L2.A.1.a)

  ANSWER: 98.3%

  -- Percentage of time wx 3000/5 and above? (L2.A.1.b)

  ANSWER: 80.7%

  -- Percentage of time wx 3000/3 and above? (L2.A.1.c)

  ANSWER: 80.7%

  -- Percentage of time wx 1500/3 and above? (L2.A.1.d)

  ANSWER: 89.6%

- Number of forecasted or actual icing days: Base? Working areas (MOAs & Ranges)? (L2.A.2)

  ANSWER: Surface: 0 Working areas: Approximately 15; NOTE: We do not track icing in the working areas per se, an estimated average from historical data indicates 15 days annually where icing in the working areas may be a factor in student training.

ANSWER: 89.3%

Number of forecasted or actual icing days: Base? Working areas (MOAs & Ranges)? (L2.A.2)

ANSWER: Surface: 15 Working Areas: 80

- Wx attrition? (Use both operations and maintenance records--request five year look-back. Use MAJCOM information, if required). In answering question, please breakout rates with respect to local (read base weather problem), enroute weather, and training area weather, if required. (L2.A.3)

  – How many sorties were lost due to wx? How many were recovered? (L2.A.3.a)

ANSWER: FY 89 7077 of 38,425 (T-37) 8678 of 46,771 (T-38); FY 90 6549 of 37,820 (T-37) 9574 of 47,939 (T-38); FY 91 4852 of 29,496 (T-37) 8490 of 44,312 (T-38); FY 92 4328 of 24,152 (T-37) 5070 of 26,571 (T-38). Ten year loss average 1980-1989 = T-37 22.7%; T-38 22.4%. All sorties were recovered.

NOTE: No numerical data is available on loss of sorties due to local, enroute, or other training area weather.

  – How many required exercise (local or HHQ) sorties were not flown due to wx during the last year? Is this about the average number lost per year? (L2.A.3.b)

ANSWER: ATC does not perform required exercise sorties.

  -- How many formal (BFT, FTU) sorties were lost due to wx? Provide yearly average. (L2.A.3.c)

ANSWER: None.

  -- How many class graduations were delayed by wx? Is this about the average? (L2.A.3.d)

ANSWER: None. Yes.

Document Separator

UNDERGRADUATE PILOT TRAINING

ITEMS FOR INCLUSION IN THE RECORD

1. Mr. Finch, during your testimony, you stated to Commissioner Robles that you would provide a list of those criteria used by the UPT-Joint Cross-Service Group to constrain the linear programming model from presenting nonsensical results. Please provide these criteria.

ANSWER: In addition to the "Site/Function Constraint Matrix" which limited potential site/functions combinations from the outset of the modeling process, constraints were imposed as the JCSG proceeded with its Optimization Model process. These constraints which were applied in an additive manner are as follows:

1. Flight screening would not be performed/collocated with any other function - based on JCSG military judgment.
2. Primary and advanced NAV/NFO, advanced NFO Strike, and advanced NFO Panel functions would be joint and single-sited - based on DEPSECDEF memo of October 24, 1994.
3. No function would be "spread" or fractionalized smaller than a "notionalized" or smallest squadron (approximately 100 annual production) - JCSG military judgment.
4. Flight screening function limited to the Air Force Academy and Hondo, TX sites - JCSG military judgment.
5. Primary function limited to four sites - JCSG military judgment. (This constraint was later dropped.)
6. Three site closure results (MIN PRIME model run) used as baseline for follow-on Optimization Model runs.
7. Air space and outlying airfield operations capacity from sites closed in MIN PRIME model run were transferred to remaining sites in close proximity for all additional modeling efforts.

2. Mr. Finch, during your testimony, you stated to Commissioner Cornella that Flight Screening was "basically" included as a matter of completeness. For the record, please respond to the following question:

Why did you include Flight Screening, a function not now nor envisioned to be done at UPT bases, but did not include Introduction to Fighter Fundamental (IFF) training, a function that is done at UPT bases, in the scope of your analysis?

ANSWER: The JCSG defined its category scope to include: DoD flight programs which support and facilitate selection and training of pilots, naval flight officers, and navigators to the point of awarding "Wings." Post-"Wings" flying missions such a IFF, the Blue Angels, and a large number of graduate rotary-wing courses were excluded from direct analysis. Non-flying missions at the bases (such as technical training at Sheppard AFB and NAS Meridian) were also excluded. When forwarding alternatives for consideration, the JCSG asked the military departments to quantify any such missions that impacted their capacity.

3. General Blume/Mr. Nemfakos/General Shane, during your testimony, Commissioner Davis asked how much surge capacity exists in each service. Please respond to this question in terms of capacity to recover from temporary situations, such as a period of prolonged bad weather, and also in terms of capacity to accommodate an increase in the Pilot Training Rate in the event of a long-term increase in pilot requirements.

ANSWER: Maj Gen Blume. If Reese AFB closes as recommended by DoD, the Air Force will retain approximately 12 percent surge capacity to recover from temporary situations at the Specialized Undergraduate Pilot Training bases. In addition, bases will have the capability to respond to temporary requirements by lengthening the duty day, increasing sortie density, flying on the weekend, etc. Increases such as these are not sustainable over a sufficient period of time to generate net increases in production. For extended operations such as an increase in the pilot training rate, the Air Force will retain between 7 and 12 percent surge capacity.

Mr. Nemfakos. To ensure the DON has capacity to support future unforeseen increases in pilot/NFO training rates, as part of its configuration analysis the BSEC looked at scenarios where all the FY 2001 pilot and NFO training rates were increased by 10 and 20 percent. (This includes increases in the Air Force training scheduled for Naval air stations.) The results showed that even with the its closure recommendations, the DON could support a 20 percent increase in PTR requirements and still have some excess capacity.

In addition, the capacity analysis was based on a 237-day work year and accounted for down time due to bad weather. If need be, training capacity could be increased at each air station by increasing the operating schedule (e.g., pilots could train on weekends to make up for lost flying time during the week days).

4. General Blume/Mr. Nemfakos/General Shane, during your testimony, Commissioner Robles requested that each Service provide data summarizing the costs to train pilots. Please include in this information the fixed costs for Base Operating Support (BOS), Real Property Management Account (RPMA), Overhead and Personnel at each UPT base, and the variable costs which vary by the number of students and flight hours/sorties flown. These costs should reflect only the portion attributable to UPT for the installations that also host other tenant units.

ANSWER: Maj Gen Blume.

COST ESTIMATE BASED ON FY94 DATA

	Mission Fixed Costs (in $M)	RPM Fixed Costs (in $M)	BOS Fixed Costs (in $M)	Medical* Fixed Costs (in $M)	Total Fixed Costs (in $M)	SUPT Variable Cost Per Graduate
Columbus	$33.5	$4.9	$27.9	$8.5	$74.8	$237,507
Laughlin	$35.3	$5.7	$32.2	$11.0	$84.2	$245,039
Reese	$32.1	$5.5	$31.0	$9.9	$78.5	$244,619

Vance	$33.8	$5.7	$25.4	$4.9	$69.8	$232,394

* Although not specifically asked for, medical fixed costs are also provided. These costs are not included in any other of the fixed costs provided.

Definitions:

Mission Fixed Costs: Open-the-door costs to enter one student. Includes Instructors, school overhead, and maintenance.

RPM Fixed Costs: The upkeep on the facilities that is required whether or not you have students in training (e.g., utilities).

BOS Fixed Costs: Base operating support costs that are required to support the fixed personnel (e.g., transportation, supply, grounds maintenance, chaplains, comptroller).

Medical Fixed Costs: Open-the-door costs to enter one student (e.g., supplies, and equipment to support fixed population).

Variable Cost Per Graduate: The cost of sending one additional student through SUPT. It does not include any fixed costs.

Mr. Nemfakos. The Navy has issued a data call to collect these data. We will forward a response as soon as possible.

5. Mr. Finch, during your testimony, you stated that in order to achieve uniformity when making comparisons between the services, the UPT-Joint Cross-Service Group drafted rules used by the FAA to measure airfield operations capacity at each UPT base. Please provide the formula that the FAA uses and how these rules were applied by your group.

ANSWER: In collecting runway capacity data, the JCSG data call asked for the sustainable capacity of the air station's main field and each outlying field in terms of the number of flight operations per hour each runway complex can support. To ensure consistency in the responses, the question instructed the air stations to base their capacity calculations on the methodology in the FAA Advisory Circular 150/5060-5 entitled "Airport Capacity and Delay." This methodology accounts for the type and mix of aircraft, the runway and taxiway configurations, and reductions in operations due to weather and times the airfield is closed to flying operations for other reasons. The attached pages at **TAB 5** excerpted from the Circular describe the procedure for determining the weighted hourly capacity for each runway.

6. General Blume, during your testimony, you stated you would provide answers to several questions relating to weather. Please respond to the following questions:

ANSWER: These questions pertain to Joint Cross-Service Group analysis and data and should therefore be directed to the Joint Cross-Service Group.

Why was the percent of time at which the ceiling and visibility are better than 1000 feet and 3 miles given any weight in the analysis when it is 1500 feet and 3 miles that represents a key weather decision factor in conducting Air Force flight training operations?

Mr. Finch: The measures and criterion reflected the JCSG developed consensus decision. The 1000/3 ceiling visibility cutoff represents a key Navy decision factor. Missions were analyzed based on the users. For example, both Military Departments will conduct primary training, so both 1000/3 and 1500/3 were used. In Air Force unique bomber-fighter training, on the other hand, 1500/3 was used while 1000/3 was not.

In tracking weather attrition, factors such as actual attrition experience, cancellations due to forecast icing conditions, and the occurrence of crosswinds out of limits can be used. Why was so much weight placed on crosswinds rather than some of these other factors in the UPT-Joint Cross-Service Group functional value analysis?

Mr. Finch: All weather factors (icing, crosswinds, etc.) were captured by weather attrition inputs. The extra weight given to crosswinds represents a measurement of the frequency of crosswinds, not a measure of "lost sorties." While some crosswind exposure is useful, frequent crosswinds complicate the learning process and can cause last-minute scheduling changes.

The T-38 attrition rate planning factor at Reese is 28 percent compared to 17 percent for the T-1. Since the T-1 factor is currently in use at Reese, why did the UPT-Joint Cross-Service Group use the T-38 instead of the T-1 planning factor in its functional value analysis?

Mr. Finch: In computing the T-1 attrition planning factors, the JCSG used the reported value for Reese AFB and a surrogate, based on existing aircraft, for the other sites. In the final analysis, no Air Force site received points for the T-1 planning factor in the JCSG model. Based on T-37/T-38 attrition planning factor comparisons across sites, there is no reason to believe that Reese AFB would gain an advantage from a T-1 planning factor comparison.

7. Mr. Nemfakos, during your testimony, you stated to Commissioner Davis that you would provide for the record your analysis on Strike Pilot Training Rates. Please provide that general data along with your response to the following specific questions:

Are the flight operations per strike Pilot Training Rate (PTR) at NAS Meridian and NAS Kingsville used in your capacity analysis the same? Please explain any differences.

ANSWER: Yes, the analysis used 1511 daylight flight operations per Strike PTR

What is the current operations per strike Pilot Training Rate at NAS Kingsville? How does this compare with the figure used to determine strike Pilot Training Rate capacity at NAS Kingsville?

ANSWER: NAS Kingsville's data call reported a daylight flight operations requirement for an all T-45 syllabus of 1393 ops. The 1511 ops used in the analysis was derived as follows. Because in FY 2001 not all strike training will be done in T-45 aircraft, we assumed 50 percent of the Strike pilots would go through an all T-45 syllabus and 50 percent would go through a split syllabus consisting of an Intermediate phase in the T-2 aircraft and an Advanced phase in the T-45 aircraft. Based on certified data, the flight ops requirement for this split syllabus was calculated as follows:

Intermediate Phase in T-2 -- 741 (from NAS Meridian' data call)
Advanced Phase in T-45 -- 888 (from NAS Kingsville's data call)
Total: 1,629

Taking a weighted average, this gives

(1393 x .5) + (1629 x .5) = 1511 daylight flight ops per Strike PTR

To what extent was the Navy's determination that a single intermediate/advanced strike UPT base containing sufficient capacity to conduct training to support the strike Pilot Training Rate (PTR) in the future and under surge operations based upon the availability of NAS Corpus Christi as an outlying field?

ANSWER: Under the recommended scenario, the main airfield at NAS Corpus Christi is needed to support the single-siting of Strike training at NAS Kingsville.

What is the maximum strike Pilot Training Rate (PTR) that NAS Kingsville could support with Orange Grove and NAS Corpus Christi available as outlying fields?

ANSWER: Because daylight runway operations is the capacity limiter at training air station, we will show the capacity of this complex to support Strike training in these terms. As explained in response question 6b, the certified data showed that the daylight runway operations per pilot training rate (PTR) for Strike training is 1511 operations. The capacity at NAS Kingsville, OLF Orange Grove, and NAS Corpus Christi (after the proposed runway extensions) is as follows:

NAS Kingsville ------- 237 days x 12.1 hrs/day x 80 ops/hr = 229,416 annual flight ops
OLF Orange Grove -- 237 days x 11.6 hrs/day x 54 ops/hr =148,457 annual flight ops
NAS Corpus Christi -- 237 days x 11.6 hrs/day x 80 ops/hr = 219,936 annual flight ops
Total: 597,806 annual flight ops

Dividing the total annual flight ops by the flight ops required per PTR gives a strike PTR capacity of

597,806/1511 = 396 PTR

The FY 2001 pilot training rate for Strike is 336 pilots. Thus, the recommended scenario provides an excess capacity of

396 - 336 = 60 PTR

which equates to about an 18% surge capability under planned and budgeted operations. Note that the Strike training capacity at this complex will increase as the Navy completes its transition to an all T-45 training syllabus. Once this transition is completed, the capacity at this complex will be

597,806/1393 = 427 PTR

which increases the surge capability to about 28%

To what extent would the strike training capacity of NAS Kingsville be impacted if NAS Corpus Christi was not available?

ANSWER: Without the use of NAS Corpus Christi, NAS Kingsville would need another outlying field to support all Strike training.

8. Mr. Finch, your optimization analysis apparently placed primary emphasis on the installation military value data provided to you by the services, and less emphasis on the functional values developed by the UPT-Joint Cross-Service Group.

Please explain the reasoning for this approach?

ANSWER: Sites have value both with respect to their ability to accommodate activities involving specific functions (e.g., those associated with flight training) and the more general military missions of the Military Departments. For the former, the initial means of representing value for flight training functions was to consider the capacity of sites collectively to carry out all the functions associated with flight training. This was done by introducing a set of constraints that ensured that there was sufficient capacity in the collection of sites that remained open to handle all flight training functions.

Beyond ensuring there was sufficient capacity to perform flight training functions, the Group's methods next considered military value, maximizing the inherent military value of all sites that remained open to carry out general military missions of the Military Departments.

Finally, the Group's method considered the value of sites that remained open to perform flight training functions. Since functional value was already considered implicitly by setting constraints that guaranteed sufficient capacity to carry out all functions, this additional consideration of functional value was given lower priority.

To allow functional value to drive the model is relevant only if we assume functions can be easily moved and are completely interoperable. In practice, this led to nonsensical results during the early, "unconstrained" model runs. For example, Navy Strike training with its attendant costly T-45 infrastructure was spread to four sites. Other functions were swapped between Air Force and Navy sites. Site functional value was also a more narrow look at

installation value, as it did not consider collateral missions such as technical training. The Military Departments' inputs encompassed all functions and potential alternative uses of the installation.

9. Mr. Finch, your Joint Cross-Service Group minutes of March 24, 1994, state that the UPT category is largely installation oriented. If the value of a UPT base is best reflected in its functional rather than military value, why didn't you base your alternatives on model output which maximized functional value unconstrained by installation military value?

Since there is a direct correlation between the Joint Cross-Service Group's functional value rating and the Air Force's determination of military value, didn't the use of both functional and military value in the model simply increase the impact of functional value in the result?

ANSWER: Functional and military values are not independent. SECDEF guidelines define the first four BRAC criteria as military value. Criterion one is "mission requirements." This indicates functional value is a significant element of military value. There is also no single functional value for each base. The JCSG generally analyzed each site for all UPT missions, regardless of whether the site currently supported those missions. The JCSG did not analyze non-UPT missions. Functional value is only a subset of military value.

10. General Blume, since the Air Force relied so heavily on the results of the Joint Cross-Service Group's computer model, did you analyze the model for calculation errors?

ANSWER: The Air Force had representatives on the Joint Cross-Service Group and its Study Team to continuously monitor the process and its output. The Base Closure Executive Group also did an independent capacity analysis to confirm the required infrastructure level.

11. General Blume/Mr. Nemfakos, your Service recommendations used your own BRAC process as well as non-BRAC policy decisions to choose which UPT bases to close or realign. Why didn't your recommendations necessarily reflect the high functional value scores from the UPT-Joint Cross-Service Group?

ANSWER: Maj Gen Blume. The Air Force recommendations do reflect the high functional value scores. The recommendation to close Reese AFB is consistent with the fact Reese had the lowest average functional value.

Mr. Nemfakos: The DON's process did not consider functional value. It used its own documented method for evaluating the military value of its installations.

12. Gen Blume, the average functional value for each Air Force UPT base is shown (the Reese score is adjusted based on your recent memo to us).

Columbus AFB	6.74
Vance AFB	6.67
Randolph AFB	6.53

Laughlin AFB	6.50
Reese AFB	6.22

The Air Force Base Closure Executive Group (BCEG) apparently used the functional values from the UPT-Joint Cross-Service Group. These averages were used to find military value by performing a standard deviation analysis to assign a color "Stop Light" code to Criteria I, "Flying Mission Evaluation." All eight criteria were then considered to derive an overall Air Force ranking: the result was Tier I for Columbus, Laughlin, Randolph, and Vance, and Tier III for Reese.

Why didn't the Air Force simply use the functional value for the training that is actually accomplished at each specific UPT base to determine its score? Would the result have been different?

ANSWER: Functional value is an important part of military value, but is not necessarily the only indicator. For example, Randolph AFB houses a Major Command Headquarters, a Numbered Air Force Headquarters, and the Air Force Military Personnel Center besides having a flying mission. In the case of UPT bases, average functional value scores, the BCEG "Stop Light" analysis, and professional judgment all indicated Reese AFB is the correct base to close. The Air Force does not believe the results would have been different if functional value were used as an exclusive measure. However, using only functional value would be a narrow analysis and would not comply with Secretary of Defense guidelines. In addition, the Air Force made a conscious effort to fully integrate, where possible, the Joint Group process into its entire 1995 BRAC analysis. For the Laboratory, Test and Evaluation, and Depot subcategories, the Air Force used Joint Group data, the same methodology and, with few exceptions, the same measures of merit to produce the functional portion of the Criterion I grade for those installations. For the Undergraduate Flying Training category, the Air Force used the Joint Group functional values as the basis for its Criterion I grade. These steps ensured that the Air Force analysis was consistent, to the maximum extent possible, with the Joint Group direction on analysis of these functions.

It should be noted that the average functional values were not used to find "military value," but were instead used to determine the Criterion I grade. Military value, under the criteria, consists of the first four criteria.

Finally, the BCEG examined the functional values derived by JCSG-UPT. After discussion, the BCEG agreed to include all activities pertaining to Air Force operations as the basis for the average functional value. Including all potential flying training activities rather than the training actually accomplished provides a better analysis of both current and potential training value.

13. Mr. Finch, did the UPT-Joint Cross-Service Group run any excursions using the Linear Programming Optimization Model, such as the ones shown on below:

a. Examining only Air Force Bases
b. Examining only Naval Air Stations

c. Excluding flight screening
d. Excluding Navy-unique functional areas
e. Excluding Air Force-unique functional areas
f. Changing the weights on various factors, such as airspace.

ANSWER: The Group was sensitive to the potential issue of adjusting the model after the data had been collected. Excursions to evaluate the sensitivity of the model to movement of new functions to new sites given differing minimum site levels was performed. Service specific excursions were not performed, given the joint perspective of the Group's efforts.

What would the results be if these excursions were run?

ANSWER: It would be inappropriate to speculate as to potential results without running the model.

14. Mr. Finch, what were the options you considered for measuring capacity, and why did you choose the methods you did?

ANSWER: Factors of capacity and the methods to measure them were developed over time by the JCSG. The process started with development of the Data Call followed by construction of the Capacity Analysis Matrix and the questions utilized in point distribution for the Measures of Merit. As the process evolved, the JCSG refined its methods of measurement in the framework of sound operational experience and military judgment.

15. Mr. Finch, a separate functional value for the Air Force's post-UPT Introduction to Fighter Fundaments (IFF) training was not included among the 10 functional areas selected for assessing the overall functional value of each UPT-category base.

Even though it is conducted after "Wings" are awarded, IFF is conducted at a UPT base, consumes capacity, and is similar in content to training events contained within the latter stages of the Navy's Strike Training syllabus.

Why didn't the UPT-Joint Cross-Service Group include IFF as an additional functional area?

ANSWER: Post-"Wing" flying missions such as IFF, the Blue Angels, and a large number of graduate rotary-wing courses were excluded from direct JCSG analysis. Non-flying missions collocated at the UPT sites (such a technical training a Sheppard AFB and NAS Meridian) were also excluded. When forwarding alternatives for consideration, the JCSG asked the military departments to quantify any such missions that impacted their capacity.

16. General Blume, did the Air Force consider transferring the Introduction to Fighter Fundamentals training from Columbus AFB to another location such as Luke AFB in order to increase the capacity to do other training at Columbus?

ANSWER: No. The Air Force collocated Introduction to Fighter Fundamentals (IFF) training on the UPT bases in 1993 when it stood up Air Education and Training Command during a major reorganization. This allowed a more seamless training continuum for fighter-bound students, particularly as the Air Force converted from generalized UPT to specialized UPT. Luke AFB also does not have the capacity to absorb this training. Even if Luke could absorb IFF, this would require an additional move for many fighter-bound students whose final formal training units were located elsewhere. To return to a different basing structure would be expensive and counterproductive.

17. Mr. Finch, in the consideration of training airspace for both capacity analysis and functional value, the UPT-Joint Cross-Service Group methodology permitted a base to claim credit for large sectors of airspace so long as any portion of it was within 100 nautical miles of the base. For bases near the Gulf of Mexico, this meant credit for huge over-water sectors.

Both Air Force and Navy UPT programs train predominantly over land. This is to permit such over-land flight training events as ground reference maneuvers and low-level navigation. Over-water training is performed close to shore. Since actual UPT practice precludes the use of large blocks of over-water airspace, doesn't giving credit for such over-water airspace unfairly skew the results in favor of coastal bases?

ANSWER: Over-water airspace has intrinsic value to the Navy and the consensus of the JCSG was to consider it equally with over-land airspace.

18. Mr. Finch, did either the Services or the UPT-Joint Cross-Service Group consider the impact of contracting some UPT functional training areas to outside sources?

ANSWER: No. The JCSG charter was to help size infrastructure, not to make policy decisions.

19. General Blume, does closing Reese AFB leave sufficient capacity in the UPT area to provide for surge capability in pilot training?

ANSWER: Yes. The closure of one Air Force UPT base leaves sufficient capacity to provide for surge capability. However, there is not enough excess capacity to close more than one Air Force UPT base.

20. Mr. Finch, all of your alternatives move the Navy's helicopter training to Fort Rucker. There are several different ways to implement this alternative. For example, the Navy could retain their current helicopter training process and be collocated at Fort Rucker as an Army tenant; or the Navy's pilots could be integrated into the Army training through a consolidation. Did the Joint Cross Service Group consider the issue of consolidation vs. collocation when developing its alternatives?

ANSWER: No. The JCSG was not established to consider policy issues related to undergraduate pilot training. Therefore, its approach was to use existing policies that were applicable to the various functions considered by the Group. In the case of helicopter training,

existing policy was, and is, not to consolidate such training for the Army and Navy. Therefore, only alternatives that involved collocating or not collocating this function were considered.

21. Mr. Finch, the Navy responded to your alternatives to close Whiting Field with COBRA analyses that showed a high cost of implementing the move of primary training to Naval Air Station Pensacola and helicopter training to Fort Rucker.

Did the UPT-Joint Cross Service Group look at variations to this scenario, such as the relocation of helicopter training to Fort Rucker with primary training remaining at Whiting Field?

ANSWER: Given the resource requirements, site capacities and functional values, and site military values, the Optimization Model consistently moved the helicopter function to Fort Rucker and closed NAS Whiting Field. The Group did not look at additional variations.

22. Mr. Nemfakos, would moving helicopter training out of Whiting Field help the Navy meet its requirement for outlying fields for primary training?

Does your answer change when considering the transition to any of the Joint Primary Aircraft Training System (JPATS) aircraft?

ANSWER: No, the OLFs used for helicopter training are not configured to support fixed-wing training. JPATS does not change this situation.

23. Mr. Nemfakos, the Navy Base Structure Evaluation Committee (BSEC) record states that the reason for rejecting the movement of helicopter training to Fort Rucker is the high one-time cost and long return on investment.

Did operational concerns also enter into this decision or was it strictly an economic decision?

ANSWER: The decision not to co-locate helicopter training at Fort Rucker was strictly an economic decision -- high one-time costs and a poor return on investment. Operational considerations, however, lead the DON to evaluate a co-location scenario as opposed to a consolidation scenario.

24. General Blume, please summarize the main reasons why the Base Closure Executive Group (BCEG) choose Reese AFB to close?

ANSWER: When all eight criteria were applied to the bases in the UFT category, Reese AFB ranked lowest relative to the other bases in the Undergraduate Flying Training category. In addition, Reese AFB was recommended for closure in each alternative recommended by the DoD Joint Cross-Service Group for UPT.

25. Mr. Nemfakos, please summarize the main reasons why the Base Structure Evaluation Committee (BSEC) chose NAS Meridian to close?

ANSWER: First, the current Force Structure Plan shows a continuing decline in the PTR (particularly in the decline from 11 to 10 carrier air wings) so that Navy strike training could be handled by a single full-strike training base. Second, the consolidation of strike training that follows the closure of NAS Meridian is in the spirit of the policy of the Secretary of Defense that functional pilot training be consolidated. The training conducted at NAS Meridian is similar to that conducted at NAS Kingsville, which has a higher military value, presently houses T-45 assets (the Department of the Navy's new primary strike training aircraft) and its supporting infrastructure, and has ready access to larger amounts of air space, including over-water air space if such is required. Lastly, the net of all costs and savings associated with this recommendation is a savings of $158.8 million. Annual recurring savings after implementation are $33.4 million with an immediate return on investment expected.

26. Mr. Finch, please discuss the process used to analyze a potential NAS Meridian/Columbus AFB complex.

What alternatives or "strawmen" did the UPT-Joint Cross-Service Group consider?

ANSWER: The Group evaluated three alternatives for the NAS Meridian/Columbus AFB complex: 1) A JPATS Primary "Master" site, 2) a Strike/Bomber-Fighter complex with Strike at NAS Meridian and Bomber-Fighter at Columbus AFB, and 3) moving Maritime and Primary/Intermediate NFO/NAV to NAS Meridian to allow creation of a JPATS Primary "Master" site at NAS Pensacola and NAS Whiting Field. The first alternative's up-front costs - building five outlying fields and relocating Columbus AFB's Bomber Fighter function to Laughlin AFB were considered excessive. The second alternative was dropped because it did not result in the net increase of a "base complex," would waste significant investment in the T-45 training system at NAS Kingsville, and it would also require high, up-front cost at NAS Meridian. The third alternative, while not as costly to implement as alternative one, was discounted as the Maritime and Primary/Intermediate NFO/NAV functions could be readily accommodated by those flight training bases not recommended for closure. (JCSG Meeting Minutes of February 23, 1995).

What COBRA runs were performed to assess a potential NAS Meridian/Columbus AFB complex?

ANSWER: None.

What cost advantages were considered (for example, NAS Meridian and Columbus AFB using joint targets and outlying fields and sharing excess capacity during runway maintenance)?

ANSWER: The JCSG considered potential savings in shared or combined facilities from a JPATS site consolidation or formation of a JPATS base complex, but found they could not readily be identified. The Group also agreed that savings, if any, would be well in the future. In

reviewing the base complex issue, the Group found no clear or compelling rationale to change the Military Departments' recommendations.

27. Mr. Nemfakos, if the redirect of mine warfare helicopter assets to NAS Corpus Christi is not approved, what impact would that have on the operations per day available for pilot training at Corpus Christi?

How much do other flight operations at Corpus Christi reduce daily operations available for pilot training?

ANSWER: Operating mine warfare helicopters out of NAS Corpus Christi would have a negligible effect on the runway operations available for pilot training. All other flight operations at NAS Corpus Christi, to include the proposed mine warfare helicopter operations, require less than 5 percent of NAS Corpus Christi's pilot training capacity.

28. Mr. Finch, will Joint Primary Aircraft Training System (JPATS) increase or decrease the number of bases required for UPT training?

ANSWER: The answer will depend on the aircraft selected and the evolution of the JPATS training syllabus. For example, some contenders may require longer runways than others. On the other hand, these same aircraft may be able to absorb some flying time from the more costly and more infrastructure-intensive advanced training tracks (i.e., T-45 Strike training).

29. Mr. Finch, what was the impact of Joint Primary Aircraft Training System (JPATS)-related issues on the group's assessment of functional value?

What specific facility and airspace requirements were used to determine Joint Primary Aircraft Training System (JPATS) functional values?

ANSWER: For purposes of the analyses, the Measures of Merit utilized the maximum requirements identified in the source selection process for JPATS (i.e., 5,000 ft runway).

CONGRESSIONAL QUESTIONS SUBMITTED FOR THE RECORD

UNDERGRADUATE PILOT TRAINING

Questions submitted by Congressman Smith:

1. Since the Navy has recommended relocating the Naval Air Technical Training Center (NATTC) from Lakehurst, NJ, to Pensacola, do you envision recreating the Carrier Aircraft Launch and Recovery System (COLASSES) at Pensacola or do you expect to disassemble, package, ship and reinstall those devices that are critical to training pilots for flying off and onto aircraft carriers?

ANSWER: The mission of NATTC Lakehurst Detachment does not include training pilots for flying off and onto aircraft carriers. The NATTC Lakehurst Detachment personnel and equipment support training requirements specific to operations and maintenance of aircraft carrier catapult, launch, and recovery equipment systems. The personnel and equipment necessary to continue supporting this training will be relocated to NAS Pensacola.

2. At what cost do you envision recreating the unique aircraft flight training facility in Pensacola?

ANSWER: NATTC Lakehurst Detachment is not a unique aircraft flight training facility and therefore will not be recreated as such. However, all appropriate costs to relocate NATTC Lakehurst Detachment necessary personnel and equipment that support training requirements specific to operations and maintenance of aircraft carrier catapult, launch, and recovery equipment systems were included in the COBRA analysis for Lakehurst. These costs are calculated automatically by COBRA algorithms from various input data and appear as part of the aggregate one-time costs for NAWC AC Lakehurst, NJ plus the one-time costs for NAS Pensacola, FL. The exact cost will be determined as part of the implementation planning and budgeting process; however, it would be expected that the final cost would be of a similar magnitude.

3. Do facilities exist at Pensacola for the housing of the Lakehurst NATTC students?

ANSWER: Yes. BRAC 93 moved average onboard of 5004 students to NAS Pensacola. BRAC 95 adds the relocation of aviation students from both NTTC Meridian and Lakehurst, a total of 162 additional students. Barracks space was sized under BRAC 93 to accommodate the planned force structure through the end of the century. The FY 2001 average onboard for aviation students, including Meridian and Lakehurst, is 4226. The Navy is under contract to build BEQ space for 4924 beds. This number includes planned onboard, transient students and a surge capability. In view of this, the BSEC made a determination that no additional BEQ construction was required.

4. What type of delay or disruptions are anticipated or planned for in the training of these aircraft carrier student pilots while the training facility is disassembled, moved and recreated in Pensacola?

ANSWER: NATTC Lakehurst Detachment does not train aircraft carrier student pilots.

Questions submitted by Senators Shelby and Heflin and Congressman Everett:

1. In November of 1994, the Joint Cross-Service Group on Undergraduate Pilot Training submitted three different alternatives for consideration by the military departments and Secretary Perry. According to documents submitted to the BRAC, each alternative reduced excess capacity while maintaining high military value. Each of the three alternatives consistently recommended consolidating all military undergraduate helicopter pilot training at Fort Rucker.

However, these recommendations were not adhered to in there entirety. Secretary Perry chose not to consolidate UHPT at Fort Rucker as recommended due to high MILCON costs associated with closing Whiting NAS. He then directed consolidating all Navy initial fixed-wing training at Whiting NAS.

a. Why is it that consolidation of UHPT at Ft. Rucker was not adopted?

ANSWER: **Mr. Nemfakos.** While the recommendations forwarded by the UPT Joint Cross-Service Group called for moving the DON's Advanced Helicopter training to Fort Rucker, they said nothing about consolidating UHPT. Because of operational differences in training Navy and Army helicopter pilots, in evaluating these proposals, the DON only considered the co-location of UHPT.

b. Since the Navy is moving all of its initial fixed-wing training to Whiting NAS, wouldn't limited space be freed-up if UHPT was moved to Ft. Rucker?

ANSWER: **Mr. Nemfakos.** Moving the DON's Advanced Helicopter training to Fort Rucker would free-up space at NAS Whiting Field for fixed-wing training. However, because there is no issue of limited space at NAS Whiting Field for fixed-wing training, this additional space would be of little value.

c. From an efficiency standpoint, doesn't it make sense to have all initial rotary-wing training dedicated at one location?

ANSWER: **Mr. Nemfakos.** It would make sense to have all initial rotary wing training at one location if both the Navy and Army had the same training syllabi, same trainers, and identical aircraft. They do not. The DON has unique training requirements which are driven by its operational missions (i.e., a sea-based environment). Because of this, a consolidation of UHPT training would still require separate training tracks for Navy and Army pilots, and therefore, only create costs.

2. On March 30, 1993 General Colin Powell stated at the House Armed Services Committee Army Posture Hearing that, "I believe the proper place to do the centralization (of UHPT) and where it can be done very well is at Fort Rucker, Alabama." He went on to say, "I am committed to push this as hard as possible because there are real savings here and this is where we ought to find the savings."

The cost to transfer the UHPT operation at Whiting Field to Fort Rucker is less than $18 million dollars. In 1992 the DoD IG reported that relocation of UHPT to Fort Rucker would save at least $79 million dollars over 5 years.

a. Is this savings estimate still valid today?

ANSWER: Mr. Nemfakos. It should be noted that the Assistant Secretary of Defense (Force Management and Personnel) and the Department of the Navy nonconcurred with the portion of the 1992 DoD IG audit report in which were presented the savings estimate cited above, believing that the audit analysis attempted to compare dissimilar programs and also questioning the estimated monetary benefits from relocation.

In considering the UPT JCSG alternatives during the 1995 base realignment and closure process, the BSEC used only data, certified to be accurate and complete, contained in our 1995 Base Structure Data Base, and information provided and verified by the other Military Departments. Based on our analysis of this certified data, the total estimated one-time cost to implement the "non-JPATS' alternative is $155.7 million with an annual recurring savings after implementation of $13 million and a return on investment expected in 14 years. The net present value of the costs and savings over 20 years for this scenario is a savings of $9 million. The total estimated one-time cost to implement the "JPATS' alternative is $159 million with an annual recurring savings after implementation of $13 million and a return on investment expected in 15 years. The net present value of the costs and savings over 20 years for this scenario is a savings of $7 million.

3. In a proposal to the Roles & Missions Commission, the Army has stated that by consolidating all primary DoD rotary-wing training, integration and standardization among the services would be enhanced to truly support jointness. Each of the services would continue to provide advanced training for their own unique aspects of rotary-wing aviation.

The Army has the capacity to train all of DoD's primary helicopter pilot requirements without any need for expansion or new construction.

a. From an efficiency and interoperability standpoint, doesn't it make sense for all introductory helicopter pilot training to be conducted by the Army?

ANSWER: Mr. Nemfakos. There is a fundamental difference in how the Army and the naval services desire to train their pilots from an operational perspective; each has its own set of validated requirements that drive its training program, the location for the training, and efficiencies derived. The Navy, Marine Corps, and Coast Guard training requirements include fixed-wing training for all students, emphasis on basic and radio instrument training, situational awareness/unusual attitude/aerobatic training and shipboard landing training. We use aircraft systems as well as simulators and ground support systems that are different from those used by the Army in support of this specialized training. Then too, we believe that the operational environment in which our helicopter pilots will eventually be required to fly validates and mandates our current approach to UHPT. For example, the absolute necessity for aviator competence in over water flight, where aircraft performance and navigational techniques employed differ significantly from those over land, carries unique training demands. And, especially for Marine helicopter pilots, replacement of the aging CH-46 fleet with V-22 aircraft that feature in-flight transitions between rotary and fixed-wing modes will spawn a completely different dynamic for which they must be trained. In contrast, Army requirements and training

are oriented toward the day/night VMC, ground contact environment that supports the Army mission in the field.

What makes the most sense for all the Services is to adhere to training programs that best prepare pilots to function in the respective operational environments in which they will be employed. Different requirements produce efficiencies unique to the specific training program at each base (NAS Whiting Field and Fort Rucker). It should be noted that intent of the Secretary of Defense in establishing a JCSG for UPT was not for it to examine the UPT programs of the Services with an eye toward consolidation, but to assist the Military Departments in identifying asset sharing opportunities. To what extent "jointness" is served by consolidation of UHPT, whether it should be, and which Service ought to conduct consolidated UHPT for all are issues more appropriately addressed outside the base realignment and closure process.

4. During the BRAC 95 Navy hearing earlier this year, General Mundy commented that in the 1970's the Army was training Marine helicopter pilots, and that this arrangement worked very well.

a. Is there any reason why the Marine Corps couldn't return to this arrangement?

ANSWER: Mr. Nemfakos. The Department of the Navy does not endorse Army UHPT for Marine pilots, because it does not meet the training requirements for service with the Fleet and Fleet Marine Forces. During the Vietnam War, the Marine Corps experienced a severe shortage of pilots, and following the direction of the Secretary of Defense, accepted helicopter pilots who had been trained by the Army. To meet Marine Corps requirements those Army-trained pilots, whose training was complete by Army requirements, required an additional 70 to 75 hours of flight training that was provided in Marine Corps helicopter training groups. General Mundy's comment during the Commission's hearing on March 6, 1995, did not indicate his willingness to change the training syllabus for Marine Corps helicopter pilots, but was offered in rebuttal to suggestions that our current resistance to UHPT consolidation is fueled in whole or in part by interservice rivalry.

5. In 1992, the JCS report on Roles & Missions recommended consolidation of all primary helicopter training with the Army. A team led by the Navy was tasked by Secretary of Defense Aspin to review this recommendation. Their findings concluded that consolidation would need to be put on hold until primary training for both fixed wing and rotary wing could be evaluated together, the service and operating costs of the new TH-67 trainer had been determined, and that the decision would be made with the context of a base closure round.

a. Each of these points has been satisfied, yet DoD only adopted the fixed-wing portion of the Cross-Service Group recommendation. Why was rotary-wing training ignored?

ANSWER: Mr. Nemfakos. The 1992 JCS Report on Roles & Missions, signed by General Colin Powell in February 1993, did not recommend consolidation of primary helicopter training. Instead, it stated *"If it is cost effective, Navy, Marine Corps and Coast Guard helicopter training will be moved from Pensacola to Ft Rucker."* A joint working group, led by the Navy with

assistance from the Army, recommended *"retaining existing Navy helicopter training at Whiting Field and continuing use of the T-34C for primary training and track selection at least through JPATS introduction. This proven training format is presently the least costly approach to producing Navy helicopter pilots that meet service requirements."* The study further recommended that *"All services reevaluate each of the options presented in this study shortly after the following events occur: JPATS source selection is complete and acquisition/operating costs are identified. Final force levels are established and this flight training requirements determined. Army receives TH-67 deliveries and actual inventory and operating costs are identified."* The study was forwarded with concurrence from the Army.

Rotary-wing training was considered on an equal basis with all other types of UPT in both the Department of the Navy's analysis and that conducted by the UPT JCSG. The rationale for the Department of the Navy's rejection of the UPT JCSG alternative to close NAS Whiting Field is explained in response to question 1.

6. Earlier this year, the Navy testified before the BRAC 95 commission that the consolidation of Navy helicopter training with the Army was not feasible because it was a "people" issue, or a quality of life issue and that Navy Pilots fly in more extreme weather conditions at sea than the Army does. If that in fact is the case, why does the Pentagon continue to request Army helicopters and pilots to support naval missions?

A number of Army missions in support of Naval operations:

<u>1983: Operation Urgent Fury</u>
*Shipboard operations involving the Army's 18th Airborne Corps: UH-60's, OH-58A/C's, AH-1's

<u>1987: Operation Prime Chance</u>
*Shipboard and overwater operations involving the Army's 4/17th CAV (now 4/2) with OH-58D's
*valid CONOPS mission today

<u>1994: Operation Uphold Democracy - Haiti</u>
*10th Mountain Division operated from the USS Eisenhower
*OH-58D's had extensive missions prior to invasion
*UH-60's, CH-47's, OH-58A/C's and AH-I's transported troops and equipment to the AO for several days, followed by command & control missions

Each Army Aviation unit has a task for shipboard operations incorporated in their mission essential list of tasks. The Army trains for shipboard operations and performs shipboard operations.

ANSWER: <u>Mr. Nemfakos.</u> As mentioned in response to question 1, training for Army helicopter pilots and naval aviators is designed to prepare them for two significantly different operational environments. The record of employment of Army helicopters shows that the Army

does operate from Navy ships on certain occasions and under visual meteorological (VMC) weather conditions. However, Army helicopter pilots are not trained for, and do not operate during, degraded weather conditions. In contrast, every Navy pilot is trained to operate from large and small deck ships under all weather conditions. In each of the cases cited above, Army helicopters were required due to unique mission circumstances and operated under favorable weather conditions as directed by senior Defense Department officials.

7. In 1992, MGen. Dave Robbins, then-Commander of the Army Aviation Center, noted that one of the main reasons the Navy was opposed to consolidating this training with the Army was because the Navy used initial fixed-wing training as a "cutting" tool for students.

a. Do you believe this to be the case, and is there any legitimate reason why the Navy needs this extra "cutting" tool?

b. Could the Navy use the Army's training syllabus that places student pilots directly into the rotary wing pipeline?

ANSWER: Mr. Nemfakos. The Navy practice of using fixed-wing aircraft in rotary-wing pilot track selection and training was validated by a 1994 Center for Naval Analysis study which concluded that *"Splitting the current Navy primary into two separate tracks, rotary primary and fixed-wing primary, could increase attrition if current standards are maintained. Attrition would be higher in each track than in the present unified primary and thus would be higher overall."* Increasing attrition will increase the cost of training and require increased accessions. In addition, the study forwards the following training considerations:

"The motor skills and learned responses needed to fly helicopters and fixed-wing airplanes in forward flight are almost exactly the same... These skills are transferable."

"Flying helicopters in hover mode is different from flying them in forward flight mode. From a training standpoint, it is sensible to first teach rotary-wing pilots forward flight in a fixed-wing trainer. Student pilots can then move to helicopters where they acquire specialized flight skills."

"Some flight training, particularly navigation and instrument flying, involves skills that are not specific to a particular type of aircraft."

The Air Force also supports the concept of undergraduate, primary fixed-wing training for its helicopter pilots. In December 1992 the Assistant Secretary of the Air Force stated *"...fixed-wing training before rotary-wing training produces a better trained helicopter pilot for less money."*

Based on the benefits of fixed-wing primary training, using the Army's curriculum would not meet Navy, Marine Corps and Coast Guard requirements.

8. According to the DoD IG, "Relocating the Navy's primary helicopter training to Fort Rucker would relieve ground and air traffic congestion at Whiting Field NAS."

a. Is there a problem with congestion at Whiting Field, both in the air and on the ground? If so, would relocation of the Navy's Undergraduate Helicopter Pilot Training program free-up space at Whiting Field?

b. How does Fort Rucker compare with Whiting with regard to available space?

c. Since the Army already owns nearly 80% of all DoD helicopters, does Fort Rucker have the capacity to train all of DoD's primary helicopter pilot requirements?

ANSWER: Mr. Nemfakos. There is no ground or air congestion at NAS Whiting Field. As previously stated, fixed wing (T-34C) aircraft normally conduct training operations at altitudes above 1500 feet and rotary wing (TH-57B/C) training aircraft operate in the airspace structure below 1500 feet. Commercial airliners overfly training airspace at altitudes above 24,000 feet. Navy fixed-wing aircraft conduct landing operations at exclusive fixed-wing airfields, which are specifically designed to train naval aviators to land day or night, in fair or foul weather, and aboard the confined landing areas of our ships at sea. These airfields are located within ten miles of home field, enhancing training efficiency and lowering cost per completed student sortie. NAS Whiting, in effect, is two airfields for the price of one. There are no course rule conflicts between fixed-wing and rotary-wing aircraft operating at these two fields. Operations in joint-use areas are normally conducted using air traffic control procedures and/or radar monitoring. Additionally, helicopters, by design, can operate at very slow airspeeds. As a result, near mid-air collisions involving Navy helicopters are virtually non-existent. In contrast, increased congestion at Fort Rucker would result from consolidating training there.

Fort Rucker is larger than NAS Whiting Field. However, NAS Whiting Field meets all present and future Navy requirements for primary and helicopter training and includes sufficient maritime operating areas for the Helicopter Landing Trainer ship. Additionally, the area around Fort Rucker has a much greater concentration of noise sensitive areas than does NAS Whiting Field.

Fort Rucker requires significant facilities MILCON, extensive rehabilitation and upgrade of existing structures and, equally important, extensive quality of life improvements to support consolidated training. Facilities meeting the Navy's requirements for both mission and quality of life are currently available and in use at NAS Whiting Field.