DCN 1212

Agenda for the Day

- Onizuka Air Station Mission Brief
- Press Availability
- Onizuka Air Station Facility Tour
- Classified Briefing / Lockheed Space Exhibit
- Lunch with Local CEO's
- Moffett Federal Airfield Briefing
- Helicopter or Bus Tour Onizuka Annex / Moffett
- 129th Rescue Group Briefing & Tour
- Community Briefing

Our Goal for the Day

- To Provide an Orientation and Information on Onizuka - Moffett Units Recommended for Realignment / Transfer
  - Onizuka Air Station / 750th Space Group
  - 129th Rescue Group (CA ANG)
- To Understand Their Military Roles and Values
- To Describe Synergies and Dependencies in the Onizuka - Moffett Complex
  - Military Operations
  - NASA
  - Industry / Academia / Community

Utility Cost Comparison

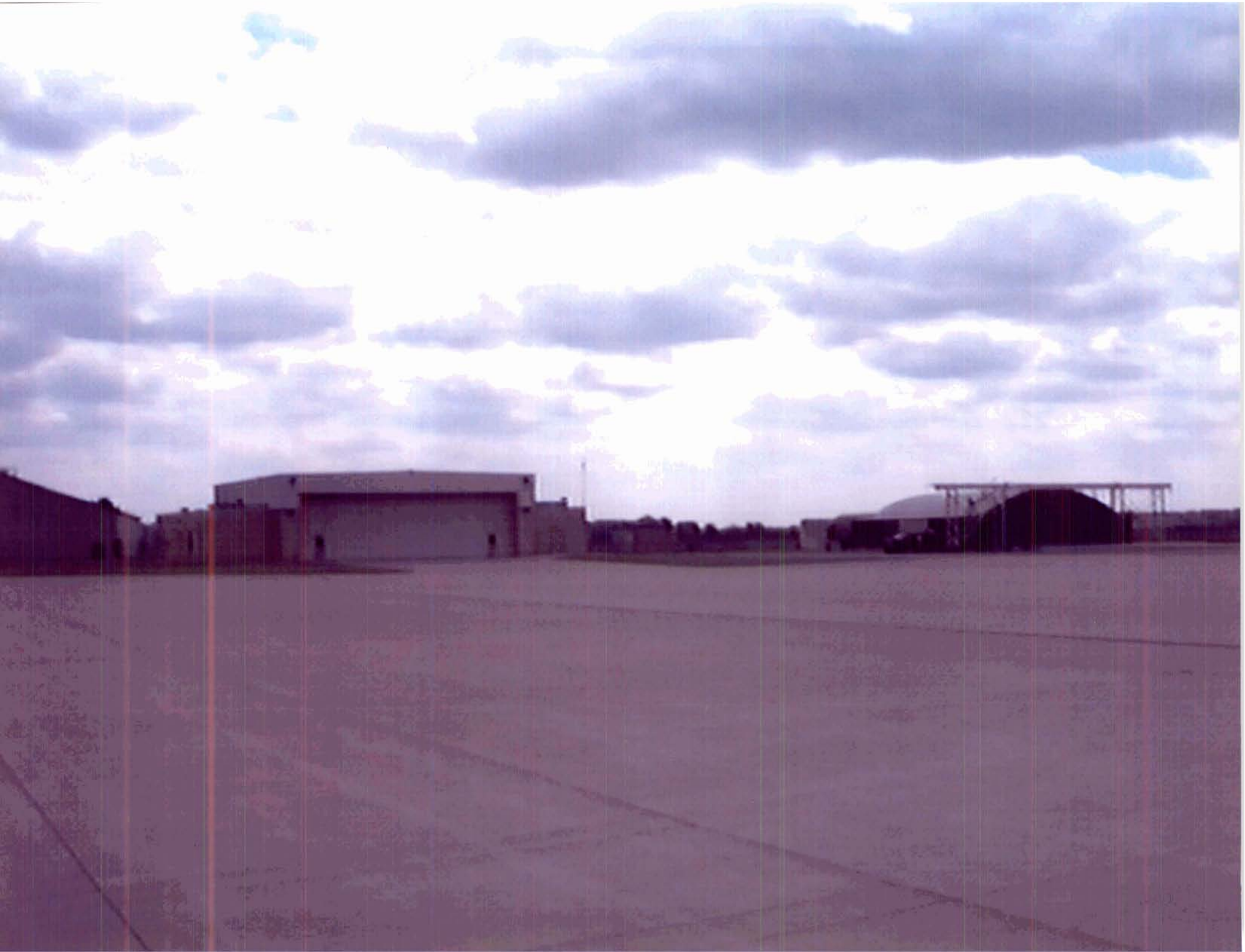
	Wright-Patterson - 237,000 SF				*178th Air National Guard - 272,100 SF*			
Utility	Unit Cost	O&M Cost	Total	Total Cost	Unit Cost	O&M Cost	Total	Total Cost
Electric	$0.043/KWH	$0.003/KWH	5.688M KWH	$261,961	$0.085/KWH	unknown	4.427M KWH	$377,325
Heat	$2.588/MBTU	$1.930/MBTU	38,600 MBTU	$174,398	$0.615-.635/Gal	unknown	unknown	$65,027
					unknown	unknown	unknown	1,839
Water	$0.4386/CCF	incl. with UC	12,889 CCF	$5,653	unknown	unknown	2,522 CCF	$5,783
Sewer	$1.175/CCF	$0.965/CCF	9,031 CCF	$19,327	unknown	unknown	2,522 CCF	$9,493
Totals				$461,339				$459,467

Note:

1. Unit cost shown for heat at Wright-Patterson reflects the cost of based produced heat from coal fired heating plants. Unit cost for heat operations and Maintenance (O&M) represents the cost to operate and maintain the heat distribution systems and heating plant summer maintenance overhaul.

2. Heat cost of $65,027 for the Air National Guard reflects cost of fuel oil. Heat cost of $1,839 represents purchased cost of propane.

Document Separator



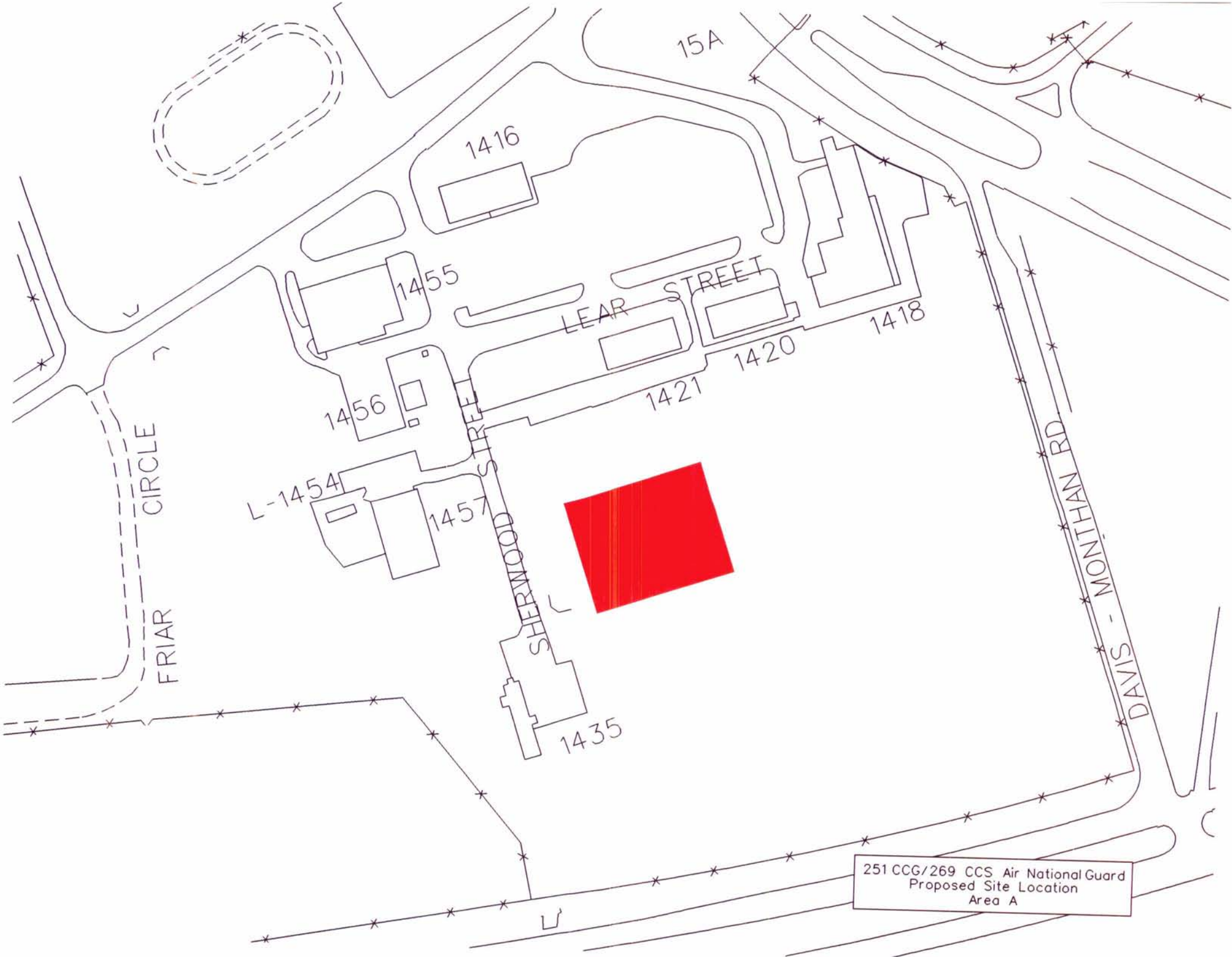
Aeronautical Systems Center

- **EXCLUSIVE USE OF ELEVEN FACILITIES:**
  - **TEN BUILDINGS WITH 191,748 GSF SPACE**
  - **ONE 1,333 SY POWER CHECK PAD**
- **SHARED USE OF THREE FACILITIES:**
  - **THREE BUILDINGS WITH 14,750 GSF EXISTING SPACE**
- **ADDITIONS TO FOUR FACILITIES:**
  - **9,820 GSF OF ADDITIONAL SPACE TO THREE BUILDINGS**
  - **1,575 SY ADDITION TO REFUELER STORAGE LOT**
- **NEW FACILITY:**
  - **28,590 GSF BUILDING FOR 251 CCG/269 CCS**

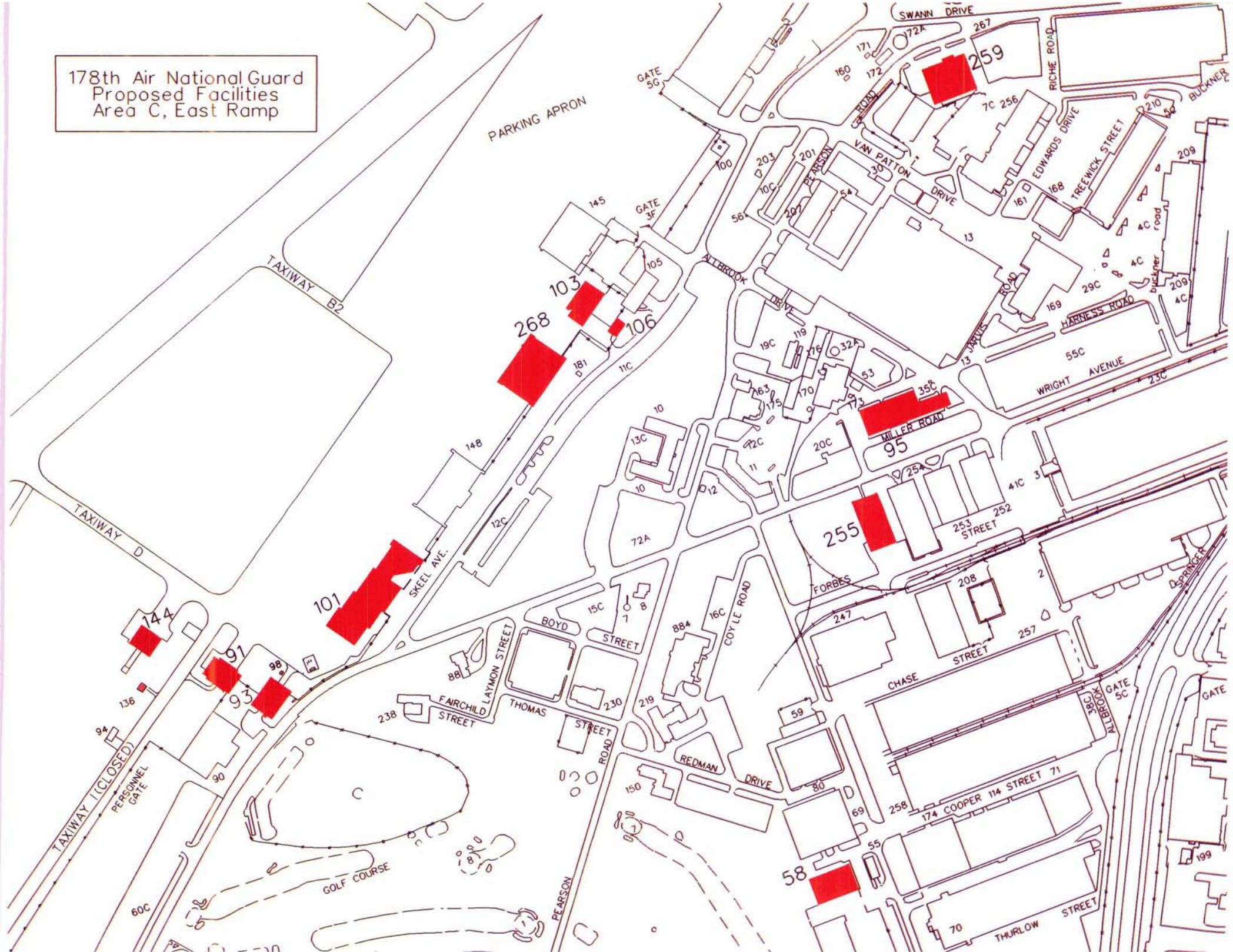
Aeronautical Systems Center

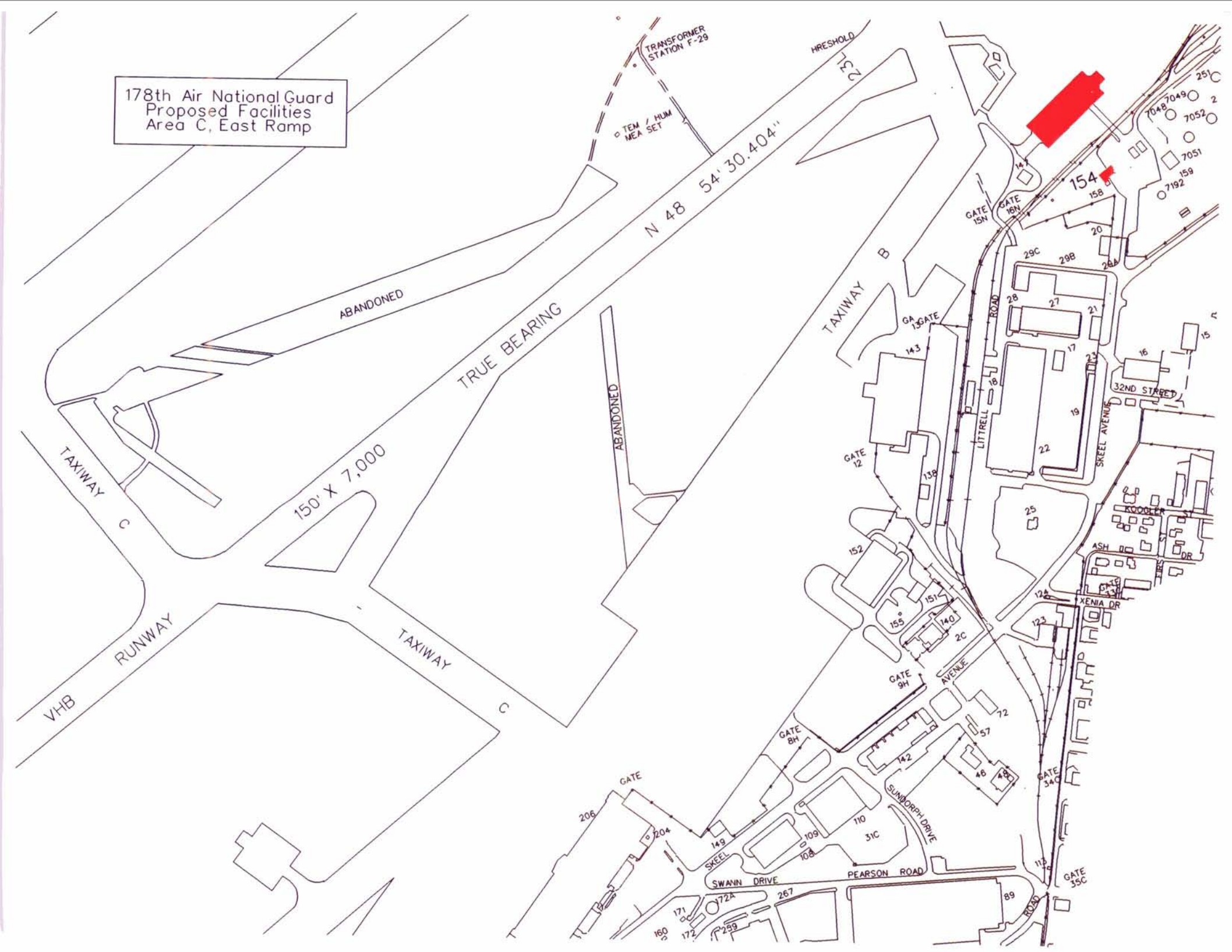
- **ISSUES TO BE RESOLVED:**
  - **FINE TUNE ESTIMATES/SCOPE OF MODIFICATIONS**
  - **WORK OUT DETAILS FOR CO-SHARED FACILITIES**
  - **BOS SUPPORT**

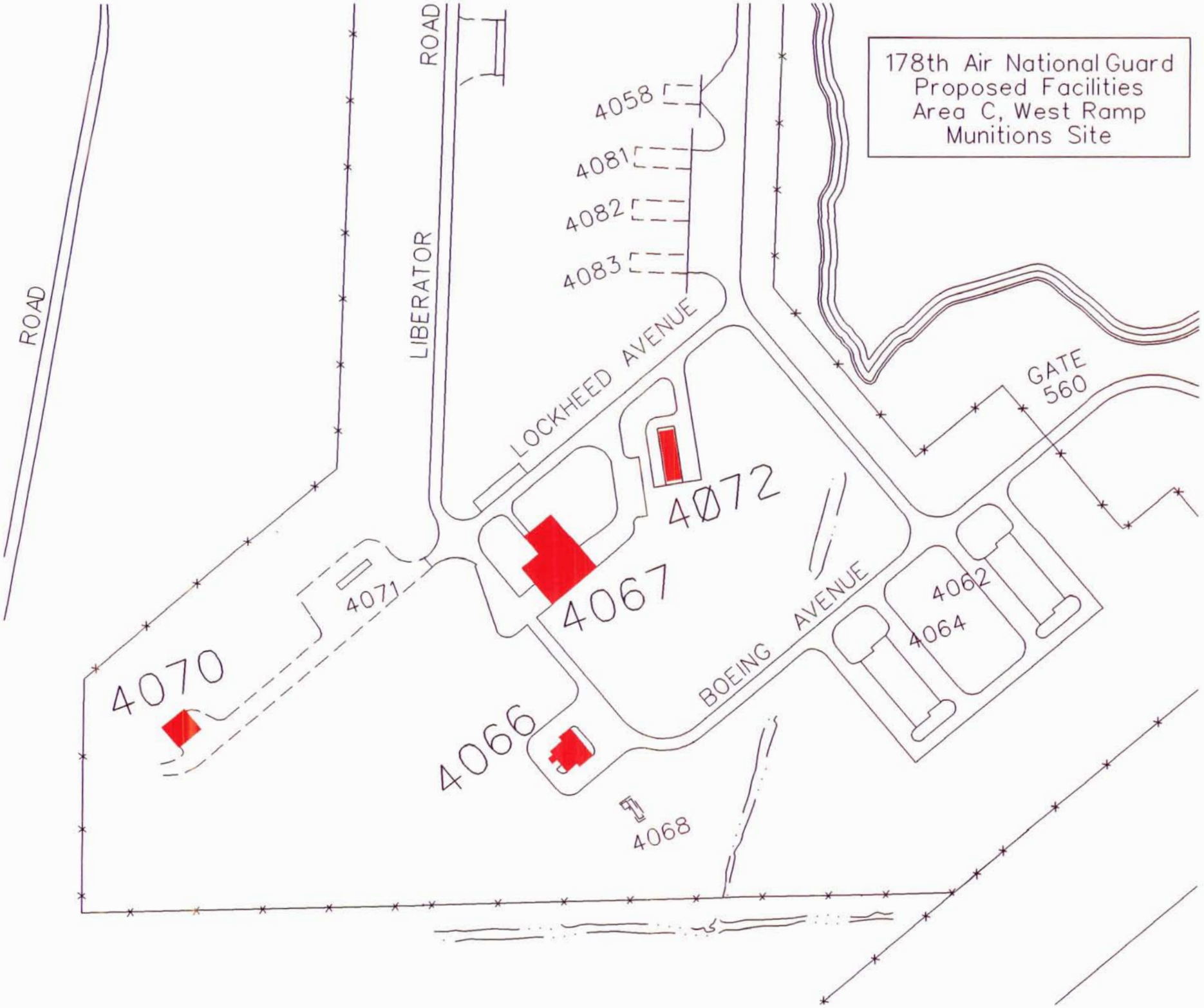
Document Separator


15A
1416
1455
LEAR STREET
1418
1420
1421
1456
SHERWOOD STREET
L-1454
1457
CIRCLE
FRIAR
DAVIS - MONTHAN RD
1435
251 CCG/269 CCS Air National Guard
Proposed Site Location
Area A

178th Air National Guard
Proposed Facilities
Area C, East Ramp




178th Air National Guard
Proposed Facilities
Area C, East Ramp
TRANSFORMER STATION F-29
TEM / HUM MEA SET
THRESHOLD
23L
N 48 54' 30.404"
TRUE BEARING
ABANDONED
ABANDONED
TAXIWAY B
TAXIWAY C
TAXIWAY C
150' X 7,000
VHB
RUNWAY
154
GATE 15N
GATE 16N
GATE 13
GATE 12
GATE 9H
GATE 8H
GATE 34
GATE 35C
LITTRELL ROAD
SKEEL AVENUE
32ND STREET
KOOGLER ST
ASH DR
XENIA DR
AVENUE
SUNDORPH DRIVE
SWANN DRIVE
PEARSON ROAD
SKEEL
ROAD


178th Air National Guard
Proposed Facilities
Area C, West Ramp
Munitions Site
ROAD
ROAD
LIBERATOR
LOCKHEED AVENUE
BOEING AVENUE
GATE
560
4058
4081
4082
4083
4072
4067
4071
4070
4066
4068
4062
4064

Document Separator

SCALE 1 : 2 000 APPROXIMATELY
DATE OF PHOTOGRAPHY 4-5-88

Prepared By WOOLPERT CONSULTANTS
409 E MONUMENT AVE DAYTON, OHIO 45402
513 461-5660

AREAS A, B and C

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 2750TH AIR BASE WING AFLC
2750TH ABW/DEEP
AERIAL PHOTOGRAPHY TAB NO. C-5
WRIGHT-PATTERSON AIR FORCE BASE
OHIO 45433

AIR NATIONAL GUARD BEDDOWN AT WPAFB
BRAC SITE VISIT
6 JUNE 1995

AGENDA

0930-1015	INBRIEF - BEDDOWN OVERVIEW (AREA C, BLDG 110, RM 109)
1015-1025	TRAVEL TO FLIGHTLINE
1025-1040	TOUR FAC 144, BLDGS 136, 91, AND 93
1040-1100	TOUR BLDG 101
1100-1115	TOUR BLDG 268
1115-1125	TOUR BLDGS 103 AND 106
1125-1130	TRAVEL TO BLDG 259
1130-1145	TOUR BLDG 259
1145-1200	WINDSHIELD TOUR OF BLDGS 95, 255 AND 58
1200-1230	LUNCH
1230-1300	TRAVEL TO SPRINGFIELD ANG FACILITIES

Aeronautical Systems Center

AIR NATIONAL GUARD BEDDOWN BRAC VISIT

6 JUNE 1995

Aeronautical Systems Center

Index

	Tab
Agenda	1
Area Map	2
Areas A/C Maps	3
Building Photographs	4
Utility Cost Comparison	5

The Final Deliberation slides and scripts for all five of the Air Guard Stations analyzed, within the Air National Guard (ANG) category, are incorporated in a separate book entitled, "Final Deliberation Hearing Briefing Charts and Script."

Special Report

UNCOVERING THE SHELL GAME

WHY CLOSED MILITARY FACILITIES DON'T STAY CLOSED

By Keith B. Cunningham and Erik R. Pages

A Product of the BENS Defense Transitions Project

October 1994

Business Executives for National Security
1615 L Street, N.W., Suite 330
Washington, D.C. 20036
(202) 296-2125, fax (202) 296-2490

BENS

SWITCHING FROM A NAVAL BASE TO A NASA BASE — MOFFETT FIELD NAVAL AIR STATION

	Before Closure	After Closure
Name	Moffett Field Naval Air Station	NASA Ames Research Center
Size of Ames Research Center	420 acres	2,263 acres
Number of Federal Jobs	10,000	10,610
Federal Tenants at facility	Navy, Air National Guard, NASA	Navy, Air National Guard, Army, NASA
Federal Operating Budget	$669.2 million	$630.4 million†
Federal Construction Required	$34 million	$50.85 million¥

† This figure is probably significantly undervalued. Although NASA has accepted responsibility for operating the entire 2,263 acre facility, the Ames Research Center's budget was not increased. The Navy's summary of its 1991 data identified a number of additional expenses for which NASA would be responsible if it took over the base. Some of the unaccounted expenses include airfield operations, base security, fire protection, dredging costs for fuel delivery, and the costs of maintaining the buildings vacated by the Navy. See U.S. Navy, Documents provided to BRAC regarding Naval Air Station Moffett Field, 1991.

¥ This figure will increase significantly if NASA proceeds with plans to construct a new multimillion dollar wind tunnel at the Ames Research Center as outlined in NASA's Comprehensive Use Plan for Moffett Field. See National Aeronautics and Space Administration, Moffett Field Comprehensive Use Plan, Draft Environmental Assessment, April 7, 1994. Hereafter referred to as *Moffett Reuse Plan*.

BACKGROUND

Moffett Field Naval Air Station opened in 1933 as the Sunnyvale Naval Dirigible Base. During World War II, the base's blimps patrolled the coast for Japanese ships and planes. The dirigible fleet was retired soon after the war, but the massive Hangar 1 was preserved as a National Engineering Landmark. The blimps were replaced by the Navy's P-3 patrol plane, designed to locate enemy submarines near the U.S. coast, and the base was renamed Moffett Field Naval Air Station.

Moffett Field eventually became the Navy's only West Coast maritime patrol training base, but as submarine hunting technology continued to improve, the Navy's use of P-3's decreased. As it had with the blimps, Moffett Field's mission had again become obsolete, but the site was far from deserted.

The declining importance of Moffett Field's military mission coincided with the growing responsibilities of the NASA Ames Research Center (co-located on the base since 1939). By 1991,

Ames Research operated the world's largest wind tunnel, employed more than 3,000 civilians, and made extensive use of the air strip at Moffett Field. The neighboring Lockheed Missile and Space Company, employing 20,000, also used the airfield for test flights.

In 1991, the Navy recommended closure of Moffett Field. It found that Moffett's declining mission could no longer support an active Navy facility. Additionally, by operating the runway and providing other necessary services such as base security and fire protection, the Navy had in effect subsidized NASA and Lockheed operations.

By closing the base and transferring activities to Alameda Naval Air Station and other active bases, the Navy expected to reap annual savings of $69.2 million. However, the final savings would not be passed onto the taxpayer since the entire facility was subsequently transferred to a different federal tenant.

NASA Takeover

Although it was immediately apparent that Moffett's closure would impact Ames Research Center operations, no serious attempt at interagency coordination or cooperation was ever made. The Navy made its closure decision without considering the needs of the base's other tenants or the neighboring communities.

Panic-stricken from the prospect of losing the NASA and Lockheed jobs, community leaders lobbied NASA and BRAC to maintain the facility under some other federal capacity. Eager to help the community and implement the Navy's plan, BRAC eventually recommended that Moffett Field close but suggested that "the base remain in federal custody in support of non-DoD agencies and industry."[30]

NASA, interested in obtaining ownership of the entire base, published a lengthy Comprehensive Use Plan detailing its plans for Moffett. The financially troubled space agency planned to finance the substantial costs of operating the base by attracting other federal tenants, particularly military users, to the base.

Despite affordability problems with the plan, the NASA transfer received support from community leaders, the Navy, BRAC, and Lockheed. Accordingly, Secretary of Defense Dick Cheney quickly approved the transfer of the entire base without considering any other option for Moffett. The Navy will close Moffett Field and transfer operations to NASA in late 1994, three years ahead of schedule.

Base Reopening

Ames seemed to solve many of its financial problems when the Army recommended that the 6th Army Headquarters move from the San Francisco Presidio to Ames. However, BRAC dashed Ames' hopes by rejecting the Army's recommendation to transfer the Headquarters and its 1200 jobs to the Ames facility. BRAC found that the Army would not save money from such a transfer. (For additional details, see the Presidio case study.)

Ames financing plans now hinge on a controversial new wind-tunnel construction project. For this to succeed, NASA must include the multimillion dollar project in its FY 1996 budget request. Although many significant hurdles remain,[31] local leaders and media sources have depicted the Ames Research Center as the top candidate for the wind-tunnel. Ames is already home to several wind-tunnels, including the world's largest, built in 1943.

Despite the 6th Army Headquarters setback, the uncertain status of the wind-tunnel project, and government-wide budget cuts, Ames has successfully attracted or retained several smaller military tenants, including one of the same units that left when the base closed.

- The **Air National Guard** operates the 129th Airlift Reserve Rescue Group on a 34 acre site at Ames. The group employs 247 civilian and 793 military personnel, and costs to operate the base exceed $15.2 million annually. The Guard has also scheduled more than $28.7 million[32] in new military construction projects over the next four years.

- The **Navy** transferred a reserve support unit to Ames when it closed the neighboring Alameda Naval Air Station. Two years earlier, the Navy had transferred those same units to Alameda when it closed Moffett. The unit employs 105 civilian and 348 Navy personnel and consists of a P-3 reserve maritime patrol squadron, a reserve air wing, and an air reserve center. Its estimated annual operating costs average $7.8 million.

- The **Air Force** annexed all of Moffett's 2,400 housing units for use by troops stationed at the neighboring Onizuka Air Force Base and Moffett's remaining Air National Guard units. These facilities include 800 family units, 86 single officer units, and 1,600 single enlisted units.

- The **Navy Reserve** units that did not transfer to Alameda remained at Ames after Moffett closed. These antisubmarine warfare and patrol units employ 116 full-time and 231 reserve personnel at an estimated annual cost of approximately $6.4 million.

- Two **Army Reserve** helicopter units also remain at Moffett after closure. These were transferred from Hamilton Army Air Field, also in the San Francisco Bay Area, when it closed in 1988. Those units include the 91st Aviation detachment and the 343rd Medical unit, employ 29 Army personnel, and cost approximately $1 million annually.

CONCLUSION

Despite the presence of current military units, Ames still has significant excess capacity. Additionally, the reserve units cannot compensate for the new operating costs that NASA will incur when it takes control of the base in October 1994. Regardless of whether NASA attracts additional federal tenants or pays the difference out of its own budget, the taxpayer will save nothing from the closure of Moffett Field Naval Air Station.

BRAC suggested that the facility support other federal agencies, but did not discuss the possibility of expanded private use of the

airfield. This form of "dual-use" is relatively common. For example, until its closure in 1993, Myrtle Beach AFB in South Carolina, shared its runway with the civilian airport without compromising security.

If sufficient non-DoD demand does not exist, NASA could save taxpayer money by sharing the facility with the private sector. However, such cooperation seems unlikely. NASA has already refused to allow the Bay Trail — currently interrupted by the facility — to pass through an isolated part of the base. Additionally, NASA avoided a requirement to study Moffett as a potential civilian airport[33] by claiming "the military continues to need the airfield...."[34] If the military truly needs this facility, it should never have been slated for closure.

SACRAMENTO BEE March 6, 1995 Pg. B-1

From Moffett to McClellan downed pilots lost hikers -- day's work for elite unit

By Steve Gibson
Bee Staff Writer

The air rescue unit selected by the Pentagon to move to McClellan Air Force Base in the latest round of military base realignments has a proud history of saving lives.

The 129th Rescue Group routinely drops medics by parachute into the Pacific to aid injured sailors. With its helicopters, it just as routinely pulls lost and injured hikers from the mountains of Northern California.

"It's a pretty elite operation," said Air Force spokesman Maj. Ron Lovas from the Pentagon. "Their motto says it all: 'That others may live.' "

The unit's wartime role is combat search and rescue — picking up downed U.S. fliers in a hostile environment. Its domestic role in the California Air National Guard is to provide aid when requested.

"The only difference between c[illegible] rescue and searching for [illegible]ers is that nobody's s[illegible]g at you," said Lt. Col. Larry Rodekohr, operations group commander for the unit, now based at Moffett Federal Airfield in Mountain View.

The unit's 800 personnel -- about one-fourth of them full-time -- are expected to start moving to McClellan in late 1996 if Pentagon recommendations are ratified by this year's base-closing commission.

Last week, Secretary of Defense William Perry recommended the 129th be moved to McClellan from Moffett, a former Navy base where Rodekohr estimated $20 million in improvements are needed to provide his unit adequate facilities.

The 129th, with an annual budget of $27 million, would occupy McClellan flight-line facilities now occupied by the 940th Air Refueling Wing, which is relocating its 1,200 personnel -- mostly part-time reservists — to Beale Air Force Base in 1996.

With five long-range HH-60 Pavehawk helicopters and four C-130 planes, the 129th has picked up injured seamen from vessels as far as 1,000 miles off the California coast. The unit also includes 27 pararescue troops, the Air Force's highly trained equivalent of the Navy's elite commando group known as SEALs.

When the former Moffett Naval Air Station was targeted for closure in 1991, the Air National Guard looked at McClellan, Beale and Travis Air Force bases as possible sites for the 129th, Rodekohr said. "We knew the move was going to come eventually," he said. "It's not like it's a surprise."

The unit's training and rescue missions wouldn't be affected by an inland location, Rodekohr said.

"We won't be that far away from the ocean," he said. "Everything would remain the same. We would launch our rescue missions from McClellan just like we do here at Moffett. There would be no change at all. Our worldwide commitment would remain the same. And we'll go on temporary deployments -- just like we do now."

He was referring to the Pentagon's increased reliance on reserve and National Guard forces to perform a variety of missions around the world.

For example, last summer three dozen fliers and pararescue troops from the 129th were sent to Saudi Arabia to support an active-duty Air Force unit there.

And eight times this year the 129th will send one of its C-130s on 10-day deployments to Reykjavik, the capital of Iceland, he said.

"The United States Air Force is there because of a treaty we have to provide search and rescue support in case any ship or airliner goes down in the North Atlantic," Rodekohr said. "Reserve and National Guard units support the active-duty unit there."

In a sense, the move would bring full circle the Air Force's rescue presence at McClellan.

RESCUE...Pg. 12

USA TODAY March 8, 1995 Pg. 8

Chavez should apologize to military women

On Feb. 28, the Navy announced that last October's tragic crash resulting in the death of Lt. Kara Hultgreen was caused by an engine malfunction, not pilot error. In light of this revelation, I urge Linda Chavez to withdraw the scurrilous and irresponsible charges made about women in the military in her column last month ("Woes mount for 2-sex military," Counterpoints, Feb. 1).

Chavez's comments were insulting not only to the Hultgreen family but to the entire naval community. She charged that "political correctness" would prevent the Navy from launching a vigorous investigation into this tragedy. The column also implied that Hultgreen was not qualified to fly.

After a painstaking investigation, the Navy concluded that Hultgreen was f[illegible]alified. Vice Admiral Robert [illegible]mmartzed the Navy's conclu[illegible]s[illegible]is pilot did her best to keep this aircraft flying under conditions that were all but impossible." In fact, when the identical situation was programmed into a flight simulator, eight of nine male aviators were unable to land safely. By any measure, the investigation into the accident was honest, full and fair.

Chavez's column — and the anonymous whisper campaign it supported — irresponsibly and incorrectly prejudged the outcome of this investigation. By publishing unsubstantiated charges before the facts became available, Chavez not only insulted the memory of Hultgreen but also impugned the integrity of her commanding officers who properly assigned her to flight duty.

Just as Chavez publicly lambasted the Defense Department's position on women in combat, I believe she should publicly acknowledge her misstatements and praise the Navy for its handling of this difficult investigation.

Sen. Barbara Boxer, D-Calif.
Washington, D.C.

Editor's note: The article referred to appeared in the *Current News Early Bird*, Feb. 2, 1995, Pg. 10.

JANE'S DEFENCE WEEKLY
March 11, 1995 Pg. 9

Global arms sales to drop, predicts study

ARMS TRADE

The total global arms trade from 1991 until 2000 is projected to be $291-330 billion in annual deliveries, according to a new Pentagon study. That represents a 47-53 per cent drop from the $625 billion in arms exports in 1981-91.

US defence contractors, however, are expected to maintain a 53-59 per cent market share, according to the study 'World-Wide Conventional Arms Trade (1994-2000): A Trade Analysis'. Only substantial changes in government export policy could affect this assessment, the report says.

From 1981-93 US arms deliveries declined from $13 billion per year to $10-11 billion annually. These delivery figures do not reflect the orders placed following the Gulf war. It is expected that US deliveries will decline to under $10 billion annually.

France is expected to be the second largest arms exporter.

The Pentagon study includes export estimates for all key sectors through the remainder of the decade.

It estimates that more than 1500 new aircraft sales and 400 aircraft upgrades are expected to be under contract by the end of the decade. The market for these may total more than $90 billion.

Vehicle deliveries could total $23 billion, while ship deliveries may reach $30 billion. Artillery deliveries could be as much as $7 billion. Missile deliveries could reach $22 billion. C^3I deliveries could reach $4 billion. The helicopter market could reach $20 billion.

Saudi Arabia is still estimated to be the largest purchaser with an estimated $32.4 billion in deliveries over the next five years.

CHRISTIAN SCIENCE MONITOR March 8, 1995

TAMING FEUDS

Chechens' Eye-for-Eye Vendettas Shape War

By Peter Ford
Staff writer of The Christian Science Monitor

SHALAI, RUSSIA

TRAVELLERS in the Caucasus are liable to find that the mountain peoples' legendary hospitality has one peculiar flaw: If you ask for directions to a person's house, local residents can often be unhelpfully vague.

The reason, it turns out, is self-preservation. If you, the stranger, were to kill the person you had been looking for, anyone who helped you find him would be subject to revenge.

The tradition of family vendettas has torn this wild and lawless corner of Russia for centuries. And although the cycle of violence has been somewhat tamed in recent decades through attempts at arbitration and peaceful dispute resolution, the ethic of revenge still has far-reaching consequences.

Indeed, Russia's involvement in the war in Chechnya, which has killed nearly 25,000 civilians according to human rights groups, can partly be attributed to the local penchant for personal retribution, local residents say.

Moscow's plan was to use Chechen opposition forces to overthrow separatist leader Gen. Dzhokhar Dudayev.

The Russian secret services gave anti-Dudayev fighters guns, ammunition, and money, and let them get on with it.

A provisional government was established, leaflets were circulated, some bridges were blown up, and a few skirmishes occurred. But nobody really seemed to put his heart into the fighting.

The problem, as the Russians eventually found out, was that Chechens were reluctant to go so far as to kill each other over such a minor question as political preference. Robbery and revenge are mortal matters; but to risk a blood feud by killing someone in a civil war was hardly worth it, local residents say. So the Russians were obliged to wage the war themselves.

Chechens have killed Russians, their enemies for centuries, without a second thought. But they do not kill other Chechens without carefully weighing the consequences, which are specified in the ancient unwritten code called *adat* that acts as Caucasians' ethical framework, based on folk traditions.

Adat is older than Islam, the predominant religion in the region, and a good deal more widely respected than the Russian penal code, which has never sunk very deeply into many Chechens' minds.

Until the early years of this century, *adat* was interpreted in such a way as to ensure blood feuds that continued until whole clans had wiped each other out, in a spiral of violence fed by each revenge killing.

Pitiful families of women, children, and old men, left without any able-bodied males to fight, would live on the charity of neighbors, stripped of [illegible] bottom of the social [illegible]

Today, the honor code [illegible] eye for an eye, and once the [illegible] been redressed, justice has been [illegible] Even though Russians are not part of the code, it is sometimes being applied in the war, according to Mackshirip Churdayev, a Chechen who fought in Grozny in recent months.

A group of his comrades who had lost two of their number to Russian gunfire, Mr. Churdayev recounts, eventually captured the building from which the fire had come and seized some Russian soldiers with it. They shot two of the prisoners in retribution for their own loss; the rest they disarmed and released.

But when justice is this rough, the slightest miscarriage can have unfortunate repercussions.

Not long ago, for example, in the course of an argument between two residents of a village near here, one man stabbed and wounded another. In quick revenge, a relative of the victim stabbed the original aggressor, intending to wound him too. Tragically, however, he killed him.

Now that relative – even though his family was the first to be offended – has a price on his head. The dead man's sons would be within their rights, according to *adat*, to slay their father's killer.

In fact, village elders are working on a more peaceful settlement of the dispute, given that the death was a mistake. In many cases nowadays, Chechens prefer to sort out their differences without resorting to the ultimate sanction.

Elders, still men of influence in rural areas of the Caucasus, and lawyers, who even here are seeking to wield more influence, are called on increasingly to arbitrate disputes and suggest peaceful resolutions.

Sometimes not even their aid is needed:

FEUD...Pg. 13

WASHINGTON POST March 9,1995 Pg. 33

Divers Draw Fire Near U.N. Summit

Reuter

COPENHAGEN, March 8—A Danish policeman, believing himself to be under fire, shot at three divers wading ashore today near the U.N. social conference attended by first lady Hillary Rodham Clinton, police said.

Copenhagen Deputy Police Commissioner Annemette Moeller said Danish police were searching for the divers after the incident.

A policeman on patrol at the airport spotted the three divers in the water at 4 a.m., Moeller said. The officer thought the divers were colleagues and stepped forward to greet them. Then, Moeller said, he heard something whistle past him.

"He thought it was a shot and felt he was in a dangerous position. He drew his pistol and fired at the divers," Moeller told a news conference.

The divers disappeared into the water, she said.

The conference will be visited by 120 heads of state and government Saturday and Sunday.

RESCUE...from Pg. 11

During the 1980s, an active-duty Air Force helicopter rescue unit was based at McClellan, then deactivated. And until the early 1990s, the 1730th Pararescue Squadron was stationed at McClellan, where it frequently teamed with McClellan's Coast Guard unit to aid injured sailors in the Pacific.

The move would also make the 129th neighbors at McClellan with the Coast Guard, which has based its West Coast long-range search and rescue C-130 unit there since 1978.

"I think we'll work well together," Rodekohr said.

The 129th's full-time employees – many of them pilots and rescue specialists – work in uniform as National Guard employees, but also train with the Guard unit on weekends. The rest of the unit's personnel train part time as "citizen soldiers." Since many of them live in the Bay Area, it is unclear how many will stay with the unit if it moves to Sacramento.

Sacramento attorney Thomas Eres, who is leading the community's efforts to keep McClellan open, hailed the proposed move. "With the Coast Guard already in place, there's a synergism created by having those air-sea rescue units co-located with one another," he said. "Having this kind of an operation at McClellan also adds more dimension to its military value, so it's not limited to being an air logistics center."

National Aeronautics and Space Administration
Ames Research Center
Moffett Field, California 94035-1000

FAX LEAD SHEET

Date: 5/22/95

Time: 11:10 am

Pages, including cover: 14

To: Mark Pross
Craig Hall

FAX No.: 703-696-0550

From: Suzanne Petroni
Moffett Liaison Office

Sender's Initials: SP

Voice No.: 415-604-0906

Special Instructions:

Enclosed is an article and press release on the NASA HQ recommendations for Friday. As you can see, these recommendations are not final; there's still work that needs to be done on many of the proposals, including that of transferring Moffett airfield to another agency. NASA is committed to hosting the airfield and will not cease doing so until another responsible host is found.
Please call me with any questions.

Suzanne

Facilities & Logistics Management Division
NASA Ames Research Center, MS 19-01
Moffett Field, CA 94035-1000

FAX No.: (415) 604-0910

News Release

National Aeronautics and
Space Administration
Washington, DC 20546
(202) 358-1600

For Release

May 19, 1995

Laurie Boeder
Headquarters, Washington, DC
(Phone: 202/358-1898)

Dwayne Brown
Headquarters, Washington, DC
(Phone: 202/358-1600)

RELEASE: 95-73

REVIEW TEAM PROPOSES SWEEPING MANAGEMENT, ORGANIZATIONAL CHANGES AT NASA

An internal NASA review team has produced proposals to enable the agency to meet the tough funding targets set by the Administration in the 1996 budget, Administrator Daniel S. Goldin said today. The proposals include sweeping management and organizational changes to cut spending an additional $5 billion by the end of the decade.

"I'm pleased with what I've seen so far," Goldin said. "We've found ways to streamline operations, reduce overlap, and significantly cut costs without cutting our world-class space and aeronautics programs. We have much hard work before us, but I believe a stronger and more efficient NASA will emerge."

The internal review does not propose closing any of the agency's ten major field centers, or shutting down any major programs. Goldin said he is determined to cut infrastructure at the Agency by reducing jobs, facilities, and administrative overhead, rather than terminating core science, aeronautics, and exploration programs. However, Goldin warned that further deep budget cuts now under consideration in Congress would threaten the survival of some NASA centers and major Agency programs.

"Reaching the levels in the Administration budget was an incredibly difficult task," Goldin said. "The deeper cuts Congress is contemplating simply go too far, and I am committed to fighting them."

"NASA was already in the process of taking a $35 billion (31%) cut over five years when the President asked us to cut an additional $5 billion. This is an agency designed to operate with a $22 billion budget annually, and we'll be at $13 billion by the end of the decade under the Administration budget," Goldin said.

-more-

"The American public wants a leaner, more efficient NASA, and we're prepared to meet that challenge. But they also want and deserve a NASA that maintains our nation's leadership in space exploration, aeronautics, science, and technology," he said.

The internal review, known as the "Zero-Base Review," proposes streamlining functions at the NASA centers, so each installation becomes a "center of excellence," concentrating on specific aspects of NASA's mission. At the same time, the proposed changes would reduce overlap and consolidate administrative and program functions across the Agency.

Under the review team's findings, NASA's total civil service employment levels would be cut to approximately 17,500 by the year 2000. This is the lowest level of civil servants at NASA since 1961. In addition, the budget reductions would cut an estimated 25,000 contractor personnel. The actual number and distribution of contractor job losses Agencywide would be determined by future business decisions made by the contractors.

The review team proposals will be assessed through the summer months and then become part of the Agency's Fiscal Year 1997 budget, due to be submitted to the Office of Management and Budget later this year. Goldin began the review last September following guidelines issued by the National Performance Review, a Government-wide effort headed by Vice President Gore to streamline executive agencies. The NASA study intensified in January to meet the President's budget reduction targets.

Zero-Base Review Operating Guidelines

In performing the study, the Zero-Base Review Team adopted the following operating guidelines.

- Each field center will have a primary mission to reflect its role in a strategic enterprise. NASA's strategic plan has established a framework for managing the Agency by concentrating key activities into "strategic enterprises." The five strategic enterprises are Mission to Planet Earth, Aeronautics, Human Exploration and Development of Space, Space Science, and Space Technology.

- Full program costs, including overhead as well as direct costs, will be identified and managed more effectively.

- Only Civil Servants, Jet Propulsion Laboratory employees, and employees of the new institutes will perform in-house science, research and engineering.

- Aerospace operations, including the Space Shuttle, will be performed by NASA contractors.

-more-

- Outsourcing and commercial services will be maximized.

- Agency activities and operations will be standardized to the maximum extent possible and commercially available products will be used as appropriate.

Actions Taken/Decisions Made

As part of its reinvention process, NASA has already made a number of decisions to reduce costs and achieve maximum efficiency. Among them:

- NASA has discontinued construction of a Space Shuttle solid rocket motor nozzle fabrication and refurbishment facility at Yellow Creek, MS. The move will save between $450 and $500 million through the year 2012.

- NASA will consolidate the Earth Observing System Data and Operations System function for the first EOS spacecraft at White Sands, NM. This move will save up to $30 million through the year 2000.

- NASA will consolidate software independent verification and validation functions at Fairmont, WV.

- Through a series of management actions, including two employee buyouts, NASA has substantially reduced total personnel. The two buyouts resulted in a reduction of Civil Service staffing by more than 2,600. Other factors, including attrition, have brought total Civil Service full-time staffing levels at NASA from 24,030 in January 1993 to 21,060 in April 1995.

- In line with the Administration's goals of reducing Washington headquarters staffing, the NASA Headquarters workforce has been reduced by 400 employees from January 1993 to April 1995, a 20 percent reduction. Headquarters is on track for an overall 50 percent reduction in personnel.

- Support service contract costs at NASA Headquarters have been reduced significantly. Staffing has been reduced by approximately 25 percent and total costs for support contracts are down approximately 33 percent for an annual savings in excess of $50 million. Similar reviews of support service contracts are underway at each of the NASA centers.

- NASA has canceled approximately $60 million in spending on custom software for a financial management system in favor of using less expensive, off-the-shelf technology.

- Each field center will be assigned a clearly defined mission, structured along a series of strategic enterprises and functional responsibilities. See the attached "Center Roles and Responsibilities," for additional details.

-more-

- Each NASA center, in self-assessments done for the Zero-Base Review, has identified a series of cuts and cost-saving measures. Those cuts will be included in the formulation of NASA's FY 1997 budget submittal.

Further Actions Under Consideration

A number of additional measures proposed by the Zero-Base Review Team are being provided as guidelines for the 1997 budget. These include:

- Reassigning and consolidating functional management responsibilities (such as personnel management, payroll and other administrative functions) to designated lead centers, a move that would reduce overlap. This approach would allow the Agency to take advantage of advanced technologies to deliver the same services for less money.

- Consolidating wide area networks at a single location and contracting for information and communications services. Currently, each NASA center has significant resources devoted to information systems infrastructure.

- Eliminating some administrative aircraft, and consolidating research aircraft operations at a single location.

- Transitioning the management of some science programs to institutes located on or near NASA sites. These institutes would be operated by a university, private industry, or a teaming arrangement.

- Restructuring the Space Shuttle program and preparing it for contractor consolidation and privatization.

Attachment

-end-

NASA press releases and other information are available automatically by sending an Internet electronic mail message to domo@hq.nasa.gov. In the body of the message (not the subject line) users should type the words "subscribe press-release" (no quotes). The system will reply with a confirmation via E-mail of each subscription. A second automatic message will include additional information on the service. Questions should be directed to (202) 358-4043.

Center Roles and Responsibilities

One of the most important management changes being made by NASA is the identification and implementation of carefully defined roles for each field installation. NASA's senior management already has agreed to a specific mission and area of excellence for each Center. One lead Center will manage everything within its area of excellence. Also shown below are proposed realignments that will be reflected in the Agency's FY 1997 budget guidance. Detailed analysis will occur throughout the summer as part of that process.

Under the review team's findings, NASA's total civil service workforce would be cut to approximately 17,500 by FY 2000. The actual number and distribution of contractor job losses Agencywide would be determined by future business decisions made by the contractors. The job estimates below are accurate within 15 percent.

Ames Research Center
Mountain View, CA

Mission:	Airspace Operations Systems and Astrobiology
Center of Excellence:	Information Technology
Proposed Realignments:	Establish a science institute for astrobiology; retain core in-house aeronautics research capability; consolidate management of aeronautical facilities with Langley Research Center facilities; transfer Moffett airfield; transfer aircraft to Dryden Flight Research Center.
Job Changes by FY 2000:	Estimated Civil Service Losses: -300 Estimated Contractor Losses: -1,140 Percentage of FY 1996 Baseline: -35%

Dryden Flight Research Center
Edwards, CA

Mission:	Flight Research
Center of Excellence:	Atmospheric Flight Operations
Proposed Realignments:	Assume flight operations management of all aircraft except those in support of the Space Shuttle.
Job Changes by FY 2000:	Estimated Civil Service Gains: +200 Estimated Contractor Gains: +100 Percentage of FY 1996 Baseline: +32%

Goddard Space Flight Center
Greenbelt, MD

Mission:	Earth Science/Physics and Astronomy
Center of Excellence:	Scientific Research
Proposed Realignments:	Transfer Goddard Institute for Space Studies to a university/consortium; consolidate management of the Suborbital program at Goddard; reduce cost of Wallops Flight Facility operations and investigate additional cost-sharing opportunities; increase partnerships with NOAA; consolidate management of communications infrastructure at Johnson Space Center; privatize space science data archiving and distribution; reduce in-house spacecraft development; transfer aircraft to Dryden Flight Research Center.
Job Changes by FY 2000:	Estimated Civil Service Losses: -550 Estimated Contractor Losses: -2,650 Percentage of FY 1996 Baseline: -28%

Jet Propulsion Laboratory
Pasadena, CA

Mission:	Planetary Science and Exploration
Center of Excellence:	Deep Space Systems
Proposed Realignments:	Further study of proposal to commercialize ground tracking of low-Earth orbit spacecraft; reduce in-house spacecraft development.
Job Changes by FY 2000:	Estimated Civil Service Losses: N/A Estimated Contractor Losses: -1,250 Percentage of FY 1996 Baseline: -22%

Johnson Space Center
Houston, TX

Mission:	Human Exploration and Astro Materials
Center of Excellence:	Human Operations in Space
Proposed Realignments:	Transfer management of White Sands Test Facility to Stennis Space Center; assume management of communications infrastructure; establish institutes for biomedical and planetary science; streamline engineering and facilities (no personnel transfers).
Job Changes by FY 2000:	Estimated Civil Service Losses: -500 Estimated Contractor Losses: -2,750 Percentage of FY 1996 Baseline: -21%

Kennedy Space Center
Kennedy Space Center, FL

Mission/Center of Excellence:	Space Launch
Proposed Realignments:	Shuttle contractor consolidations; assume management of Atlas-class expendable launch vehicles from Lewis Research Center.
Job Changes by FY 2000:	Estimated Civil Service Losses: -1,150 Estimated Contractor Losses: -2,000 Percentage of FY 1996 Baseline: -24%

Langley Research Center
Hampton, VA

Mission:	Airframe Systems, Aerodynamics, and Atmospheric Science
Center of Excellence:	Structures and Materials
Proposed Realignments:	Provide program analysis and evaluation function for Agency; transition atmospheric science to an institute; transfer aircraft to Dryden Flight Research Center.
Job Changes by FY 2000:	Estimated Civil Service Losses: -200 Estimated Contractor Losses: -800 Percentage of FY 1996 Baseline: -21%

Lewis Research Center
Cleveland, OH

Mission:	Aeropropulsion
Center of Excellence:	Turbomachinery
Proposed Realignments:	Transfer Atlas-Class expendable launch vehicle management to Kennedy Space Center; retain Plumbrook on a fully-reimbursable basis; establish an institute for microgravity and space power; close the rocket engine test facility; transfer aircraft to Dryden Flight Research Center.
Job Changes by FY 2000:	Estimated Civil Service Losses: -400 Estimated Contractor Losses: -1,100 Percentage of FY 1996 Baseline: -33%

Marshall Space Flight Center
Huntsville, AL

Mission:	Transportation Systems Development and Microgravity
Center of Excellence:	Space Propulsion
Proposed Realignments:	Further study of proposed transfer of payload operations to Johnson Space Center; further study of establishing an institute for science, including hydrology; mothball the Technology Test Bed; provide technical excellence in large optical systems/mirrors.
Job Changes by FY 2000:	Estimated Civil Service Losses: -650 Estimated Contractor Losses: -1,350 Percentage of FY 1996 Baseline: -30%

Stennis Space Center
Stennis Space Center, MS

Mission/Center of Excellence:	Propulsion Test
Proposed Realignments:	Assume management of White Sands Test Facility from Johnson Space Center; manage all future rocket propulsion testing; pursue National Propulsion Test Alliance.
Job Changes by FY 2000:	Estimated Civil Service Losses: 0 Estimated Contractor Losses: -100 Percentage of FY 1996 Baseline: -9%

NASA Headquarters
Washington, DC

Mission/Center of Excellence:	Corporate office
Proposed Realignments:	Reduce FY 1993 staffing level by 50 percent in accordance with National Performance Review guidelines; align selected program and functional responsibilities to field centers.
Job Changes by FY 2000:	Civil Service Losses: -450 Estimated Contractor Losses: -500 Percentage of FY 1996 Baseline: -30%

Additionally, two areas not represented in the Center listings above will also provide significant workforce reductions. The Zero-Base Review anticipates that by consolidating information and communications systems across NASA, 1,800 contractor jobs will be eliminated Agencywide by FY 2000. Further, it is anticipated that by moving to a single prime contractor on the Space Shuttle program, another 5,000-10,000 contractor jobs will be eliminated Agencywide by FY 2000.

NASA set to take an ax to Ames: 35% of operations, 1,400 jobs at risk

BY THOMAS FARRAGHER
Mercury News Washington Bureau

WASHINGTON — The chief of the nation's space agency will announce plans today to slice operations at the NASA/Ames Research Center by 35 percent — cuts that would wipe out 1,400 jobs, a senior NASA official said Thursday.

"We know this is difficult on individuals," said the official, who spoke on condition of anonymity. "We have made a decision to try to find these cuts in infrastructure and people rather than programs. We're here for the programs. We're not a jobs program."

Presaged for weeks through a series of leaked budget memos, the cuts call for a dramatic restructuring of the Mountain View center, including a shift toward the private sector by the creation of a science consortium with Bay Area universities and industry.

NASA Administrator Dan Goldin, who was to announce the

See NASA, Back Page

Bay Area lawmakers, officials decry threatened NASA cuts

■ NASA

from Page 1A

plans at a news conference this morning and in a closed-circuit address to NASA employees nationwide this afternoon, is seeking to meet the Clinton administration's call for $5 billion in budget cuts over five years starting in 1997.

Members of the Bay Area congressional delegation called Goldin's announcement disappointing and counterproductive.

Mineta protests proposal

"It is clear under the current proposal that NASA/Ames will remain a full NASA center in name only," said Rep. Norman Mineta, D-San Jose, who met with Goldin on Wednesday to discuss the budget cuts. "What was once a 500-pound gorilla is now a 200-pound gorilla, and that's not gorilla enough for me."

Local government, business and education officials from Mountain View and Sunnyvale met Thursday to start coordinating their strategy to fight the cuts.

"NASA/Ames is not just an employer in the area," said Mountain View City Manager Kevin Duggan. "The research capability, the intellectual resource that has been there for decades I think sometimes has been taken for granted in terms of its impact on the whole area."

The facility's aeronautics research has played a key role in the development of Silicon Valley, he said, and transferring management of the aeronautics operation would be a major concern.

5-year plan

The senior NASA official said the job losses at NASA/Ames would be spread out over five years and perhaps accomplished largely through attrition. The center employs 1,750 government workers and 2,350 civilian contract employees.

All told, NASA plans to trim its civil service payroll of about 22,000 workers nationwide by 4,000 by the year 2000.

Under the NASA restructuring plan, management of NASA/Ames aerospace operations, which include the world's largest wind tunnel, would be transferred to Langley Research Center in Virginia.

"Ames would be reporting to Langley on aeronautics work, but the workers would stay at Ames," the official said.

According to NASA's calculations, the GOP budget would mean as many as 75,000 contract and civil service workers would lose their jobs and that NASA/Ames almost certainly would be closed.

Ames' work may be shifted

Goldin is set to endorse an internal NASA budget-cutting team's proposal to shift much of NASA/Ames' work to a newly created non-government consortium — similar to the Lawrence Livermore National Laboratory or the Jet Propulsion Laboratory in Pasadena.

"The NASA vision for Ames is that its mission is aerospace operations systems and astrobiology, and we would like it to be the center for excellence in (computer) technology," the senior NASA official said. "We make the assumption that you would have a partnership with a Stanford or a Berkeley. The institute idea is fairly new and we're trying to understand it better."

The consortium would focus on the origins of life, expanding life into space, and other elements of space biology and chemistry.

While NASA budget cutters had recommended stripping NASA/Ames of its responsibility for Moffett Federal Airfield and the Crows Landing airfield near Modesto, the official said those moves are not certain.

"We are trying to look at how we might transfer Moffett to some other entity and that is requiring us to take a further look," he said.

The Pentagon already is calling for the removal of the airfield's other main occupants, the Air National Guard and Onizuka Air Force Base.

Goldin's recommendations will be incorporated into the budget that President Clinton would submit to Congress early next year.

GOP outline is more stark

The NASA official said Goldin's cuts would pale by comparison if the Republican budget approved Thursday by the House were to become law.

According to NASA's calculations, the GOP budget would mean as many as 75,000 contract and civil service workers would lose their jobs and that NASA/Ames almost certainly would be closed.

"If the (GOP budget) holds, cancellation of numerous major programs and center closings must now be considered," a NASA memo states, pegging the resulting cuts at NASA/Ames at 95 percent.

Democrats have argued that Republicans leaders once promised to deliver a NASA budget that kept pace with inflation, rising from $14.4 billion currently to $16.5 billion over five years. The latest GOP plan would drop funding from $14.4 billion to $11.6 billion.

"The Republicans are specifically targeting aeronautics programs, which Ames is playing a major role in, and that means the cuts to Ames would be much more dramatic under the (Republican) plan," the official said.

NASA defended its 35 percent cutback as necessary medicine at a time when political leaders are calling for a leaner space program.

"Ames will still be making a meaningful contribution to the aeronautics and space program," the senior NASA official said. "We've had to make cuts across the board and we think we're being good citizens because this is what the nation has asked us to do.

"Look at what some private-sector companies have had to go through. This is not something unique to NASA. It's happening nationwide."

Local officials realize NASA/Ames will have to bear its share of budget cuts, Duggan said, but he said he would be concerned about a disproportionate impact. And Suzi Blackman, executive director of the Sunnyvale Chamber of Commerce, stressed NASA's plan is still just a proposal.

"It's so early and it still is very much in the recommendation stage. A lot of things can happen in a year," she said.

Mercury News Staff Writer Jim Puzzanghera contributed to this report.

National Aeronautics and
Space Administration

Ames Research Center
Moffett Field, CA 94035-1000

Reply to Attn of: JFC:19-01

JUN 2 1995

The Honorable Alan J. Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street, Suite 1425
Arlington, VA 22209

Please refer to this number when responding 950605-11

Dear Chairman Dixon:

This letter has two purposes. First, I want to thank you for permitting the NASA Ames Research Center to take part in the Commission's site visit to Onizuka Air Station and Moffett Federal Airfield (MFA). I appreciate the interest the Commission has shown in NASA's evaluation of the long-term negative impact on MFA that would result from the Department of Defense's recommendations that the 129th Rescue Group be relocated and the Onizuka Air Station be realigned. In addition to harm to the operation of the federal airfield, implementation of the recommendation that "the family housing and clinic are to be closed" would have a devastating effect on the families of the hundreds of active duty DoD personnel stationed in the Bay Area.

The second important purpose of this letter is to provide clarification on an issue which may have come to the attention of the Commission. As you may know, NASA is completing a major review of its infrastructure and facility responsibilities. One of the preliminary recommendations of that review is that we at Ames Research Center seek to find another federal government agency to fulfill our role as host agency for Moffett Federal Airfield. Please be assured that this recommendation in no way threatens the future existence of MFA as a shared federal airfield supporting present and future government occupants. The Commission has previously suggested that this airfield remain an active federal facility, and NASA does not intend for that decision be changed. Rather, we may merely look for another federal agency to assume the host role. Until that is accomplished, we will continue our current responsibility to operate MFA as a cost-effective federal facility, and, I might add, an exceptional receiver base for units from bases to be closed or realigned.

If you or your staff have any questions regarding these issues, please call me at (415) 604-5111, or Mr. Mike Falarski at (415) 604-0901. Again, thank you for your and the Commission's consideration.

Sincerely,

Ken K. Munechika
Director

LOCKHEED MARTIN

June 5, 1995

Mr. Craig Hall
Base Realignment and Closure Commission
1700 No. Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Hall:

This is a follow-up on the request you made during the BRAC visit to Lockheed Martin Missiles & Space in late April. At that time you requested our input on the cost impacts of the proposed realignment of Onizuka Air Force Base, the implications of relocating the 129th Air National Guard from Moffett Air Field to McClellan Air Force Base, and how these decisions related to the Lockheed Martin consolidation studies.

Enclosed is information, forwarded earlier to the BRAC offices by Lockheed Martin Technical Operations, on the cost implications of the Onizuka realignment. I have also enclosed a copy of my testimony at the San Francisco Regional BRAC hearing on April 28, 1995. As you may recall, that testimony focused on the importance of Moffett Federal Air Field to the Lockheed Martin Missiles & Space and the potential negative impacts of relocating the California Air National Guard to McClellan.

With respect to the movement of products to and from our Missiles & Space operations in Sunnyvale, we have determined that there are no feasible alternatives. Moffett Field provides requisite national security and public safety and is the only environmentally feasible transportation alternative.

As part of the 1991 BRAC process, Lockheed studied alternatives to Moffett. Given the size and weight of our payloads, road access to public airports was not possible and the only feasible alternative was barging payloads to Alameda Naval Air Station. However, this option faced numerous obstacles. Given the protection accorded environmentally sensitive areas (Moffett and Lockheed Martin are adjacent to bay-designated wetlands and support special wildlife) and the regulatory restrictions on dredging, we determined that it would be highly unlikely that necessary environmental permits to undertake

this means of transport could be secured. Further, if these hurdles could be overcome, the capital construction and annual maintenance costs would be prohibitive. In 1991, those annual costs were estimated to be $50 million at a minimum. If Moffett were not available to Lockheed Martin today, those costs (which potentially could exceed $50 million annually) would be absorbed largely by the company's government customer.

In terms of Lockheed Martin's consolidation studies, Moffett Field represents an essential part of the infrastructure which supports Missiles & Space operations in Sunnyvale. Decisions affecting the future viability of Moffett would have major repercussions for the choice of the locations of Lockheed Martin's satellite business as site consolidation decisions are made. These Corporate site consolidation decisions will be made in June and announced by June 30, 1995. Thus, closure of Moffett would be a major business impediment and could impact the site consolidation decisions.

Thank you for the opportunity to provide you with this information. Please do not hesitate to contact me if you have additional questions or if I can be of further assistance (408/742-1605).

Sincerely,

Katherine Strehl

Katherine A. Strehl
Public Affairs Manager

Enclosures

The DOD justification in deciding to significantly realign Onizuka Air Station is incomplete and potentially misleading. The Onizuka realignment directly affects two military units -- the 750th Space Group whose functions are being consolidated at Falcon AFB, Colorado, and Detachment 2 who is to relocate to Falcon AFB without any consolidation. The Air Force justification for this realignment treats these two units as if they were one, leading to the false conclusion that there is a cost savings.

BRAC selection for realignment or closure is based upon three criteria--military value, return on investment, and impact. The press releases accompanying the Onizuka realignment announcement on February 28, 1995, adequately addressed the military value and return on investment rationale for deactivating the 750th Space Group. Not addressed, however, was the rationale for relocating Detachment 2. This rationale needs to be explored further.

Military Value. The Detachment 2 mission, test and evaluation of future space systems, is not being changed. There is no consolidation with other military units at Falcon AFB. Similar missions and supporting infrastructure will remain at Onizuka Air Station. The industry "backbone" that has been the key support to the space research and development mission for over 35 years is also in place in Sunnyvale. Conclusion -- there is no apparent military value to the relocation of Detachment 2.

Return on Investment. The annual recurring savings after implementation of the total Onizuka realignment is projected to be $30.3 million after a one-time implementation cost of $124.2 million. These numbers ignore the fact that relocating Detachment 2 yields <u>no savings</u> and has <u>significant implementation costs</u>.

1) Based upon previous studies that evaluated a potential move of Detachment 2 to Kirtland AFB, New Mexico, the cost of relocating Detachment 2 is at least $37 million. Detachment 2 conducts its mission today out of a dedicated satellite control center in existing government facilities and uses communications systems shared with other tenant units who are remaining at Onizuka. To relocate this mission to another base requires facility modifications ($2 million, if facilities already exist), new communications ($7 million), and a new control system (at least $20 million). 350 personnel must also be relocated (110 Air Force and 240 contractors) at a cost of about $7 million. All of the above are in the category of one-time "up-front" costs. If Detachment 2 relocates to their preferred location of Kirtland AFB rather than Falcon AFB, there are increased recurring costs of about $1.5 million per year to operate and maintain new, dedicated communications equipment and an additional cost of $1 million or more per year to cover contractor revenues subject to a New Mexico gross receipts tax of 5%.

2) The Air Force states that they will save $10 million out of the $14 million required today for base operating support. This identified savings is subject to question since Onizuka Air Station is not closing. Other tenant units, which have functionally similar mission requirements as Detachment 2, will continue to operate at Onizuka. This continuing mission at Onizuka requires most of the existing base infrastructure, e.g., buildings, electrical power, air conditioning, grounds maintenance, communications terminals and security.

3) Other costs, which are not as easy to define, would also be incurred in relocating Detachment 2. First, the Air Force did not indicate if sufficient excess facility space is available at Falcon AFB to accommodate Detachment 2 (potential impact of $20 million). Second, Falcon AFB does not have the communication capability to support all required mission elements. They use Onizuka today to cover their communication shortfall. The cost impact of adding additional communications at Falcon has apparently not been addressed. Third, Detachment 2 has an ongoing 24 hour-per-day, 7 day-per-week mission to perform while relocating. This means that they will need additional personnel during the transition period. Next, in a recent survey, only 20% of the people indicated that they would be willing to relocate from Sunnyvale. This loss of an experienced workforce creates the need for increased training costs or other financial incentives to ensure a viable mission at another location. Finally, several of the 75 military personnel in Detachment 2 reside in base housing at Moffett Federal Airfield. Since neither Falcon AFB nor Kirtland AFB has excess on-base quarters, these relocated personnel will be paid additional compensation in quarters allowance to live off the local economy.

4) The Air Force has, since 1977, consistently emphasized the mission need for a geographically separated redundancy and backup in the space control mission. The impact of eliminating the current backup has not been addressed in the Air Force announcement. If these backup capabilities are to be relocated, this can only occur at considerable expense. Onizuka Air Station also maintains a control capability for defense communications satellites operated by DISA. None of the announcements to date have addressed the impact of potentially relocating this resource.

5) The backup role provided at Onizuka applies not only to military missions but also to the manned NASA Space Shuttle. The Air Force cannot unilaterally decide to eliminate this capability. With Space Shuttle flights and readiness activities occurring on almost a continuous basis, moving this capability to another location requires the building of new equipment and facilities in order to ensure uninterrupted backup support. Again, there is considerable expense associated with restoring this important mission at a location other than Onizuka Air Station.

Impact. The Detachment 2 relocation results in a reduction of 554 jobs (350 direct and 204 indirect -- using the Air Force ratios) in the local area. Additional impacts, associated with the total realignment of Onizuka, were not addressed. There is a cost associated with moving existing government personnel (including remaining tenants at Onizuka) onto the local economy for housing and medical services. There is also a significant impact upon the thousands of federal workers and retired military personnel living in the San Jose area. They depend upon the military support services at Moffett Federal Airfield (clinic, commissary, base exchange) to maintain a quality of life that has consistently eroded with the elimination of virtually all other facilities in the San Jose metropolitan area--Alameda, Oakland, Treasure Island, and The Presidio. Compensation adjustments must be made to alleviate these impacts as well as additional funds allotted for CHAMPUS and other health care programs. We do not know how to estimate this cost.

A lot of confusion has accompanied the realignment recommendation concerning Detachment 2 as there were active, yet unannounced, actions to relocate this unit to Kirtland AFB. With the inclusion of Kirtland AFB in the realignment announcement, there is now a cantonment problem with relocating to Kirtland. Reducing the size of Detachment 2 to overcome the cantonment issue is not an alternative -- this option is independent of location, requiring investment in new command and control infrastructure, and can be done at Onizuka Air Station as well as any other base. Relocating a portion of Detachment 2 (such as the deployable ground stations) to another base has been discussed, but also represents an additional cost to the government. It should be noted that the costs of relocating Detachment 2 to Kirtland are the same regardless of its being on or off the realignment list. Whether relocating to Falcon or Kirtland, as shown above, there is still a significant cost.

In summary, none of the BRAC criteria have been satisfied in proposing a relocation of Detachment 2 to either Falcon AFB or Kirtland AFB. With no consolidation or mission change, there is no military value to relocation. The relocation carries not only significant implementation costs, but additional recurring costs as well. Finally, the impacts to the local community are significant.

Base Realignment and Closure Commission
San Francisco, April 28, 1995
Katherine A. Strehl

Chairman Dixon and Commission Members:

Thank you for this opportunity to present testimony concerning the potential realignment of the 129th Air National Guard. I am Katherine Strehl, Public Affairs Manager of the Missiles & Space Company of Lockheed Martin Corporation. As you may be aware, Lockheed Martin is the largest defense company, world-wide, with annual sales exceeding $23 billion. The possible realignment of the 129th Air National Guard is of deep concern to us as well as other aerospace contractors.

The Moffett Field Connection

Missiles & Space is one of Northern California's largest industrial employers, with 11,000 workers at our Sunnyvale facility. This site was selected more than 30 years ago largely because of its proximity to Moffett. As a subsidiary of Lockheed Martin Corporation, Missiles & Space has sales exceeding $3.6 billion annually. We do business with nearly 2,800 companies in the Bay Area valued in excess of $200 million annually. We have 400 active contracts, most of which are defense and civilian space related. Today, our primary customers are the Department of Defense and NASA. However, since the end of the Cold War, we have significantly expanded in the commercial space business and within the next five year we expect these sales to exceed $1 billion annually.

The company has made substantial investments in state-of-the-art facilities, including world class high-bay clean room integration facilities, as well as large environmental test facilities ranging from thermal vacuum, acoustic and test chambers, and autoclaves. With an estimated replacement value of $2 billion, these facilities produce flight-ready systems.

Missiles & Space has long been a premier integrator of strategic missiles, space and ground systems critical to our nation's defense. Most germane to Lockheed Martin's concern about the continued presence at Moffett is that we produce large, heavy and extremely valuable hardware items for both the Department of Defense and NASA. Such items include the Trident Fleet Ballistic Missile, Milstar Satellites, classified space programs, the Hubble Space Telescope and the International Space Station Alpha.

These products must be delivered to our customers in a safe and secure manner that does not dramatically interfere with the surrounding community. Thus, direct access to an airfield with heavy lift aircraft capability is paramount. Clearly, Moffett Field's ability to handle aircraft is not only the ideal, but the essential egress point for most of Lockheed's products. Further, design criteria for many of our systems are based on direct access to Moffett. Proximity to Moffett's secured airfield is integral to 40% of our business.

We have evaluated alternatives to Moffett and determined that there are no feasible or viable transportation options. The military transport used to move these systems -- C-5 aircraft -- cannot land at most public airports. Additionally, public highways leading to major airports are not designed to handle over-sized shipments because of height and weight restrictions. The best example is the Hubble Space Telescope, which was assembled in Sunnyvale. It measures 43 feet in

height, 14 feet in diameter and weighs nearly 13 tons. These dimension did not include the container used for shipping the telescope--which was transported via a C-5 from Moffett.

An alternative we studied was barging payloads to Alameda Naval Air Station; however, this option would face numerous obstacles. Given the protection accorded environmentally sensitive areas (i.e., Moffett and Lockheed Martin are adjacent to Bay designated wetlands that support special wildlife) and the regulatory restrictions on dredging, it is highly unlikely that we could secure the necessary environmental permits to undertake this means of transport on a regular basis. If these hurdles could be overcome, the capital construction and annual maintenance costs would be prohibitive.

Summary

We have determined that any action which could potentially affect Moffett Field's continued operation as a secure facility would have a chilling effect on Lockheed Martin's Sunnyvale operations, adversely affecting approximately 40% of our business. For these programs (valued at over $1.5 billion annually), there are no feasible or viable transportation alternatives.

In closing, Moffett Field represents a unique, preeminent resource--not just to Santa Clara County, but to the Nation. It has been the genesis for high-technology development in Silicon Valley and continues to be an integral part of aerospace development and technology. In considering the vital work of NASA, Lockheed Martin and other aerospace contractors to this nation, we believe that realignment of the 129th Air Guard does not serve taxpayers and the national interest.

MOFFETT

05-03-1995 13:58 415 604 0910

National Aeronautics and Space Administration
Ames Research Center
Moffett Field, California 94035-1000

FAX LEAD SHEET

Time: 3:00 PM

Date: 5/3/95

FAX No.: 703-696-0550

Pages, including cover: 3

To: CRAIG HALL
BRAC COMMISSION

Sender's Initials: SP

Voice No.: 415-604-0906

From: SUZANNE PETRONI
MOFFETT LIAISON OFFICE

Special Instructions:

CRAIG-
ENCLOSED IS THE INFORMATION CHARLES SMITH REQUESTED ON THE VARIOUS AGENCIES WE'VE BEEN IN CONTACT WITH. UNFORTUNATELY WE HAVEN'T HAD MUCH LUCK WITH THEM DATE.
PLEASE LET ME KNOW IF YOU NEED MORE INFORMATION. TAKE CARE.
Suzanne

Facilities & Logistics Manager
NASA Ames Research Center
Moffett Field, CA

FAX No.: (41

NASA MOFFETT LIAISON OFFICE
CONTACT WITH FEDERAL AGENCIES (1994-95)

Department of Defense
- Office of Test & Evaluation, Office of the Secretary of Defense
- Defense Research & Engineering (DR&E), Office of the Secretary of Defense
- Base Closure Implementation Branch, Office of the Chief of Naval Operations
- Reinvestment Assistance Task Force, Office of the Secretary of Defense
- Deputy Assistant Secretary for Acquisition, U.S. Air Force
- Office of Community Assistance, Economic Security
- Deputy Assistant Secretary for Reserve Affairs - Materiel and Facilities
- Deputy Director, Shore Installations Management Office, U.S. Navy
- Office of Economic Adjustment
- Naval Programs Management Office, Westinghouse Electric Co.
- Defense Commissary Agency (at Moffett)
- Defense Fuel Supply Center (at Moffett)
- Naval Facilities Engineering Command- Western Division (at Moffett)
- Sixth Army units at Presidio, including Army Readiness Group[1]

Department of Transportation
- Research and Special Programs Administration (RSPA)
- Deputy Secretary for Research and Technology
- Federal Aviation Administration
- Real Property Management Office
- Federal Highway Administration
- National Highway Traffic Administration
- National Transportation Safety Board
- U.S. Coast Guard[2]
  - Coast Guard Property Management Office (DOT HQ)
  - Planning Office, Coast Guard Island, Alameda, CA

Federal Emergency Management Agency
- Operations and Logistics Support Directorate, FEMA Headquarters
- Region IX Staff (Presidio)[3]

Department of the Treasury
- Bureau of Alcohol, Tobacco & Firearms - Leasing warehouse space at Moffett

Veterans Administration
- VA Medical Center, Palo Alto - Leasing warehouse space at Moffett

1 - Now Fifth Army. Units include personnel only, not aircraft.
2 - Coast Guard has helicopters at San Francisco International Airport, and C-130s at McClellan AFB. No current requirement to relocate.
3 - Discussing potential move from Presidio. Need administrative space for up to 300 people.

Department of State
- U.S. Agency for International Development (Foreign Disaster Assistance Office)

Department of Commerce
- National Oceanic and Atmospheric Administration

Department of the Interior
- U.S. Geological Survey - Leasing warehouse space at Moffett
- Bureau of Reclamation
- Bureau of Land Management
- Fish and Wildlife Service

Department of Agriculture
- Forest Service

Department of Energy
- Lawrence Livermore Labs

Department of Justice
- Immigration and Naturalization Service
- Drug Enforcement Agency
- Federal Bureau of Investigation
- U.S. Marshals Service

State of California
- CA Division of Forestry
- Office of Planning and Research
- CA Office of Emergency Services[4] (Coastal Region & State Headquarters)

4 - FEMA and OES have designated Moffett Federal Airfield a Disaster Support Area because of its strong infrastructure, runways, and communications capabilities.

HYJEK & FIX, INC.
SUITE 560
2100 PENNSYLVANIA AVENUE, N.W.
WASHINGTON, D.C. 20037
(202)223-4800
FAX(202)223-2011

TELEFAX MESSAGE

TOTAL NUMBER OF PAGES 2, INCLUDING THIS PAGE

DATE: JUN 20, '95

TO: CRAIG HALL

FROM: HAYDEN BRYAN / DON FIX

SUBJECT: 129TH RQG

Craig,

Just received the attached letter from the California State AG. Please give Hayden or I a call regarding the attached. Thanks.

Don

**** CONFIDENTIALITY NOTICE ****

This telefax from the firm of HYJEK & FIX, INC. and any accompanying documents contain information intended only for the use of the individual or entity named on this cover sheet. The information may be confidential and/or legally privileged. If you are not the intended recipient, you are hereby notified that except for providing the information to the intended recipient, any disclosure, copying, distribution or the taking of any action in reliance upon the contents of this telecopied information is strictly prohibited. If you have received this telecopy in error, please notify us by telephone immediately so that we can arrange for the return of the original documents to us.

DEPARTMENTS OF THE ARMY AND AIR FORCE
OFFICE OF THE ADJUTANT GENERAL
CALIFORNIA NATIONAL GUARD
9800 GOETHE ROAD - P.O. BOX 269101
SACRAMENTO, CALIFORNIA 95826-9101

June 14, 1995

Office of Government
and Community Affairs

Honorable Norman Y. Mineta
Representative in Congress
1245 South Winchester Boulevard
Suite 310
San Jose, California 95128-3963

Dear Mr. Mineta:

Thank you for your May 26, 1995 inquiry regarding my position concerning the proposal to move the 129th Rescue Group from Moffett Federal Airfield to McClellan Air Force Base. This letter will verify the statements I made to you during our June 2, 1995 telephone conversation. Governor Wilson's position is that the 129th should remain at the Moffett Federal Airfield, and I wholeheartedly support the Governor's position.

While it is true that one of our Air National Guard commanders made statements to the contrary during the April 26, 1995 BRAC meeting, he did so because of being misinformed. This position has been rectified. I do not know of any ongoing efforts by members of the California National Guard "to undermine the Governor's clearly stated views." If you have any evidence to the contrary, I would certainly appreciate being informed, as such activities cannot and will not be condoned.

It is important to note that although the Governor and I oppose the move of the 129th to McClellan Air Force Base, the Air Force is still planning for the move to take place. The Air Force, therefore, must change its recommendation if the proposed move is to be halted.

Thank you again for your inquiry and for taking my telephone call last week. It appears that you, Governor Wilson, and I are completely in-sync regarding the 129th remaining at Moffett.

Sincerely,

TANDY K. BOZEMAN
Major General
The Adjutant General

ISSUES FOR BRAC COMMISSION
ON ONIZUKA AS AND 129TH RQG

ONIZUKA

1. Is there excess capacity in the Satellite Control category, if geographical separation is needed between nodes?
   --apparently none in 1993, so why now?

2. Cost of moving tenants--this is a closure
   --cost of moving classified tenants should be included
   --other costs hidden by Air Force

3. RPMA/BOS savings of $10 million, yet base stays open
   --original costs were only $14 million
   --BCEG claims 100% savings on RPMA

4. Military value
   --75 percent mission reduction
   --unique facilities
   --housing score for Falcon and they have no housing on base
   --40% weight for air quality in Facilities Availability Subcategory

129TH RQG

1. No military value justification even attempted by the Air Force

2. BCEG cost assumptions are questionable. Costs are cut in Washington and site survey is overruled. Even BCEG admits to new construction at McClellan

3. NGB agreed to support the complex in 1993 and signed MOU
   --agreed to long-term commitment
   --agreed to anchor the facility

4. Community's military value analysis suggests poor deal for 129th at McClellan
   --less space
   --older facilities
   --worse weather
   --shorter flying hours

Implications of BRAC '95 on Moffett Federal Airfield: California Air National Guard 129th Rescue Group

The California Air National Guard 129th Rescue Group (CANG) has been at Moffett Field since 1979. When the decision was made to disestablish NAS Moffett Field as an active Navy facility, the CANG became a key member of the team developing the concept of Moffett Federal Airfield (MFA) as a shared federal facility. The stated intention of the CANG to remain at Moffett Federal Airfield as a long-term anchor tenant influenced NASA's decision to take over administrative control of MFA in 1994. NASA worked with the CANG and their state and federal headquarters to provide the necessary facilities to support their mission. In return, the CANG agreed to provide critical services to MFA. These services include fire protection (structural and airfield crash, fire and rescue), air traffic control and a significant portion of the airfield security. This teaming with the CANG made the rapid and smooth transition from NAS Moffett Field to Moffett Federal Airfield possible.

Moffett Federal Airfield is a shared facility with the cost of common operations being shared equitably by all the federal agencies at MFA, based upon concepts and formulas developed by all participants.[1] The CANG played a major role in development of the cost sharing process to assure its fairness and affordability. The CANG's annual share of these common costs are $1.4 million, approximately 13% of the total cost of operations at Moffett .[2] The services provided by CANG at Moffett Federal Airfield are valued at $5.25 million, for which it is fully reimbursed.[3]

The 1995 BRAC recommendations submitted by DoD propose the 129th Rescue Group move from Moffett Federal Airfield to McClellan AFB in Sacramento, CA. If the CANG leaves Moffett Federal Airfield, the cost of operating the airfield will not be reduced and the services it provides will have to be replaced, at potentially higher cost to the U.S. Government. This will increase the cost to NASA and the other agencies if a suitable replacement agency is not found. This could jeopardize the MFA concept.

[1] Based upon mutual agreement by the federal agencies residing at Moffett Field, costs are split into an **Institutional Shared Pool**, which covers basic infrastructure, fire and security protection, environmental compliance, and similar services, and an **Airfield Shared Pool**, which covers Air Traffic Control (ATC), Crash, Fire and Rescue (CFR), runway maintenance, etc.. Only airfield users pay into the Airfield Shared Pool.

[2] CANG annual share of the Institutional Shared Pool is $830,000. Their annual share of the Airfield Shared Pool is $630,000.

[3] Out of the Airfield Shared Pool, the CANG is reimbursed $1,068,000 for ATC, $2,974,000 for Fire Services, and $860,000 for Airfield Security Services. The CANG also receives $350,000 from NASA for ATC and Fire Services at Crows Landing Auxiliary Airfield. The total reimbursements provided to the CANG are $5,252,000 per year.

- **Defense Fuel Supply Center**
  - Fuel tank and administrative
- **Navy Exchange**
  - Administrative, retail, and education
- **Defense Commissary Agency**
  - Administrative and retail
- **U.S. Geological Survey**
  - Warehouse
- **Veterans Administration - Medical Center**
  - Warehouse
- **U.S. Postal Service**
  - Post office
- **Beech Aircraft (Army Guardrail Program)**
  - Administrative, hangar, and airfield
- **TRW - Avionics Surveillance Group (Army Guardrail Program)**
  - Administrative, hangar, and airfield
- **Loral Space and Range Systems (sponsored by U.S. Army)**
  - Open space
- **Savi Technology (sponsored by USMC)**
  - Open space
- **Golden Bay Credit Union**
  - Credit union
- **Stanford University**
  - Environmental research
- **Stanford Hospital**
  - Intermittent airfield (for "life flights")
- **Packard Children's Hospital**
  - Intermittent airfield (for "life flights")
- **Civil Air Patrol**
  - Administrative

National Aeronautics and Space Administration
Ames Research Center
Moffett Field, California 94035-1000

FAX LEAD SHEET

Date: 6/5/95 Time: 9:35

Pages, including cover: 2

To: Craig Hall FAX No.: 703-696-0550

From: Suzanne Petroni Sender's Initials: SP

Voice No.: 415-604-0906

Special Instructions:

Craig -
Attached is a copy of a letter sent out on Friday. Hopefully, it will reassure those who were worried about the airfield.
Look forward to seeing you Friday morning.
Take care.
Suzanne

Facilities & Logistics Management Division
NASA Ames Research Center, MS 19-01
Moffett Field, CA 94035-1000

FAX No.: (415) 604-0910

National Aeronautics and
Space Administration

Ames Research Center
Moffett Field, CA 94035-1000

Reply to Attn of: JFC:19-01

JUN 2 1995

The Honorable Alan J. Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street, Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

This letter has two purposes. First, I want to thank you for permitting the NASA Ames Research Center to take part in the Commission's site visit to Onizuka Air Station and Moffett Federal Airfield (MFA). I appreciate the interest the Commission has shown in NASA's evaluation of the long-term negative impact on MFA that would result from the Department of Defense's recommendations that the 129th Rescue Group be relocated and the Onizuka Air Station be realigned. In addition to harm to the operation of the federal airfield, implementation of the recommendation that "the family housing and clinic are to be closed" would have a devastating effect on the families of the hundreds of active duty DoD personnel stationed in the Bay Area.

The second important purpose of this letter is to provide clarification on an issue which may have come to the attention of the Commission. As you may know, NASA is completing a major review of its infrastructure and facility responsibilities. One of the preliminary recommendations of that review is that we at Ames Research Center seek to find another federal government agency to fulfill our role as host agency for Moffett Federal Airfield. Please be assured that this recommendation in no way threatens the future existence of MFA as a shared federal airfield supporting present and future government occupants. The Commission has previously suggested that this airfield remain an active federal facility, and NASA does not intend for that decision be changed. Rather, we may merely look for another federal agency to assume the host role. Until that is accomplished, we will continue our current responsibility to operate MFA as a cost-effective federal facility, and, I might add, an exceptional receiver base for units from bases to be closed or realigned.

If you or your staff have any questions regarding these issues, please call me at (415) 604-5111, or Mr. Mike Falarski at (415) 604-0901. Again, thank you for your and the Commission's consideration.

Sincerely,

Ken K. Munechika
Director

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: March 14, 1995

TIME: 10:00 a.m.-11:10 a.m.

MEETING WITH: City of Mountain View, CA officials

SUBJECT: Onizuka AS and Moffett Federal Airfield AGS

PARTICIPANTS:

Name/Title/Phone Number:

Dena K. Bonnell, Council Member, tel.: (415) 903-6305
Nadine P. Levin, Assistant City Manager, tel.: (415) 903-0384

Commission Representatives:

Chip Walgren, Manager, State and Local Liaison
Jim Schufreider, Manager, House Liaison
Elizabeth King, Counsel
Ben Borden, Director, Review & Analysis
Frank Cirillo, Air Force Team Leader
Bob Cook, Interagency Issues Team Leader
Craig Hall, Senior Analyst, Air Force Team
Mark Pross, Senior Analyst, Air Force Team
Jim Brubaker, Senior Analyst, Navy Team
Doyle Reedy, Senior Analyst, Navy Team
Deirdre Nurre, Senior Analyst, Interagency Team

MEETING PURPOSE: Representatives were interested in the BRAC process, specific timelines (dates for base visits, regional hearings, and the reuse hearing), Commission composition, and the scope of the Commission's work (recommendations regarding reuse). Frank Cirillo gave the process briefing. Also, they were interested in the adds process, criteria used to determine a community's position, transfer of DOD assets to another federal agency (e.g., the FAA), and how the Federal Surplus Property Act of 1947 applies to base closures versus base realignments. Representatives did not identify, at this time, any specific community concerns or issues regarding Onizuka AS. They identified two concerns regarding Moffett Federal Airfield AGS. First, if the

Air Guard Station is closed and the 129th Rescue Group is relocated, then NASA will not have enough tenants to pay the total associated costs or other base operating support costs, since the Air Guard Station currently pays about 25 percent of those costs. Second, the Mountain View and Sunnyvale communities want to avoid air-cargo and general aviation planes from flying over residential areas if the FAA ultimately uses Moffett airfield as a reliever airstrip for nearby San Jose International Airport. MP

Moffett Federal Airfield
AGS

Defense Base Closure and Realignment Commission
Executive Correspondence Tracking System (ECTS)

95[redacted]20 (I, O)
Originated: 04/12/95 Received: 04/12/95 Referred to: Due: / / Closed: 04/12/95 NONE REQ.
From: PETRONI, SUZANNE (at MOFFETT LIAISON OFFICE).
To: PROSS, MARK (AF GAO ANALYST at DBCRC).
Installation(s): , (-).
Contents: FORWARDING PAPER REGARDING THE IMPLICATIONS OF BRAC 95 ON MOFFETT FEDERAL AIRFIELD :ONIZUKA AIR STATION.

950516-4 (I, O)
Originated: 05/15/95 Received: / / Referred to: Due: / / Closed: 05/16/95 NONE REQ.
From: CIRILLO, FRANK (AIR FORCE TEAM LEADER at 1993 DBCRC).
To: BLUME, JAY (SPECIAL ASST TO SEC OF AF at HEADQUARTERS USA/RT).
Installation(s): , (-).
Contents: REQUESTING 2 COBRA RUNS:
1) CLOSURE OF MINNEAPOLIS ARS.
2) MODIFY RUN OF CLOSURE FOR MOFFETT FEDERAL AIRFIELD AND RELOCATION TO MCCLELLAN AFB.

950605-11 (I, O)
Originated: 06/02/95 Received: 06/05/95 Referred to: LIAISON Due: 06/07/95 Closed: 06/20/95 COMPLETE.
From: NUMECHIKA, KEN K. (DIRECTOR at AMES RESEARCH CENTER).
To: DIXON, ALAN (CHAIRMAN at DBCRC).
Installation(s): , (-).
Contents: DISCUSSING RECOMMENDATION BY NASA THAT AMES RESEARCH CENTER FIND ANOTHER FEDERAL GOVERNMENT AGENCY TO FULFILL THEIR ROLE AS HOST AGENCY FOR MOFFETT FEDERAL AIRFIELD.

950[illegible]-14 (O, O)
O[illegible]ted: 06/02/95 Received: / / Referred to: Due: / / Closed: 06/06/95 COMPLETE.
Fr[illegible] CIRILLO, FRANK (AIR FORCE TEAM LEADER at 1993 DBCRC).
To: BLUME, JAY (SPECIAL ASST TO SEC OF AF at HEADQUARTERS USA/RT).
Installation(s): LOWRY AFB, CO (F-NTMU), and ONIZUKA AFB,CA (F-WMSJ).
Contents: FORWARDING DOCUMENTS REGARDING TWO BASES AND REQUESTING COMMENTS.
1) MOFFETT FIELD COMM. PRESENTATION 2) COMMENTS ON ONIZUKA 3) REALIGNMENT COSTS WITH ONIZUKA 4) LETTER FROM THE EXECUTIVE DIR, LOWRY REDEVELOPMENT AUTHORITY

50609-8 (I, O)
riginated: 06/08/95 Received: 06/09/95 Referred to: LIAISON Due: 06/16/95 Closed: 06/22/95 COMPLETE.
rom: ESHOO, ANNA G. (U.S. REP (CA) at U.S. CONGRESS).
o: COX, REBECCA (COMMISSIONER at DBCRC).
nstallation(s): , (-).
ontents: RESPONCE TO QUESTION ASKED AT SITE VISIT TO ONIZUK AIR STATION, AND MOFFETT FEDERAL AIRFIELD.

[redacted]

: 5 Records Selected by ACKERMAN, Criteria: .

DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C. 20330

MAR 16 1995

HQ USAF/CV
1670 Air Force Pentagon
Washington, DC 20330-1670

The Honorable Anna Eshoo
House of Representatives
Washington, DC 20515-0514

Dear Ms. Eshoo

This is in further response to our February 28, 1995, telephone conversation regarding the recommended closure of Moffett Federal Airfield Air Guard Station (AGS), California, and the proposed relocation of the 129th Rescue Group to McClellan Air Force Base (AFB). You specifically requested more detail on the impact the proposed relocation would have on NASA.

Attachment 1 outlines the Base Operational Support (BOS) personnel requirement the Air National Guard (ANG) currently provides Moffett Federal Airfield AGS. Of the 40 firefighters currently employed at Moffett Federal Airfield AGS, 36 state employee crash, fire and rescue firefighter positions will not move with the 129th Rescue Group to McClellan AFB. The remaining four Title V civilians are grandfathered; however, the ANG will phase those positions out upon the incumbents' retirement. Since NASA currently reimburses the ANG for crash, fire, and rescue service, the cost to NASA for these support services will remain unchanged assuming NASA elects to maintain the 36 positions.

The ANG also provides 17 enlisted Active Guard Reservists (AGR) for aircraft ramp security at Moffett Federal Airfield AGS. These AGR positions are programmed to relocate with the 129th Rescue Squadron to McClellan AFB. Therefore, if NASA desires to maintain ramp security, it may contract or hire personnel for these positions based upon an appropriate level of ramp security. NASA would assume fiscal responsibility for the associated contract or salary costs; the current cost for ramp security personnel is $680,900 annually.

Air Traffic Control positions are also manned by ANG Title V civilians on a reimbursable basis from NASA. Since these positions would not move to McClellan AFB, NASA would have the option to retain them at an approximate annual cost of $650,000. In addition, the ANG provides two vehicle maintenance positions to maintain fire trucks supporting NASA, the annual cost of which is $91,500. Finally, NASA would absorb any BOS positions which the ANG did not move to McClellan AFB, as well as the ANG's $450,000 annual portion of joint use airfield management fees.

Since NASA currently reimburses the Air Force for $2.4 million of $3.5 million in annual costs, NASA's BOS costs would increase by $1.1 million annually as a result of the 129th Rescue Group relocating to McClellan AFB. The $15.2 million indicated on the BRAC recommendation (Attachment 2) represents projected non-recurring realignment costs for the 129th Rescue Group's relocation to McClellan AFB. These costs are independent of the annual recurring BOS costs indicated in the preceding paragraphs.

I trust this information is useful.

Thomas S. Moorman Jr.

THOMAS S. MOORMAN, JR.
General, USAF
Vice Chief of Staff

Attachments:
1. The BOS Impact on NASA
2. BRAC Recommendation

MOFFETT FEDERAL AIRFIELD

129 RESCUE GROUP AND NASA

- One page recommendation forwarded by USAF to DoD, the Commission, and Congress
  - $15.2 Million total one-time costs are the result of Cost of Base Realignment Actions model (COBRA)
  - Pertains only to the 129 Rescue Group (ANG) move from Moffett to McClellan AFB
  - Base Operating Support (BOS) costs that NASA will have to absorb (Attachment 2) as the result of the move are not factored in
    - This guidance comes from DoD policy memo.
    - DoD agencies do not have to factor realignment costs into COBRA for other Federal Government agencies

- BOS impact on NASA (Attachment 2)
  - Annual recurring costs that NASA will incur when the 129 Rescue Group moves to McClellan AFB
  - The total costs are those annual recurring costs incurred by the ANG - $3.7M
  - Reimbursed by NASA is an annual reimbursement NASA gives back to the ANG - $2.4M
  - Total cost to ANG $1.3M
    - This is the difference NASA will have to make up in annual recurring BOS when the ANG moves. NASA already pays out the $2.4 million to ANG which they will have to continue to pay

- The Moffett one pager and the BOS impact on NASA have no correlation to each other
  - The one pager is one-time BRAC realignment costs
  - The BOS impact on NASA is annual recurring BOS costs

ATTCH 3

THE BOS IMPACT ON NASA
IF 129TH RESCUE GROUP LEAVES
MOFFETT FEDERAL AIRFIELD AIR GUARD STATION

		COST (in thousands)
FIREFIGHTERS		
-4 Title V	** Grandfathered Positions being phased out as Title V employees attrit *** Reimbursed by NASA	$ 186.1
-36 State Employees (Reimbursed by NASA)		$1470.1
SECURITY		
-17 Enlisted Active Duty Personnel		$ 680.9
AIR TRAFFIC CONTROL		
-13 Title V Employees (Reimbursed by NASA)		$ 650.0
VEHICLE MAINTENANCE		
-2 Positions (Reimbursed by NASA) ****To maintain 9 fire trucks currently in use		$ 91.5
JOINT SHARE OF AIRFIELD MANAGEMENT FEE		$ 450.0
TOTAL COST		$3528.6
REIMBURSED BY NASA		$2397.7
TOTAL COST TO ANG LESS REIMBURSEMENT FROM NASA		$1130.9

Atch 1

N A S A
M O F F E T T
F E D E
A I R F I

Base Operational Support
act of 129th Rescue Group
Relocation on NASA

($K)

LABOR # ONLY

1-time cost vs annual recurring costs

	Cost to CANG	NASA Cost to Replace	Increase
BOS Lab			
Fire Pr vehicle maint)	1,748	2,520	772
Air Trat ntrol	650	1,105	455
Security	680	770	90
Totals	3,078	4,395	1,317
CANG BOS Cost Contribution		1,460	1,460
Total Cost Impact on NASA*			2,777

Costs shown are for labor only, therefore they do not include supply or equipment costs
Replacement costs higher than CANG costs due to contract vice government performance
NASA not permitted State employees
Increase in NASA civil service complement not permitted

*** Shared by DOD Resident Agencies**

GG: 4/25/95 # 1

Gus Gold 415/604-0913

Since ANG/AF $ ↓
but NASA $ ↑
this is net
$ ~ 2M

Duplication of Effort
ted by 129th Rescue Group
ion to McClellan Air Force Base

	(WorkYears)			
	Current	To McClellan	Replace	Increase
yees	36	0	40	4
Civil Servants	4	0	0	-4
Fire Vehicle Maintenance	2	0	2	0
Air Traffic Control	13	0	13	0
Security	17	17	14	14
Net Increase in Workyears				14

Cost to Government of Increase in Workyears	770
Increased Cost to Government of Fire & ATC Workyears	1,227
Total increase in "Cost to Government"	$1,997K

GG: 4/25/95 # 2

N A S A
M O F F E T T
F E D E R A L
A I R F I E L D

Issues/Questions Raised by General Moorman's Letter Regarding the 129th Rescue Group

General Moorman's assumption that NASA may retain State employee positions is incorrect

General Moorman's assumption that NASA may retain Guard CS positions is incorrect.

The Air Guard contribution to Moffett BOS costs is $1,460K, not $450K

NASA does reimburse CANG for Security workyears

Air Guard does not pay "Joint Use Airfield Management Fees" They pay their share of BOS

Air Guard facilities at Moffett Federal Airfield significantly exceed BRAC assumptions

Cost for California Air National Guard (129th Rescue Group) to Operate at Moffett Field

CANG Annual Costs Incurred to 'Live at Moffett'	CANG Share of Pools
Airfield Shared Pool Costs	630
Air Traffic Control	
Crash Fire Rescue	
Airfield Security	
Runway and lighting Maintenance	
Etc	
Institutional Shared Pool Costs	830
Utility Grid Maintenance	
Fire Protection	
Security/Law Enforcement	
Roads and Grounds Maintenance	
Environmental Compliance	
Etc.	
Total Shared Pool Costs Paid by CANG	**1460**
Direct Costs Paid by CANG for Service Received from NASA	
Telephone Service	150
Building Maintenance and Repair	100
Utilities Consumption	100
Janitorial Service	50
Environmental Compliance	40
Demand Costs (would have anywhere)	**440**
Total Dollars CANG Pays NASA	1,900

Reimbursements CANG Receives from NASA (and other Airfield Users)

Air Traffice Control Services	1,068
Fire Services	2,974
Airfield Security Services	860
Crows Landing ATC/Fire	0
Total Reimbursements to CANG	4,902
Total CANG Pays to NASA	1,460
Available to CANG	3,442

Estimated Cost for CANG Performance of ATC/Fire Protection/Airfield Security (GG's estimate)

Function	Workyears	($K)	Moorman Ltr ($K)	
Airfield Security	10	650	680	(17 wkyrs)
ATC	9	720	650	(13 Wkyrs
Fire Protection	40	2,600	1,748	(40 Wkyrs)
Non-Labor Costs		700	700	Not in letter
	Tot Cost Est	4,670	3,778	
Estimated Annual CANG Unreimbursed Cost		1,228	336	

129th calculates they are paying 650K/year more than they were when they were a Navy Tenant

If 129th leaves the fire protection function will have to be replaced - Cost Increase to government

If 129th leaves & airfield stays opern, ATC function will be replaced - Cost increase to government

Key to remember is that CANG is fully reimbursed for it's performance of shared pool work

Estimate of Guard costs includes State funding: General Moorman's figures do not

Attachment 1 to HQ USAF/CV Letter March 16, 1995 to Honorable Anna Eshoo (Signed by General Thomas S. Moorman, Jr. Vice Chief of Staff)

The BOS Impact on NASA
If 129th Rescue Group leaves
Moffett Federal Airfield Air Guard Station

Category	Number of Employees	Cost ($K)
Fire Fighters		
-4 Title V Civil Service Positions	4	186.1
-36 State Employees	36	1470.1
Security		
-17 Enlisted Active Duty	17	680.9
Air Traffic Control		
-13 Title V Employees	13	650
Vehicle Maintenance		
-2 Fire vehicle maintenance techs	2	91.5
Joint Share of Afld Mgt Fee		450
TOTAL COST		**3528.6**
Reimbursed by NASA		2397.9
Total Cost to ANG less Reimbursement from NASA		**1130.7**

With GG's analysis added in									
						Charge to ARC		Estimated Cost	
Category	Number of Employees	Cost ($K)	Avg $/WY	Cost ($K)	ARC Actual CANG Reimb	Avg $/WY		For ARC to Replace	
Fire Protection									
-4 Title V Civil Service Positions	4	186	47						
-36 State Employees	36	1,470	41						
-2 Fire vehicle maintenance techs	2	92	46						
		1,748	42	1,748	3,054	56		3,500	Contract with City
Security									
-17 Enlisted Active Duty	17	681	40	681	860	51		920	14 wkyrs @ 55K+150K ops
Air Traffic Control									
-13 Title V Employees	13	650	50	650	1,068	82		1,205	13 wkyrs @ 85K+100K ops
Joint Share of Afld Mgt Fee		450		1,460				1,460	
TOTAL COST		**3,529**		4,539	0			**7,085**	Total NASA Cost to Replace
Reimbursed by NASA**		2,398		4,982				4,982	Current Cost to NASA
Total Cost to ANG less Reimbursement from NASA		**1,131**		**-443**	**4,982**			**2,103**	**Net Increase Cost to NASA***
									* Meaning NASA & remaining RAs
** reimbursed by NASA includes									
Civil Service Fire Fighters	186.1								
State Employee Fire Fighters	1470.1								
Active Duty Security Guards	0								
Air Traffic Controllers	650								
Vehicle Maintenance Techs	91.5								
	2397.7								

Issues

1. Is it possible General Moorman's NASA reimbursement figures are intended to exclude amounts paid by other RAs
2. General Moorman appears to be assuming NASA has the choice of retaining the 36 CANG firefighters if we're willing to pay for them. Is that true?
3. What is being suggested by "grandfathered" Title V (CS) positions? Will the Guard keep them on their own roles until the incumbents retire?
4. If General Moorman's work year costs are correct, the Guard is charging NASA way too much money
5. General Moorman appears to be assuming NASA can "retain" the 13 Air Traffic Controller positions currently belongng to the CANG. I believe that's not true
6. The Air Guard's share of cost sharing pools is $1,460, not $450
7. "Joint Use Airfield management fees" seems very pejorative and misleading. These costs are CANG's fair share of acutal BOS costs. Not some additional management fee.

Cost to Government issues										
Duplication of effort	Current	to McClellan	Lost	Replaced @ ARC	Net Change					
Fire Protection										
State Employee (SSC)	36	0	36	40	4					
Civil Service	4		0	0	-4					
Vehicle Maint (SSC)	2	0	2	2	0					
Security										
Enlisted Active Duty Guards	17	17	0	14	14					
Air Traffic Control										
Civil Service Controllers	13	0	13	13	0					
Net Increase in Government Work Years					**14**					
Increased Cost to Government due to Work Years					**$770,000**					

CANG 129th Rescue Group Claimed Reimbursement vs Actual reimbursement

Category	Number of Employees	CANG Claimed Cost ($K)	FY-95 Reimb to CANG ($K)	
Fire Protection				
Title V Civil Service Positions	4	186		
State Employees	36	1,470		
Fire vehicle maintenance techs	2	92		
Total fire protection labor		1,748	2,462	
Fire Protection non-labor cost			512	
			2,974	
Security				
Enlisted Active Duty	17	681	797	
Security non-labor cost			64	
Total Security Cost		681	**860**	
Air Traffic Control				
Title V Employees	13	650	847	
ATC non Labor Cost			221	
Total ATC Cost			**1,068**	
Joint Share of Afld Mgt Fee		450	1,460	
TOTAL COST		**3,529**	**5,786**	***
Reimbursed by NASA**		2,398	4,902	
Total Cost to CANG less Reimbursement from NASA		**1,131**	**884**	

**GEN Moorman's Claim includes	
Civil Service Fire Fighters	186.1
State Employee Fire Fighters	1470.1
Active Duty Security Guards	0
Air Traffic Controllers	650
Vehicle Maintenance Techs	91.5
	2397.7

***Includes GEN Moorman's labor costs plus 129th non-labor cost figures

Airfield Operations Shared Pool Cost Estimate 9/1/93

Function	CANG Labor/ops	CANG Equipment	ARC Perf	Total Cost
Air Traffic Control				
Labor for 16 hours / 365 Days	847			847
ATC Equipment		180		180
Vehicles		8		8
Training/Certifications	11			11
Travel	10			10
Expendables	12			12
Fees ($103.00 per year)	0			0
Facilities Ops (Supplied by NASA)	0			0
Total Air Traffic Control Costs	**880**	**188**	**0**	**1,068**
Crash Fire Rescue (CANG Estimate)				
Labor for 24 hours / 365 days	1,150			1,150
Fire Suppression Equipment		108		108
Vehicles		157		157
Training/certifications	15			15
Travel	6			6
Expendables: Ofc supplies, Postage, Communications, etc.	10			10
Fees, Licenses ($325.00 per year)	0			0
Facilities Janitorial, Maint/Upgrades/Phones	15			15
Total Crash Fire Rescue Costs	**1,196**	**265**	**0**	**1,461**
Airfield Security/Law Enforcement (CANG Performs Security 2 patrols)				
Labor 2 patrols, 24 hrs / 365 days	797			797
Airfield Security - Equipment		8		8
Vehicles		26		26
Training/Certifications	7			7
Travel	1			1
Expendables	3			3
Fees, Licences ($155.00 per year)	0			0
Facilities	19			19
Total Airfield Security Costs	**827**	**34**	**0**	**861**
Airfield Maintenance				
Field & Lighting inspection, runway sweeping, relamping			200	200
Painting/ Rubber removal			90	90
Weed abatement/vegetation control			70	70
Storm Drain Maintenance			30	30
Pavement Maintenance			170	170
Overhead and minor repair materials/tools			114	114
Total Airfield Maintenance Costs			**674**	**674**

Institutional Shared Pool Cost Estimate 9/1/93

Function	Labor/ops	Equipment	Total Cost
Structural Fire Protection Pool	755		
Labor for 24 hours / 365 days	656		656
Fire Suppression Equipment		43	43
Vehicles		35	35
Training/certifications	8		8
Travel	3		3
Expendables: Ofc supplies, Postage, Communcations, etc.	4		4
Fees, Licenses ($140.00 per year)	0		0
Facilities Janitorial, Maint/Upgrades/Phones	8		8
Fire Inspection Requirements not performed by CANG	50		50
Total Structural Fire Protection Costs	**728**	**78**	**805**
Security/Emergency Services Pool			
Lt. Supervisor	145		145
Police Officer	295		295
Investigator	52		52
Security Officer	255		255
Dispatcher	143		143
Security Specialist	55		55
Admin Clerk	120		120
Locksmith	47		47
Emergency Coord/Specialist	55		55
Operations Planner	25		25
Other Direct Costs (need to separate out Equipment)	50		50
Overtime (Premium included)	132		132
Training	37		37
Contract Management	145		145
Total Security Services Costs	**1,556**	**0**	**1,556**
Infrastructure Pool			
Infrastructure O & M			
Electric Grid	243		243
Water System	101		101
Sanitary Sewer	81		81
Storm Drain System	31		31
Gas System	81		81
Compressed Air System	20		20
Grounds	465		465
Roads	265		265
Trouble Calls	81		81
Minor repairs	140	0	140
O & M Management and Administration	88		88
Direct Utility Usage	60		60
Steam System portion of Infrastruction O&M	-22		-22
Airfield Portion of Infrastructure O&M	-66		-66
Facility Engineering	200		200
Total Infrastructure O & M Costs	**1,768**	**0**	**1,768**

California Air National Guard

Bldg #	Type	Weighting Factors Inst/En	Fire	Sec	Description	Units in Sq.Ft Office	Hangar/Str	Annual ISP Cost ($K)	Cost per Sq. ft.
47	Admin	1.0	1.0	1.0	Hangar 3	43,159		124.2	$2.88
47	Maint	1.0	0.9	0.5	Hangar 3		63,336	153.2	$2.42
47	Hangar	0.5	0.9	0.5	Hangar 3		48,000	74.1	$1.54
680	Admin	1.0	1.0	1.0	ANG Headquarters Building	18,564		53.4	$2.88
681	Storage	0.5	0.9	0.5	Base Supply Eqipment		30,720	47.4	$1.54
682	Storage	1.0	0.9	0.5	Hazardous storage		796	1.2	$1.54
683	Maint	1.0	0.9	0.5	Civil Engineering		9,180	22.2	$2.42
684	Storage	0.5	0.9	0.5	AGE		2,500	3.9	$1.54
684	Covered Pad	0.5	0.9	0.5	AGE		1,866	2.7	$1.44
686	Maint	1.0	0.9	0.5	Parachute Survival Equip		11,155	27.0	$2.42
1662	[illegible]	[illegible]	[illegible]	[illegible]			6,000	9.3	$1.54
	Total					61,723	173,553	518.5	

MEMORANDUM **DATE:** April 13, 1995

TO: Mark Pross
Defense Base Closure and Realignment Commission

FR: Robert Mestman RM
Office of Senator Dianne Feinstein

RE: Onizuka Air Station (AS) -- Air Force Analysis / Base Questionnaires

---

There are several discrepancies and possible errors in the Air Force's analysis of satellite control bases and the questionnaires for Onizuka AS and Falcon AFB, including:

1. Satellite Control Operations/Mission Capacity: Falcon AFB and Onizuka AS received the same grade (yellow +) under "satellite control operations", the most important and heavily weighted subcategory. Within this subcategory, Falcon AFB received a higher score (green -) than Onizuka AS (yellow +) under "mission capacity". However, the Air Force analysis may be flawed. If corrected, Onizuka AS would score higher than Falcon AFB on this important subcategory.

> **(a) Core Mission Capable:** Falcon AFB receives a moderate score (yellow), even though the questionnaire for Falcon AFB states that "this installation does not have sufficient capacity to accomplish all core operations." It should be noted that Onizuka AS's questionnaire states that "this installation has sufficient capacity to accomplish all core operations for both satellite control nodes."
>
> **(b) Future Mission Projection:** Onizuka AS is severely penalized (red) because its base questionnaire states that "a 75 percent decrease in mission requirements is predicted over the next ten years." However, this decrease may not be related to Air Force missions and may involve the missions of tenants at the base (the specific details are classified). Should Onizuka AS be penalized for non-Air Force actions?

2. Facilities Availability and Condition: There appears to be a series of errors with regard to Onizuka AS under the "facilities availability and condition" subcategory that, taken together, could influence the overall ratings for Onizuka AS (yellow -) and Falcon AFB (green -).

(a) Mission Support Facilities/Unique Facilities: While the Onizuka AS base questionnaire lists no unique facilities for the base and Onizuka AS is given a very low rating (red) under "unique facilities", a document provided by the Air Force and Onizuka AS list a series of unique missions, equipment and facilities at the base.

(b) On-Base Housing: As the base questionnaire clearly indicates, Falcon AFB has no on-base housing, 0 percent of the military families live on base, and the limited housing that may be available off-base is sub-standard and not occupied. Yet, Falcon AFB received a moderate score (yellow) under "housing capacity" and a high score (green) under "housing condition". As a result, Falcon AFB scores higher than Onizuka AS under the "on-base housing" subcategory.

(c) Air Quality: Even though it has minimal impact on satellite control operations (i.e.: there is no flying missions), air quality is weighted at 40% -- the highest weight in its subcategory. Additionally, Onizuka AS is given a very low score (red) under "restrictions", even tough the base questionnaire indicates that the impact of air quality is minimal: "It will not be expected that Onizuka AS cease operations during an episode, but that it curtail emission to the extent possible without compromising its mission or damaging equipment. Citizens are asked to voluntarily assist in the effort by carpooling." Also, if it has no operational impact, then air quality should be recorded under "environmental impact".

3. Contingency, Mobility, and Deployment Requirements: Both Onizuka AS and Falcon AFB are given the same low grade (red +), but under the only subcategory that affected satellite control bases, Onizuka AS scored higher.

(a) Geographic Location: Onizuka AS scores higher (green) than Falcon AFB (yellow +). Yet, both bases are given the same score on the overall subcategory rating.

4. Cost and Manpower Implications/Return on Investment: The one-time closure cost for Falcon AFB may be deceiving.

(a) One-Time Closure Costs: The costs to close Falcon AFB appear to be very high ($575 million). However, most of these costs ($320 million) reflect the cost to replicate one facility at Falcon AFB: the National Test Facility.

(b) Recurring Annual Savings: Despite the continued substantial presence of Air Force and tenant personnel at Onizuka AS -- overhead costs should remain

virtually the same -- the Air Force cost estimates predict an annual savings of more than $10 million in base operating support (BOS) and real property maintenance activities (RPMA). In fact, the Air Force COBRA analysis claims a 100% savings in RPMA costs.

5. Community: Both Onizuka AS and Falcon AFB are given the same rating under "community" (yellow +). But, there appears to be an inaccuracy in at least one subcategory.

(a) Off-Base Housing: Even though the base questionnaires indicate that off-base housing is not affordable at both bases, Falcon AFB received a higher score (yellow) than did Onizuka AS (red) under "affordable". In addition, the Air Force analysis does not reflect the fact that the projected housing deficit at Falcon AFB is 950 units, while the projected housing deficit at Onizuka AS is only 26 units. Despite this oversight, Falcon AFB still scored higher (yellow) than did Onizuka AS (red) under the "off-base housing" subcategory.

(b) Off-Base Recreation: Onizuka AS is located nearby the San Francisco Bay and the Pacific Ocean, yet is given a low rating (red) under "fishing". Additionally, Falcon AFB is 28 hours away from the nearest aquarium and is given a low rating (red); Onizuka AS is only 2 1/2 hours away from the nearest aquarium and is given a relatively low ratings (yellow).

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC 20330-1000

OFFICE OF THE SECRETARY

March 28, 1995

SAF/LLP
1160 Air Force Pentagon
Washington, DC 20330-1160

The Honorable Dianne Feinstein
United States Senate
Washington, DC 20510

Dear Senator Feinstein

This is in response to your March 15, 1995, request for additional information concerning Onizuka Air Station (AS), California, and the Department of Defense (DoD) BRAC 95 recommendations.

QUESTION 1: Are Onizuka AS and Falcon Air Force Base (AFB) the only satellite control bases within the Air Force?

RESPONSE: Yes.

QUESTION 2: Currently, what is the percentage breakdown of workload at Air Force and other Defense Department (if any) satellite control bases?

RESPONSE: Due to the classified nature of the data, the Air Force was not able to determine the percentage breakdown of workload during the analysis process. It was determined that both Falcon and Onizuka had sufficient capability to accomplish all core mission requirements, although relocated or additional equipment was required at Falcon.

QUESTION 3: The BRAC 95 realignment of Onizuka AS calls for the inactivation of the 750th Space Group and its functions relocating to Falcon AFB. Will this realignment, when fully implemented, leave Falcon AFB as the only satellite control base?

RESPONSE: Yes.

QUESTION 4: What are the national security implications of having all Air Force satellite control functions located at one installation? Is a redundant or back-up capability required and/or preferred for national security reasons to address the threat of natural disaster, sabotage, etc.? Were these considerations addressed in the Air Force's BRAC 95 recommendation process?

RESPONSE: The current Air Force Space Command Concept of Operations (which considers threats and possible natural disasters) no longer calls for dual satellite control nodes. This assessment is contained in the Air Force Space Command capacity analysis which was briefed to the Base Closure Executive Group.

QUESTION 5: What is the exact breakdown of Air Force and other tenant personnel that will be impacted by the realignment of Onizuka AS? How many personnel will relocate to Falcon AFB or other installations, how many will remain at Onizuka AS, and how many positions will be eliminated?

RESPONSE:

	Officers	Airman	Civilian	Contractor
Leaving Onizuka AS	83	163	95	468
Remaining at Onizuka AS	46	0	232	1,402
Positions eliminated	74	339	-4	

NOTE: 118 Airman positions remaining at Onizuka will convert to civilian, showing a net increase in civilian jobs.

QUESTION 6: Please describe the coordination and/or communication between the Air Force and other tenant activities at Onizuka AS during the Air Force's BRAC 95 recommendation process? Is there any record of this coordination and/or communication similar to the minutes of AF/BCEG meetings?

RESPONSE: Most of the discussions regarding tenant missions at Onizuka AS were held on a working level basis between the BRAC staff and organizations in the Washington, DC, area responsible for the tenant units at Onizuka. No records of this coordination were kept.

QUESTION 7: During the BRAC 95 recommendation process, was the Air Force aware of any future force structure or other infrastructure changes that other tenant activities at Onizuka AS were considering? Did this play a role in the Air Force's BRAC 95 recommendation to realign Onizuka AS?

RESPONSE: Yes. Question I.2.K.1.b provided an estimate of the projected increase or decrease of Air Force and Tenant missions over the next 10 years. It was used in criteria subelement I.3.A.1 which was approximately 17 percent of the criteria I grade.

QUESTION 8: In the BRAC analysis, why is air quality weighted at 40 percent in its subcategory when Onizuka AS is not an operational air station, has no flying mission, and air quality has no impact on the functions or mission of Onizuka AS as a satellite control base?

RESPONSE: Although air quality does not have a significant impact on current operations, the presence of air quality problems is a major factor affecting realignments and the transfer of additional functions and personnel into an area. Therefore, the Base Closure Executive Group decided to maintain the 40 percent weighting for air quality for all subcategories, including non flying subcategories such as Satellite Control and Product Centers and Laboratories.

QUESTION 9: Would any of the following have an impact on the tiering of satellite control bases or impact Onizuka's "Tier III" status:

a. if air quality was not a factor?

b. if air quality was rated at a lower level?

c. if Onizuka's score on air quality was higher?

RESPONSE: It is impossible to predict the effect of these scenarios on the voting of the 13 Base Closure Executive Group members; however, since Falcon AFB consistently scored higher across the board in category II, scenarios a and b would probably not have affected the overall tiering. With regard to scenario c, even if Onizuka received a (GREEN) rating, the overall rating (YELLOW +) would rank below Falcon's overall (GREEN-).

QUESTION 10: Under the Air Force realignment recommendations for Onizuka AS, Detachment 2 of SMC/CU (Space and Missile Systems Center) will relocate to Falcon AFB. Why is it necessary that this activity relocate to Falcon AFB? Was the option keeping Det 2 at Onizuka explored? Was the option of consolidating Det 2 to another installation in California with similar SMC/SU functions explored? If so, what were the cost/savings implications for other options?

RESPONSE: Only portions of the SMC that directly support satellite control operations will relocate to Falcon. This move will provide a more efficient satellite control operation for the Air Force. We did consider keeping the satellite control functions at Onizuka but believe the move to Falcon would be more efficient. Consolidating Det 2 at another installation in California was not explored.

We trust the information provided is useful.

Sincerely

SCOTT B. McLAUTHLIN
Colonel, USAF
Deputy Chief, Programs and
Legislation Division
Office of Legislative Liaison

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE SPACE COMMAND

30 January 1995

MEMORANDUM FOR SEE DISTRIBUTION

FROM: AFSPC/CC
150 Vandenberg Street, Suite 1105
Peterson AFB CO 80914-4020

SUBJECT: Backup Satellite Control - POLICY DIRECTIVE

1. This policy provides guidance for developing backup satellite control capability for AFSPC satellite systems.

2. Backup control capabilities (telemetry, tracking and commanding for satellite platforms and payloads, and scheduling) will be established and function until primary control capabilities are restored following these guidelines:

a. Level of backup operation: Limited--provide for satellite operations excluding launch and early orbit operations.

b. Responsiveness: Warm backup--given the loss of the primary operations facility, alternative satellite command and control resources must be able to assume responsibility for conducting routine operations, and anomaly resolution and/or contingency operations. Although the actual responsiveness required will vary with specific mission requirements, procedures and data bases must be ready to implement with sufficient responsiveness to preclude lasting impact to mission capability.

c. Separation: Geographical separation required--sufficient to prevent simultaneous degradation to both a prime and backup capability that could have lasting impact to mission capability from the same threat.

3. Communications backup capabilities will be established and function in accordance with the following guidelines:

a. Level of backup operation: Full--the communications element will provide primary and alternate communication systems (command and control, links, switches, etc.) to assure operators and users interconnectivity to all elements within the ground segment of the satellite control system.

b. Responsiveness: Hot backup--equipment and personnel are in-place and operational 24 hours per day.

c. **Separation:** Geographical separation required--sufficient to prevent degradation to communication capabilities that could have a lasting impact to mission capability from the same threat.

4. While not required, it is desirable for backup capabilities to be organic to AFSPC units to take advantage of the synergy to be gained from mutual support. HQ AFSPC/DO will develop generation designed operational capability (DOC) statements for each backup control capability IAW AFR 55-15, and will develop an annex to the Concept of Operations for Satellite Control, dated 28 Oct 93, on backup satellite control. The appropriate operational wings will develop employment concepts to describe the operator's vision of satellite control backup capability.

5. This policy supersedes AFSPC/CC Policy Directive, "Backup Satellite Control," dated 23 Apr 92, and will be institutionalized in AFSPC doctrine and instructions. This policy will remain in effect until superseded by appropriate AFSPC policy guidance.

JOSEPH W. ASHY
General, USAF
Commander

DISTRIBUTION:

USSPACECOM/CC/CV
AFMC/CC
HQ AFSPC/CV/DO/XP/DR/SC/LG
14 AF/CC
21 SW/CC
50 SW/CC

United States Senate

WASHINGTON, DC 20510

April 11, 1995

The Honorable Charles A. Bowsher
Comptroller General of the United States
General Accouting Office
441 G Street, NW
Washington, D.C. 20548

Dear Mr. Bowsher:

We are writing to request that the General Accounting Office review several issues relating to the realignment of Onizuka Air Station as part of the 1995 Base Realignment and Closure (BRAC) process.

As you know, Onizuka Air Station was recommended for major realignment by the Secretary of Defense, with much of its workload and personnel transferring to Falcon Air Force Base in Colorado. We question the military and fiscal justification for this realignment and believe it could have negative implications on U.S. national security, particularly with regard to the nation's satellite control network. In addition, the proposed realignment of Onizuka Air Station will have an adverse economic impact on California (a state disproportionately hard hit by military base closures), causing the loss of several thousand military, civilian and contractor jobs in the region.

As part of GAO's analysis into BRAC 95, we would like you to review the following issues relating to the recommended realignment of Onizuka Air Station:

1. Apparently, as a result of suggestions following BRAC 93, the Air Force adopted a mathematical approach for evaluating bases in BRAC 95. However, despite the objective "green/yellow/red" grades assigned to various categories for different bases, the final rating of bases was made via a subjective tiering process. In this process, each member of the Air Force Base Closure Executive Group voted on the tiering of a particularly base. This subjective ballot process makes the analytical and objective analysis more difficult to audit the outcome of the decision process. **What evidence is available to determine that the Air Force closure and realignment process selected bases in an accurate and fair manner? What is the GAO basis for making this determination?**

2. Despite the continued presence of Air Force and tenant activities and personnel at Onizuka Air Station following any BRAC action, the Air Force cost estimates predict an annual saving of more than $10 million in Real Property Maintenance Activities (RPMA) and Base Operating Support (BOS) costs. **Are these high savings estimates accurate?**

3. According to the base questionnaire for Onizuka Air Station, there is a 75 percent decrease in mission requirements expected over the next ten years. This statement greatly impacted Onizuka Air Station's rating in the "satellite control operations" subcategory and may have impacted the base's overall tiering status. **What is the basis for such a reduction in mission requirements? Does this statement reflect Air Force or other tenant activities? If reflective of other tenant and not Air Force activities, is it fair to penalize Onizuka Air Station in the "satellite control operations" subcategory?**

4. The Air Force claims that only one satellite control node is needed and there is excess capacity in the satellite control bases category. However, the analysis of excess mission capacity is not revealed in any detail in any of the BRAC documents. We believe that national security may dictate that two nodes are needed to ensure that there are back-up and redundant capabilities in the event of war, natural disaster, sabotage, etc. Apparently, there have been instances in the past -- such as the "backhoe" incident -- where satellite control and/or communication functions have been disrupted at Falcon AFB. **Did the GAO review the Air Force's analysis that only one satellite control node is required? What are the implications to U.S. national security of Onizuka Air Station's realignment?**

5. The base questionnaires state that figures on operational capacities and core requirements for the satellite control bases are maintained separately and are classified. **Was this classified material given appropriate weight in the "green/yellow/red" analysis and the final tiering process? Was this classified material taken into consideration in making the determination that there are no unique facilities at Onizuka Air Station?**

6. According to responses provided to Senator Feinstein, there were discussions between the Air Force and tenants at Onizuka Air Station concerning the BRAC 95 process and future mission projections. However, these discission were held on a working level and no record of this communication was kept. **Why were no records kept of integral discussions impacting the BRAC 95 process and the decision to recommend Onizuka Air Station for realignment? Can GAO investigate this matter and determine if these discussions where held in accordance with BRAC policy and guidelines?**

7. The base questionnaire for Onizuka Air Station states that the base has sufficient capacity to accomplish all core operations for <u>both</u> satellite control nodes. The base questionnaire for Falcon AFB states that the base does <u>not</u> have

sufficient capacity to accomplish all core operations for both satellite control nodes. Nevertheless, the Air Force recommended realigning Onizuka Air Station and transferring much of its workload to Falcon AFB. **What is the justification for these statements? What is the estimated cost of upgrading Falcon AFB to accommodate the task now performed by Onizuka Air Station?**

8. Under the Air Force's BRAC process, the one time cost to close Falcon AFB and move its functions to Onizuka Air Station are estimated at $575 million. However, we understand that most of these costs relate to one facility, the National Test Facility. **Did the Air Force consider a scenario of realigning Falcon AFB, leaving the National Test Facility as a stand-alone facility, thereby reducing substantially the one-time implementation cost? If so, what where the results? If not, why?**

9. The Onizuka Air Station base questionnaire states that there are no unique or one-of-a-kind Air Force facilities at the base. However, officials at Onizuka Air Station have compiled a list of numerous unique facilities, equipment and missions at the base. **Why is there a discrepancy between the base questionnaire for Onizuka Air Station and the information supplied by the base regarding unique facilities? Did the base questionnaire take into account unique non-Air Force facilities that are an integral part of Onizuka Air Station's mission?**

Thank you, in advance, for reviewing these important issues. As the BRAC 95 process is already underway and the Onizuka Air Station base visit and regional hearing are at the end of the month, we would appreciate your prompt attention to this time-sensitive matter.

Sincerely,

Dianne Feinstein
United States Senator

Barbara Boxer
United States Senator

UNIQUE MISSIONS/EQUIPMENT/FACILITIES AT ONIZUKA AS

750 th SPACE GROUP (AFSPC)

CAMP PARKS COMMUNICATIONS ANNEX

DATA LINK TERMINAL

INTER RANGE OPERATIONS (FOR CLASSIFIED MISSIONS)

COMMUNICATIONS CONNECTIVITY

- -OPERATIONAL TRAFFIC SWITCH
  - --Total Network Capacity for all programs at both nodes
- - SKYNET/NATO CONNECTIVITY DATA LINK TO TCS
- -THULE TRACKING STATION C-SIDE DATA LINK TO BOTH NODES
- -GODDARD SPACE FLIGHT CENTER DATA LINK
- -JOHNSON SPACE FLIGHT CENTER DATA LINK
- -PHILLIPS LABORATORY (DET 2)
- -CAMP PARKS T-1 DATA LINK

DSCS HEAVY TERMINALS (1 of 2 West Coast DISA Gateways)

5 th SPACE OPERATIONS SQUADRON (AFSPC)

SPACE TRANSPORTATION SYSTEM (STS)
SOME NASA ORBITAL PROGRAMS (GOES,TOMS,etc)
INERTIAL UPPER STAGE (IUS)
NATO III, DSCS II
SKYNET
NATO IV
DSCS III LAUNCH AND EARLY ORBIT (LEO)
BOOSTERS

AFMC (DET 2,SMC))

DEPLOYABLE ASSETS (ANTENNAS AND GROUND STATION)
SPACE OPS CENTER 37 (TEST SUPPORT COMPLEX)

CLASSIFIED PROGRAMS

PRIMARY MISSION CONTROL FOR MULTIPLE PROGRAMS
COMMUNICATIONS NODE

ONIZUKA AS REALIGNMENT MANPOWER

LEAVING ONIZUKA AS

ORGANIZATION	OFFICER	ENLISTED	CIVILIAN	CONTRACTOR	TOTAL
DET2, CU (SMC/TE)	34	38	30	239	341
TENANT PERSONNEL	5	8	7	12	42
SPACE COMMAND	44	117	58	217	426
TOTAL	**83**	**163**	**95**	**468**	**809**

REMAINING AT ONIZUKA AS

ORGANIZATION	OFFICER	ENLISTED	CIVILIAN	CONTRACTOR	TOTAL
TENANT PERSONNEL	38	0	93	1127	1258
AIR FORCE	8	0	139	275	422
TOTAL	**46**	**0**	**232**	**1402**	**1680**

POSITIONS ELIMINATED FROM ONIZUKA AS

	OFFICER	ENLISTED	CIVILIAN	TOTAL
BRAC SAVINGS	47	165	86	298
EXEMPT*	27	56	23	106
TOTAL	**74**	**221**	**109**	**404**

*** MANPOWER THAT CAN NOT BE USED AS A BRAC SAVINGS (GDIP, MED, FAM, SPT,CHILD CARE)**

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, DC

30 MAY 1995

147
950516-4

HQ USAF/RT
1670 Air Force Pentagon
Washington, DC 20330-1670

Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, BA 22209

Dear Mr. Cirillo

This is in response to your letter of May 15, 1995 (Commission tasker #: 950516-4, AF/RT: RT0510), requesting COBRA runs for Minneapolis-St. Paul IAP Air Reserve Station (ARS) and Moffett Federal Airfield AGS.

For Minneapolis-St. Paul IAP ARS, we have provided two COBRA runs similar to your earlier tasker, 950413-3, for the other C-130 bases. The first COBRA (atch 1) updates the focused COBRA for Minneapolis-St. Paul IAP and the second COBRA (atch 2) takes MILCON avoidances under the same scenario.

The Moffett Federal Airfield AGS COBRA is provided at attachment 3.

We trust this information is useful for your analysis.

Sincerely

Jay D. Blume

JAY D. BLUME, Jr.
Major General, USAF
Special Assistant to the Chief of Staff
for Base Realignment and Transition

Attachments:
1. Minneapolis-St. Paul COBRA
2. Minneapolis-St. Paul COBRA with MILCON avoidances
3. Moffett COBRA

Data As Of 08:02 05/30/1995, Report Created 08:02 05/30/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\MOF14201.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

Starting Year : 1996
Final Year : 1997
ROI Year : Never

NPV in 2015($K): 17,607
1-Time Cost($K): 17,802

Net Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	917	8,253	0	0	0	0	9,170	0
Person	0	526	131	131	131	131	1,050	131
Overhd	50	577	-120	-120	-120	-120	145	-120
Moving	0	4,768	0	0	0	0	4,768	0
Missio	0	0	0	0	0	0	0	0
Other	1,500	1,530	0	0	0	0	3,030	0
TOTAL	2,467	15,655	10	10	10	10	18,164	10

	1996	1997	1998	1999	2000	2001	Total
POSITIONS ELIMINATED							
Off	0	0	0	0	0	0	0
Enl	0	0	0	0	0	0	0
Civ	0	0	0	0	0	0	0
TOT	0	0	0	0	0	0	0
POSITIONS REALIGNED							
Off	0	8	0	0	0	0	8
Enl	0	80	0	0	0	0	80
Stu	0	0	0	0	0	0	0
Civ	0	218	0	0	0	0	218
TOT	0	306	0	0	0	0	306

Summary:

Close Moffett
Commission request: 950516-4, AF/RT: 510
Close Moffett Federal Airfield AGS and relocated unit to McClellan AFB by excluding personnel and base operating support costs which would be passed on to NASA/Ames Research Center.

No personnel savings
BOS non payroll reduced to $500 K

ATCH 3

Data As Of 08:02 05/30/1995, Report Created 08:02 05/30/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\MOF14201.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	917	8,253	0	0	0	0	9,170	0
Person	0	847	452	452	452	452	2,656	452
Overhd	50	588	379	379	379	379	2,156	379
Moving	0	4,907	0	0	0	0	4,907	0
Missio	0	0	0	0	0	0	0	0
Other	1,500	1,530	0	0	0	0	3,030	0
TOTAL	2,467	16,125	832	832	832	832	21,919	832

Savings ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	321	321	321	321	321	1,606	321
Overhd	0	10	500	500	500	500	2,010	500
Moving	0	138	0	0	0	0	138	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	0	470	821	821	821	821	3,754	821

Data As Of 08:02 05/30/1995, Report Created 08:02 05/30/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\MOF14201.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	917	8,253	0	0	0	0	9,170
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	255	0	0	0	0	255
Civ Retire	0	96	0	0	0	0	96
CIV MOVING							
Per Diem	0	427	0	0	0	0	427
POV Miles	0	3	0	0	0	0	3
Home Purch	0	1,845	0	0	0	0	1,845
HHG	0	888	0	0	0	0	888
Misc	0	97	0	0	0	0	97
House Hunt	0	261	0	0	0	0	261
PPS	0	115	0	0	0	0	115
RITA	0	737	0	0	0	0	737
FREIGHT							
Packing	0	56	0	0	0	0	56
Freight	0	1	0	0	0	0	1
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	44	0	0	0	0	44
OTHER							
Program Plan	50	37	0	0	0	0	87
Shutdown	0	212	0	0	0	0	212
New Hire	0	0	0	0	0	0	0
1-Time Move	0	140	0	0	0	0	140
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	3	0	0	0	0	3
POV Miles	0	2	0	0	0	0	2
HHG	0	267	0	0	0	0	267
Misc	0	61	0	0	0	0	61
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	1,500	1,530	0	0	0	0	3,030
TOTAL ONE-TIME	2,467	15,335	0	0	0	0	17,802

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\MOF14201.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\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	2	2	2	2	7	2
BOS	0	325	325	325	325	325	1,623	325
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	452	452	452	452	452	2,261	452
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	13	53	53	53	53	225	53
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	790	832	832	832	832	4,117	832
TOTAL COST	2,467	16,125	832	832	832	832	21,919	832

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	138	0	0	0	0	138
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	138	0	0	0	0	138

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	10	500	500	500	500	2,010	500
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	321	321	321	321	321	1,606	321
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	331	821	821	821	821	3,616	821
TOTAL SAVINGS	0	470	821	821	821	821	3,754	821

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\MOF14201.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	917	8,253	0	0	0	0	9,170
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	351	0	0	0	0	351
Civ Moving	0	4,432	0	0	0	0	4,432
Other	50	434	0	0	0	0	484
MIL PERSONNEL							
Mil Moving	0	196	0	0	0	0	196
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	1,500	1,530	0	0	0	0	3,030
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	2,467	15,196	0	0	0	0	17,663

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	2	2	2	2	7	2
BOS	0	314	-175	-175	-175	-175	-387	-175
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	131	131	131	131	131	655	131
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	13	53	53	53	53	225	53
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	458	10	10	10	10	501	10
TOTAL NET COST	2,467	15,655	10	10	10	10	18,164	10

INPUT DATA REPORT (COBRA v5.08)
Data As Of 08:02 05/30/1995, Report Created 08:02 05/30/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\MOF14201.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: No

Base Name	Strategy:
MOFFETT, CA	Closes in FY 1997
MCCLELLAN, CA	Realignment

Summary:

Close Moffett
Commission request: 950516-4, AF/RT: 510
Close Moffett Federal Airfield AGS and relocated unit to McClellan AFB by excluding personnel and base operating support costs which would be passed on to NASA/Ames Research Center.

No personnel savings
BOS non payroll reduced to $500 K

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
MOFFETT, CA	MCCLELLAN, CA	141 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from MOFFETT, CA to MCCLELLAN, CA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	8	0	0	0	0
Enlisted Positions:	0	80	0	0	0	0
Civilian Positions:	0	218	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: MOFFETT, CA

Total Officer Employees:	8	RPMA Non-Payroll ($K/Year):	0
Total Enlisted Employees:	80	Communications ($K/Year):	0
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	500
Total Civilian Employees:	230	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	0.0%	Family Housing ($K/Year):	0
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.24
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	170	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	0	Activity Code:	MOF
Enlisted VHA ($/Month):	0		
Per Diem Rate ($/Day):	116	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\MOF14201.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: MCCLELLAN, CA

Total Officer Employees:	454	RPMA Non-Payroll ($K/Year):	5,663
Total Enlisted Employees:	2,324	Communications ($K/Year):	2,978
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	21,097
Total Civilian Employees:	9,404	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	32.0%	Family Housing ($K/Year):	6,330
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.14
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	11,516	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	200	Activity Code:	AF058
Enlisted VHA ($/Month):	180		
Per Diem Rate ($/Day):	101	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: MOFFETT, CA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	1,500	1,530	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	140	0	0	0	0
1-Time Moving Save ($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):	170	Perc Family Housing ShutDown:				0.0%

Name: MCCLELLAN, CA

	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	13	53	53	53	53
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%

3

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\MOF14201.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: MOFFETT, CA

	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	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	-12	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: MCCLELLAN, CA

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
Maintenance	OTHER	0	114,135	4,530
Operations	OTHER	0	21,660	2,030
Support	OTHER	4,000	36,800	1,910
P&D	OTHER	0	0	700

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%

Data As Of 08:02 05/30/1995, Report Created 08:02 05/30/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\MOF14201.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

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 v5.08) - Page 1/2
Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

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

NPV in 2015($K): -34,799
1-Time Cost($K): 18,255

Net Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	917	8,253	0	0	0	0	9,170	0
Person	0	246	-429	-429	-429	-429	-1,468	-429
Overhd	309	387	-3,431	-3,431	-3,431	-3,431	-13,029	-3,431
Moving	0	4,768	0	0	0	0	4,768	0
Missio	0	0	0	0	0	0	0	0
Other	1,500	1,530	0	0	0	0	3,030	0
TOTAL	2,726	15,185	-3,860	-3,860	-3,860	-3,860	2,471	-3,860

	1996	1997	1998	1999	2000	2001	Total
POSITIONS ELIMINATED							
Off	0	0	0	0	0	0	0
Enl	0	0	0	0	0	0	0
Civ	0	12	0	0	0	0	12
TOT	0	12	0	0	0	0	12
POSITIONS REALIGNED							
Off	0	8	0	0	0	0	8
Enl	0	80	0	0	0	0	80
Stu	0	0	0	0	0	0	0
Civ	0	218	0	0	0	0	218
TOT	0	306	0	0	0	0	306

Summary:

Close Moffett

Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	917	8,253	0	0	0	0	9,170	0
Person	0	847	452	452	452	452	2,656	452
Overhd	309	769	326	326	326	326	2,384	326
Moving	0	4,907	0	0	0	0	4,907	0
Missio	0	0	0	0	0	0	0	0
Other	1,500	1,530	0	0	0	0	3,030	0
TOTAL	2,726	16,306	779	779	779	779	22,147	779

Savings ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	601	881	881	881	881	4,124	881
Overhd	0	381	3,758	3,758	3,758	3,758	15,413	3,758
Moving	0	138	0	0	0	0	138	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	0	1,120	4,639	4,639	4,639	4,639	19,676	4,639

NET PRESENT VALUES REPORT (COBRA v5.08)
Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

Year	Cost($)	Adjusted Cost($)	NPV($)
1996	2,725,900	2,689,175	2,689,175
1997	15,185,283	14,579,752	17,268,927
1998	-3,860,139	-3,607,018	13,661,909
1999	-3,860,139	-3,510,480	10,151,429
2000	-3,860,139	-3,416,525	6,734,903
2001	-3,860,139	-3,325,086	3,409,817
2002	-3,860,139	-3,236,093	173,724
2003	-3,860,139	-3,149,482	-2,975,758
2004	-3,860,139	-3,065,190	-6,040,948
2005	-3,860,139	-2,983,153	-9,024,101
2006	-3,860,139	-2,903,312	-11,927,413
2007	-3,860,139	-2,825,608	-14,753,020
2008	-3,860,139	-2,749,983	-17,503,003
2009	-3,860,139	-2,676,383	-20,179,386
2010	-3,860,139	-2,604,752	-22,784,138
2011	-3,860,139	-2,535,038	-25,319,176
2012	-3,860,139	-2,467,191	-27,786,367
2013	-3,860,139	-2,401,159	-30,187,526
2014	-3,860,139	-2,336,894	-32,524,420
2015	-3,860,139	-2,274,349	-34,798,769

TOTAL ONE-TIME COST REPORT (COBRA v5.08)
Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	9,170,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		9,170,000
Personnel		
Civilian RIF	254,665	
Civilian Early Retirement	96,549	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	43,848	
Total - Personnel		395,062
Overhead		
Program Planning Support	540,575	
Mothball / Shutdown	212,500	
Total - Overhead		753,075
Moving		
Civilian Moving	4,259,922	
Civilian PPS	115,200	
Military Moving	334,367	
Freight	57,205	
One-Time Moving Costs	140,000	
Total - Moving		4,906,694
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	3,030,000	
Total - Other		3,030,000
Total One-Time Costs		18,254,831
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	138,160	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		138,160
Total Net One-Time Costs		18,116,671

TOTAL MILITARY CONSTRUCTION ASSETS (COBRA v5.08)
Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

All Costs in $K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
MOFFETT	0	0	0	0	0
MCCLELLAN	9,170	0	0	0	9,170
Totals:	9,170	0	0	0	9,170

PERSONNEL SUMMARY REPORT (COBRA v5.08)
Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

PERSONNEL SUMMARY FOR: MOFFETT, CA

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
8	80	0	230

PERSONNEL REALIGNMENTS:
To Base: MCCLELLAN, CA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	8	0	0	0	0	8
Enlisted	0	80	0	0	0	0	80
Students	0	0	0	0	0	0	0
Civilians	0	218	0	0	0	0	218
TOTAL	0	306	0	0	0	0	306

TOTAL PERSONNEL REALIGNMENTS (Out of MOFFETT, CA):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	8	0	0	0	0	8
Enlisted	0	80	0	0	0	0	80
Students	0	0	0	0	0	0	0
Civilians	0	218	0	0	0	0	218
TOTAL	0	306	0	0	0	0	306

SCENARIO POSITION CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Civilians	0	-12	0	0	0	0	-12
TOTAL	0	-12	0	0	0	0	-12

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
0	0	0	0

PERSONNEL SUMMARY FOR: MCCLELLAN, CA

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
454	2,324	0	9,404

PERSONNEL REALIGNMENTS:
From Base: MOFFETT, CA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	8	0	0	0	0	8
Enlisted	0	80	0	0	0	0	80
Students	0	0	0	0	0	0	0
Civilians	0	218	0	0	0	0	218
TOTAL	0	306	0	0	0	0	306

TOTAL PERSONNEL REALIGNMENTS (Into MCCLELLAN, CA):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	8	0	0	0	0	8
Enlisted	0	80	0	0	0	0	80
Students	0	0	0	0	0	0	0
Civilians	0	218	0	0	0	0	218
TOTAL	0	306	0	0	0	0	306

PERSONNEL SUMMARY REPORT (COBRA v5.08) - Page 2
Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
462	2,404	0	9,622

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.08)
Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	218	0	0	0	0	218
Early Retirement*	10.00%	0	22	0	0	0	0	22
Regular Retirement*	5.00%	0	11	0	0	0	0	11
Civilian Turnover*	15.00%	0	33	0	0	0	0	33
Civs Not Moving (RIFs)*+		0	13	0	0	0	0	13
Civilians Moving (the remainder)		0	139	0	0	0	0	139
Civilian Positions Available		0	79	0	0	0	0	79
CIVILIAN POSITIONS ELIMINATED		0	12	0	0	0	0	12
Early Retirement	10.00%	0	1	0	0	0	0	1
Regular Retirement	5.00%	0	1	0	0	0	0	1
Civilian Turnover	15.00%	0	2	0	0	0	0	2
Civs Not Moving (RIFs)*+		0	1	0	0	0	0	1
Priority Placement#	60.00%	0	7	0	0	0	0	7
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	218	0	0	0	0	218
Civilians Moving		0	139	0	0	0	0	139
New Civilians Hired		0	79	0	0	0	0	79
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	23	0	0	0	0	23
TOTAL CIVILIAN RIFS		0	14	0	0	0	0	14
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	7	0	0	0	0	7
TOTAL CIVILIAN NEW HIRES		0	79	0	0	0	0	79

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 1/3
Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	917	8,253	0	0	0	0	9,170
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	255	0	0	0	0	255
Civ Retire	0	96	0	0	0	0	96
CIV MOVING							
Per Diem	0	427	0	0	0	0	427
POV Miles	0	3	0	0	0	0	3
Home Purch	0	1,845	0	0	0	0	1,845
HHG	0	888	0	0	0	0	888
Misc	0	97	0	0	0	0	97
House Hunt	0	261	0	0	0	0	261
PPS	0	115	0	0	0	0	115
RITA	0	737	0	0	0	0	737
FREIGHT							
Packing	0	56	0	0	0	0	56
Freight	0	1	0	0	0	0	1
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	44	0	0	0	0	44
OTHER							
Program Plan	309	232	0	0	0	0	540
Shutdown	0	212	0	0	0	0	212
New Hire	0	0	0	0	0	0	0
1-Time Move	0	140	0	0	0	0	140
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	3	0	0	0	0	3
POV Miles	0	2	0	0	0	0	2
HHG	0	267	0	0	0	0	267
Misc	0	61	0	0	0	0	61
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	1,500	1,530	0	0	0	0	3,030
TOTAL ONE-TIME	2,726	15,529	0	0	0	0	18,255

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 2/3
Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\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	2	2	2	2	7	2
BOS	0	325	325	325	325	325	1,623	325
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	452	452	452	452	452	2,261	452
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	777	779	779	779	779	3,892	779
TOTAL COST	2,726	16,306	779	779	779	779	22,147	779

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	138	0	0	0	0	138
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	138	0	0	0	0	138

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	318	669	669	669	669	2,994	669
BOS	0	63	3,089	3,089	3,089	3,089	12,419	3,089
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	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	321	321	321	321	321	1,606	321
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	982	4,639	4,639	4,639	4,639	19,538	4,639
TOTAL SAVINGS	0	1,120	4,639	4,639	4,639	4,639	19,676	4,639

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 3/3
Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	917	8,253	0	0	0	0	9,170
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	351	0	0	0	0	351
Civ Moving	0	4,432	0	0	0	0	4,432
Other	309	628	0	0	0	0	937
MIL PERSONNEL							
Mil Moving	0	196	0	0	0	0	196
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	1,500	1,530	0	0	0	0	3,030
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	2,726	15,391	0	0	0	0	18,117

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	-318	-667	-667	-667	-667	-2,986	-667
BOS	0	261	-2,764	-2,764	-2,764	-2,764	-10,796	-2,764
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	0	0	0	0	0	0	0
House Allow	0	131	131	131	131	131	655	131
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	-205	-3,860	-3,860	-3,860	-3,860	-15,646	-3,860
TOTAL NET COST	2,726	15,185	-3,860	-3,860	-3,860	-3,860	2,471	-3,860

PERSONNEL, SF, RPMA, AND BOS DELTAS (COBRA v5.08)
Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

	Personnel			SF		
Base	Change	%Change		Change	%Change	Chg/Per
MOFFETT	-318	-100%		-170,000	-100%	534
MCCLELLAN	306	3%		4,000	0%	13

	RPMA($)			BOS($)		
Base	Change	%Change	Chg/Per	Change	%Change	Chg/Per
MOFFETT	-669,000	-100%	2,104	-3,089,000	-100%	9,714
MCCLELLAN	1,829	0%	6	324,696	1%	1,061

	RPMABOS($)		
Base	Change	%Change	Chg/Per
MOFFETT	-3,758,000	-100%	11,818
MCCLELLAN	326,525	1%	1,067

RPMA/BOS CHANGE REPORT (COBRA v5.08)
Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

Net Change($K)	1996	1997	1998	1999	2000	2001	Total	Beyond
RPMA Change	0	-318	-667	-667	-667	-667	-2,986	-667
BOS Change	0	261	-2,764	-2,764	-2,764	-2,764	-10,796	-2,764
Housing Change	0	0	0	0	0	0	0	0
TOTAL CHANGES	0	-57	-3,431	-3,431	-3,431	-3,431	-13,782	-3,431

INPUT DATA REPORT (COBRA v5.08)
Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: No

Base Name	Strategy:
MOFFETT, CA	Closes in FY 1997
MCCLELLAN, CA	Realignment

Summary:

Close Moffett

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
MOFFETT, CA	MCCLELLAN, CA	141 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from MOFFETT, CA to MCCLELLAN, CA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	8	0	0	0	0
Enlisted Positions:	0	80	0	0	0	0
Civilian Positions:	0	218	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: MOFFETT, CA

Total Officer Employees:	8	RPMA Non-Payroll ($K/Year):	669
Total Enlisted Employees:	80	Communications ($K/Year):	0
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	3,089
Total Civilian Employees:	230	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	0.0%	Family Housing ($K/Year):	0
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.24
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	170	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	0	Activity Code:	MOF
Enlisted VHA ($/Month):	0		
Per Diem Rate ($/Day):	116	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: MCCLELLAN, CA

Total Officer Employees:	454	RPMA Non-Payroll ($K/Year):	5,663
Total Enlisted Employees:	2,324	Communications ($K/Year):	2,978
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	21,097
Total Civilian Employees:	9,404	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	32.0%	Family Housing ($K/Year):	6,330
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.14
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	11,516	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	200	Activity Code:	AF058
Enlisted VHA ($/Month):	180		
Per Diem Rate ($/Day):	101	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: MOFFETT, CA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	1,500	1,530	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	140	0	0	0	0
1-Time Moving Save ($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):	170	Perc Family Housing ShutDown:				0.0%

Name: MCCLELLAN, CA

	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 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: MOFFETT, CA

	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	0	0	0	0	0
Enl Scenario Change:	0	0	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

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: MCCLELLAN, CA

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
Maintenance	OTHER	0	114,135	4,530
Operations	OTHER	0	21,660	2,030
Support	OTHER	4,000	36,800	1,910
P&D	OTHER	0	0	700

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%

Data As Of 16:16 05/10/1995, Report Created 16:19 05/10/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA\REPORT95\COM-AUDT\SS-MOF1.CBR
Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

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 v5.08) - Page 1/2
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Moffett Federal Airfield AGS

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

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

NPV in 2015($K): -50,051
1-Time Cost($K): 15,160

Net Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	761	6,849	0	0	0	0	7,610	0
Person	0	151	-690	-690	-690	-690	-2,611	-690
Overhd	371	369	-4,064	-4,064	-4,064	-4,064	-15,515	-4,064
Moving	0	5,154	0	0	0	0	5,154	0
Missio	0	0	0	0	0	0	0	0
Other	0	975	0	0	0	0	975	0
TOTAL	1,132	13,498	-4,754	-4,754	-4,754	-4,754	-4,387	-4,754

	1996	1997	1998	1999	2000	2001	Total
POSITIONS ELIMINATED							
Off	0	0	0	0	0	0	0
Enl	0	6	0	0	0	0	6
Civ	0	13	0	0	0	0	13
TOT	0	19	0	0	0	0	19
POSITIONS REALIGNED							
Off	0	8	0	0	0	0	8
Enl	0	74	0	0	0	0	74
Stu	0	0	0	0	0	0	0
Civ	0	217	0	0	0	0	217
TOT	0	299	0	0	0	0	299

Summary:

Close Moffett

Craig,

Looks good to me, Couple questions about Milcon & one-time cost.

Bob

COBRA REALIGNMENT SUMMARY (COBRA v5.08) - Page 2/2
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	761	6,849	0	0	0	0	7,610	0
Person	0	852	423	423	423	423	2,544	423
Overhd	371	808	317	317	317	317	2,449	317
Moving	0	5,283	0	0	0	0	5,283	0
Missio	0	0	0	0	0	0	0	0
Other	0	975	0	0	0	0	975	0
TOTAL	1,132	14,768	740	740	740	740	18,861	740

Savings ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	702	1,113	1,113	1,113	1,113	5,156	1,113
Overhd	0	439	4,381	4,381	4,381	4,381	17,963	4,381
Moving	0	129	0	0	0	0	129	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	0	1,270	5,494	5,494	5,494	5,494	23,248	5,494

NET PRESENT VALUES REPORT (COBRA v5.08)
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

Year	Cost($)	Adjusted Cost($)	NPV($)
1996	1,132,200	1,116,946	1,116,946
1997	13,497,906	12,959,661	14,076,607
1998	-4,754,200	-4,442,454	9,634,154
1999	-4,754,200	-4,323,556	5,310,598
2000	-4,754,200	-4,207,840	1,102,757
2001	-4,754,200	-4,095,222	-2,992,464
2002	-4,754,200	-3,985,617	-6,978,082
2003	-4,754,200	-3,878,946	-10,857,028
2004	-4,754,200	-3,775,130	-14,632,158
2005	-4,754,200	-3,674,093	-18,306,251
2006	-4,754,200	-3,575,759	-21,882,010
2007	-4,754,200	-3,480,058	-25,362,068
2008	-4,754,200	-3,386,917	-28,748,985
2009	-4,754,200	-3,296,270	-32,045,255
2010	-4,754,200	-3,208,049	-35,253,304
2011	-4,754,200	-3,122,188	-38,375,493
2012	-4,754,200	-3,038,626	-41,414,119
2013	-4,754,200	-2,957,300	-44,371,419
2014	-4,754,200	-2,878,151	-47,249,571
2015	-4,754,200	-2,801,120	-50,050,691

TOTAL ONE-TIME COST REPORT (COBRA v5.08) - Page 1/3
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	7,610,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		7,610,000
Personnel		
Civilian RIF	254,665	
Civilian Early Retirement	96,549	
Civilian New Hires	0	
Eliminated Military PCS	34,566	
Unemployment	43,848	
Total - Personnel		429,628
Overhead		
Program Planning Support	649,600	
Mothball / Shutdown	212,500	
Total - Overhead		862,100
Moving		
Civilian Moving	3,918,343	
Civilian PPS	115,200	
Military Moving	312,437	
Freight	937,051	
One-Time Moving Costs	0	
Total - Moving		5,283,031
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	975,000	
Total - Other		975,000
Total One-Time Costs		15,159,759
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	128,740	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		128,740
Total Net One-Time Costs		15,031,019

ONE-TIME COST REPORT (COBRA v5.08) - Page 2/3
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

Base: MOFFETT, CA
(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	34,566	
Unemployment	43,848	
Total - Personnel		429,628
Overhead		
Program Planning Support	649,600	
Mothball / Shutdown	212,500	
Total - Overhead		862,100
Moving		
Civilian Moving	3,918,343	
Civilian PPS	115,200	
Military Moving	312,437	
Freight	937,051	
One-Time Moving Costs	0	
Total - Moving		5,283,031
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	975,000	
Total - Other		975,000
Total One-Time Costs		7,549,759
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	128,740	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		128,740
Total Net One-Time Costs		7,421,019

ONE-TIME COST REPORT (COBRA v5.08) - Page 3/3
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

Base: MCCLELLAN, CA
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	7,610,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		7,610,000
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		7,610,000
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		7,610,000

earlier comment

TOTAL MILITARY CONSTRUCTION ASSETS (COBRA v5.08) - Page 1/3
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

All Costs in $K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
MOFFETT	0	0	0	0	0
MCCLELLAN	7,610	0	0	0	7,610
Totals:	7,610	0	0	0	7,610

MILITARY CONSTRUCTION ASSETS (COBRA v5.08) - Page 2/3
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

MilCon for Base: MCCLELLAN, CA

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
Pavement	OTHER	0	n/a	0	n/a	500
Maint	OTHER	0	n/a	0	n/a	3,410
Ops and Training	OTHER	0	n/a	0	n/a	600
Other	OTHER	0	n/a	0	n/a	2,140
BOS	OTHER	0	n/a	0	n/a	330
Dsgn	OTHER	0	n/a	0	n/a	630

Total Construction Cost:	7,610
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	7,610

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

PERSONNEL SUMMARY REPORT (COBRA v5.08)
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

PERSONNEL SUMMARY FOR: MOFFETT, CA

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
8	80	0	230

PERSONNEL REALIGNMENTS:
To Base: MCCLELLAN, CA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	8	0	0	0	0	8
Enlisted	0	74	0	0	0	0	74
Students	0	0	0	0	0	0	0
Civilians	0	217	0	0	0	0	217
TOTAL	0	299	0	0	0	0	299

TOTAL PERSONNEL REALIGNMENTS (Out of MOFFETT, CA):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	8	0	0	0	0	8
Enlisted	0	74	0	0	0	0	74
Students	0	0	0	0	0	0	0
Civilians	0	217	0	0	0	0	217
TOTAL	0	299	0	0	0	0	299

SCENARIO POSITION CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	-6	0	0	0	0	-6
Civilians	0	-13	0	0	0	0	-13
TOTAL	0	-19	0	0	0	0	-19

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
0	0	0	0

PERSONNEL SUMMARY FOR: MCCLELLAN, CA

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
454	2,324	0	9,404

PERSONNEL REALIGNMENTS:
From Base: MOFFETT, CA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	8	0	0	0	0	8
Enlisted	0	74	0	0	0	0	74
Students	0	0	0	0	0	0	0
Civilians	0	217	0	0	0	0	217
TOTAL	0	299	0	0	0	0	299

TOTAL PERSONNEL REALIGNMENTS (Into MCCLELLAN, CA):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	8	0	0	0	0	8
Enlisted	0	74	0	0	0	0	74
Students	0	0	0	0	0	0	0
Civilians	0	217	0	0	0	0	217
TOTAL	0	299	0	0	0	0	299

Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
462	2,398	0	9,621

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.08) - Page 1/3
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	217	0	0	0	0	217
Early Retirement*	10.00%	0	22	0	0	0	0	22
Regular Retirement*	5.00%	0	11	0	0	0	0	11
Civilian Turnover*	15.00%	0	33	0	0	0	0	33
Civs Not Moving (RIFs)*+		0	13	0	0	0	0	13
Civilians Moving (the remainder)		0	138	0	0	0	0	138
Civilian Positions Available		0	79	0	0	0	0	79
CIVILIAN POSITIONS ELIMINATED		0	13	0	0	0	0	13
Early Retirement	10.00%	0	1	0	0	0	0	1
Regular Retirement	5.00%	0	1	0	0	0	0	1
Civilian Turnover	15.00%	0	2	0	0	0	0	2
Civs Not Moving (RIFs)*+		0	1	0	0	0	0	1
Priority Placement#	60.00%	0	8	0	0	0	0	8
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	217	0	0	0	0	217
Civilians Moving		0	138	0	0	0	0	138
New Civilians Hired		0	79	0	0	0	0	79
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	23	0	0	0	0	23
TOTAL CIVILIAN RIFS		0	14	0	0	0	0	14
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	8	0	0	0	0	8
TOTAL CIVILIAN NEW HIRES		0	79	0	0	0	0	79

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

PERSONNEL IMPACT REPORT (COBRA v5.08) - Page 2/3
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

Base: MOFFETT, CA	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	217	0	0	0	0	217
Early Retirement*	10.00%	0	22	0	0	0	0	22
Regular Retirement*	5.00%	0	11	0	0	0	0	11
Civilian Turnover*	15.00%	0	33	0	0	0	0	33
Civs Not Moving (RIFs)*	6.00%	0	13	0	0	0	0	13
Civilians Moving (the remainder)		0	138	0	0	0	0	138
Civilian Positions Available		0	79	0	0	0	0	79
CIVILIAN POSITIONS ELIMINATED		0	13	0	0	0	0	13
Early Retirement	10.00%	0	1	0	0	0	0	1
Regular Retirement	5.00%	0	1	0	0	0	0	1
Civilian Turnover	15.00%	0	2	0	0	0	0	2
Civs Not Moving (RIFs)*	6.00%	0	1	0	0	0	0	1
Priority Placement#	60.00%	0	8	0	0	0	0	8
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	23	0	0	0	0	23
TOTAL CIVILIAN RIFS		0	14	0	0	0	0	14
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	8	0	0	0	0	8
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

PERSONNEL IMPACT REPORT (COBRA v5.08) - Page 3/3
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

Base: MCCLELLAN, CA	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	217	0	0	0	0	217
Civilians Moving		0	138	0	0	0	0	138
New Civilians Hired		0	79	0	0	0	0	79
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	79	0	0	0	0	79

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 1/9
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	761	6,849	0	0	0	0	7,610
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	255	0	0	0	0	255
Civ Retire	0	96	0	0	0	0	96
CIV MOVING							
Per Diem	0	424	0	0	0	0	424
POV Miles	0	3	0	0	0	0	3
Home Purch	0	1,589	0	0	0	0	1,589
HHG	0	882	0	0	0	0	882
Misc	0	96	0	0	0	0	96
House Hunt	0	259	0	0	0	0	259
PPS	0	115	0	0	0	0	115
RITA	0	664	0	0	0	0	664
FREIGHT							
Packing	0	55	0	0	0	0	55
Freight	0	882	0	0	0	0	882
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	44	0	0	0	0	44
OTHER							
Program Plan	371	278	0	0	0	0	650
Shutdown	0	212	0	0	0	0	212
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	3	0	0	0	0	3
POV Miles	0	2	0	0	0	0	2
HHG	0	250	0	0	0	0	250
Misc	0	57	0	0	0	0	57
OTHER							
Elim PCS	0	34	0	0	0	0	34
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	975	0	0	0	0	975
TOTAL ONE-TIME	1,132	14,027	0	0	0	0	15,160

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\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	0	0	0	0	0	0
BOS	0	317	317	317	317	317	1,586	317
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	423	423	423	423	423	2,115	423
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	740	740	740	740	740	3,701	740
TOTAL COST	1,132	14,768	740	740	740	740	18,861	740

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	129	0	0	0	0	129
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	129	0	0	0	0	129

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	318	669	669	669	669	2,994	669
BOS	0	121	3,712	3,712	3,712	3,712	14,969	3,712
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	303	606	606	606	606	2,728	606
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	108	217	217	217	217	976	217
House Allow	0	290	290	290	290	290	1,451	290
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	1,141	5,494	5,494	5,494	5,494	23,119	5,494
TOTAL SAVINGS	0	1,270	5,494	5,494	5,494	5,494	23,248	5,494

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	761	6,849	0	0	0	0	7,610
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	351	0	0	0	0	351
Civ Moving	0	4,970	0	0	0	0	4,970
Other	371	535	0	0	0	0	906
MIL PERSONNEL							
Mil Moving	0	218	0	0	0	0	218
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	975	0	0	0	0	975
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,132	13,899	0	0	0	0	15,031

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	-318	-669	-669	-669	-669	-2,994	-669
BOS	0	196	-3,395	-3,395	-3,395	-3,395	-13,383	-3,395
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-303	-606	-606	-606	-606	-2,728	-606
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-108	-217	-217	-217	-217	-976	-217
House Allow	0	133	133	133	133	133	664	133
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	-401	-4,754	-4,754	-4,754	-4,754	-19,418	-4,754
TOTAL NET COST	1,132	13,498	-4,754	-4,754	-4,754	-4,754	-4,387	-4,754

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

Base: MOFFETT, CA

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	424	0	0	0	0	424
POV Miles	0	3	0	0	0	0	3
Home Purch	0	1,589	0	0	0	0	1,589
HHG	0	882	0	0	0	0	882
Misc	0	96	0	0	0	0	96
House Hunt	0	259	0	0	0	0	259
PPS	0	115	0	0	0	0	115
RITA	0	664	0	0	0	0	664
FREIGHT							
Packing	0	55	0	0	0	0	55
Freight	0	882	0	0	0	0	882
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	44	0	0	0	0	44
OTHER							
Program Plan	371	278	0	0	0	0	650
Shutdown	0	212	0	0	0	0	212
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	3	0	0	0	0	3
POV Miles	0	2	0	0	0	0	2
HHG	0	250	0	0	0	0	250
Misc	0	57	0	0	0	0	57
OTHER							
Elim PCS	0	34	0	0	0	0	34
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	975	0	0	0	0	975
TOTAL ONE-TIME	371	7,178	0	0	0	0	7,550

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

Base: MOFFETT, CA

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	371	7,178	0	0	0	0	7,550	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	129	0	0	0	0	129
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	129	0	0	0	0	129

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	318	669	669	669	669	2,994	669
BOS	0	121	3,712	3,712	3,712	3,712	14,969	3,712
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	303	606	606	606	606	2,728	606
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	108	217	217	217	217	976	217
House Allow	0	290	290	290	290	290	1,451	290
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	1,141	5,494	5,494	5,494	5,494	23,119	5,494
TOTAL SAVINGS	0	1,270	5,494	5,494	5,494	5,494	23,248	5,494

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

Base: MOFFETT, CA

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	351	0	0	0	0	351
Civ Moving	0	4,970	0	0	0	0	4,970
Other	371	535	0	0	0	0	906
MIL PERSONNEL							
Mil Moving	0	218	0	0	0	0	218
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	975	0	0	0	0	975
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	371	7,050	0	0	0	0	7,421

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	-318	-669	-669	-669	-669	-2,994	-669
BOS	0	-121	-3,712	-3,712	-3,712	-3,712	-14,969	-3,712
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-303	-606	-606	-606	-606	-2,728	-606
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-108	-217	-217	-217	-217	-976	-217
House Allow	0	-290	-290	-290	-290	-290	-1,451	-290
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	-1,141	-5,494	-5,494	-5,494	-5,494	-23,119	-5,494
TOTAL NET COST	371	5,909	-5,494	-5,494	-5,494	-5,494	-15,698	-5,494

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

Base: MCCLELLAN, CA

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	761	6,849	0	0	0	0	7,610
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	761	6,849	0	0	0	0	7,610

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

Base: MCCLELLAN, CA

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	317	317	317	317	317	1,586	317
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	423	423	423	423	423	2,115	423
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	317	317	317	317	317	3,701	740
TOTAL COSTS	761	7,589	740	740	740	740	11,311	740

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

Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

Base: MCCLELLAN, CA

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	761	6,849	0	0	0	0	7,610
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	761	6,849	0	0	0	0	7,610

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	317	317	317	317	317	1,586	317
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	423	423	423	423	423	2,115	423
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	740	740	740	740	740	3,701	740
TOTAL NET COST	761	7,589	740	740	740	740	11,311	740

PERSONNEL, SF, RPMA, AND BOS DELTAS (COBRA v5.08)
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

	Personnel			SF		
Base	Change	%Change		Change	%Change	Chg/Per
MOFFETT	-318	-100%		-170,000	-100%	534
MCCLELLAN	299	2%		0	0%	0

	RPMA($)			BOS($)		
Base	Change	%Change	Chg/Per	Change	%Change	Chg/Per
MOFFETT	-669,000	-100%	2,104	-3,712,000	-100%	11,673
MCCLELLAN	0	0%	0	317,309	1%	1,061

	RPMABOS($)		
Base	Change	%Change	Chg/Per
MOFFETT	-4,381,000	-100%	13,777
MCCLELLAN	317,309	1%	1,061

RPMA/BOS CHANGE REPORT (COBRA v5.08)
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

Net Change($K)	1996	1997	1998	1999	2000	2001	Total	Beyond
RPMA Change	0	-318	-669	-669	-669	-669	-2,994	-669
BOS Change	0	196	-3,395	-3,395	-3,395	-3,395	-13,383	-3,395
Housing Change	0	0	0	0	0	0	0	0
TOTAL CHANGES	0	-122	-4,064	-4,064	-4,064	-4,064	-16,377	-4,064

INPUT DATA REPORT (COBRA v5.08)
Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: No

Base Name	Strategy:
MOFFETT, CA	Closes in FY 1997
MCCLELLAN, CA	Realignment

Summary:

Close Moffett

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
MOFFETT, CA	MCCLELLAN, CA	141 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from MOFFETT, CA to MCCLELLAN, CA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	8	0	0	0	0
Enlisted Positions:	0	74	0	0	0	0
Civilian Positions:	0	217	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	2,000	0	0	0	0
Suppt Eqpt (tons):	0	1,000	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: MOFFETT, CA

Total Officer Employees:	8	RPMA Non-Payroll ($K/Year):	669
Total Enlisted Employees:	80	Communications ($K/Year):	0
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	3,712
Total Civilian Employees:	230	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	0.0%	Family Housing ($K/Year):	0
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	170	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	0	Activity Code:	MOF
Enlisted VHA ($/Month):	0		
Per Diem Rate ($/Day):	116	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

4381

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: MCCLELLAN, CA

Total Officer Employees:	454	RPMA Non-Payroll ($K/Year):	5,663
Total Enlisted Employees:	2,324	Communications ($K/Year):	2,978
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	21,097
Total Civilian Employees:	9,404	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	32.0%	Family Housing ($K/Year):	6,330
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.14
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	11,516	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	200	Activity Code:	AF058
Enlisted VHA ($/Month):	180		
Per Diem Rate ($/Day):	101	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: MOFFETT, CA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	975	0	0	0	0
1-Time Unique Save ($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):	170	Perc Family Housing ShutDown:				0.0%

Name: MCCLELLAN, CA

	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 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: MOFFETT, CA

	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	0	0	0	0	0
Enl Scenario Change:	0	-6	0	0	0	0
Civ Scenario Change:	0	-13	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: MCCLELLAN, CA

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
Pavement	OTHER	0	0	500
Maint	OTHER	0	0	3,410
Ops and Training	OTHER	0	0	600
Other	OTHER	0	0	2,140
BOS	OTHER	0	0	330
Dsgn	OTHER	0	0	630

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%

Data As Of 12:56 02/20/1995, Report Created 18:29 03/03/1995

Department : Air Force
Option Package : Moffett
Scenario File : C:\COBRA95\AF\DOD\MOFFETT.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\FINAL.SFF

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			

DRAFT (3/13/95, 17:30)

Defense Base Closure and Realignment Commission
1995 Regional Hearing Time Allocations

Hearing Location: San Francisco, California

States with Facilities at Hearing: CA, HI, WA

California (facilities listed in descending order based on job loss data):

	Job Loss	Allotment
1. Naval Shipyard, Long Beach	- 4029	60 minutes
2. Onizuka Air Station	- 1875	45 minutes
3. Sierra Army Depot	- 592	25 minutes
4. Ft. Hunter Liggett	- 478	25 minutes
5. Moffett Federal Airfield AGS	- 318	25 minutes
6. NAVPERS R&D Center, San Diego	- 220	25 minutes
7. Naval Health Research Center, San Diego	- 154	10 minutes
8. East Fort Baker	- 97	10 minutes
9. Naval CC & Ocean Surveillance Ctr., San Diego	- 58	10 minutes
10. Supv. of Shipbuilding, Conversion/Repair, Long Beach	- 19	10 minutes
11. Reserve Center Santa Ana, Irvine	- 14	10 minutes
12. Reserve Center Pomona	- 10	10 minutes
13. Reserve Center Stockton	- 7	10 minutes
14. Ontario IAP, AGS	0	---
15. Branch US Disciplinary Barracks	0	---
16. Rio Vista Army Reserve Center	0	---
17. Def. Contract Management Dist. West, El Segundo	0	---
18. Marine Corps Air Station, El Toro	0	---
19. Marine Corps Air Station, Tustin	0	---
20. Naval Recruiting District, San Diego	0	---
21. Naval Training Center, San Diego	0	---
22. North Highlands AGS	0	---
23. McClellan AFB	+ 379	---
Total Job Loss:	**- 7871**	**Time Allotted: 4.5 hours**
		Public Comment: 10 min.

MP

Dave

Hawaii

	Job Loss	Allotment
1. Naval Air Station Barbers Point	0	---
Total Job Loss:	**0**	**Time Allotment: 0**
		Public Comment: 0

Washington

	Job Loss	Allotment
1. Camp Bonneville	0	---
2. Naval Undersea Warfare Center, Keyport	+ 64	---
Total Job Loss:	**0**	**Time Allotted: 0**
		Public Comment: 0

Guam **Additional 20 minutes

Alaska **Additional 20 minutes

Total Testimony Time: ***4.83 hours (270 min.)***
Total Public Comment Time: ***10 min.***

[redacted]

BASE VISIT REPORT

MOFFETT FEDERAL AIRFIELD GUARD STATION, CA

April 26, 1995

LEAD COMMISSIONER: Rebecca Cox

ACCOMPANYING COMMISSIONER: Al Cornella

COMMISSION STAFF:
Charlie Smith, Executive Director
Ben Borden, R&A Director
Mark Pross, Air Force Team Analyst
Craig Hall, Air Force Team Analyst

LIST OF ATTENDEES:
COL Steve Speer, CO, 129th Rescue Group
MAJ Art Haubold, 129th Rescue Group &
Onizuka Public Affairs

COL Hamel, Commander, 750th Space Group
LT COL Brock, 750th Space Group

Bill Dean, Deputy Director, NASA-Ames
Mike Falarski, NASA-Ames

Lee Grissom, Office of the Governor
Mayor Pat Figureroa, City of Mountain View
Mayor Barbara Waldman, City of Sunnyvale

BASE'S PRESENT MISSION:
Basing for the 129th Air Rescue Group of the Air National Guard. The 129th Rescue Group performs crash, fire, rescue, air traffic control and security police functions with 8 HH-60 helicopters and 4 HC-130P/N refueling aircraft.

SECRETARY OF DEFENSE RECOMMENDATION:
- Close Moffett Federal Airfield Guard Station.
- Relocate the 129th Rescue Group and associated aircraft to McClellan Air Force Base, California.

[redacted]

SECRETARY OF DEFENSE JUSTIFICATION:

- At Moffett Federal Airfield Guard Station, the 129th Rescue Group provides manpower for the airfield's crash, fire and rescue, air traffic control, and security police services, and pays a portion of the total associated costs.
- The Air National Guard also pays a share of other base operating support costs. These costs to the Air National Guard have risen significantly since Naval Air Station Moffett realigned to Moffett Federal Airfield, and can be avoided if the unit is moved to an active duty airfield.

MAIN FACILITIES REVIEWED:

The 129 Air Rescue Group of the Air National Guard (ANG) facilities are located on Moffett Federal Airfield (MFA). NASA manages MFA as the 129th Air Rescue Group is just one of many tenants on the airfield. MFA also includes military housing, a commissary and a clinic which are used by military tenants on the airfield. These are part of the Onizuka Annex on MFA (see related base visit report prepared by Mark Pross). A few ANG personnel currently live in the family housing on MFA.

Bill Dean, Deputy Director, NASA/Ames Research Center briefed commissioners and staff on NASA/Ames and issues regarding MFA. After the briefing, the commissioners and staff toured MFA via an ANG helicopter. The 20-minute tour was led by Bill Dean of NASA/Ames and included:

- 129th Air Rescue Group hangar, maintenance and administrative buildings,
- Military Family Housing units,
- Fuel barge loading docks,
- NASA Ames Research Center facilities including wind tunnels, hangars and administrative office buildings,
- Onizuka Air Station, and
- Lockheed-Martin satellite manufacturing facilities.

After the helicopter tour, commissioners and staff were briefed by Col Speer and Maj Haubold on the 129th Rescue Group's mission, history and facilities. After the briefing, commissioners and staff toured the 129th Rescue Group's facilities, including its hangar (which it shares with other MFA tenants) and its maintenance facilities. Col Speer noted that the 129th Rescue Group is anticipating about $20 million of facilities upgrades, including about $12 million for a new hanger, as the unit had planned to move into some facilities vacated by the Navy during 1994 as a result of the closing of Moffett Naval Air Station. These projects are on-hold pending the results of BRAC.

Prior to the 129th Air National Guard Station and MFA visit, commissioners and staff toured Onizuka Air Station, which is adjacent to MFA. During the tour of Onizuka Air Station, a 15-minute press conference was held.

[redacted]

KEY ISSUES IDENTIFIED

- **Cost implications:** The 129th Rescue Group currently provides services necessary in operating the airfield, such as air traffic control, security and fire protection. The ANG is reinbursed for these services by NASA. Written agreements were made between the ANG and NASA regarding the provision of and reimbursement terms for these services.

  If the ANG unit relocates, these airfield services will have to be replaced and funded by NASA, if the airfield is to continue to operate. NASA is concerned that the cost of contracting for these services will be greater than current costs to operate the airfield. NASA also feels that continued operation of the airfield is essential in maintaining and attracting tenants (federal government or their contractors) for the airfield. For example, Lockheed-Martin needs the airfield for transporting its satellites as they are too large for surface transportation. It was noted that about 65 percent of both flight-line and office space are currently being utilized

  According to NASA and community representatives, since some Air Force savings in operating MFA will be passed on to NASA and other MFA tenants, the proposed closure of the Air Guard Station will not produce any government-wide savings. The ANG unit currently pays 13 percent of shared costs at MFA. NASA has estimated that it will cost about $2.8 million more annually to operate the MFA if the ANG unit leaves. These increased costs to other government agencies should be factored into the commission's analysis of the proposed closure of the Air Guard Station.

  Also, since the ANG unit is reinbursed by NASA for airfield services, these reinbursed costs should have been excluded from the Air Force's COBRA analysis. If there were not, the estimated savings were overstated.

- **ANG/NASA Agreement:** In 1993, the ANG and NASA-Ames signed an agreement for the provision of airfield security, air traffic control and fire protection services by the ANG. The agreement includes terms of reimbursement. Even though, the nature of the agreement signals a long-term commitment by the ANG, it <u>does</u> allow either party to cancel this agreement given 330 day notice. NASA argues that it would not have made a long-term commitment to manage MFA if it had known the ANG unit's relocation was imminent.

- **Condition of Facilities:** The ANG was planning about $20 million in facility upgrades at MFA before base closings were announced in March. Therefore, if the ANG unit does not relocate these costs will be incurred. This may need to be factored into the COBRA analysis of the proposed relocation.

  According to NASA and community representatives, the condition of facilities at McClellan may not be adequate to support the ANG units in terms of space, older facilities, poor weather and shorter flying hours. In particular, the hangar space may not be adequate for the HC-130 aircraft.

- **Military Value:** Access to ranges and airspace may be enhanced if the unit relocates to McClellan Air Force Base. The unit does very little training over the ocean, so access or proximity to it is not a major issue.

- **Recruiting and Retention:** The 129th Air Rescue Group has experienced high personnel turnover. Although, no formal study has been done, exit interviews revealed that since the cost of housing in the immediate area is so high, many personnel must reside a long distance from MFA. Long commutes have lead personnel to seek other employment. The unit thinks moving to Sacramento may lower personnel turnover, as commuting times may be lessened. The unit also feels recruiting of personnel in the Sacramento area will be as good if not better then their present location.

COMMUNITY CONCERNS RAISED:

- **The Future of Moffett Federal Airfield:** The Sunnyvale/Mountain View community is mainly concerned about the future of Moffett Federal Airfield, if the ANG relocates. The community feels that the unit's departure, in light of the critical services it provides to the airfield, may signal the airfields demise. Further, a closure of the Guard Station would break an agreement between NASA and ANG for cost sharing and reimbursement of these services.

- **Lack of Military Value Analysis:** The Air Force completed no military value analysis when considering the relocation of the ANG unit, even though a military value analysis is required by OSD guidance. This is especially critical in light of the fact that the Commander of California ANG, Governor Pete Wilson, thinks the unit should remain at MFA. The McClellan airfield operates 2 fewer hours per day and the weather (Thule fog) reduces flying hours. Further, the community claims that the ANG will lose 220,000 square feet of facilities if relocates to McClellan, and that McClellan's facilities are not as modern.

- **Military Construction Required at McClellan AFB:** Military construction costs required at McClellan have been revised downward to about $8 million from the original estimate of $20 million. The actual military construction required at McClellan is not precisely known, as site surveys are currently being completed.

- **Costs to All Federal Government Agencies Should Be Considered:** Costs and savings should be considered on a government-wide basis, instead of only costs/savings to only the DoD. Air Force savings related to the closure of the Guard Station will be passed on to NASA and other agencies.

- **This is Not a BRAC Issue:** Since the Air Guard Station does not meet the civilian threshold for the BRAC process, it is not a BRAC issue. Therefore, it should not have been included on the Secretary of Defense's list of base closures.

[redacted]

REQUESTS FOR STAFF AS A RESULT OF VISIT:

- **Cost to Federal Government:** Determine what the costs will be passed on to NASA in operating MFA, if the 129th Rescue Group leaves.

  Preliminary work has shown that it will cost NASA $2 to $3 million annually to operate the airfield. The ANG, and the State of California, contributions to these costs will be lost.

- **Agreement Between NASA and ANG:** Determine if closure of the Air Guard Station violates the agreement between NASA and the ANG for the provision of airfield services.

  Review of these agreements has revealed that they include a clause providing for cancellation. These agreements can be canceled by either party, provided that the party gives written notice no less than 330 days prior to the effective date of cancellation.

Craig Hall/AF Team/May 2

REGIONAL HEARING ISSUE SUMMARY
MOFFETT FEDERAL AIRFIELD AIR GUARD STATION, CA
SAN FRANCISCO REGIONAL HEARING
WESTIN HOTEL, MILBRAE, CA
APRIL 28, 1995

- Representative Anna Eshoo - Moffett Federal Airfield is a national asset and 129th Air Rescue Group essential services in operating the airfield. The 129th operates effectively from Moffett Federal Airfield. Costs and savings should be considered on a government-wide basis, instead of only costs/savings to only the DoD. Since the Air Guard Station does not meet the civilian threshold for the BRAC process, it is not a BRAC issue.

- Lee Grissom, Director of Plans and Research, Office of the Governor - Moffett Federal Airfield offers more military value than McClellan AFB and the Commander in Chief of the California ANG--Governor Pete Wilson--thinks the unit to remain at Moffett Federal Airfield.

- Tappan Munroe, Chief Economist, Pacific Gas and Electric - The Air Force's analysis of the proposed closure of the Guard Station is flawed--it includes no military value analysis and the calculation of savings are suspect.

- Katherine Strehl, Manager of Public Affair, Lockheed-Martin - The 129th Rescue Group is critical to the operation of the airfield and the airfield is critical to Lockheed-Martin's operations at Moffett Federal Airfield.

- Colonel Paul Monroe, Office of the Adjutant General, California National Guard - Moffett Federal Airfield offers more military value to the 129th Rescue Group and the unit should remain at Moffett Federal Airfield.

- Mayors Pat Figueroa of Mountain View and Barbara Waldman of Sunnyvale - Community is mainly concerned about the future of Moffett Federal Airfield, if the ANG relocates. The community feels that the unit's departure, in light of the critical services it provides to the airfield, may signal the demise of the airfield.

Craig Hall/AF Team/May 2

SAN FRANCISCO REGIONAL

CHAIRMAN DIXON: Well, we thank you very much for that very excellent contribution, Mr. Connell.

Now we're going to have a break. Ladies and gentlemen, we will have a break until 4:55. That will be a 15-minute break, and at 4:55 promptly we will start with the presentation by Congresswoman Anna Eshoo on behalf of Onizuka and Moffett.

(Recess was taken.)

-- oOo --

8. ONIZUKA and MOFFETT

Ms. Robin Parker	179
Mr. John Kitching	181
Mayor Barbara Waldman	188
Mayor Patricia Figueroa	190
Mr. John McMahon	192
Ms. Robin Parker	194
Dr. Tapan Munroe	197
Congresswoman Anna Eshoo	200
Dr. Tapan Munroe	206
Mrs. Katherine Strehl	209
Congresswoman Anna Eshoo	214
Colonel Paul Monroe	217
Ms. Parker	221
Questions and Answers	221

CHAIRMAN DIXON: Well, we thank you all for being here. The commissioners are on their way back in. Perhaps in the meantime I could ask all of you who are going to testify to stand and raise your right hands.

Do you solemnly swear or affirm that the testimony you are about to give before the Defense Base Closure and Realignment Commission shall be the truth, the whole truth, and nothing but the truth?

SPEAKERS: I do.

CHAIRMAN DIXON: Thank you very much. Now, as I understand it, there are 70 minutes, and my notes indicate that you ladies and gentlemen will handle the allotment of the time in your own group. Is that correct? And we're honored by having Congresswoman Anna Eshoo as the first person to testify this afternoon. Congresswoman, we're delighted to have you.

MS. PARKER: Actually, Chair Dixon, I'm Robin Parker from Sunnyvale.

CHAIRMAN DIXON: Excuse me. Well, I apologize. You've changed the program on me. This is Mrs. Robin Parker, the Councilmember.

MS. PARKER: Thank you. Mr. Chair, BRAC commissioners and BRAC staff. I'm here to help

moderate the panel today. I'd like to start with the introduction of our panelists.

We have the Honorable Anna Eshoo, Member of Congress. We have Honorable Barbara Waldman, the Mayor of Sunnyvale; Honorable Patricia Figueroa, the Mayor of Mountain View. And then to my left, Dr. Tapan Munroe, Chief Economist for Pacific Gas and Electric. We have Mr. John Kitching, President of the Sunnyvale Chamber of Congress. We have Mr. John McMahon, Former Deputy Director of the CIA, but I'd also like to acknowledge that Mr. McMahon is also a member of our community through his previous affiliation with Lockheed Martin. But he's here today in his capacity as former CIA Deputy Director. We also have Colonel Paul Monroe, Office of the Adjutant General, California National Guard; and Ms. Katherine Strehl, Manager of Public Affairs for Lockheed Martin.

We'd first just like to express our appreciation to our congressional leaders and their staff for their support.

I'd also like to acknowledge and enter for the record letters from Congressman Norm Mineta, who indicates a strong support for our recommendations and apologizes for not being here today. Also, I'd

1 like to acknowledge and enter for the record letters
2 from our State Senator Al Alquist and our State
3 Assemblyman John Vascano, and I believe you all have
4 copies of those.
5 We'd like to begin with Mr. John Kitching,
6 Pesident of the Sunnyvale Chamber of Commerce.
7 CHAIRMAN DIXON: Mr. Kitching.
8 MR. KITCHING: Thank you. Is this on
9 automatically?
10 CHAIRMAN DIXON: I believe if you talk right
11 into it, it will work fine.
12 MR. KITCHING: Very good. Thank you. And
13 welcome to the Bay Area, which we do consider the
14 Moffett Field Complex, Onizuka, and Ames the center
15 of the aerospace industry base. I'm sure you've
16 heard that from other communities, but we can truly
17 say that we are.
18 The Moffett Field Complex is truly the center
19 of America's Aerospace Industrial Base. It is not a
20 stand alone facility, but a synergistic group of key
21 national assets.
22 Moffett Field was established 6 decades ago as
23 the West Coast site for the U.S. Navy's dirigible
24 Macon. As such, Moffett Field has played a key role
25 in the growth and development of Naval Aviation.

1 However, the current Moffett Complex houses a net of
2 inter-departments and irreplaceable public and
3 private facilities that represent a vital and unique
4 national asset.
5 The assets of the Complex contain an
6 irreplaceable brain trust that serves as the nucleus
7 for scientific research and development in the
8 aerospace and defense industries. The Moffett Field
9 Complex contains state of the art, one of a kind
10 facilities that cannot be replicated elsewhere in the
11 country without costly and time-consuming
12 investments.
13 As you look at the Moffett Field Complex, you
14 can see the NASA Ames Research Center, Moffett
15 Federal Airfield, the Onizuka Air Station, and the
16 Station Annex, which makes up the Moffett Field
17 Complex.
18 Surrounded on 3 sides of the Moffett Field
19 Complex is the heavy state of aerospace and defense
20 electronics, as well as other high-tech organizations
21 that feed into the Moffett Field Complex.
22 The key components, as I mentioned, include
23 Moffett Field, Onizuka, NASA, and the industries
24 around.
25 The cornerstone of the complex is really the

1 Federal Airfield, which encompasses approximately
2 1500 acres with 3 point 5 million square feet of
3 facilities. The airfield is critical to the complex
4 and serves its tenants with two runways capable of
5 handling the largest of military transport aircraft.
6 The airfield is tightly controlled, which is a
7 requirement of the Complex tenants, and it has an
8 all-weather capability. The key aviation tenant on
9 the airfield is the 129th Rescue Group of the
10 California Air National Guard. In addition to
11 providing key search and rescue capabilities, the
12 129th also provides critical manpower for the
13 airfield's crash, fire, and rescue services, as well
14 as air traffic control operations at Moffett Field
15 Complex.
16 I also feel that it's important to note that
17 in the 1993 BRAC Commission, the 1993 BRAC Commission
18 directed that the Moffett Federal Airfield should be
19 a receiver for Reserve units affected by other
20 closures and realignments within California. Moffett
21 Federal Airfield is the result of the community
22 initiatives responding to previous BRAC Commission
23 actions and recommendations.
24 The community is creating an economic success
25 out of the 1991 closure, and the 129th Rescue Group

1 is the anchor for this Federal Airfield, which is now
2 consolidating flying and non-flying missions, reserve
3 units and civilian agencies with government and the
4 private sector.
5 The next key component is the Onizuka Air
6 Station, which occupies 23 acres of land on the
7 complex, and is a key element of the Air Force Space
8 Command's Satellite Command and Control Network. The
9 750th Space Group operates 1 of 2 satellite command
10 and control nodes for the Department of Defense.
11 Also housed at Onizuka is Detachment 2 of the
12 Space and Missiles Systems Center, which is
13 responsible for pre-operational spacecraft research,
14 development, and testing.
15 Lastly, there are several classified tenant
16 activities at Onizuka with the 750th. I believe you
17 have been briefed on some of those or will be in the
18 future.
19 The next component is the NASA Ames Research
20 Center, which was established in 1939 to meet the
21 urgent need for increasing our nation's aeronautical
22 research capability. The location was chosen
23 primarily because of its proximity to the aircraft
24 industry, good flying weather, and the availability
25 of the Moffett runways. These reasons are as valid

1 today as they were 51 years ago. Ames presently
2 shares with Moffett such key elements as the Moffett
3 Airfield facilities, the underground utilities, fire
4 protection, perimeter security, and the streets and
5 roads on the complex.
6 Additionally, Moffett provides a beneficial
7 and essential noise buffer for Ames' wind tunnel
8 operations out of the Moffett Field complex.
9 NASA Ames is the center of the activity for --
10 excuse me, for national rotocraft and power-lifted
11 flight research which is fundamentally important to
12 the DOD, industry and other federal agencies.
13 The research programs provide essential
14 rotor-craft design and solutions to critical
15 powered-lift problems, and are closely coupled with
16 the government and the industry and the community.
17 These aeronautical research programs
18 contribute substantially to the U.S. aerospace
19 technology base, which strengthens the nation's
20 economic and defense competiveness.
21 NASA Ames, with the space and earth sciences
22 research being conducted out there, using aircraft as
23 flying laboratories for the study of the planets and
24 the stars, as well as the earth's oceans, the
25 atmosphere, and vegetation. These airborne science

1 labs are recognized as national and international
2 assets. The research program using these aircrafts
3 permitted much of the recent and rapid increase in
4 our understanding of the complex nature of the
5 environment.
6 Lastly, NASA Ames serves as the custodian of
7 the Federal Airfield and closely coordinates the
8 activities of all of the tenants.
9 Another key element of the Moffett Field
10 Complex involves the numerous industries that
11 surround and depend on the highly controlled Federal
12 Airfield. These industries require a secure flight
13 facility with the capability to handle unique and
14 classified products.
15 There are several firms around the area that
16 may utilize the area. Lockheed Martin; TRW,
17 Incorporated; Loral, and so on.
18 At the current time, TRW has had a 20-year
19 relationship with Moffett Field under the Navy and
20 now with NASA stewardship. TRW currently has
21 scheduled flight testing for tactical reconnaissance
22 systems in support of national security objectives at
23 least through the year 2006 out of the Moffett
24 complex.
25 In addition, the requirement and need for

1 shipment of ground station equipment in the support
2 of U.S. strategic intelligence objectives will
3 continue for an indefinite period of time.
4 The final component of the Moffett Field
5 Complex that we see are the Bay Area universities.
6 We have the collection of premier institutions of
7 higher learning that are within very close proximity
8 of the Moffett Field. Renowned institutions such as
9 Stanford, UC Berkeley, Santa Clara, and San Jose
10 State Universities contribute tremendously to the
11 complex as a result of their educational and
12 professional development curriculums.
13 Additionally, these institutions are involved
14 in numerous research initiatives that are on the
15 forefront of the cutting edge of technologies.
16 To finish up this segment, the existing
17 multi-tenant relationship at Moffett represents an
18 ideal model for public-private cooperation. This
19 being private industry, the DOD, the civilian
20 agencies, being NASA, and the state which is the
21 129th International Guard. These are synergies
22 created by the relationship and informal transfers of
23 the information and technologies which are
24 unparalleled in comparison with bases devoted to a
25 singular military effort.

1 Again, it is important to emphasize the
2 Moffett Field/Onizuka Complex is not a stand alone
3 military facility that can be closed or realigned
4 without creating tremendous negative impact on its
5 interdependent elements. With the removal or
6 realignment of any critical element of the complex,
7 the unraveling process would begin that would
8 ultimately result in the disintegration of this vital
9 and unique national asset.
10 With that, I thank you for your attention.
11 MS. PARKER: And now Mayor Barbara Waldman and
12 Mayor Patricia Figueroa will review the Air Force
13 recommendation.
14 MAYOR WALDMAN: I want to thank the commission
15 for the opportunity to address you today. It has
16 been recommended that Onizuka Air Station be
17 realigned by inactivating the 750th Space Group and
18 relocating its functions to the Falcon Air Force
19 Base.
20 All activities and facilities associated with
21 the 750th will close, including the family housing
22 and the medical clinic.
23 In addition, Detachment 2, the Space and
24 Missiles Systems Center will relocate to Falcon Air
25 Force Base.

1 The justification stated for these
2 recommendations are estimated cost deficiencies of a
3 single node versus a dual node, Onizuka Air Station's
4 lower ranking military value than Falcon's, and
5 significantly higher closure costs at Falcon Air
6 Force Base.
7 The DOD also estimates that the one-time cost
8 to implement these recommendations would be 124 point
9 2 million dollars, and that the return on investment
10 is expected in 8 years.
11 In reality, this amounts not to a realignment,
12 but in fact to a closure.
13 We want to take this opportunity to show you
14 that the analysis on which these recommendations were
15 based is flawed. In other words, we concur with the
16 recommendations of the general accounting office that
17 the Air Force more fully document its analysis and
18 decisions.
19 Not only do we believe the process is flawed,
20 but we are certain that such realignments would be
21 detrimental to the national security and goes against
22 recommendations for national security made by Air
23 Force General Joseph W. Ashey.
24 If the proposed realignments take place, it
25 will begin as stated before to unravel one of the

1 close the Moffett Federal Airfield by relocating the
2 129th Rescue Group. Justification given by the
3 Department of Defense for the recommendation is that
4 operation costs to the Air National Guard have risen
5 significantly at this facility, and that moving the
6 air guard to an active duty airfield would reduce the
7 cost.
8 Thus, the one time cost of 15 point 2 million
9 dollars will have a four-year return on investment.
10 This afternoon we hope to share with you the
11 flaws that we see in the DOD analysis of the 129th,
12 and that we see no savings, and that when all of the
13 costs are considered we just do not see where the Air
14 Force has come up with these conclusions.
15 Having the 129th at Moffett Federal Airfield
16 is an integral part of what resulted when in the last
17 BRAC we saw the transition of Moffett Field from a
18 Navy base to a NASA operated federal airfield. That
19 provided us a new economic base of self-sufficiency.
20 A community effort such as what you're seeing
21 today, and partnership that included the local
22 governments, the local communities and industry
23 worked very hard to keep Moffett Federal Airfield
24 open as a viable part of the Moffett NASA complex.
25 Having the 129th Air Guard leave the Moffett

1 valuable economic educational and industrial
2 resources for the future of the commercialization of
3 space and the future economy of the valley and the
4 nation.
5 Our presentation today will also present an
6 alternative course of action which we feel will allow
7 the commission to fulfill its charge in a more
8 efficient and cost saving way, while still protecting
9 the national security.
10 Not only will our alternative save money and
11 protect our national security, it will preserve the
12 valuable resource the Silicon Valley has become to
13 the space industry and its future commercialization.
14 I would like to reiterate that in reality this
15 realignment is in fact a closure.
16 Thank you.
17 CHAIRMAN DIXON: Thank you, Ms. Waldman.
18 MAYOR FIGUEROA: One of the things when you're
19 in the middle is which microphone do you use?
20 CHAIRMAN DIXON: You're doing fine, Mayor.
21 MAYOR FIGUEROA: I would like to begin by also
22 expressing my appreciation to all of you for being
23 here this afternoon and letting us have this chance
24 to share with you our thoughts on this issue.
25 One of the recommendations before you is to

1 Airfield would dramatically affect what has already
2 been done.
3 As a part of our presentation today, we will
4 be giving to you what we hope will be an alternative
5 recommendation for the 129th. Robin.
6 MS. PARKER: And now Mr. John McMahon, former
7 Deputy Director of the CIA will review some national
8 security implications.
9 MR. MCMAHON: Mr. Chairman, Member of the
10 Commission, Onizuka provides satellite command and
11 control for U.S. systems during peacetime and
12 throughout all levels of conflict. And in doing so
13 must be robust, responsible, and have an enduring
14 capability.
15 To ensure successful control, Onizuka has a
16 network of some 9 stations around the world which
17 provides the necessary communications visibility for
18 our satellites.
19 To give you a feel for that, this represents
20 in the network over 70 satellites with a purchase
21 price of about 25 million dollars. The price is not
22 the key factor.
23 Onizuka is the nerve center for assuring that
24 the eyes and ears of the United States Government
25 provide the necessary data to our policymakers and

1 our military, which helps us maintain the peace as
2 well as support the military in crisis.
3 Further as the U.S. withdraws from bases
4 oversees and reduces our presence in forward regions,
5 our military must rely more and more on our space
6 assets.
7 As it stands today, Onizuka is second to none
8 in the world in satellite control capability.
9 Because of the key role that satellite systems now
10 play in our overall national security, the Air Force
11 developed a second node, control node concept at
12 Falcon Air Force Base near Peterson -- near the
13 Peterson Air Force Base in Colorado. This is where
14 space command is located.
15 The Air Force agreed in 1993 and again earlier
16 this year that it was essential to have a dual node
17 capability to eliminate the chance of a single point
18 failure in our control system.
19 Onizuka and Falcon in Colorado are ideally
20 located because geographically they're separated,
21 affording us the continuity should a national
22 disaster strike one region or the other.
23 To that end, Onizuka has withstood the shakes
24 around here for 35 years, and even supported
25 flawlessly a launch the morning after the Loma

1 created earthquake in October 1989.
2 We have all witnessed this grim tragedy the
3 past week of vulnerability of buildings. Never
4 should we let only one facility be the sole link to
5 our nation's eyes and ears.
6 Our space assets are now an integral part of
7 not only our policy making apparatus, but also our
8 defense posture as well. Desert Storm proved that in
9 spades.
10 Onizuka has the required capabilities that are
11 already existing, and a cavalry of experienced
12 personnel to do the job.
13 Thank you very much for the opportunity to
14 address you.
15 CHAIRMAN DIXON: Thank you, Director.
16 MS. PARKER: Now I'd like to take this
17 opportunity to review the military value analysis.
18 Given that a major part of your task is to look at
19 the military value analysis, we would just like to
20 point out several things.
21 That basically the analysis is unauditable due
22 to a secret ballot being cast by the Base Closure
23 Executive Group. The Air Force relied on military
24 judgment versus a quantifiable auditable approach,
25 and this undocumented approach put Falcon in Tier 1

1 and Onizuka in Tier 3.
2 And, as you know, because there was no audit
3 trail, the GAO faulted this approach in their report.
4 We understand that this flawed process makes
5 the commission's independent assessment difficult.
6 The commission's independent and thorough review is
7 crucial, and it is the only way that we can have a
8 fair, auditable process to go through.
9 Regarding -- I'd like to take the next few
10 minutes to focus on some sub elements of the Air
11 Force's red, yellow, green analysis. That represents
12 some especially arbitrary and egregious examples of
13 this flawed process that placed Onizuka in Tier 3 and
14 Falcon in Tier 1.
15 In terms of mission capacity, that is future
16 mission projections, there is an unidentified 75
17 percent reduction in future missions. Based on the
18 work currently performed by Onizuka, there is no
19 reason to assume that this reduction is based on
20 current total capacity.
21 Were tenant activities the source of this
22 reduction? We don't know, due to the classified
23 nature of some of the activities.
24 In terms of satellite control operations, can
25 the facilities perform the mission of command and

1 control of satellites?
2 In terms of mission capacity, Onizuka has 23
3 CPU's of data processing power compared to Falcon's
4 13. Onizuka has 36 satellite control points,
5 compared to Falcon's 21.
6 Onizuka has 100 percent of bandwidth
7 capability benchmark compared to Falcon's 30 percent.
8 Why would Onizuka be realigned with Falcon?
9 Onizuka clearly is superior on relevant
10 mission capacity scoring subelements, and this is the
11 all important category of mission capacity.
12 Realigning Falcon Air Force Base, which does
13 not have core capacity, does not seem to make sense.
14 In terms of facilities and infrastructure,
15 what are the unique facilities at Onizuka? The Air
16 Force questionnaire lists none.
17 And, of course, we know that every facility
18 has unique assets, and I'd just like to point out a
19 few at Onizuka. The data link terminal, the Camp
20 Parks Calibration Facility, communication
21 connectivity, the DSCS heavy terminal, classified
22 programs of which we cannot address, and the Space
23 Operations Center 37 for test support.
24 In terms of facilities, again, on-base
25 housing, Onizuka annex has the Moffett housing area,

1 and at Falcon there is no usable on-base housing.
2 Yet Falcon received a green minus and Onizuka
3 received a yellow plus in the Air Force's analysis.
4 How is this possible? The scoring is flawed.
5 In terms of facilities and infrastructure,
6 again, air quality was weighted 40 percent, the
7 highest in the subcategories. What relevance does it
8 have to flight operations? It has no impact on
9 satellite control.
10 Onizuka scored red on the restrictions
11 element, although there is no operational impact.
12 In summary, Onizuka now handles the majority
13 of contacts. It has synergy -- the 750th has synergy
14 with the tenants. The satellite builders are right
15 across the street, and the current location permits
16 critical contractor support.
17 These areas highlight where the Air Force's
18 analysis is seriously flawed.
19 Onizuka used to handle all the satellite
20 command and control activities, and Falcon was built
21 as its backup. Now, I'd like to have Dr. Tapan
22 Munroe, the Chief Economist of PG&E review the flawed
23 analysis.
24 DR. MUNROE: Thank you very much.
25 Mr. Chairman and Commissioners, my task here is to

1 highlight the cost analysis and some of the basis or
2 problems that have been the basis of this whole
3 report.
4 The first slide -- really the key point of the
5 first slide is that the nature of the analysis is
6 subjective. It has not followed the BRAC process
7 that requires that the analysis be quantifiable, that
8 it be auditable, and that it be transparent.
9 So there is a fundamental flaw here in terms
10 of basis of decision-making in this case.
11 Slide 2. This has to do with cost. I think
12 cost is much greater than the Air Force claims
13 because other tenants will leave when the major
14 tenant leaves, and that means a cost to other tenants
15 -- to other agencies.
16 And, hence, all costs are not reflected in
17 this analysis. And it is surprising that this kind
18 of omission can be made in such an important
19 decision. So we must identify a total cost to the
20 federal government and not just to the Air Force. We
21 are here to minimize cost to the nation, cost to the
22 government as a whole, and not to just one agency.
23 Slide Number 3. This has to do with the cost
24 of base realignment activities. I think that the
25 cost here again is exaggerated. It is 10 million

1 dollars. Actually, 10 million dollars out of 14
2 million dollars. But I think if they leave, then the
3 cost will be -- if the tenants stayed, they would
4 have to spend this money anyway.
5 Next slide. This deals with uncertainty. It
6 deals with a lot of concerns with analysis. The
7 COBRA figures have been revised at least 5 times
8 between December and February. Now, if my unit, the
9 place where I work, had devised a piece of analysis
10 such as this 5 times in a period of 3 months, I would
11 certainly go back and check this out again.
12 The next slide. COBRA analysis of military
13 construction. If the Air Force moves, tenants will
14 move. Hence, we must include that cost, and this is
15 extremely important. We need to look at cost of
16 recreating Onizuka on the other side.
17 Next one, please. And this is another
18 critical piece. The Air Force documents that Falcon
19 does not have the capability to handle all core
20 operations. The Air Force estimate of 75 million
21 dollars to upgrade Falcon is in my opinion highly
22 understated.
23 If you just look at the cost of a switched
24 operation, connection switch alone will cost
25 100 million dollars. Hence, the 75 million dollar

1 cost of upgrading again is highly understated.
2 MS. PARKER: And, now, Congresswoman Anna
3 Eshoo will review our alternative, quote,
4 "realignment," unquote proposal.
5 CONGRESSWOMAN ESHOO: Thank you, Councilmember
6 Parker. And Mr. Chairman and Members of the
7 Commission, welcome to our region. We appreciate the
8 time that you are giving to this and the time that
9 you're giving to us to make this all important
10 presentation to you.
11 It is of course a privilege to represent
12 California's 14th Congressional District. It's home
13 to many of Silicon Valley's leading institutions, so
14 many of them known around the world, our educational
15 institutions, Stanford University, the University of
16 Santa Clara, a great private sector, economic leaders
17 not only for our nation and the world, but it also
18 includes NASA Ames Research Center, Moffett Federal
19 Airfield, Onizuka Air Station, and world leaders in
20 aerospace high-technology. And of course, as I
21 mentioned, higher education.
22 You've heard from my distinguished colleagues,
23 and that they are. Especially, and I want to commend
24 him, because he is a source of great pride to us in
25 our community, John McMahon, who has given great

1 service to our nation when he was at the CIA at
2 Lockheed Missiles and Space, and we are thrilled that
3 he remains in our community. We need him, and we
4 want him, and you have heard the benefit of his great
5 career and his comments today.
6 All members of this panel are talking about
7 the flaws of the DODs recommendation for Onizuka Air
8 Station and Moffett Field, and how implementation of
9 these recommendations would harm our national
10 security, and I say "our." It's not just mine. It's
11 not just yours. It belongs to all of us. Our
12 national security inhibits our ability to cut costs
13 and impair the integrity of the unique Moffett Field
14 Complex. It's important for us -- in fact, it is
15 incumbent upon us to bring forward thoughtful
16 analysis of the proposals in our critique of them.
17 However, it's also our responsibility to offer
18 a positive alternative to you, because you have a job
19 to do, and it is our job to demonstrate that, and we
20 believe that we can demonstrate that there is a
21 better way, a better way to enhance our national
22 security, a better way to realize true cost savings,
23 and a better way to preserve Silicon Valley's Moffett
24 Complex.
25 Let me outline for you our alternative. It's

1 a realignment to Moffett Field. Because the
2 operations at Onizuka cannot be conducted at any
3 other Air Force site without incurring substantial
4 capital investment and ongoing operating costs, we
5 propose Onizuka Air Station be realigned to Moffett
6 Airfield, not to Falcon.
7 Doing so will provide, in our view, the Air
8 Force significant cost savings while retaining the
9 important national security insurance of maintaining
10 a dual node, and underscore that, a dual node
11 satellite command and control capability.
12 Onizuka currently encompasses 25 acres, and I
13 think you have flown over it and walked over part of
14 it and been exposed to all of the things that we know
15 are the positive aspects of it.
16 25 acres of operational area. An additional
17 600 acres at Moffett Federal Airfield are available
18 for mission expansion needs of the Air Force at a
19 cost significantly less -- significantly less than
20 recreating the unique Onizuka facilities at Falcon.
21 Onizuka currently leases space at 4 different
22 locations in industrial parks in Sunnyvale. This is
23 expensive commercial space, and it's expensive
24 because a lot of people realize what we have in our
25 area and clamber to come to it to do business there.

1 And these are costs that the Air Force -- cost the
2 Air Force a significant amount of money every year.
3 By realigning to Moffett, the Air Force would
4 be able to reduce costs by at least 300 thousand
5 dollars to a half a million.
6 Additional cost savings can be realized
7 through the realignment to Moffett, and they will
8 result from the following:
9 Eliminating the need for construction at
10 Falcon, and there's a price tag on that of 75 million
11 200 thousand dollars.
12 Eliminating moving costs: 17 million 32
13 thousand.
14 The new switch at Falcon: 100 million.
15 And other costs identified by COBRA of 26
16 million dollars. Pretty serious bucks in my view.
17 Realignment to Moffett will also promote
18 commercial utilization of available capacity of
19 Onizuka. The Air Force Space Command has the stated
20 goal of becoming the network of choice for both the
21 DOD and non-DOD satellite systems. Yet the Air Force
22 in our view is failing or apparently failing to
23 realize that the center, in capital letters, the
24 CENTER of the commercial space program is in the Bay
25 Area with the Moffett Complex at the heart of it.

1 The Air Force and DOD need to take advantage
2 of the commercial partnering opportunities that are
3 only available here. Commercial ventures will use
4 the available capacity at Onizuka to command and
5 control satellites, and this could result in savings
6 from such operations if the Air Force is willing to
7 accept commercialization of the space command
8 network.
9 Industry would benefit enormously as well,
10 from contacts, from Lower Earth Orbit, and resolution
11 for commercial space systems, connectivity to remote
12 locations, and in-place infrastructure worldwide.
13 All of this can be done while retaining all of
14 the requisite capability of the Onizuka node.
15 Realigning to Moffett field will also retain
16 the integrity of the Moffett Field Complex, which is
17 both an irreplaceable resource and a significant
18 national asset.
19 It's important to note here, as the governor's
20 report makes clear, that the retention of the 129th
21 Rescue Group at Moffett Field is vital, in capital
22 letters, is VITAL to the integrity of the Moffett
23 Field complex as well.
24 The operation of Moffett Airfield by the 129th
25 supports not only its own search and rescue mission,

1 but also the critical flight activities of NASA Ames,
2 other reserve units at Moffett, and local aerospace
3 users who need secure access to the airfield.
4 There's a lot built into that when I say that.
5 Onizuka Air Station is part of Moffett. It's
6 more than a stand alone base, as you have heard
7 several of my colleagues already state.
8 It stands at the nucleus of America's space
9 industrial base. Government efficiency and cost
10 savings will be sacrificed if in fact the symbiotic
11 relationship that we have spoken of before and
12 continue to underscore today, which now exists
13 between satellite controllers and technical experts
14 is broken, and Air Force goals and missions will be
15 sacrificed with the implementation of the DOD's
16 proposed actions. There is a better alternative, and
17 we believe that it is a most reasonable one, and it
18 is to capture the cost savings of a realignment of
19 Onizuka to Moffett and to reject the questionable
20 cost savings asserted to be available through
21 realignment to Falcon Air Force Base.
22 We believe, again, that this is truly a better
23 way to protect our national security interests, to
24 maximize cost savings, and to preserve the unique
25 partnerships that comprise the Moffett Field Complex.

1 Onizuka is certainly strategically located to provide
2 leadership for the next generation, the next
3 generation of Air Force and DOD space technology.
4 As the Air Force -- as our Air Force seeks to
5 develop new spacecraft with autonomy and a higher
6 degree of commonality, there is no better place to be
7 than in the center of where the spacecraft are being
8 designed and built.
9 We urge you to not only reject the flawed
10 recommendations of the DOD, but instead adopt what we
11 believe is more than a reasonable plan, which would
12 allow you to accomplish your job and to retain the
13 integrity of those elements that are so important for
14 our nation, and that we could move forward together
15 having accomplished that, and that is the realignment
16 to Moffett Field.
17 Let me thank you again for your attention at
18 the end of a very long day, and again welcome to our
19 region.
20 CHAIRMAN DIXON: Thank you, Congresswoman. We
21 appreciate that very much.
22 MS. PARKER: And now Dr. Munroe, Chief
23 Economist of PG&E will review the flawed 129th
24 analysis.
25 DR. MUNROE: Thank you very much. Again I

1 have 2 components in my presentation this time. The
2 first one deals with the issue of military value
3 analysis, and let me just give you the conclusion for
4 the first 2 slides.
5 In looking at the data and looking at the
6 bases, it appears to me that military value fell to
7 the wayside in this case. Let me just mention why.
8 Let me talk about the issues why this is so.
9 In the first slide we see that the move to
10 McClellan reduces space by 220 thousand square feet.
11 The second point is that the current Moffett
12 facilities are 1980s vintage, and the McClellan
13 facilities are 1950s vintage.
14 The next slide. The third and fourth reason
15 why we believe the military value is not really
16 included in this analysis.
17 The third issue here is that McClellan
18 operates 2 hours less per day than Moffett.
19 And, finally, there is typically more ground
20 fog, thule fog as we call it here, at McClellan. We
21 have much better fog. It is much higher.
22 Let me move to the cost analysis component of
23 my presentation. The first point here is that the
24 original site survey estimation done by the Air Force
25 was 20 million dollars, they costed at McClellan.

1 Amazingly enough, this was reduced down to -- by
2 nearly 10 million dollars, and the basis of this
3 modification, very significant modification was not
4 auditable.
5 And I think if we're talking about -- we're
6 talking about big money as Congresswoman Eshoo points
7 out. We went from 20 million to 10 million dollars,
8 and I as an economist for anybody would certainly
9 look into that very carefully, particularly since
10 it's of national interest or any interest.
11 The next slide. It is a savings claimed of
12 about 4 point 75 million annually for the move.
13 However, this is not the case. There is a
14 significant overstatement of savings. This is
15 actually a whole lot less than 4 point 7 million
16 dollars. There is no question of savings here
17 because the 129th is reimbursed for most of what it
18 does.
19 So, again, this is wrong analysis. I don't
20 know how you can overlook this.
21 Next slide. Move on to labor costs. We're
22 talking about saving 19 jobs. But remember, please,
23 that the National Air Guard is reimbursed for 59 jobs
24 by Moffett tenants. So the move would mean that
25 there would be compensation, reimbursement for 40

1 less jobs. How can we miss this? This is obviously
2 over statement of savings, and it's a glaring,
3 glaring cost issue.
4 Let me summarize the analysis again. That the
5 first cost overstatement deals with the military
6 construction area. Initially plus 20 million. Now
7 it is 10 million. Lost reimbursement personnel about
8 2 point 2 million, and other lost reimbursements
9 include about 5 point 25 million.
10 So in summary it is very difficult for me
11 professionally to look at this analysis and not be
12 somewhat dismayed, both from the point of view of the
13 fundamental value on which these decisions were made;
14 and the second one, overstatement of costs and
15 savings.
16 Thank you very much.
17 CHAIRMAN DIXON: Thank you very much.
18 MS. PARKER: And now Ms. Katherine Strehl,
19 Public Affairs Manager at Lockheed Martin will review
20 the importance to contractors.
21 MRS. STREHL: Thank you. Chairman Dixon --
22 oops. Can you hear me? And Members of the
23 Commission, thank you for the opportunity to offer
24 you my comments today on behalf of the Missiles and
25 Space Company of Lockheed Martin. As you may be

1 aware. Lockheed Martin is one of the -- is the
2 largest defense contractor worldwide with 23 billion
3 dollars in sales annually.
4 I'm here to represent our concern about the
5 possible realignment of the 129th Rescue Unit, and I
6 can say it is of deep concern to us.
7 The Missiles and Space Company, which I
8 represent here in Northern California, is one of the
9 largest industrial employers in this area. We have
10 11 thousand workers at our Sunnyvale facility. And I
11 might say that this facility was chosen over 30 years
12 ago because of its proximity to Moffett Airfield. As
13 a subsidiary of Lockheed Martin Corporation, the
14 Missiles and Space Company has sales exceeding 3
15 point 6 billion dollars annually.
16 We do business with about 2800 Bay Area
17 businesses, with an annual value exceeding 200
18 million dollars. We currently have about 400 active
19 contracts, most of which are with defense and
20 civilian -- are defense and civilian space related.
21 Today our primary customers have been the Department
22 of Defense and NASA.
23 However, since the end of the cold war we have
24 significantly expanded into the commercial space
25 business, and within the next 5 years we anticipate

1 that this sales will exceed over a billion dollars
2 annually.
3 The company has made substantial investments
4 in the state of the art facilities including
5 world-class high-bay clean room and integration
6 facilities, as well as large environmental test
7 facilities ranging from thermal vacuum, acoustic, and
8 radio frequency test chambers and autoclaves.
9 With an estimated replacement value of 2
10 billion dollars, these facilities represent or
11 produce flight ready systems. Missiles and Space
12 have long been a premier integrator of strategic
13 missiles, space and ground systems critical to our
14 nation's defense.
15 Most germane to Lockheed Martin's concern
16 about the continued presence of the 129th at Moffett,
17 is that we produce large, heavy, and extremely
18 valuable hardware items for both the Department of
19 Defense and NASA. Such items include the Trident
20 Fleet Ballistic Missile, Milstar Satellites,
21 classified space programs, the Hubble Space
22 Telescope, and the International Space Station Alpha.
23 These products must be delivered to our
24 customers in a safe and secure manner that does not
25 interfere dramatically with the community.

1 Thus, direct access to an airfield with heavy
2 lift aircraft capability is paramount. Clearly,
3 Moffett Field's ability to handle aircraft is not
4 only ideal, but the essential egress point for most
5 of Lockheed's products.
6 Further, design criteria for many of our
7 systems are based on direct access to Moffett.
8 Proximity to Moffett's secured airfield is integral
9 to more than 40 percent of our business, and I might
10 say that's roughly 1 point 2 billion -- 1 point 5
11 billion dollars annually.
12 We have evaluated alternatives to Moffett and
13 determined that there are no feasible or reliable
14 transportation options. The military transport used
15 to move these systems, the C-5 aircraft, and I
16 believe that there's one pictured above us here
17 showing the movement of a satellite, cannot land at
18 most public airports. And even if they could, the
19 size and weight of these products, along with the
20 transporters, preclude their movement along public
21 highways. As an example, the Hubble Space Telescope
22 was 43 feet in height, 14 feet in diameter, and
23 weighed nearly 13 tons. And we moved that directly
24 from our Sunnyvale facility via Moffett Field onto a
25 C-5.

1 We have studied various alternative options if
2 Moffett Field weren't there as a secured facility,
3 and there really aren't any. We even looked at
4 barging of payloads to Alameda Naval Air Station.
5 However, this option faces insurmountable obstacles.
6 In summary, we have determined that any action
7 which could potentially affect Moffett Field's
8 continued operation as a secure facility would have a
9 chilling effect on Lockheed Martin's Sunnyvale
10 operations, adversely affecting approximately 40
11 percent of our business. For these programs, there
12 are no feasible or viable transportation
13 alternatives.
14 In closing, Moffett Field represents a unique,
15 preeminent resource, not just to Santa Clara County,
16 but to the nation. It has been the genesis for
17 high-technology development in Silicon Valley, and
18 continues to be an integral part of aerospace
19 development and technology. In considering the vital
20 work of NASA, Lockheed Martin, and other aerospace
21 contractors to this nation, we believe that
22 realignment of the 129th does not serve the taxpayer
23 and the national interest.
24 Thank you for accepting my comments.
25 CHAIRMAN DIXON: Thank you, Mrs. Strehl.

1 MS. PARKER: And now, Congresswoman Anna Eshoo
2 will review our recommended course of action for the
3 129th.
4 CONGRESSWOMAN ESHOO: Thank you, again,
5 Councilmember.
6 On the recommended course of action, I believe
7 2 of the commissioners heard the day before yesterday
8 Lee Grissom representing the governor and the
9 comments, and since he cannot be here this afternoon
10 with us, I'm going to attempt to recapture what he
11 presented at that time to the full commission now.
12 We believe that the more appropriate solution
13 for the 129th is to leave the unit at Moffett Federal
14 Airfield. Doing so is more cost effective, important
15 for national security reasons, and critical to the
16 viability of the Moffett Complex.
17 When the decision was made to close Moffett
18 Field as a Navy facility, the California Air National
19 Guard became a key member of the team developing the
20 concept of the Moffett Complex as a shared federal
21 facility.
22 In fact, it was a very unique arrangement that
23 was brought into play at that time. The Guard Bureau
24 made a contractual commitment to NASA in 1993 to be
25 an anchor tenant at the facility.

1 The Moffett Complex is a shared facility with
2 the cost of common operations being shared equitably
3 by all of the agencies based on concepts and formulas
4 developed by all the participants.
5 Because the Air Force cost analysis does not
6 add up, the best course of action is for the 129th to
7 remain at Moffett.
8 The GAO, and this is on the cost part of it --
9 the GAO recommends that the cost of proposed actions
10 on all federal users be considered by the commission.
11 If the 129th leaves Moffett, the cost of operating
12 the airfield will not be reduced, and the services
13 provided by the 129th will have to be replaced at
14 potentially higher costs to the United States
15 Government. The first domino.
16 Without the secure controlled airfield, are we
17 getting that up there? Okay. I'm not going to look
18 up there. I'm going to concentrate on my own. The
19 commissioners can look up there; right?
20 Without the secured controlled airfield, NASA
21 Ames and the federal contractors cannot function
22 properly, and you are hearing testimony that
23 underscores that.
24 Without these federal contractors, the
25 high-tech space industrial base of the nation will

1 suffer with the resultant deleterious effect on
2 national security. The severity of the domino effect
3 far outweighs the questionable cost savings estimated
4 by the Air Force.
5 The Moffett Federal Airfield represents in
6 excess of 600 acres of available federal land and
7 facilities. This area is available to both the 129th
8 and Onizuka for mission expendability should either
9 organization choose to do so. Expandability, I
10 should say. This expandability option is available
11 in an economical, cost effective manner.
12 The Commander-in-Chief's preference. As
13 Commander-in-Chief, and that's not me, but the
14 governor, because these are the words of Mr. Grissom.
15 As Commander-in-Chief of the California Air National
16 Guard, our Governor's preference is to retain the
17 129th Rescue Group at Moffett Federal Airfield, which
18 has higher military value and where it should
19 continue to anchor the Moffett Airfield Complex.
20 To ensure there is no question regarding the
21 governor's position or the position of the California
22 National Guard, Colonel Paul Monroe is here to make a
23 brief statement, and I'd like to call on him now, to
24 do so.
25 COLONEL MONROE: Thank you. The National

1 Guard -- the California National Guard supports the
2 governor's position. The 129th has been a long-time
3 member of the Sunnyvale/Mountain View community. The
4 move was directed by the Air Force in anticipation of
5 the base being closed. There is no operational
6 requirement.
7 CHAIRMAN DIXON: Thank you, Colonel.
8 MS. PARKER: Now I'd like to just take this
9 opportunity to summarize.
10 Regarding Onizuka Air Station, you've heard
11 Mr. John McMahon, Former Deputy Director of the CIA,
12 stress the importance of redundancy and the
13 requirement for dual nodes. You also know that
14 General Joseph W. Ashey, in a policy directive issued
15 on January 30th of this year stressed also the
16 importance of redundancy and the criticality of
17 having a separate geographical location of the
18 satellite commanding control node.
19 You're aware of some of the unique
20 capabilities at Onizuka, and you're also aware of the
21 available capacity, and Congresswoman Eshoo has
22 indicated the potential and the realization of some
23 of that capacity for commercial space utilization.
24 In that regard, a number of commercial entities have
25 formed a working group.

1 The Space Committee under the National
2 Security Industrial Association met just 2 weeks ago
3 in a working group and have also met with the Air
4 Force. They are outlining an Onizuka
5 commercialization initiative that has potential to
6 generate significant revenue far exceeding the
7 savings estimated by the Air Force through the
8 proposed realignment recommendation to Falcon.
9 Our local communities and the State of
10 California fully support this initiative, and we
11 intend to keep the commission fully informed on this
12 commercialization utilization initiative.
13 Regarding the flawed Air Force BRAC analysis,
14 you heard Dr. Munroe, Chief Economist of PG&E in
15 concurrence with the general accounting offices
16 report issued on April 17th indicate that the
17 analysis was seriously flawed.
18 Some especially arbitrary and egregious
19 examples of these flawed results exist in the area of
20 satellite control operations and mission capacity,
21 facilities availability and the condition,
22 contingency, mobility and deemployment requirements,
23 and cost and manpower implications regarding a return
24 on investment.
25 We cannot understand why all 8 criteria were

1 scored equally. The secret ballot approach
2 undertaken by the Air Force is not auditable. The
3 Air Force cannot have it both ways.
4 We know that you are charged with streamlining
5 facilities and functions to realize savings to
6 taxpayers, and we as a community are not suggesting
7 that you do nothing. We offer a cost effective
8 alternative that saves taxpayers money, and also
9 ensures the continued functioning of the Moffett
10 Field Complex.
11 Our quote, "realignment," unquote, proposal
12 involves relocating activities currently in
13 commercial lease space onto Moffett Federal Airfield
14 Complex. Our proposal maintains the dual node
15 redundancy that was underscored the importance by
16 both Mr. McMahon and the Air Force in their policy
17 directive earlier this year.
18 Our proposal preserves the highly skilled work
19 force necessary to operate a satellite and network
20 control facility, and we would like to note
21 that this skilled work force is not immediately
22 available in Colorado, and it takes at least a year
23 and a half to train people to develop this kind of
24 skill set.
25 We are also aware of the savings in terms of

1 MILCON costs and savings on moving costs. Our
2 realignment proposal realizes 125 million dollars for
3 one-time cost savings for moving to Falcon, and saves
4 unknown additional costs relative to the movement of
5 tenants.
6 Again, we stress the importance of the
7 redundancy requirements, the capability of Onizuka
8 Air Force Station to expand its mission capability.
9 We've shown that that capability is superior to
10 Falcon, and that the potential for commercial
11 utilization does exist.
12 Regarding the 129th Rescue Group, it is not a
13 BRAC issue. In 1993, the BRAC commission ordered the
14 movement of additional reserve aviation assets to the
15 Moffett Complex, and the State of California, as
16 you've heard from Congresswoman Anna Eshoo and from
17 Colonel Paul Monroe from the adjutant general's
18 office state that the state supports keeping the
19 129th Rescue Group at the Moffett Complex.
20 You heard from Dr. Munroe about the flawed
21 BRAC analysis in this regard. There is no detailed
22 military analysis done, and the cost projections are
23 quite suspect. Retaining the 129th realizes overall
24 cost savings without degradation of the mission. Our
25 recommendation is that you adopt our proposal to

1 retain the 129th at Moffett, realize the cost
2 savings, and at the same time preserve the Moffett
3 Federal Complex as a unique national asset that helps
4 the needs -- that serves the needs of our nation's
5 military and aerospace industries.
6 In conclusion, we'd like to thank the BRAC
7 commissioners, Chair Dixon, and the staff for the
8 opportunity to speak today. We hope we have raised
9 some pertinent issues that will ensure your
10 independent and continued thorough review.
11 The Moffett Field Complex is the center of
12 America's air space industrial base, and we hope that
13 it remains so for decades to come, not only for our
14 area, but for the country at large.
15 Thank you very much.
16 CHAIRMAN DIXON: Well, we thank you very much.
17 (Clapping.)
18 We thank you very much, Councilmember Parker,
19 and Congresswoman Eshoo, and all of your
20 distinguished colleagues. I wonder if any of my
21 colleagues have any questions? Commissioner
22 Cornella.
23 COMMISSIONER CORNELLA: Even though Onizuka
24 provides redundancy for Falcon Air Force Base and
25 vice versa, the daily mission, is that also

1 duplication, or do they do different missions?
2 MR. MCMAHON: The emphasis has changed as
3 Falcon has matured. Originally, operations as well
4 as test evaluation and checkout of satellites took
5 place here at Onizuka. As Falcon has developed the
6 capability, they have taken on the operational
7 satellites. So that when a satellite is first
8 launched, Onizuka controls it, tests it, runs through
9 the evaluation, and when it meets all the
10 specifications that it's been designed for, it is
11 declared operational and turned over to Falcon to
12 operate, and that's only fairly recently.
13 What has happened experience wise is that
14 since Falcon hasn't matured yet, they often call back
15 to Onizuka and ask them to run it while they get back
16 up to speed and can handle it operationally.
17 But the desire is to have the operations done
18 at Falcon where the space command center is.
19 COMMISSIONER CORNELLA: But on a daily basis,
20 they would have different missions, they're able to
21 provide the redundancy?
22 MR. MCMAHON: Right now they provide the
23 redundancy while they're doing their specific
24 operations. One in test and evaluation, and the
25 other in pure operations.

1 COMMISSIONER CORNELLA: What percent of the
2 housing would still be required after realignment? I
3 know that the housing is recommended for closure.
4 Can anyone answer that question?
5 CONGRESSWOMAN ESHOO: I think it can be
6 answered, but I think that we're going to have to get
7 that to you to be specific and correct.
8 COMMISSIONER CORNELLA: As I understand, it's
9 over 50 percent would still be required. I would
10 like that information to the commission.
11 CONGRESSWOMAN ESHOO: We shall get it to you.
12 COMMISSIONER CORNELLA: And then also the
13 realignment to Moffett of Onizuka, you would retain
14 Onizuka in place and expansion would take place so it
15 wouldn't require any MILCON to move; is that correct?
16 MS. PARKER: The realignment, and our quote,
17 unquote, "realignment" proposal involves moving some
18 of the activities that relate to Onizuka that are
19 currently taking place in leased space outside of the
20 airfield onto the Moffett Complex.
21 COMMISSIONER CORNELLA: You wouldn't
22 physically move the existing station?
23 MS. PARKER: No.
24 COMMISSIONER CORNELLA: You would just have
25 that facility there for expansion purposes?

1 MS. PARKER: Yes.
2 COMMISSIONER CORNELLA: Okay. Thank you.
3 That's all I have, Mr. Chairman.
4 CHAIRMAN DIXON: I thank Commissioner
5 Cornelia. Are there any other further questions?
6 Well, we thank you all for a very excellent
7 presentation. It's been very helpful to us. We
8 appreciate you coming here
9 MS. PARKER: Thank you very much.
10 -- oOo --
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

USAF BASE FACT SHEET
MOFFETT FIELD AIR GUARD STATION, CALIFORNIA

MAJCOM/LOCATION/SIZE: ANG station two miles west of Sunnyvale with thirteen acres

MAJOR UNIT/FORCE STRUCTURE:

- 129th Rescue Group
  -- 5 HH-60G and 4 HC-130N/P

USAF MANPOWER AUTHORIZATIONS: (As of FY 95/2)

MILITARY--ACTIVE	1
GUARD	818
TOTAL	**819**

ANNOUNCED ACTIONS: None

MILITARY CONSTRUCTION PROGRAM ($000):

FISCAL YEAR 94:
None

FISCAL YEAR 95:

Alter Vehicle Maintenance Facility	400

SIGNIFICANT INSTALLATION ISSUES/PROBLEMS: None

Basing Manager: Mr DiCamillo/XOOB/53019
Editor: Ms Wright/XOOBD/46675/1 Mar 95

MAP NO. 5

CALIFORNIA

Prepared By: Washington Headquarters Services
Directorate for Information
Operations and Reports

CALIFORNIA

FISCAL YEAR 1994 (DOLLARS IN THOUSANDS)

Personnel/Expenditures	Total	Army	Navy & Marine Corps	Air Force	Other Defense Activities
I. Personnel - Total	374,554	84,068	201,952	74,881	13,653
Active Duty Military	143,220	13,696	97,700	31,824	0
Civilian	99,906	8,290	57,508	20,455	13,653
Reserve & National Guard	131,428	62,082	46,744	22,602	0
II. Expenditures - Total	$36,040,373	$4,701,109	$14,612,676	$14,088,392	$2,638,196
A. Payroll Outlays - Total	13,467,267	1,570,280	8,518,650	2,866,189	512,148
Active Duty Military Pay	5,623,613	455,757	4,297,227	870,629	0
Civilian Pay	4,078,390	301,311	2,512,997	751,934	512,148
Reserve & National Guard Pay	352,659	180,700	75,380	96,579	0
Retired Military Pay	3,412,605	632,512	1,633,046	1,147,047	0
B. Prime Contracts Over $25,000 Total	22,573,106	3,130,829	6,094,026	11,222,203	2,126,048
Supply and Equipment Contracts	11,822,927	959,587	2,788,174	7,060,256	1,014,910
RDT&E Contracts	4,278,899	1,017,963	684,280	1,887,332	689,324
Service Contracts	5,665,889	807,308	2,236,299	2,200,580	421,702
Construction Contracts	637,216	177,796	385,273	74,035	112
Civil Function Contracts	168,175	168,175	0	0	0

Major Locations of Expenditures	Expenditures			Major Locations of Personnel	Military and Civilian Personnel		
	Total	Payroll Outlays	Prime Contracts		Total	Active Duty Military	Civilian
San Diego	$4,748,224	$2,683,196	$2,065,028	San Diego	38,871	25,897	12,974
Long Beach	3,550,195	330,892	3,219,303	Camp Pendleton	30,761	28,394	2,367
Pico Rivera	3,272,224	4,824	3,267,400	McClellan AFB	12,962	2,870	10,092
Sunnyvale	3,088,332	93,664	2,994,668	North Island NAS	10,527	5,142	5,385
Los Angeles	1,409,989	199,572	1,210,417	Travis AFB	9,683	7,677	2,006
Sacramento	928,313	137,557	790,756	Monterey	8,931	5,996	2,935
Camp Pendleton	923,961	803,482	120,479	Twentynine Palms	8,763	8,026	737
Travis AFB/Fairfield	517,962	356,453	161,509	Edwards AFB	8,137	4,690	3,447
North Island NAS	506,163	476,268	29,895	Oakland	7,486	1,974	5,512
Edwards AFB	493,650	249,240	244,410	El Toro	6,664	5,665	999

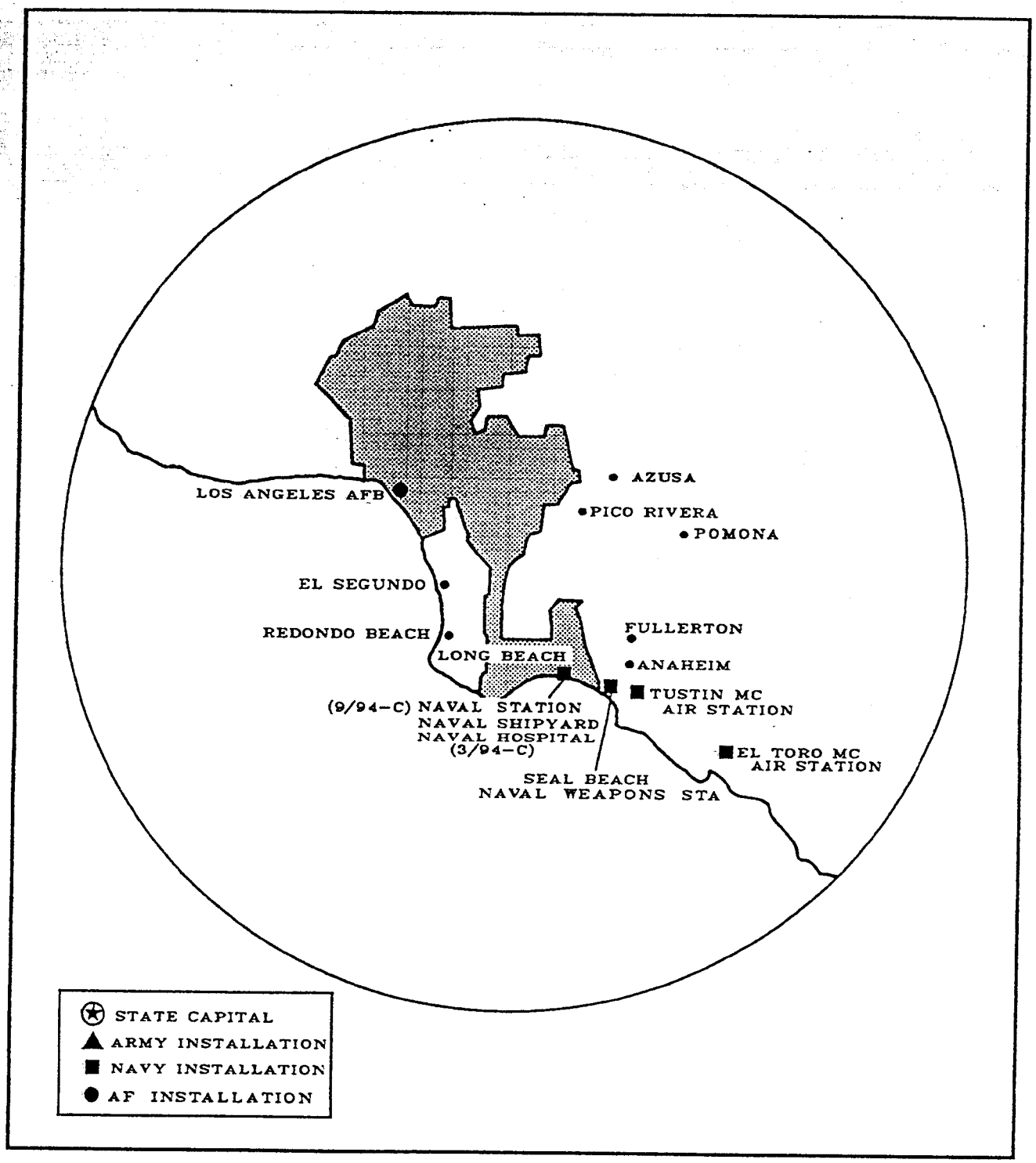
Prime Contracts Over $25,000 (Prior Three Years)	Total	Army	Navy & Marine Corps	Air Force	Other Defense Activities
Fiscal Year 1993	$22,951,965	$2,917,702	$7,945,883	$9,419,942	$2,668,438
Fiscal Year 1992	23,843,135	3,538,823	8,069,838	10,106,398	2,128,076
Fiscal Year 1991	24,265,041	4,098,936	7,289,024	10,954,901	1,922,180

Top Five Contractors Receiving the Largest Dollar Volume of Prime Contract Awards in this State	Total Amount	Major Area of Work	
		FSC or Service Code Description	Amount
1. NORTHROP GRUMMAN CORPORATION	$3,464,882	Aircraft Fixed Wing	$3,199,600
2. MCDONNELL DOUGLAS CORPORATION	3,389,624	Aircraft Fixed Wing	2,928,741
3. LOCKHEED CORPORATION	2,602,749	Guided Missiles	1,087,459
4. GENERAL MOTORS CORPORATION	1,478,702	Expert Witness	200,761
5. TRW INC	729,883	Drones	123,376
Total of Above	$11,665,840	(51.7% of total awards over $25,000)	

Prepared by: Washington Headquarters Services
Directorate for Information
Operations and Reports

MAP NO. 5a

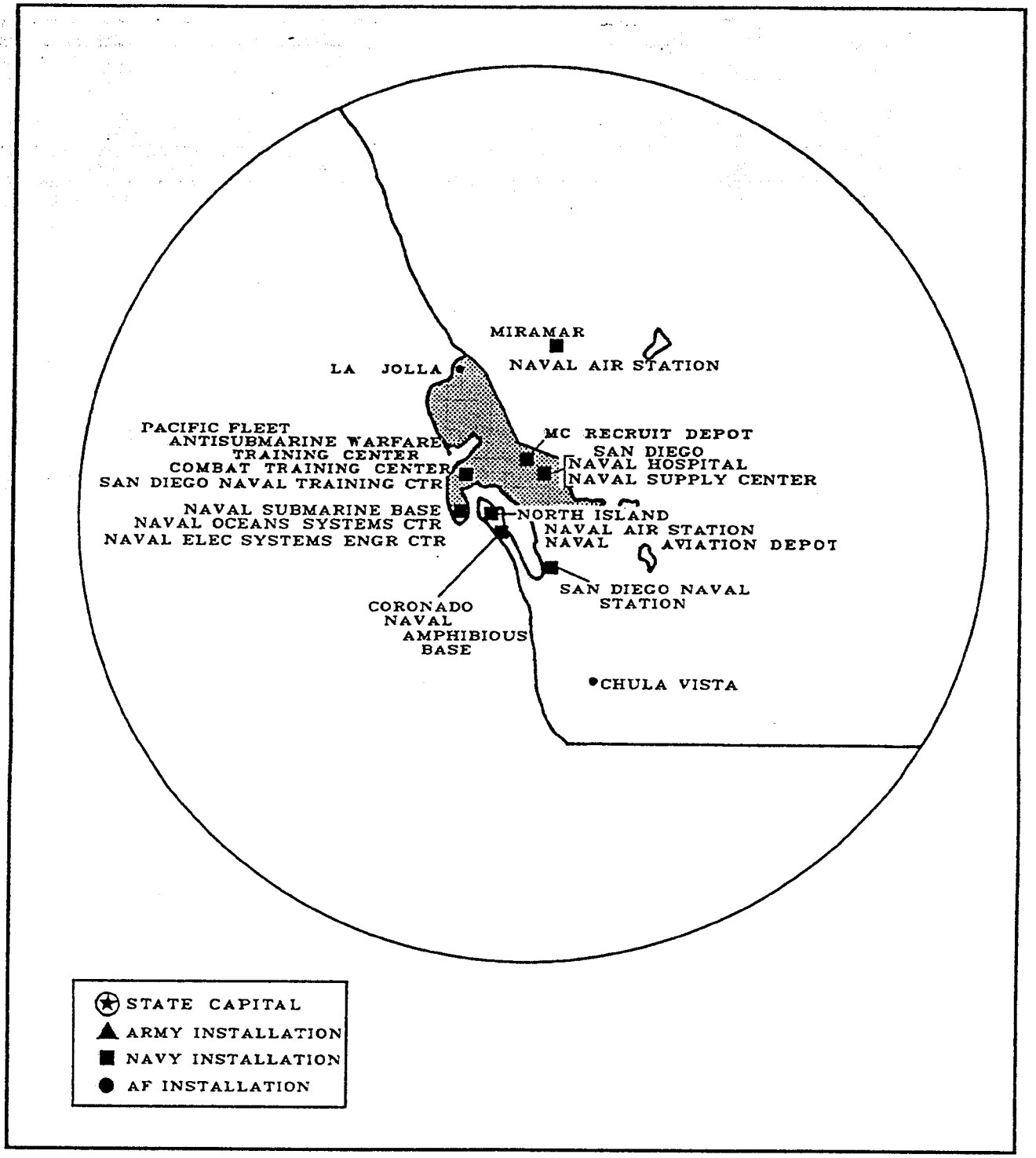
LOS ANGELES AREA



Prepared By: Washington Headquarters Services
Directorate for Information
Operations and Reports

MAP NO. 5b

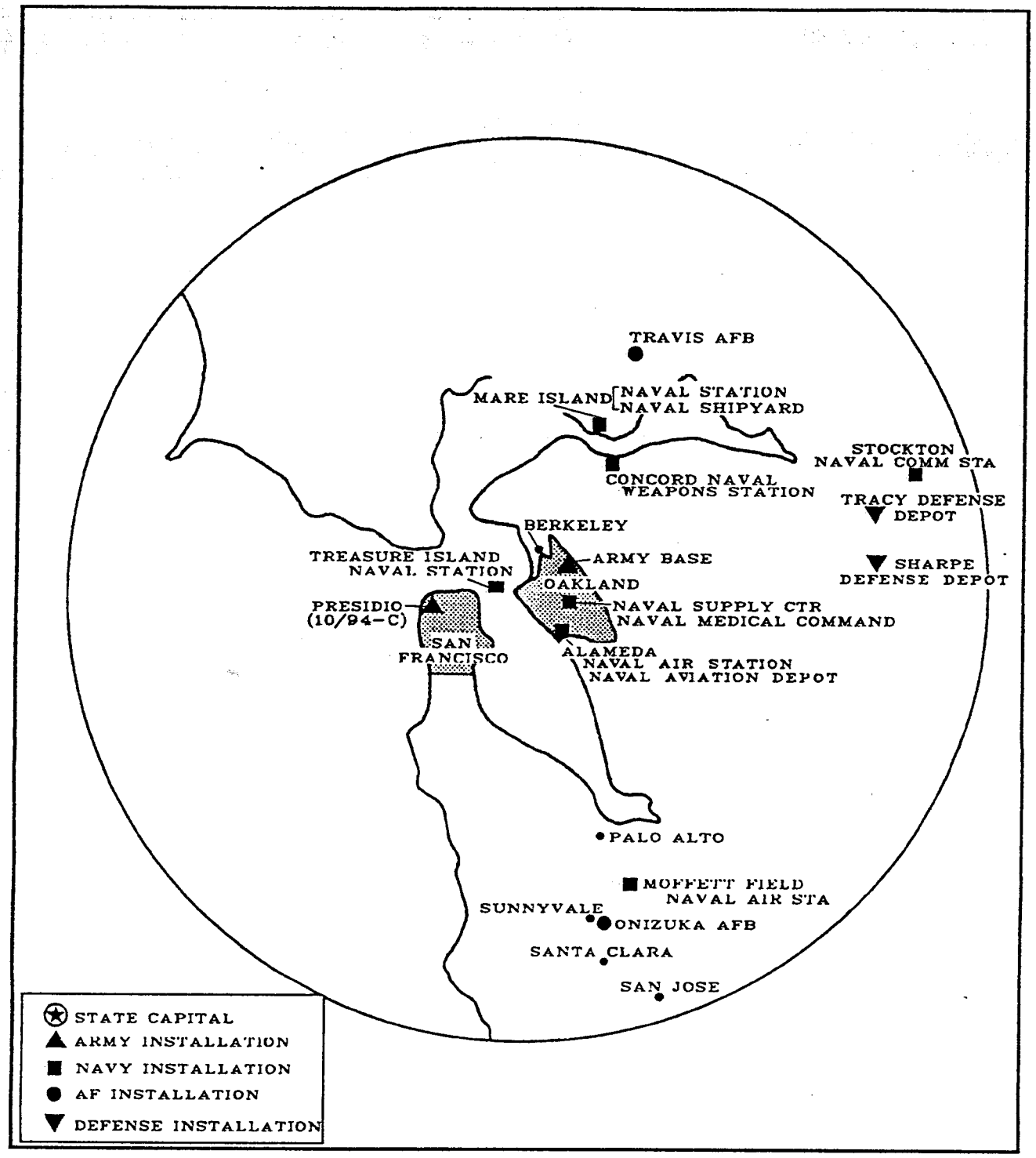
SAN DIEGO AREA



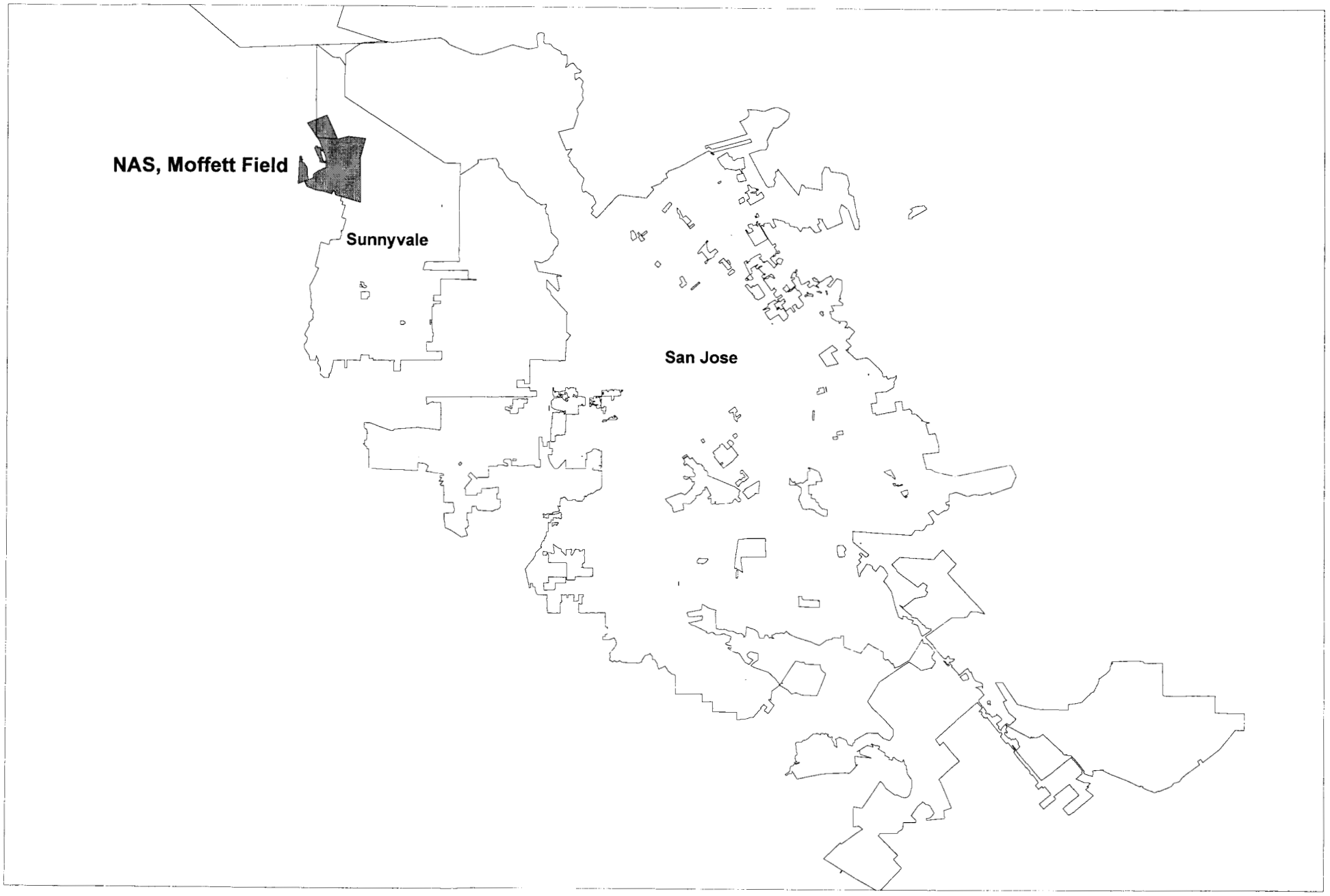
Prepared By: Washington Headquarters Services
Directorate for Information
Operations and Reports

MAP NO. 5c

SAN FRANCISCO AREA



Prepared By: Washington Headquarters Services
Directorate for Information
Operations and Reports


NAS, Moffett Field
Sunnyvale
San Jose

CLOSURE HISTORY - INSTALLATIONS IN CALIFORNIA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
A						
	AFRC, LOS ALAMITOS					
	CAMP ROBERTS ANNEX					
	FORT HUNTER LIGGETT					
	FORT IRWIN					
	FORT ORD	90/91	PRESS/DBCRC	COMPLETE	CLOSE	1990 PRESS: Realign 7th Infantry Division (Light) to Fort Lewis, WA and close installation (Changed by Public Law 101-510) 1991 DBCRC: Close (does not include Fort Hunter-Liggett); completed FY 94; pending disposal Realign 7th Infantry Division (Light) to Fort Lewis, WA (one brigade will move; other two will be inactivated); completed FY 93
	HAMILTON ARMY AIRFIELD	88	DEFBRAC	COMPLETE	CLOSE	1988 DEFBRAC: Close and dispose of approximately 695 acres not needed by the Army Reserve; closed FY 94; pending disposal Realign 91st Division Aviation Detachment and 343rd Medical Detachment to leased space at a local airifeld; units inactivated FY 94 Realign Sixth Army Aviation Detachment to Fort Carson, CO (Changed to Fort Lewis, WA as part of reorganization of all fixed wing assets under the "Hub Concept"); completed FY 93
	OAKLAND ARMY BASE					

CLOSURE HISTORY - INSTALLATIONS IN CALIFORNIA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	PRESIDIO OF MONTEREY AND ANNEX	93	DBCRC	ONGOING	REALGNDN	1993 DBCRC: Dispose of all facilities at the Presidio of Monterey Annex except the housing, commissary, child care facility, and post exchange required to support the Presidio of Monterey and the Naval Post Graduate School; Army legal opinion states that "...Secretary of Defense (SECDEF) is legally required to implement only that portion of the 1993 Commission's recommendation that directs the retention of the Presidio of Monterey." Consolidate base operations support with the Naval Post Graduate School by interservice support agreement; Army legal opinion states that "...Secretary of Defense (SECDEF) is legally required to implement only that portion of the 1993 Commission's recommendation that directs the retention of the Presidio of Monterey." Evaluate whether contracted base operations support will provide savings; Army legal opinion states that "...Secretary of Defense (SECDEF) is legally required to implement only that portion of the 1993 Commission's recommendation that directs the retention of the Presidio of Monterey."

CLOSURE HISTORY - INSTALLATIONS IN CALIFORNIA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	PRESIDIO OF SAN FRANCISCO	88/91/93	DEFBRAC/DBCRC	COMPLETE	REALGNDN	1988 DEFBRAC: Close (Changed by 1993 Defense Base Closure Commission) Realign Headquarters, Sixth Army to Fort Carson, CO (Changed by 1993 Defense Base Closure Commission) Realign medical assets of Letterman Army Medical Center throughout the Army medical force structure; completed FY94 Realign Letterman Army Institute of Research to Fort Detrick, MD (Changed by 1991 Defense Base Closure Commission) 1991 DBCRC: Disestablish the Letterman Army Institute of Research; move trauma research to the U.S. Army Institute of Surgical Research, Fort Sam Houston, TX; collocate blood research with the Naval Medical Research Institute, Bethesda, MD; collocate laser bioeffects research with the Armstrong Laboratory, Brooks AFB, TX (Change to 1988 SECDEF Commission recommendation); completed FY 93 1993 DBCRC: DoD recommendation to realign 6th Army Headquarters to NASA Ames instead of Fort Carson, CO changed to permit headquarters to remain at the Presidio of San Francisco (Change to 1988 SECDEF Commission recommendation)
	RIVERBANK ARMY AMMUNITION PLANT					
	SACRAMENTO ARMY DEPOT	90/91	PRESS/DBCRC	ONGOING	CLOSE	1990 PRESS: Close (Changed by Public Law 101-510) 1991 DBCRC: Close, realign workload by competition, and retain approximately 50 acres for Reserve Component enclave; scheduled FY 93-95 Realign Communications Systems Test Activity to Fort Lewis, WA; scheduled FY 95
	SHARPE ARMY DEPOT					

CLOSURE HISTORY - INSTALLATIONS IN CALIFORNIA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	SIERRA ARMY DEPOT					
AF						
	BEALE AFB	88/91/93	BRAC/DBCRC/DBCRC	ONGOING	REALGN UP	1988 DEFBRAC: Directed movement of the 323rd Flying Training Wing from Closing Mather AFB to Beale AFB (See 1991 DBCRC). 1991 DBCRC: Reversed 88 DEFBRAC decision and directed movement of 323rd FTW to Randolph AFB, TX rather than Beale AFB. 1993 DBCRC: The 1991 OSD recommendation for Mather AFB, CA directed movement of the 940 Air Refueling Group (AFRES) with KC-135 aircraft to McClellan AFB, CA. The 1993 action is to move 940ARG to Beale AFB, CA to save $21.2M in MILCON. This will include movement of 0 military and 243 civilian personnel.
	CASTLE AFB	91/93	DBCRC/DBCRC	ONGOING	CLOSE/9-95	1991 DBCRC: Directed Closure. (Scheduled Sep 30, 1995) Transfer assigned B-52 to K.I.Sawyer AFB, MI. Transfer KC-135s to other Active or Reserve Component units. Transfer B-52 and KC-135 Combat Crew Trng Missions to Fairchild AFB, WA. 1993 DBCRC: Redirects movement of Castle's B-52 Combat Crew Training mission from Fairchild AFB, WA to Barksdale AFB, LA. Also redirects KC-135 training from Fairchild to Altus AFB, OK. Projected savings if $19.2M. Movement of personnel to Altus: 668 Mil and 38 Civ.

CLOSURE HISTORY - INSTALLATIONS IN CALIFORNIA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	EDWARDS AFB	90/91	PRESS/DBCRC	ONGOING	REALGNUP	1990 Press Release indicated realignment. No specifics given. 1991 DBCRC: Directed consolidation of the 4950th Test Wing from Wright-Patterson AFB, OH with the Air Force Flight Test Center at Edwards AFB as a result of the transfer of the 160th Air Refueling Group and the 970th Tactical Airlift Group to Wright-Patterson AFB from the Closing Rickenbacker Air Guard Base, OH. 1993 DBCRC: As a note, the ANG refueling missions were retained at Rickenbacker.
	FRESNO AIR TERMINAL AGS					
	GEORGE AFB	88	DEFBRAC	COMPLETE	CLOSE12-92	1988 DEFBRAC: Directed Closure. (Completed December 15, 1992). Directed transfer of 35th Tactical Trng Wg and 37th Tactical Fighter Wg (F-4EE/G) to Mountain Home AFB, ID. Move the 27th Tactical Air Support Squadron (OV-10) to Davis-Monthan AFB, AZ.
	LOS ANGELES AFB	90	PRESS	CANCELED	CLOSE	1990 Press Release: Recommended Closure. Action not followed through in either 1991 Defense Report or 1991 DBCRC.

CLOSURE HISTORY - INSTALLATIONS IN CALIFORNIA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	MARCH AFB	88/91/93	BRAC/DBCRC/DBCRC	ONGOING	RELGNDN	1988 DEFBRAC: Directed move of The Air Force Audit Agency (AFAA) from Closing Norton AFB, CA to March AFB (See 1991 DBCRC). Directed the transfer of three squadrons of the 63rd Military Airlift Wing and the 445th Military Airlift Wing (AFRes) from Closing Norton AFB, CA to March AFB. Remaining squadron goes to McChord AFB, WA. Gives option of moving Air Force Audio Visual Service Center from Closing Norton FB to March AFB or retaining at Norton AFB. Recommends retaining Norton AFB family housing for personnel assigned to March AFB. 1991 DBCRC: Directs realignment of the 45 Air Force Audit Agency manpower authorizations from Closing Norton AFB, CA to National Capitol Region (Show at Bolling AFB for purpose of this report) to support alignment of AFAA into Secretariat. Supports transfer of remaining 139 AFAA manpower authorizations to March AFB. 1993 DBCRC: Directs inactivation of 22ARW. KC-10 active and reserve associate squadrons & aircraft relocate to Travis AFB, CA. SW Air Defense Sector remains in cantonment pending outcome of North American Air Defense (NORAD) study and possible transfer to ANG. 445AW (AFRES), 452ARW (AFRES), 163RG (ANG), AF Audit Agency, and Media Center will remain and base reverts to a reserve base. Cost to realign is $134.8M for ROI of 2 years. Net Personnel changes: 3222 Mil Out and 174 Civ In.

CLOSURE HISTORY - INSTALLATIONS IN CALIFORNIA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	MATHER AFB	88/91/93	BRAC/DBCRC/DBCRC	COMPLETE	CLOSE/9-93	1988 DEFBRAC: Directed Closure including hospital (See 1991 DBCRC).(Completed Sep 30, 1993.) Transfers the 323rd Flying Training Wing to Beale AFB, CA. Transfers the 940th Air Refueling Group (AFRes) to McClellan AFB, CA if the local authorities do not elect to operate Mather as an airport. 1991 DBCRC: Directs realignment of the 940th Air Refueling Group to McClellan AFB. Retains the 323rd Flying Training Wing Hospital as an annex to McClellan AFB. 1993 DBCRC: Redirects 940th Air Refueling Group movement from McClellan AFB, CA to Beale AFB, CA to save $21.2M in MILCON.

CLOSURE HISTORY - INSTALLATIONS IN CALIFORNIA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	MCCLELLAN AFB	88/90/91/93	BRAC/PR/DBCRC	ONGOING	REALGNDN	1988 DEFBRAC: Directs transfer of the 940th Air Refueling Group (AFRes) from Closing Mather AFB, CA to McClellan AFB, CA if local authorities do not elect to use Mather as an airport (See 1991 DBCRC). 1990 Press release indicated realignment. No specifics given. 1991 DBCRC: Directs transfer of the 940th Air Refueling Group from Closing Mather AFB, CA to McClellan AFB. Directs retention of the Mather hospital as an annex to McClellan AFB. See 1988 DEFBRAC. 1993 DBCRC: Redirects movement of 940th Air Refueling Group, that was scheduled to go from Mather AFB to McClellan as a result of 1991 DBCRC, to Beale AFB, CA. The unit will temporarily move to and operate out of temorary facilities at McClellan until Beale facilities are ready. Projected savings of $21.2M in MILCON. NOTE: AF recommended closure to OSD. OSD did not forward AF closure recommendation due to cumulative economic impact. DBCRC added for consideration on 24 March but did not recommend closure.
	NORTH HIGHLANDS AGS					

CLOSURE HISTORY - INSTALLATIONS IN CALIFORNIA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	NORTON AFB	88	DEFBRAC	COMPLETE	CLOSE/3-94	1988 DEFBRAC: Directed Closure. (Completed March 31, 1994). Complex issues involved. Transfers three squadrons of the 63rd Military Airlift Wing and the 445th Military Airlift Wing (AFRes) (C-141, C-21, and C-12) to March AFB, CA. Transfers the remaining squadron (C-141) to McChord AFB, WA. The Air Force Inspection and Safety Center transfers to Kirtland AFB, NM. The Air Force Audit Agency transfers to March AFB, CA (See March AFB for 1991 DBCRC change-45 of 184 manpower authorizations moved to National Capitol Region, rest to March AFB). DBCRC gives option of moving Air Force Audio Visual Service Center to March AFB or retaining at Norton AFB. Recommends Ballistic Missile Office remain at Norton AFB and recommends retaining Norton AFB military family housing for personnel assigned to March AFB.
	ONIZUKA AFB					
	ONTARIO IAP AGS					
	TRAVIS AFB	93	DBCRC	ONGOING	REALIGNUP	1993 OSD Recommendation: Establish Travis AFB as the West Coast Mobility Base. Transfer of KC-10 aircraft and active and reserve associate squadrons from March AFB, CA realignment to Travis AFB, CA. Personnel movement into Travis: 774 Mil and 112 Civ.
	VAN NUYS AGS					
	VAN NUYS AIRPORT AGS					
	VANDENBERG AFB					
D						
	DEFENSE CONTRACTING DISTRICT WEST	93	DBCRC	COMPLETE	REJECT	1993 DBCRC: Reject DoD recommendation to close DCMD West, El Segundo, CA, and relocate its mission to Long Beach Naval Shipyard, CA. Close DCMD West and relocate its mission to either Long Beach Naval Shipyard or other space in Long Beach.
	DEFENSE DEPOT TRACY					

CLOSURE HISTORY - INSTALLATIONS IN CALIFORNIA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	DEFENSE DISTRIBUTION DEPOT OAKLAND	93	DBCRC	COMPLETE	CLOSE	1993 DBCRC: Accept DoD recommendation. Close DDOC and relocate its mission to other DDDs.
MC						
	MC AIR GD CBT CTR 29 PALMS					
	MC BASE, CAMP PENDLETON					
	MC LOGISTICS BASE BARSTOW					
	MC MOUNTAIN WARFARE TNG CTR					
	MC RECRUIT DEPOT SAN DIEGO					
	MCAS CAMP PENDLETON					
	MCAS EL TORO	93	DBCRC	ONGOING	CLOSE	1993 DBCRC RECOMMENDATION: Recommended closure of MCAS El Toro, CA and relocation of its aircraft along with their personnel, equipment, and support to NAS Miramar, CA and MCAS Camp Pendleton, CA.
	MCAS TUSTIN	91/93	DBCRC	ONGOING	CLOSE	1991 DBCRC: Recommended closing MCAS Tustin, retention of family housing and personnel suport facilities, and relocation of air groups to MCAGCC Twentynine Palms or Camp Pendleton. The Commission also directed consideration of a fair market exchange of land and facilites at Tustin for new facilities at the receiving base. 1993 DBCRC: Recommended changing the 1991 recommendation and relocating air groups to NAS North Island, NAS Miramar, or MCAS Camp Pendleton.
N						
	FLEET ASW TRAINING CTR, PAC					
	FLEET COMBAT TRAINING CTR, PAC					
	FLT COMBAT DIRECTION SOFTWARE SPT	91	DBCRC	ONGOING	REALIGNDN	1991 DBCRC: The DBCRC recommended realignment as part of the Naval Command, Control and Ocean Surveillance Center, RDT&E Directorate.

CLOSURE HISTORY - INSTALLATIONS IN CALIFORNIA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	HUNTER'S POINT ANNEX	88/91/93	DBCRC	ONGOING	CLOSE	1988 DEFBRAC: BRAC 1 stopped construction of the strategic homeport but retained the use of the drydock for ship repair. Construction planned for ships to be homeported at Hunter's Point will be done at new hoemports, including Pearl Harbor, Long Beach, and San Diego. 1991 DBCRC: Recommended closing the facility and outleasing the entire property. SUPSHIPS will remain as a tenant on the property. 1993 DBCRC: Permitted disposal of Hunter's Point Annex in any lawful manner, including outleasing.
	INTEGRATED COMBAT SYS TEST FAC	91	DBCRC	ONGOING	CLOSE	1991 DBCRC: The DBCRC recommended closure as part of the Naval Surface Warfare Center Combat & Weapons Systems ISE Directorate.
	LONG BEACH NAVAL SHIPYARD	90	PRESS	CANCELLED	CLOSE	1990 PRESS: DOD Secretary proposed Long Beach Naval Shipyard as a closure in his 1990 press release.
	MARE ISLAND NAVAL SHIPYARD	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Closed shipyard and relocated Combat Systems Tech Schools Command to Dam Neck, VA. Relocated one submarine to NSB Bangor, WA. Family housing to be retained to support NWS Concord.
	NAS ALAMEDA	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Closed the NAS and relocated aircraft and their logistics support to NAS North Island, CA. Ships to be relocated to San Diego/Bangor/Puget Sound/Everett. Reserve aviation assets to be relocated at NASA Ames/Moffett Field, CA; NAS Whidbey Island, WA; NAS Willow Grove, PA.
	NAS MIRAMAR	93	DBCRC	ONGOING	REALIGN	1993 DBCRC: Relocated fixed wing aircraft from MCAS El Toro and rotary wing aircraft from 29 Palms to NAS Miramar. Squadrons and related activities originally located at Miramar will be relocated primarily to NAS Lemoore, CA and NAS Fallon, NV.

CLOSURE HISTORY - INSTALLATIONS IN CALIFORNIA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	NAS MOFFETT FIELD	90/91	PRESS/DBCRC	ONGOING	CLOSE	1990 PRESS: DOD Secretary proposed NAS Moffett Field as a closure in his 1990 press release. 1991 DBCRC: Recommended closing the facility and transferring assigned P-3 aircraft to NAS Jacksonville, Brunswick and Barbers Point. The Commission also suggested that the base remain in federal use by other agencies, such as NASA.
	NAS, LEMOORE					
	NAS, NORTH ISLAND					
	NAV CIV ENG LAB PORT HUENEME	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Directed the closure of NCEL and realignment of needed functions personnel, equipment, and support at the Construction Battalion Center, Port Hueneme, CA.
	NAV CONST BN CTR PORT HUENEME	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Recommended closure of the Naval Civil Engineering Laboratory, Port Hueneme, CA.
	NAV FAC ENG CMD WESTERN DIV	93	DBCRC	ONGOING	REALIGN	1993 DBCRC: Recommended realignment of the NAVFAC Western Engineering Field Div and retention of needed personnel, equipment, and support as a BRAC Engineering Field Activity to handle environmental matters arising from 1993 BRAC closures in the geographical area.
	NAV MEDCOM NW REG					
	NAV PUBLIC WKS CTR SAN FRANCISCO	93	DBCRC	ONGOING	DISESTAB	1993 DBCRC: Disestablished PWC San Francisco due to excess capacity. Due to other Navy closures its principal customer base (e.g., NAS Alameda) has been eliminated.
	NAV PUBLIC WKS CTR, SAN DIEGO					
	NAV SUB BASE, SAN DIEGO					
	NAVAL AIR FACILITY EL CENTRO	90	PRESS	CANCELLED	CLOSE	1990 PRESS: DOD Secretary proposed NAF El Centro as a closure in his 1990 press release.
	NAVAL AMPHIB BASE, CORONADO					

..ORY - INSTALLATIONS IN CALIFORNIA

..ALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
NAVAL AVIATION DEPOT ALAMEDA	90/93	PRESS/DBCRC	ONGOING	CLOSE	1990 PRESS: DOD Secretary proposed NADEP Alameda as a closure in his 1990 press release. 1993 DBCRC: Directed closure of NADEP Alameda and relocation of repair capability to other depots to include the private sector.
NAVAL AVIATION DEPOT N. ISLAND					
NAVAL COMM STA, SAN DIEGO					
NAVAL COMM STA, STOCKTON					
NAVAL HOSPITAL LONG BEACH	91	DBCRC	ONGOING	CLOSE	1991 DBCRC: Recommended closing NAVHOSP Long Beach.
NAVAL HOSPITAL OAKLAND	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Directed the closure of the Naval Hospital Oakland, CA and relocation of certain personnel to other Naval Hospitals.
NAVAL HOSPITAL, SAN DIEGO					
NAVAL HOSPITAL, CAMP PENDLETON					
NAVAL OCEAN SYSTEMS CENTER					
NAVAL POSTGRADUATE SCHOOL					
NAVAL SPACE SYSTEMS ACTIVITY	91	DBCRC	ONGOING	CLOSE	1991 DBCRC: Recommended closure as part of the Naval Command, Control and Ocean Surveillance Center, RDT&E Directorate.
NAVAL STATION LONG BEACH	91	DBCRC	ONGOING	CLOSE	1991 DBCRC: Recommended closing NAVSTA Long Beach and transferring land and ship support functions to Long Beach Naval Shipyard.
NAVAL STATION, MARE ISLAND					
NAVAL STATION, SAN DIEGO					

CLOSURE HISTORY - INSTALLATIONS IN CALIFORNIA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	NAVAL SUPPLY CTR OAKLAND	90/93	PRESS/DBCRC	CANCELLED	CLOSE	1990 PRESS: DOD Secretary proposed NSC Oakland as a closure in his 1990 press release. 1993 DBCRC: Directed that NSC Oakland remain open despite OSD's original recommendation to close the Fleet and Industrial Supply Center.
	NAVAL SUPPLY CTR, SAN DIEGO					
	NAVAL TRAINING CTR SAN DIEGO	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Directed the closure of NTC San Diego and relocation of certain personnel, equipment and support to NTC Great Lakes, IL.
	NAVAL WEAPONS CTR CHINA LAKE	91	DBCRC	ONGOING	REALIGNDN	1991 DBCRC: Recommended realignment as part of the Naval Air Warfare Center, Weapons Division.
	NAVAL WEAPONS STA, CONCORD					
	NAVAL WEAPONS STA, SEAL BEACH					
	NESEC SAN DIEGO	91/93	DBCRC	ONGOING	REALIGN	1991 DBCRC: Directed the closure of NESECs San Diego and Vallejo, Ca with relocation of staff and associated equipment to Point Loma, CA to form the Naval Command, Control, and Ocean Surveillance Center (NCCOSC). 1993 DBCRC: Changed the receiving location of NESEC San Diego and NESEC Vallejo to Air Force Plant #19 (San Diego, CA) in lieu of new construction at Point Loma, Ca.
	NESEC VALLEJO	91	DBCRC	ONGOING	CLOSE	1991 DBCRC: Recommended closure as part of the Naval Command, Control and Ocean Surveillance Center, West Coast ISE Directorate.
	NRC PACIFIC GROVE	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Recommended closure of the Naval Reserve Center Pacific Grove, CA because its capacity is in excess of projected requirements.
	PACIFIC MISSILE TEST CENTER	91	DBCRC	ONGOING	REALIGNDN	1991 DBCRC: Recommended realignment as part of the Naval Air Warfare Center, Weapons Division.

CLOSURE HISTORY - INSTALLATIONS IN CALIFORNIA

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	PERA (SURFACE) PACIFIC SAN FRAN	93	DBCRC	ONGOING	DISESTAB	1993 DBCRC: Disestablish and relocate functions to SUPSHIP San Diego, CA.

As of: 09:44 10 July 1995

Economic Impact Data

Activity: MOFFETT FIELD AGS
Economic Area: San Jose, CA PMSA

Impact of Proposed BRAC-95 Action at MOFFETT FIELD AGS:

Total Population of San Jose, CA PMSA (1992):	1,528,500
Total Employment of San Jose, CA PMSA, BEA (1992):	1,002,008
Total Personal Income of San Jose, CA PMSA (1992 actual):	$39,625,916,000
BRAC 95 Total Direct and Indirect Job Change:	285
BRAC 95 Potential Total Job Change Over Closure Period (% of 1992 Total Employment)	0.0%

		1994	1995	1996	1997	1998	1999	2000	2001	Total
Relocated Jobs:	MIL	0	0	0	0	190	0	0	0	190
	CIV	0	0	0	0	0	0	0	0	0
Other Jobs:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
BRAC 95 Direct Job Change Summary at MOFFETT FIELD AGS:										
	MIL	0	0	0	0	190	0	0	0	190
	CIV	0	0	0	0	0	0	0	0	0
	TO	0	0	0	0	190	0	0	0	190
								Indirect Job Change:		95
								Total Direct and Indirect Job Change:		285

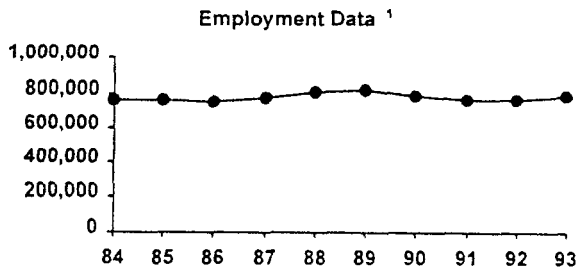
Other Pending BRAC Actions at MOFFETT FIELD AGS (Previous Rounds):

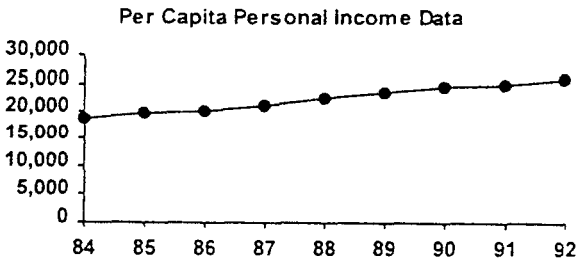
	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0

San Jose, CA PMSA Profile:

Civilian Employment, BLS (1993): 782,104

Average Per Capita Income (1992): $25,924





Annualized Change in Civilian Employment (1984-1993)		Annualized Change in Per Capita Personal Income (1984-1992)	
Employment:	2,327	Dollars:	$903
Percentage:	0.3%	Percentage:	4.2%
U.S. Average Change:	1.5%	U.S. Average Change:	5.3%

Unemployment Rates for San Jose, CA PMSA and the US (1984 - 1993):

	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993
Local	5.3%	5.8%	5.8%	4.5%	3.9%	3.8%	4.0%	5.5%	6.8%	6.8%
U.S.	7.5%	7.2%	7.0%	6.2%	5.5%	5.3%	5.5%	6.7%	7.4%	6.8%

1 Note: Bureau of Labor Statistics employment data for 1993, which has been adjusted to incorporate revised methodologies and 1993 Bureau of the Census metropolitan area definitions are not fully compatible with 1984 - 1992 data.

As of: 09:44 10 July 1995

Economic Impact Data

Activity: MOFFETT FIELD AGS
Economic Area: San Jose, CA PMSA

Cumulative BRAC Impacts Affecting San Jose, CA PMSA:

Cumulative Total Direct and Indirect Job Change:	**(4,026)**
Potential Cumulative Total Job Change Over Closure Period (% of 1992 Total Employ	**(0.4%)**

		1994	1995	1996	1997	1998	1999	2000	2001	Total
Other Proposed BRAC 95 Direct Job Changes in Economic Area (Excluding MOFFETT FIELD AGS)										
Army:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Navy:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Air Force:	MIL	0	0	0	0	(281)	(79)	(125)	0	(485)
	CIV	0	0	0	0	(1,010)	(19)	(10)	0	(1,039)
Other:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Other Pending Prior BRAC Direct Job Changes in Economic Area (Excluding MOFFETT FIELD AGS)										
Army:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Navy:	MIL	(1,059)	0	0	0	0	0	0	0	(1,059)
	CIV	(211)	20	0	0	0	0	0	0	(191)
Air Force:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Other:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Cumulative Direct Job Change in San Jose, CA PMSA Statistical Area (Including MOFFETT FIELD AGS)										
	MIL	(1,059)	0	0	0	(91)	(79)	(125)	0	(1,354)
	CIV	(211)	20	0	0	(1,010)	(19)	(10)	0	(1,230)
	TO	(1,270)	20	0	0	(1,101)	(98)	(135)	0	(2,584)

Cumulative Indirect Job Change:	(1,442)
Cumulative Total Direct and Indirect Job Change:	(4,026)

As of: 11:26 12 July 1995

ECONOMIC IMPACT DATABASE

Installation: MOFFETT FIELD AGS

State: California | Service: AIR FORCE

Comments: FromMcClelan

Project: BRAC Action | Year: N/A

Action: UNAFFECTED | Mil: 0 | Civ: 0 | Contr: 0 | Trainees: 0

Bray95 Inputs

Mil: 8 | Enl: 80 | Civ: 230 | Contr: 0 | Trainees: 0

Action: CLOSING

	1994	1995	1996	1997	1998	1999	2000	2001
Military Pers. Relocated (OUT)	0	0	0	0	0	0	0	0
Military Pers. Disestablished (OUT)	0	0	0	0	0	0	0	0
Civilian Pers. Relocated (OUT)	0	0	0	0	0	0	0	0
Civilian Pers. Disestablished (OUT)	0	0	0	0	0	0	0	0
Contractor Personnel (OUT)	0	0	0	0	0	0	0	0
Military Training Status (OUT)	0	0	0	0	0	0	0	0
Military Personnel (IN)	0	0	0	0	190	0	0	0
Civilian Personnel (IN)	0	0	0	0	0	0	0	0
Contractor Personnel (IN)	0	0	0	0	0	0	0	0
Military Training Status (IN)	0	0	0	0	0	0	0	0

129th RESCUE GROUP
MOFFETT FEDERAL AIRFIELD

Statement: The 129th currently occupies 384,000 square feet of space at Moffett Federal Airfield. The proposed square footage the 129th will occupy at McClellan AFB is 164,000, for a differential of 220,000 square feet. The facilities occupied at Moffett Federal Airfield are 1980's vintage while the space to be occupied at McClellan is older 1950's vintage. This flies in the face of the requisite military value test.

Answer: NASA's claim the unit occupies 384,000 square feet is erroneous. The 129th RQS currently occupies 196,000 square feet, and is planning to add to their real property records 82,000 square feet of existing Moffett Federal Airfield facilities, bringing them to 278,000 square feet. The additional 82,000 square feet of space is not on the units real property records, and at this point is not auditable and cannot be considered in the BRAC process. The unit will occupy about 196,000 square feet at McClellan AFB, not 164,000. Also, the aircraft maintenance facility at Moffett Federal Airfield is about 40% of the units current facilities and is a 1940s vintage dirigible hanger.

Statement: The airfield operating hours at McClellan AFB are from 8 am to 10 pm, while the operating hours at Moffett Federal Airfield are 7 am to 11 pm. Thus, there are two hours less time available for training daily throughout the year. There is typically more ground fog at McClellan than at Moffett during the course of the year. This fog reduces training and operations.

Answer: The airfield hours at Moffett and McClellan AFB are based on operational considerations. Relocating the 129th RQS to McClellan would require an adjustment in airfield operating hours which would be accommodated. NASA has presented no evidence that ground fog exist to a degree that will severely impact flying operations. In fact, the ceiling and visibility is typically Visual Flight Rules (1500 ft/3 miles) 92% of the year according to the certified BRAC 95 questionnaire weather data from McClellan.

Statement: The 1995 Air Force Site Survey estimated the required expenditure of $20 million at McClellan AFB in order to properly accommodate the 129th. An additional study directed by the Base Closure Executive Group arbitrarily reduced this amount by approximately $10 million. For example:

$6.4 million deleted for Flying Squadron Operations
$14 million deleted for Unit Supply
$1.4 million deleted for Trade for Buildings 877/878

Answer: NASA is misinformed. The $20 million estimate was from an informal two day visit prior to the BRAC recommendation going to the Commission. It was not an

Source: AF/RT

in-depth study into excess capacity. The additional study NASA refers to is, in fact, the formal in depth site survey that actually looked at excess capacity at McClellan with respect to the actual square footage the 129th RQS occupies at Moffett according to the real property records.

The site survey did not arbitrarily delete the milcon that NASA believes should be spent at McClellan. Excess capacity for supply and squadron operations exists at McClellan and the $20.4 million in milcon is not needed. McClellan is also planning to modify two more hangers by adding extensions. This is not BRAC money , nor is it milcon, but it is AFMC O&M and does not total $1.4 million. The ANG will take one of the hangers and give the ALC back hangers 877/878. This will place the 129th Rescue Group into a better cantonment and in properly sized facilities. It will also give the ALC better facilities for the same amount of money, but not at the expense of BRAC, since the ALC has already programmed and funded the hanger extension.

What NASA also doesn't state is the Master Plan for the ANG at Moffett is on hold. In that plan will be requests for needed milcon for the 129th RQS to properly size and canton the unitat Moffett. The milcon was not programmed because of BRAC. The milcon cannot be taken as a BRAC savings cost avoidance because it will be during the out years (1999 and 2000). The additional milcon will amount to $18.4 million.

The Air Force recommendation is to close Moffett ANG station and relocate the unit to McClellan. The purpose of BRAC is to identify savings for DoD by closing down infrastructure and overhead. The costs to the Air Force and ANG have increased at Moffett since the Navy's departure, and it is more cost effective to relocate the unit from a DoD perspective to McClellan AFB. The recommendation of the GAO to view Base Closures from a total "Federal" perspective is one that must be addressed by the Commission.

ASSESSMENT OF ANG MOVE TO McCLELLAN AFB, CA

Units Affected by Proposed Move:

-- 129th Air Rescue Group (Moffett Field AGS, CA)

-- 162nd Combat Communications Group and 149th Communications Squadron (North Highlands AGS, CA).

Info Required

1. Nature and scope of facilities required to construct/modify at McClellan AFB to accommodate ANG units. (Note: The Air Force identified $7.6 million and $920 K in MILCON requirements for Moffet and North Highlands, respectively, in its COBRA analysis.) Please tour if time permits.

2. How much BOS at McClellan will be charged to each of the ANG units? If not known, what is process for determination?

3. Any identified shortfalls or implications in ability of McClellan AFB to support flight operations of 129th Air Rescue Unit.

4. Any other implications/impediments to relocation of ANG units.

MOFFETT FEDERAL AIRFIELD AGS - FULL DATA SHEET

21-Apr-95

STATE:	CA
MAJOR COMMAND:	ANG
UIC:	
INSTALLATION TYPE:	Guard Station
RESOURCES:	8-HH60, 4-HC130
INSTALLATION MISSION:	Basing for 129th Rescue Group
MAJOR UNITS ASSIGNED:	129th Rescue Group
AUTHORIZED MILITARY:	88
AUTHORIZED CIVILIAN:	230
AVERAGE NUMBER OF STUDENTS:	0
FY 93 OPERATING COSTS:	$4,400,000
METROPOLITAN STATISTICAL AREA:	San Jose, CA
NEAREST CITY:	San Jose
TOTAL ACRES:	13
RUNWAY LENGTH:	0
TOTAL BUILDING SQUARE FOOTAGE:	170
HOSPITAL BEDS:	0
FAMILY HOUSING UNITS:	0
UNACCOMPANIED OFFICER HOUSING UNITS:	0
UNACCOMPANIED ENLISTED HOUSING SPACES:	0
VARIABLE HOUSING ALLOWANCE - OFFICER:	$0
VARIABLE HOUSING ALLOWANCE - ENLISTED:	0
PER DIEM RATE:	$116
AREA COST FACTOR:	1.00
PLANT REPLACEMENT VALUE:	
NATIONAL PRIORITY LIST SITE:	Yes
FY 93 ENVIRONMENTAL COMPLIANCE COSTS:	88,400
ENVIRONMENTAL CONSIDERATIONS:	None at this time
CONGRESSIONAL DISTRICT:	14,15,16
LOCAL OFFICIAL:	Pat Figueroa, Mayor, Mountain
GOVERNOR:	Pete Wilson

MOFFETT FEDERAL AIRFIELD AGS - FULL DATA SHEET

21-Apr-95

SENATORS:	Dianne Feinstein, Barbara Boxer
REPRESENTATIVE:	Norm Mineta, Barbara Eschoo, Zoe Lofgren
BRAC CATEGORY:	ARC/ANG
RANK IN CATEGORY:	N/A
DoD RECOMMENDATION:	CLOSE
TOTAL COST TO CLOSE/REALIGN:	15200000
CONSTRUCTION COSTS:	7600000
CONSTRUCTION COST AVOIDANCE:	0
ANNUAL SAVINGS:	4800000
BREAK EVEN YEAR:	2001
ECONOMIC IMPACT (DIRECT/INDIRECT/TOTAL):	
CUMULATIVE ECONOMIC IMPACT:	-0.005
INTERSERVICING ISSUES:	None
CIVILIAN POSITIONS LOST:	13
MILITARY POSITIONS LOST:	6
JOINT CROSS-SERVICE GROUP:	No
JOINT GROUP - DEPOTS:	No
JOINT GROUP - LABS:	No
JOINT GROUP - TE:	No
JOINT GROUP - UPT:	No
JOINT GROUP - HOSPITALS:	No
IMPACT OF PREVIOUS BRAC:	None
OTHER INSTALLATIONS IN BRAC CATEGORY:	Boise Air Terminal ANGS, ID; Lambert Field ANGS, MO; Portland IAP ANGS, OR; Selfridge ANGB, MI; Buckley ANGB, CO; Martin State APT ANGS, MD; Rickenbacker ANGB, OH; Stewart IAP ANGS, NY; Greater Pittsburgh IAP ANGS, PA; Otis ANGB, MA; Salt Lake City IAP ANGS, UT; Tuscon IAP ANGS, AZ

MOFFET A65

DEPARTMENT OF DEFENSE

THE UNITED STATES **FACT FILE**

C-130 HERCULES

INCLUDES:
AC-130 Spectre Gunship
EC-130 Electronics aircraft
HC-130 Combat Shadow refueler
MC-130 Combat Talon
WC-130 Weather aircraft

SERVICE: Air Force, Navy, Marine Corps, Coast Guard

DESCRIPTION:
The C-130 Hercules, a four-engine turboprop aircraft affectionately known world-wide as "Herky," is the workhorse of the military services. Capable of landing and taking off from short, rough dirt runways, it is a people and cargo hauler, and used in a wide variety of other roles, such as gunships, weather watchers, tankers, firefighters and aerial ambulances. There are more than 40 versions of the Hercules, and it is used by more than 50 nations.

AIR FORCE MISSION:
The C-130 primarily is the intratheater Air Force's airlifter. It is the main transport for dropping paratroops and equipment into hostile or remote areas. Much of today's airdrop technology originated with C-130s.

OTHER MISSIONS:
The Marine Corps uses the HC-130 for in-flight refueling of fighter aircraft and helicopters, and tactical transport. Air Force Reserve units use the WC-130 in their Storm Tracker fleet of weather plotters. Two Navy C-130 "Herkys" are assigned to the National Science Foundation, and equipped with skis as well as wheels for operations in support of scientific research in Antarctica, and the Coast Guard uses HC-130s for its law enforcement and search and rescue missions.

AC-130 Spectre Gunship

BACKGROUND:
Four decades have elapsed since the Air Force's Tactical Air Command issued its original design specification, yet the remarkable C-130 remains in production. Deliveries of the C-130A began in December 1956 and the first B models came on board in April 1959. Congress recently authorized the purchase of several H models to replace the aging models still in the inventory.

INVENTORY:
There are 98 in active duty units, 606 in the Air Force Reserve and 173 in the Air National Guard. The Marine Corps has 70 HC refueling models in active and reserve units.

(more)

CAPACITY:
The C-130 accommodates 92 combat troops or 64 fully equipped paratroops on side-facing seats. For medical evacuations, it carries 74 litter patients and two medical attendants. Paratroops exit the aircraft through rear doors on each side of the aircraft. Cargo airdrops go off the rear ramp. In cargo configuration it accommodates five standard Air Force cargo pallets.

POINT OF CONTACT:
Air Force: Air Mobility Command, Public Affairs Office, Bldg. 1905, Room 15, Scott Drive, Scott AFB, Ill. 62225-5317, (618) 256-4502; **Navy:** Public Affairs Office, Naval Air Syustems Command (AIR 07D2), Washington DC, 20361-0701, (703) 746-3791; **Marine Corps:** Headquarters, U.S. Marine Corps, Division of Public Affairs, Washington, DC 20380-1775, (703) 614-1492; **Coast Guard:** U.S. Coast Guard Commandant, G-P Public Affairs, Washington, D.C. 20593; (202) 267-1933.

GENERAL CHARACTERISTICS

Primary function:	Global airlift
Contractor:	Lockheed Aeronautical Systems Company, Marietta, Ga.
Power plant:	Four Allison T56-A-15 turboprops; each 4,300 horsepower
Thrust:	(Horsepower) each engine:AC-130A:3,750 hp; AC-130H:4,910 hp
Length:	97 feet, 9 inches (29.3 meters)
Height:	38 feet, 3 inches (11.4 meters)
Wingspan:	132 feet, 7 inches (39.7 meters)
Speed:	374 mph (Mach 0.57/604.4 kmph) at 20,000 feet
Ceiling:	33,000 feet with 100,000 pounds (45,000 kg) payload
Maximum takeoff weight:	155,000 pounds (69,750 kg)
Range:	2,350 miles (2,050 nautical miles/3,770 km) with maximum payload; 2,500 miles (2,174 nautical miles/4,000 km) with 25,000 pounds (11,250 kg) cargo; 5,200 miles (4,522 nautical miles/8,320 km) with no cargo
Unit cost:	Average $44.1 million
Crew:	Five (two pilots, navigator, flight engineer and loadmaster)
Capacity:	Up to 92 troops or 64 paratroops or 74 litter patients or five standard freight pallets

SPECIFIC CHARACTERISTICS, AC-130 SPECTRE GUNSHIP

Primary function:	Gunship: Close air support, interdiction, armed reconnaissance
Unit cost:	AC-130A, $30.9 million; AC-130H, 46.6 million
Ceiling:	25,000 feet
Speed:	300 mph (480 kmph)
Armament:	AC-130A, two 7.62mm miniguns, two 20mm Vulcan cannons, two 40mm Bofors cannons; AC-130H, two 20mm Vulcan cannons, one 40mm Bofors cannon and one 105mm howitzer
Date deployed:	AC-130A, 1968; AC-130H, 1972
Crew:	14: pilot, co-pilot, navigator, fire control officer, electronic warfare officer, flight engineer, loadmaster, lowlight TV operator, infrared detection set operator, five aerial gunners.

(more)

SPECIFIC CHARACTERISTICS, EC-130

Primary function:	EC-130ABCCC: Airborne battlefield command and control center EC-130E Volant Solo: Psycological operations broadcasting (operated by 193rd Special Operations Group, Pennsylvania ANG, Harrisburg, Pa.) EC-130H Compass Call: communications jammer, operated by electronic combat squadrons
Other data:	Same as C-130 H models

SPECIFIC CHARACTERISTICS, HC-130 N/P COMBAT SHADOW REFUELERS

Primary function:	Air refueleing of helicopters for special operations forces
Fuel capacity:	Up to 13,000 gallons (49,400 liters), depending on model
Unit cost:	$16.5 million
Crew:	Eight (Aircraft commander, copilot, two navigators, flight engineer, communications systems operator, two loadmasters
Date deployed:	1986
Other data:	Same as basic C-130

SPECIFIC CHARACTERISTICS, MC-130 E/H COMBAT TALON

Primary function:	Airdrop, airland and resupply special operations forces
Unit cost:	E model, $40.1 million; H model, $55.6 million
Crew:	E model, nine (aircraft commander, co-pilot, two navigators, electronics warfare officer, two loadmasters, one flight engineer, one communications specialist); H model, seven (AC, co-pilot, EWO, two loadmaasters, one flight engineer)
Date deployed:	E model, 1966; H model, June 1991
Other data:	Same as basic C-130

SPECIFIC CHARACTERISTICS, WC-130 WEATHER RECON AIRCRAFT

Primary function:	Weather reconnaissance
Endurance:	18 hours at 300-plus mph (261 knots, 480 kmph)
Auxiliary fuel tanks:	two external, 1,400 gallon; one 1,800 gallon internal
Special equipment:	Omega Dropsonde system, a 2½-foot long cylinder dropped over the ocean from the aircraft at regular intervals that records pressure,temperature, wind speed and direction as it descends to the ocean's surface
Crew:	Six (Aircraft commander, copilot, navigator, Dropsonde operator, weather officer, flight engineer
Inventory:	Six E models and six H models, all operated by Air Force Reserve "Storm Trackers" out of Keesler AFB, Miss.
Cost:	Approx. $13 million, 1960 dollars

MOFFET

THE UNITED STATES DEPARTMENT OF DEFENSE FACT FILE

UH-60L BLACK HAWK HELICOPTER (ARMY)

[Other versions are the SH-60 Seahawk and HH-60H (Navy); MH-60G Pave Hawk (Air Force); HH-60J Jayhawk (Coast Guard).]

SERVICES: Army, Navy, Air Force, Coast Guard

DESCRIPTION:
A twin-engine, medium lift, utility or assault helicopter.

FEATURES:
The Army's UH-60L Black Hawk (and the versions of the other services) is a twin-engine, medium lift helicopter. It is used for troop transport, cargo lift, anti-submarine warfare, search and rescue, drug interdiction, anti-ship warfare and special operations. Each variation is equipped for the specific needs of its service. For example, the Navy's SH-60B Seahawk is an airborne platform for a weapon system that deploys sonobouys (sonic detectors) and torpedoes in an antisubmarine role.

Some versions, such as the Air Force's MH-60G Pave Hawk and the Coast Guard's HH-60J Jayhawk, are equipped with a rescue hoist with a 250 foot (75 meter) cable that has a 600 pound (270 kg) lift capability, and a retractable in-flight refueling probe. The Army's UH-60L Black Hawk can carry 11 soldiers or 2,600 pounds (1,170 kg) of cargo or sling load 9,000 pounds (4,050 kg) of cargo.

BACKGROUND:
The UH-60 Black Hawk was fielded by the Army in 1979. The Navy received the SH-60B Seahawk in 1983 and the HH-60H in 1988. The Air Force received the MH-60G Pave Hawk in 1982 while the Coast Guard received the HH-60J Jayhawk in 1992. The unit cost varies with the version. For example, the unit cost of the Army's UH-60L Black Hawk is $5.9 million while the unit cost of the Air Force MH-60G Pave Hawk is $10.2 million.

POINTS OF CONTACT:
Army: Army Public Affairs, (703)697-7589; **Navy:** Office of Navy Information (703)697-5320; **Air Force:** AF Special Operations Command Public Affairs Office, (904)884-5515; **Coast Guard:** Commandant, U.S. Coast Guard, ATTN: G-CP, (202)267-1933

(more)

ces, which reflect at a variety of angles all signals probing hostile ground or airborne radars. Much of craft's external surface is made of composite absorbent materials and has a dull black finish that ts little light. The engine air intakes and exhaust nozzles are above the wings and rear fuselage, respectively, to shield them from IR seekers below.

Two General Electric F404 nonafterburning turbofans give the aircraft low noise signature and high subsonic performance. Quadruple redundant fly-by-wire flight controls and a state-of-the-art digital avionics suite, complemented by a specially developed automated mission planning system, are key features of the aircraft. A Pilot Activated Automatic Recovery System, which will recover a tumbling aircraft to straight and level flight, was delivered to Tactical Air Command (TAC, now ACC) in late 1990. Retractable radio antennas are located beneath the fuselage. High-precision INS is installed, with FLIR and DLIR (downward-looking infrared) housed in a steerable turret built into the underside of the aircraft, with a boresight laser designator and an autotracker, to ensure precision attack. Computer replacement began in 1984. Various major improvement programs have been under way since 1989, including installation of a "four-dimensional" flight management system and new cockpit instrumentation, featuring full-color multifunction displays and digital moving map. Further improvements include FLIR and DLIR upgrade, installation of GPS capability, and ring-laser gyro INS.

Contractor: Lockheed Advanced Development Company.

Power Plant: two General Electric F404-GE-F1D2 nonafterburning turbojets; each 10,800 lb thrust.

Accommodation: pilot only.

Dimensions: span 43 ft 4 in, length 65 ft 11 in, height 12 ft 5 in.

Weight: max gross 52,500 lb.

Performance: max level speed 646 mph, mission radius, unrefueled (5,000-lb weapon load) 691 miles.

Armament: full internal carriage of what is described as a wide variety of tactical weapons, including laser-guided 2,000-lb munitions; alternatively, AGM-65 Maverick or AGM-88 HARM; provisions for AIM-9 Sidewinder.

Helicopters

HH-1H Iroquois

Basically a military version of the Bell Model 205, the HH-1H is a general-purpose helicopter first ordered by USAF in 1970 and used for missile site support duties.

Contractor: Bell Helicopter Textron Inc.

Power Plant: one Textron Lycoming T53-L-13B turboshaft; 1,400 shp.

Accommodation: two pilots and 12 passengers; or two crew and 2,400 lb of cargo.

Dimensions: rotor diameter 48 ft 4 in, length of fuselage 42 ft 0 in, height 13 ft 0 in.

Weight: gross 9,500 lb.

Performance: max speed 120 mph, service ceiling at mission gross weight 13,450 ft, range with max fuel 347 miles.

UH-1N Iroquois

The UH-1N is a twin-engine version of the UH-1 utility helicopter. Seventy-nine were ordered for USAF, most of which remain in the inventory for missile site support duties and administrative airlift. The UH-1N is also used by the 542d CTW at Kirtland AFB, N. M., for training purposes.

Contractor: Bell Helicopter Textron Inc.

Power Plant: Pratt & Whitney Canada T400-CP-400 Turbo "Twin-Pac," consisting of two PT6 turboshafts coupled to a combining gearbox with a single output shaft; flat-rated to 1,290 shp.

Accommodation: two pilots and 14 passengers or cargo, or external load of 4,000 lb.

Dimensions: rotor diameter (with tracking tips) 48 ft 2¼ in, length of fuselage 42 ft 4¾ in, height 14 ft 10¼ in.

Weight: gross and mission weight 11,200 lb.

Performance: max cruising speed at S/L 115 mph, service ceiling 13,000 ft, max range, no reserves, 261 miles.

Armament (optional): two General Electric 7.62-mm Miniguns or two 40-mm grenade launchers; two seven-tube 2.75-in rocket launchers.

CH-3E

This twin-engine amphibious transport helicopter, based on the US Navy's SH-3A Sea King, incorporates important design changes, permitting speedier cargo handling and ease of maintenance, with built-in equipment for the removal and replacement of all major components in remote areas. The initial version was the CH-3C. Introduction of uprated engines led to the designation CH-3E in February 1966, applicable to 42 new production aircraft and 41 reengined CH-3Cs, of which 50 were adapted subsequently as HH-3Es (see below). CH-3 missions include rescue, natural disaster relief, and evacuation.

Contractor: Sikorsky Aircraft, Division of United Technologies Corporation.

Power Plant: two General Electric T58-GE-5 turboshafts; each 1,500 shp.

Accommodation: crew of two or three; 25 fully equipped troops, 15 litters, or 5,000 lb of cargo.

Dimensions: rotor diameter 62 ft 0 in, length of fuselage 57 ft 3 in, height 18 ft 1 in.

Weights: empty 13,255 lb, gross 22,050 lb.

Performance: max speed at S/L 162 mph, service ceiling 11,100 ft, max range, with 10 percent reserve, 465 miles.

Armament: none.

HH-3E Jolly Green Giant

Modified version of the CH-3E for USAF's Air Rescue Service, originally to facilitate penetration deep into North Vietnam on rescue missions. Additional equipment includes self-sealing fuel tanks, armor, defensive armament, a rescue hoist, and a retractable in-flight refueling probe. HH-3Es have been almost completely replaced by newer H-60s. *(Data basically similar to those for CH-3E, above.)*

MH-53J Pave Low/TH-53A

In a program initiated in 1986 to upgrade the special operations forces (SOF), Sikorsky modified the 41 remaining HH/CH-53B/C and MH-53H helicopters to **MH-53J** Pave Low III "Enhanced" standard. These sophisticated aircraft are equipped with a nose-mounted FLIR, an integrated digital avionics suite that includes Texas Instruments AN/APQ-158 terrain-following and terrain-avoidance radar, GPS, secure communications, armor plating, mounts for .50-caliber machine guns and/or 7.62-mm Miniguns, and an ECM/ECCM suite consisting of AN/ALQ-162 continuous wave radar missile jammers, ALQ-157 IR missile jammers, ALE-40 flare/chaff dispensers, and ALR-69 missile warning receivers.

Programmed upgrades include the ALQ-136 radar missile jammer, AAR-47 missile plume detector, and the Integrated Defense Avionics System, which manages all ECM/ECCM automatically through the 1553 multiplex data bus. Additionally, the aircraft is completing a Service Life Extension Program (SLEP) to upgrade hydraulics, wiring, and basic airframe structure, as well as a shipboard fold/compatibility modification. MH-53Js were used extensively in Operations Just Cause and Desert Storm, performing both SOF and combat rescue missions. Deliveries had begun in the summer of 1987 to the 20th SOS at Hurlburt Field, Fla., followed by the 21st SOS, now at RAF Alconbury, UK, in 1988. Aircraft were also delivered to the 31st SOS at Osan AB, South Korea. A further four were delivered to the 542d CTW at Kirtland AFB, N. M. This unit also uses four **TH-53As**, modified USMC CH-53As, as basic qualification trainers. Modifications include the installation of General Electric T64-GE-416 engines, air refueling probe, and some standard USAF equipment. Two more CH-53As were scheduled for conversion. *(Data for MH-53J.)*

Contractor: Sikorsky Aircraft, Division of United Technologies Corporation.

Power Plant: two General Electric T64-GE-7A turboshafts; each 4,325 shp.

Accommodation: crew of six.

Dimensions (HH-53B): rotor diameter 72 ft 3 in, length of fuselage (without refueling probe) 67 ft 2 in, height 24 ft 11 in.

Weight: gross 50,000 lb.

MH/HH-60G Pave Hawk

USAF modified 98 Black Hawk helicopters to **MH-60G** Pave Hawk configuration to meet combat search-and-rescue and SOF requirements. These aircraft, operated by AFSOC's 16th SOW, provide a wide variety of SOF mission capabilities, including infiltration/exfiltration and personnel recovery as a collateral SOF mission and humanitarian relief. The **HH-60G**, used by active-duty, AFRES, and ANG Air Rescue Service units, provides combat search-and-rescue and various mission support activities worldwide. Both aircraft are equipped with an integrated navigation system using GPS, INS, and Doppler. Additionally, the SOF aircraft's navigation suite provides input to a flight path vectored FLIR. A weather/ground mapping radar, with beacon tracking and KG-10 map reader, completes the tactical navigation suite for both aircraft. Both are equipped with unsecure VHF and secure FM, HF, UHF, and SATCOM for communications. Further modifications to the basic Black Hawk include an integral rescue hoist and window-mounted 7.62-mm miniguns, with provisions for a .50-caliber machine gun on SOF aircraft only. An air refueling system and removable long-range internal fuel tanks, combined with C-5 mobility modifications, make the MH/HH-60G extremely well suited for rapid response, long-range/loiter mission profiles requiring a broad scale of payload possibilities. *(Data for MH-60G.)*

Contractor: Sikorsky Aircraft, Division of United Technologies Corporation.

Power Plant: two General Electric T700-GE-700/701C turboshafts; each 1,560 shp.

Accommodation: crew of three or four; 11–14 troops, up to six litters, or internal or external cargo.

Dimensions: rotor diameter 53 ft 8 in, length of fuselage 50 ft 0¾ in, height 16 ft 10 in.

Weights: empty 10,624 lb, max gross 22,500 lb.

Performance: max speed 222 mph, service ceiling

MH-53J Pave Low

HH-60G Pave Hawk (Dana Bell)

UH-1N Iroquois

cations, autopilot, and INS. The aircraft provide rapid response airlift of personnel and cargo to remote locations accessible primarily through unimproved airfields with short, unprepared landing surfaces. The first C-27A was assigned to Howard AFB, Panama.

Contractor: Chrysler Technologies Airborne Systems Inc.

Power Plant: two Fiat-built General Electric T64-GE-P4D turboprops, each 3,400 shp.

Accommodation (C-27A): crew of three; various configurations, including provision for 34 fully equipped troops or 14,850 lb cargo.

Dimensions: span 94 ft 2 in, length 74 ft 5½ in, height 34 ft 8¼ in.

Weights: empty 35,500 lb, gross 56,878 lb.

Performance: max cruising speed 288 mph, service ceiling 22,000 ft, ferry range with max fuel 1,727 miles.

C-130 Hercules

Introduced in the mid-1950s, more than 2,000 of these remarkable transport aircraft have been built by Lockheed, for more than 60 nations, spanning four decades of production. C-130s operate throughout USAF, serving with ACC, theater commands, and the new, specially conceived, 23d Wing, demonstrating wide operational capabilities in both peace and war situations. Basic and specialized versions perform a diversity of roles, including airlift support, DEW Line and Arctic ice cap resupply, aeromedical missions, natural disaster relief missions, aerial spray missions, and fire-fighting duties for the US Forest Service. Recently, they have been used to bring relief to stricken communities worldwide, including nighttime airdrop of aid to isolated areas in Bosnia. The initial C-130A production model, first flown in April 1955, has now been retired. Two **DC-130A**s (originally GC-130As) were built as drone launchers/directors for ARDC (now AFMC), carrying up to four drones on underwing pylons. All special equipment was removable, permitting the aircraft to be used as freighters, assault transports, or ambulances, as required. The **C-130B** introduced 4,050 ehp Allison T56-A-7 turboprops; the first of 134 entered USAF service in April 1959. C-130Bs are used in aerial fire-fighting missions by ANG units. Six C-130Bs were modified in 1961 for airsnatch recovery of classified USAF satellites by the 6593d Test Squadron at Hickam AFB, Hawaii. Twelve **C-130D**s were modified C-130As for use in the Arctic, with wheel-ski landing gear, increased fuel capacity, and provision for Jet-Assisted Takeoff rockets. The **C-130E** is an extended-range development of the C-130B, with large underwing fuel tanks; 389 were ordered for MAC (now AMC) and TAC (now ACC), with deliveries beginning in April 1962. A wing modification to correct fatigue and corrosion on USAF's current force of C-130B/Es has extended the life of the aircraft well into the next century. Ongoing modifications include a Self-Contained Navigation System (SCNS) to enhance navigation capabilities, especially in the low-level environment. The SCNS incorporates an integrated communications/navigation management system that features the USAF standard laser gyro inertial navigational unit and the 1553B data bus; installation began in 1990. Other modifications include enhanced station-keeping equipment, 50kHz VHF Omnirange/Instrument Landing System (VOR/ILS) receivers, secure voice capability, replacement radar for the adverse weather aerial delivery system, and GPS capability. Eleven were scheduled for an extensive modification to enhance their Special Operations Low Level (SOLL) capability. Another major modification installs a state-of-the-art autopilot that incorporates a ground collision avoidance system. Specifically modified aircraft are used by the 757th AS, AFRES, based at Youngstown MAP/ARS, Ohio, for aerial spraying, typically to suppress mosquito-spread epidemics.

Generally similar to the E model, the basic **C-130H** has uprated T56-A-15 turboprops, a redesigned outer wing, updated avionics, and other, minor improvements; delivery began in April 1975. More than 350 C-130Hs and derivatives have been ordered for active and reserve units of the US services. ANG and AFRES C-130Hs are used in fire-fighting missions. Four **LC-130H**s, modified with wheel-ski gear, are operated by ANG's 109th AG in support of Arctic operations. Partially in response to the "overwhelming role" played by the tactical airlift fleet in Operation Just Cause and in the Persian Gulf War, Congress approved the procurement of more C-130Hs to replace aging Es. These will be equipped with new monopulse precision ground-mapping radars.

Other variants include **HC-130N/P, MC-130E/H, AC-130A/H/U,** and **WC-130E/H,** all described separately. Four HC-130Hs were modified as **JC-130H** with added equipment for aerial recovery of reentering space capsules, and the **DC-130H** is used for drone control duties. ANG C-130s acquired a new role in 1987 when about 10 aircraft were assigned to ANG fighter wings and groups to provide support for jet fighter units on deployments. Last October, authority for 10 AFRES C-130 units transfered from AMC to ACC. *(Data for C-130H.)*

Contractor: Lockheed Aeronautical Systems Company.

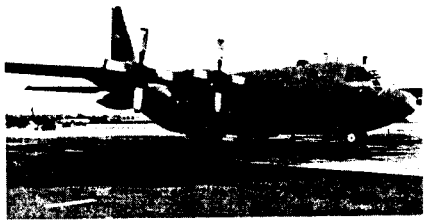
Power Plant: four Allison T56-A-15 turboprops; each 4,508 ehp.

Accommodation: crew of five; up to 92 troops, 64 paratroops, 74 litter patients, or up to five 463L standard freight pallets, etc.

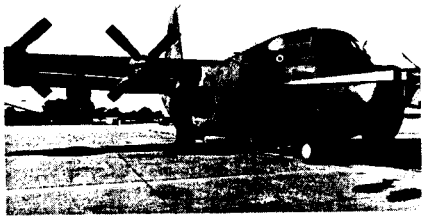
Dimensions: span 132 ft 7 in, length 97 ft 9 in, height 38 ft 3 in.

Weights: empty 76,469 lb, max payload 42,673 lb, gross 175,000 lb.

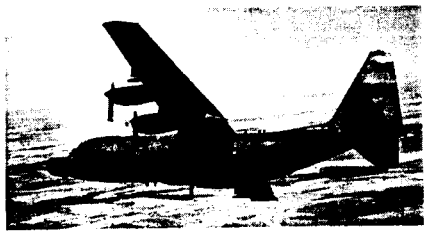
Performance: max cruising speed at 20,000 ft 374 mph, service ceiling (at 130,000 lb) 33,000 ft, range with max payload 2,356 miles.



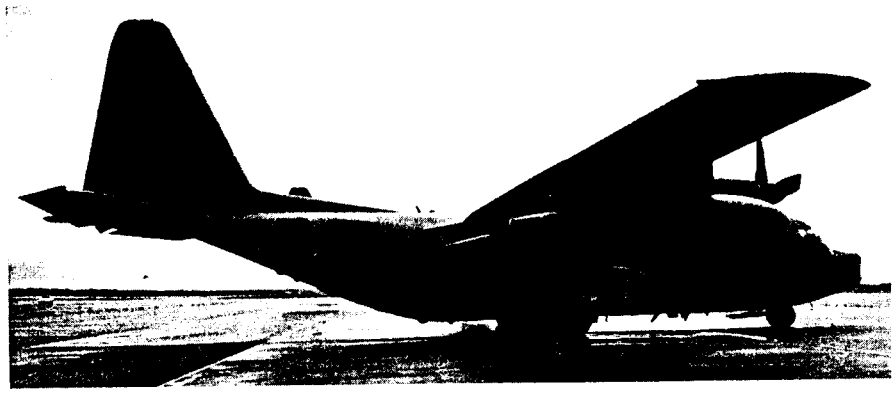
C-130H



MC-130E Combat Talon I



MC-130H Combat Talon II



HC-130P (Guy Aceto)

MC-130E/H Combat Talon I and II

Fourteen C-130Es were modified to **MC-130E (Combat Talon I)** standard and equipped for use in low-level deep-penetration tactical missions by the 1st and 8th Special Operations Squadrons based in the Pacific and North America, respectively, and now part of AFSOC. Nine of these aircraft are modified to conduct air-to-air refueling with special operations helicopters; the remaining five are being similarly modified. In addition, nine are modified with the Fulton Recovery System. Operation Desert Storm proved the Combat Talon I to be a very adaptable and capable air delivery platform, particularly when called upon to deliver the largest conventional weapon in the US arsenal, the 15,000-lb BLU-82. The MC-130E is being supplemented by the improved, night/adverse weather, low-level **MC-130H (Combat Talon II).** Twenty-four aircraft are being acquired, equipped with an in-flight refueling receptacle; explosion-suppressive fuel tanks; a modified cargo ramp area for the high-speed, low-level aerial delivery system; Emerson Electric AN/APQ-170 precision terrain-following and terrain-avoidance radar; dual radar altimeters; dual INS; and provision for a GPS receiver. The Combat Talon II defensive avionics suite is much improved over the Combat Talon I. Deliveries of the Combat Talon II aircraft began in mid-1991 and will continue into the near future. Units currently operating the Combat Talon II are the 7th and 15th SOSs, based, respectively, in Europe and North America. Combat Talon II operational training takes place at the 542d CTW at Kirtland AFB, N. M. *(Data similar to those for C-130.)*

HC-130N/P Combat Shadow/Tankers

Twenty-eight active-duty **HC-130N/P** Combat Shadow aircraft are now dedicated to special operations missions. Eleven primary aircraft are assigned to the 9th SOS, Eglin AFB, Fla. Five further aircraft are assigned to the 17th SOS, Kadena AB, Japan, and four to the 67th SOS, RAF Alconbury, UK. Others are assigned to the 542d CTW at Kirtland AFB, N. M. All are modified with new secure communications, self-contained inertial navigation, and countermeasures systems, and night vision goggle (NVG) compatible lighting. The aircraft's primary mission is to conduct single-ship or formation in-flight refueling of special operations helicopters in a no- to low-threat environment. These missions involve NVG low-level flights using minimum lighting and communications-out procedures. These SOF HC-130s are being further modified with advanced integrated navigation equipment, including digital scan radar, ring-laser gyro INS, FLIR, GPS, and dual nav stations. They are also receiving new missile warning systems and countermeasures for refueling missions in hostile environments. Fifteen of these aircraft will also receive an in-flight refueling receptacle to extend their range indefinitely.

Air Rescue Service maintains additional search-and-rescue HC-130 tanker aircraft. Six rescue aircraft are located with an active-duty unit at Patrick AFB, Fla.; 14 others are assigned to various AFRES and ANG units. *(Data similar to those for C-130.)*

KC-135A/E/R/T Stratotanker

Another veteran of the USAF inventory, the KC-135 forms the backbone of the USAF tanker fleet, meeting the aerial refueling requirements of USAF bomber, fighter, cargo, and reconnaissance forces, as well as the needs of the US Navy and Marines and allied nations. During the Gulf conflict, KC-135 aircraft made an invaluable contribution to the success of coalition operations, flying around-the-clock missions to maintain the operability of coalition warplanes. Subsequent deployments have included support for operations in Somalia and Bosnia. Control of all CONUS-based KC-135s passed to AMC on October 1 last year, except for the aircraft assigned to ACC's 366th Wing at Mountain Home AFB, Idaho. KC-135s also serve with PACAF, USAFE, and with AFRES and ANG units. Although similar in size and appearance to commercial 707 aircraft, the KC-135 was designed to military specifications, incorporating different structural details and materials, and was designed to operate at high gross weights. The KC-135 fuel tankage is located in the "wet wings" and in fuel tanks below the floor in the fuselage. First flight of the **KC-135A** was in August 1956

Craig -
See me.
[illegible]

CALIFORNIA

AIR NATIONAL GUARD

BEDDOWN

(BRAC 95)

Briefer: Terry Glenn, 77 CEG/CERR

129th Rescue Group

- 129 RG consist of 800 personnel
  - -- 200 Full Time

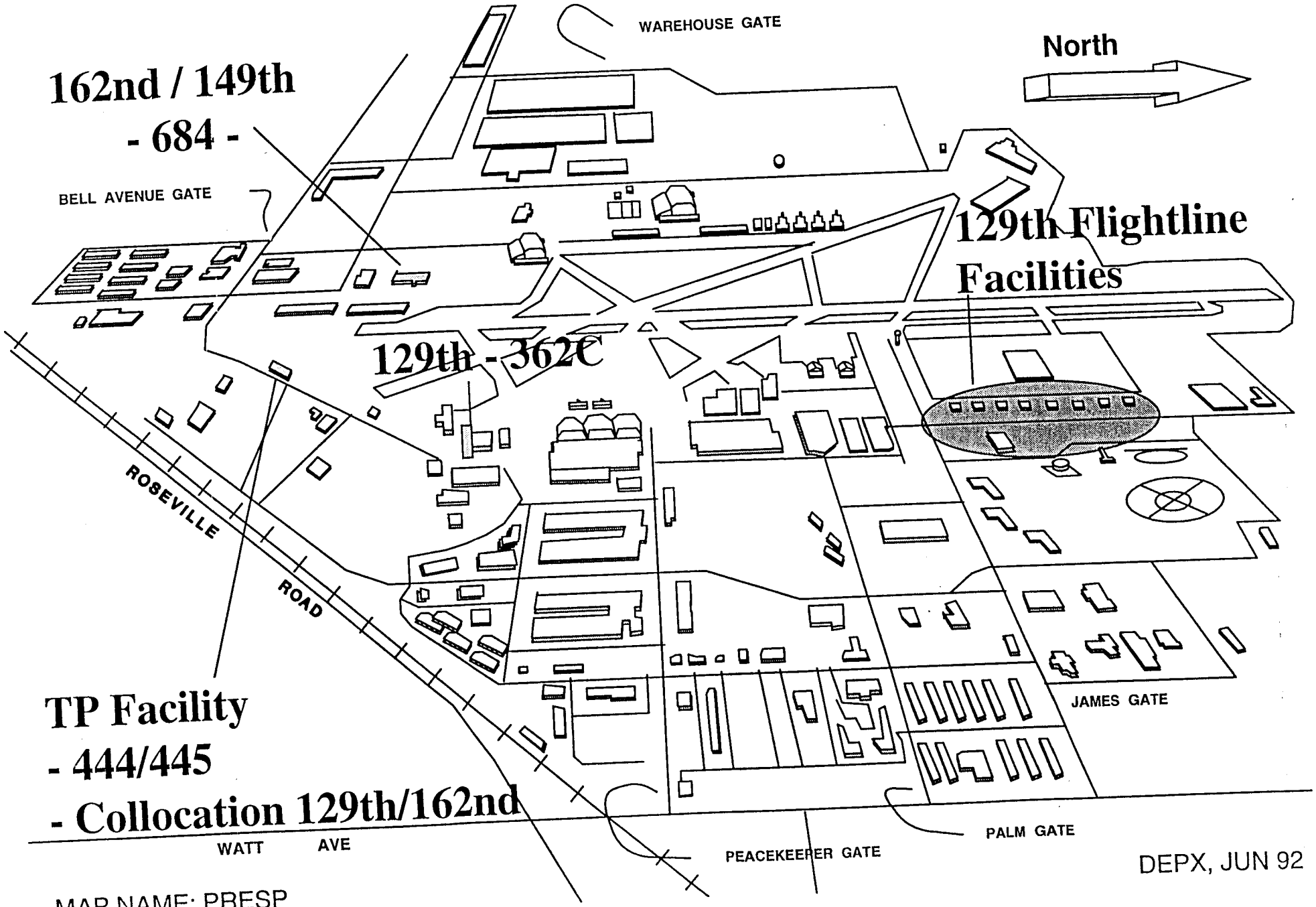
- Aircraft
  - -- Four HC-130 rescue transports
  - -- Six HC-60G helicopters

- Mission:
  - -- In wartime, extraction of downed aircrews from enemy territory.

  - -- In peacetime, unit participates in search and rescue missions on land and at sea.

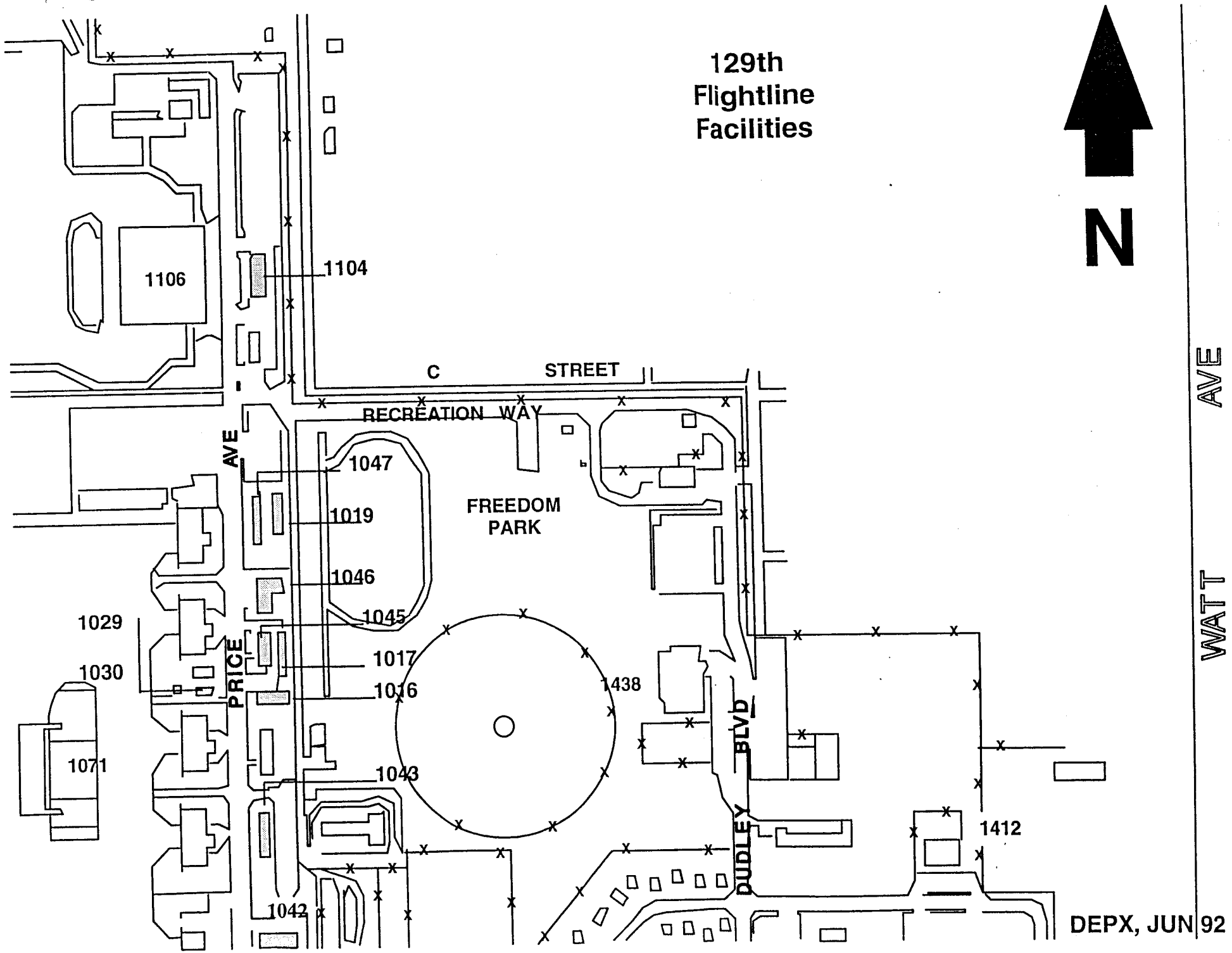
- Proposed Location:
  - -- The 129th will centralize along the northeastern zone of the flight line occupying facilities predominantly used by 940 ARW.

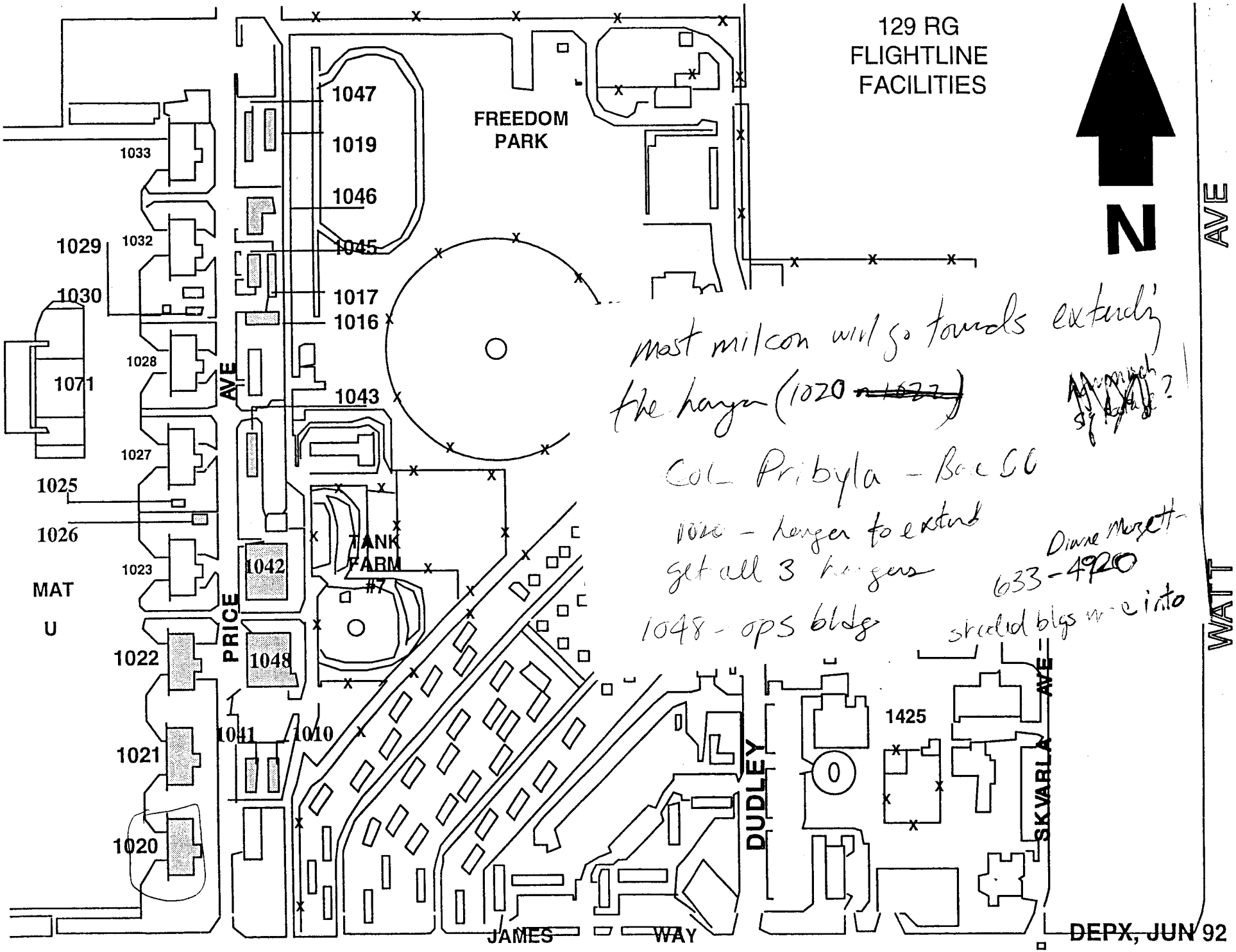
McClellan Air Force Base

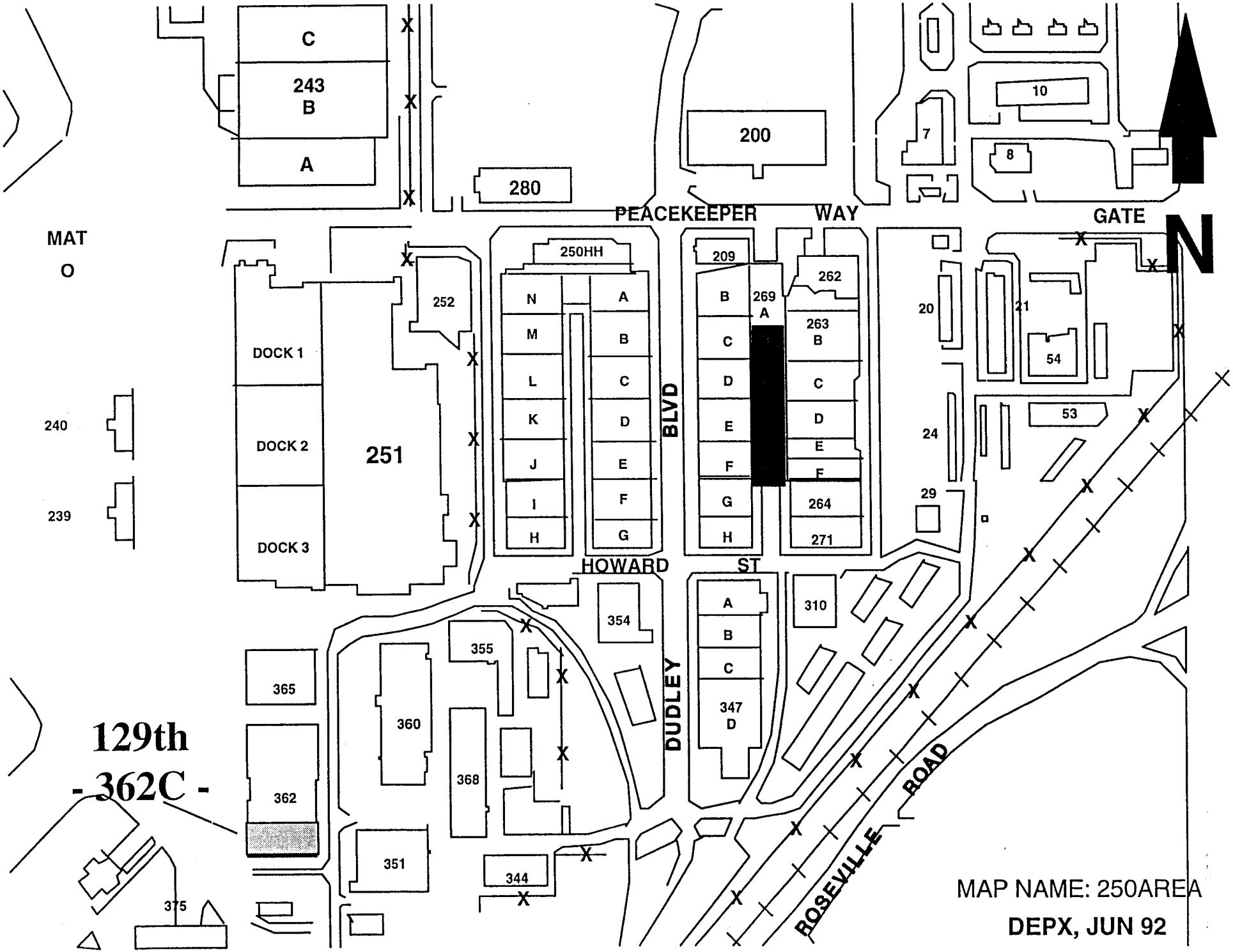


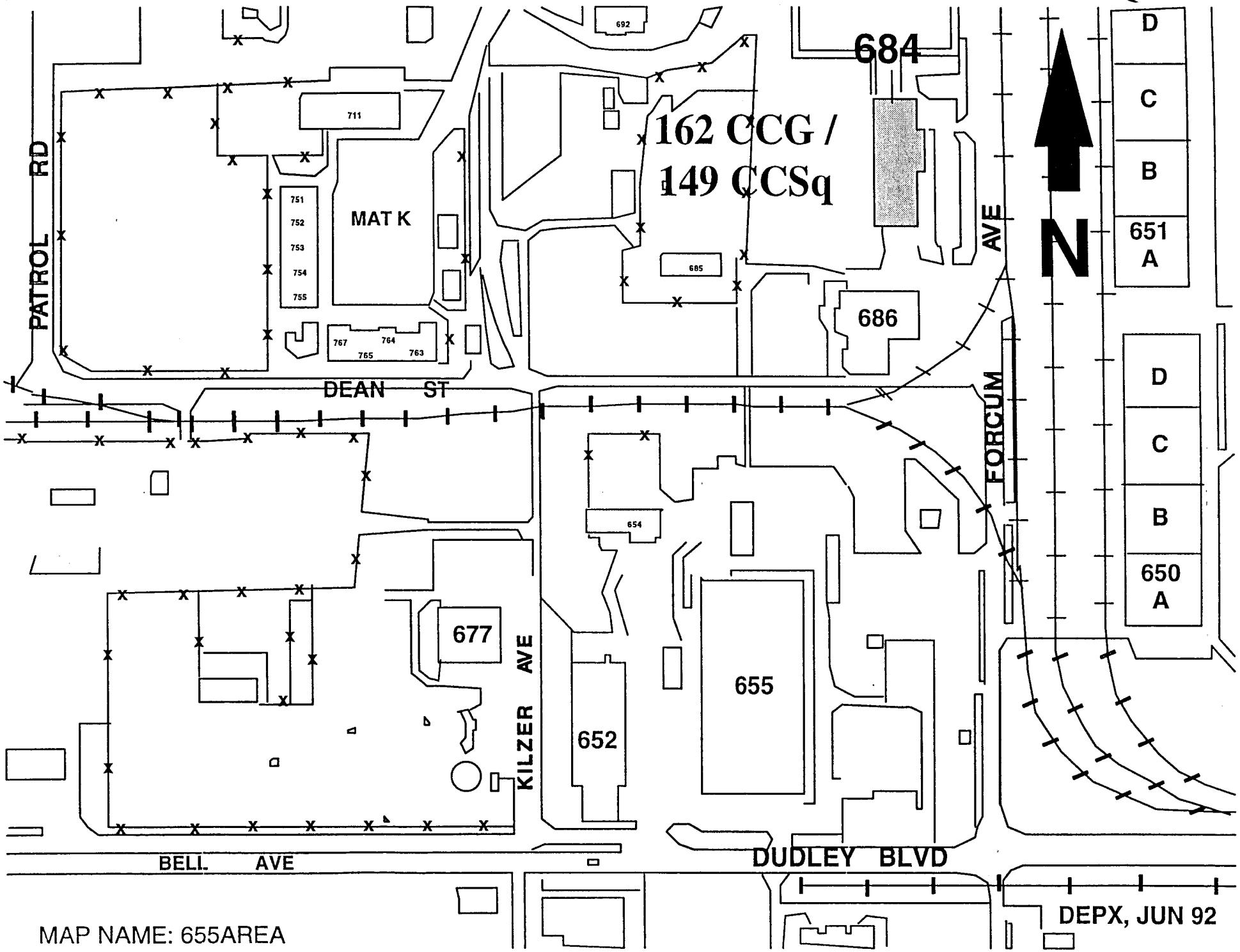
DEPX, JUN 92

MAP NAME: PRESP


129th
Flightline
Facilities
N
1106
1104
C STREET
RECREATION WAY
PRICE AVE
1047
1019
1046
1045
1017
1016
1043
1042
1029
1030
1071
FREEDOM
PARK
1438
DUDLEY BLVD
1412
WATT AVE
DEPX, JUN 92


129 RG
FLIGHTLINE
FACILITIES
N
FREEDOM
PARK
1047
1019
1046
1045
1017
1016
1043
1033
1029
1032
1030
1028
1071
1027
1025
1026
1023
MAT
U
1022
1021
1020
1042
1048
1041
1010
TANK
FARM
#7
PRICE
AVE
DUDLEY
1425
SKVARLA
AVE
JAMES
WAY
WATT
AVE
DEPX, JUN 92
most milcon will go towards extending
the hangar (1020 ~~or 1022~~)
Col Pribyla - Bldg 66
1020 - hangar to extend
get all 3 hangars
1048 - ops bldg
Diane Morgett
633-4920
shedded bldgs w-e into


C
243
B
A
280
200
7
10
8
PEACEKEEPER WAY
GATE
N
MAT
O
250HH
209
262
252
N
M
L
K
J
I
H
A
B
C
D
E
F
G
B
C
D
E
F
G
H
269
A
263
B
C
D
E
F
264
271
20
21
54
53
24
29
DOCK 1
DOCK 2
DOCK 3
251
240
239
BLVD
HOWARD
ST
DUDLEY
354
310
A
B
C
347
D
355
365
360
368
362
351
344
375
ROSEVILLE ROAD
129th
- 362C -
MAP NAME: 250AREA
DEPX, JUN 92



MAP NAME: 655AREA

The 1991 Commission noted a number of deficiencies of MacDill AFB as a fighter base: "pressure on air space, training areas, and low level routes...not located near Army units that will offer joint training opportunities...[and]... ground encroachment." These are largely inapplicable to an AFRES tanker operation.

Encroachment remains a problem, but the reduced number of flights and the increased compatibility of both tanker and NOAA aircraft with the predominant types of aircraft using Tampa International Airport make this viable. As an interim Reserve/NOAA airfield, use will be modest, and it will not be open to large-scale use by other military units.

The original 1991 realignment recommendation cost for the JCSE relocation was $25.6 million in MILCON. Retaining the JCSE at MacDill AFB avoids this cost.

COMMUNITY CONCERNS

The community argued the requirement for United States Central Command and United States Special Operations Command to have access to an operational runway would not be met if the 482nd Fighter Wing was returned to Homestead Air Force Base, Florida.

COMMISSION FINDINGS

The Commission found the cost to move the Joint Communication Support Element (JCSE) to Charleston AFB, SC, is $25.6 million. Retaining the unit at MacDill avoids this cost. MacDill AFB is host to several tenant units that require the use of an operational airfield, including the JCSE, United States Special Operations Command, United States Central Command, and the National Oceanic and Atmospheric Administration. The City of Tampa has stated it has no need for the excess property at MacDill and, therefore, has no plans to assume its operation. The Department of Commerce (DOC), specifically the National Oceanic and Atmospheric Administration, has requested a no-cost transfer of the MacDill airfield to DOC control. The Secretary of Defense has indicated approval of the request, and it has been reviewed by the Office of Management and Budget.

COMMISSION RECOMMENDATION

The Commission finds the Secretary of Defense deviated substantially from criteria 1, 3, and 4. Therefore, the Commission recommends the following: retain the Joint Communication Support Element at MacDill as long as the airfield is non-DoD operated. Operation of the airfield at MacDill will be taken over by the Department of Commerce or another Federal agency. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

Mather Air Force Base, California

Category: 1988 closure
Mission: N/A
One-time Cost: $12.5 million
Savings: 1994-99: $33.7 million
Annual: N/A
Payback: Immediate

SECRETARY OF DEFENSE RECOMMENDATION

Change the recommendation of the 1991 Commission regarding Mather AFB as follows: Redirect the 940th Air Refueling Group (AFRES) with its KC-135 aircraft to Beale AFB, California vice McClellan AFB, California. Because of the rapidly approaching closure of Mather AFB, the 940th will temporarily relocate to McClellan AFB, while awaiting permanent beddown at Beale AFB.

SECRETARY OF DEFENSE JUSTIFICATION

Moving the 940th Air Refueling Group (AFRES) to Beale AFB is more cost effective.

The original 1991 realignment cost was $33.7 million in Military Construction (MILCON). The estimated cost for this redirect is $12.5 million in MILCON, for a projected savings of $21.2 million.

COMMUNITY CONCERNS

There were no formal expressions from the community.

COMMISSION FINDINGS

The 1988 Department of Defense Base Realignment and Closure Commission recommended the closure of the 323rd Flying Training Wing Hospital and the retention of the 940th Air Refueling Group at Mather AFB, CA. The 1991 Defense Base Closure and Realignment Commission recommended the realignment of the 940th Air Refueling Group from Mather AFB to McClellan AFB, California, and recommended the 323rd Flying Training Wing Hospital remain open as an annex to McClellan AFB, CA. The 1993 Secretary of Defense recommendation changed the realignment location for the 940th from McClellan AFB, California, to Beale AFB, California. The proposal to redirect the 940th ARG to Beale AFB, California would save $21.2M in MILCON. Even with the temporary facilities construction costs ($1.1M) and termination costs ($3M) at McClellan, the savings are substantial enough to support the Secretary's recommendation.

COMMISSION RECOMMENDATION

The Commission finds the Secretary of Defense did not deviate substantially from the force-structure plan and final criteria. Therefore, the Commission recommends the following: redirect the 940th Air Refueling Group (AFRES) with its KC-135 aircraft to Beale AFB, California vice McClellan AFB, California. Because of the rapidly approaching closure of Mather AFB, the 940th will temporarily relocate to McClellan AFB, while awaiting permanent beddown at Beale AFB.

Rickenbacker Air National Guard Base, Ohio

Category: 1991 Closure
Mission: Tanker
One-time Cost: $.8 million
Savings: 1994-99: $18.2 million
Annual: N/A
Payback: N/A

SECRETARY OF DEFENSE RECOMMENDATION

Change the recommendation of the 1991 Commission regarding Rickenbacker ANGB as follows: The 121st Air Refueling Wing (ANG) and the 160th Air Refueling Group (ANG) will move into a cantonment area on the present Rickenbacker ANGB, and operate as a tenant of the Rickenbacker Port Authority (RPA) on RPA's airport. The 907th Airlift Group (AFRES) will realign to Wright-Patterson AFB, Ohio as originally recommended. The 4950th Test Wing will still move to Edwards AFB, California.

SECRETARY OF DEFENSE JUSTIFICATION

The 1991 Commission recommended closing Rickenbacker ANGB, and realigning the 121st Air Refueling Wing (ANG), the 160th Air Refueling Group (ANG) and the 907th Airlift Group (AFRES) to Wright-Patterson AFB. These units were to occupy facilities being vacated by the 4950th Test Wing, which will move to Edwards AFB to consolidate test units.

The airfield at Rickenbacker is no longer a military responsibility, having been transferred by long term lease to the RPA in 1992. It will be conveyed in fee under the public benefit authority of the Surplus Property Act of 1944 when environmental restoration is complete. The State of Ohio has proposed that under current circumstances, more money could be saved by leaving the ANG tanker units at Rickenbacker ANGB than by moving it to Wright-Patterson AFB. The Air Force has carefully examined his analysis and concluded that it is correct. The current analysis is less costly than the original estimate of moving both Rickenbacker ANGB units to Wright-Patterson AFB, primarily because of the State's later burden-sharing proposal to lower the ANGS long-term operating costs at Rickenbacker.

In a related force structure move, in order to fully utilize the facilities at Wright-Patterson AFB, the Air Force recommends that the 178th Fighter Group move from the Springfield Municipal Airport, Ohio, to Wright-Patterson AFB, about 30 miles away. This unit will fit into the available facilities with little construction. The move will save approximately $1.1 million in base operating support annually based on economies of consolidating some ANG functions with AFRES and active Air Force functions at Wright-Patterson. Since the unit moves only a short distance, retention of current personnel should not be a problem.

a level that does not require retention of the Chase Field as an OLF.

The Commission also found that the DoD substantially deviated from criterion 6 in that realignment to retain an OLF imposes significantly greater adverse economic impact on the local community than closure of the entire air station.

The Commission therefore recommends the complete closure of Naval Air Station Chase Field, including the OLF.

Naval Air Station Moffett Field, California

Category: Naval Air Station/Maritime Patrol Aircraft
Mission: Maritime Patrol Aircraft Support
Cost to Close: $112 million
Savings: 1992-97: $104.8 million; Annual: $72.4 million
Payback: Less than 1 year

DEPARTMENT OF DEFENSE RECOMMENDATIONS

Close Moffett Field, decommission three active-duty maritime patrol squadrons, and redistribute the remaining squadrons among Naval Air Stations Jacksonville, Florida; Barbers Point, Hawaii; and Brunswick, Maine. Consolidate the P-3 Fleet Replacement Squadron operations at Naval Air Station Jacksonville, Florida.

Moffett Field ranked low among all naval air stations and lowest among the four bases in the maritime patrol aircraft subcategory. The base suffers from severe ground and air space encroachment. There is no potential for increased aircraft operations. Moffett Field is located in a high-cost area. Finally, a force-structure reduction of 25 percent results in an excess of one base in this subcategory.

COMMUNITY CONCERNS

The community argued that the benefits afforded by Moffett Field are essential to the San Francisco Bay Area economy and to the nation. The long-term coexistence between businesses and the naval air station is profitable to the federal government. If the naval air station were to close, the base should remain federally operated and maintained so that defense contractors can continue to use the air facilities. While Moffett Field may no longer meet national military needs, it remains a crucial part of the high-technology and aerospace industries.

COMMISSION FINDINGS

The Commission found that DoD's closure recommendations were consistent with projected force-structure reductions. They were also consistent with the aircraft-relocation plan proposed by DoD and with recent military construction that supports them. Under that plan, the maritime patrol force will move from its traditional 50-50 split between fleets to a new deployment strategy with 40 percent of the force in the Pacific Fleet and 60 percent in the Atlantic Fleet. The Commission found that ground and air space encroachment at Naval Air Station Moffett Field and quality of life problems for Navy personnel in the San Francisco Bay Area are significant.

RECOMMENDATIONS

The Commission finds that the Secretary's recommendations on Naval Air Station Moffett Field did not deviate substantially from the force-structure plan and the final selection criteria. Therefore, the Commission recommends closing Naval Air Station Moffett Field; transferring assigned P-3 aircraft to Naval Air Stations Jacksonville, Brunswick, and Barbers Point; and consolidating P-3 Fleet Replacement Squadron operations at Naval Air Station Jacksonville. Additionally, the

Commission suggests that the base remain in federal custody in support of non-DoD agencies and industry. The Secretary should consult with NASA on possible use.

Naval Air Station Whidbey Island, Washington

Category: Carrier Airwing Support
Mission: A-6 Attack and EA-6B Electronic Warfare Aircraft
Cost to Close: N/A
Savings: N/A
Payback: N/A

DEPARTMENT OF DEFENSE RECOMMENDATIONS

Close Whidbey Island and the supporting Naval Hospital Oak Harbor. Transfer aviation activities to Naval Air Station Lemoore, California. Retain the ranges in Navy custody.

Force-structure reductions in aircraft carriers and carrier airwings and the imminent departure of the A-6 Intruder medium-attack aircraft from the Navy's inventory argued for the closure of Whidbey Island. Lemoore, where the Navy wants to consolidate all West Coast attack squadrons, has available capacity. Whidbey's single-runway configuration limits operational flexibility and future growth. Whidbey's outlying field is encroached.

The economic consequences will be the most severe of any proposed closure, a 58.3 percent loss in jobs.

COMMUNITY CONCERNS

The community argued that the economic impact would be devastating – almost 84 percent unemployment after closure. The community argued that the base's mission is not diminishing since the A-6E is being rewinged.

Whidbey actually has two runways, optimized for variable winds, and the base offers flexible training with its outlying field.

Moreover, the EA-6B will be unable to perform its electronic warfare mission at Lemoore, which lacks the ranges. The air space at Lemoore is too limited for receipt of all Whidbey's aircraft. Further, DoD underestimated the construction costs a move to Lemoore would entail.

Finally, the closure of Whidbey Island would leave a demographic void with regard to the Naval Reserves.

COMMISSION FINDINGS

The Commission found that the A-6 force structure reduces at a rate no greater than that associated with projected carrier-air-wing force-structure reductions. While the A-6 aircraft is reaching the end of its operating service life, major aircraft modifications are being incorporated that extend its wing life until 2005, when a replacement aircraft should become available.

Naval Air Station Whidbey Island operates from two runways with only one being operational at a time. This affects operational flexibility and growth in that it limits the ability to conduct field carrier landing practice. The functional wing commander conducts this training through use of the Outlying Field Coupeville. While this optimizes training and enhances the single runway operations, noted in the DoD recommendation, it exacerbates the encroachment at the outlying field. The encroachment issue at Outlying Field Coupeville is significant. The A-6 and EA-6B aircraft are two of the loudest aircraft in the Navy inventory. The local community has not passed any zoning ordinances that preclude development near the airfield. The community has organized an aggressive campaign focusing on abating the noise. The Commission found that the noise and encroachment issues are moderate relative to other Navy bases. Expansion of the base is

MOFFETT FIELD NAVAL AIR STATION

Sunnyvale, California

NPL Base Closure 1991

Size:	2,380 acres
Mission:	Provide support for antisubmarine warfare training and patrol squads; serve as headquarters for Commander Patrol Wings of Pacific Fleet
HRS Score:	32.90; Placed on the NPL in 1987
IAG Status:	Federal Facility Agreement signed in September 1990
Contaminants:	Volatile and semi-volatile organic compounds, petroleum products, heavy metals, polychlorinated biphenyls, battery acid, polynuclear aromatic hydrocarbons, and benzene, toluene, ethylbenzene, and xylene
Funding to Date:	$44.6 million (includes outlying areas of Moffett Field Naval Air Station)

CLEANUP BACKGROUND

An Initial Assessment Study and subsequent investigations completed in FY84 identified 22 CERCLA sites and four Underground Storage Tank (UST) sites at the installation. The 22 CERCLA sites were divided into six operable units (OU) to facilitate cleanup.

Community relations is an ongoing effort at the installation. A Technical Review Committee has been formed and meets regularly. In FY89, the Community Relations Plan was completed, and two Information Repositories were established. Since FY89, fact sheets covering new actions at the installation have been produced and distributed every three to six months, as needed. In addition, biannual public meetings have been held.

Four Interim Remedial Actions (IRA) involving removal of tanks and remediation of groundwater were completed at four UST sites in FY91.

FY93 CLEANUP PROGRESS

A Preliminary Assessment is underway at the installation.

Remedial Investigations (RI) for three OUs were completed in FY93. OU 4 will be remediated under the existing Record of Decision for an NPL site adjacent to the base. OU 3 is contaminated only with petroleum/oil/lubricants and is no longer regulated under CERCLA.

One IRA, involving groundwater remediation at one OU, is underway. The IRA includes pumping groundwater for treatment with activated granular carbon. In FY93, an additional IRA, involving excavation of soil and its treatment by catalytic oxidation, was also completed at one site.

PLAN OF ACTION

Completion of the RI for the remaining OU is expected in FY94. Feasibility Studies are planned for the remaining four OUs and are expected to be completed in FY96.

The IRA to pump and treat contaminated groundwater is scheduled for completion in FY94. Two IRAs for two sites are planned for FY94.

Remedial Designs are planned for the remaining four OUs; completion of three is expected in FY95, with the remaining one to be completed in FY97.

Completion of a Remedial Action (RA) for one OU is expected in FY95, while completion of an RA for another OU is expected in FY96.

Property of the installation is being transferred to NASA, which will be responsible for investigating and remediating any additional USTs identified.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

148
950516-5

18 MAY 1995

MEMORANDUM FOR BASE CLOSURE COMMISSION (Mr Frank Cirillo)

FROM: HQ USAF/RT
1670 Air Force Pentagon
Washington, DC 20330-1670

SUBJECT: Response to Request for Air Force's Position on Preferred Alternate Receiver Sites

Attached is the Air Force response to your 15 May request for Air Force preferred alternate receiver sites based on the 10 May Commission add list.

JAY D. BLUME JR, Major General, USAF
Special Assistant to Chief of Staff
for Realignment and Transition

Attachment:
Alternate Receivers

McClellan Air Force Base	Air Force Revised Location
129th Rescue Group/assigned aircraft (ANG)	Remain at Moffett Fed Airfield AGS
162nd Combat Communications Group (ANG)	Remain at North Highlands AGS
149th Combat communications Squadron (ANG)	Remain at North Highlands AGS
Electronic Installation Functions	Move to Travis AFB, Ca

Kelly Air Force Base	
Field Command, Defense Nuclear Agency	Remain at Kirtland AFB
68th Intelligence Squadron	Medina/Lackland
Air Force Inspection Agency	Move to Tinker AFB, OK
Air Force Safety Agency	Move to Tinker AFB, OK
Some Electronic Installation functions	Move to Lackland AFB, TX

Tinker Air Force Base	
Electronic Engineering Functions	Move to Peterson AFB, Co and Keesler AFB, MS

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

21 JUN 1993

MEMORANDUM FOR NGB/CF

SUBJECT: Memorandums of Understanding (MOUs) between NASA and California Air National Guard (CANG), NAS Moffett - ACTION MEMORANDUM

The attached MOUs which provide Air Traffic Control, Security, and Crash/Fire/Rescue to NASA by the CANG, NAS Moffett, are approved for your signature and final implementation.

The NASA letter dated 30 April 93, from Mr Dale Compton, Director, Ames Research Center, to Col John Iffland, 129th Rescue Group, has reassured me that the cost for the CANG to operate out of Moffett Field will not be arbitrarily raised above those baseline costs used to justify the unit remaining at Moffett Field.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments
1. MOU for Air Traffic Control
2. MOU for Security
3. MOU for Crash/Fire/Rescue

FROM: 129 RQG/CC
Stop #29, Bldg #680
NAS Moffett Field, CA 94035-5006

July 7, 1993

SUBJ: Memorandums of Agreement between NASA and California National Guard, 129 RQG for Services at Moffett Field and Crows Landing; AS, ATC, & FS.

TO: Dr Dale L. Compton, Director Ames Research Center

1. The attached MOA's for services at Moffett have been approved by the Deputy Assistant Secretary of the Air Force for Installations and signed by the National Guard Bureau. Your signature is the final approval necessary to complete the agreement process.

2. The 129 Rescue Group is prepared to execute all three services agreements; Airfield Security, Air Traffic Control, and Fire Service upon approval. Preliminary preparations are well under way and services are being provided at Crows Landing.

3. Please sign the attached agreements and return to LtCol Fred Francisco at the transition office.

JOHN E. IFFLAND, Colonel, CA ANG
Group Commander

cc: HQ CA ANG

3 Atch:
1. MOA for AS
2. MOA for ATC
3. MOA for FS

XP infor
cy to
Moffett Trans.

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD READINESS CENTER

From: ANGRC/XPPB

22 JUN 1993

Subj: FOMA Estimates for Moffett

To: HQ CA ANG/CC
P. O. Box 269101
Sacramento, CA 95826-9101

1. As a result of an ANGRC site visit to Moffett, we now have firm estimates of the projected FOMA expense to continue 129RQG operations at Moffett Field. These are in the attached trip report.

2. At the team's recommendation, CF signed the three implementing MOAs, which are being transferred under separate cover to LtCol Francisco at the Moffett Transition Office. The date those agreements are signed by NASA will become the official implementing date; however, we have directed that ANGRC agencies proceed without delay to implement the provisions of the MOAs immediately.

3. If I can provide any further information or explanation of the attached material, please contact me at DSN 858-8821.

TOM D. GODBOLD, LtCol, USAF
Base Closure and Realignment

Atch: ~~Trip Report~~

Memorandum of Agreement

AIRFIELD SECURITY
(AS)

INTRODUCTION

This Memorandum of Agreement (MOA) delineates the scope and nature of the agreement between National Aeronautics and Space Administration (NASA), acting by and through NASA-Ames Research Center (NASA-ARC), and the Department of the Air Force, acting by and through the National Guard Bureau (NGB), for provision of Airfield Security (AS) services for NASA Moffett Field (NMF), California, by the California Air National Guard 129th Rescue Group (129 RQG). Following transfer in 1994 from the Navy to NASA, NMF will remain a Federal facility for joint use by NASA, DOD, and other government and state agencies and contractors. NASA-ARC will be the Federal facility host, and provide overall management and operational oversight of NMF.

PURPOSE

To define the scope of work required for the provision of Airfield Security services. This MOA in no way limits 129 RQG Security Police jurisdiction and practices over 129 RQG personnel or facilities.

RESPONSIBILITIES

The 129 RQG will provide two (2), one person manned vehicle patrols, 24 hours per day, 7 days per week. These patrols will conduct security patrol coverage In Accordance With (IAW) NASA operational plan for designated runway and ramp areas enclosed within the designated Airfield Area and additionally patrol property between the east perimeter fence and the airfield (see attached map).

Beginning on June 1, 1994, the 129 RQG will begin AS services at NMF, CA. Assumption of duties will be outlined in a phase-in plan. This plan shall be jointly developed by NASA-ARC and the 129 RQG, coordinated with the Navy, and completed within 60 days from the effective date of this agreement.

NASA will provide law enforcement. The NASA law enforcement section will provide backup for AS patrols. NASA will maintain Command and Control for patrols assigned to the airfield and perimeter area as described in the NASA Security Operations Plan. An 129 RQG subordinate command post will maintain continuous communication with the NASA command post for the coordination of patrols and responses in the 129 RQG operational area.

TRAINING

AS vehicles and facilities will be available for training ANG AS personnel.

EQUIPMENT
129 RQG will provide vehicles, equipment, arms, radios, supplies and vehicle maintenance in support of airfield security patrols.

NASA will provide all required communication equipment to ensure that 129 RQG security radios are compatible with the NASA communication network.

GENERAL
This agreement is binding upon signature by both parties. It can be cancelled or amended at any time by mutual agreement of the parties in writing. Either party may cancel this agreement unilaterally by providing the other party with written notice no less than 330 days prior to the effective date of the cancellation.

REIMBURSEMENT
Conditions of this agreement will be evaluated by authorized representatives of the parties each fiscal year by March 31. NASA will reimburse the USAF at the end of each fiscal quarter. Payments will be sent to the Commander, 129 RQG.

Yearly Estimated Amount:_____(Reference ISSA for Cost)_____ $_____
Based on FY 95

ATTACHMENT
Attachment A - The following attachment is made a part of this MOA: Map: Airfield Secured Area

EFFECTIVE DATE
This MOA will become effective upon the date of the signature of the second party to execute the agreement.

SIGNATURES

NATIONAL GUARD BUREAU

By

BG Donald W. Shepperd
Deputy Director, NGB/CP

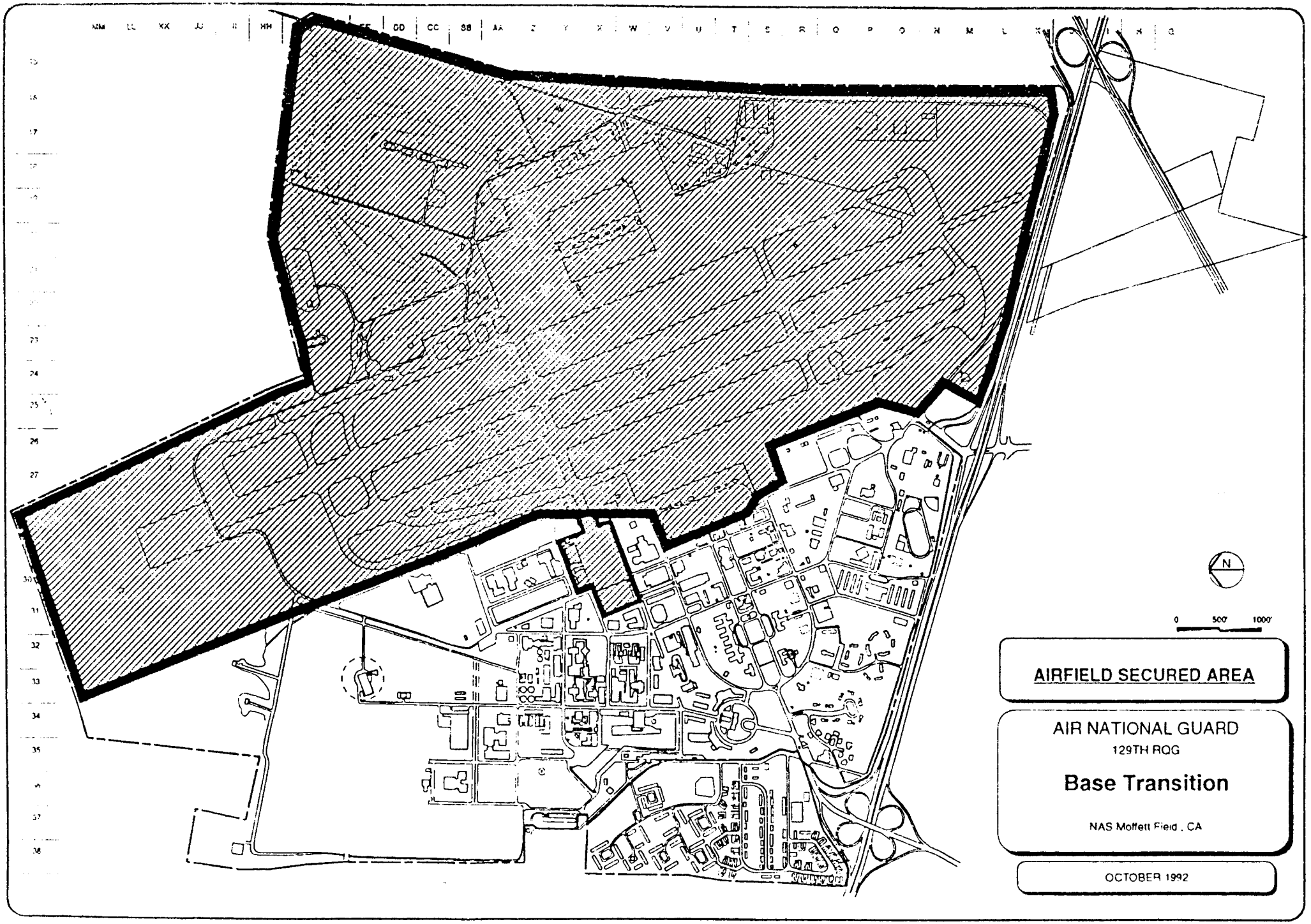
8/6/93
Date:

NATIONAL AERONAUTICS and SPACE ADMINISTRATION
By

Dr. Dale L. Compton
NASA-Ames Research Center, Director

8/6/93
Date:

ATTACHMENT A: MAP



Memorandum of Agreement

AIR TRAFFIC CONTROL (ATC)

INTRODUCTION

This Memorandum of Agreement (MOA) delineates the scope and nature of the agreement between National Aeronautics and Space Administration (NASA), acting by and through NASA-Ames Research Center (NASA-ARC), and the Department of the Air Force, acting by and through the National Guard Bureau (NGB), for provision of Air Traffic Control (ATC) services, weather observation, and Air Traffic Control and Landing Systems (ATCALS) maintenance for NASA Moffett Field (NMF), California, by the California Air National Guard 129th Rescue Group (129 RQG). Following transfer in 1994 from the Navy to NASA, NMF will remain a Federal facility for joint use by NASA, DOD, and other government and state agencies and contractors. NASA-ARC will be the Federal host, and provide overall management and operational oversight of Moffett Airfield.

PURPOSE

To define the scope of work required for the provision of ATC services, and to delegate authority and assign the required resources for the operation and maintenance of the control tower including all ATCALS maintenance at NMF, California, from NASA-ARC to the 129 RQG.

AIRFIELD DESCRIPTION

NASA Moffett Field (NMF), California is located 27 nautical miles southeast of San Francisco International Airport and 6 nautical miles northwest of San Jose International Airport.

Though not certified under Federal Air Regulation (FAR) Part 139, NMF will operate generally in accordance with FAR Part 139.

RESPONSIBILITIES

The 129 RQG shall be responsible for providing ATC services, weather observation, and ATCALS maintenance as addressed in this agreement. The 129 RQG ATC manager shall coordinate through the Chief, Airfield Management Office, NASA-ARC for airfield operational matters. The 129 RQG ATC Manager is responsible to the Commander, 129th Rescue Group (129 RQG).

The 129 RQG also shall be responsible for providing ATC Services, weather observation, and ATCALS maintenance at Crows Landing, CA, as provided in Attachment A to this MOA.

In addition to providing ATC services, weather observation, and ATCALS maintenance services, the 129 RQG will provide technical support and services in areas of ATC procedures development and review, preparation of operations manuals, obstruction evaluation, participate in negotiations of Letters of Agreement for provision of ATC services between NASA-ARC and other agencies, and other ATC and ATCALS related matters.

The Commander 129 RQG, or his designee, will coordinate with NASA ARC, Airfield Management Office, as required to ensure the comprehensive support of the flying mission and real property at NMF.

Beginning June 1, 1994, the 129 RQG will assume ATC operations and ATCALS maintenance responsibilities at NMF, CA. Assumption of duties will be outlined in a phase-in plan. This plan shall be jointly developed by NASA-ARC and the 129 RQG, coordinated with the Navy, and finalized within 60 days from the effective date of this agreement.

ATC, weather observation, and ATCALS maintenance services will be provided by the 129 RQG in accordance with applicable USAF/ANG and FAA regulations and directives. Training, personnel administration, safety procedures, drug testing programs, staffing standards and other operational matters will be conducted in accordance with USAF/ANG regulations and procedures unless other standards are agreed upon by both parties.

TRAINING
ATC vehicles and facilities will be available for training ANG ATC personnel.

FACILITIES
The furnishing, maintenance, repair, and upgrade of the facilities required for ATC (Bldg 158 and other buildings as assigned) along with utilities, communications, and other infrastructure services will be provided by NASA.

EQUIPMENT
Major -- equipment upgrades and purchase of new equipment to replace items determined to have reached the end of useful life will be the responsibility of NASA-ARC for items over $100,000. Examples: ILS and TACAN

Minor -- equipment replacement and upgrades will be provided by the ANG, for items $100,000 and under and reimbursed by NASA.

Vehicles -- NASA will provide all vehicles required to perform above services and ANG will provide maintenance and repairs of these vehicles.

Supplies -- The 129 RQG will be responsible for the provision of supplies necessary to support day-to-day operations.

Publications/Technical Orders -- The 129 RQG will provide all charts, publications, and technical orders necessary for provision of services. NASA-ARC will supply operation

and maintenance documents for all equipment transferred from the Navy or procured by NASA after this agreement becomes effective.

GENERAL

This agreement is binding upon signature by both parties. It can be cancelled or amended at any time by mutual agreement of the parties in writing. Either party may cancel this agreement unilaterally by providing the other party with written notice no less than 330 days prior to the effective date of the cancellation.

ACCOUNTABILITY

The 129 RQG will be responsible for all transferred equipment, supplies, documents, publications, and technical orders it accepts and will maintain records, update documents as required, maintain all such equipment in good working order, and transfer the equipment and documentation back to NASA-ARC within thirty (30) days of any termination of this agreement.

REIMBURSEMENT

Conditions of this agreement will be evaluated by authorized representatives of the parties each fiscal year by March 31. NASA will reimburse the USAF at the end of each fiscal quarter. Payments will be sent to the Commander 129 RQG.

Yearly Estimated Amount: _____ $ 1,067,000.00
Based on FY 95

ATTACHMENT

Attachment A - The following attachment is made a part of this MOA: Air Traffic Control at Crows Landing, CA.

EFFECTIVE DATE

This MOA will become effective upon the date of the signature of the second party to execute the agreement.

SIGNATURES

NATIONAL GUARD BUREAU

By

BG Donald W. Shepperd
Deputy Director, NGB/CP

8/6/93
Date:

NATIONAL AERONAUTICS and SPACE ADMINISTRATION

By

Dr. Dale L. Compton
NASA-Ames Research Center, Director

8/6/93
Date:

ATTACHMENT: A

to
Memorandum of Agreement
AIR TRAFFIC CONTROL
(ATC)

AIR TRAFFIC CONTROL at Crows Landing, CA.

AIRFIELD DESCRIPTION
Crow's Landing, California is located in Stanislaus County, 45 nautical miles east of NMF and 75 nautical miles northwest of Fresno Airport. The facility consists of approximately 1500 acres.

RESPONSIBILITIES
The 129 RQG shall be responsible for providing ATC services, weather observation, and ATCALS maintenance at Crows Landing, CA., as described in the forgoing MOA.

The 129 RQG will begin control of tower operations and ATCALS maintenance at Crows Landing no later than July 1, 1993.

EQUIPMENT
All maintenance and repair expenditures over $5,000 per occurance must be approved by NASA.

OPERATIONAL REQUIREMENTS
NASA research flight operational days at Crows Landing will be intermittent in nature. Projected program requirements are estimated to be approximately 75 days of flight operations per year.

NASA-ARC will provide a long range schedule (weekly flight schedule) and shall notify 129 RQG at least seven (7) calendar days or sooner by mutual agreement of the parties before CFR & ATC services are required at Crows Landing.

ADDITIONAL REIMBURSEMENT

Additional Estimated Yearly Amount: _____ $ 135,000.00
Based on FY 95

Memorandum of Agreement

FIRE SERVICES
(FS)

INTRODUCTION

This Memorandum of Agreement (MOA) delineates the scope and nature of the agreement between National Aeronautics and Space Administration (NASA), acting by and through NASA-Ames Research Center (NASA-ARC), and the Department of the Air Force, acting by and through the National Guard Bureau (NGB), for provision of Fire Services (FS) [Crash Fire Rescue(CFR)/Structural] for NASA Moffett Field (NMF) California by the California Air National Guard 129th Rescue Group (129 RQG). Following transfer in 1994 from the Navy to NASA, NMF will remain a Federal facility for joint use by NASA, DOD, and other government and state agencies and contractors. NASA-ARC will be the Federal host, and provide overall management and operational oversight of NMF.

PURPOSE

To define the scope of work required for the provision of FS at NMF, California by the 129 RQG.

FACILITY DESCRIPTION

The facility at NMF, California is located 27 nautical miles southeast of San Francisco International Airport and 6 nautical miles northwest of San Jose International Airport.

NMF and USAF property consists of all real property within the perimeter fence (2000+/-acres) and two housing area's; one next to the west perimeter and the second approximately one mile west and across highway 101. Property description as identified by MOU between Navy and NASA.

RESPONSIBILITIES

The 129 RQG shall be responsible for providing FS consisting of both crash fire rescue response for runways, taxiways, ramps, and structural fire fighting for all structures, fire prevention, initial emergency medical, and hazardous materials incident response (hazardous material management provided by NASA) within the jointly used NMF facilities as addressed in this agreement. The 129 RQG CFR Fire Chief shall coordinate with the NASA-ARC Protective Services Chief in all matters related to FS, and shall interface with NASA ARC for airfield operations as they pertain to CFR.

The 129 RQG also shall be responsible for providing CFR services only at Crows Landing , CA as provided in Attachment A to this MOA.

The 129 RQG shall have the right to negotiate and enter into mutual aid agreements with local fire departments. NASA ARC will concurr with all these agreements and cooperate with the 129 RQG in carrying out such agreements.

FS personnel must meet the requirements of all federal training requirements.

The Commander 129 RQG, or his designee, shall coordinate with the NASA ARC, Protective Services, as required to ensure the comprehensive support of the flying mission and real property at NMF.

Beginning on June 1, 1994, the 129 RQG will begin FS at NMF, CA. Assumption of duties will be outlined in a phase-in plan. This plan to be jointly developed by NASA-ARC and the 129 RQG, coordinated with the Navy, and completed within 60 days from the effective date of this agreement.

FS will be provided in accordance with applicable USAF/ANG directives. Training, personnel administration, safety procedures, drug testing programs, staffing standards and other operational requirements will be conducted in accordance with USAF/ANG regulations.

Vehicles -- the ANG will provide crash, structural, and rescue vehicles suitable to protect the airfield and real property at Moffett. Vehicle maintenance, replacement, spare parts, and fuel will be provided by the ANG and said vehicles will remain the property of the ANG.

Supplies -- The 129 RQG will be responsible for the provision of supplies necessary to support day-to-day FS operations.

Publications/Technical Orders -- The 129 RQG shall establish an account and ensure the receipt and maintenance of all charts, publications, and technical orders necessary for provision of services.

The Air Force responsibility under this paragraph shall continue only so long as a FS organization is authorized for military operations at the NMF. The Air Force shall have no obligation to provide any increase in the following: FS equipment, personnel, level of training, or inspections.

FACILITIES

The furnishing, maintenance, repair, and upgrade of the fire house (Bldg 580 and 501 and other buildings as assigned) will be provided by NASA. Utilities, communications, and other infrastructure services will be provided by NASA. Janitorial services are the responsibility of the 129 RQG.

TRAINING

FS vehicles and facilities will be available for training ANG FS personnel.

EQUIPMENT

NASA will provide transferred existing non-vehicular equipment that will represent the initial supply of fire protection equipment. As this equipment wears out or becomes obsolete, the Air Force will repair, upgrade, or buy new equipment to replace items determined to have reached the end of useful life. All cost will be reimbursed by NASA

Alarm System -- NASA will service and maintain the existing fire alarm system and provide future upgrade or replacement.

All fire extinguishers will be supplied and serviced by either NASA or its resident agencies.

ACCOUNTABILITY
The 129 RQG will be responsible for all transferred equipment, supplies, documents, publications, technical orders it accepts and will maintain records, update documents as required, maintain all such equipment in good working order, and transfer the equipment and documentation back to NASA-ARC within thirty (30) days of any termination of this agreement.

GENERAL
This agreement is binding upon signature by both parties. It can be cancelled or amended at any time by mutual agreement of the parties in writing. Either party may cancel this agreement unilaterally by providing the other party with written notice no less than 330 days prior to the effective date of the cancellation. The 330 day cancellation clause will not apply if the State of California removes funding or personnel for any reason.

REIMBURSEMENT
Conditions of this agreement will be evaluated by authorized representatives of the parties each fiscal year by March 31. NASA will reimburse the USAF at the end of each fiscal quarter. Payments will be sent to the Commander 129 RQG.

Yearly Estimated Amount: _____ $ 2,972,000.00
Based on FY 95

ATTACHMENT
Attachment A - The following attachment is made a part of this MOA: Crash Fire Rescue at Crows Landing, CA.

EFFECTIVE DATE
This MOA will become effective upon the date of the signature of the second party to execute the agreement.

SIGNATURES

NATIONAL GUARD BUREAU

By

BG Donald W. Shepperd
Deputy Director, NGB/CP

8/6/93
Date:

NATIONAL AERONAUTICS and SPACE ADMINISTRATION
By

Dr. Dale L. Compton
NASA-Ames Research Center, Director

8/6/93
Date:

ATTACHMENT A

to
Memorandum of Agreement
CRASH FIRE RESCUE
(CFR)

CRASH FIRE RESCUE at Crows Landing, CA.

AIRFIELD DESCRIPTION
Crows Landing, California is located in Stanislaus County, 45 nautical miles east of NMF and 75 nautical miles northwest of Fresno Airport. The facility consists of approximately 1500 acres.

RESPONSIBILITIES
The 129 RQG shall be responsible for providing only Crash Fire Rescue (CFR) services at Crows Landing, CA. as described in the foregoing MOA. NASA will arrange with the local community fire department to provide structural fire protection, medical response, and mutual aid agreements for CFR at Crows.

Beginning on July 1, 1993, the 129 RQG will assume CFR responsibilities at Crows Landing Airfield.

OPERATIONAL REQUIREMENTS
NASA research flight operational days at Crows Landing will be intermittent in nature. Projected program requirements are estimated to be approximately 75 days of flight operations per year.

NASA Ames will provide a long range schedule (weekly flight schedule) and shall notify 129 RQG at least seven (7) calendar days or sooner by mutual agreement of the parties before CFR & ATC services are required at Crows Landing.

ADDITIONAL REIMBURSEMENT

Additional EstimatedYearly Amount: _____ $ 179,000.00
Based on FY 95

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SUMMARY SHEET

MOFFETT FEDERAL AIRFIELD GUARD STATION, CALIFORNIA

INSTALLATION MISSION

Basing for the 129th Rescue Group which performs crash, fire, rescue, air traffic control and security police functions with 8 HH-60 helicopters and 4 HC-130P/N refueling aircraft.

DOD RECOMMENDATION

- Close Moffett Federal Airfield Guard Station.
- Relocate the 129th Rescue Group and associated aircraft to McClellan Air Force Base, California.

DOD JUSTIFICATION

- At Moffett Federal Airfield Guard Station, the 129th Rescue Group provides manpower for the airfield's crash, fire and rescue, air traffic control, and security police services, and pays a portion of the total associated costs.
- The Air National Guard also pays a share of other base operating support costs. These costs to the Air National Guard have risen significantly since Naval Air Station Moffett realigned to Moffett Federal Airfield, and can be avoided if the unit is moved to an active duty airfield.

COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Cost: $18.3 million
- Net Costs (Savings) During Implementation: $2.5 million
- Annual Recurring Savings: $3.9 million
- Return on Investment Year (In Years): 2003 (6 years)
- Net Present Value Over 20 Years: $34.8 million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	Military	Civilian	Students
Baseline	88	230	0
Reductions	6	13	0
Realignments	82	217	0
Total	88	230	0

- The Sunnyvale/Mountain View communities feel that the Air Force's analysis is flawed since the analysis does not consider costs which will be passed on to NASA and contains no military value analysis. Costs and savings should be calculated on a government-wide basis and not only from a DOD perspective. State officials feel that Moffett Field offers more military value the McClellan Air Force Base.
- Since the Air Guard Station does not meet the civilian threshold for the BRAC process, it should not have been submitted to the BRAC.

ITEMS OF SPECIAL EMPHASIS

- McClellan Air Force Base was added by the Commission for consideration for closure.
- If viewed from a government-wide perspective the recommendation is not cost-effective as costs are passed on to NASA-Ames. The revised NPV is a net cost.

Craig Hall/Air Force Team/June 1/5:00PM

1995 DoD Recommendations and Justifications

Moffett Federal Airfield Air Guard Station, California

Recommendation: Close Moffett Federal Airfield Air Guard Station. Relocate the 129th Rescue Group and associated aircraft to McClellan AFB, California.

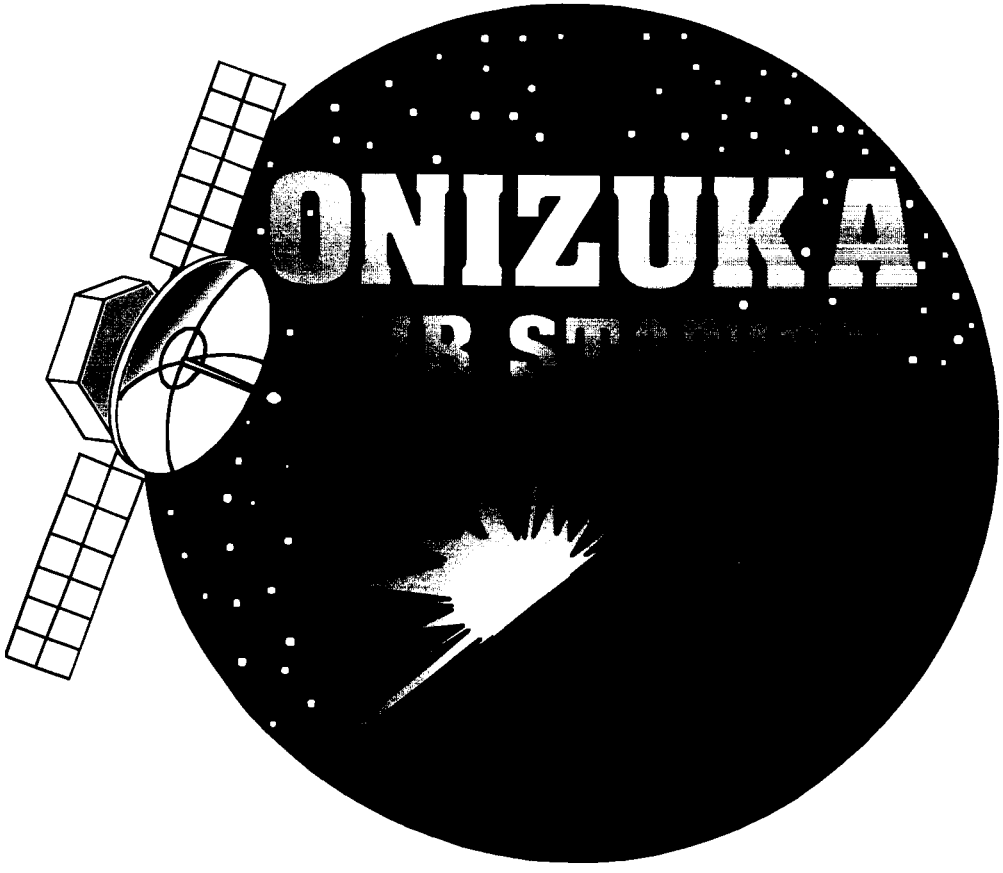
Justification: At Moffett Federal Airfield, the 129th Rescue Group (RQG) provides manpower for the airfield's crash, fire and rescue, air traffic control, and security police services, and pays a portion of the total associated costs. The ANG also pays a share of other base operating support costs. These costs to the ANG have risen significantly since NAS Moffett realigned to Moffett Federal Airfield, and can be avoided if the unit is moved to an active duty airfield.

Return on Investment: The total estimated one-time cost to implement this recommendation is $15.2 million. The net of all costs and savings during the implementation period is a savings of $4.4 million. Annual recurring savings after implementation are $4.8 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of $50.1 million.

Impacts: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 507 jobs (318 direct jobs and 189 indirect jobs) over the 1996-to-2001 period in the San Jose, California Primary Metropolitan Statistical Area, which is 0.1 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.5 percent of employment in the economic area. Review of demographic data projects no negative impact on recruiting. This action will have minimal environmental impact.

TABLE OF CONTENTS

ITEMS	TABS
Summary Sheet/DoD Recommendation	1
Base Fact Sheet	2
State Installation Map/Data	3
Regional Hearing Information	4
Installation Questionnaire	5
COBRA Justification (Focused/Level Playing Field)	6
Congressional Inquiries/Responses	7
Community Inputs/Responses	8
Newspaper Articles/Press Releases	9
Add/Final Deliberation Hearing Information	10



Onizuka Air Station

Mission Briefing

Major Units at Onizuka

AIR FORCE SPACE COMMAND

750th Space Group - AF Satellite Control Network (AFSCN) Operations and Base Support

5th Space Operations Squadron - Satellite Operations

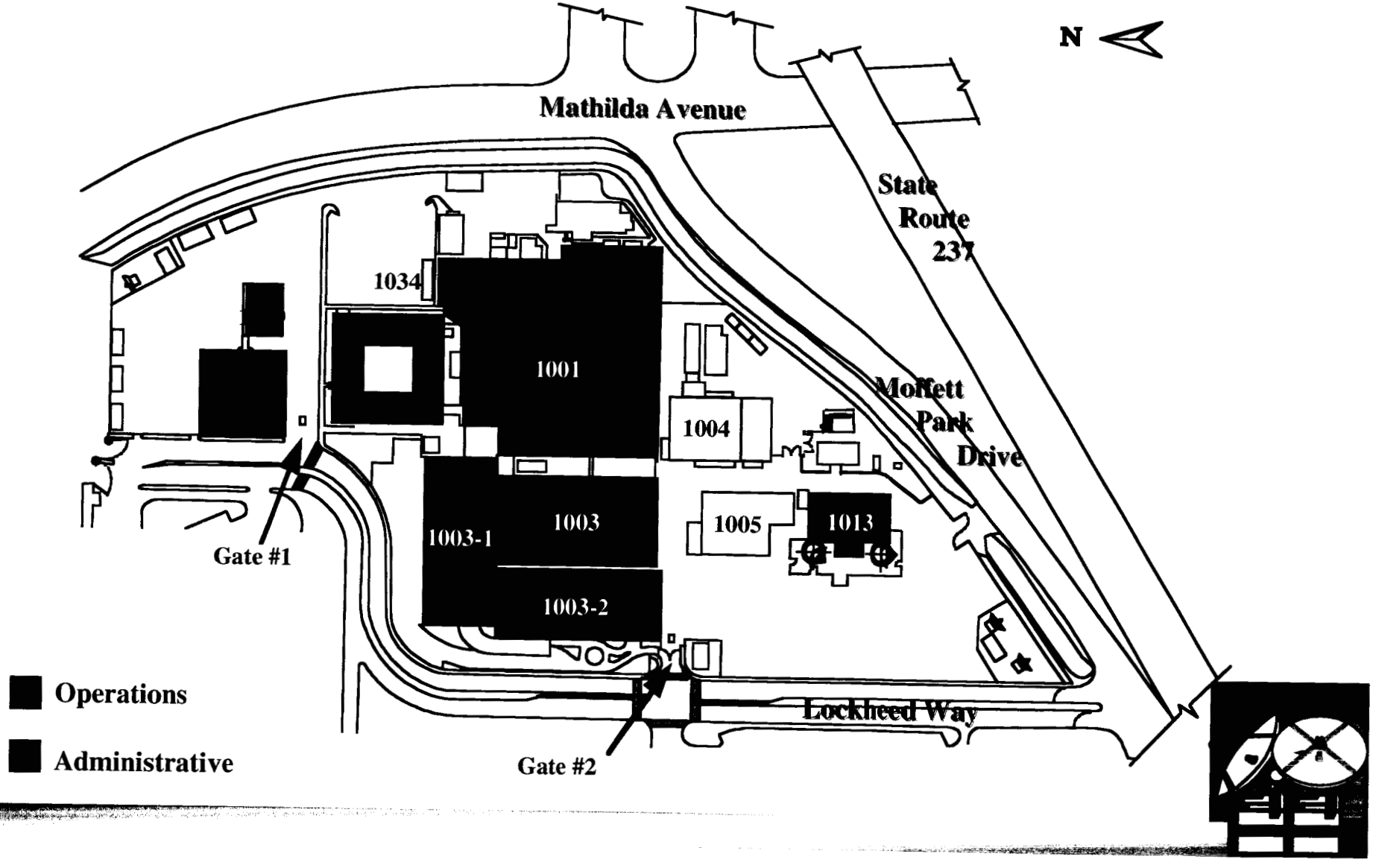
SPACE & MISSILE SYSTEM CENTER

Detachment 2 - Research, Development, Test, and Evaluation

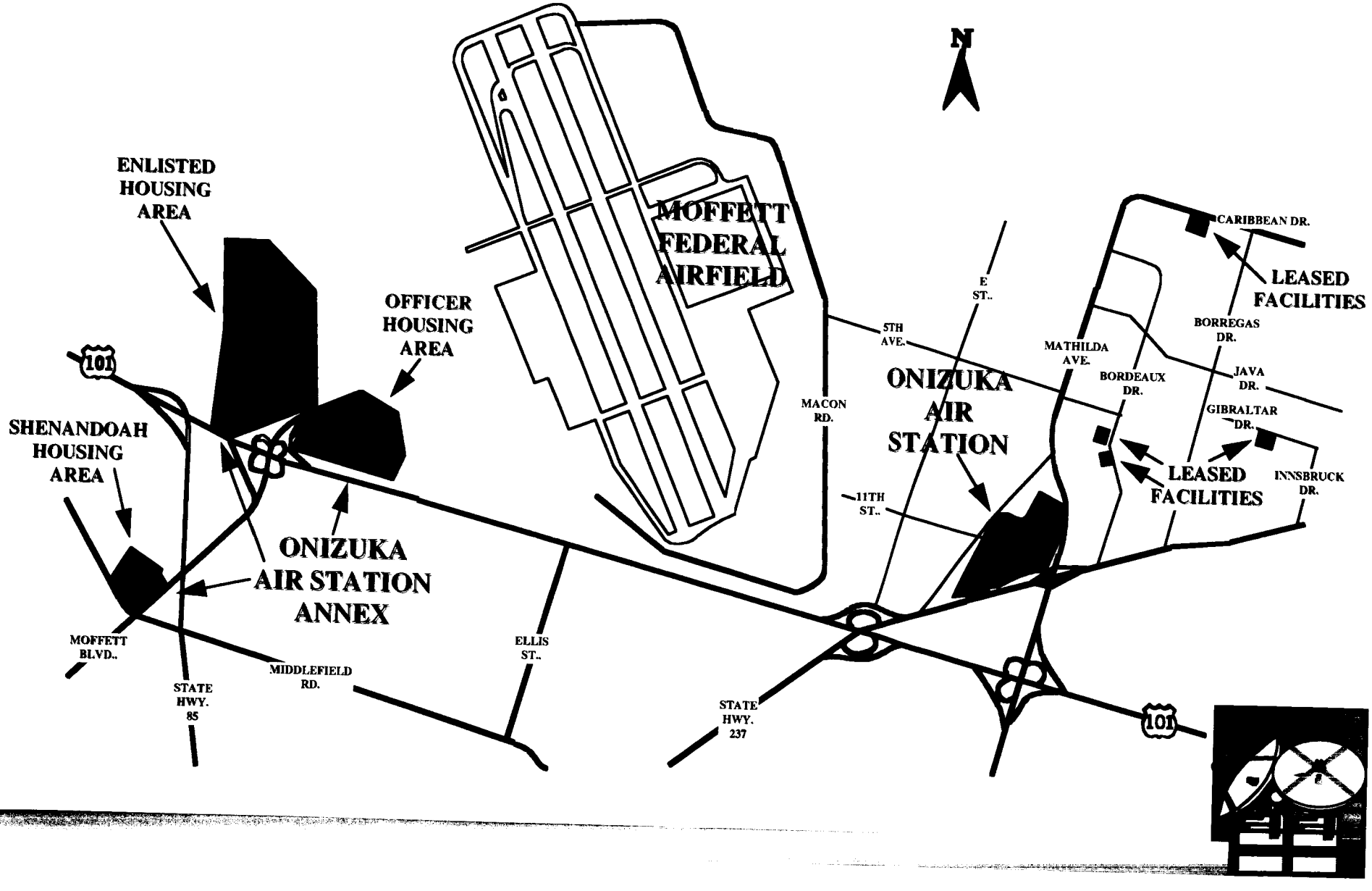
CWO - AFSCN Sustaining Engineering

Operating Division-4 - Operations

Onizuka Air Station



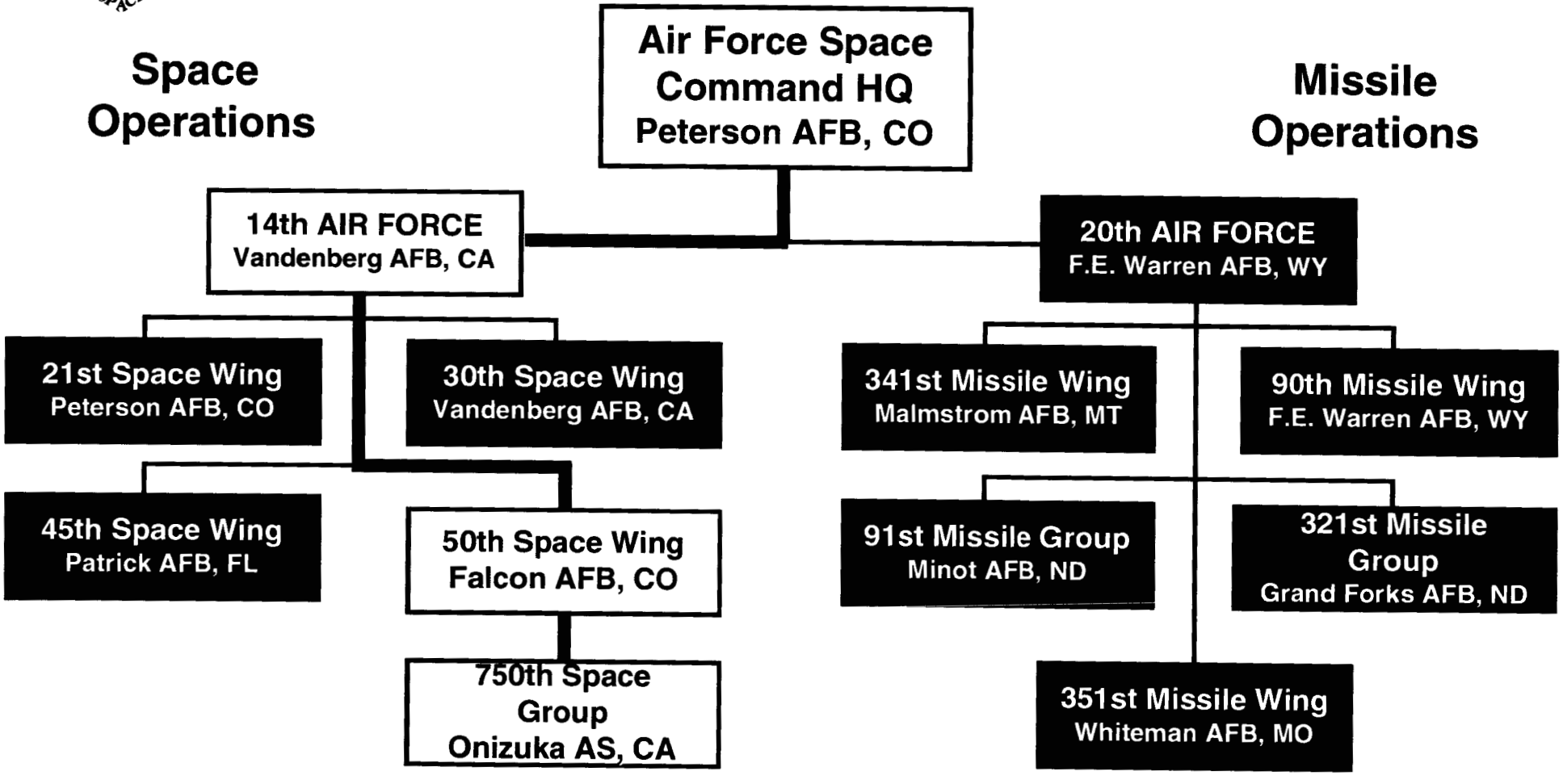
Onizuka Facilities



History of Onizuka

1956	Established in Palo Alto by Lockheed
1959	1st Satellite Supported - "Discoverer 1"
1960	Moved to Current Sunnyvale Location
	✧ Satellite Test Center (STC)
1964	SecDef Designates a "National" Network
	✧ Air Force Satellite Control Facility (AFSCF)
1969	Built "Blue Cube" for Manned Orbiting Lab (MOL)
1971	Became Sunnyvale Air Force Station
1981	Supported 1st Space Shuttle Flight
1986	Renamed "Onizuka Air Station"
1987	Space Command Began Base/Network Management
	✧ Air Force Satellite Control Network (AFSCN)
1992	Remaining AFSC Assets to Space Cmd
Apr 93	NAS Moffett Field Assets Begin Transfer to AF
Jul 94	750 SG Assumes Military Support for Onizuka - Moffett Community

Air Force Space Command Organizational Chart



ONIZUKA

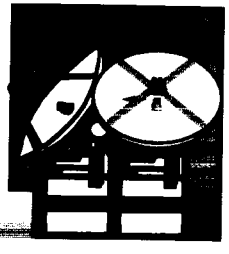
AIR FORCE SPACE COMMAND

Air Force Space Command Missions

50th Space Wing

Commander

- 50th Operations Group
  - On-orbit USAF Satellite Operations
- 50th Logistics Group
  - Comm, Computer, Contracting & Supply at Falcon AFB
- 50th Support Group
  - General Base Support at Falcon AFB & Remote Locations
- 750th Space Group
  - Air Force Satellite Control Network



ONIZUKA

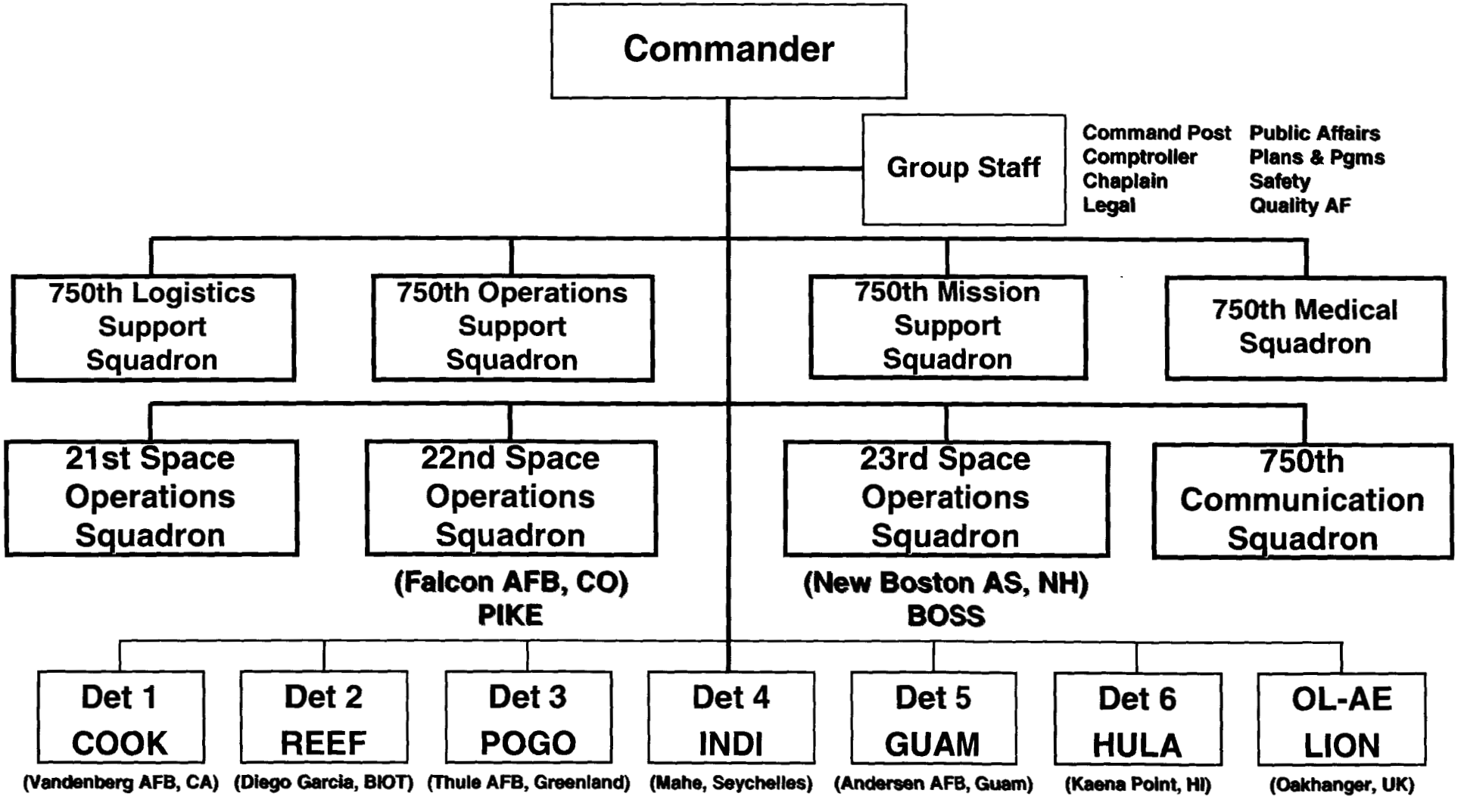
750TH SPACE GROUP

750th Space Group

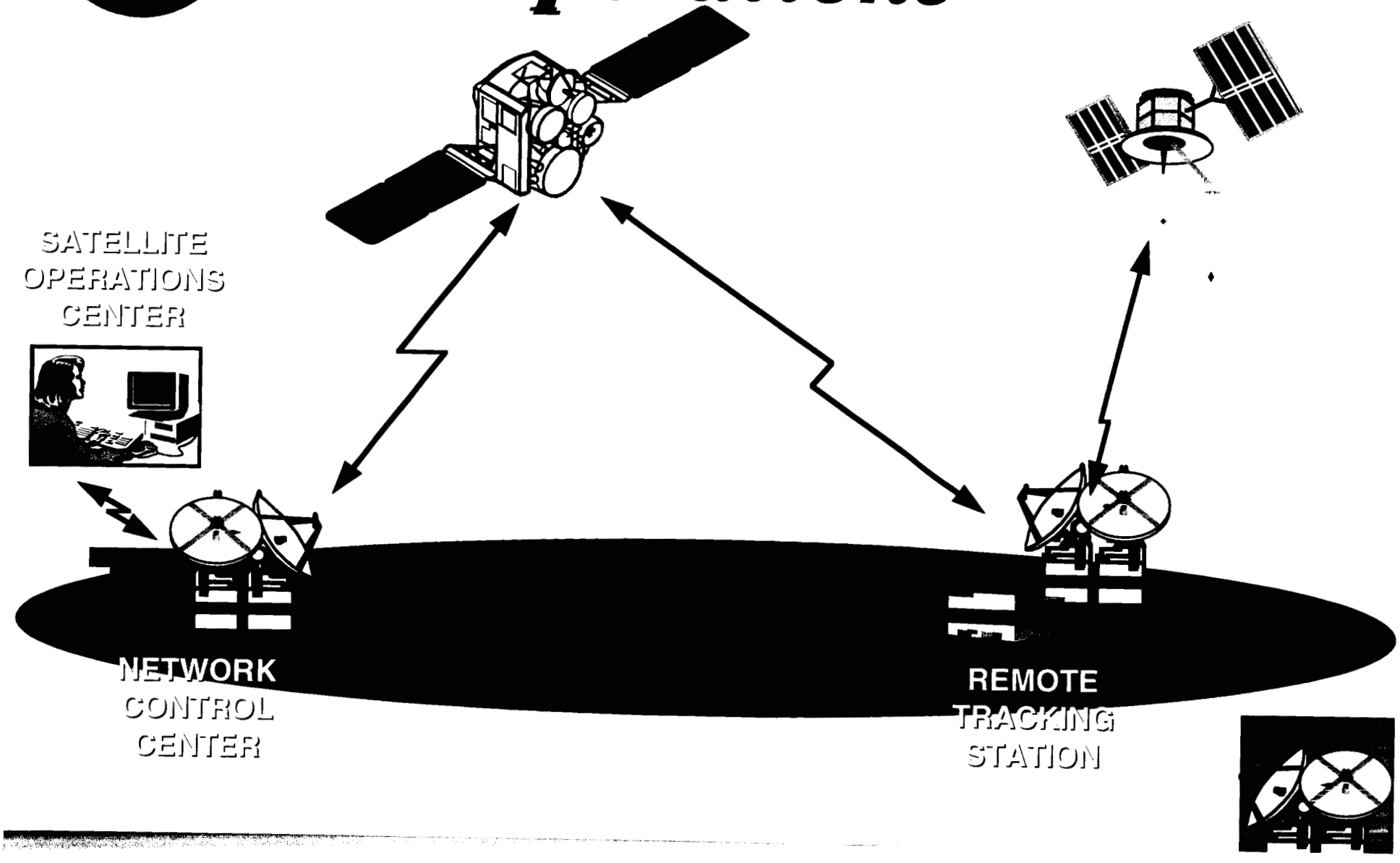
Space Group Mission

- Air Force Satellite Control Common User Network Operations and Support
- Host Base Support for Onizuka Air Station

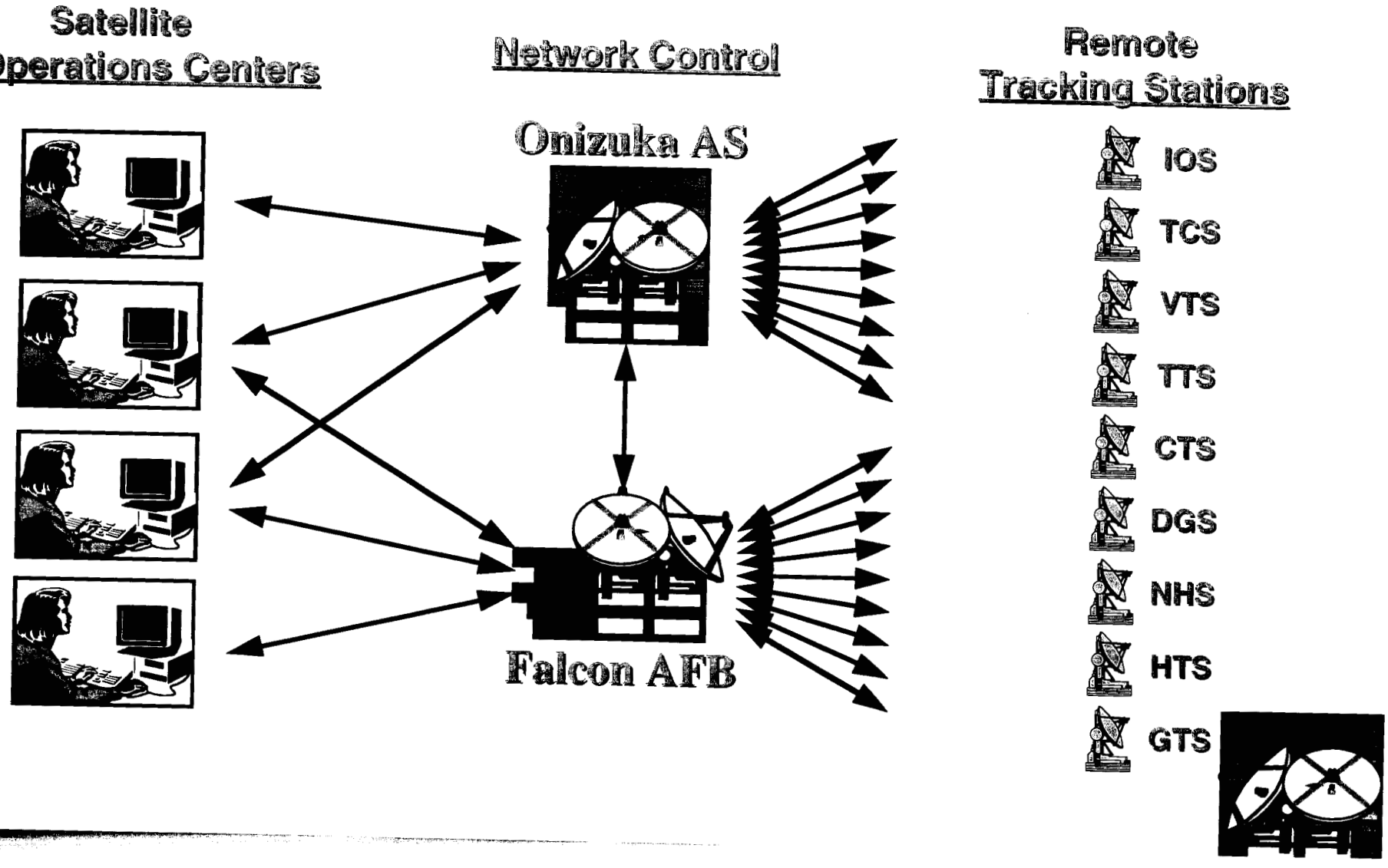
750th Space Group



Satellite Operations



Network Operations



Worldwide Common User Network

AF Space Missions at Onizuka

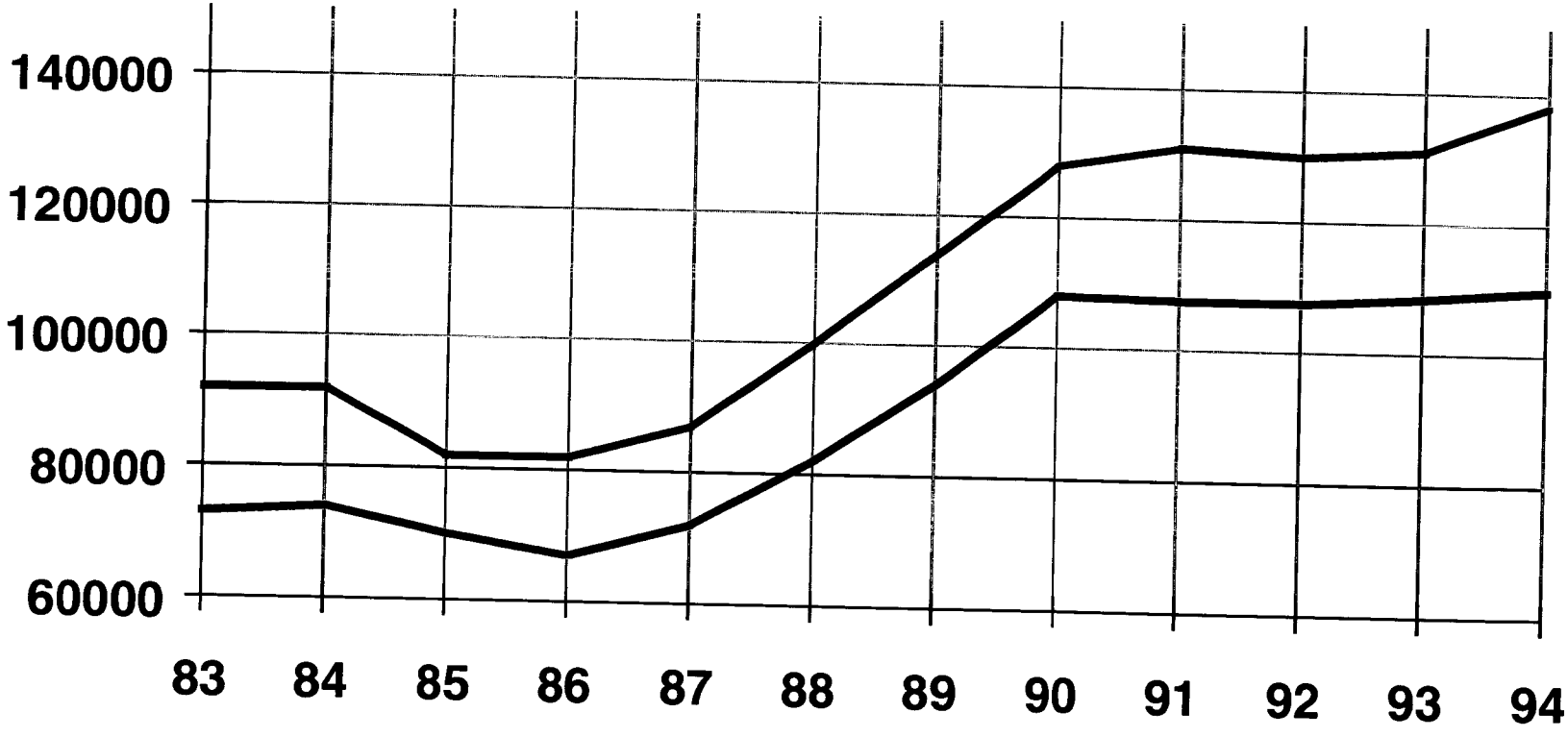
◆ Communications	DSCS II, DSCS III*
◆ Allied Comm	NATO, SKYNET
◆ NASA/USAF Booster	IUS / Space Shuttle*
◆ Navigation	GPS*
◆ Missile Warning	DSP*
◆ R&D	STEP, APEX, Clementine
◆ CLASSIFIED	

* - BACK-UP CONTROL

5 SOPS Mission

- Plan and Conduct Launch and On-Orbit Operations for DOD, Allied and Commercial Space Systems
  - Prime Satellite Control (DSCS II, NATO, SKYNET)
  - Back-up Satellite Control (DSCS III, DSP, GPS)
  - Support To NASA/Launch (SHUTTLE, GOES, IUS)

AFSCN Supports



Current Year [redacted]

Common User Network Usage

(Based on Number of Contacts)

Falcon Missions
GPS
DSCS III
DSP
DMSP
FLTSATCOM
UHF Follow On
MILSTAR

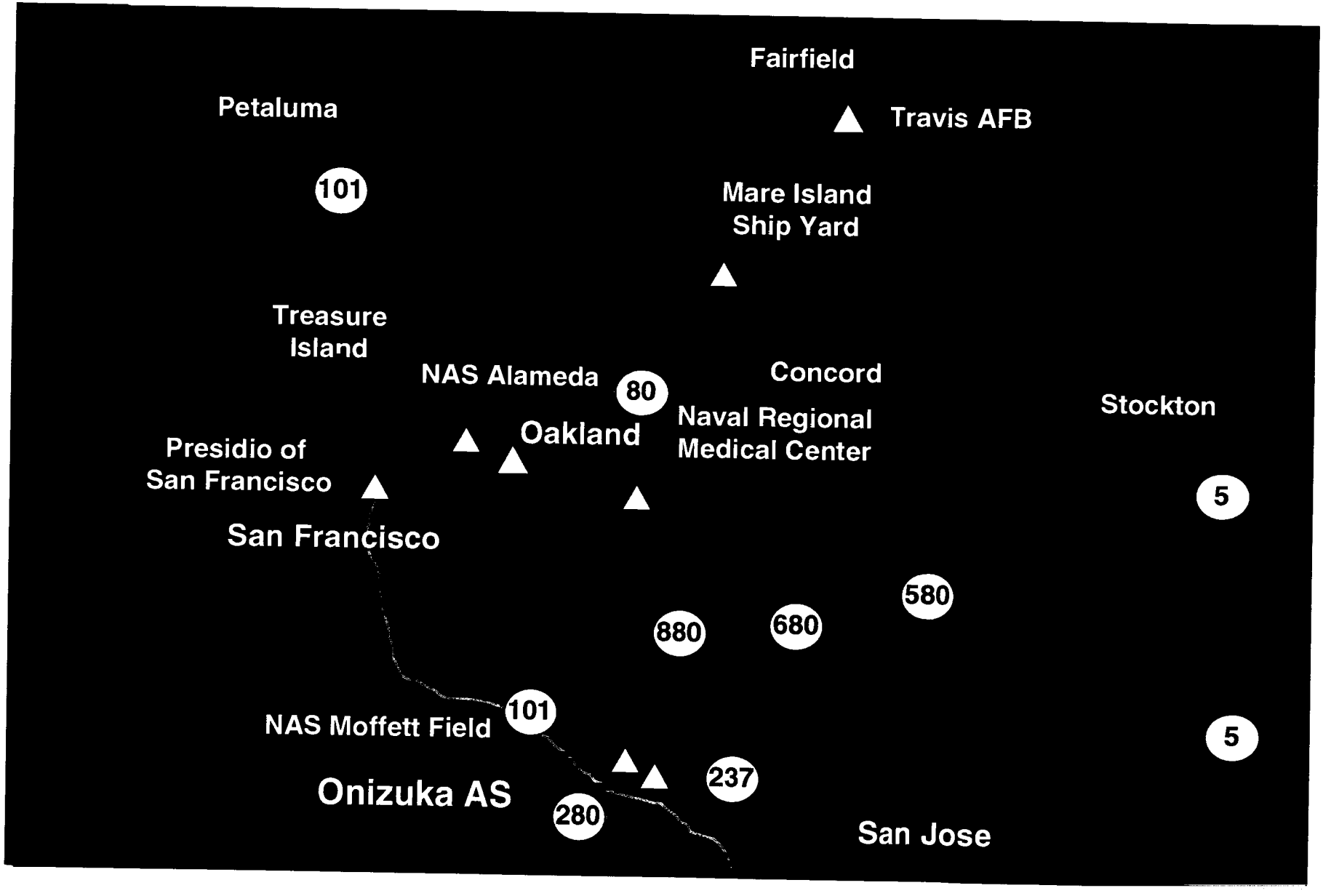
Onizuka Missions
DSCS II
DSCS III LEO
Shuttle
IUS
Boosters
Skynet/NATO III/IV
RDT&E
Classified

750 SG Resources

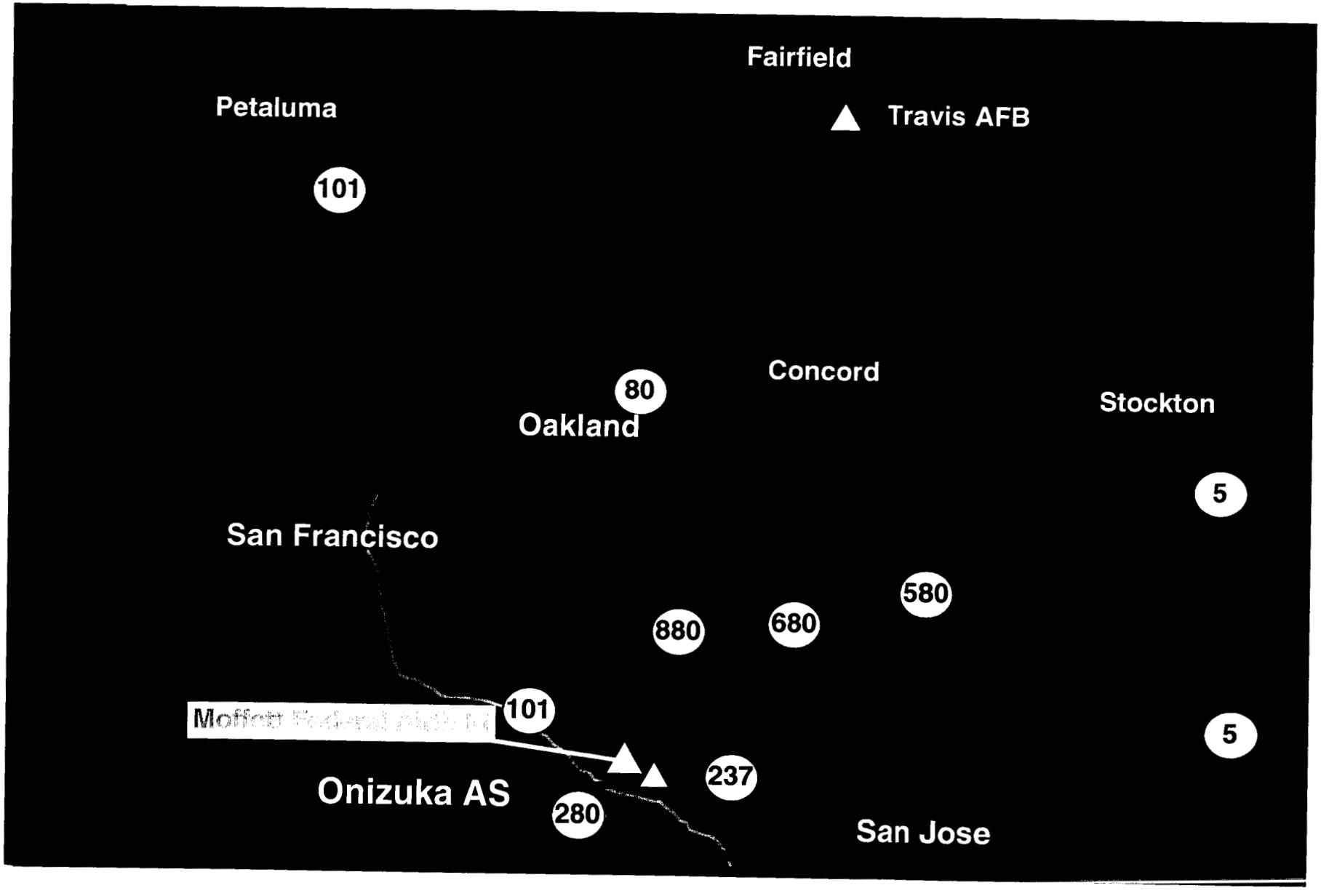
- **Operations Support - $71.0M**
  - Network Ops Contract (NSP) - 50.9M
  - Satellite Ops Support (SOSC) - 20.1M
- **Operations and Maintenance - $47.1M**
  - Civil Engineering - 15.5M
  - Civilian Pay - 13.0M
  - Supplies - 6.3M
  - Leases - 5.9M
  - Communication - 1.6M
  - Other - 4.8M
- **Military Family Housing - $ 5.3M**
- **Medical Support - $ 3.5M**

Military Community Support

Military Community Support Facilities 1991



Military Community Support Facilities 1996



Onizuka AS Demographics

◆ Military	700
◆ Government Civilians	300
◆ Contractors	2,200
◆ Dependents	1,000+
◆ Retirees	79,000
◆ Annual Direct Economic Impact	$200M

Onizuka - Moffett Complex

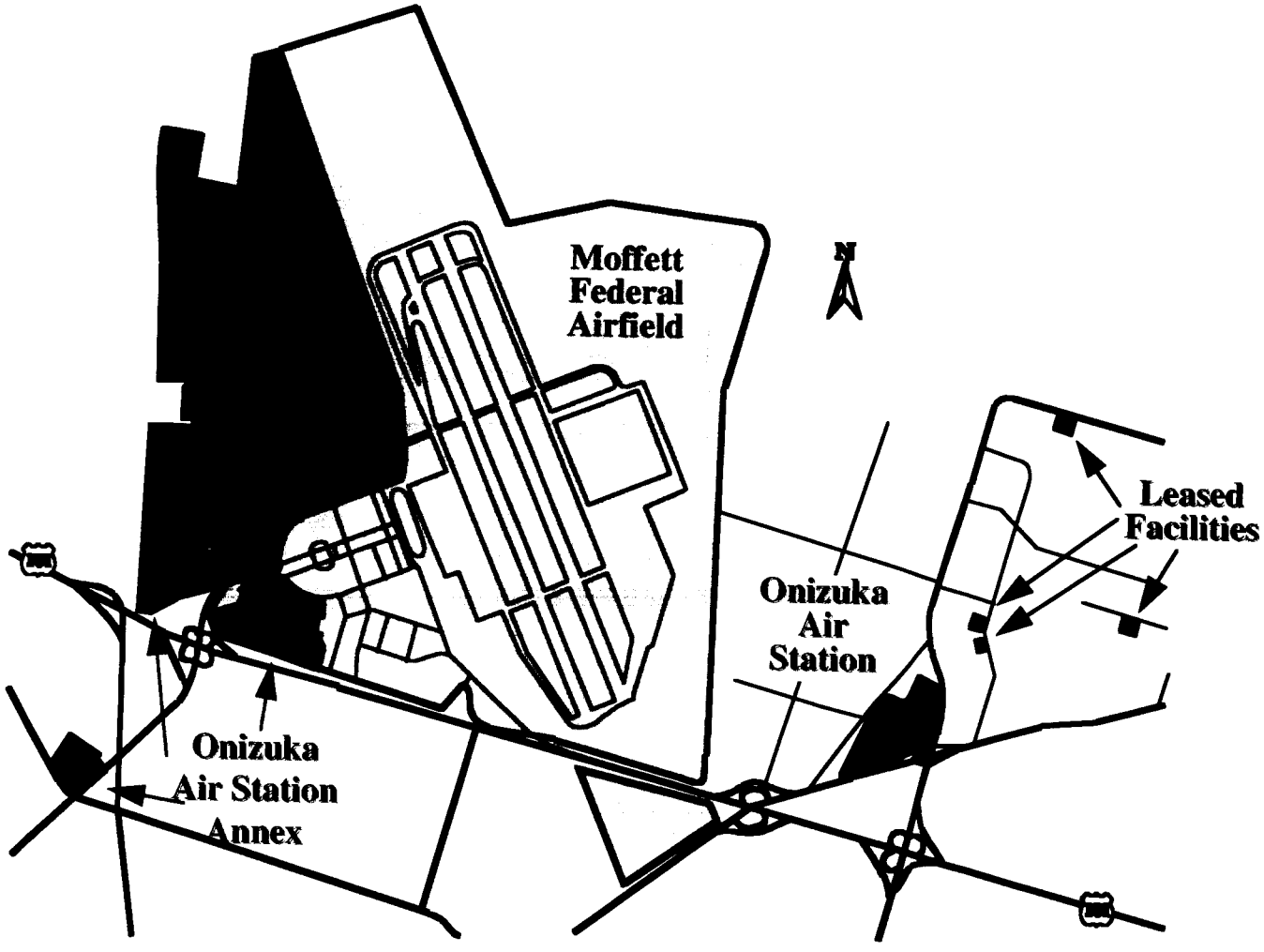
Units Supported /Active Duty Strength

- Dept of Air Force 865
  - AFSPC 484
  - AFMC 119
  - OD-4 167
  - ANG 95
- Dept of Army* 45
- Dept of Navy* 761
  - NAVAL AIR RES 619
  - MARINE AIR GP 120
  - OTHER 22
- US Coast Guard* 87
- Defense Contract Mgt* 29
- Recruiters, ROTC* 120

Total Active Duty- 1,862
Total Reserve - More Than 2,000

* - Not Considered by Re-alignment

Onizuka/Moffett - 1994



Military Community Support - 1991

Naval Air Station Moffett Field	Onizuka Air Station
Military Family Housing	126 Leased Housing + 100 at Moffett
Unaccompanied Housing	36 Dorm Rooms at Moffett
Chapel & Religious Education	Chaplain
Recreation Facilities	Fitness Center
Officers/Enlisted Open Messes	Consolidated Open Mess
Large Exchange	Small Exchange
Medical Clinic	
Commissary	
Temporary Living Facilities	
Child Care	

Military Community Support - 1995

- **750th Space Group - Onizuka/Moffett Complex**
  - Military Family Housing (806 Units)
  - Enlisted Dormitory (168 Rooms)
  - Chapel, Community/Education Center
  - Fitness Center, Swimming Pool, Golf Course
  - Military Exchange
  - Medical/Dental Clinic
  - Child Development Center / Youth Center
  - Family Support Center

Air Force Materiel Command Missions

Space & Missile Systems Center (SMC)

- **SMC - Test & Evaluation**
  - Mission
  - Resources
  - Move to Kirtland AFB
- **SMC - Network Support**
  - Mission
  - Resources
  - Support Activities

Test & Evaluation (T & E) Mission

Policy and Direction

- USAF MISSION (SUMMER 93):
  - "TO DEFEND THE USA THROUGH THE CONTROL & EXPLOITATION OF AIR AND SPACE"
- DOD TEST RESOURCES MASTER PLAN (DEC 90):
  - "THE SPACE SYSTEM TEST FUNCTIONAL AREA IS JUDGED THE MOST SERIOUS LONG TERM (DOD TESTING) DEFICIENCY"

Test & Evaluation (T & E) Mission

Policy and Direction (Cont'd)

- AIR FORCE PROGRAM DIRECTION:
  - PLANNING, DEVELOPMENT, ACQUISITION, AND ACTIVATION OF RESOURCES TO PERFORM SPACE T&E MISSION
  - ACTIVITIES TO CONDUCT TEST PLANNING, SPACE SAFETY, OPERATIONS OF SPACE TEST RESOURCES, TEST EXECUTION AND TEST EVALUATION AND REPORTING FOR PRE-OPERATIONAL SPACECRAFT, R&D SPACECRAFT AND OTHERS

Test & Evaluation (T & E) Mission

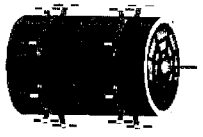
History

- TRACES ITS LINEAGE TO 1958 ESTABLISHMENT OF THE AIR FORCE SATELLITE TEST CENTER AT SUNNYVALE AFS CA
- PROVIDED COMMAND, CONTROL AND TESTING OF ALMOST ALL DOD SATELLITES FROM 1958 TO 1987
  - 250K SPACECRAFT CONTACTS PER YEAR IN 1987
- WITH TRANSFER OF OPERATIONAL PROGRAMS TO AFSPACECOM IN 1987, BECAME CSTC (RETURNING TO ORIGINAL R&D TEST ROOTS)
- SUPPORTED EVERY MANNED SPACEFLIGHT

Test & Evaluation (T & E) Mission

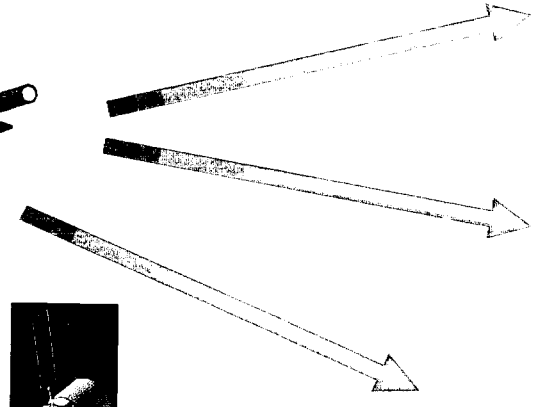
"Why We Exist!"

COMMUNICATIONS SATELLITES

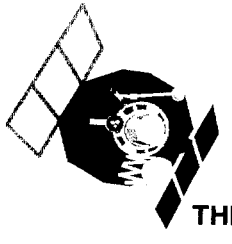


LES 6 (P67-2)
UHF

LES 8/9 (P74-1)
UHF & EHF



P90-5 STEP M0
TAOS EXPERIMENT

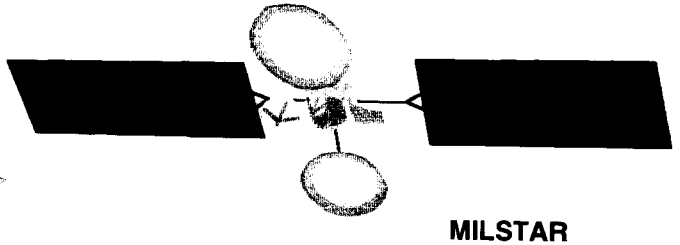


ML-101 (P72-1)
THERMAL CONTROL
MATERIALS

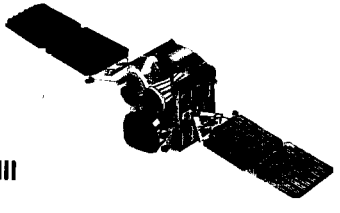
FLTSATCOM

GAPFILLER

LEASAT



MILSTAR



DSCS-III

Test & Evaluation (T & E) Mission

- WHAT WE DID IN FY94!
  - THE PLANNING, READINESS, ACTIVATION, PRE-LAUNCH TESTING, AND ON-ORBIT OPERATION OF THE MILSTAR SATELLITE
  - AFSCN REMOTE GROUND FACILITY TRACKING AND COMMANDING OF THE CLEMENTINE SPACE VEHICLE
  - THE PLANNING, READINESS, PRE-LAUNCH TESTING, AND ON-ORBIT OPERATION OF THE MINIATURE SEEKER TECHNOLOGY DEMONSTRATION (MSTI) FAMILY OF SPACECRAFT

Test & Evaluation (T & E) Mission

- WHAT WE DID IN FY94! (Cont'd)
  - THE PLANNING, READINESS, PRE-LAUNCH TESTING, AND ON-ORBIT OPERATION OF THE SPACE TEST PROGRAM (STEP) FAMILY OF SPACECRAFT
    - CURRENTLY PERFORMING 140 SATELLITE CONTACTS (SORTIES) PER WEEK
  - THE PLANNING, READINESS, PRE-LAUNCH TESTING, AND ON-ORBIT OPERATION OF THE RADAR CALIBRATION (RADCAL) SATELLITE
    - PERFORMING CRITICAL RADAR SITE CALIBRATIONS FOR AIR FORCE SPACE COMMAND AND OTHER USERS

Test & Evaluation (T & E) Mission

- WHAT WE DID IN FY94! (Cont'd)
  - TRANSPORTABLE S-BAND TERMINALS WERE DEPLOYED CONTINUOUSLY THROUGHOUT THE WORLD IN SUPPORT OF CRITICAL LAUNCH AND ON-ORBIT EVENT
  - WE ARE THE EXECUTING AGENT FOR THE CENTER FOR RESEARCH SUPPORT (CERES) AT THE NATIONAL TEST FACILITY (NTF)

Test & Evaluation (T & E) Mission

- CURRENT/FUTURE ACTIVITIES
  - THE PLANNING, READINESS, PRE-LAUNCH TESTING, AND PREPARATION FOR ON-ORBIT OPERATION OF THE FOLLOWING SERIES OF SATELLITES AND LAUNCHES:
    - THIRD IN A SERIES OF MSTI SPACECRAFT
    - FOURTH IN A SERIES OF STEP SPACECRAFT
    - MIDCOURSE SPACE EXPERIMENT (MSX) SPACECRAFT
    - BOWSHOCK ("SKIPPER") SPACECRAFT
    - SPACE TARGETING SYSTEM (STARS)

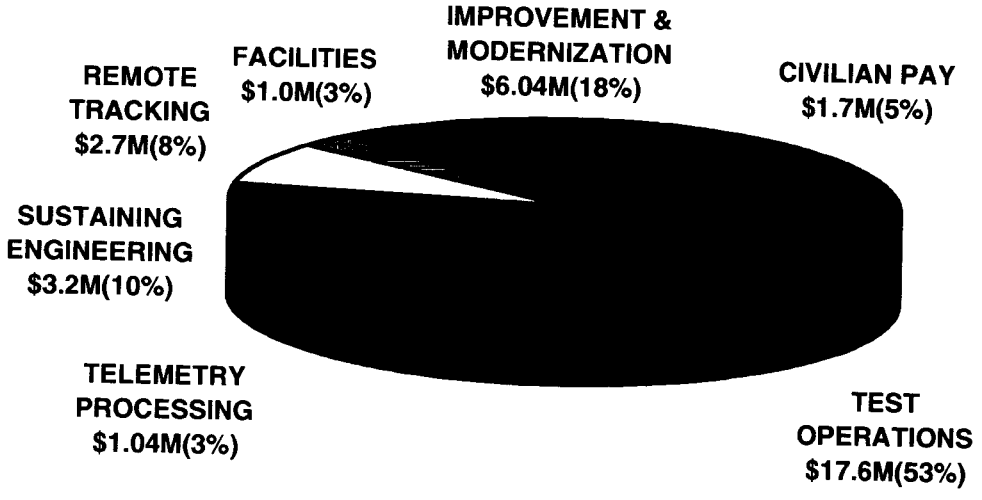
Test & Evaluation (T & E) Mission

Manpower at Onizuka

	AUTH
OFFICER TOTAL:	53
ENLISTED TOTAL:	37
CIVILIAN TOTAL:	41
TOTAL GOVT PERSONNEL:	131
TOTAL CONTRACTORS:	344
TOTAL:	475

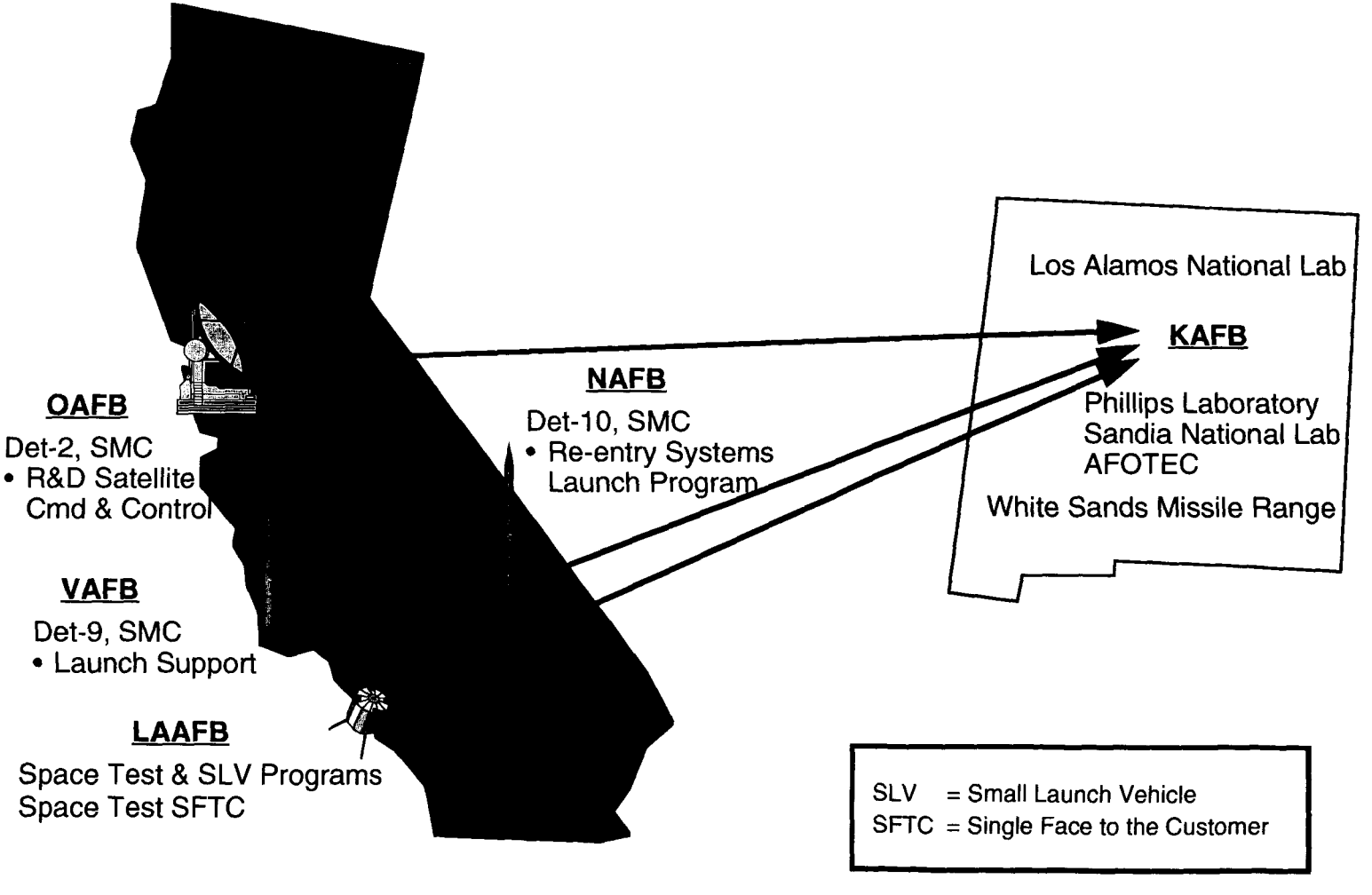
Test & Evaluation (T & E) Mission

Budget Allocations



TOTAL: $33.33M

TEO MOVE TO KAFB
Collocation of Space & Missile RDT&E Functions at Kirtland AFB



Network Support

Mission

- On-site Network Program Office
- Sustaining engineering and integration of satellite control operations
- Ensures system availability for
  - Telemetry, Tracking, and Commanding (TT&C)
  - Mission data dissemination
  - Data processing support
- Assists planning for launch and early on-orbit satellite support
- Ensures integrity of developmental and operational capabilities at Onizuka to support and control space missions

Network Support (Cont'd)

- MINOR MOD PROGRAM
  - A quick, inexpensive means to satisfy small-scale temporary and permanent AFSCN requirements
  - Larger modifications handled by Network Program Office

Network Support (Cont'd)

Resources

	AUTH
OFFICER:	18
ENLISTED:	2
CIVILIAN:	9
TOTAL GOVT PERSONNEL:	29
TOTAL CONTRACTORS:	200
TOTALS:	229

Network Support Accomplishments

- NIS Rehost onto SMART
- TOMS-EP (NASA) Launch & Early Orbit Communications Link
- OTSS/DDE Cutover
- FTS-2000 Installation with Goddard SFC (NASA)
- ES-9000 Installation for Four MCCs
- MSX Link to VAFB
- Primary Launch & Early Orbit Support for MILSTAR
- Automatic Main Beam Acquisition (AMBA) Test & Checkout
- GOES (NOAA) Launch

Current Network Support Activities

- Manage Software Development and Test Laboratory
  - Operational Database Checkout
  - Software Development and Test for CCS Models
- Operate Integrated System Support Facility
  - Software/Hardware Assembly/Test Area for Mods
- Operate Secure Test Facility
  - Integration and Testing of Mods Involving COMSEC
- Provide OAS Facility Integration Support

Onizuka Air Station Summary

Unique Onizuka Missions and Roles

- **Network Operations**
  - Technical Capacity/Connectivity to Support Users
  - Support to Non - DOD Users - NASA, Allies
  - Specialized Comm and Test Assets DLT, IRO, Camp Parks
- **Satellite Operations**
  - Prime for Launch, early orbit and Allied Satellites
  - Back-up for numerous DOD and NASA Satellites
  - R&D, Test and Evaluation of new systems and technology
- **Classified Program Support**
  - Mission Control and Comm Node for multiple programs

Unique Onizuka Missions and Roles
(Cont.)

- **Defense Satellite Communications**
  - 1 of 2 West Coast Nodes for Pacific Area Comm
- **Primary Military Community Support for Onizuka-Moffett Complex and South Bay Area**
  - Active Duty, Reserve, Dependents and Retirees

Contributions to Our Nation's Defense

- **For Three Decades Onizuka was at the Front Lines Fighting the Cold War**
  - Space Operations were key to Nuclear Deterrence
- **Onizuka has been at the Forefront of Providing Direct Support to Post Cold War Military Operations**
  - Providing Global Presence and Information in era of Reduced Defense Forces and Increased World Instability

Factors in Our Success

- Vital Important Missions, Good People and Strong Support
- Physical Proximity of World - Leading Space Technology, Development, Manufacturing, Operations Expertise and Facilities
  - Stimulate, Assimilate, Facilitate Innovation
- Close Government - Industry Team Work
  - Many agencies and companies working together

Our Future Direction

- **Continued DOD Satellite Program Consolidation**
  - Declining Budgets, Fewer systems/programs
  - More DOD/Civil Space Integration
  - Increasing Commercial Space Programs, Products & Services
- **Satellite Control Network Modernization**
  - Move towards commercial telecommunications technology, systems, operations
- **Increased Government - Industry Space Cooperation / Partnership**
  - Commercial Space use of AF Satellite Control Network

Onizuka Air Station
Facility Tour

Stop 1: Network Scheduling

- Scheduling is a 24 hour a day operation scheduling 800 global resources for 370 - 400 satellite contacts per day for a growing number of customers

- 30% of the schedule will be changed after it is published because of dynamic customer requirements

- The biggest users of the network, OD-4, have 2 Satellite Operations Centers that identify mission requirements only 48 hours prior to publishing of the schedule
  -- Everyone else has a 7 day requirement

- Scheduling has "out grown" paper chart
  -- No longer a viable back up - there are too many satellites and too many resources.

- ASTRO Scheduling System - not "automated" scheduling, but "computer assisted." Still requires experienced scheduler to optimize and deconflict

Stop 2: Test Support Complex - 1 (TCS-1)

- Here we do development testing and evaluation for SPACE programs similar to what Air Force Flight Test Center does for aircraft programs

- Det 2 provides:
  -- Capability to rapidly modify and install test support equipment and software to accommodate test missions
  -- Special data processing and analysis services to customers to assist in meeting experiment objectives
  -- Distribution of collected information to scientist, program offices, and other users as required

- We are able:
  -- Control tracking station equipment at remote sites
  -- Send commands to maneuver, configure and control orbit and attitude of orbiting spacecraft

-- Receive telemetry (configuration, health/status, and scientific data) from the orbiting spacecraft

- Currently the on-orbit missions are testing new technologies to enhance capability of space resources
  - -- 1. STEP Mission 1 demonstrates the application of a low-cost, standardized spacecraft architecture that any experimenter can use to fly his satellite without having to design a spacecraft for it to ride on
  - -- 2. APEX tests new technologies for solar energy collection and application in space
  - -- 3. STEP M2/SIDEX tests new technologies for communications in dense signal environments
  - -- 4. STEP M0/TAOS tests new technologies for satellite autonomous operation and survivability to better protect satellites during times of hostility
  - -- 5. POAM measures the atmospheric make-up at the polar regions and its affect on light propagation for application of spaceborne optical systems-- also tests affect of man-made chemicals on the ozone layer
  - -- 6. PEGASUS, TAURUS and LLV test new booster technologies for making access to space significantly cheaper then traditional means

Stop 3: Satellite Operations Center - 38 (SOC 38)

- 24 hour continuous operations center; primarily supports communications satellite

- Primary responsibility for Defense Satellite Communication System (DSCS II) on orbit and DSCS III launch and early orbit operations

- Very active back-up facility for NATO IV and SKYNET communication satellites flown by the British

- Also back-up for Navy FLTSAT and DSCS III Communication Satellite Constellations flown at Falcon

- Additional very basic back-up capability for Global Positioning System (GPS) Navigation Satellite Constellation

Stop 4: Satellite Operations Center - 39 (SOC 39)

- Primarily supports launches, hence not in a continuous operations except during launch campaigns

-Solely responsible for Inertial Upper Stage (IUS) booster carried on the Space Shuttle and the expendable booster.
-- IUS is used to kick satellites up to high altitude orbits

-Supports various NASA launches such as National Oceanic and Atmospheric Administration (NOAA) weather satellites and the Geostationary Operational Environmental Satellite (GOES) weather satellites which provide high altitude cloud cover photos common on TV

- Provide back-up support for Defense Support Program (DSP) early warning system

Stop 5: Network Tech Control

- Mission Focus: Provide real-time configuration of Network Communication assets (Falcon AFB, SOC's, NASA, externals, etc.)

- 24 hour operation manned by military, civilian and contractor personnel

- Dual (Prime/Alt) communication connectivity to all RTS's

-Provide additional communication path for Falcon AFB to Tracking Stations via backhaul (dual node reliability)

- Onizuka AS 1994 Personnel Reliability: 118,424 Supports with Personnel Errors (PE's) = .025 PE's per 1000 Supports

Stop 6: Satellite Ground Terminals

- Defense Satellite Communications System (DSCS-pronounced disk-cus) is a worldwide Department of Defense satellite communications system with 81 earth terminals and 11 satellites
  -- Onizuka's two earth terminals (SUN-EAST and SUN-WEST) each point toward geosynchronous satellites located over the Eastern Pacific (EASTPAC: a DSCS-III satellite) and the Western Pacific (WESTPAC: a DSCS-III satellite)

- Defense Information Systems Agency manages the DSCS network
  -- Earth terminal sites operated by all three services (29 USAF, 35 USA, 16 USN, 1 other)
  -- 86 Air Force enlisted personnel operate and maintain SUN-EAST and SUN-WEST

- Onizuka's DSCS terminals serve as one of two major DOD communication gateways to Pacific region
  -- Over 200 digital and analog circuits and trunks are routed through the terminals
  -- Carry a wide variety of traffic including telephone calls, message traffic, strategic warning data, national emergency command post information, White House communications, the Air Force Satellite Control Network, and other national agencies
  -- Only 5-10 percent of circuits through terminals are for AFSCN data

Stop 7: Onizuka Power Plant

- The Onizuka Air Station's total energy power plant provides prime power for critical equipment at Onizuka's satellite mission control centers.

- The plant capacity is 9 megawatts (sufficient to provide electricity to 1,700 average sized residential homes.

- The capacity for 2000 tons of refrigeration would air condition approximately 4,500 residences.

- Twelve 1,005hp industrial gas turbines drive twelve 750 kilowatt alternators.

- Waste heat from engine exhaust is recycled to produce steam and chilled water via absorption chillers.

-In over 25 years of around the clock operation, the plant has only been down for a total of 11 hours and 36 minutes due to equipment problems.

Presentation to the BRAC Commission

NASA Ames Research Center

April 26, 1995

[illegible] Proposal Implications [illegible]

[illegible] Proposal realignment [illegible] OA[illegible] [illegible]NG would have significant impacts on MFA

- Loss of necessary services
- Loss of significant airfield user
- Increased costs to remaining Resident Agencies
- Diminished attractiveness to federal agencies

Proposal increases concern about NASA's ability to host the Federal Airfield

[illegible]

[illegible]mmi[illegible]ed as Sunny[illegible]l Air Station

[illegible]s Ai[illegible]esearch Center adjacent to NAS

Loc[illegible] facility adjacent to NAS

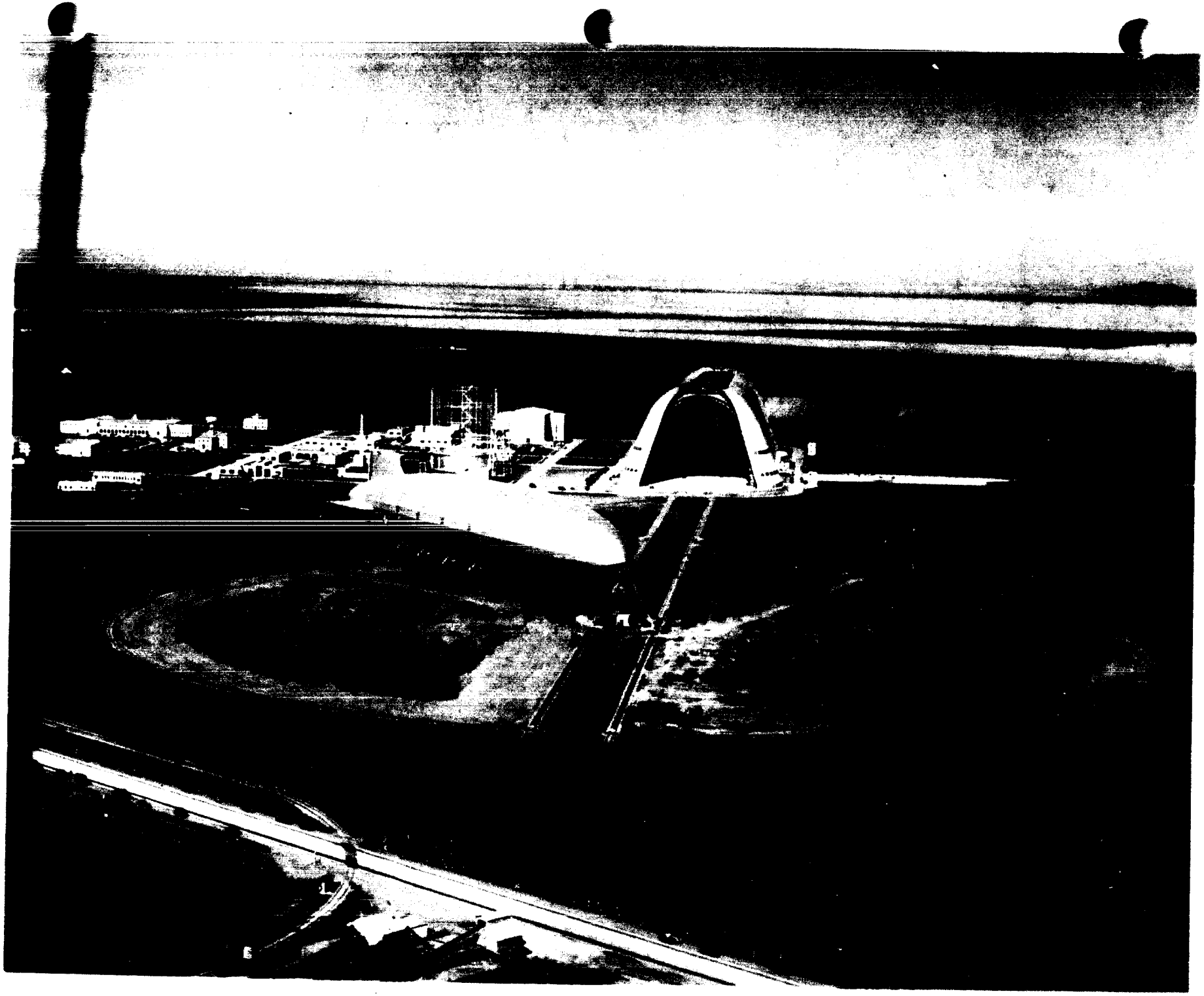
USAF satellite control facility – now Onizuka AS

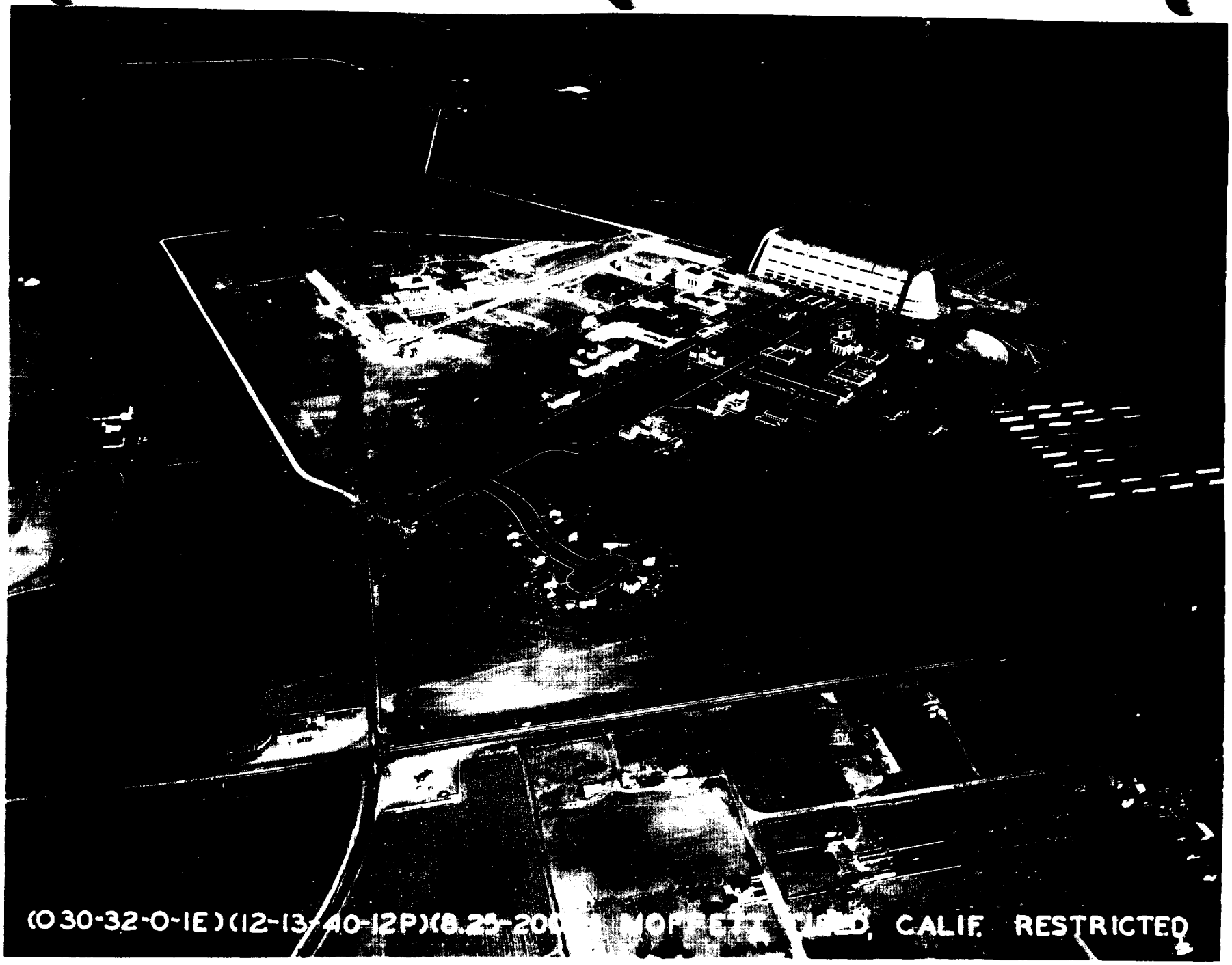
BRAC recommends closure of NAS Moffett Field

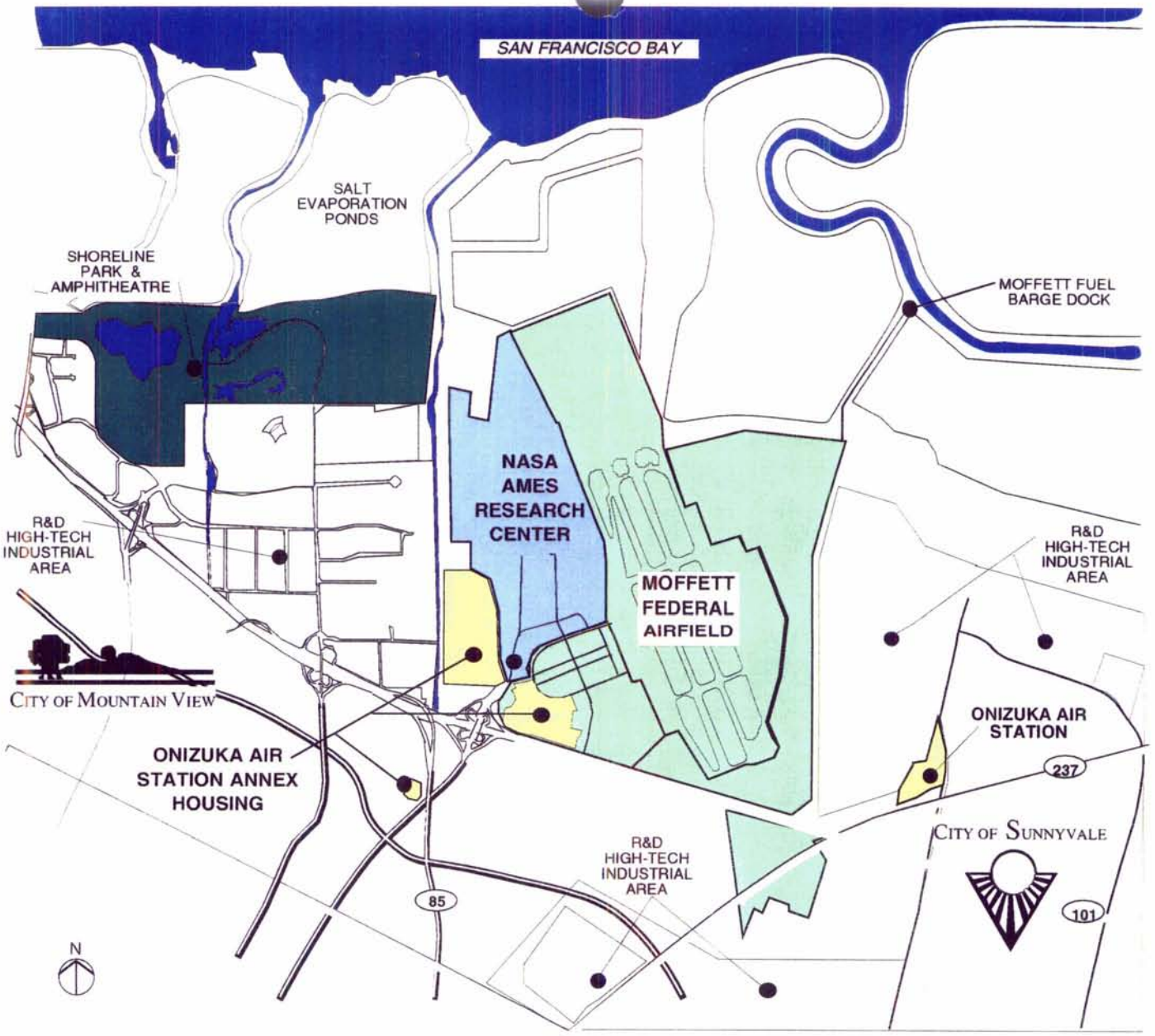
Navy and NASA sign MOU for transfer

BRAC directs NAS Alameda reserve units to MFA

NAS Moffett Field disestablished and Moffett Federal Airfield established

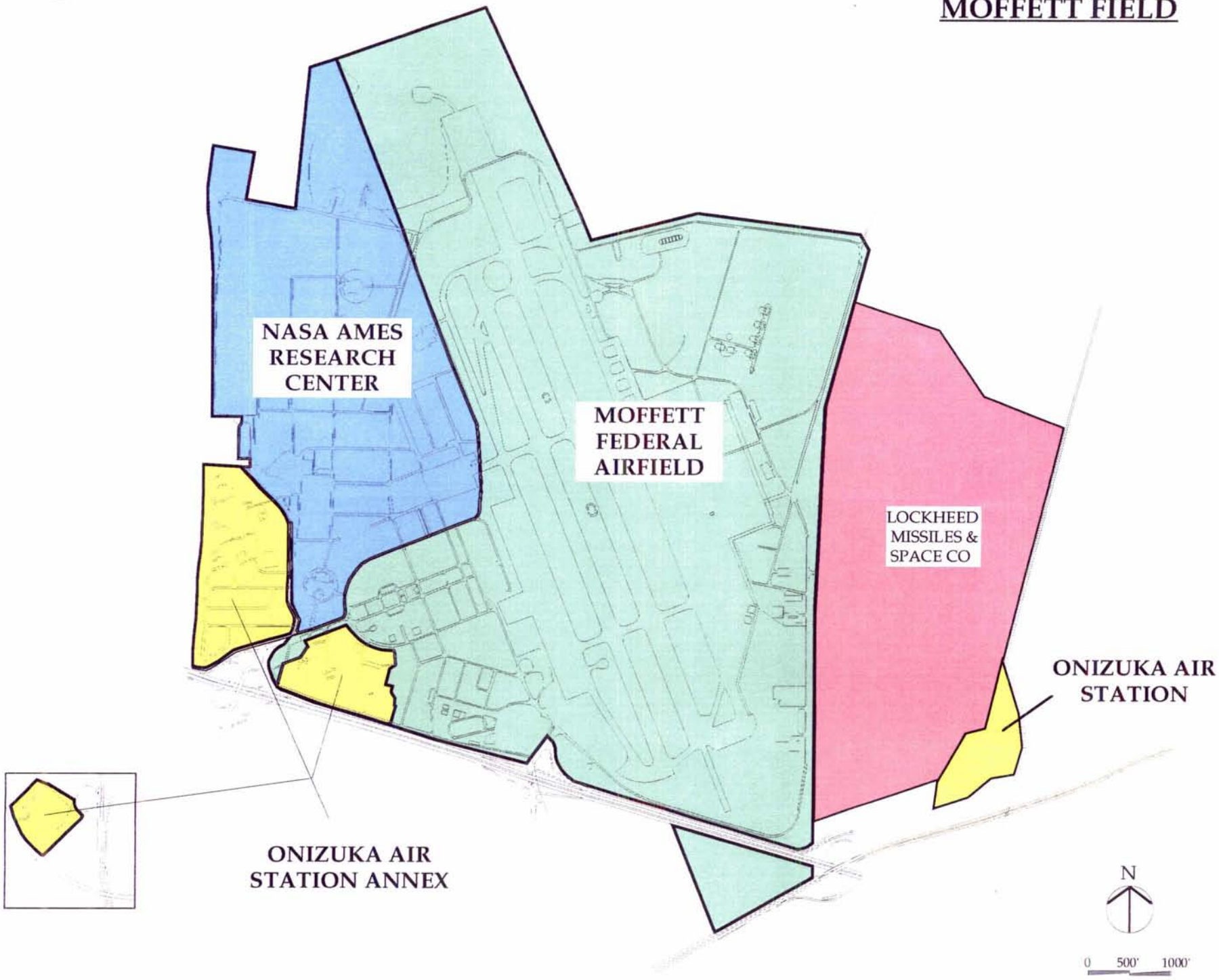


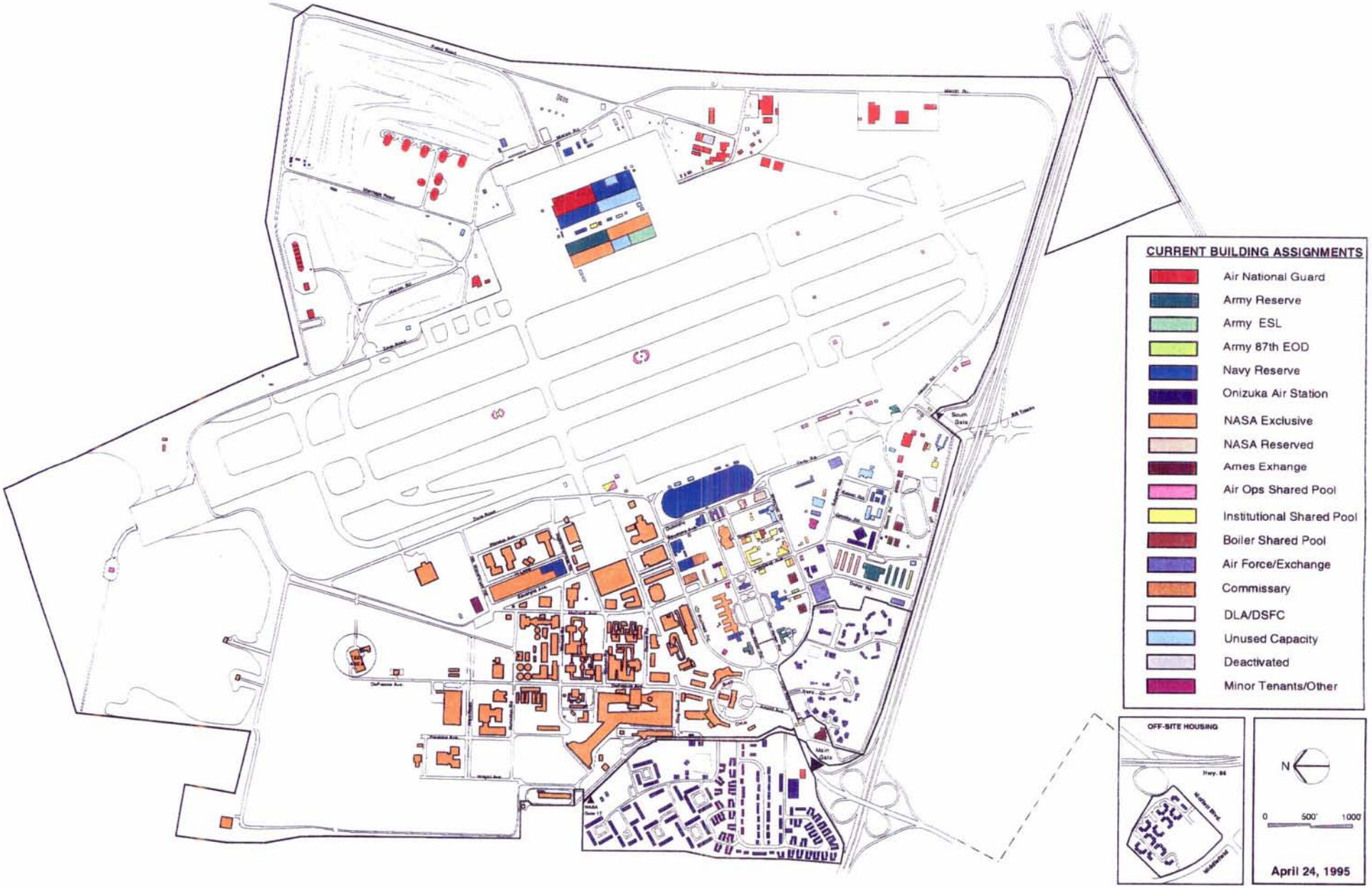

(030-32-0-1E)(12-13-40-12P)(8.25-20
MOFFETT FIELD, CALIF. RESTRICTED



MOFFETT FIELD AND SURROUNDING AREA

MOFFETT FIELD




CURRENT BUILDING ASSIGNMENTS
Air National Guard
Army Reserve
Army ESL
Army 87th EOD
Navy Reserve
Onizuka Air Station
NASA Exclusive
NASA Reserved
Ames Exhange
Air Ops Shared Pool
Institutional Shared Pool
Boiler Shared Pool
Air Force/Exchange
Commissary
DLA/DSFC
Unused Capacity
Deactivated
Minor Tenants/Other
OFF-SITE HOUSING
N
0
500'
1000'
April 24, 1995

BRAC

"The Commission recommends closing Naval Air Station Moffett Field...

...Additionally, the Commission suggests that the base remain in federal custody in support of non-DoD agencies and industry. The Secretary should consult with NASA on possible use."

[illegible]

- As a result of BRAC 1991, the concept of Moffett Federal Airfield as a shared federal facility was developed
- NASA logical choice to be host
  - Ames Research Center colocated for half century
  - Noise buffer, airfield, and infrastructure critical
- Partnerships between Federal agencies optimize facility use and minimize costs

[illegible] Operat[illegible]

Cos[illegible] [illegible]stru[illegible]re and co[illegible] services are sha[illegible]ably by Resident Agencies:

- Philosophy developed by NASA and RAs
- Goal is to minimize costs to the Federal Government
- Shared Institutional Pool = $6M
- Airfield users share the Airfield Pool = $5M

Ch[illegible]ka AS[illegible] [illegible]A

- [illegible]S pro[illegible]s military support services for [illegible]onne[illegible] MFA and in the Bay Area
  - Ho[illegible] Medical Clinic, Child Care Center, Chapel, Exchange, MWR

- The loss of sponsorship for support services will have significant impacts
  - MFA will be less attractive to federal agencies
  - Costs to provide services will be higher
  - Could jeopardize MFA concept

	Number of People					
	Civilian	Active	Reserve	[illegible]	[illegible]	Mission
NAR		7[illegible]	1,378	22	[illegible]	[illegible] Ops/Training
CANG		95	[illegible]	9	[illegible]	[illegible] Ops
Army Reser[illegible]		[illegible]	[illegible]	9	[illegible]	Operations/Training
[illegible]W-ASG/BAS			[illegible]	12	C-1[illegible]	Flight Test Ops
[illegible]/LMSC	[illegible]	[illegible]	0	[illegible]ansient	C-5, C-130, C-141	Cargo Loading
Air Force	[illegible]	[illegible]	2	[illegible]		Military Support
[illegible]CA	87	[illegible]	[illegible]	0		Supermarket
Navy Exchange	180	[illegible]	[illegible]	0		Military Exchange
[illegible] Fuel Sup Ctr	10	[illegible]	[illegible]	0		Fueling Operations
U.S. Post Office	5	0	0	0		Postal Services
Credit Union	50	0	0	0		Banking Services
[illegible]A Total	678	1,025	2,691	53		
[illegible]S Annex	1,519	414	0	0		Family Housing
NASA-ARC	5,510	3	0	16	Mixed	Research Support

[illegible] Latest available [illegible]

The National Guard Role at MFA

- [illegible] a key partner in the development of [illegible] Federal Airfield
  - Commitment to long term airfield use
  - Committment to provide critical airfield services (ATC, Fire and limited security)
- Proposed move will increase cost to RAs
- Proposed move may result in a non-operative airfield during transition

[illegible] Impacts on [illegible] MFA

- [illegible] 13% [illegible] shared cost [illegible] at MFA
- Omit [illegible] 7% [illegible] shared costs at MFA

If BRAC proposal approved, $2.3M must be offset by:

1) Drastic service cuts
2) NASA absorbing additional costs
3) Resident Agencies absorbing additional costs
4) Attracting other federal agencies

Options 1-3 have very negative impacts on MFA

Proposed realignment of OAS ANG would have significant impacts on MFA

- Loss of necessary services
- Loss of significant airfield user
- Increased costs to remaining Resident Agencies
- Diminished attractiveness to federal agencies

Proposal increases concern about NASA's ability to host the Federal Airfield

NA[illegible] Research Center
Naval [illegible] Santa [illegible]
CA Natio[illegible] 29th [illegible]
Navy Facil[illegible] d - W[illegible] Div
Navy Reserve [illegible] Pacific
Navy Exchange
Marine Reserve (Army [illegible])
Onizuka Air Station Annex
Army Reserve
Army Information Systems Command
Army 87th EOD
Defense Commissary Agency
Defense Fuel Supply Center
Bureau of Alcohol, Tobacco and Firearms

A[illegible] Re[illegible]ss
Gold[illegible] Credit Union
Civil Air [illegible]
U.S. Geological Survey
U.S. Postal Service
Veterans Admin. Medical Center
Lockheed Missiles and Space Corp.
Loral Space & Range Systems
TRW-Avionics Surveillance Group
Beech Aircraft Services Incorp.
Packard Children's Hospital
Savi Technology
Stanford Hospital
Stanford University

[illegible]

- Aeron[illegible]ion:

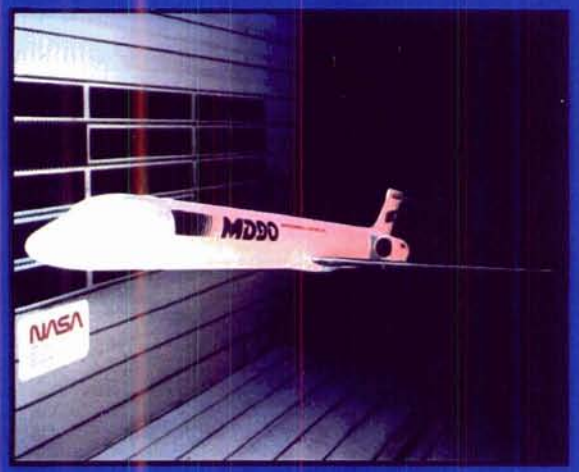
  Research, [illegible], and provide leading-edge aeronautical technologies and services to the United States' aviation community through the unique integration and application of computation, simulation, ground and flight experimentation, and information systems.

Aeronautics

NASA Ames Research Center

Design and Development Process Tools for Industry

Airspace Operation Systems and Human Factors



Aeronautics R & D and National Facility Services

Rotorcraft Technology

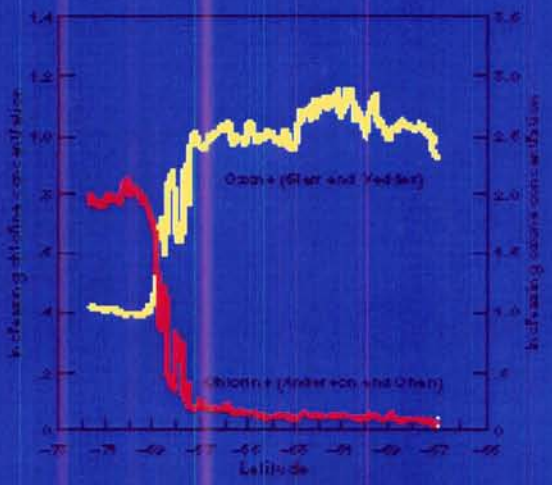
NASA Ames Research Center Mission Statement

- Space Mission:

  Answer fundamental questions concerning the health of our planet, the adaptation of living systems to space, and the origin and evolution of astronomical and planetary environments; and develop technologies for space flight.

Space

NASA Ames Research Center

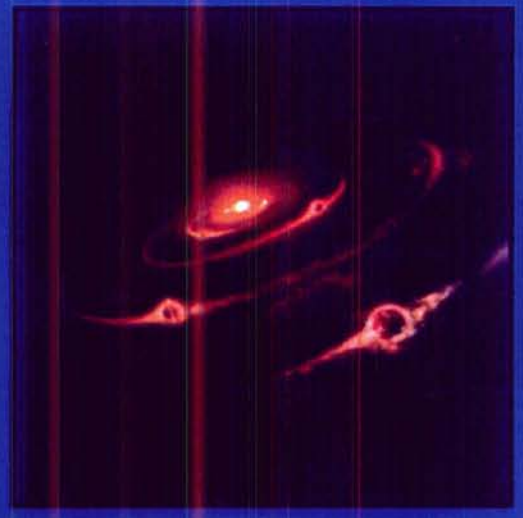


Earth System Science

- Ecosystem Assessment
- Atmospheric Chemistry/Physics

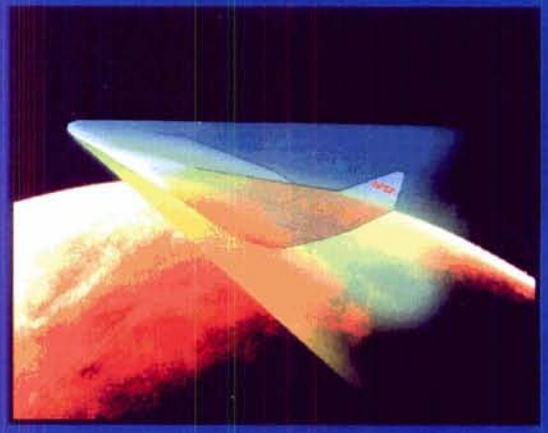
Life Science

- Gravity effect on living systems
- Sustaining life in space



Space Science

- Origins & Evolution of Stars & Planets
- Exobiology



Space Technology

- Access to Space
- Planetary Entry

NASA Ames Research Center Mission Statement

- Information Systems Mission:

  Design, develop and deliver integrated information systems technologies and applications, enabling bold advances in aeronautics and space as well as accelerating the country's emerging information revolution.

Information Systems

NASA Ames Research Center

Supercomputing

Knowledge Based Systems Technologies

National High Performance Networks

Information Systems Applications

NAVAL AIR RESERVE

SANTA CLARA

CAPT J.K. MCGUIRE
COMMANDING OFFICER

COMMAND MISSION

- The mission of Naval Air Reserve (NAVAIRES) Santa Clara is to train attached units for their mobilization assignment; to provide administrative guidance to Naval Air Reserve Center Denver, CO and Fleet Logistics Support Wing Detachment Kaneohe Bay, HI; to act as Local Area Coordinator for Air (LACAIR); to perform other such functions as directed by the Chief of Naval Operations and to administer the Naval Reserve Program as directed by the Chief of Naval Operations; Commander, Naval Reserve Force; and, Commander, Naval Air Reserve Force.

COMMAND FUNCTIONS

- Specifically, NAVAIRES Santa Clara performs the following:
  - Trains Selected Naval Reservists for billet mobilization readiness
  - Supports assigned Naval Air Reserve Force Squadrons
  - Supports Naval Reserve Intelligence Areas (RIAS) TWO & THREE
  - Provides facilities and manpower management for all assigned Reserve Force Squadrons and units
  - Trains and administers assigned Augmentation Units
  - Provides financial management for Reserve Squadrons, Reserve Patrol Wing Pacific, Augmentation Units, and Marine Air Group FOUR SIX Det B

HISTORY

- NAR MOVED TO MFA IN APRIL 1994
  - Result of BRAC 93 closing NAS Alameda

- MFA CHOSEN
  - PRESERVE BAY AREA DEMOGRAPHIC RICH ENVIRONMENT
  - Affordable
  - Excellent facilities
  - Room for growth
    - Marine Reserve
    - Hangar space for additional squadrons

CURRENT STATUS

MANPOWER

UNIT	ACTIVE	RESERVE	CIVILIAN
NAR	349	645	53
RIAC	4	279	0
VP-91	115	241	0
VR-55	119	113	0
PSD	12	0	5
RECRUITING	6	0	0
MARINES*	120	100	0
CRPWP	36	0	1
TOTAL	761	1378	54

* Note - Marines expected to relocate to MFA FY-96

IMPACT OF BRAC 95 PROPOSAL

- OAS REALIGNMENT
  - Operational Impact
    - None
  - Quality of Life Issues
    - Housing, Medical Clinic, Child Care Center, Chapel, Exchange, MWR

- 129TH RESCUE GROUP RELOCATION
  - Operational Impact
    - Increased costs
    - Airfield operation
  - Quality of Life Issues
    - None

CONCERNS

- QUALITY OF LIFE
  - Continuing existing functions at same level of service to support personnel at MFA
- FUTURE AFFORDABILITY OF MFA
- AIRFIELD OPERATION
  - Uninterrupted service critical to NAR's missions

CONCLUSION

- PROPOSED BRAC WILL IMPACT NAVAL AIR RESERVE SANTA CLARA

- NAVAL AIR RESERVE LONG TERM PLANS ARE TO REMAIN AT MOFFETT FEDERAL AIRFIELD

MILITARY COMMUNITY / FAMILY SUPPORT

- **Substantial Population of Military Members, Dependents and Retirees in South Bay Area**
  - Active Duty & Dependents
  - Reservists
  - Retirees, Surviving Spouses and Dependents
- **Prior BRAC Actions Have Dramatically Reduced Support Services Throughout Bay Area**
  - Presidio, Treasure Island, Mare Island, Alameda, Moffett Field
- **Community / Family Support Critical to Military Mission**
  - High Cost of Living Area
  - Significant Stresses - Deployments, TDY'S, Shift Work

MILITARY COMMUNITY / FAMILY SUPPORT

- **MEDICAL:**
  - Army Hospital, Presidio, closed: Naval Hospital, Oakland closed to retiree community, June 1995 closed entirely, 1996
  - Contract Medical care, NAVCARE will close September 30, 1995
  - Onizuka to be last remaining clinic (Flight Medicine) pharmacy
- **CHILD CARE:**
  - Local care prohibitively expensive for military members - particularly junior grades
  - Onizuka Child Development Center/On-base day care provide critical service (200 Children)
- **EXCHANGES & COMMISSARIES:**
  - Presidio PX & commissary open only on test basis
  - Alameda & Treasure Island will close in 1996
  - If Presidio facilities close, Oakland Army Base & Onizuka only ones open in Bay Area

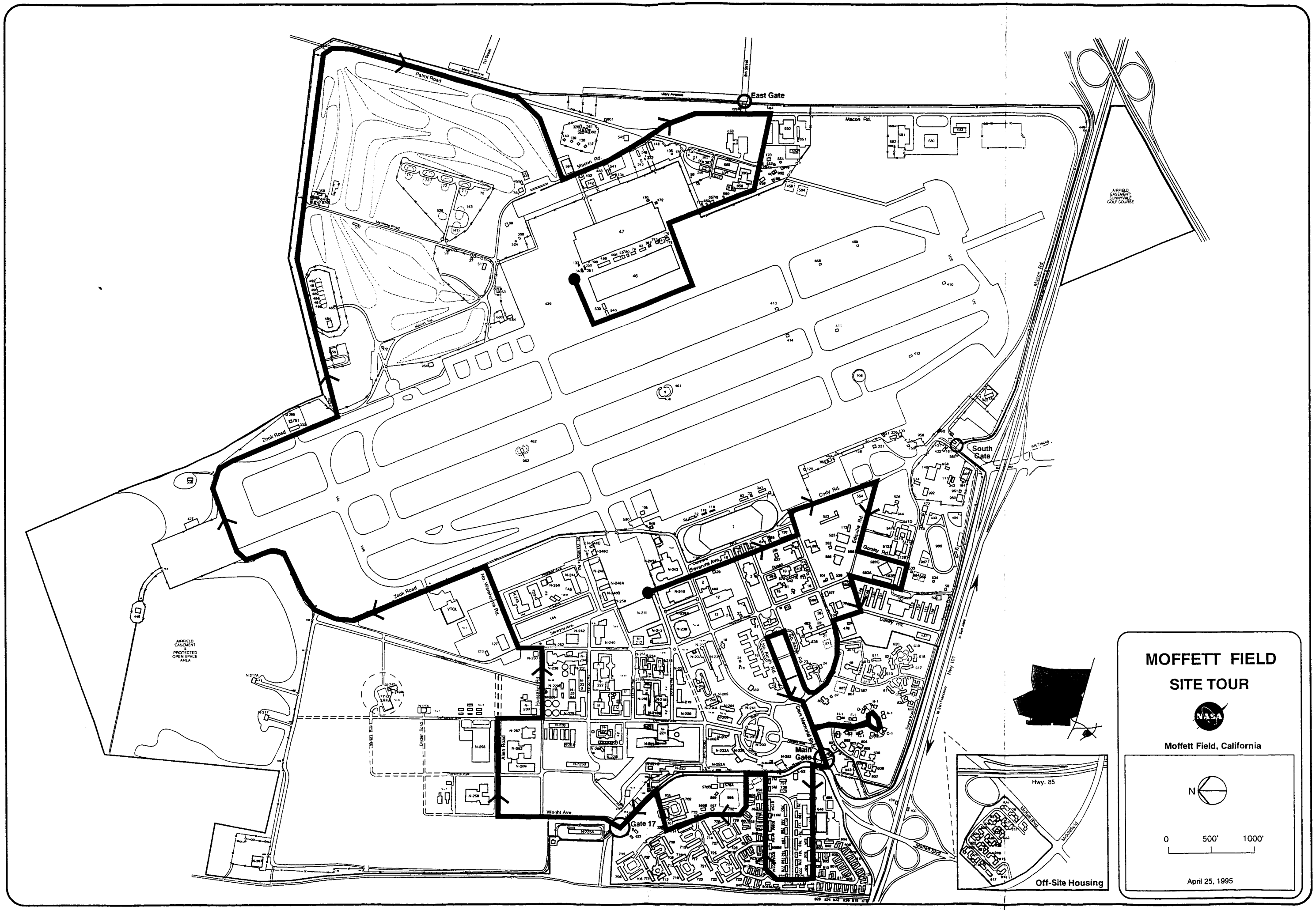
MILITARY COMMUNITY / FAMILY SUPPORT

- **Family Support Center: Congressionally Mandated Support Programs**
  - Only Transition Assistance Program in South Bay
    - Currently 52% of customers are other than Onizuka Air Station
  - Only Relocation Assistance Program in South Bay
    - Currently 27% of customers are other than Onizuka Air Station
- **Emergency Financial Assistance**
  - Onizuka Air Force Aid Society Office: The only 24 hour a day, 7 day a week operation in South Bay
  - Currently 73% of emergency financial assistance are other than Onizuka Air Station
  - 12% are retirees and widows
- **OTHER: Family Housing, Base Chapel, ID Card Issuance, Child Care, Health & Recreation Facilities**

MILITARY COMMUNITY / FAMILY SUPPORT

- **SUMMARY:**
  - Proposed Onizuka realignment will likely erode military community / family support in area
  - Onizuka last remaining facility in the West Bay
  - Oakland Army Base PX and Commissary one hour each way
  - Void will exist from Travis AFB to NAS Lemoore for medical care
  - Limited exchange facilities at Post-Graduate School Monterey
  - Significant military activities - Army, Navy, Air Force, Marine, Coast Guard - will remain indefinitely
    - Substantial impacts to active duty, reserve and retirees

- **BOTTOM LINE: Cumulative effect of continued base closings in the Bay Area has had severe impact on the morale and quality of life of both active duty and retiree community -- may have long-lasting effect on career retention**


MOFFETT FIELD
SITE TOUR
Moffett Field, California
N
0
500'
1000'
April 25, 1995
East Gate
South Gate
Main Gate
Gate 17
Off-Site Housing
Hwy. 85
Macon Rd.
Patrol Road
Zook Road
Cody Rd.
Severyns Ave.
Wright Ave.
Alvin Road
Hunsaker Rd.
Cook Memorial Dr.
Mary Avenue
AIRFIELD EASEMENT & PROTECTED OPEN SPACE AREA
AIRFIELD EASEMENT SUNNYVALE GOLF COURSE
Hwy 101

129th RQG Mission Briefing

Today's Agenda

- 129th RQG Mission Briefing
- Tour 129th RQG Facilities

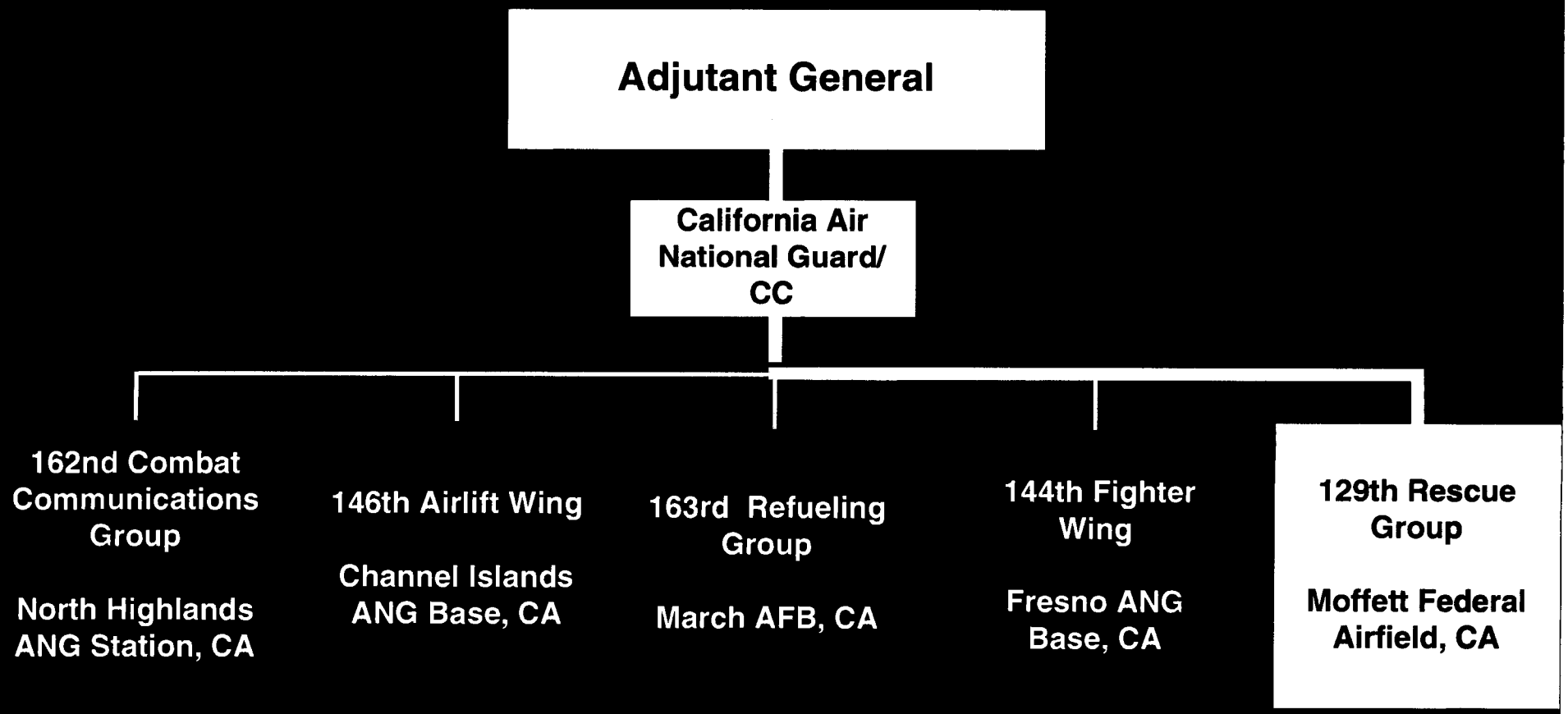
129th RQG Mission

- Worldwide combat search and rescue operations
- State of California emergency response

129th RQG History

1955	129th Air Resupply Group Activated
	Hayward Airport
1975	129th Converts to Rescue Mission
	✦ 129th Aerospace Rescue and Recovery Group
1980	Unit moves to NAS Moffett Field
1991	Converted from HH-3E to HH-60G Helicopter
1991	Unit records 200th life saving mission
1991	Renamed 129th Rescue Group (RQG)
1993	129th deploys to Southwest Asia
1994	129th deploys to Southwest Asia
1994	129th assumes structural & crash fire rescue and air traffic control for Moffett Federal Airfield

California Air National Guard



129th Rescue Group

Commander

561st AF Band

Group Staff

- **129th Operations Group**
  - 129th Rescue Squadron
  - 129th Operations Support Flight
- **129th Logistics Group**
  - 129th Logistics Squadron
  - 129th Maintenance Squadron
  - 129th Aircraft Generation Sq.
  - 129th Logistics Support Flt.
- **129th Support Group**
  - 129th Civil Engineering Squadron
  - 129th Mission Support Flight
  - 129th Communications Flight
  - 129th Services Flight
- **129th Medical Squadron**

129th RQG Operations/Deployments

Operations, Medical, Maintenance and Support personnel

129th Civil Engineering Squadron

561st Air Force Band

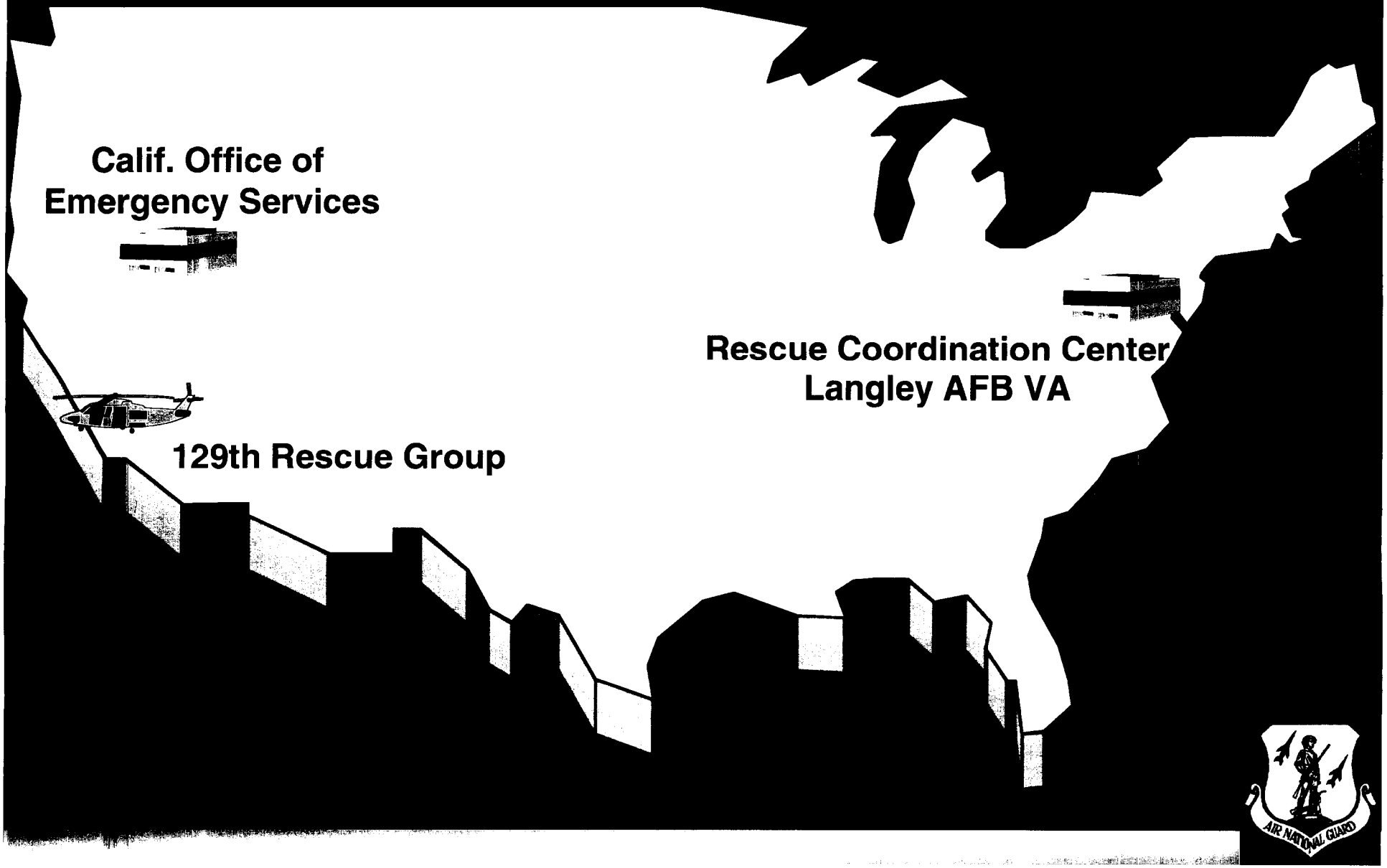
129th Civil Engineering Squadron

Operations, Maintenance and Support personnel

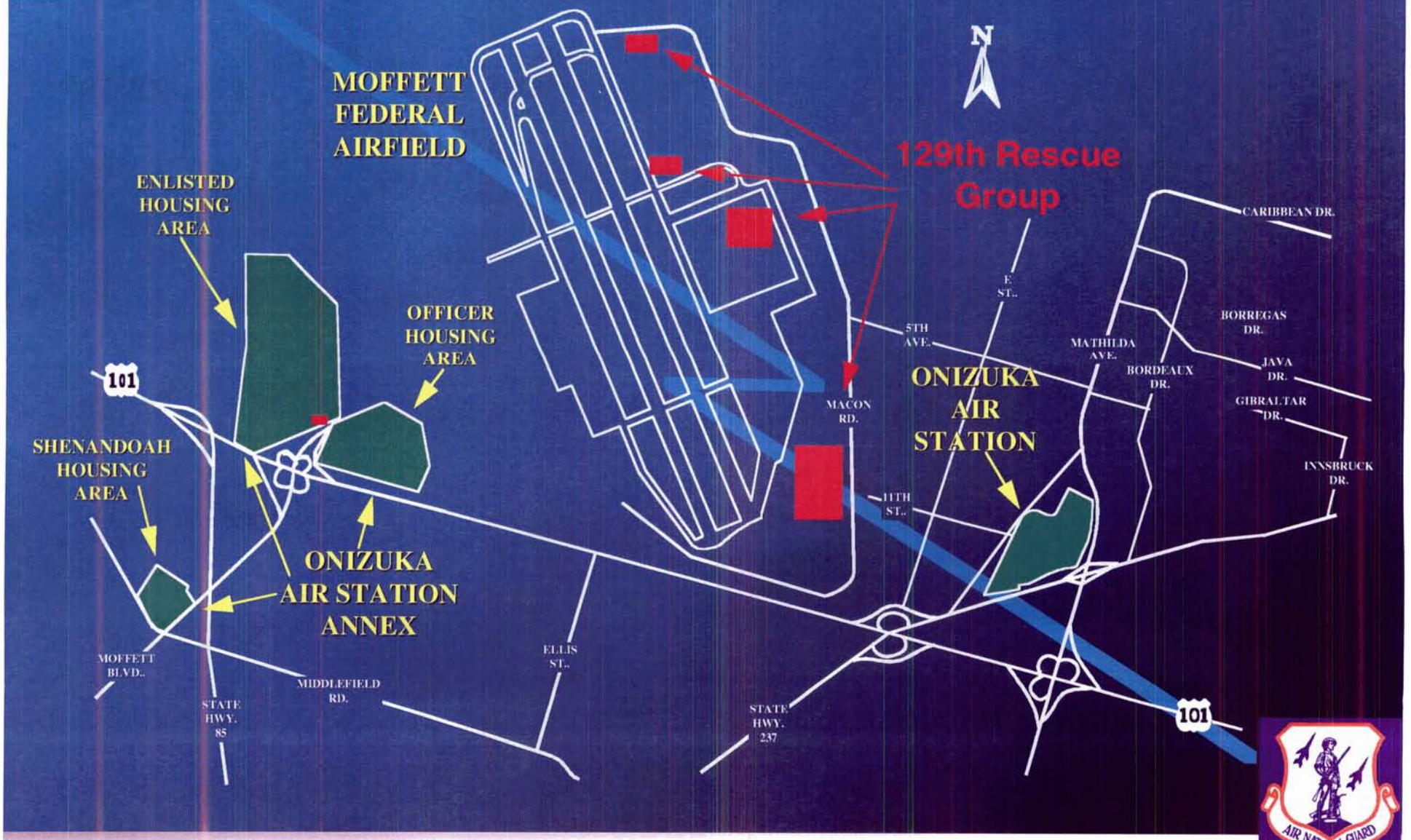
129th Rescue Squadron

129th RQG State Contingency Support

Civil Search and Rescue Elements



Moffett Facilities



129TH RESCUE GROUP

HH-60G Pavehawk

AIR NATIONAL GUARD

129TH RESCUE GROUP

HC-130 Combat Shadow Tanker

AIR NATIONAL GUARD

129TH RESCUE GROUP

AIR NATIONAL GUARD

129th Rescue Group Demographics

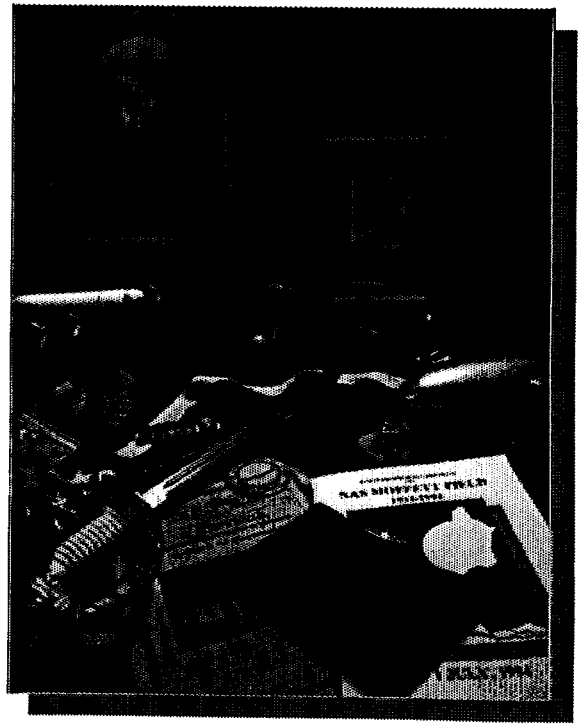
	Auth/Assign
Active Duty Members	90/90
Air Technicians	158/148
Temporary Air Technicians	/10
Traditional Guardsmen	539/468
Others	64/62
Annual Direct Economic Impact	$27M

129th RQG Budget

✧Air Technicians	8.700M
✧Active Duty (AGR)	3.200M
✧State Civil Service	.300M
✧Other Full-time Personnel	1.900M
✧Traditional ANG Pay & Allowance	6.300M
✧Supplies and Equipment	1.600M
✧NASA Share Cost	.600M
✧Other Support Services	.400M
✧Aircraft Fuel	1.060M
✧Training Support	.590M
✧Facilities O&M	.400M
✧Depot Level Repairables	1.600M

Moffett Field Complex

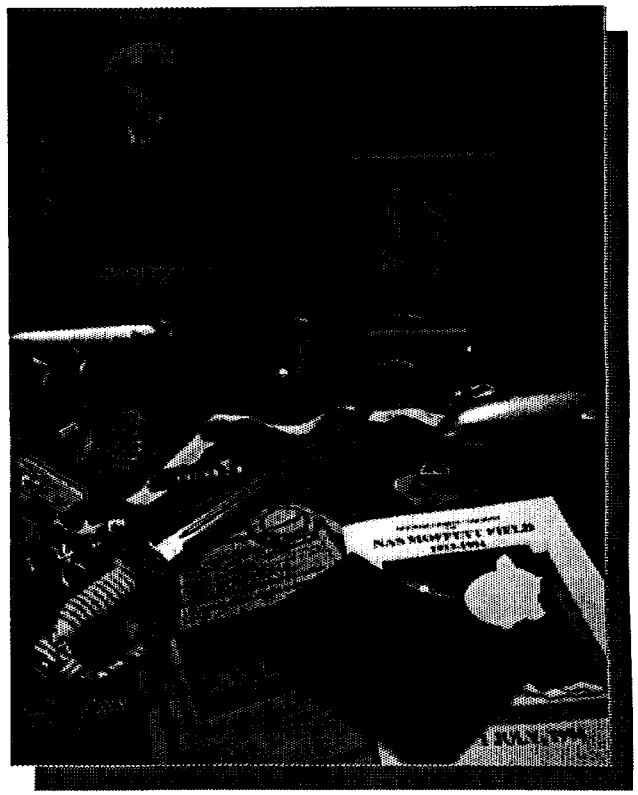
Community Presentation to Commissioners Cox & Cornella and BRAC 95 Staff



Briefing Outline

- Introduction

- Moffett Field Complex
- Air Force Recommendations
- Onizuka Air Station
  - National Security
  - Military Value
  - COBRA Analysis
  - Alternative Proposal
- 129th Rescue Group (RQG)
  - Military Value
  - COBRA Analysis
  - National Security
- Summary and Conclusions

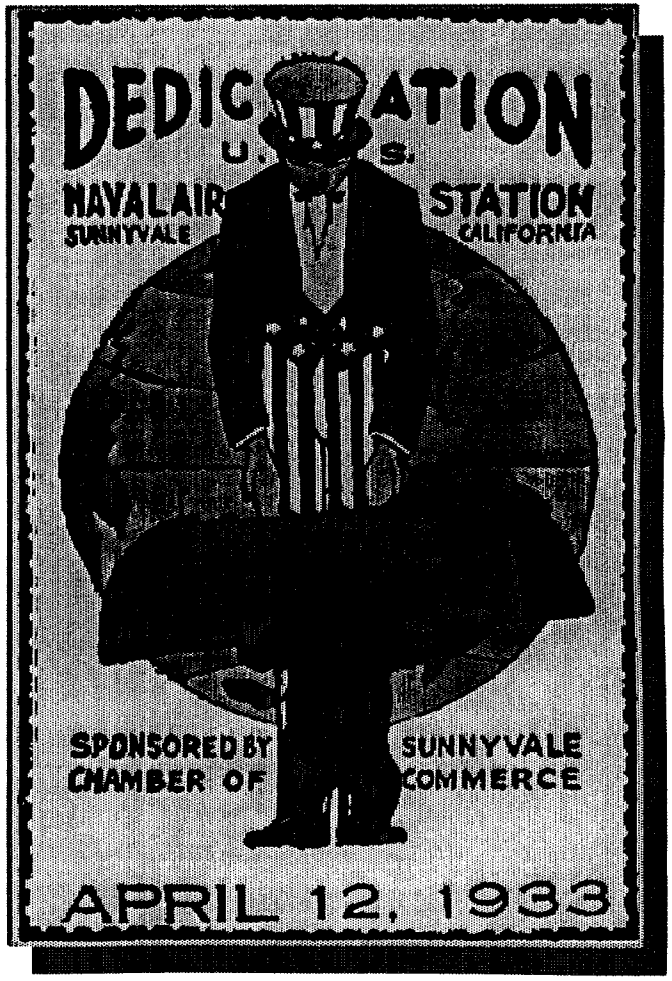


Briefing Panelists

Panelist	Title
Honorable Dianne McKenna	Member, Board of Supervisors, Santa Clara County
Honorable Anna Eshoo	Member of Congress (D–14–CA)
Honorable Barbara Waldman	Mayor of Sunnyvale
Honorable Patricia Figueroa	Mayor of Mountain View
Mr. John McMahon	Former Deputy Director, CIA
Mr. Tapan Munroe	Chief Economist, Pacific, Gas & Electric
Mr. Lee Grissom	Director of Planning & Research, Officer of the Governor

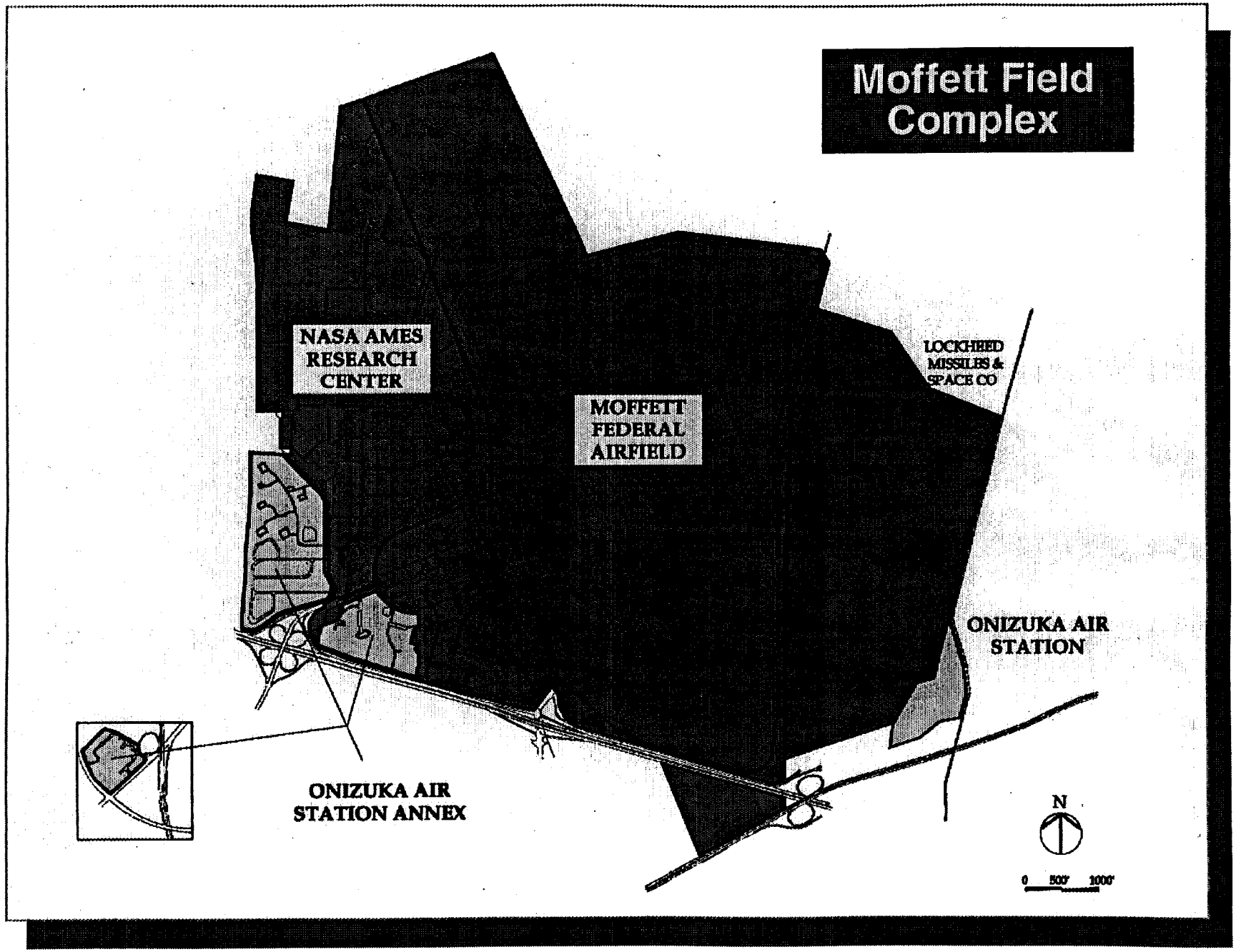
Briefing Outline

- Introduction
- Moffett Field Complex
- Air Force Recommendations
- Onizuka Air Station
  - National Security
  - Military Value
  - COBRA Analysis
  - Alternative Proposal
- 129th Rescue Group (RQG)
  - Military Value
  - COBRA Analysis
  - National Security
- Summary and Conclusions



Moffett Field Complex

Center of America's Aerospace Industrial Base


Moffett Field Complex
NASA AMES RESEARCH CENTER
MOFFETT FEDERAL AIRFIELD
LOCKHEED MISSILES & SPACE CO
ONIZUKA AIR STATION
ONIZUKA AIR STATION ANNEX
N
0 500' 1000'

Moffett Field Complex

- Moffett Federal Airfield
- Onizuka Air Station
- NASA Ames Research Center
- Aerospace and High Technology Industries
- Bay Area Universities

SiliconGraphics
Computer Systems

LOCKHEED MARTIN

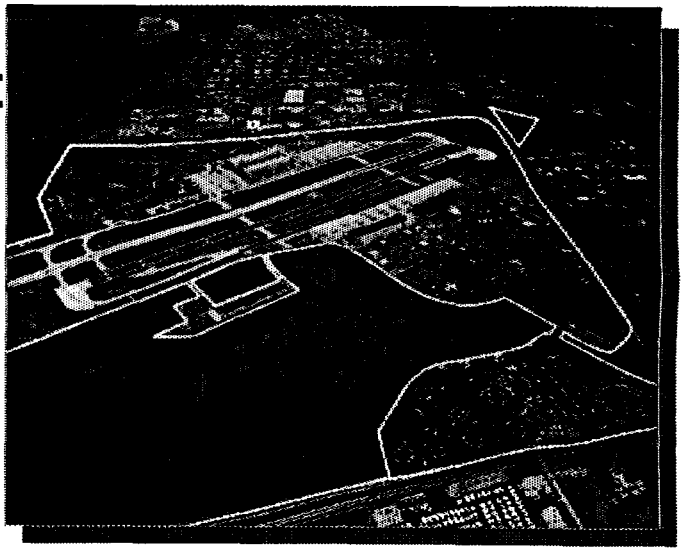
ONIZUKA AIR STATION

NASA

Moffett Field Complex

Moffett Federal Airfield

- Approximately 1,500 acres
- 3.5 million square feet of facilities
- Two runways of 9,200 and 8,100 feet capable of accommodating the largest military transport aircraft
- All–weather capability / controlled airfield
- 129th Rescue Group (RQG) – CANG
  - Key aviation tenant at the airfield
  - Air Guard Search & Rescue Mission
  - Provides manpower for the Moffett Federal Airfield's Crash, Fire and Rescue; and Air Traffic Control operations



Moffett Field Complex

Onizuka Air Station

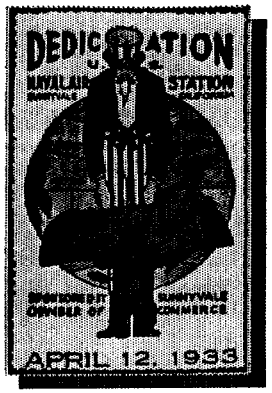
- Air Force Space Command (750th Space Group): Satellite Command and Control Network
- Space & Missile Systems Center (Detachment 2): Research, Development, Test & Evaluation of Pre–Operational Spacecraft
- Classified Tenants

Moffett Field Complex

NASA Ames Research Center

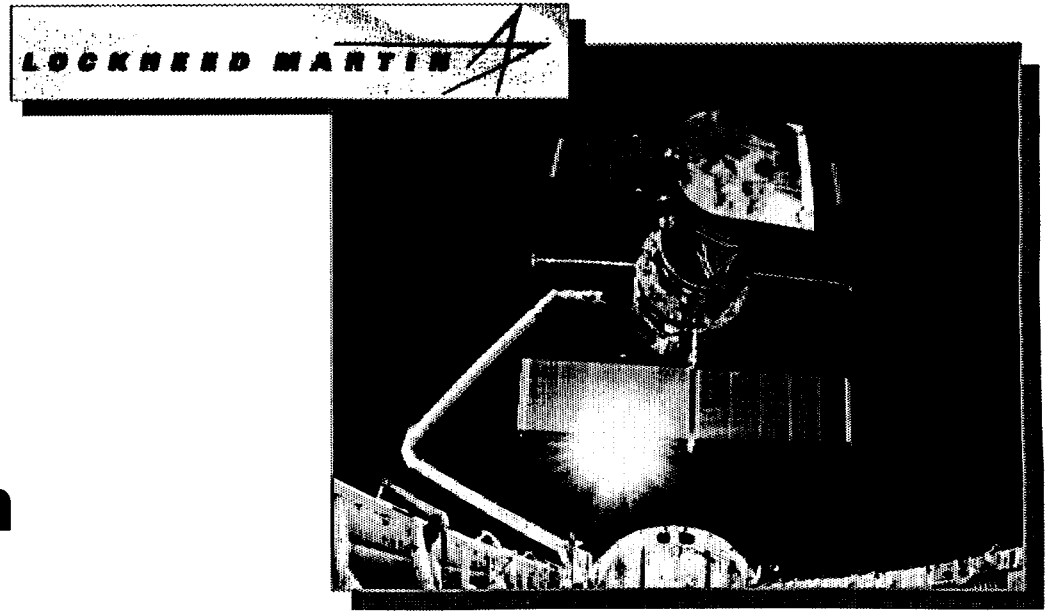
- Center for National Rotorcraft and Powered – Lift Flight Research
- Research Center for Aeronautics, Space, Life and Earth Sciences
- Custodian of Moffett Federal Airfield

Moffett Field Complex



Aerospace and High Technology Industries

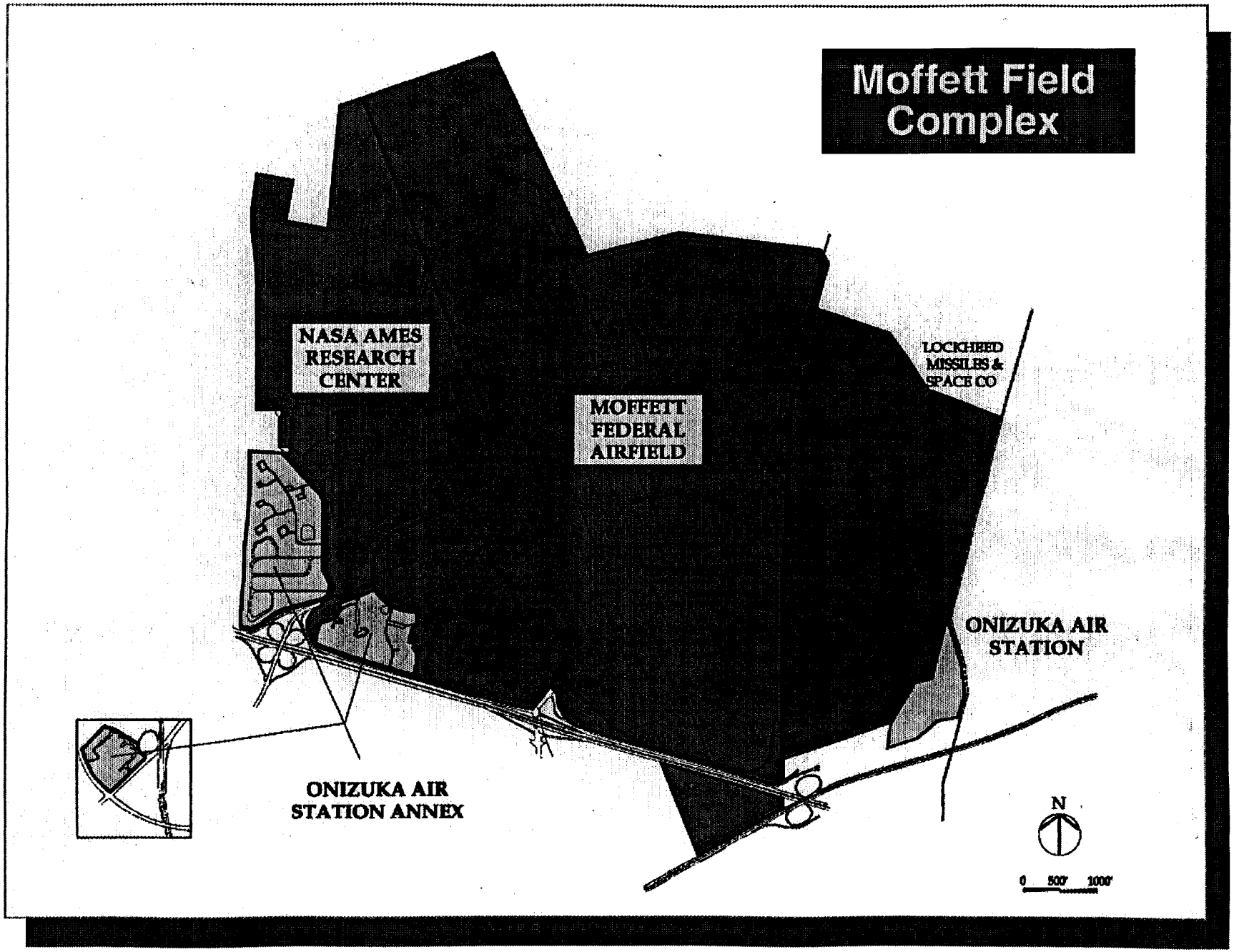
- Lockheed Missiles & Space Company
- TRW
- Loral
- Silicon Graphics
- Trimble Navigation



Moffett Field Complex

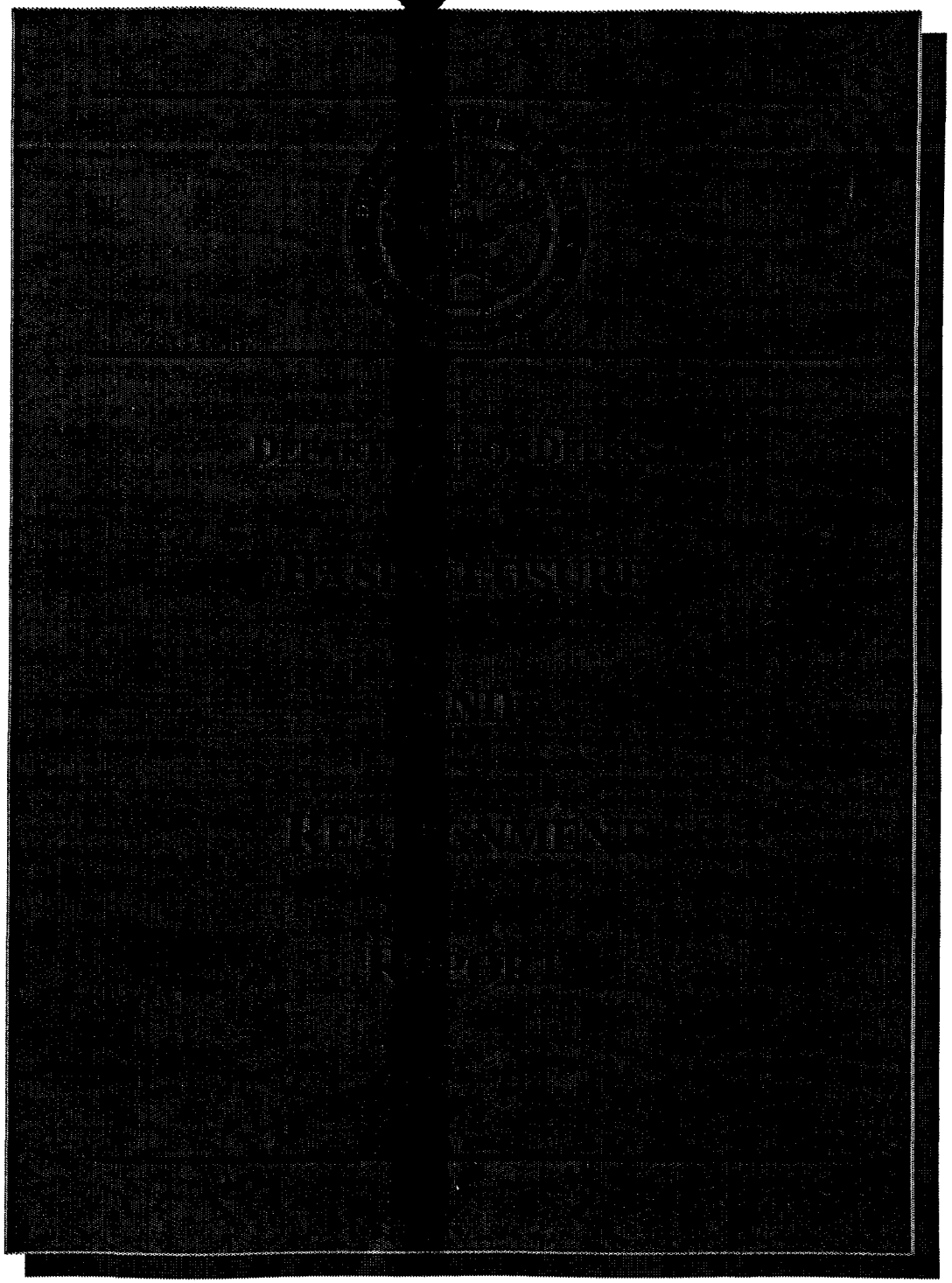
Bay Area Universities

- Close proximity
- Direct contribution to educational and professional development of engineers / scientists; and conduct of research initiatives, etc.
- Stanford, U.C. Berkeley, San Jose State, Santa Clara, etc.


Moffett Field Complex
NASA AMES RESEARCH CENTER
MOFFETT FEDERAL AIRFIELD
LOCKHEED MISSILES & SPACE CO
ONIZUKA AIR STATION
ONIZUKA AIR STATION ANNEX
N
0 500' 1000'

Briefing Outline

- Introduction
- Moffett Field Complex
- Air Force Recommendations
- Onizuka Air Station
  - National Security
  - Military Value
  - COBRA Analysis
  - Alternative Proposal
- 129th Rescue Group (RQG)
  - Military Value
  - COBRA Analysis
  - National Security
- Summary and Conclusions



Air Force Recommendations

Onizuka Air Station (OAS)

- Recommendations
  - Realign OAS
  - Inactivate the 750th Space Group
  - Relocate 750th functions to Falcon AFB
  - All activities and facilities associated with the 750th will close (family housing/clinic)
  - Detachment 2, Space and Missiles Systems Center will relocate to Falcon AFB
- Justification
  - Single Node versus Dual Node
  - OAS ranked lower in Military Value than Falcon AFB
  - Significantly higher closure costs at Falcon AFB
- Return On Investment
  - Estimated one – time cost to implement: $124.2 million
  - ROI: Expected in eight (8) years

Onizuka Air Station

- National Security Implications
- Military Value Analysis
- Flawed Air Force Analysis
- Alternative Realignment Proposal

Air Force Recommendations

Moffett Federal Airfield Air Guard Station

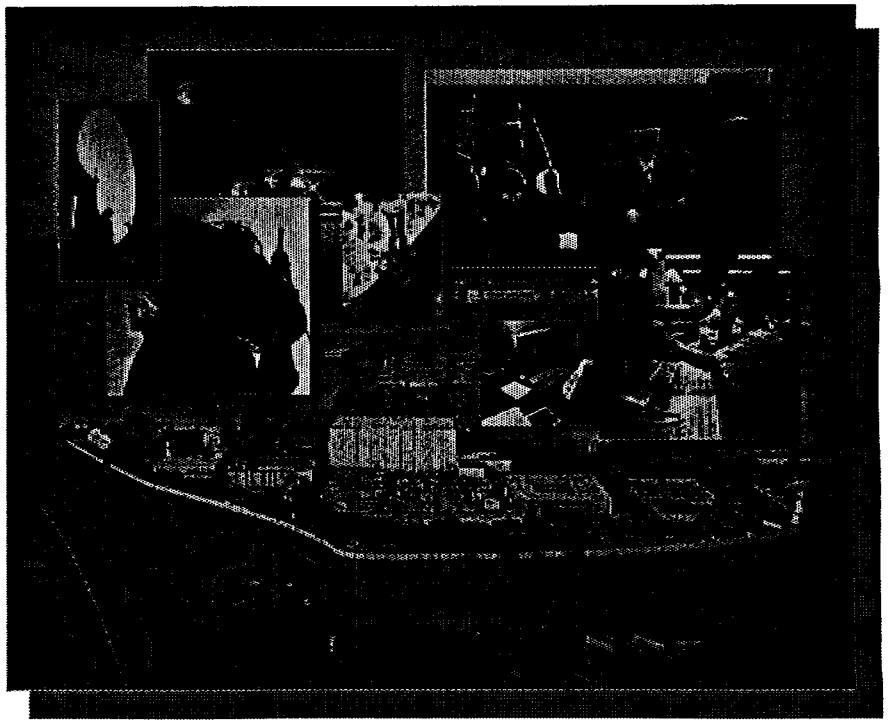
- Recommendation
  - Close Moffett Federal Airfield Air Guard Station
  - Relocate 129th RQG and associated aircraft to McClellan AFB
- Justification
  - Costs to the Air National Guard for Moffett Federal Airfield operations have risen significantly
  - Costs can be avoided if unit moved to an active duty airfield
- Return on Investment
  - Estimated one – time cost to implement: $15.2 million
  - ROI: Expected in four (4) years

129th Rescue Group (RQG)

- Military Value Analysis
- COBRA Analysis
- Recommended Course of Action

Briefing Outline

- Introduction
- Moffett Field Complex
- Air Force Recommendations
- Onizuka Air Station
  - National Security
  - Military Value
  - COBRA Analysis
  - Alternative Proposal
- 129th Rescue Group (RQG)
  - Military Value
  - COBRA Analysis
  - National Security
- Summary and Conclusions



Onizuka Air Station

♦ National Security Implications

- ♦ Military Value Analysis
- ♦ Flawed Air Force Analysis
- ♦ Alternative Realignment Proposal

Onizuka Air Station

National Security Implications / Operational Requirements

- Redundancy (Dual Node vs. Single Node)
  - Mission Objective
  - Mission Requirements
  - Security Requirements
  - External / Environmental Threats
  - Need for Back–up
  - Air Force Policy Directive
- Excess Capacity
  - Space Command Analysis
  - OAS Satellite Control Capacity
  - Expansion Capability

Onizuka Air Station

- **Redundancy (Dual Node vs. Single Node)**
  - **Mission:**

    Mission objective is to provide vital support from space during peace and throughout all levels of conflict with a robust, flexible, responsible and enduring satellite control capability.

Onizuka Air Station

- Redundancy (Dual Node vs. Single Node)
  - Mission Requirements:
    - Standardized space / ground segment datalinks
    - Data processing elements
    - Interfaces
    - Support infrastructure
    - Secure communications
    - Data dissemination connectivity
    - Back–up resources to eliminate single failure points

Onizuka Air Station

- Redundancy (Dual Node vs. Single Node)
  - Security Requirements
    - Highest degree
    - Multi – Level
    - Redundancy
  - External / Environmental Threats
    - Protestors
    - Terrorists
    - Natural disasters

Onizuka Air Station

- Redundancy (Dual Node vs. Single Node)
  - Back – Up Required
    - Critical national assets
    - Continuous / Uninterrupted control capability
  - Air Force Policy Directive
    - January 30, 1995
    - Back – up satellite control capability
    - Geographical separation required

Onizuka Air Station

National Security Implications / Operational Requirements

- Redundancy (Dual Node vs. Single Node)
- Excess Capacity
  - Space Command Analysis
  - OAS Satellite Control Capacity
  - Expansion Capablility

Onizuka Air Station

- Excess Capacity
  - Space Command Analysis
    - No runway
    - Limited mission area
  - Satellite Control Capacity
    - Core operations
    - Mission volume
  - Expansion Capability
    - Relationship with Moffett Federal Airfield
    - Controlled / Secure Airfield
    - Suitable area for low cost expansion

Onizuka Air Station

- National Security Implications
- Military Value Analysis
- Flawed Air Force Analysis
- Alternative Realignment Proposal

Onizuka Air Station

Military Value Analysis

- Unauditable Due To Secret Ballot By BCEG
- Air Force Relied On "Military Judgment"
- Undocumented Approach Put Falcon In Tier I and Onizuka in Tier III
- GAO Faulted This Approach
- Makes Commission's Independent Assessment Difficult
- Commission's Independent and Thorough Review Is Crucial

Onizuka Air Station

Military Value Analysis – Satellite Control Operations

- **Mission Capacity (Future Mission Projection)**
  - **Unidentified 75% Reduction In Future Missions**
  - **No Reason To Assume Reduction Based On Current Total Capacity**
  - **Were Tenant Activities The Source Of This Reduction?**

Onizuka Air Station

Military Value Analysis – Satellite Control Operations

- Mission Capacity (Core Mission Capable)
  - Onizuka has 23 CPUs of data processing power, Falcon has 13 CPUs
  - Onizuka has 36 satellite control points, Falcon has 21 control points
  - Onizuka has 100% of bandwidth capability benchmark, Falcon has 30%
- Onizuka clearly superior on relevant mission capacity scoring subelements
- Realigning to Falcon AFB which does not have Core Capacity

Onizuka Air Station

Military Value Analysis – Facilities and Infrastructure

- Mission Capacity (Unique Facilities)
  - Air Force Questionnaire Lists None
  - Onizuka Has Several Unique Facilities Including:
    - Data Link Terminal
    - Camp Parks Calibration Facility
    - Communication Connectivity
    - DSCS Heavy Terminal
    - Classified Programs
    - Space Ops Center 37 (Test Support)

Onizuka Air Station

Military Value Analysis – Facilities and Infrastructure

- On–Base Housing
  - Onizuka Annex has Moffett Housing Area
  - Falcon Has No On – Base Housing
  - Falcon Received (Green –) and Onizuka Received (Yellow +)
  - Scoring Is Flawed

Onizuka Air Station

Military Value Analysis – Facilities and Infrastructure

- **Air Quality**
  - **Weighted 40% (Highest In Subcategory)**
    - **Not Relevant – No Flight Operations**
    - **No Impact On Satellite Control**
  - **Onizuka Scored Red on "Restrictions Element", Although No Operational Impact**

Onizuka Air Station

Military Value Analysis

- Summary
  - Onizuka Now Handles Majority of Contacts
  - 750th Synergy With Tenants
  - Current Location Permits Critical Contractor Support
    - Expertise In Communications, Computing Systems Space Vehicles (Satellites and Boosters)

Onizuka Air Station

- National Security Implications
- Military Value Analysis
- Flawed Air Force Analysis
- Alternative Realignment Proposal

Onizuka Air Station

Flawed Air Force Analysis

- Air Force Violated DoD BRAC Guidance From Start of Process
  - Air Force Report
  - Hearing Transcript
- Subjective Nature of Decision Process
- Documentation Too Limited for GAO to Substantiate
- Evidence from GAO Supports Conclusion That Rating Was Arbitrary

Onizuka Air Station

Flawed Air Force Analysis

- Air Force Savings Shifted As Costs To Other Federal Agencies
- GAO Recommendation to Commission
  - Have DoD Identify Closure and Realignment Costs / Savings That Affect Other Federal Agencies

Onizuka Air Station

Flawed Air Force Analysis

- Air Force COBRA Analysis
  - Exaggerated prediction of $10 million RPMA / BOS savings out of $14 million current level, even though base stays open
  - RPMA savings estimate is 100% of costs
  - Inclusion of unrelated National Test Facility included in cost of closing Falcon – approximately 35% of cost
  - Early consideration of these costs biased closure analysis against Onizuka

Onizuka Air Station

Flawed Air Force Analysis

- Air Force COBRA Analysis
  - COBRA figures revised at least 5 times
    - Each new estimate increasingly justified realignment
  - Cost of realignment dropped from $290.6 million to $124 million in three months

Onizuka Air Station

Flawed Air Force Analysis

- Air Force COBRA Analysis / Military Construction
  - Cost of moving tenants is mission although 750th realignment will cause movement of tenants
  - Full cost of closure is at least $250 million
  - Payback would be close to 20 years

Onizuka Air Station

Flawed Air Force Analysis

- Air Force COBRA Analysis / Infrastructure
  - Falcon does not have capability to handle all core operations
  - No Consideration Of "Switch" and related equipment costs required at Falcon
    - Cost = approximately $100 million

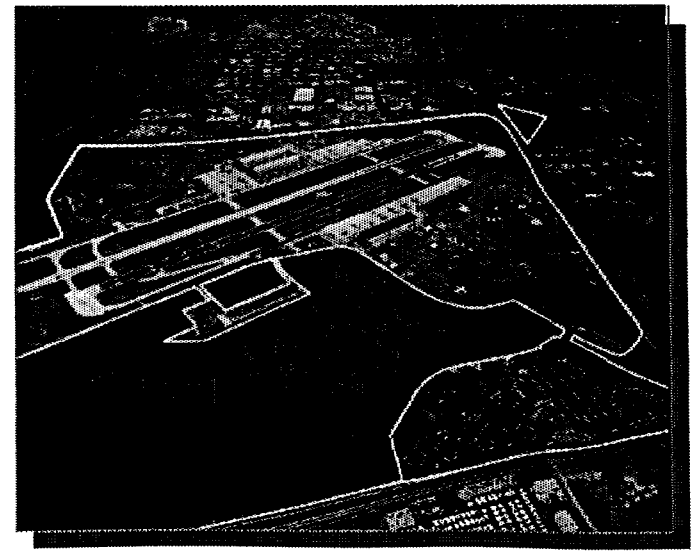
Onizuka Air Station

- National Security Implications
- Military Value Analysis
- Flawed Air Force Analysis
- Alternative Realignment Proposal

Onizuka Air Station

Alternative Realignment Proposal

- Realign to Moffett Federal Airfield Not Falcon AFB
- Commercial Utilization of Available Capacity
- Integrity of Moffett Complex



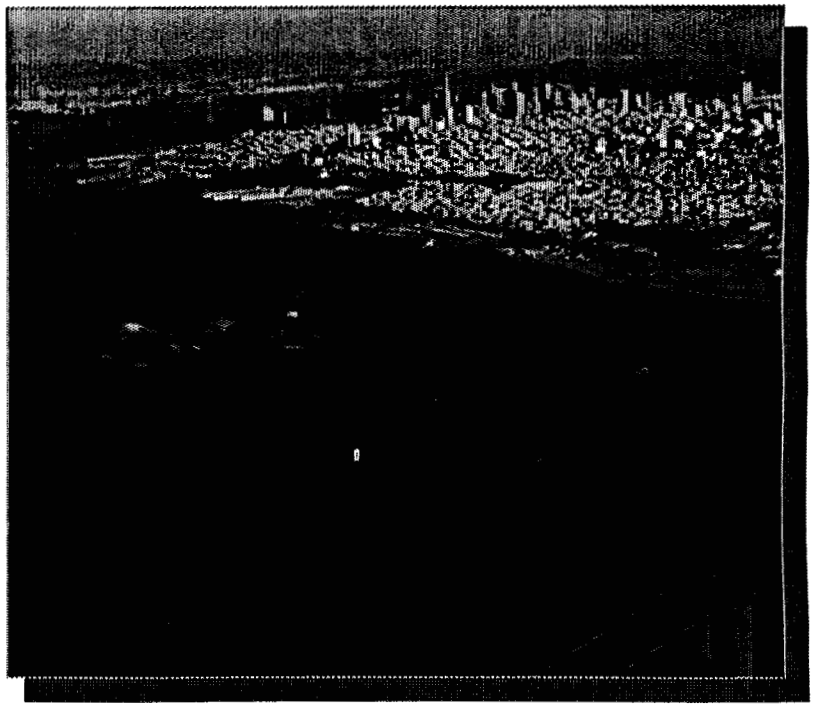
Onizuka Air Station

Alternative Realignment Proposal

- Realign To Moffett Federal Airfield
  - Available Space/Mission Expansion
  - Significant Cost Savings (MILCON, Moving, Leases, Training, etc.)
  - Preserves Redundancy
- Commercial Utilization of Available Capacity
  - "Network of Choice"
  - Commercial Joint Ventures
- Integrity of Moffett Field Complex
  - Irreplaceable Resource
  - Significant National Asset
  - Cornerstone of America's Space Industrial Base

Briefing Outline

- Introduction
- Moffett Field Complex
- Air Force Recommendations
- Onizuka Air Station
  - National Security
  - Military Value
  - COBRA Analysis
  - Alternative Proposal
- 129th Rescue Group (ROG)
  - Military Value
  - COBRA Analysis
  - National Security
- Summary and Conclusions



129th Rescue Group (RQG)

- Military Value Analysis
- COBRA Analysis
- Recommended Course of Action

129th Rescue Group (RQG)

Air Force Military Value Analysis

- No Evidence of Completed Military Value Analysis Prior To Air Force Recommendation
- No Improvement In Military Value Claimed
- Military Value Improvement Should Be Test Of Closure / Realignment per OSD Guidance
- Move to McClellan Reduces Space By 220,000 Square Feet
- Current Moffett Facilities Are 1980's Vintage, McClellan Facilities 1950's Vintage

129th Rescue Group (RQG)

Air Force Military Value Analysis

- Fails Military Value Test
- McClellan Operates Airfield 2 Hours Less Per Day Than Moffett
- Typically More Ground Fog (Thule Fog) At McClellan
- Both Reduce Military Value Of McClellan To 129th

129th Rescue Group (RQG)

- Military Value Analysis
- COBRA Analysis
- Recommended Course of Action

129th Rescue Group (RQG)

Air Force COBRA Analysis / MILCON

- Original Site Survey Estimated $20M MILCON at McClellan
- Base Closure Executive Group Arbitrarily Eliminated Several Facilities:
  - Flying Squadron Operations: –$6.4M
  - Unit Supply Facility: –$2.8M
  - Trade for Buildings 877/878: –$1.4M
- Post – BRAC Survey Recently Completed (Not Released)

129th Rescue Group (RQG)

Air Force COBRA Analysis / Reimbursement

- Savings Of $4.75M Annually Claimed For Move; However,
- Moffett Fully Reimburses Cost Of 129th RQG (i.e. Security, Fire, Crash Rescue, Air Traffic Control, Maintenance Services, etc.)
- Cost Differential Needs To Exceed $8 Million To Generated Claimed Savings

129th Rescue Group (RQG)

Air Force COBRA Analysis / Labor Costs

- Basis For Savings – Elimination of 19 Jobs; However,
- CANG Reimbursed For 59 Jobs By Moffett Tenants
- 40 Equivalent Positions At McClellan Will Not Be Reimbursed – Labor Costs For 129th Increase By $2.2 Million

129th Rescue Group (RQG)

Air Force COBRA Analysis / McClellan Move Summary

Estimated MILCON	$20.0 Million
Lost Reimbursed Personnel	$2.2 Million/year
Other Lost Reimbursements	$5.25 Million/year

129th Rescue Group (RQG)

- Military Value Analysis
- COBRA Analysis
- Recommended Course of Action

129th Rescue Group (RQG)

Recommended Course Of Action

- Retain In Place
- National Guard Bureau Commitment
- Cost Impact
- Security Considerations / Contractor Needs
- Domino Effect
- Mission Expansion
- Commander– In –Chief's Preference

129th Rescue Group (RQG)

Recommended Course Of Action

- **Retain In Place**
  - Save Operations / MILCON Costs
  - Improve Military Value
  - 1993 Guard Bureau Long – Term Commitment To Moffett Complex
  - 1993 BRAC Commission Ordered Additional Reserve Aviation Assets to Moffett
- **National Guard Bureau Commitment**
  - Guard Was Key Member of Concept Team
  - Agreed To Become Anchor Tenant / MOU Commitment in 1993
  - Shares In Costs
  - Long – Term Tenancy

129th Rescue Group (RQG)

Recommended Course Of Action

- **Cost Impact**
  - Accept GAO Recommendation To Include Cost Impact On Federal Agencies
  - 129th Movement Will Not Reduce Cost of Moffett Federal Airfield Operations to Federal Government
- **Security Considerations / Contractor Needs**
  - Original Justification For 129th's Position As Anchor Was Need To Have Controlled Airfield To Support NASA Ames; Reserves (Army, Navy, Air Force); Lockheed; TRW; and Other National Security Contractors
  - Secured / Controlled Airfield Is Still A Key Requirement

129th Rescue Group (RQG)

Recommended Course Of Action

- **Domino Effect**
  - Loss of Controlled Airfield Will Impair Functioning of NASA Ames and Contractors
  - Will Result In The Loss of High Tech Industrial Base Capacity
  - Causes Unraveling of a National Asset
- **Mission Expansion**
  - 600 Acres Available For Expansion
  - Area Available For 129th and Onizuka Air Station for Future Expanded Missions
  - Economical Option For Both Units

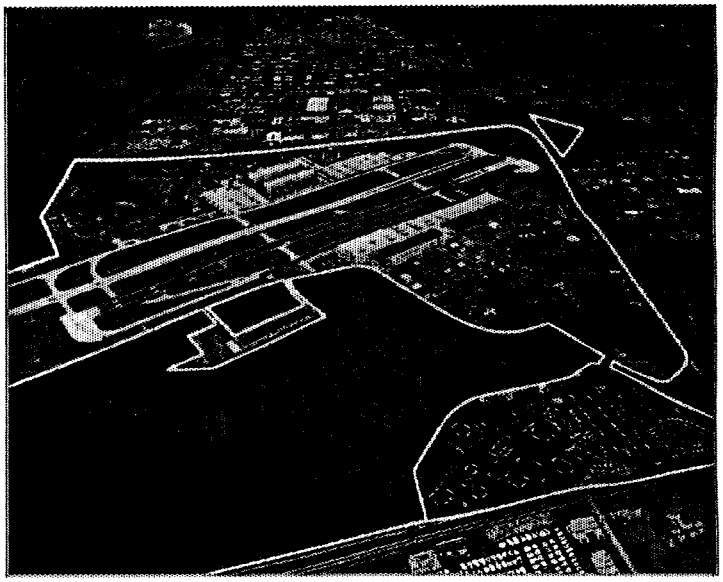
129th Rescue Group (RQG)

Recommended Course Of Action

- Commander– in –Chief's Preference
  - As Commander– in –Chief of the CANG, Governor Supports Retention of 129th at Moffett
  - Supports Military Value Argument to Stay at Moffett

Briefing Outline

- Introduction
- Moffett Field Complex
- Air Force Recommendations
- Onizuka Air Station
  - National Security
  - Military Value
  - COBRA Analysis
  - Alternative Proposal
- 129th Rescue Group (RQG)
  - Military Value
  - COBRA Analysis
  - National Security
- Summary and Conclusions



Summary

Onizuka Air Station (OAS)

- National Security Considerations
  - Redundancy (Requirement for Dual Nodes)
  - Unique Capabilities
  - Available Capacity (Commercial Utilization)

Summary

Onizuka Air Station (OAS)

- Flawed Air Force BRAC Analysis
  - Single Node Is Not Strategically Prudent
  - Satellite Control Operations / Mission Capacity
  - Facilities Availability and Condition
  - Contingency, Mobility, and Deployment Requirements
  - Cost and Manpower Implications / Return on Investment
  - Community Consideration
  - Classified Mission Evaluation
  - Scored All Eight Criteria Equally
  - Secret Ballot Approach
  - Air Force Can't Have It Both Ways

Summary

Onizuka Air Station (OAS)

- Alternative Realignment Proposal
  - Realign to Moffett Not Falcon AFB
  - Maintains Dual Node Redundancy
  - Continued Contractor Support
  - Leased Space Savings
  - MILCON Savings
  - Savings On Movings Costs

Summary

129th Rescue Group

- Not a BRAC Issue
  - BRAC Law
  - ANG Action
- Flawed BRAC Analysis
  - No Military Value Audit Trail
  - Unknown Relocation Costs – Being Studied
- Other Considerations
  - Retain in Place: Overall Cost Savings
  - No Mission Degradation

Recommendation

Adopt Onizuka Air Station Realignment Alternative

- Realization of Cost Savings
  - $125 Million For One – Time Cost For Moving To Falcon
  - Unknown Additional Costs (perhaps $125 million) For Movement of Tenants
- Redundancy Requirements
- Mission Expandability
- Maintain Integrity of Moffett Complex

Recommendation

Retain 129th RQG at Moffett Federal Airfield

- Realization of Cost Savings
  - $20 Million In Construction Cost At McClellan
  - $2.2 Million A Year In Personnel Reimbursements
  - $5.5 Million In Other Reimbursements
- Mission Expandability
- Maintain Integrity of Moffett Complex

Moffett Field Complex

Center of America's Aerospace Industrial Base