

EXECUTIVE OVERVIEW

The Tampa Bay - St. Petersburg - Clearwater Economic Impact Region (EIR) (Map 1) is comprised of all or part of the following counties: Desoto, Hardee, Hardee, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk and Sarasota. With 3.5 million people, it is the largest Florida metropolitan area and the second largest in the southeastern United States. These counties are represented by six Congressional Districts.

The citizens of the six surrounding Congressional Districts, their elected officials and the State of Florida recognize the military and economic values, and the social and geographic impacts of MacDill AFB.

The information provided in this briefing document is intended for use by the BASE CLOSURE and REALIGNMENT COMMISSION (BRAC) members and their staff and will highlight the eight criteria used in making 1995 BRAC decisions. Highlighted are critical areas used as baselines in the assignment of new missions/roles and which offer further evidence in the viability and vitality of MacDill as a base with exceptional facilities in place that can support any Department of Defense flying missions now and into the 21st century.

MacDill AFB is unique among DoD installations. It is the only installation that is home to two JOINT COMMANDS (with National Command Authority-directed missions), the Joint Communication Support Element (JCSE) and the Joint Intelligence Center (JIC).

MacDill has the infrastructure in place to support numerous Department of Defense missions.

- MacDill's 11,241 x 500 foot runway and over 210 acres of ramp space will accommodate any and all type DoD aircraft.
- Tampa's deep water port is connected to fuel storage tanks at MacDill with over 14 million gallons storage capacity, feeding up to 27 hydrants, at 60 gallons per minute, with hot pit capability.
- MacDill's Air-to-Air and Ground-to-Air Tactical Ranges provides for excellent training support and/or "Snowbird" operations.
- MacDill's Command, Control, Communications, and Intelligence networks support two major joint commands and still has the capacity for additional forces requiring an uninterrupted system.

THESE ASSETS ALLOW FOR THE BASING OF ANY AND ALL DoD FLYING ASSETS and/or USE AS A MAJOR STAGING BASE FOR JOINT OPERATIONS.

The recommendations that will be made during the 1995 BRAC process are critical to our country's defense efforts. In a time where we must ensure that our dollars are spent wisely and effectively, MacDill offers DoD and the Air Force the opportunity to maximize their investment required at MacDill AFB to support:

- U.S. CENTRAL COMMAND (USCENTCOM)
- U.S. SPECIAL OPERATIONS COMMAND (USSOCOM)
- JOINT COMMUNICATION SUPPORT ELEMENT (JCSE)
- JOINT INTELLIGENCE CENTER (JIC)

THIS CAN BE DONE SIMPLY BY:

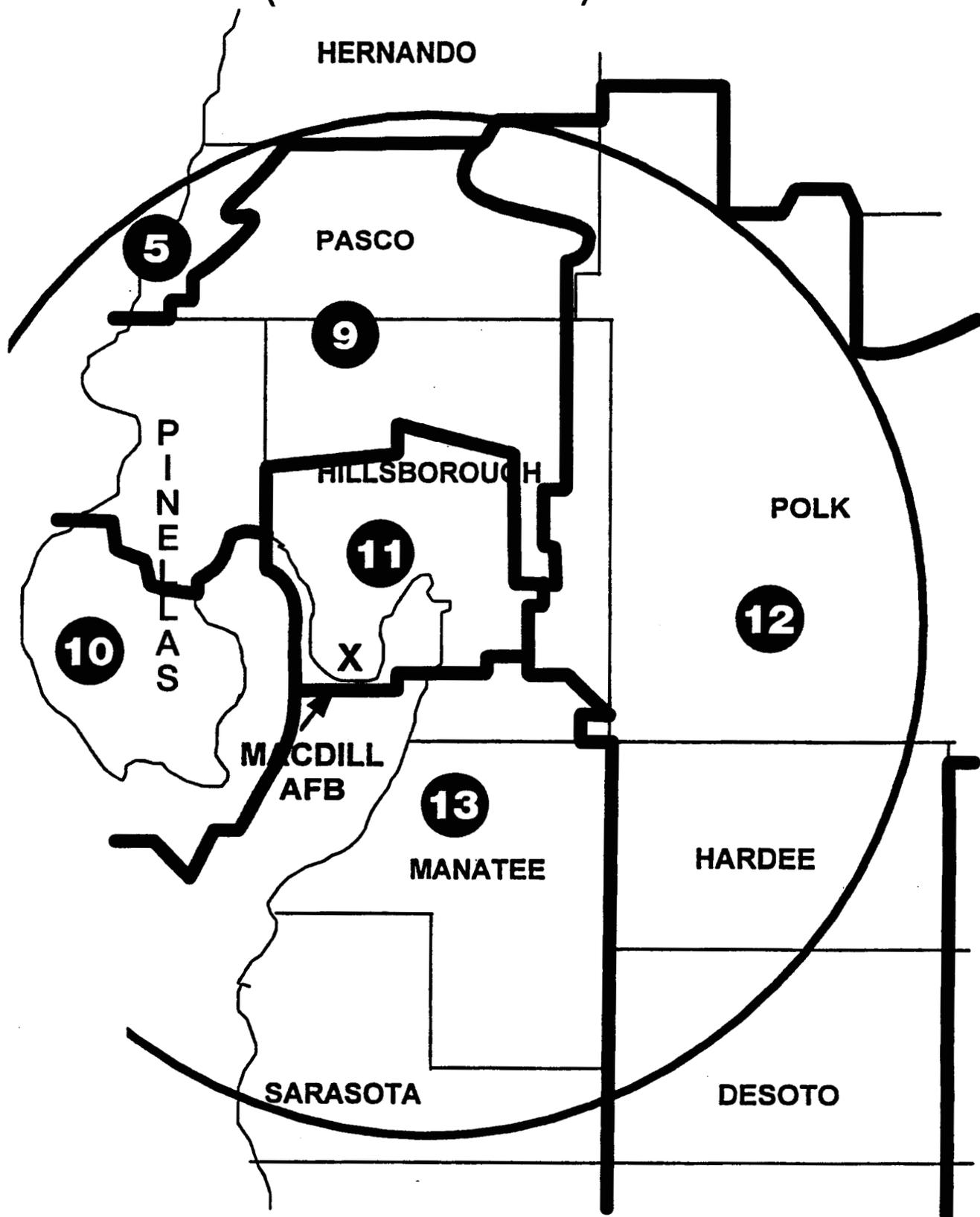
- **UTILIZING THE EXCELLENT INFRASTRUCTURE AND TRAINING ASSETS OF THIS EXCEPTIONAL FACILITY BY ASSIGNING DoD FLYING UNITS TO MACDILL AFB.**

MacDill AFB can accommodate growth. It should be the base of choice in the Southeast most capable of immediate growth. MacDill can grow while still maintaining the quality of life that the military and the civilian community have come to expect. **Ground space, Air space, Congestion, Noise Abatement, Encroachment, Land Use, Environmental Concerns, Weather, Facilities and Force Needs** are factors that have been evaluated in detail. These factors will have **NO ADVERSE IMPACT** on flying units at MacDill AFB.

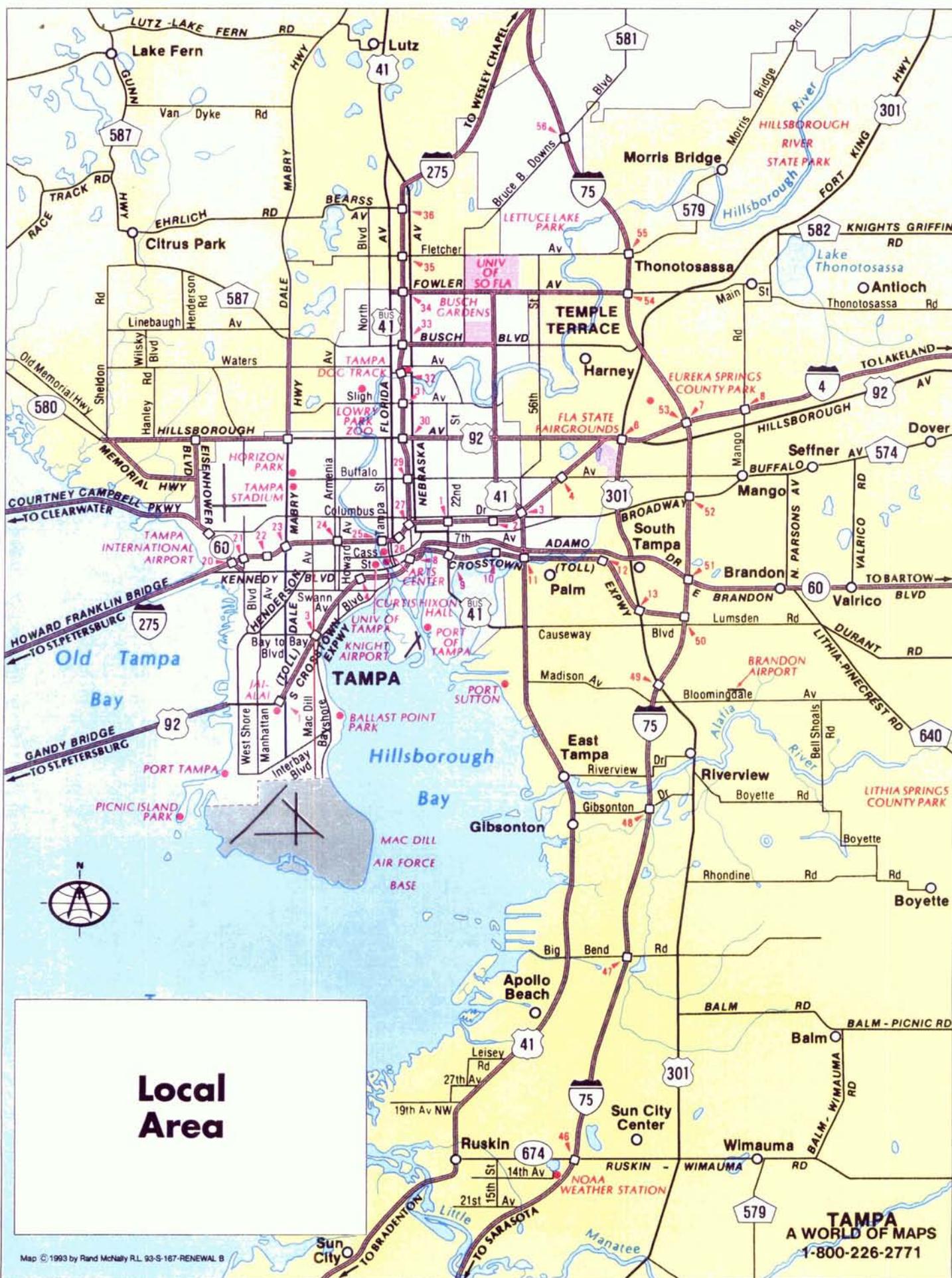
MacDill AFB has all the necessary facilities to once again become a Major Operational Base for the Air Force. You will find no better partnership than the one that has existed for over 56 years between the Military and the Citizens of the Tampa Bay Area. The citizens of this community urge you to make sound decisions by reviewing these recommended changes which were the result of analysis of changing world order, other base closures, the threat and force structure plan, budgetary reality, as well as, the opportunity to operate more efficiently and effectively.

When you have done this, we feel you will agree and support the DoD recommendation for a **REDIRECT** at **MacDill AFB** which will maximize the cost-effectiveness of MacDill AFB.

**ECONOMIC IMPACT REGION (EIR)
SHOWING CONGRESSIONAL DISTRICTS
(50 MILE RADIUS)**



Map 1





NUS

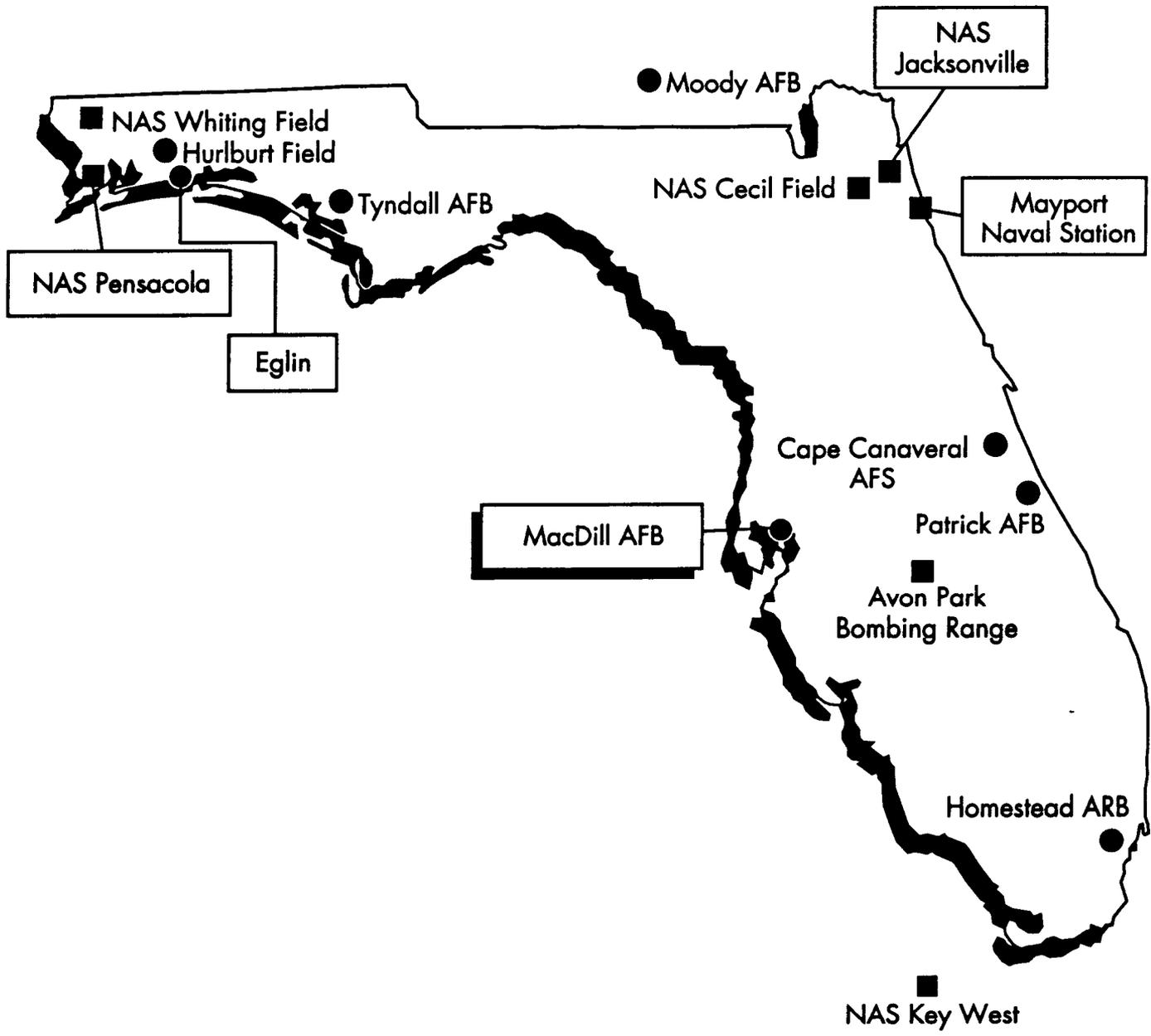
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***Military Installations with
Access to MacDill AFB Facilities***



HISTORY AND MILITARY VALUE OF MACDILL AFB

HISTORY

MacDill AFB is located on 5,621 acres in Hillsborough County, Florida. The base is approximately 8 miles south of downtown Tampa on the southern tip of the Interbay Peninsula. Hillsborough Bay borders the base on the east; Tampa Bay borders the base on the south and the west. Current land use directly north of the base is primarily commercial and residential.

Construction of an Army Air Corps base began in December 1939. The base was officially activated in April 1941. Between activation and World War II, MacDill's mission was transitional training. During World War II, MacDill trained airmen from every operational theater in B-17 and B-26 aircraft. In 1948, MacDill began training airmen on the B-29. After World War II, MacDill became an operational base of the Strategic Air Command (SAC). Between 1946 and 1960, SAC units stationed at MacDill included the 311th Reconnaissance Wing, the 307th Bombardment Wing, and the 6th Air Division. In 1951, base facilities were converted to accommodate B-47 and KC-97 operations. In September 1961, as a result of the Cuban Missile Crisis, the Headquarters of the U.S. Strike Command was activated at MacDill.

The base was transferred from SAC to the Tactical Air Command (TAC) in July 1961. Between then and 1979, MacDill served as a training and/or operational base for the MacDonald-Douglas F-4C Phantom II jet fighter, the B-57 Canberra tactical bomber, and the F-4E. In October 1979, conversion from the F-4E to the F-16 Fighting Falcon began. From that time until July 1992, MacDill's primary mission was F-16 training. The host unit during that time was the 56th Tactical Fighter Wing. In 1992, the base was transferred from TAC to Air Combat Command (ACC). On January 4, 1994, the 56th Tactical Fighter Wing was replaced as the 6th Air Base Wing with the primary mission of supporting two Joint Unified Commands.

MILITARY VALUE

MacDill AFB is unique among DoD installations. It is the only installation that is home to two JOINT UNIFIED COMMANDS (with National Command Authority-directed missions), the Joint Communication Support Element (JCSE) and the Joint Intelligence Center (JIC). A brief summary of their missions will highlight their military value to our nation's defenses.

The United States Central Command (USCENTCOM) is the administrative headquarters for U.S. military affairs in 19 countries of the Middle East, Southwest Asia and Northeast Africa including the Arabian Gulf. The command was established in 1983 as the evolutionary successor to the Rapid Deployment Joint Task Force and is responsible for a region that contains more than 70 per cent of the world's oil reserves. The mission of USCENTCOM is to support U.S. and free-world interests by: assuring access to Mideast oil resources; helping friendly regional states maintain their own security and collective defense; maintaining an effective and visible U.S. military presence in the region; deterring threats by hostile regional states and by projecting U.S. military force into the region if necessary.

The second of the two commands, the United States Special Operations Command (USSOCOM), was established in 1987 to provide unified command and control for all Special Operations Forces (SOF) and to prepare these forces to carry out assigned missions worldwide. The command's mission is to prepare Special Operations Forces to conduct successful worldwide special operations, civil affairs, and psychological operations in peace and war. USSOCOM's components include the Army Special Operations Command, Air Force Special Operations Command, Naval Special Warfare Command, and Joint Special Operations Command. Additionally, the John F. Kennedy Special Warfare Center and School, U.S. Air Force Special Operations School, and Naval Special Warfare Center are assigned to USSOCOM.

The JOINT COMMUNICATION SUPPORT ELEMENT'S (JCSE) primary mission is to provide simultaneous communications for two Joint Task Force Headquarters, two Joint Special Operations Task Force Headquarters, and smaller communication packages for worldwide crisis, contingency, and wartime operations. JCSE also provides communications support to the Chairman, Joint

Chiefs of Staff and directed communication support to other U.S. entities and foreign governments. Over the past five years JCSE has participated in twenty-eight joint readiness and contingency operations annually.

The JOINT INTELLIGENCE CENTER (JIC) has recently been established at MacDill AFB. Its mission is to provide theater intelligence activities for Unified and Specified Commanders.

MacDill AFB hosts several other units including 37th Aero Medical Unit, U.S. Customs, National Oceanic and Atmospheric Administration, U.S. Army Aviation Support Element, 209th Joint Communications Support Squadron, 610th Aeromedical Evacuation Squadron, and the 1839th Engineering Group.

As can be seen by the worldwide mission of the units stationed at MacDill AFB, it is truly unique. The responsibilities of the Joint Unified Commands become more important as the role of Special Operations Forces continue to expand. The AOR for CENTCOM remains in turmoil and will continue as an area of vital interest for the U.S. government now and into the foreseeable future.

HISTORY OF BRAC AND MACDILL AFB

In January 1990, the Secretary of Defense announced DoD's intent to study several bases for closure and requested special legislation to streamline the process. Congress responded by terminating the study and enacting the BASE CLOSURE and REALIGNMENT ACT (BC&RA/90) or PUBLIC LAW 101-5100.

Congress's intent was to create an independent commission, the BASE CLOSURE and REALIGNMENT COMMISSION (BRAC), to provide a fair process that would result in the timely closure and realignment of military installations within the United States. Three (3) commissions were approved, one in 1991, the second in 1993 and the final one under this law in 1995.

Each of the Armed Service components developed a process by which they evaluated and submitted to the Secretary of Defense their recommendations relative to this process.

In accordance with BRAC, the Air Force develops a list of bases for closure and/or realignment. The Secretary of the Air Force has formed the Base Closure Executive Group (BCEG) with the primary objective of ensuring that the Air Force process for closing and realigning bases within the United States is conducted in accordance with the law. The members of the BCEG are composed of general officers and senior civilians from the appropriate offices within the Air Staff and the Secretariat.

The BCEG reviews and considers for closure/realignment all Air Force bases in the United States that have at least 300 civilian manpower positions authorized. The bases are categorized according to mission. A substantial number of sub-elements, or measurement factors, are identified under the following eight DoD selection criteria for each category of base.

DoD BASE CLOSURE AND REALIGNMENT SELECTION CRITERIA

MILITARY VALUE (given priority consideration)

1. Current and future mission requirements and the impact of operational readiness of the Department of Defense's total force.
2. The availability and condition of land, facilities, and associated airspace at both the existing and potential receiving locations.
3. The ability to accommodate contingency, mobilization, and future total force requirements at both the existing and potential receiving locations.
4. The cost and manpower implications.

RETURN ON INVESTMENT

5. The extent and timing of potential cost and savings, including the number of years, beginning with the date of completion of closure or realignment for the savings to exceed the cost.

IMPACTS

6. The economic impact on local communities.
7. The ability of both the existing and potential receiving communities' infrastructures to support forces, missions, and personnel.
8. The environmental impact.

Extensive data are gathered to support the evaluation of each base under consideration. Whenever possible, existing data sources are used. The collection effort is started at base level. It is verified, and supplemented when required, at Major Command level. It is again verified and supplemented at Headquarters USAF. As an additional control measure, an auditor from the Air Force Audit Agency is tasked to review the Air Force process and procedures for consistency with the law and DoD policy and to ensure that the data validation process is adequate.

The BCEG identifies those closures/realignments that could achieve reasonable savings, then, the eight DoD selection criteria are considered to assure that the closure/realignment would be cost effective and consistent with the military requirements. The group's evaluation is then presented to the Chief of Staff of the Air Force and the Secretary of the Air Force for decision. The Secretary of the Air Force forwards the agreed upon recommendations to the Secretary of Defense. Upon the Secretary of Defense's acceptance, the final list is forwarded to the BRAC Commission.

1991 BRAC

The Secretary of Defense's recommendation to the 1991 BRAC as it relates to MacDill AFB was to:

- REALIGN AND PARTIALLY CLOSE MacDILL AFB
- REALIGN AIRCRAFT TO LUKE AFB
- MOVE JOINT COMMUNICATION SUPPORT ELEMENT TO CHARLESTON AFB
- CLOSE THE AIRFIELD
- REMAINDER OF MacDILL AFB TO BECOME AN ADMINISTRATIVE BASE

These recommendations were accepted by the Congress and signed into law by the President.

1993 BRAC

The Secretary of the Air Force forwarded the following recommendations to the Secretary of Defense. The Secretary of Defense's recommendation to the 1993 BRAC as it relates to MacDill AFB was to:

- KEEP JCSE AT MacDILL
- RELOCATE 482nd from HOMESTEAD AFB
- CONVERT 482nd TO KC-135 TANKERS
- TRANSFER AIRFIELD OPERATION TO AFRES

The Air Force recommends the 1991 Commission's actions be redirected as follows: The airfield would not close, but instead, the Air Force Reserves (AFRES) would operate the airfield as an austere reserve base, not open to civil use, until it can be converted into a civil airport. This would accommodate the recommended (see HOMESTEAD AFB, FLORIDA CLOSURE RECOMMENDATION) reassignment of the 482nd Fighter Wing (AFRES) from Homestead AFB to MacDill AFB and its conversion to KC-135 tankers. The Joint Communications Support Element (JCSE) will not be transferred to Charleston AFB, South Carolina, but instead, will remain at MacDill AFB. The Air Force will continue to encourage transition of the airfield to a civil airport, and if successful, both units would remain as cost sharing tenants.

1993 JUSTIFICATION:

The 1991 Commission recommended a partial closure of MacDill AFB. Its F-16 training mission has been realigned to LUKE AFB, Arizona, and the JCSE was to be realigned to Charleston AFB. Two Unified Commands, HEADQUARTERS CENTRAL COMMAND and HEADQUARTERS SPECIAL OPERATIONS COMMAND were left in place. The airfield was to close.

Several events since 1991 have made a redirection of the Commission action appropriate. The closure of Homestead AFB results in the relocation of the 482nd Fighter Wing. The best location for this unit is MacDill AFB. The National Oceanic and Atmospheric Administration (NOAA) aircraft element has relocated

from Miami International Airport. It would like to remain permanently at MacDill AFB. It has agreed to pay a fair share of the cost of airport operations. The cost of moving the JCSE to Charleston AFB was underestimated. The original 1991 realignment cost for the JCSE was \$25.6 million in MILCON. Retaining the JCSE at MacDill AFB avoids this cost.

The AFRES's temporary operation of the airfield will have reduced operating hours and services. The 1991 Commission noted a number of deficiencies at 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 using Tampa International Airport make this a practical approach. As a Reserve/NOAA airfield, use would be modest, and it would not be open to large-scale use by other military units.

1993 IMPACTS:

The Air Force will continue to encourage transition of the airfield to a civil airport, and if successful, DoD units could remain as cost sharing tenants. The environmental impact on the community infrastructure is not significant.

These recommendations were not accepted by the 1993 BRAC.

THE 1993 BRAC RECOMMENDATIONS WERE:

- The 482nd Fighter Wing return to Homestead AFB, Florida and remain a Fighter Wing.
- Retain the Joint Communication Support Element at MacDill as long as the airfield is non-DoD operated.
- Control of the airfield be turned over to the Department of COMMERCE or another Federal Agency. The BRAC's logic to retain the airfield was that MacDill would be "host to several units that require the use of an operational airfield, including the JCSE [and the two Unified Commands]."

These recommendations were accepted by the Congress and signed into law by the President.

In preparation for the 1995 BRAC, extensive discussions have been held at the Assistant Secretary level of both the Air Force and the Department of Defense concerning the 1995 BRAC process as it relates to MacDill AFB.

The following 6 points are a summation of those discussions:

1. The Air Force recognizes their responsibility to support the Joint Command's and JCSE's needs for air operations from MacDill Airfield.
2. A study conducted by Price Waterhouse for the Department of Commerce found that the adjusted cost associated with the operation of the runway at MacDill in support of stated DoD requirements was approximately \$9-9.5 million per year.
3. The Air Force also conducted a study and found the cost associated with the operation of the runway at MacDill in support of stated DoD requirements was approximately \$10 million per year.
4. Both the Air Force and Price Waterhouse studies verified the majority of the cost associated with DoD requirements was the responsibility of the Air Force. (Price-Waterhouse 85-90% and the Air Force 85-93%).
5. The Air Force study found the manpower necessary to conduct the stated requirements to be between 119 and 140 Air Force personnel. The Price Waterhouse study found the manpower necessary for a contract operation at MacDill Airfield to be approximately 120.

6. The Air Force recognizes its responsibility to provide airfield support for USCENTCOM, USSOCOM, and JSCE at MacDill Airfield. In addition, this airfield support requires the Air Force to bear over 90% of the airfield costs. Not only does it make good economic sense, but as stewards of our resources, the Air Force should maximize their investment in MacDill Airfield by:

- **Retaining Ownership of MacDill Airfield**
- **Stationing flying units at MacDill Airfield**
- **Designating MacDill as a RECEIVER location for flying assets**
- **Recommending a REDIRECT**

On February 28th, 1995 the Secretary of Defense released the following statements on MacDill AFB as part of DoD's 1995 BRAC recommendations; Bases identified by the 1993 Defense Base Closure and Realignment Commission as receiving bases were evaluated by mission category along with all other bases in the United States. As part of this review, the 1993 Commission's realignment recommendations were reevaluated against recent force structure reductions, as well as, opportunities to operate more efficiently and effectively. The Air Force recommended changes result from analysis of changing world order, other base closures, the threat and force structure plan, and budgetary reality.

Change the recommendations of the 1991 and 1993 Defense Base Closure and Realignment Commissions regarding the closure and transfer of the airfield to the Department of Commerce as follows: Redirect the retention of the MacDill AFB airfield as part of MacDill AFB. The Air Force will continue to operate the runway and its associated activities. The Department of Commerce will remain as a tenant.

Since the 1993 Commission, the Deputy Secretary of Defense and the Chairman of the Joint Chiefs of Staff have validated airfield requirements of the two Unified Commands, and the Air Force has the responsibility to support the requirements. Studies indicate that the Tampa International Airport cannot support the Unified Commands' airfield needs, so it is more cost efficient for the Air Force to operate the airfield from the existing active duty support base. Additional cost savings will be achieved when the KC-135 aircraft and associated personnel are relocated from Malmstrom AFB.

1995 BRAC

MACDILL AIR FORCE BASE, FLORIDA

1995 RECOMMENDATIONS: Change the recommendation of the 1991 and 1993 Commissions regarding the closure and transfer of the MacDill AFB airfield to the Department of Commerce (DoC) as follows: Redirect the retention of the MacDill airfield as part of the MacDill AFB. The Air Force will continue to operate the runway and its associated activities. DoC will remain as a tenant.

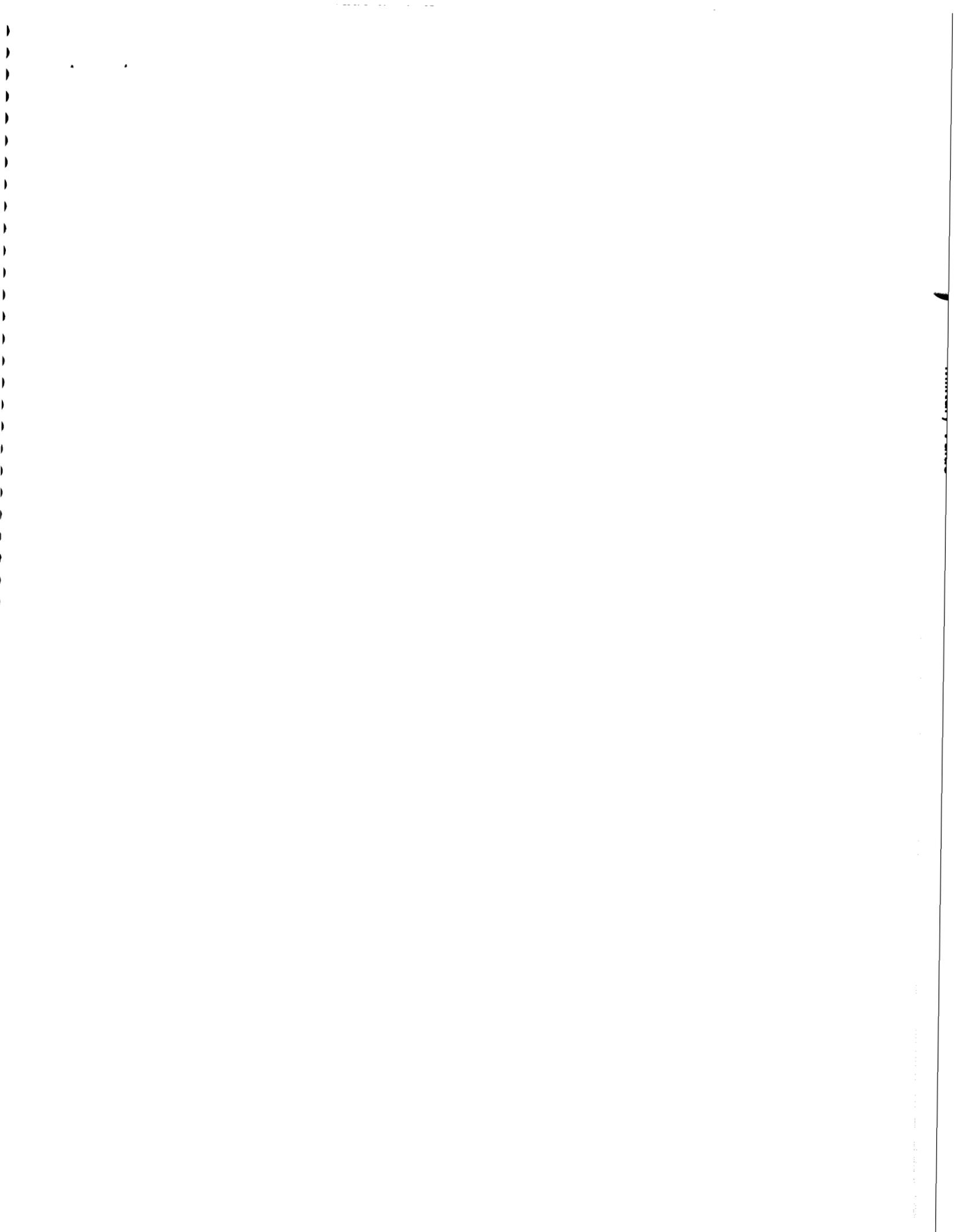
1995 JUSTIFICATION: Since the 1993 Commission, the Deputy Secretary of Defense and the Chairman of the Joint Chiefs of Staff have validated airfield requirements of the two Unified Commands at MacDill

AFB and the Air Force has the responsibility to support those requirements. Studies indicate that Tampa International Airport cannot support the Unified Commands' airfield needs. The validated DoD requirements will constitute approximately 95 percent of the planned airfield operations and associated cost. Given the requirement to support the vast majority of airfield operations, it is more efficient for the Air Force to operate the airfield from the existing active duty support base. Additional cost savings will be achieved when the KC-135 aircraft and associated personnel are relocated from Malmstrom AFB in an associated action.

RETURN ON INVESTMENT: The cost and savings data associated with this redirect are reflected in the Malmstrom AFB realignment recommendations: (See Appendices 1) There will be no cost to implement this action, even if the Malmstrom AFB action does not occur, compared to Air Force support of a DoC owned airfield.

1995 IMPACTS: There is no economic or environmental impact associated with this action

The citizens of the Tampa Bay area, our elected officials, and the Department of Commerce give our wholehearted support to DoD's recommendation for a redirect of MacDill airfield and associated activities. With your help we can strengthen our Nation's defense and save the taxpayer's dollars at the same time. Once you have evaluated the facts associated with DoD's proposed action, we are certain you will agree that this is a win-win situation for the Department of Defense, the taxpayers, and our Nation.



DoD BASE CLOSURE AND REALIGNMENT SELECTION CRITERIA

MILITARY VALUE (given priority consideration)

1. **Current and future mission requirements and the impact of operational readiness of the Department of Defense's total force.**

CURRENT MISSIONS

- USCENTCOM** - Area of Responsibility (AOR) 19 countries, Middle East, SW Asia, NE Africa, 70% of the World's Oil Reserves
- USSOCOM** - AOR Worldwide responsibilities for Special Operations, Civil Affairs, and Psychological Operations.
- JCSE** - AOR Worldwide, simultaneous communication for two Joint Task ForceS, two Special Operation Headquarters, and contingency for the Chairman, Joint Chiefs
- JIC** - Theater intelligence for Joint Command

The following information is given by the categories utilized by DoD when evaluating facilities for **FUTURE MISSIONS**.

EXCEPTIONAL YEAR-ROUND FLYING WEATHER

The local flying area around MacDill AFB has exceptional flying weather. Operations can be conducted on an average of 355 days a year. The average weather conditions at MacDill AFB, as compiled by Scott AFB are:

<u>CONDITIONS</u>	<u>NUMBER OF DAYS</u>
Greater than 3000 feet ceiling and 3 miles visibility (VFR)	327 or 92%
Greater than 1500 feet ceiling and 3 miles visibility	337 or 95%
Greater than 300 feet ceiling and 1 mile visibility	350 or 98.6%
Frozen or freezing precipitation	0

Not only can flying operations be conducted year round, but the majority of the time these operations can be conducted in visual flight conditions (VFR). These weather conditions greatly enhance overall safety and increase the versatility and flexibility of all operations.

MINIMUM AIR TRAFFIC DELAYS

An average of 1 - 2 traffic delays is experienced per month at MacDill AFB. These average not more than 10 minutes and are the result of IFR approaches or departures from Peter O. Knight Airport. The standard MacDill AFB departure is climb via the 080 radial of MacDill Tacan or heading 080 degrees. This gives Tampa Approach Control their ability to release MacDill traffic "almost" automatically since this departure corridor is protected from other traffic.

UNCONGESTED BASE TRAFFIC PATTERN

The location of MacDill AFB as it relates to Tampa International Airport and Peter O. Knight Airport prevent this from being a problem. Tampa International Airport is located 10 miles to the north of MacDill AFB. MacDill AFB has in effect noise abatement procedures but these do not impact operations.

LOW NOISE LEVEL COMPLAINTS

The traffic patterns at MacDill AFB are designed to avoid overflight of facilities and populated areas. The approach to runway 04 is entirely over water and the takeoff on runway 04 to the east makes a climbing right turn that allows the major climb out over MacDill AFB, then continuing over water. The approach to the runway 22 has the last 2 miles over land; the takeoff on runway 22 to the west is entirely over water. These procedures limit the potential for noise complaints. In fact an average of only 1-2 complaints per month have been received.

MINIMUM ACCIDENT POTENTIAL ZONES INCOMPATIBILITY

Approximately 30% of Approach Zones 1 and 2 on the runway 22 have residential single and multi-family dwelling beneath them. These dwellings were in place prior to the implementation of the current Air Force AICUZ program. All clear zones associated with MacDill AFB are government owned.

The adoption of the City of Tampa and the Hillsborough County "Comprehensive Land Use Plan" has helped slow growth and now places restrictions on the kind and locations of residential housing that can be built near MacDill AFB. We do not anticipate any serious challenges to the current compatible use provisions contained in the MacDill AFB portion of the City and County "Comprehensive Land Use Plan".

ABILITY TO BEDDOWN TANKER RESOURCES AND PROXIMITY TO TRAINING ROUTES

The 1993 Air Force rating of Tanker resources in the South is POOR. There is a shortage of tanker resources in the south. This is true for both real world contingencies and training. During the 1995 process, the Air Force analysis highlighted a shortage of refueling aircraft in the southeastern United States. The OSD direction to support the Unified Commands located at MacDill AFB creates an opportunity to relocate a tanker unit from the greater tanker resources on the northwestern United States to the southeast. Movement of the refueling unit from Malmstrom AFB to MacDill AFB will also maximize the cost-effectiveness of the MacDill airfield. The location and the physical plant at MacDill AFB make it an ideal location for the beddown for tanker aircraft.

MacDill AFB has a fueling system that is unique in DoD. A pipeline runs approximately 3700 feet from a deep water port directly to an above ground storage facility with a capacity in excess of 14,000,000 gallons of fuel. From there fuel is distributed by underground pipes to a hydrant system consisting of 27 hydrants that can transmit fuel directly into the aircraft at the rate of 600 GPM, with hot pit capability. This system is operational today, environmentally permitted and would be extremely difficult and extremely expensive to duplicate under today's environmental rules and regulations.

MacDill AFB has over 210 acres of ramp space that can support any aircraft that the Air Force flies.

MacDill AFB has 5 hangers that each have in excess of one square acre of usable floor space under roof, plus 20,000 square feet of usable office and shop space per hanger.

MacDill AFB assigned tankers could offload maximum amounts of fuel due to the distance to the nearest refueling routes. The closest one being less than 25 miles away, and 3 other routes within 60NM. With the close proximity of these routes, by the time the tanker has launched and climbed to altitude, the aircraft

would be on station, thereby reducing flying time each sortie would become more mission effective and more cost effective.

Excerpts taken from the March 1993 AIR FORCE QUESTIONNAIRE state the following concerning the missions could be flown from the MacDill Airfield:

- **TANKER MISSION**

MacDill would be ideal for tanker operations. Large runway, extremely large ramp and parking areas, large hangers and support facilities would make MacDill a logical choice for this kind of operation.

- **BOMBER MISSION**

MacDill AFB has previously supported a bomber mission. The location, infrastructure, and air space would make MacDill an ideal location for bomber operations.

- **FIGHTER MISSION**

MacDill AFB has supported a Fighter mission in the recent past. Location and infrastructure qualify MacDill for this mission, a four squadron fighter mission has been successful over the years at MacDill.

- **AIRLIFT MISSION**

MacDill AFB's current location and infrastructure make it well suited for an airlift mission.

- **FLYING TRAINING MISSION**

MacDill AFB recently supported a fighter training mission. Location and infrastructure qualify MacDill for this type mission.

MacDill Airfield has the ideal facilities that are currently in place to support all flying operations in the Air Force's inventory. The use of MacDill's facilities would enhance operational readiness and mission effectiveness and meet the needs of the Air Force into the 21st century.

(Map 2)

2. **The availability and condition of land, facilities, and associated airspace at both the existing and potential receiving locations.**

LAND

(Map 2)

5,621 Acres

All Government owned

Encroachment - Ground - no ground encroachment problem exists (USAF BASE QUESTIONNAIRE March 1993)

Air - the Airfield Traffic Area (ATA) extends only to 2,100 feet instead of the normal 3,000 feet and is only half the standard radius. Both IFR and VFR patterns are at the same altitude and the half circle ATA. These conditions **DO NOT** present a problem.

FACILITIES

(Map 2)

210 Acres of Ramp

11,421 x 500 ft Runway

5 large hangers

200 x 200 ft floor space

20,000 sq ft shop & office space

200 x 38 ft entrance doors

AIRCRAFT FUELING SYSTEM

(Map 2)

3,700 foot pipeline from Deep Water Port to EPA permitted above ground storage

14,000,000 gallons storage capacity

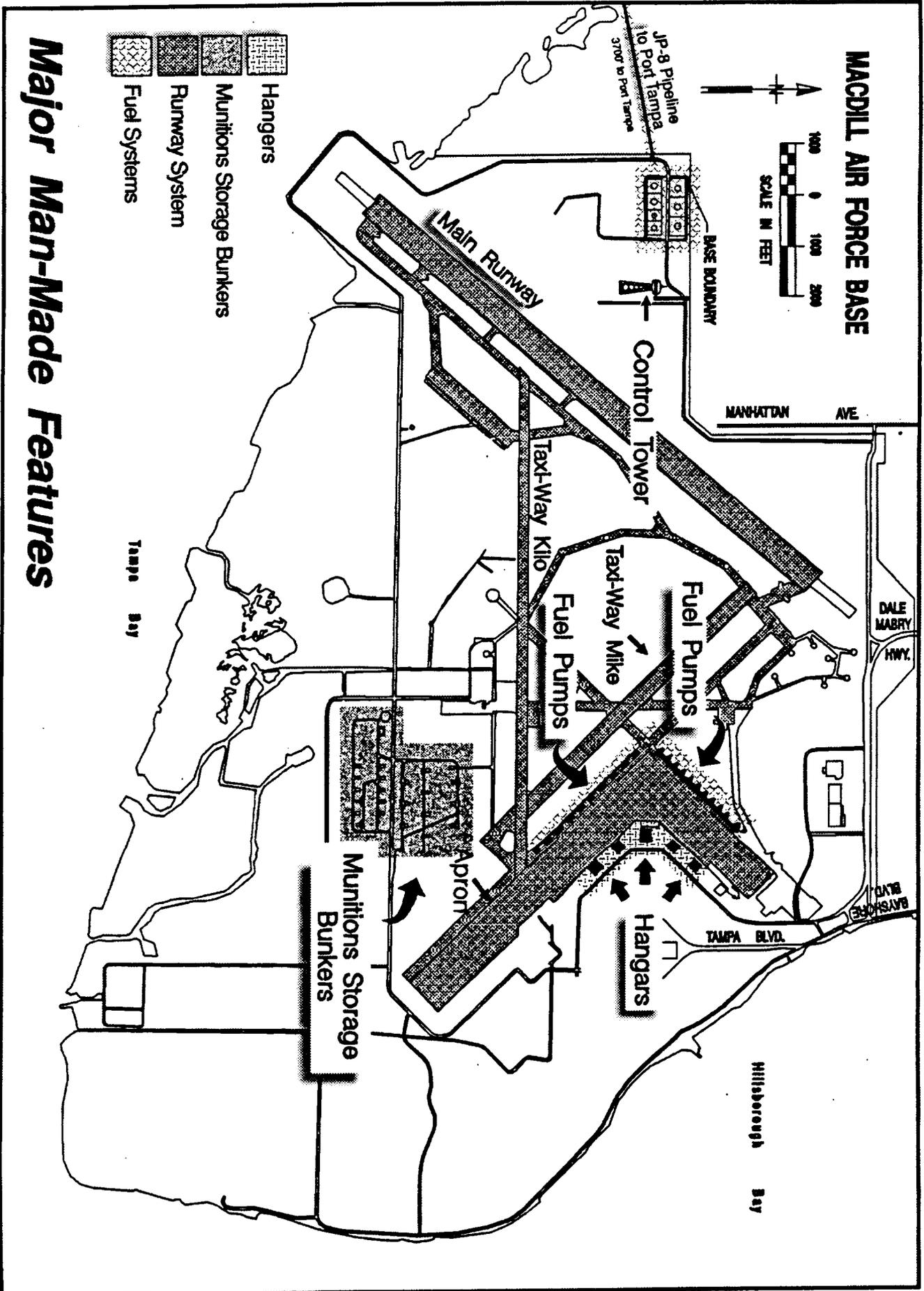
27 Hydrants, at 600 GPM to Aircraft on ramp

Hot pit refueling capability

MUNITIONS STORAGE

(Map 2)

Hot cargo pad



Major Man-Made Features

ASSOCIATED AIR SPACE

AVON PARK RANGE

(Maps 3 & 4)

74NM from MacDill AFB

167 Square Miles of land space

Auxiliary Airfield

AIR-AIR RANGES

(Map 5)

Blue, White, Sonet, Nova and Avon Park

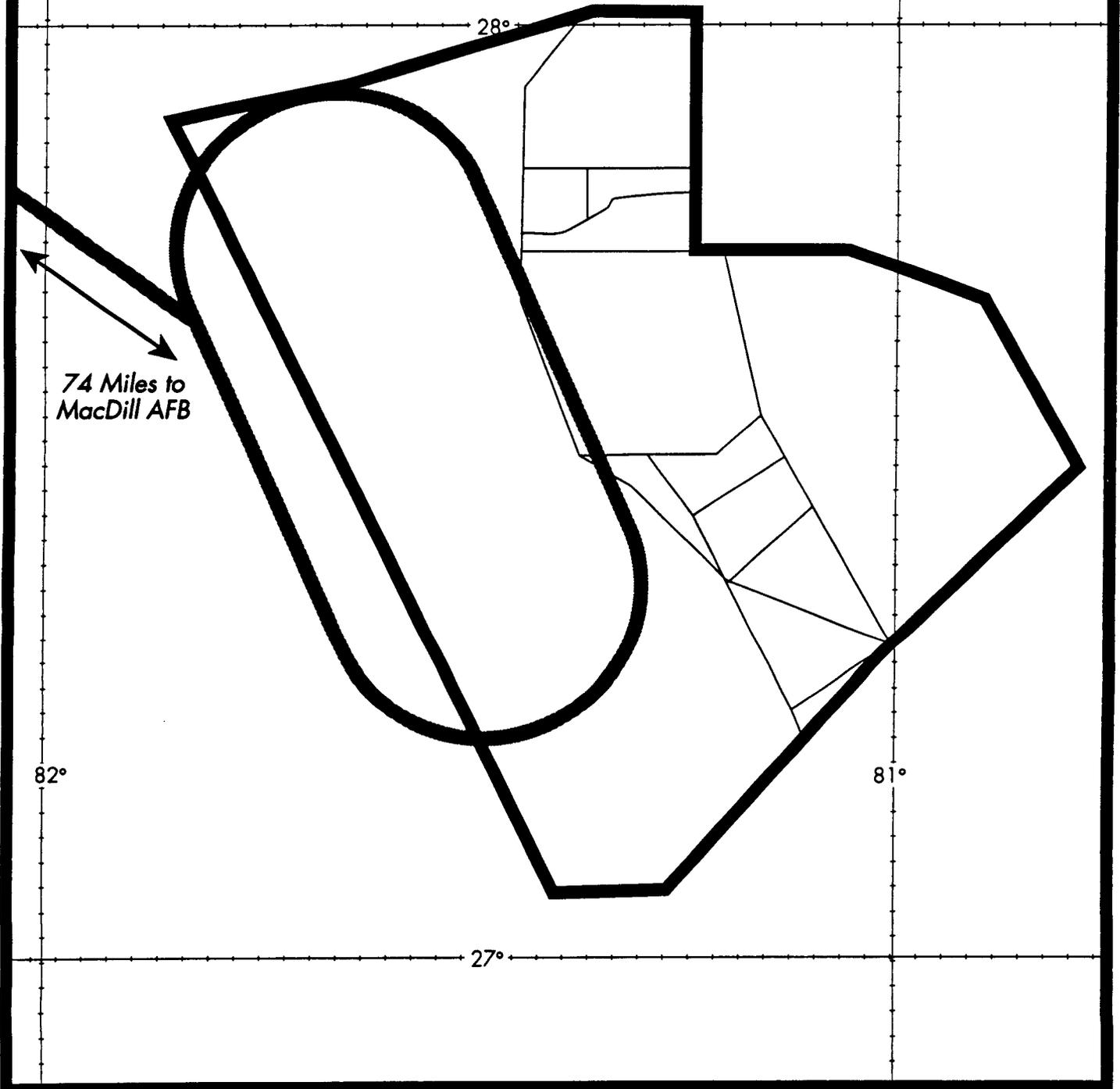
LOW LEVEL TRAINING ROUTES

(Map 6)

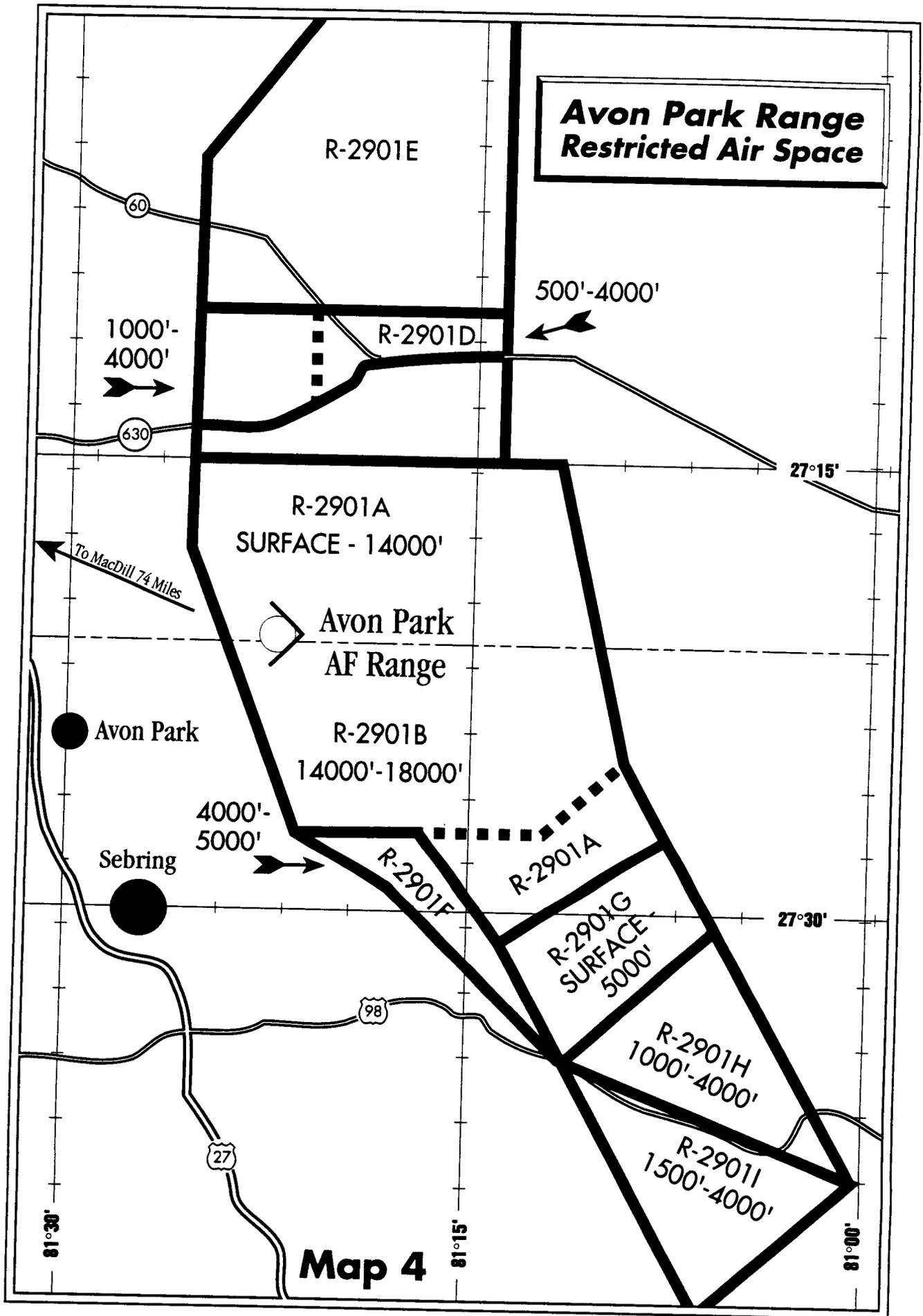
4 AIR REFUELING TRACKS WITHIN 60NM

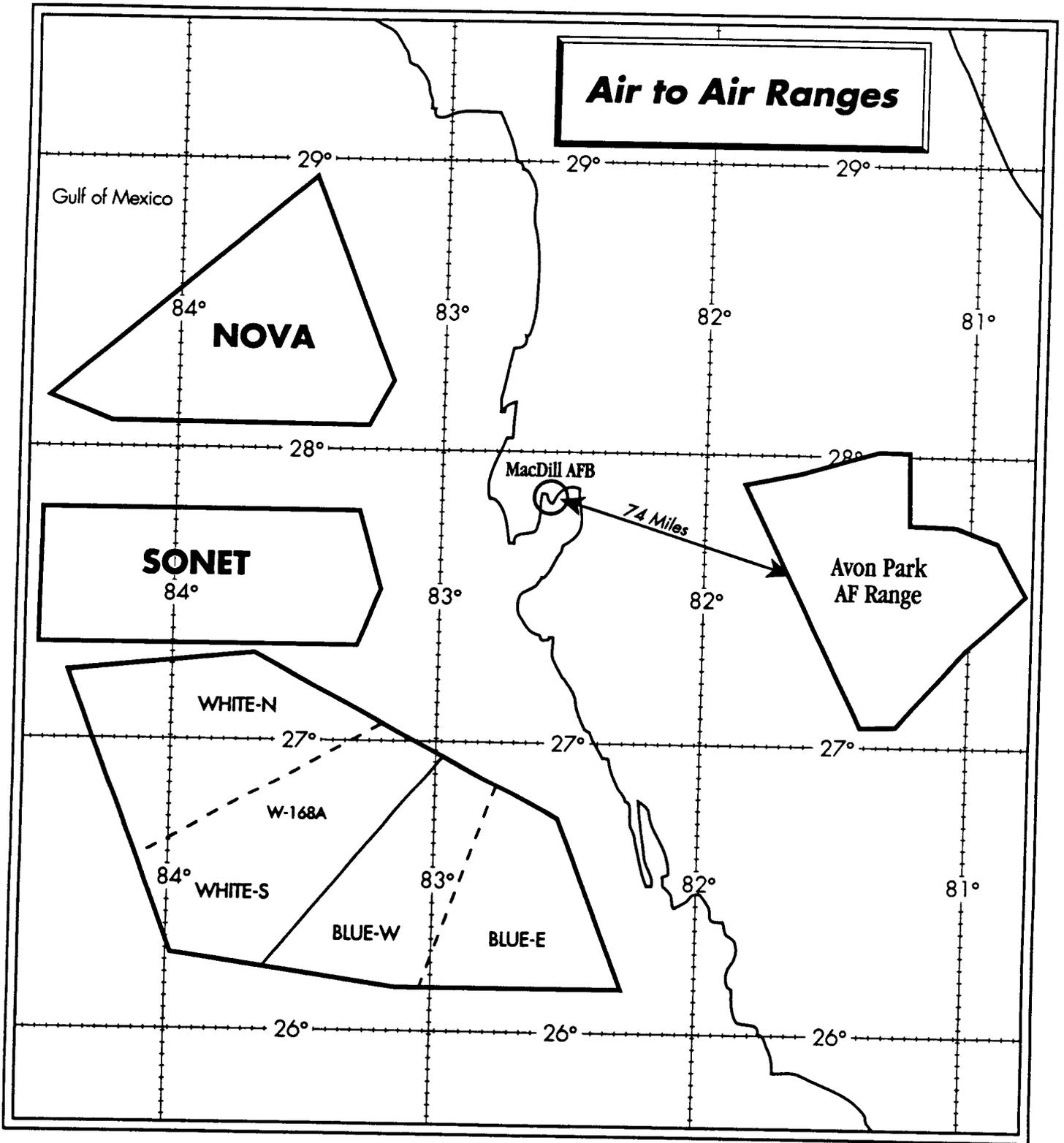
(Map 7)

**Avon Park Range
and Air Refueling Track**



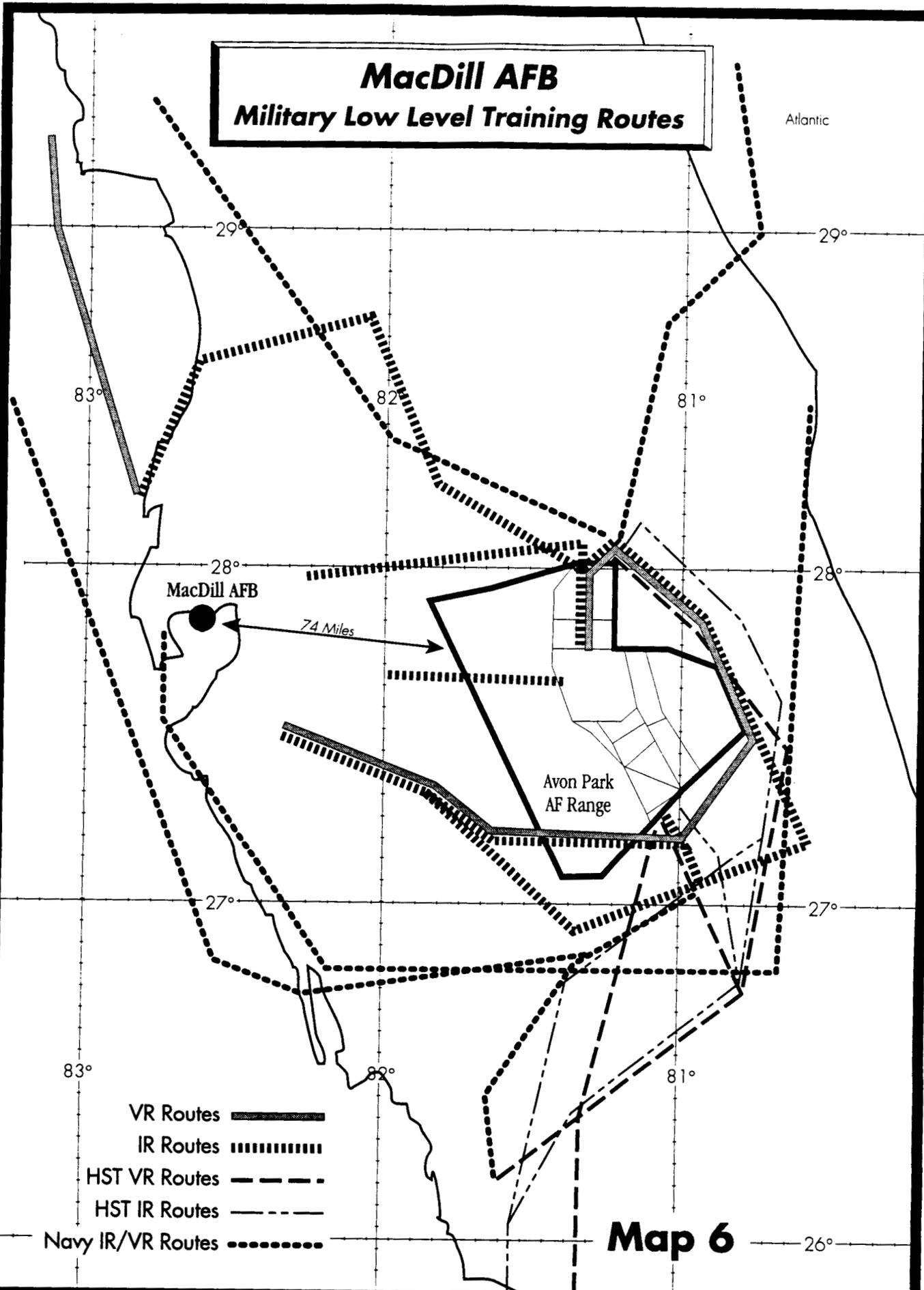
Map 3





Map 5

MacDill AFB Military Low Level Training Routes

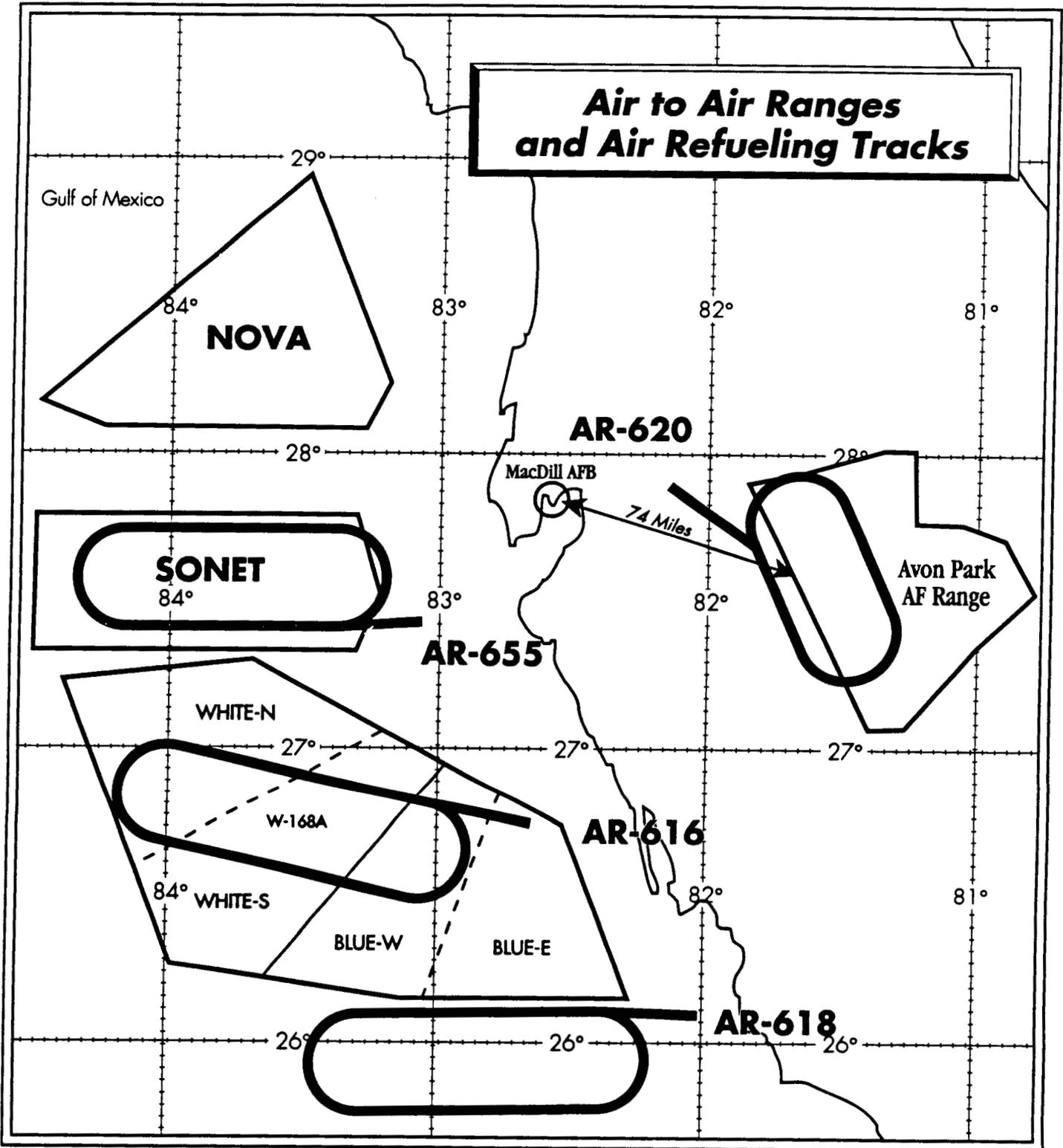


- VR Routes
- IR Routes
- HST VR Routes
- HST IR Routes
- Navy IR/VR Routes

Map 6

26°

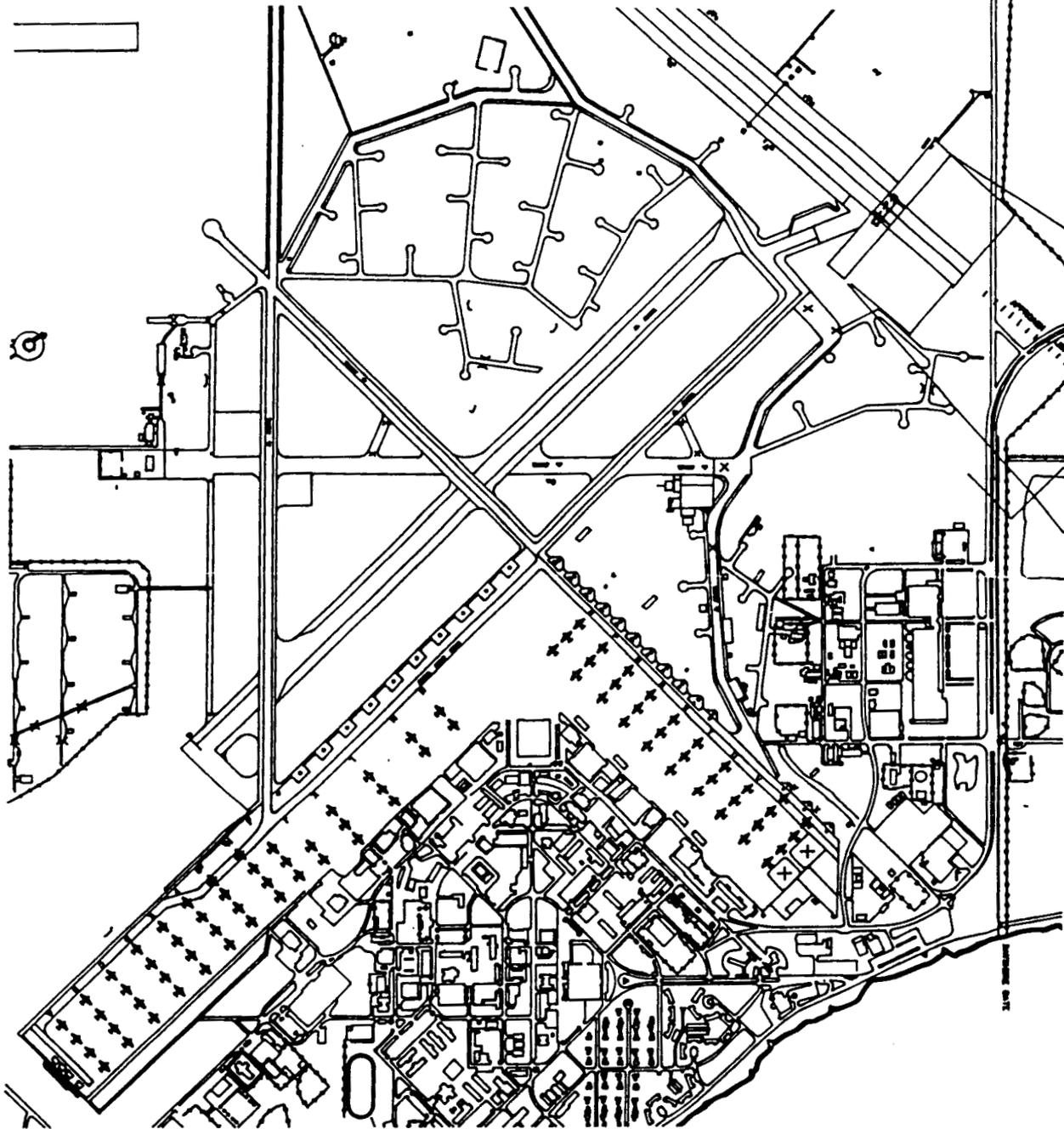
Air to Air Ranges and Air Refueling Tracks



Map 7

**MacDill AFB
Large Force Parking**

Operation Restore Democracy - Haiti



Map 8





4. The cost and manpower implications.

The cost and manpower to keep MacDill Airfield operational have been validated in two different studies (Price Waterhouse, April, 1994 and the Air Force, November, 1994) to be:

COST - approximately \$10,000,000 for AIRFIELD OPERATIONS

MANPOWER - 119 to 140 PERSONNEL

*** PRICE WATERHOUSE Study dated April, 1994**
adjusted to 12 hours a day 7 days a week
\$9-9.5 Million for 12 hours/day & 7 days/week
Surge capability for Extended period
Contractor operated with 120 personnel

*** U.S. AIR FORCE Study dated November, 1994**
\$9.8 Million for 12 hours/day & 7 days/week
Surge capability for extended period
USAF operated with between 119 - 140 personnel

Operational Airlift requirements exist that can only be met at MacDill AFB. These have been verified by the Secretary of Defense, validated by the Chairman of the Joint Chiefs of Staff, and passed to the Secretary of the Air Force for support. The USAF, as the Executive Agent (DoD Directive 5100.3 and AF Regulation 23-14) for the Joint Commands and the Joint Communication Support Element, must fund those requirements at MacDill Airfield. The Air Force accepts its Executive Agent responsibilities and is programming funding to meet this tasking. In accordance with these actions, DoD is requesting a REDIRECT for MacDill AFB.

* These studies can be obtained from the Department of Commerce and the Air Force.

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RETURN ON INVESTMENT

5. **The extent and timing of potential cost and savings, including the number of years, beginning with the date of completion of closure or realignment, for the savings to exceed the cost.**

The Air Force has been tasked by DoD with funding the requirements for Airfield support for the two Joint Commands and JCSE at MacDill Airfield. This support will cost approximately \$10 million dollars per year.

The DoD has invested heavily in the required infrastructure to support the two Major Joint Commands, the JCSE and the JIC located at MacDill AFB. The building and structures they occupy, have an extensive, specialized communication network that is unique to their National Command Authority Missions. The cost to move and replicate the existing structures, the command, control, communication, and intelligence systems, would cost upwards of \$ 1 **BILLION**.

Due to the operational missions of these commands, there would be a requirement to duplicate the facilities and systems, with no lapse in capability. The new facilities and systems would have to be fully operational for an extended period before any relocation could take place. **State-of-art command, control, communication and intelligence systems and excellent facilities exist, and are AVAILABLE TODAY as MacDill AFB.**

Operational Airlift requirements exist that can only be met at MacDill Airfield. These have been verified by the Secretary of Defense, validated by the Chairman of the Joint Chiefs of Staff and passed to the Secretary of the Air Force for support. The USAF, as the Executive Agent (DoD Directive 5100.3 and AF Regulation 23-14) for the Joint Commands and the Joint Communication Support Element, must fund for those requirements at MacDill Airfield. The Air Force accepts its Executive Agent responsibilities and is programming funding to meet this tasking. The Air Force Study (see Criteria 4) found the most economical means of providing the support required was to use MacDill Airfield as Tampa International Airport, is incapable of providing the necessary level of operational air support.

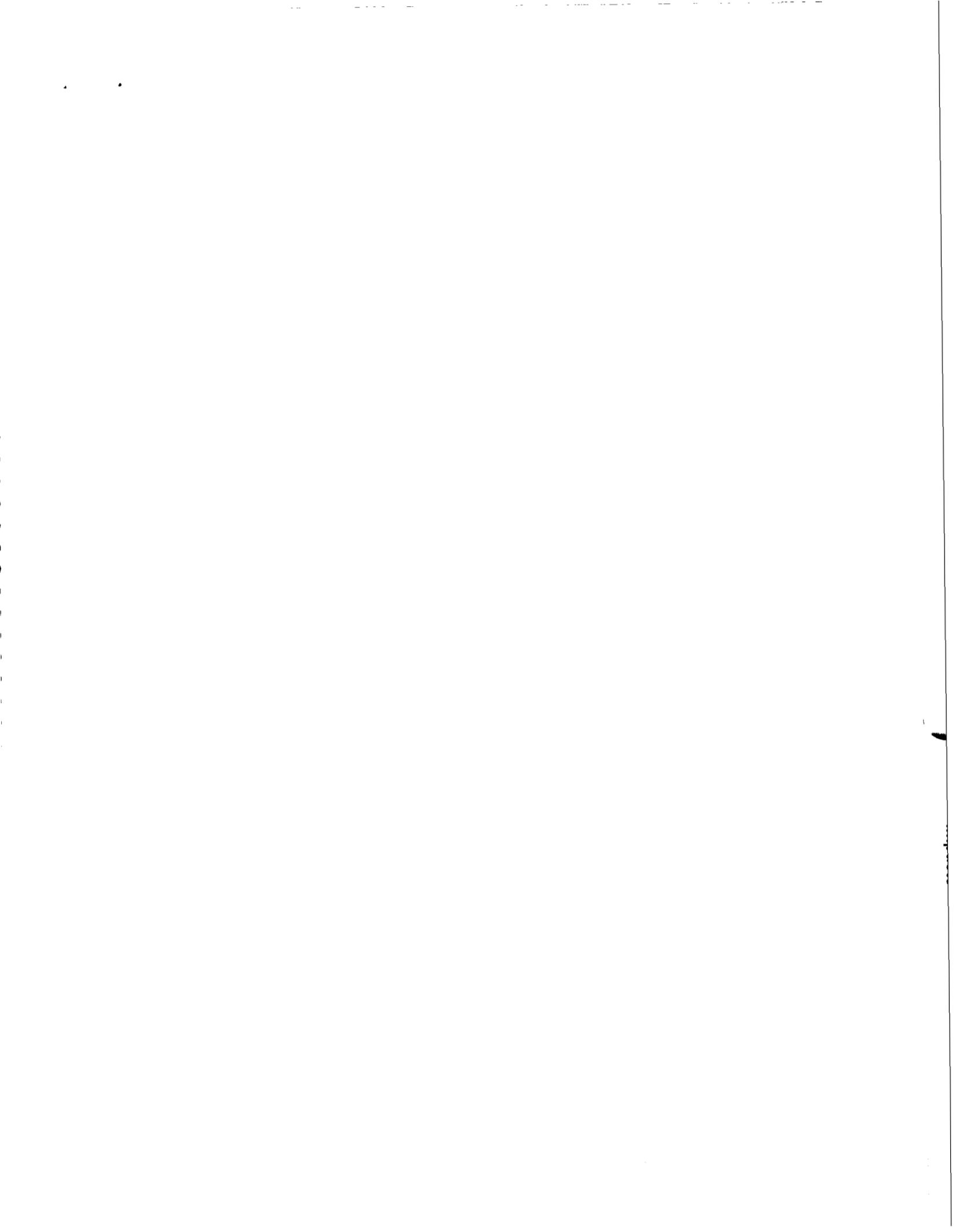
The cost of this airfield support has been estimated, by two studies (see Criteria 4) to be approximately **\$10 million** with DoD responsible for 90-93% of the cost. The 1993 BRAC law requires the Air Force to transfer MacDill Airfield to DoC. The Air Force's fair share of the cost of airfield operations has been determined to be approximately **\$10 million**, and DoC will expect those funds to be transferred on an annual bases to its operational unit at MacDill Airfield.

Since the extent of utilization for DoD is approximately **90-93%** of MacDill Airfield operations, it makes fiscal and operational sense for this facility to remain within the DoD installation structure. For DoD to maximize their investment in MacDill Airfield, it makes economic and operational sense to retain ownership of the Airfield and to use MacDill's facilities to the **FULLEST EXTENT POSSIBLE**.

Recognizing this, the Department of Defense is responsibly seeking a **REDIRECT**, which retains ownership of the MacDill airfield as a part of MacDill AFB and recommends the relocation of the 43rd Air Refueling Group from Malmstrom AFB to MacDill AFB.

The total estimated one-time cost to implement the 1995 DoD BRAC recommendation (relocate the 43rd Air Refueling Group, Malmstrom AFB) is \$17.4 million. The net of all costs and savings during the implementation period is a savings of \$5.2 million. Annual recurring savings after implementation are \$5.1 million with a return on investment expected in four years. The net present value costs and savings over 20 tears is a savings of \$54.3 million. (See Appendices 1, Malmstrom AFB)

The movement of the refueling unit from Malmstrom AFB to MacDill AFB will maximize the cost-effectiveness of the MacDill airfield.



IMPACTS

6. The economic impact on local communities.

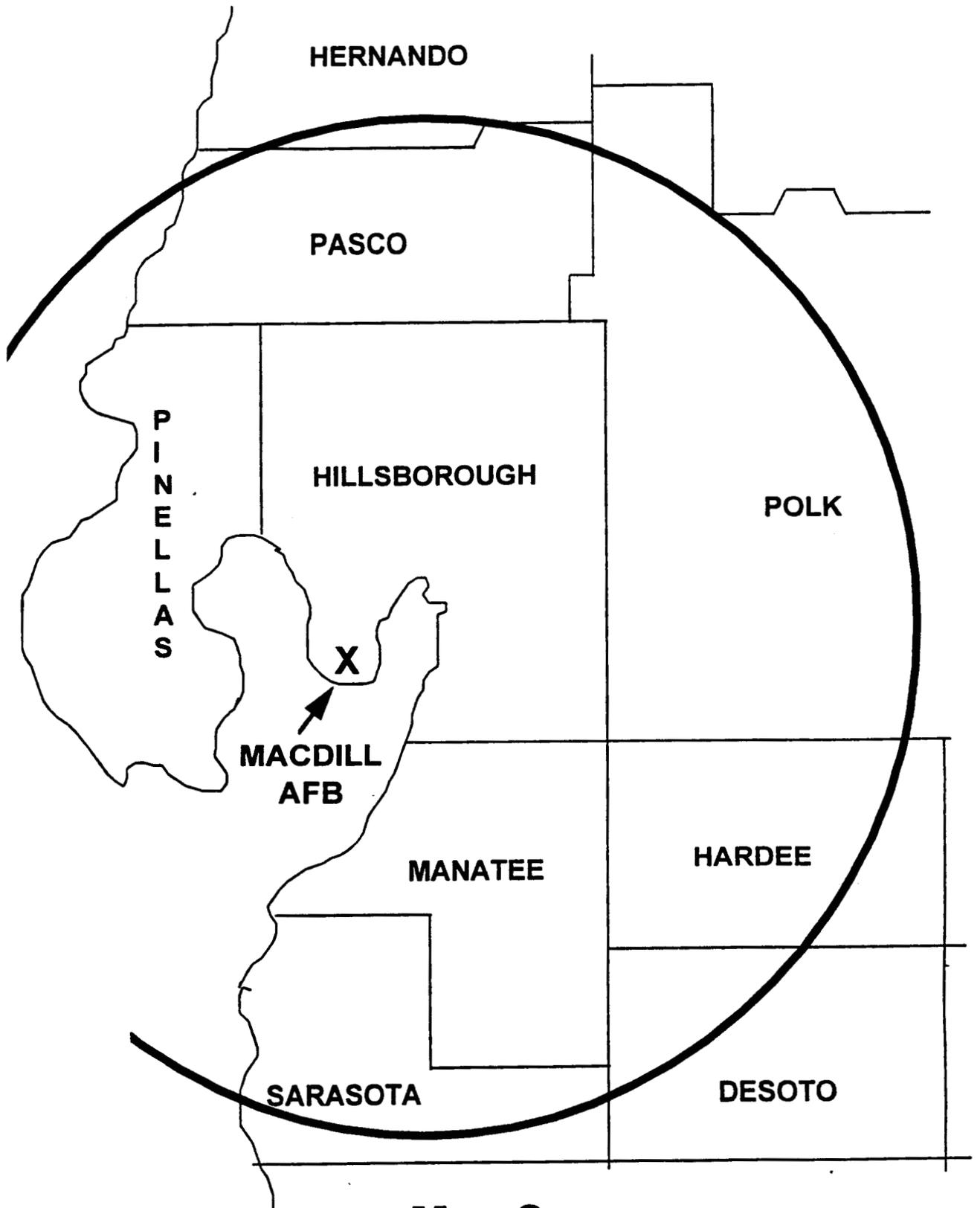
The Economic Impact Region (EIR) (Map 9) is defined as an area encompassing a 50 mile radius from the center of MacDill AFB. The total economic impact of MacDill AFB on the Tampa Bay Region is greater than \$2.2 billion dollars, as estimated by the Center for Economic and Management Research (CEMR), University of South Florida. The total impact is a combination of the effects of base operations and retiree payroll. To put this in perspective with two other studies done by CEMR, one for USF itself, and one for the 1991 Super Bowl, MacDill's impact is twice as great as USF and sixteen times greater than the Super Bowl.

An economic impact analysis estimates the effects of industries or events on an economy. It looks at expenditures of an industry or a person in a specified region and the effects of this initial demand on the rest of the economy that supplies goods, services, or labor. In the case of MacDill AFB there are two types of impacts. The first type is the impact of base operations, which requires inputs of local labor, goods, and services for daily operations. The second is the impact of retiree income: military retirees, who have moved into the region because of base services, add additional demands on all facets of the region's economy. These two impacts combine to support a large number of jobs in the impacted region.

To estimate these effects, the Center of Economic and Management Research used an input-output model that produced a multiplier of 3.2715 for the operations impact and 2.7019 for the combined impacts, both operations and retiree pay.

The Economic Resource Impact Statement (ERIS), Air Force Publication, dated 15 February 1995 shows MacDill AFB, with its total economic impact of over \$2 billion, represents a major economic influence on the Tampa Bay region. Growth of the military retiree population, in addition to the ongoing operations of the base, will continue to produce similar results on a yearly basis.

**ECONOMIC IMPACT REGION (EIR)
(50 MILE RADIUS)**



Map 9

**MACDILL AIR FORCE BASE
ECONOMIC IMPACT**

**TOTAL ECONOMIC IMPACT
\$ 2,214,871,900**

**TOTAL JOBS SUPPORTED
71,627**

DIRECT IMPACT OF OPERATIONS	\$	220,061,000
INDIRECT AND INDUCED IMPACT OF OPERATIONS		499,864,800
TOTAL IMPACT OF OPERATIONS		<u>719,925,800</u>

JOBS SUPPORTED		24,085
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DIRECT IMPACT OF RETIREE'S INDIRECT AND INDUCED IMPACT OF RETIREE'S PAY	\$	0 1,494,946,100
TOTAL IMPACT OF RETIREE'S PAYROLL		<u>1,494,946,100</u>

JOBS SUPPORTED		47,542
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7. **The ability of both the existing and potential receiving communities' infrastructures to support forces, missions, and personnel.**

COMMUNITY INFRASTRUCTURE

HOUSING

In 1993, the Federal Housing Board of the United States reported that housing costs for the Tampa area are approximately 37% below the national average with new homes averaging \$91,730 and existing home sales averaging \$78,981. There are approximately 400 apartment complexes with 68,700 units in the Tampa area. A two bedroom two bath unit will rent from \$530 to \$699 per month.

EDUCATION SYSTEM

Tampa/Hillsborough County has the third largest school district in Florida and the 12th largest in the United States with more than 138,000 students enrolled. The Hillsborough County School District averages 3,500 to 4,500 new students per year and has one of the lowest dropout rates in Florida (less than three percent) and above average SAT scores.

The Tampa Bay area has superior post-secondary education programs. The University of South Florida is currently the 18th largest state university in the nation, with more than 36,000 enrolled in five campus locations.

The area also maintains a very strong and effective community college system. Hillsborough Community College offers both undergraduate degrees and continuing education programs. Tampa has an additional 19 centers serving approximately 20,000 adult students in academic and vocational training.

MEDICAL

In the Tampa Bay Region, there are more than 50 hospitals, including several referral centers and state medical schools. The University of South Florida's Health Science Center, with its college of medicine, nursing, and public health is a magnet for attracting prominent physicians and researchers who provide many specialized services at our hospitals. Tampa General Hospital, with 3,500 employees, a medical staff of 1,000 and over 400 residents, is a 1,000 bed regional medical center and is the primary teaching hospital for USF's college of

medicine. The 6th Medical Group at MacDill AFB provides care for 92,000 eligible beneficiaries in the Tampa Bay area. Medical, Surgical, occupational, and preventive services accommodate over 300,000 ambulatory visits and 4,800 admissions annually. The Air Force has also established a PRIMUS clinic in the Brandon area.

TRANSPORTATION SYSTEM

The Tampa International Airport (TIA) has been rated first in the nation by both the International Air Passenger Association and Conde Nast Magazine. The Port of Tampa is the largest deep water port in Florida and the third largest in the United States, with respect to tonnage, and is the closest full-service port to the Panama Canal. Rail service is supplied by CSX. Tampa is at the intersection of Interstate 4 and Interstate 75, with an I-275 loop encompassing the general area. Greyhound provides service to and from the Tampa area and the Hillsborough Area Regional Transit (HARTline) operates 44 routes within the County.

RECREATIONAL OPPORTUNITIES

Many sports, recreational, and cultural opportunities exist in the Tampa Bay area. Tampa is a major league town, home of the NFL Tampa Bay Buccaneers, and the NHL Tampa Bay Lightning. The Bay area is also home to top college teams and many world-class events. Golf opportunities abound with nearly three dozen public, private, and semi-private courses, two being at MacDill AFB. There are over 1,000 public and private tennis courts. Tampa and the surrounding areas are home to major and minor league baseball training camps. Thoroughbred racing, Jai-Alia, and dog racing are available in the area. Tampa, being positioned on the water, has many boating, fishing and cruising activities. There are numerous theme parks, zoos, attractions and museums that appeal to people of all ages and special interest groups. Some of those include Busch Gardens, Walt Disney World, Cypress Gardens, Sea World, Florida Aquarium, Adventure Island, Tampa Bay Performing Art Center, Tampa Museum of Art and many more within a one hour drive of MacDill AFB.

WATER QUALITY

The regional water supplies are adequate. Quality and quantity are excellent and approximately 50,000,000 gallons a day are available for use at MacDill AFB.

ELECTRICAL

MacDill AFB is supplied electrical power by the Tampa Electric Company. There are no concerns on either reliability or capacity, as the system has supplied over 82,000,000 KWHs annually to MacDill AFB. MacDill AFB's electrical system can be increased by 50% over its current operating capacity.

AIR QUALITY

Hillsborough County is currently in a non-attainment status for ozone (O3). The county has met attainment standards for the past three years and has applied for an upgrade to the maintenance category. (See environmental impact criteria 8.)

8. The environmental impact.

Over time, the operation and maintenance of aircraft at MacDill AFB have required the use of toxic and hazardous materials. These materials have included solvents such as trichloroethane, caustic cleaners, and volatile organic compounds from waste fuels such as benzene and toluene. During the course of their use and disposal, these materials were disposed and spilled onto the ground. The methods used to handle and dispose of these substances were standard practice of the time, and it was not thought that they would generate a threat to the environment or to public health. Thus, the vast majority of the contaminated sites located on MacDill AFB are petroleum related.

In 1981, MacDill AFB began a record search and preliminary assessment/site inspection activities at a number of areas of industrial activity. These efforts identified 24 potentially contaminated sites. In January 1988, under the Resource Conservation and Recovery Act (RCRA), a RCRA facility assessment (RFA) was conducted at various locations to assess the potential for the release of hazardous constituents to the environment. Based on the RFA findings, eighteen solid waste management units (SWMUs) and two areas of concern (AOCs) were evaluated as having a potential for release of hazardous constituents. The Environmental Protection Agency (EPA), in conjunction with the Florida Department of Environmental Protection (FDEP), issued a RCRA Hazardous and Solid Waste Amendments (HSWA) to MacDill AFB on 15 August, 1991. The permit requires MacDill to conduct a RCRA facility investigation (RFI) and, if necessary, a corrective measures study (CMS) of the twenty sites identified during the 1988 RFA. However, a letter from the EPA dated 28 July, 1993, allows for the investigation and remediation of six of the SWMU and the two AOC under Chapter 62-770 of the Florida Administrative Code (FAC), Petroleum Contamination Cleanup Criteria.

To date, a total of 41 individual sites have been identified in the IRP. In summary, twelve sites are to be addressed under RCRA and nineteen sites under Chapter 62-770, FAC. Ten sites are under review for no further action.

MacDill AFB is not listed on the National Priorities List nor required to have an Interagency Agreement in place with either the FDEP or EPA.

AIR QUALITY

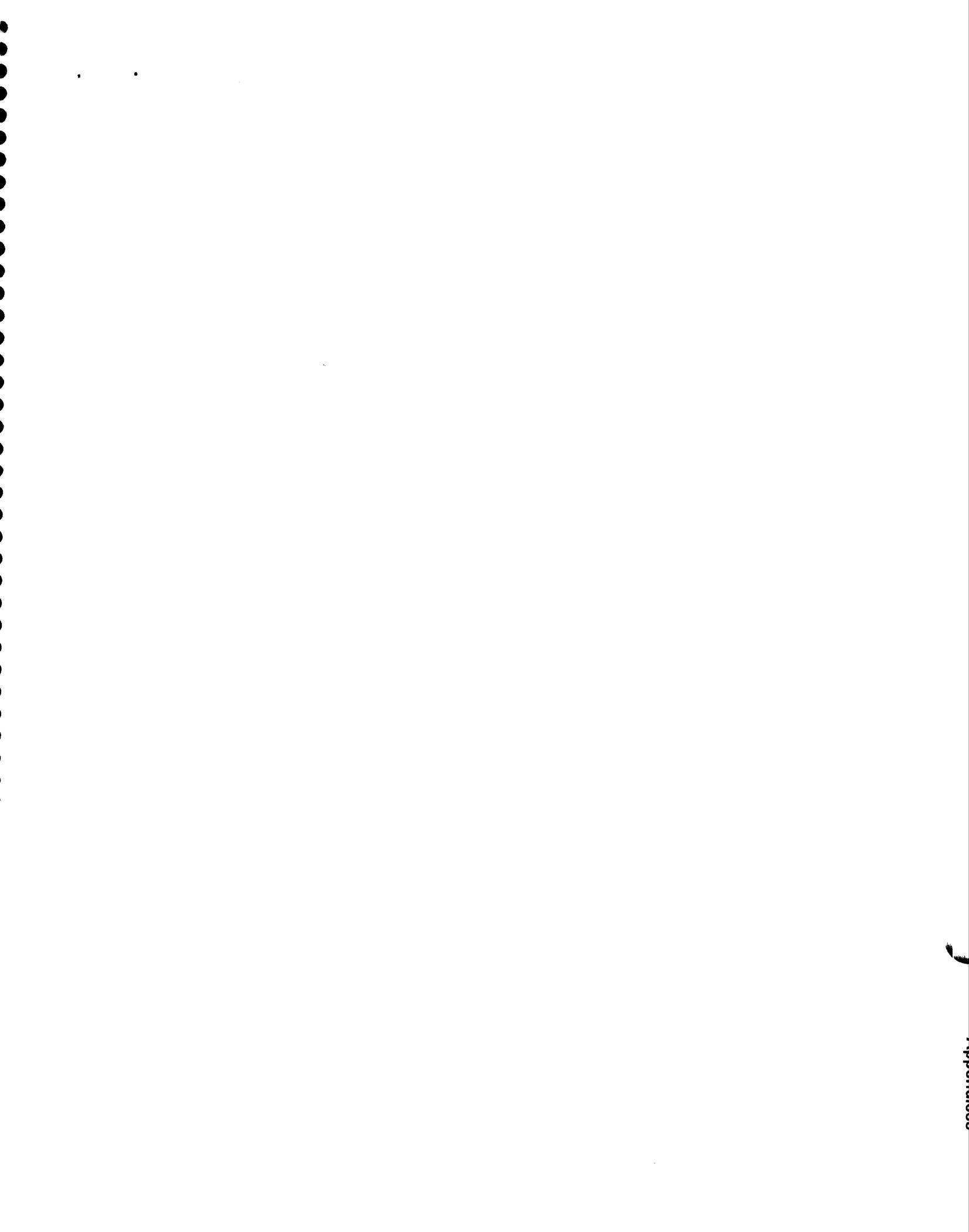
Hillsborough County is currently in a non-attainment status for ozone (O3). The county has met attainment standards for the past three years while the 56th Fighter Training Wing, with over 100 F-16 aircraft was fully operational at MacDill AFB, and has applied for an upgrade to the maintenance category.

The Director, Hillsborough County Environmental Protection Commission has stated "I see no reason this request will not be approved by the US EPA."

Follow-up correspondence with the Department of Environmental Protection for the State of Florida produced the following statement; "there will be no impediments to the Air Force stationing more squadrons at the base, except they would have to use the 'best available control technology', but they would have to do this anywhere in the country."

The State of Florida, and the citizens of the Tampa Bay Region see no impediments or reasons not to give full consideration to and approval for the Department of Defense's recommendation to retain the MacDill airfield as a part of MacDill AFB and to relocate the 43rd Air Refueling Group from Malmstrom AFB to MacDill AFB.

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MALMSTROM AIR FORCE BASE, MONTANA

RECOMMENDATION: Realign Malmstrom AFB. The 43rd Air Refueling Group will inactivate and its KC-135 aircraft will relocate to MacDill AFB, Florida. All fixed-wing aircraft flying operations at Malmstrom AFB will cease and the airfield will be closed. A small airfield operational area will continue to be available to support the helicopter operations of the 40th Rescue Flight which will remain to support missile wing operations. All base activities and facilities associated with the 341st Missile Wing will remain.

JUSTIFICATION: Although the missile field at Malmstrom AFB ranked very high, its airfield resources can efficiently support only a small number of tanker aircraft. Its ability to support other large aircraft missions (bomber and airlift) is limited and closure of the airfield will generate substantial savings.

During the 1995 process, the Air Force analysis highlighted a shortage of refueling aircraft in the southeastern United States. The OSD direction to support the Unified Commands located at MacDill AFB creates an opportunity to relocate a tanker unit from the greater tanker resources of the northwestern United States to the southeast. Movement of the refueling unit from Malmstrom AFB to MacDill AFB will also maximize the cost-effectiveness of that airfield.

RETURN ON INVESTMENT: The total estimated one-time cost to implement this recommendation is \$17.4 million. The net of all costs and savings during the implementation period is a savings of \$5.3 million. Annual recurring savings after implementation are \$5.1 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 \$54.3 million.

IMPACT: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,013 jobs (779 direct jobs and 234 indirect jobs) over the 1996-to-2001 period in the Great Falls, Montana Metropolitan Statistical Area, which is 2.3 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 2.3 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Malmstrom AFB will continue.