

DBCRC BRIEFING MENU

TEAM: Air Force

PAGE# 1 OF 5

TAB	LEFT	RIGHT	MOTION HOLD	AT TABLE	REMARKS
—	ALL CAT			Cirillo, Olson, DiC...	General
A	A1	A2			LARGE AC/mse
	A3				GF# M1007
	A4				"
	A5				"
	A6	A7	YES		MALM
	A8				MALM
	A9				
	A10				
	A11		YES		
	A12				MACDILL
	A13		YES		▽
B	B1	B2			Cirillo, Beyer, Pross
	B3				
	B4				
	B5				
	B6				▽

DBCRC BRIEFING MENU

TEAM:

PAGE# 2 OF 5

TAB	LEFT	RIGHT	MOTION HOLD	AT TABLE	REMARKS	
B _(part)	B7			Cirillo, Boyer, Pross	UPT	
	B8			↓		
	B9					
	B10					
	B11	B12	YES		↓	
C	C1	C2			Cirillo, ^{Boyer} Pross	SAT CONT
	C3			↓	ONIZ	
	C4					
	C5		YES		↓	
	C6					LOWRY
	C7					
	C8		YES			
D	D1	D2				AFRES
	D3					FIG
	D4					
	D5					
	D6			↓	BERG	

DBCRC BRIEFING MENU

TEAM:

PAGE# 4 OF 5

TAB	LEFT	RIGHT	MOTION HOLD	AT TABLE	REMARKS
E	E1	E2		Cirillo, Dicm, Papp	RES-130
	E3				
	E4				
	E5	E6			
	E7				
	E8	E9	YES		
F	F1	F2		Cirillo Hall	ANG
	F3				MORPITT
	F4				
	F5				
	F6				
	F7		YES		
	F8				North High
	F9		YES		
	F10				ONTARIO
	F11		YES		
	F12				ROSLYN

Backup Slides

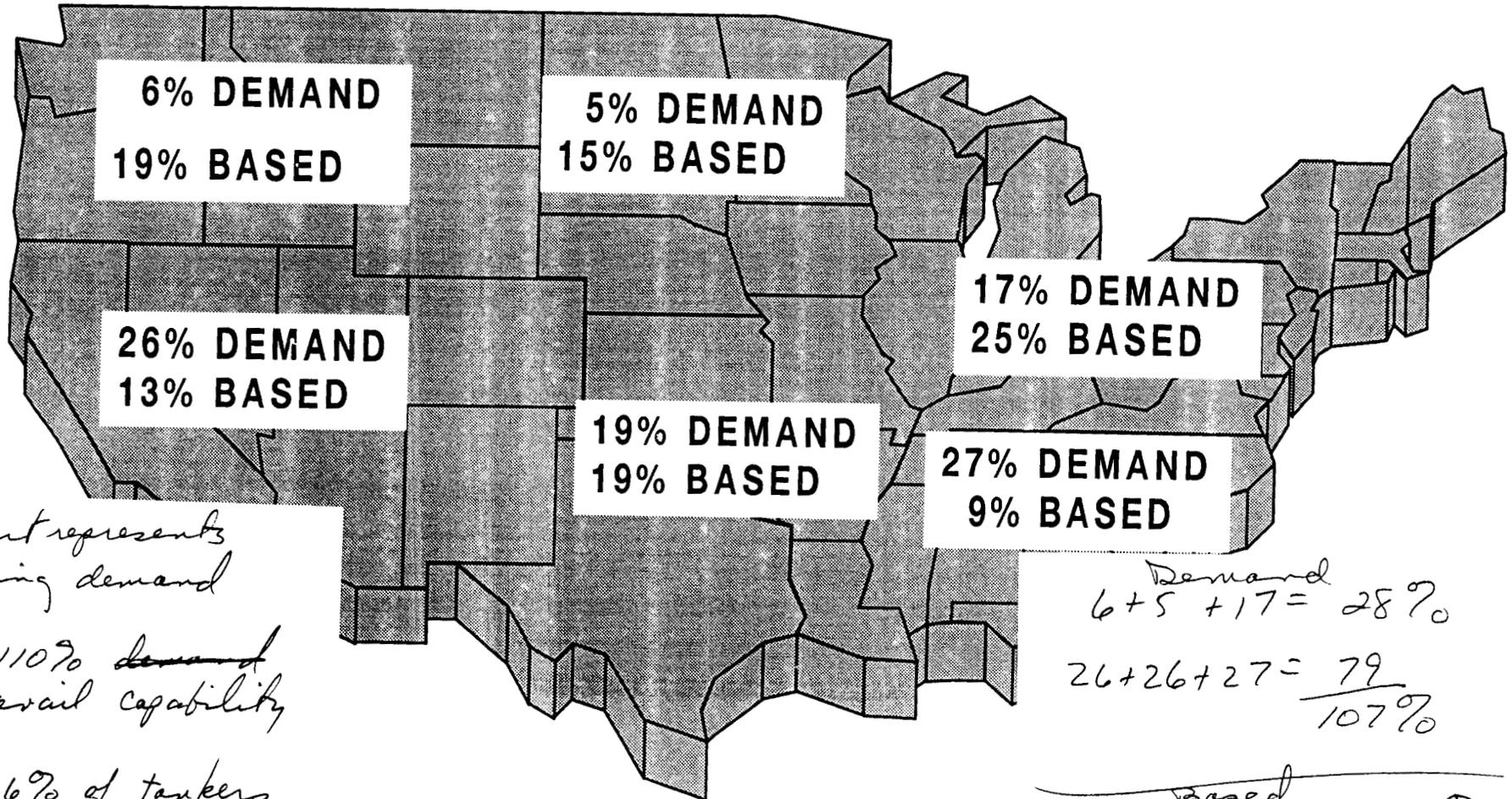
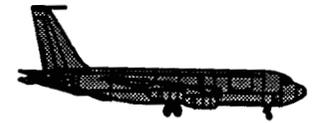
**AIR FORCE RESERVE
C-130 SUMMARY
(No MILCON Avoidance)**

Grtr Pittsburgh IAP ARS	O'Hare IAP ARS	Minneapolis-St Paul IAP ARS
One Time Costs (\$M): 23.1 Annual Savings (\$M): 15.5 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 194.5 Base Operating Budget (\$M): 4.9 Manning: 8-Yr Avg- 97.7% Off 101.0% Enl	One Time Costs (\$M): 24.1 Annual Savings (\$M): 17.3 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 218.5 Base Operating Budget (\$M): 5.9 Manning: 8-Yr Avg- 98.6% Off 102.4 % Enl	One Time Costs (\$M): 23.8 Annual Savings (\$M): 15.2 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 188.6 Base Operating Budget (\$M): 5.7 Manning: 8-Yr Avg- 98.6% Off 102.4 % Enl

Niagara Falls IAP ARS	GenMitchell IAP ARS	Youngstown-Warren MPT ARS
One Time Costs (\$M): 24.1 Annual Savings (\$M): 16.4 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 205.7 Base Operating Budget (\$M): 6.2 Manning: 8-Yr Avg- 98.6% Off 102.4 % Enl	One Time Costs (\$M): 23.0 Annual Savings (\$M): 15.3 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 191.9 Base Operating Budget (\$M): 4.9 Manning: 8-Yr Avg- 97.9% Off 101.0% Enl	One Time Costs (\$M): 24.3 Annual Savings (\$M): 15.2 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 187.9 Base Operating Budget (\$M): 3.7 Manning: 8-Yr Avg- 96.3% Off 103.6% Enl



RECEIVER DEMAND VS TOTAL TANKER BASING



*This chart represents training demand
avg is 110% demand
of avail capability*

*Approx 6% of tankers
based overseas:
Alaska, Hawaii
Mildenhall, Kadena*

A-16

$$\begin{array}{r}
 \text{Demand} \\
 6 + 5 + 17 = 28\% \\
 26 + 26 + 27 = 79 \\
 \hline
 107\% \\
 \\
 \text{Based} \\
 19 + 15 + 25 = 59\% \\
 13 + 13 + 9 = 35 \\
 \hline
 94\% \\
 \text{overseas} \quad 6\%
 \end{array}$$

1 June 1995

MEMORANDUM (DRAFT)

To: Frank Cirillo, Air Force Team Leader
Rick DiCamillo, Air Force Senior Analyst

From: Deirdre Nurre, Senior Environmental Analyst 

RE: Aircraft Receiver Options for MacDill

CC: Bob Cook, Interagency Team Leader

This memorandum summarizes air quality constraints of aircraft receiver options for MacDill AFB. Commissioner J.B. Davis had requested clarification of our analysis.

We examined whether MacDill could add 48 KC-135Rs without having to demonstrate conformity with the Clean Air Act. Note that even if a conformity determination were required, it would still be possible to add aircraft, but the Air Force might need to make various operational tradeoffs (retrofitting engines, acquiring emissions offsets from other sources, limiting takeoffs and landings, or other tradeoffs). Note also that question we examined was more specific than asking "how many aircraft can McDill add?"

Analysis of air quality limitations considers a number of variables, including air district attainment status, type of aircraft and associated emissions, model of engine and associated emissions, number of takeoffs and landings, personnel and structures associated with aircraft operation and maintenance, and so forth. In developing its BRAC-95 recommendations the Air Force used software designed to test conformity with the 1995 Clean Air Act. The software, known as Air Conformity Applicability Model v1.1a (ACAM), is available to commission staff for use in our office. The ACAM software was used to develop the air quality analyses presented in the BCEG minutes. The Base Closure Working Group made certain assumptions for modeling purposes, which included number of landings and takeoffs per mission type per year, number of personnel per aircraft and mission type, and so forth. Once an assumption was made it was applied consistently for each aircraft and mission type.

After running the model according to the assumptions recommended by the Air Force BCEG staff, I found that the Air Force could add at least 48 KC-135Rs without triggering the need for a conformity determination.

The assumptions included in my analysis are as follows:

- 48 KC-135Rs added in 1995
- 2500 personnel added with KC-135Rs in 1995
- 96 F-16 C/Ds subtracted by 1994

- 1562 sq. ft. squadron operation facility space per KC-135R
- 450 landings and takeoffs (LTOs) and 950 touch and gos (TGOs) per F-16 per year (standard Air Force assumption)
- 130 LTOs and 225 TGOs per KC-135R per year (standard Air Force assumption)

The user of this information should be aware that these assumptions, if altered, could change the conformity predictions. The user should also be aware that a local air quality district could potentially use different assumptions for modeling purpose and thus arrive at a different conformity prediction. The ACAM model is most useful for making broad predictions. It cannot create the conformity determination itself.

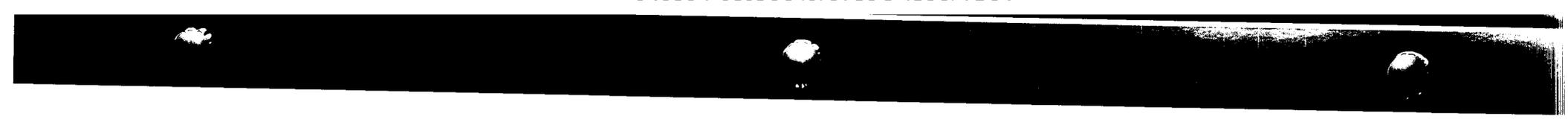
Please let me know if you require additional information.

Air Force Reserve C-130 COBRA Data

Costs:
PPMA
Comm
BOS

COBRA RUN	Gen Mitchell	Minn-St Paul	Niagara Falls	O'Hare	Pittsburgh	Youngstown
Original Level Play						
NPV	124.5	119.0	123.3	152.9	137.4	107.1
1-Time Cost	13.0	13.7	13.7	14.2	13.9	13.0
Annual Savings	9.8	9.6	9.5	12.0	10.9	8.6
ROI	1 Yr	2 Yrs	1 Yr	1 Yr	1 Yr	2 Yrs
Base Oprtg Costs	3.2	5.7	5.7	5.7	5.7	1.9
Original Focus						
NPV	N/A	N/A	N/A	N/A	161.1	N/A
1-Time Cost					22.3	
Annual Savings					13.1	
ROI					2 Yrs	
Base Oprtg Costs					2.4	
Revised Level Play						
NPV	124.5	119.0	135.0	128.7	92.0	107.0
1-Time Cost	13.0	13.9	14.0	13.9	12.8	13.0
Annual Savings	9.8	9.6	10.4	10.2	7.5	8.6
ROI	1 Yr	2 Yrs	1 Yr	1 Yr	2 Yrs	2 Yrs
Base Oprtg Costs	3.2	5.7	7.2	4.0	2.4	1.9
Revised Focus						
NPV	191.7	187.2	209.2	196.2	159.1	174.0
1-Time Cost	13.5	14.4	14.5	14.4	13.3	13.6
Annual Savings	14.3	14.4	15.2	15.0	12.3	13.4
ROI	1 Yr	1 Yr	Immediate	1 Yr	1 Yr	1 Yr
Base Oprtg Cost	3.2	5.7	7.2	4.0	2.4	1.9
1994 BOC Inflated						
NPV	202.4	189.5	213.3	218.5	206.0	209.8
1-Time Cost	23.0	23.8	24.1	24.1	23.1	24.3
Annual Savings	15.3	15.2	16.4	17.3	15.5	15.2
ROI	1 Yr	2 Yrs	1 Yr	1 Yr	1 Yr	Immediate
Base Oprtg Costs	4.9	5.7	6.2 (89)	5.9	4.9	3.7
1994 BOC Inf (\$0 MA)						
NPV	191.9	188.6	205.7	218.5	194.5	187.9
1-Time Cost	23.0	23.8	24.1	24.1	23.1	24.3
Annual Savings	15.3	15.2	16.4	17.3	15.5	15.2
ROI	2 Yrs	2 Yrs	2 Yrs	1 Yr	2 Yrs	2 Yrs
Base Oprtg Costs	4.9	5.7	8.9 (6.2)	5.9	4.9	3.7

6A + 658



BASE ANALYSIS Malmstrom AFB, MT

DOD RECOMMENDATION: Realign Malmstrom AFB. The 43rd Air Refueling Group and its KC-135 aircraft will relocate to MacDill AFB, FL. All fixed-wing aircraft flying operations at Malmstrom AFB will cease and the airfield will be closed.

CRITERIA	DOD RECOMMENDATION
AIR FORCE TIERING	II
BCEG FLYING RATING	Green-
FORCE STRUCTURE	12 KC-135
ONE-TIME COSTS (\$ M)	26.5
ANNUAL SAVINGS (\$ M)	4.2
RETURN ON INVESTMENT	2002 (5 Years)
NET PRESENT VALUE	38.6
BASE OPERATING BUDGET (\$ M)	21.8
PERSONNEL ELIMINATED (MIL / CIV)	0 / 0
PERSONNEL REALIGNED (MIL / CIV)	667 / 17
ECONOMIC IMPACT (BRAC 95 / CUM)	-2.1% / -2.2%
ENVIRONMENTAL	Asbestos/Siting

A-8

DRAFT

MALMSTROM AFB, MT

SLIDE A-8 PLEASE

Commissioners, continuing on with the large aircraft category, we have Malmstrom Air Force Base ^{Montana} recommended by DoD for realignment. The recommendation realigns the 43rd Air Refueling Group and its 12 KC-135 tankers from Malmstrom to MacDill Air Force Base, Florida. Further, the recommendation closes the Malmstrom airfield to fixed wing operations. This chart reflects the overall value of the base and the cost and savings of the recommendation.

SLIDE A-9 PLEASE

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ISSUES REVIEWED Malmstrom AFB, MT

<p>Northwest tanker saturation</p> <p>Lack of tanker capability in southeast U.S.</p> <p>Malmstrom airfield limitations for tanker maximum gross weight operations (Field elevation and runway length)</p> <p>Capacity available to accommodate more tankers</p>	<p>Modern aircraft maintenance and operations facilities on Malmstrom</p> <p>No environmental constraints</p> <p>Unencroached airspace</p>
--	--

A-9

SLIDE A-9

This chart previews the issues associated with the recommendation. The bolded issues on the left half of the chart will be discussed in more detail in the following chart. Unless you have a question, I will not address the issues in the right half of the chart.

SLIDE A-10 PLEASE

DRAFT

ISSUES Malmstrom AFB, MT

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Northwest tanker saturation	Yes	Did not address	Agree - 70 tankers based at Fairchild AFB, WA 19% Based / 6% Demand
Lack of tankers in southeast U.S.	Improves situation	Malmstrom tankers do not fix the problem	Southeast deficiency is for training not operational requirements 9% Based / 27% Demand
Airfield limitations	Yes-Pressure altitude and runway length	Requirement for maximum gross weight take-offs is minimal	Yes- Airfield elevation (3500') and runway length limits takeoff gross weights
Capacity available to accommodate more aircraft	Excess capacity exists, but more aircraft would exacerbate tanker saturation in northwest	Yes - Base can support two more squadrons	Base can accept two more squadrons with additional MILCON - Exacerbates northwest tanker saturation

A-10

SLIDE A-10

Department of Defense
Opposition

The leading issue in this recommendation is the Air Force assertion there is a tanker saturation problem in the northwestern U.S. The community did not address tanker saturation, but rather recommended the addition of more tankers be moved into Malmstrom to take advantage of excess capacity [excellent flying conditions] and outstanding facilities.

80% Demand
19% Based

Our analysis reflects 70 tankers at Fairchild Air Force Base, in Spokane, Washington, which is one of ~~the~~ core tanker bases. Conversely, there is a lack of tankers located in the southeast U.S. where there is a high demand for air refueling training capability. The Air Force contends the relocation of Malmstrom tankers to MacDill AFB, FL will alleviate the southeast tanker deficit and provide a cost effective approach for retaining and operating MacDill airfield, which is the subject of a redirect and will be addressed shortly. The Commission staff

THREE IN THE AIR FORCE.

North Central U.S.
5% Demand
15% Based

agrees with the deficiency in tanker resources to support training in the southeast and notes the relocation will partially relieve the problem.

27% Demand
99% Based

Another issue is the Malmstrom's field elevation. The 3,500 foot elevation and runway length limits maximum gross weight take off capability which translates to reduced air refueling off-load quantities during operational deployment missions. The community maintains combat maximum gross weight take-offs occur only 10% of the time. Staff concurs with gross weight takeoff limitations and notes that gross weight take-off capability at MacDill is twenty three thousand (23,000) pounds greater than Malmstrom.

Finally, there is excess capacity existing at Malmstrom AFB. No one really disputes this issue, but differ in the method of resolving the problem. The Air Force proposal would close

DRAFT

down the fixed wing airfield operations after relocation of the tankers, while the community advocates adding two more squadrons of aircraft (24) to the base to make use of the excess capacity. We concur with the community, but there would be some Military Construction required to accommodate the additional two squadrons. This approach, however, would exacerbate the northwest tanker saturation problem.

SLIDE A-11 PLEASE

5
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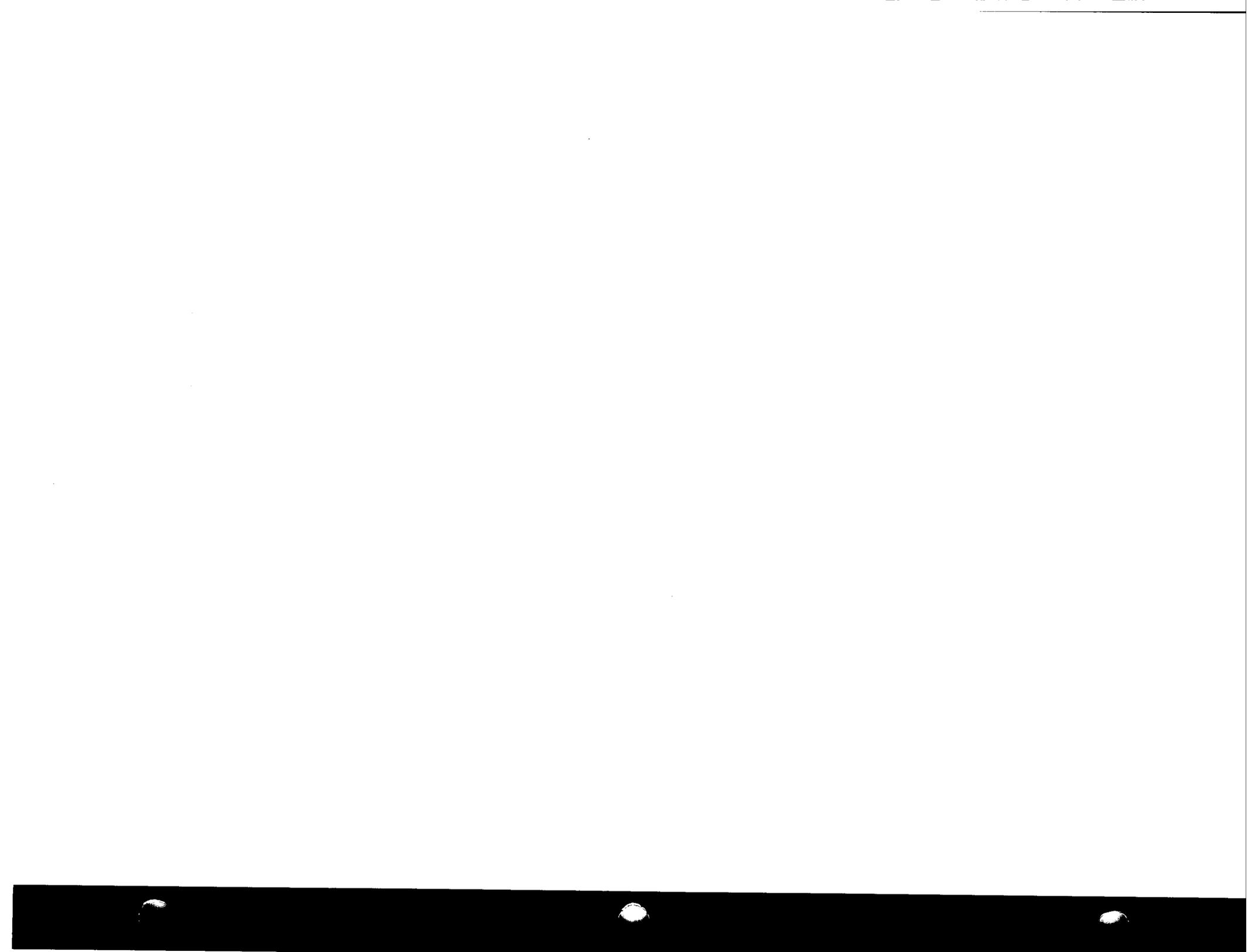
**SCENARIO SUMMARY
Malmstrom AFB, MT**

DOD RECOMMENDATION	
Realign Malmstrom AFB tankers to MacDill AFB, FL and close airfield fixed wing operations	
One Time Costs (\$M): 26.5 Annual Savings (\$M): 4.2 Return on Investment: 5 years (2002) Net Present Value (\$M): 38.6	
PRO	CON
Relieves tanker saturation in northwest Decreases tanker shortfall in Southeast Permits cost effective approach to operate MacDill airfield MacDill becomes available for increased military training	Does not reduce excess capacity in large aircraft infrastructure

A-11

This chart summarizes the DoD recommendation and provides Pros and Cons associated with it.

This completes my briefing and I'll be glad to answer any questions at this time.

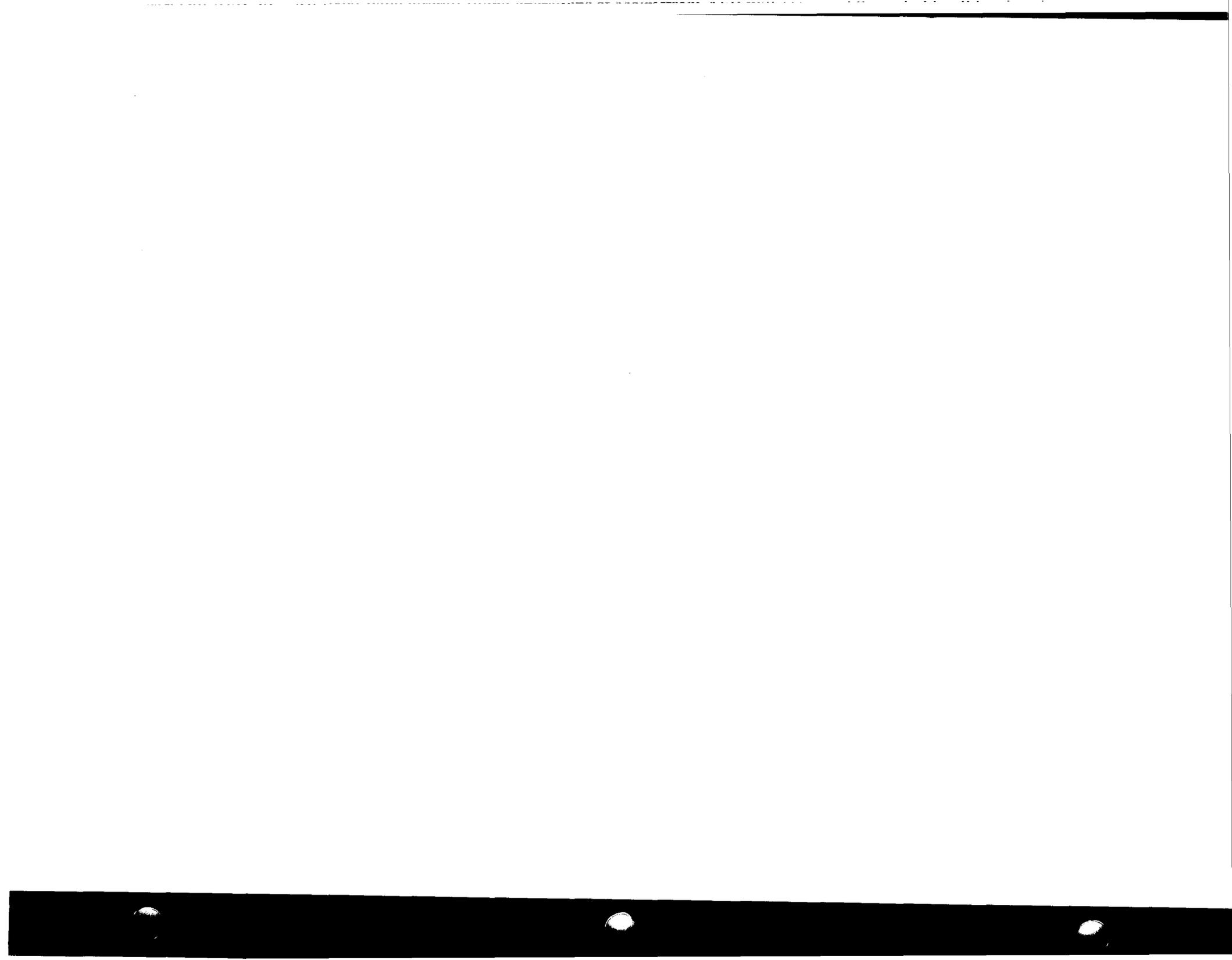


Backup Slides

ISSUES
Malmstrom AFB, MT

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Modern aircraft maintenance operations facilities	Concur-new facilities built in past three years	Facilities can support additional aircraft Will go to waste without flying mission	State-of-the art facilities are becoming a in Air Force Missile Wing will use facilities
No environmental constraints	Concur-Air Force graded Green-	Cleanest air and best flying weather all year round	Montana and North Dakota bases relatively equal
Unencroached air space	Concur-Air Force graded Green	Agree	Montana and North Dakota bases equal

A-14



MacDill Air Force Base, Florida

- 1991 DBCRC Recommendation
 - Realign the aircraft to Luke AFB, AZ
 - Move the Joint Communications Support Element (JCSE) to Charleston AFB, SC
 - Close airfield
 - Remainder of MacDill becomes an administrative base
- 1993 DBCRC Recommendation
 - Retain JCSE at MacDill
 - Airfield operation transfers to Department of Commerce (DoC) or other Federal agency
- **1995 DoD Recommendation**
 - Retain MacDill airfield as part of MacDill AFB
 - Air Force continue to operate the runway
 - DoC remain as tenant
- **DoD Justification**
 - DEPSECDEF and CJCS validated airfield requirements of two unified commands at MacDill
 - Air Force has responsibility to support the requirements
 - Tampa International Airport cannot support Unified Commands' requirements
 - DoD requirements constitute approximately 95% of airfield operations
 - More efficient for Air Force to operate the airfield from existing active duty support base

A12

MACDILL AFB, FL

SLIDE A12 PLEASE

Mr Chairman and Commissioners, I would like to address the redirect of MacDill AFB, Florida, at this time since it is coupled with the realignment of Malmstrom AFB and the KC-135 tankers. The chart ~~you see~~ before you gives the background of actions taken by previous Commission's regarding MacDill AFB. The redirect proposes the Air Force retain MacDill airfield as part of MacDill AFB. The Air Force will continue to operate the runway and its associated activities and the Department of Commerce will remain as a tenant under the DoD recommendation.

SLIDE A-13 PLEASE

**SCENARIO SUMMARY
MACDILL AFB, FL**

DOD RECOMMENDATION	
REDIRECT	
One Time Cos	
Steady State S	
Return on Inv	
Net Present V	
DEPSECDEF combat comm	
Redistribution training	
More efficient to retain tenant	
Retains within DoD c: combat commands	

Rick

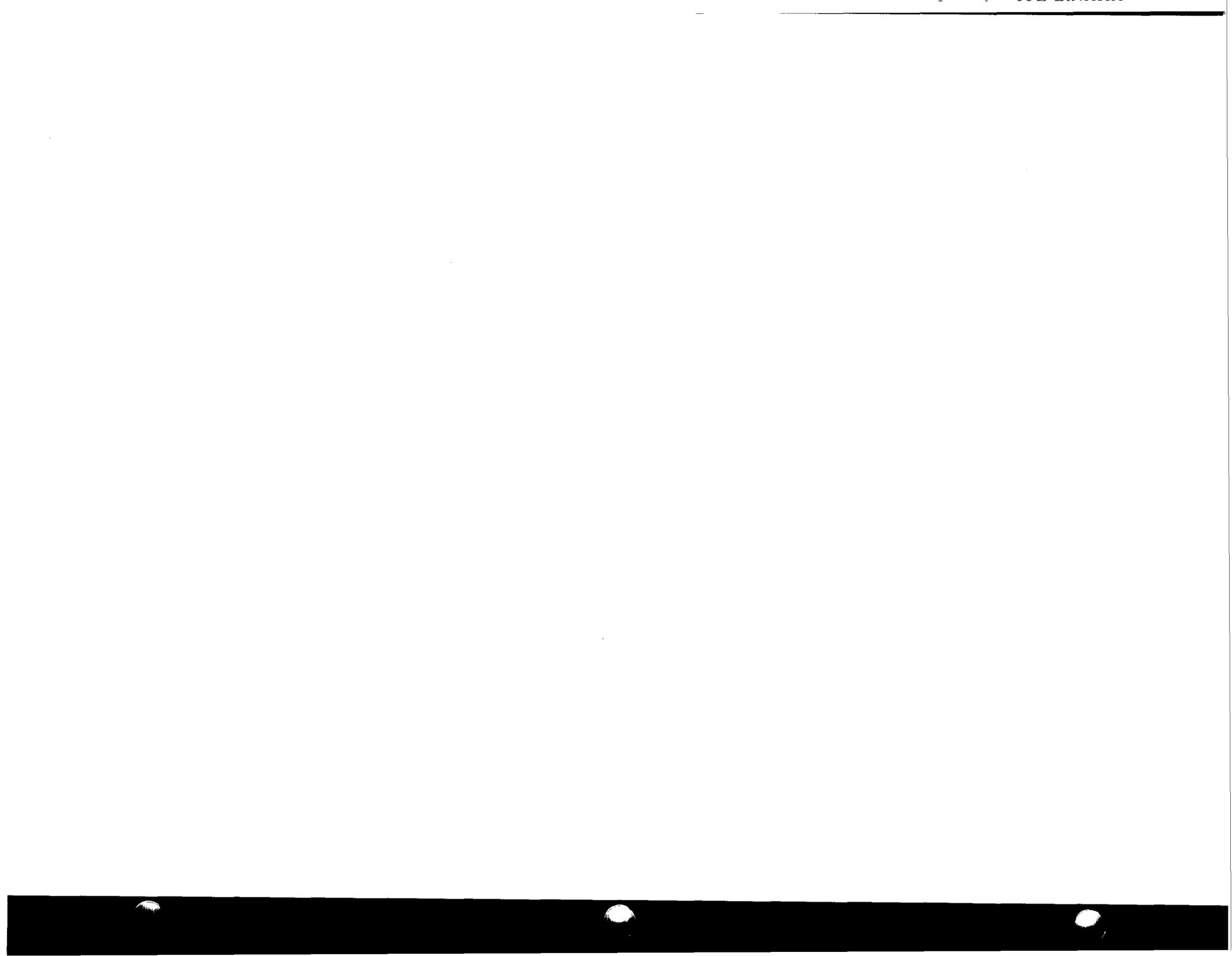
*we will
want to hold
want*

A-3

SLIDE A-13

This next chart is a summary with the Pros and Cons of the recommendation. The cost and savings for this redirect are reflected in the Malmstrom AFB realignment.

I'll be glad to respond to any questions at this time.



Air Force Reserve C-130 Capacity

- **BCEG Minutes**
 - **Excess of two C-130 Bases**
 - **SECAF recommended one**
- **Air Force Concerns with two closures**
 - **Community visibility**
 - **Demographics and recruiting**
 - **Combat readiness and capability**
 - **Peacetime operational capability**
- **SECAF supports for closure**
 - **O'Hare IAP ARS**

SLIDE E-3 PLEASE

Air Force Reserve C-130

~~Good afternoon Mr Chairman and Commissioners. I will start my briefing by addressing the C-130 excess capacity.~~ SLIDE E-3 PLEASE This chart reflects the Air Force's concerns for closing more than one Air Force Reserve C-130 base. The issues are visibility in local communities throughout the U.S. and demographics to support recruiting . These are essential to combat readiness and capability. ^{Concerns} ~~These same issues were~~ covered by Lt Col Beyer in his presentation on the Reserve F-16s

Also noted here is the Air Force's support to close O'Hare Air Reserve Station, Illinois,
as an alternative for Pittsburgh. This information was provided to the Commission in
correspondence and during testimony on June 14th.

SLIDE E-4 PLEASE

AIR FORCE RESERVE: C-130 BASES

TIER	INSTALLATION
N/A	GREATER PITTSBURGH IAP ARS, PA (C)
N/A	GEN MITCHELL IAP ARS, WI (*)
N/A	MINNEAPOLIS-ST PAUL IAP ARS, MN (*)
N/A	NIAGARA FALLS IAP ARS, NY (*)
N/A	O'HARE IAP ARS, IL (*)
N/A	YOUNGSTOWN-WARREN MPT, OH (*)

(C) = DoD recommendation for closure

(*) = Commissioner candidate for further consideration

E-4

SLIDE E-4

Mr Chairman, Commissioners, this chart lists the bases which are ^{presented in} the subject of my ^{the Recommendation} briefing. To recap, the ~~Air Force~~ ^{Dept of Def} has recommended Pittsburgh Air Reserve Station for closure and its C-130s be distributed to other Air Force Reserve C-130 units at Dobbins Air Reserve Base, Georgia and Peterson Air Force Base, Colorado. During the Commissions Adds deliberations on May 10th the other five Air Reserve Stations were added for consideration for closure primarily due to erroneous data originally submitted by the Air Force.

SLIDES E-5 AND E-6 PLEASE

BASE ANALYSIS

Category: Air Force Reserve C-130

DOD RECOMMENDATION: Close Greater Pittsburgh IAP Air Reserve Station (ARS), PA. The 911th Airlift Wing will inactivate and its C-130 aircraft will be distributed to Air Force Reserve C-130 units at Dobbins ARB, Georgia, and Peterson AFB, Colorado.

COMMISSIONER ADD FOR CONSIDERATION: Study Gen Mitchell IAP ARS, WI, Minneapolis-St. Paul IAP ARS, MN, Niagara Falls IAP ARS, NY, O'Hare IAP ARS, IL, and Youngstown-Warren MPT ARS, OH **FOR CLOSURE** as an **ADDITION** to or a **SUBSTITUTION** for Pittsburgh IAP ARS.

CRITERIA	GRTR PITTSBURGH (C)	O'HARE (*)	MINNEAPOLIS-ST PAUL (*)
FORCE STRUCTURE	8 C-130	8 C-130	8 C-130
ONE-TIME COSTS (\$ M)	23.1	24.1	23.8
ANNUAL SAVINGS (\$ M)	15.5	17.3	15.2
RETURN ON INVESTMENT	1998 (1 Year)	1998 (1 Year)	1999 (2 Years)
NET PRESENT VALUE	206.0	218.5	189.5
BASE OPERATING BUDGET (\$ M)	4.9	5.9	5.7
PERSONNEL ELIMINATED (MIL / CIV)	0 / 239	0 / 262	0 / 216
PERSONNEL REALIGNED (MIL / CIV)	0 / 105	0 / 105	0 / 105
ECONOMIC IMPACT (BRAC 95 / CUM)	-0.1% / -0.1%	-0.0% / -0.1%	-0.1% / -0.1%
ENVIRONMENTAL	Non-attainment - Ozone	Non-attainment - Ozone	Non-attainment - CO

(C) = DoD recommendation for closure

(*) = Commission add for further consideration

E-5

BASE ANALYSIS

Category: Air Force Reserve C-130

DOD RECOMMENDATION: Close Greater Pittsburgh IAP Air Reserve Station (ARS), PA. The 911th Airlift Wing will inactivate and its C-130 aircraft will be distributed to Air Force Reserve C-130 units at Dobbins ARB, Georgia, and Peterson AFB, Colorado.

COMMISSIONER ADD FOR CONSIDERATION: Study Gen Mitchell IAP ARS, WI, Minneapolis-St. Paul IAP ARS, MN, Niagara Falls IAP ARS, NY, O'Hare IAP ARS, IL, and Youngstown-Warren MPT ARS, OH **FOR CLOSURE** as an **ADDITION** to or a **SUBSTITUTION** for Pittsburgh IAP ARS.

CRITERIA	NIAGARA FALLS (*)	GEN MITCHELL (*)	YOUNGSTOWN-WARREN (*)
FORCE STRUCTURE	8 C-130	8 C-130	12 C-130
ONE-TIME COSTS (\$ M)	24.1	23.0	24.3
ANNUAL SAVINGS (\$ M)	16.4	15.3	15.2
RETURN ON INVESTMENT	1998 (1 Year)	1998 (1 Year)	Immediate
NET PRESENT VALUE	213.3	202.4	209.8
BASE OPERATING BUDGET (\$ M)	6.2	4.9	3.7
PERSONNEL ELIMINATED (MIL / CIV)	0 / 182	0 / 234	0 / 261
PERSONNEL REALIGNED (MIL / CIV)	0 / 105	0 / 105	0 / 178
ECONOMIC IMPACT (BRAC 95 / CUM)	-0.5% / -0.6%	-0.1% / -0.1%	-0.3% / -0.3%
ENVIRONMENTAL	Non-attainment - Ozone	Non-attainment - Ozone	Non-attainment - Ozone

(C) = DoD recommendation for closure

(*) = Commission add for further consideration

E-6

SLIDES E-5 & E-6

These charts reflect the costs and savings associated with the six bases in this category.

The data is based on corrected information received from the Air Force and our adjustments based on other information received from the Air Force. [...which include full FY 94 Base Operating Costs, adjusted manpower savings at those bases where some base support must be retained to support collocated Air National Guard units, and the inclusion of unobligated military construction funding as a cost avoidance.]

~~As you will note, with the corrected information from the Air Force and the staff~~
The data shows
~~adjustments,~~ Pittsburgh did not come out near the top in savings or most costly to operate as
originally projected by the faulty data in the Air Force submission.

During the Commission's visits to these installations, each location was found to be a compact, efficient operation, with good-to-excellent facilities, excellent recruiting, and strong community support, notwithstanding the City of Chicago's desire to acquire the O'Hare property. In addition, each unit displayed a proud history of supporting wartime, contingency, and peacetime operations

SLIDE E-7 PLEASE

AIR FORCE RESERVE C-130 ANALYSIS SUMMARY

Grtr Pittsburgh IAP ARS	O'Hare IAP ARS	Minneapolis-St Paul IAP ARS
One Time Costs (\$M): 23.1 Annual Savings (\$M): 15.5 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 206.0	One Time Costs (\$M): 24.1 Annual Savings (\$M): 17.3 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 218.5	One Time Costs (\$M): 23.8 Annual Savings (\$M): 15.2 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 189.5
Base Operating Budget (\$M): 4.9	Base Operating Budget (\$M): 5.9	Base Operating Budget (\$M): 5.7
Manning: 8-Yr Avg- 97.7% Off 101.0% Enl	Manning: 8-Yr Avg- 97.9% Off 101.0% Enl	Manning: 8-Yr Avg- 98.6% Off 102.4 % Enl

Niagara Falls IAP ARS	Gen Mitchell IAP ARS	Youngstown-Warren MPT ARS
One Time Costs (\$M): 24.1 Annual Savings (\$M): 16.4 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 213.3	One Time Costs (\$M): 23.0 Annual Savings (\$M): 15.3 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 202.4	One Time Costs (\$M): 24.3 Annual Savings (\$M): 15.2 Return on Investment: Immediate Net Present Value (\$M): 209.8
Base Operating Budget (\$M): 6.2	Base Operating Budget (\$M): 4.9	Base Operating Budget (\$M): 3.7
Manning: 8-Yr Avg- 92.9% Off 99.6% Enl	Manning: 8-Yr Avg- 95.6% Off 102.8% Enl	Manning: 8-Yr Avg- 96.3% Off 103.6% Enl

SLIDE E-7

Mr Chairman and Commissioners, this next chart for your review summarizes the data for all six bases, and includes unit manning levels averaged over the last eight years. As you can see the bases are fairly close in costs and savings and they are all able to recruit and maintain combat readiness.

SLIDES E-8 and E-9 PLEASE

SCENARIO SUMMARY

Pittsburgh IAP ARS, PA

DoD RECOMMENDATION		COMMISSION ALTERNATIVE I	
Close Pittsburgh IAP ARS, PA		Close O'Hare IAP ARS, IL	
One Time Costs (\$M): 23.1 Annual Savings (\$M): 15.5 Return on Investment: 1 Year Net Present Value (\$M): 206.0		One Time Costs (\$M): 24.1 Annual Savings (\$M): 17.3 Return on Investment: 1 Year Net Present Value (\$M): 218.5	
PRO	CON	PRO	CON
Reduces excess capacity Supports force reductions	One of the cheapest bases to operate Erroneous data used by Air Force in recommending Pittsburgh Excellent recruiting area	City of Chicago supports closure; needs airport property for revenue producing development Highest annual savings AF supports closure Reduces cost to City to relocate Reserve Component units Reduces excess capacity Supports force reductions	Reduces AFR presence in State Excellent recruiting area

E-8

SCENARIO SUMMARY

COMMISSION ALTERNATIVE II		COMMISSION ALTERNATIVE III	
Close Minneapolis-St. Paul IAP ARS, MN		Close Niagara Falls IAP ARS, NY	
One Time Costs (\$M): 23.8 Annual Savings (\$M): 15.2 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 189.5		One Time Costs (\$M): 24.1 Annual Savings (\$M): 16.4 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 213.3	
PRO	CON	PRO	CON
Reduces excess capacity Supports force reductions	Only Air Force flying unit in State Lowest in 20-Year NPV savings	High operating cost Reduces excess capacity Supports force reductions	Loss of only AFR flying unit in State Highest economic impact Excellent community support

COMMISSION ALTERNATIVE IV		COMMISSION ALTERNATIVE V	
Close General Mitchell IAP ARS, WI		Close Youngstown MPT ARS, OH	
One Time Costs (\$M): 23.0 Annual Savings (\$M): 15.3 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 202.4		One Time Costs (\$M): 24.3 Annual Savings (\$M): 15.2 Return on Investment: Immediate Net Present Value (\$M): 209.8	
PRO	CON	PRO	CON
Reduces excess capacity Supports force reductions	Excellent recruiting area Excellent community support Loss of only Air Force unit in State	High MILCON cost avoidance Single unit base Reduces excess capacity Supports force reductions	Lowest operating costs Good recruiting area

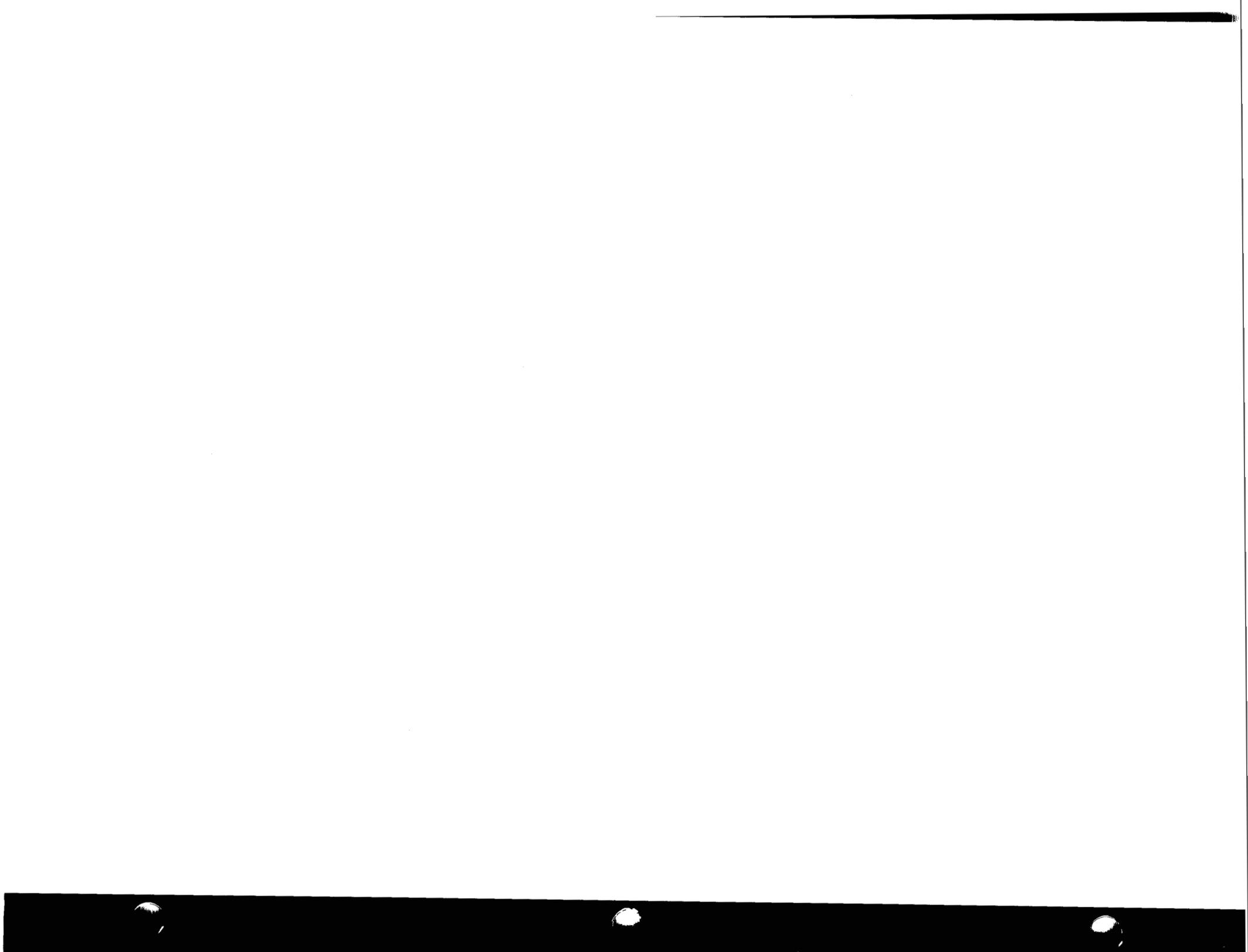
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SLIDES E-8 & E-9

This brings me to the final two charts in my presentation. These scenario summaries provide the DoD recommendation and Commission alternatives.

Mr Chairman this completes my briefing. I will be glad to answer any questions at this time.

DRAFT



Backup Slides

**AIR FORCE RESERVE
C-130 SUMMARY
(No MILCON Avoidance)**

Grtr Pittsburgh IAP ARS	O'Hare IAP ARS	Minneapolis-St Paul IAP ARS
One Time Costs (\$M): 23.1 Annual Savings (\$M): 15.5 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 194.5	One Time Costs (\$M): 24.1 Annual Savings (\$M): 17.3 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 218.5	One Time Costs (\$M): 23.8 Annual Savings (\$M): 15.2 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 188.6
Base Operating Budget (\$M): 4.9	Base Operating Budget (\$M): 5.9	Base Operating Budget (\$M): 5.7
Manning: 8-Yr Avg- 97.7% Off 101.0% Enl	Manning: 8-Yr Avg- 98.6% Off 102.4 % Enl	Manning: 8-Yr Avg- 98.6% Off 102.4 % Enl

Niagara Falls IAP ARS	GenMitchell IAP ARS	Youngstown-Warren MPT ARS
One Time Costs (\$M): 24.1 Annual Savings (\$M): 16.4 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 205.7	One Time Costs (\$M): 23.0 Annual Savings (\$M): 15.3 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 191.9	One Time Costs (\$M): 24.3 Annual Savings (\$M): 15.2 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 187.9
Base Operating Budget (\$M): 6.2	Base Operating Budget (\$M): 4.9	Base Operating Budget (\$M): 3.7
Manning: 8-Yr Avg- 98.6% Off 102.4 % Enl	Manning: 8-Yr Avg- 97.9% Off 101.0% Enl	Manning: 8-Yr Avg- 96.3% Off 103.6% Enl

ISSUES
Greater Pittsburgh IAP ARS, PA

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Operating costs (Non-salary)	\$5.7M	Air Force used Minneapolis-St Paul data	Agree with community-corrected data placed unit lower
Expansion Capability	No excess capacity to accept more aircraft	30 Acres more than Air Force reported, with opportunity to acquire more at nominal fee lease	Additional 30 acres available to unit on memorandum of agreement with Allegheny County. Additional 47 acres available
Military value	Criteria II - Yellow+	Asserted AF data incorrect and should be raised to Green	Agree with community-recent aircraft pavement analyses upgraded weight bearing capacity which was reason for lower military value
Close proximity to other AFR C-130 unit - Youngstown	Factor used by Air Force to recommend Pittsburgh for closure	Suggested Pittsburgh could grow and absorb manning from Youngstown if Youngstown closed	Agree with both positions

ISSUES
O'Hare IAP ARS, IL

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Operating cost (Non-salary)	\$5.7M	Did not address	Air Force used Minneapolis-St Paul data
1993 Closure recommendation	Recently supported the deactivation of the C-130 unit if selected this round	City of Chicago continuing efforts to acquire property Local civic groups support retention of AFR & ANG units at O'Hare	Deactivation of C-130 unit reduces City's costs of relocating units Closure provides highest level of 20-year NPV savings
No MILCON programmed since 1993	Did not address	Did not address	Inclusion of MILCON would increase 20-year NPV savings
Close proximity to other AFR C-130 unit - Gen Mitchell	Factor used in recommendation to close Pittsburgh	Did not address	70 miles to Gen Mitchell

ISSUES
Minneapolis-St Paul IAP ARS, MN

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Most cost efficient unit in C-130 category	Savings and cost data were relatively low	\$180M 20-year NPV	Agree with community. Commission estimate of NPV= \$189.5M
Air Force Reserve position is close only one C-130 unit	Close one C-130 unit	asserted Air Force Reserve wants to close one C-130 unit	Air Force identified an excess of two units, but strongly supports only one closure

ISSUES
Niagara Falls IAP ARS, NY

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Operating costs (Non-salary)	COBRA used \$5.7M base operating cost	Base operating support contractor salaries should not be included	Inaccurate data used by Air Force Agree with community, but cost is still highest among the C-130 units at \$6.2M
Economic impact	1.1%	Second largest employer in Niagara County and is considered its own statistical area. This action would impact 1.1%	Agree with community regarding statistical area, but impact is 0.5% for this action
Only Air Force Reserve flying unit in State	Did not address	Community assertion	Agree with community-last unit other than Air National Guard

ISSUES
General Mitchell IAP ARS, WI

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Expansion capability	Yes - 4 aircraft with \$600K in minor construction	4 aircraft at no cost	Concur in excess capacity
Regional Maintenance function	Did not address	Performs wheel and tire repair for several C-130 units	Reviewed facility during base visit
Close proximity to other AFRES C-130 unit - O'Hare	A factor used in recommendation to close Pittsburgh	Some unit members currently commute from Chicago area	Gen Mitchell 70 miles from O'Hare
Only Air Force Reserve flying unit in State	Did not address	Community assertion - unit personnel represent every county in State	Agree with community; last Reserve flying unit other than Air National Guard

ISSUES
Youngstown-Warren MPT ARS, OH

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Expansion Capability	Unit can expand by 8 aircraft with \$11.6M in MILCON	\$18.7M in MILCON to support growth of 8 aircraft	\$22.5M in MILCON thru FY 97 to support growth. More funding programmed beyond 97.
Operating Costs	Original COBRA \$1.9M	Lowest for 8 aircraft	Concur with community; we estimate \$3.7. Insufficient data available for costs for unit growth
Close Proximity to other AFR C-130 unit - Pittsburgh	Factor used in selection of Pittsburgh and to support growth of unit	Did not address	55 miles to Pittsburgh



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Malmstrom AFB, MT
MacDill AFB, FL (Redirect)

B. Undergraduate Pilot Training

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Columbus AFB, MS
Laughlin AFB, TX
Vance AFB, OK

C. Satellite Control

Onizuka AFB, CA
Lowry AFB, CO (Redirect)

D. Air Force Reserve (F-16)

Bergstrom ARB, TX
Carswell ARB, TX
Homestead ARB, FL
Homestead ARB (301st Air Rescue Squadron), FL (Redirect)
Homestead ARB (726th Air Control Squadron), FL (Redirect)

E. Air Force Reserve (C-130)

Greater Pittsburgh IAP ARS, PA
Gen. Mitchell IAP ARS, WI
Minneapolis-St. Paul IAP ARS, MN
Niagara Falls IAP ARS, NY
O'Hare IAP ARS, IL
Youngstown-Warren MPT ARS, OH

F. Air National Guard

Moffett Federal Airfield AGS, CA
North Highlands AGS, CA
Ontario AGS, CA
Roslyn AGS, NY
Springfield-Beckley AGS, OH

G. Redirects

Griffiss AFB (Airfield), NY
Griffiss AFB (485th EIG), NY

AIR FORCE CATEGORIES

CATEGORY	NUMBER
MISSILES	4
LARGE AIRCRAFT	22
SMALL AIRCRAFT	15
UNDERGRADUATE PILOT TRAINING	5
DEPOTS	5
LABS & PRODUCT CENTERS	6
TEST & EVALUATION	4
SPACE SUPPORT	3
SATELLITE CONTROL	2
AIR FORCE RESERVE	14
AIR NATIONAL GUARD	12
ADMINISTRATIVE	4
TECHNICAL TRAINING	4

Highlighted categories have installations DoD has recommended for closure or realignment or Commission has added for further consideration for closure or realignment.

AIR FORCE
CATEGORY: MISSILE/LARGE AIRCRAFT

TIER	INSTALLATION	TIER	INSTALLATION
I	Altus AFB, OK	Excl	Hickam AFB, HI
Excl	Andersen AFB, GU	I	Little Rock AFB, AR
Excl	Andrews AFB, MD	II	Malstrom AFB, MT (M) (R)
I	Barksdale AFB, LA	Excl	McChord AFB, WA
II	Beale AFB, CA	I	McConnell AFB, KS
I	Charleston AFB, SC	II	McGuire AFB, NJ
I	Dover AFB, DE	II	Minot AFB, ND (M) (*)
I	Dyess AFB, TX	II	Offutt AFB, NE
III	Ellsworth AFB, SD	III	Scott AFB, IL
Excl	F.E. Warren AFB, WY (M)	I	Travis AFB, CA
I	Fairchild AFB, WA	I	Whiteman AFB, MO
III	Grand Forks AFB, ND (M) (R) (*)		

(R) = DoD recommendation for realignment
 (*) = Commission add for further consideration
 (M) = Missile Base

A-1

BASE ANALYSIS

DOD RECOMMENDATION: Realign Grand Forks AFB by inactivating the 321st Missile Group.

COMMISSION ADD FOR CONSIDERATION Study Minot AFB FOR REALIGNMENT by inactivating the 91st Missile Group.
Study Grand Forks AFB FOR CLOSURE.

CRITERIA	GRAND FORKS, ND (R) (Realign MM III)	MINOT, ND (*) (Realign MM III)	GRAND FORKS, ND (R)(*) (Closure)
AIR FORCE TIERING	III	II	III
BCEG FLYING RATING	Yellow +	Yellow +	Yellow +
BCEG MISSILE RATING	Red	Yellow	Red
FORCE STRUCTURE	150 MINUTEMAN III 48 KC-135 Aircraft	150 MINUTEMAN III 12 B-52 Aircraft	150 MINUTEMAN III 48 KC-135 Aircraft
ONE-TIME COSTS (\$ M)	11.9	17.3	215.3
ANNUAL SAVINGS (\$ M)	35.2	36.1	87.7
RETURN ON INVESTMENT	1998 (Immediate)	1998 (Immediate)	2000 (2 Years)
NET PRESENT VALUE	447.1	453.7	960.2
BASE OPERATING BUDGET (\$M)	26.7	26.7	26.7
PERSONNEL ELIMINATED (MIL/CIV)	802/35	809/46	1,684/122
PERSONNEL REALIGNED (MIL/CIV)	0/0	0/0	2,267/333
ECONOMIC IMPACT (BRAC95/CUM)	-3.1%/-3.1%	-3.1%/-3.1%	-13.4%/-13.4%
ENVIRONMENTAL	Asbestos/Siting	Siting	Asbestos/Siting

- (C) = DoD recommendation for closure
- (R) = DoD recommendation for realignment
- (*) = Candidate for further consideration

A-3

ISSUES

Grand Forks AFB, ND

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Missile field operational effectiveness	Least capable Fully capable of performing mission	All missile fields equally capable	Less survivable geology Lower alert rate Higher on-site depot support costs
Antiballistic missile implications	No effect on right to retain an ABM deployment area at Grand Forks Not necessary to demolish or relocate ABM facilities.	Restricts ballistic missile defense options Requires demolition of existing ABM facilities Could send misleading signal to the former Soviet Union	Interagency position resolves potential ABM obstacles
Cost	No ABM-related costs Include housing demolition costs	Costs are greatly underestimated	No ABM-related costs No housing demolition costs
Core tanker base	Operational effectiveness and fiscal efficiency	Agree with DoD	Sustained high deployment rate Overhead efficiencies
Operational location	Important for Single Integrated Operations Plan (SIOP) and global deployment support Supported by CINCs and CSAF	DoD correctly assessed the military value of Grand Forks AFB when selecting it as core tanker base	Important for Single Integrated Operations Plan (SIOP) Upgraded runway and hydrant system, modern facilities, zoning guarantees
Tanker saturation in Northwest	North central location	Agree with DoD	Northwest tanker saturation not an issue for Grand Forks AFB
Southeast tanker shortfall	Shortfall is for training only	Agree with DoD	Not a decisive issue

A-4

ISSUES
Minot AFB, ND

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Missile field operational effectiveness	More capable than Grand Forks	More capable than Grand Forks	<p>More survivable geology</p> <p>Highest alert rate of all missile units</p> <p>Lowest on-site depot support costs of all missile units</p>
Antiballistic missile implications	Inactivate Minot missile field only if there are ABM implications that preclude inactivation of Grand Forks missile field	There are no ABM implications that preclude inactivation of Grand Forks	<p>Potential ABM problem at Grand Forks resolved by interagency review</p> <p>Minot alternative not required</p>

SCENARIO SUMMARY

Grand Forks AFB

DoD RECOMMENDATION	
Realign Grand Forks AFB <ul style="list-style-type: none"> • Inactivate the 321st Missile Group • Relocate Minuteman III missiles to Malmstrom AFB, MT • Retain small number of silo launchers if required 	
One time Cost (\$M): 11.9 Annual Savings (\$M): 35.2 Return on Investment: 1998 (Immediate) Net Present Value (\$M): 447.1	
PRO	CON
Eliminates excess missile field Eliminates less capable missile field Less survivability Lower alert rate Higher on site depot support costs Lowest cost to close	Small number of silos may be retained

SCENARIO SUMMARY

Grand Forks AFB

COMMISSION ALTERNATIVE 1		COMMISSION ALTERNATIVE 2	
Realign Minot AFB <ul style="list-style-type: none"> • Inactivate the 91st Missile Group. • Relocate Minuteman III missiles to Malmstrom AFB, MT 		Close Grand Forks AFB. <ul style="list-style-type: none"> • Inactivate the 321st Missile Group • Relocate Minuteman III missiles to Malmstrom AFB, MT • Retain small number of silo launchers if required • Inactivate the 319th Air Refueling Wing and relocate squadrons as operational requirements dictate 	
One time Cost (\$M): 17.3 Annual Savings (\$M):36.1 Return on Investment: 1998 (Immediate) Net Present Value (\$M): 453.7		One time Cost (\$M): 215.3 Annual Savings (\$M): 87.7 Return on Investment: 2000 (2 Years) Net Present Value (\$M): 960.2	
PRO	CON	PRO	CON
Eliminates excess missile field	Eliminates more capable missile field More survivable geology than Grand Forks Highest alert rate of all missile units Lowest depot support costs of all missile units	Eliminates excess large aircraft base Provides substantial savings Relieves tanker shortfall for training in Southeast	Reduces operational effectiveness for SIOP and deployment support Warfighting CINCs want to retain Breaks up core tanker unit Disrupts near term readiness

BASE ANALYSIS Malmstrom AFB, MT

DOD RECOMMENDATION: Realign Malmstrom AFB. The 43rd Air Refueling Group and its KC-135 aircraft will relocate to MacDill AFB, FL. All fixed-wing aircraft flying operations at Malmstrom AFB will cease and the airfield will be closed.

CRITERIA	DOD RECOMMENDATION
AIR FORCE TIERING	II
BCEG FLYING RATING	Green-
FORCE STRUCTURE	12 KC-135
ONE-TIME COSTS (\$ M)	26.5
ANNUAL SAVINGS (\$ M)	4.2
RETURN ON INVESTMENT	2002 (5 Years)
NET PRESENT VALUE	38.6
BASE OPERATING BUDGET (\$ M)	21.8
PERSONNEL ELIMINATED (MIL / CIV)	0 / 0
PERSONNEL REALIGNED (MIL / CIV)	667 / 17
ECONOMIC IMPACT (BRAC 95 / CUM)	-2.1% / -2.2%
ENVIRONMENTAL	Asbestos/Siting

ISSUES REVIEWED
Malmstrom AFB, MT

Northwest tanker saturation	Modern aircraft maintenance and operations facilities on Malmstrom
Lack of tanker capability in southeast U.S.	No environmental constraints
Malmstrom airfield limitations for tanker maximum gross weight operations (Field elevation and runway length)	Unencroached airspace
Capacity available to accommodate more tankers	

A-9

ISSUES
Malmstrom AFB, MT

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Northwest tanker saturation	Yes	Did not address	Agree - 70 tankers based at Fairchild AFB, WA 19% Based / 6% Demand
Lack of tankers in southeast U.S.	Improves situation	Malmstrom tankers do not fix the problem	Southeast deficiency is for training not operational requirements 9% Based / 27% Demand
Airfield limitations	Yes-Pressure altititude and runway length	Requirement for maximum gross weight take-offs is minimal	Yes- Airfield elevation (3500') and runway length limits takeoff gross weights
Capacity available to accommodate more aircraft	Excess capacity exists, but more aircraft would exacerbate tanker saturation in northwest	Yes - Base can support two more squadrons	Base can accept two more squadrons with additional MILCON - Exacerbates northwest tanker saturation

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SCENARIO SUMMARY

Malmstrom AFB, MT

DOD RECOMMENDATION	
Realign Malmstrom AFB tankers to MacDill AFB, FL and close airfield fixed wing operations	
One Time Costs (\$M): 26.5 Annual Savings (\$M): 4.2 Return on Investment: 5 years (2002) Net Present Value (\$M): 38.6	
PRO	CON
Relieves tanker saturation in northwest Decreases tanker shortfall in Southeast Permits cost effective approach to operate MacDill airfield MacDill becomes available for increased military training	Does not reduce excess capacity in large aircraft infrastructure

MacDill Air Force Base, Florida

- **1991 DBCRC Recommendation**
 - Realign the aircraft to Luke AFB, AZ
 - Move the Joint Communications Support Element (JCSE) to Charleston AFB, SC
 - Close airfield
 - Remainder of MacDill becomes an administrative base

- **1993 DBCRC Recommendation**
 - Retain JCSE at MacDill
 - Airfield operation transfers to Department of Commerce (DOC) or other Federal agency

- **1995 DoD Recommendation**
 - Retain MacDill airfield as part of MacDill AFB
 - Air Force continue to operate the runway
 - DOC remain as tenant

- **DoD Justification**
 - DepSECDEF and CJCS validated airfield requirements of two unified commands at MacDill
 - Air Force has responsibility to support the requirements
 - Tampa International Airport cannot to support Unified Commands' requirements
 - DoD requirements constitute approximately 95% of airfield operations
 - More efficient for Air Force to operate the airfield from existing active duty support base

SCENARIO SUMMARY

MacDill AFB, FL

DOD RECOMMENDATION	
REDIRECT	
One Time Costs (\$M): N/A Steady State Savings (\$M): N/A Return on Investment: N/A Net Present Value (\$M): N/A	
PRO	CON
<p>DepSECDEF directed Air Force to support combat commanders with operational airfield</p> <p>Redistribution of tankers to southeast for training</p> <p>More efficient to retain operations than to be tenant</p> <p>Retains within DoD capability to support combat commands</p>	<p>Does not eliminate excess capacity</p>

A-13

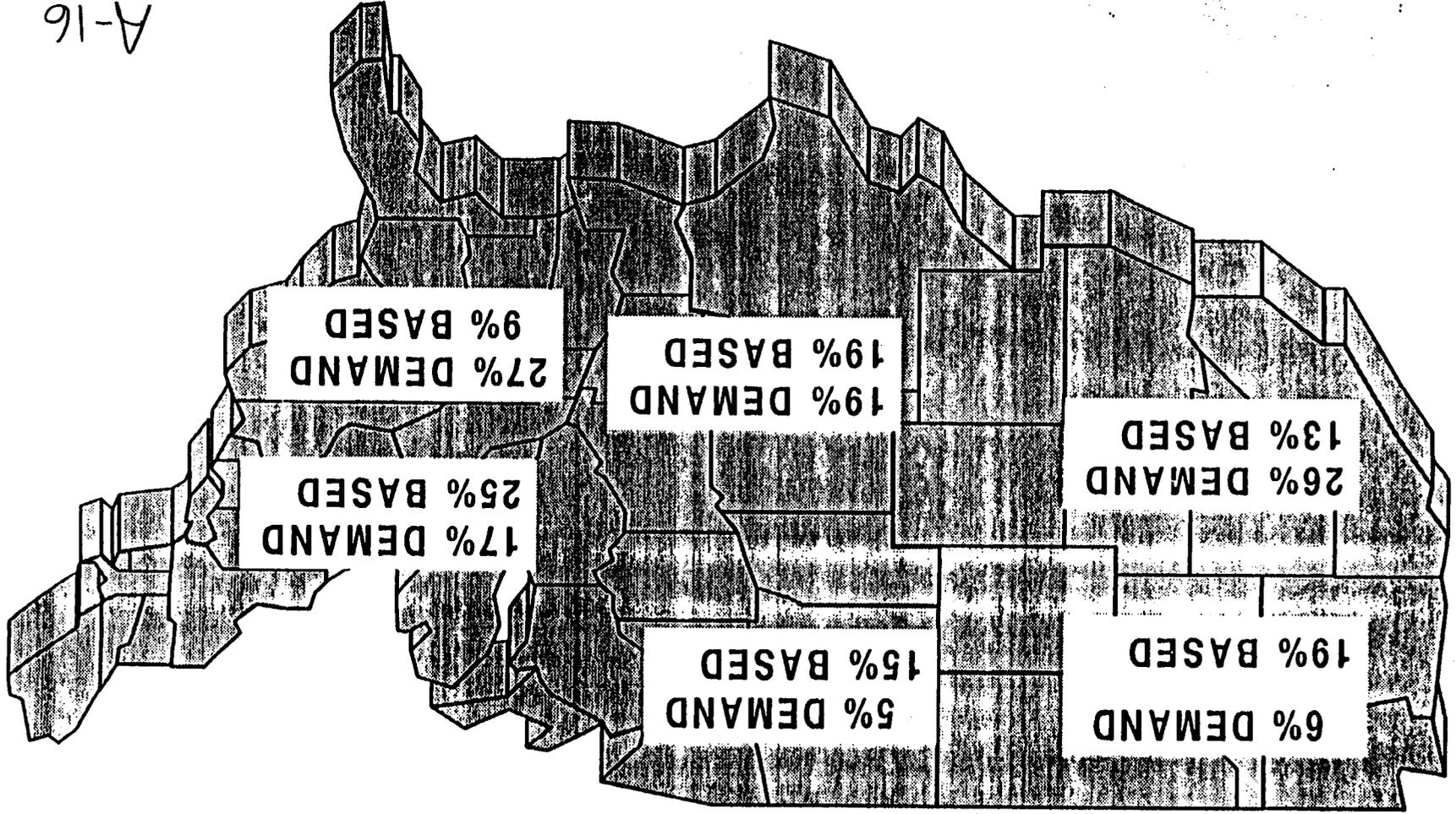
A-14

Backup Slides

ISSUES
Malmstrom AFB, MT

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Modern aircraft maintenance operations facilities	Concur-new facilities built in past three years	Facilities can support additional aircraft Will go to waste without flying mission	State-of-the art facilities are becoming a in Air Force Missile Wing will use facilities
No environmental constraints	Concur-Air Force graded Green-	Cleanest air and best flying weather all year round	Montana and North Dakota bases relatively equal
Unencroached air space	Concur-Air Force graded Green	Agree	Montana and North Dakota bases equal

A-16



**RECEIVER DEMAND VS
TOTAL TANKER BASING**



OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

ANALYSIS RESULTS at TIERING (3 Nov)

The following grades and data reflect the information on which the BCG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Mission (Flying) Requirements
 Mission (Missile) Requirements
 Facilities and Infrastructure
 Contingency and Mobility
 Costs and Manpower Implications
 Return on Investment
 Economic Impact
 Community
 Environmental Impact

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Base Name	I.1	I.2	II	III	IV	V	VI	VII	VIII
Albus AFB	Green	No Grade	Green -	Green -	433/18	20	4,392 (43.9%)	Yellow +	Green -
Harksdale AFB	Green -	No Grade	Green -	Green -	221/-378	5	9,963 (7.0%)	Green -	Yellow -
Heale AFB	Green	No Grade	Yellow +	Green -	199/-567	3	4,795 (10.0%)	Yellow +	Yellow +
Charleston AFB	Green -	No Grade	Yellow +	Green -	423/-100	14	34,210 (14.9%)*	Yellow +	Yellow +
Dover AFB	Green	No Grade	Yellow	Green -	322/-314	8	8,215 (13.1%)	Green -	Red +
Dyess AFB	Green -	No Grade	Green -	Green -	132/-443	3	6,983 (12.7%)	Green -	Green -
Ellsworth AFB	Yellow +	No Grade	Green	Green -	41/-849	1	6,427 (12.6%)	Green -	Yellow -
Fairchild AFB	Green -	No Grade	Green -	Green -	300/-306	8	7,850 (4.5%)	Yellow +	Yellow +
Grand Forks AFB	Yellow +	Red	Green -	Yellow +	129/-731	2	7,054 (16.7%)	Yellow +	Yellow +
Little Rock AFB	Green -	No Grade	Green -	Green -	328/-347	8	7,798 (2.9%)	Yellow +	Yellow +
Malmstrom AFB	Green -	Green	Green -	Yellow	32/-797	1	6,722 (19.4%)	Yellow +	Green -
McCormell AFB	Green -	No Grade	Green -	Green -	224/-347	6	5,760 (2.3%)	Green -	Yellow +
McGuire AFB	Green	No Grade	Yellow +	Green -	624/-386	10	32,627 (1.4%)*	Yellow +	Yellow +
Minot AFB	Green -	Yellow	Green -	Yellow +	59/-801	1	7,320 (29.7%)	Green -	Green -
Offutt AFB	Yellow +	No Grade	Green	Yellow +	515/-151	13	16,085 (4.8%)	Green -	Yellow +
Scott AFB	Yellow	No Grade	Yellow +	Yellow	240/-528	5	16,245 (1.4%)	Yellow +	Yellow +
Texas AFB	Green	No Grade	Yellow	Green -	846/-207	14	31,570 (14.8%)*	Yellow +	Yellow +
Whiteman AFB	Green -	No Grade	Green -	Yellow +	326/-383	7	4,551 (12.3%)	Yellow +	Green -

UNCLASSIFIED

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I

Altus AFB
Barksdale AFB
Charleston AFB
Dover AFB
Dyess AFB
Fairchild AFB
Little Rock AFB
McConnell AFB
Travis AFB
Whiteman AFB

TIER II

Beale AFB
Malmstrom AFB
McGuire AFB
Minot AFB
Offutt AFB

TIER III

Ellsworth AFB
Grand Forks AFB
Scott AFB

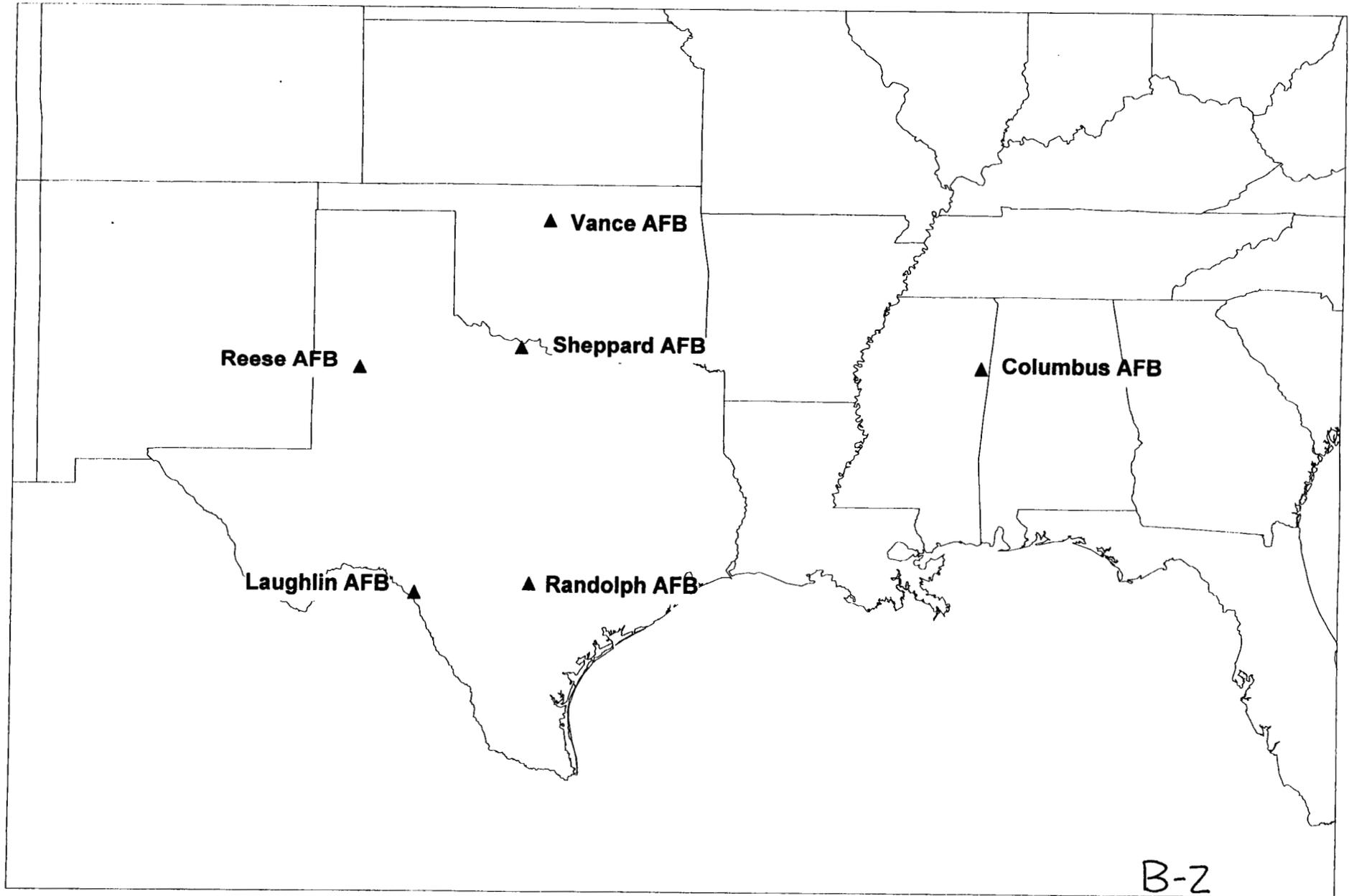
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AIR FORCE
CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT) BASES

TIER	INSTALLATION
I	<i>Columbus AFB, MS</i> (*)
I	<i>Laughlin AFB, TX</i> (*)
I	Randolph AFB, TX
III	Reese AFB, TX (X)(C)
Excl	Sheppard AFB, TX
I	<i>Vance AFB, OK</i> (X)(*)

(C) = DoD recommendation for closure
(X) = Joint Cross-Service Group option for closure
(*) = *Commissioner add for further consideration*

Undergraduate Pilot Training Bases



Air Force UPT Capacity

- **Requirement increases 52 percent in six year closure period**
- **DoD Analyses**
 - **UPT-JCSG: Two of Three Alternatives Closed one AIR FORCE UPT Base**
 - **Air Force BCEG: Unacceptable Risk to Close Two**
 - **SECAF recommends one closure: Reese**
- **Air Force Capacity Concerns**
 - **Long-term requirements changing since SECDEF RECOMMENDATION**
 - **Comfortable through 6-Year closure period**
 - **Capacity model assumptions uncertain beyond**
 - **Excess consumed by transition to Joint Primary Aircraft Training System (2001-2011)**
 - **Unknowns: Air Force Reserve requirements, Pilot Retention, Airline Hiring, International requirements, Choice of new Joint Primary Aircraft Training System**

Air Force UPT Capacity

- Analysis based on meeting AIR FORCE Pilot Training Requirements
- Assumes 5-day work week to allow recovery capacity for unforeseen impacts
- Capacity expressed in "UPT graduate equivalents."

CAPACITY	
Columbus	408
Laughlin	424
Reese	392
Vance	396
Subtotal	1,620
Close Lowest	- 392
TOTAL	1,228

REQUIREMENT	
Bomber/Fighter	394
Airlift/Tanker	592
Fixed-Wing Upgrade	4
FMS	31
Subtotal	1,021
Intro to Fighter Fund.	57
TOTAL	1,078

Capacity	1,228
AF Pilot Training Requirement	<u>-1,078</u>
Excess	150 (12 %)

- Planned usage of excess capacity:
 - Instructor Crossflow (T-37 to T-38): -39
 - Joint Primary Aircraft Training System Transition -100
- Flight operations beyond 95% capacity will compromise training and safety

B-4

UPT BASE ANALYSIS

DOD RECOMMENDATION: Close Reese AFB and redistribute/retire all assigned aircraft.

COMMISSIONER ADD FOR CONSIDERATION: Study Columbus, Laughlin, and Vance **FOR CLOSURE** as a **SUBSTITUTE** for Reese.

CRITERIA	REESE AFB (C) (X)	COLUMBUS AFB (*)	LAUGHLIN AFB (*)	VANCE AFB (*) (X)
AIR FORCE TIERING	III	I	I	I
FORCE STRUCTURE	21 T-1A 48 T-37B 51 T-38	45 T-37B 57 T-38/21 AT-38	21 T-1A 48 T-37B 51 T-38	46 T-37B 69 T-38
FUNCTIONAL VALUE	6.22 (Red)	6.74 (Green)	6.50 (Yellow+)	6.67 (Green)
Air Force Staff Analysis III	6.2	6.9	7.2	6.3
Staff Analysis IV	6.1	6.7	7.1	6.3
COSTS: FIXED (\$ M)	78.5	74.8	84.2	69.8
Per STUDENT (\$ K)	245	237	245	232
ONE-TIME COSTS (\$ M)	46.4	58.6	56.2	53.3
ANNUAL SAVINGS (\$ M)	32.4	37.8	38.1	32.1
RETURN ON INVESTMENT	1999 (2 Years)	1999 (2 Years)	1998 (1 Year)	1999 (2 Years)
NET PRESENT VALUE	404.8	474.5	478.4	396.7
PERSONNEL ELIMINATED (MIL / CIV)	435 / 219	578 / 32	511 / 249	375 / 0
PERSONNEL REALIGNED (MIL / CIV)	655 / 223	704 / 299	711 / 611	565 / 95
ECONOMIC IMPACT (BRAC 95 / CUM)	-2.4% / -2.4%	-5.0% / -5.0%	-21.4% / -21.4%	-10.2 / -10.2%
ENVIRONMENTAL	Siting	Asbestos	Asbestos	Asbestos

(C) = DoD recommendation for closure

(X) = Joint Cross Service Group alternative for closure or realignment

(*) = Commission add for further consideration

B-5

ISSUE
Weather

BASE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
REESE	Weather scored by assessing ceilings, crosswinds, and attrition rates Weighting factor < 15%	Icing more important than crosswinds Reese has option to divert to cross-town IFR airport Vance loses 4 days/year more than Reese	Icing accounted for in overall attrition rate figure T-38 operations unsafe above 82 degrees Fahrenheit Weighting factor = 30%
COLUMBUS	“ ”	Icing assessment not appropriate, use overall attrition rate only Best T-38 safety margin	Icing assessment not appropriate, use overall attrition rate only
LAUGHLIN	“ ”	Most important factor Laughlin has best weather, least attrition	Icing assessment not appropriate, use overall attrition rate only
VANCE	“ ”	Icing assessment not appropriate, use overall attrition rate only Use 10 year “Weather History” to better reflect High Capacity ops	Icing assessment not appropriate, use overall attrition rate only

ISSUE
Airspace

BASE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
REESE	Gave credit for <u>ALL</u> airspace bordering within 100 nm	Missed large blocks of airspace	Did not give credit for all airspace within 100 nm--only counted areas routinely used for UPT Agree with community, recomputed area
COLUMBUS	“ ”	Missed blocks of airspace shared with Meridian	Agree with community, recomputed area
LAUGHLIN	“ ”	Airspace meets requirements--more easily available if needed	Agree with community
VANCE	“ ”	Proximity provides most efficient training Highest volume of airspace in UPT	Agree with community

ISSUE
Encroachment

BASE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
REESE	Small impact on Functional Value Weighting factor = 6%	Impacts safe training environment Encroachment nonexistent	DoD weight too small--large impact on safety, training Weighting factor = 20% Agree with community
COLUMBUS	“ ”	Impacts safe training environment Encroachment nonexistent	Agree with community
LAUGHLIN	“ ”	Impacts safe training environment Encroachment nonexistent, base remote from airline routes	Agree with community
VANCE	“ ”	18 % encroachment in Accident Potential Zone II, impact minor Zoning in-place to restrict future encroachment growth	Agree with community

ISSUE
Economic Impact

BASE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
REESE	-2.4 %	None	
COLUMBUS	-5.0 %	One of top ten employers in state \$214 M Impact severe on agricultural community	High economic impact
LAUGHLIN	-21.4 %	Closure would devastate Val Verde County (24 % County Gross Product) Unemployment now at 14 %	Highest economic impact
VANCE	-10.2%	Community recovering from oil industry decline	High economic impact

UPT BASE ANALYSIS

ISSUE	REESE AFB (C) (X)	COLUMBUS AFB (*)	LAUGHLIN AFB (*)	VANCE AFB (*) (X)
Pilot Training Capacity	392	408	424	396
UPT Base Fixed Costs	78.5 M	74.8 M	84.2 M	69.8 M
Variable Costs per Graduate	245 K	237 K	245 K	232 K
Air-to-Ground Gunnery Range	--	YES	--	--
Weather Attrition Rates (T-37/T-38)	27.1 / 27.0	22.5 / 22.9	18.6 / 21.3	22.7 / 22.4
Economic Impact	-2.4 %	-5.0 %	-21.4 %	-10.2%
Functional Value Air Force	6.22	6.74	6.5	6.67
Staff Analysis III	6.2	6.9	7.2	6.3
Staff Analysis IV	6.1	6.7	7.1	6.3

(C) = DoD recommendation for closure

(X) = Joint Cross Service Group alternative for closure or realignment

(*) = *Commission add for further consideration*

B-10

UPT SCENARIO SUMMARY

DoD RECOMMENDATION		COMMISSION ALTERNATIVE I	
Reese Air Force Base: <u>Close</u> . • 64th Flying Training Wing: <u>Inactivate</u> . • All assigned T-1, T-37 and T-38 aircraft: <u>Redistribute/retire</u> .		Columbus Air Force Base: <u>Close</u> . • 14th Flying Training Wing: <u>Inactivate</u> . • All assigned T-37 and T-38/AT-38 aircraft: <u>Redistribute/retire</u> .	
One Time Costs (\$M): 46.4 Annual Savings (\$M): 32.4 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 404.8		One Time Costs (\$M): 58.6 Annual Savings (\$M): 37.8 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 474.5	
PRO	CON	PRO	CON
4th in UPT Functional Value Pressure Altitude and Runway Length impact T-38 ops MILCON Cost Avoidance High - Runways/Aprons - Environmental Lowest cost to Close	Closing a UPT base increases risk in meeting long-term Pilot Training Requirements Community Support Excellent - Medical costs - Lubbock Hangar - Family Housing Lease Off-Base Environment Excellent - Employment - Education - Housing	High NPV	2nd in UPT Functional Value Air-to-Ground Gunnery Range virtually irreplaceable T-38 operations not constrained by high temperatures Less flexibility in meeting increased pilot training requirements at other bases MILCON Cost Avoidance Low - Runways/Aprons Sound - Family Housing Excellent

UPT SCENARIO SUMMARY

COMMISSION ALTERNATIVE II		COMMISSION ALTERNATIVE III	
Laughlin Air Force Base: <u>Close</u> . • 47th Flying Training Wing: <u>Inactivate</u> . • All assigned T-1, T-37 and T-38 aircraft: <u>Redistribute/retire</u> .		Vance Air Force Base: <u>Close</u> . • 71st Flying Training Wing: <u>Inactivate</u> . • All assigned T-37 and T-38 aircraft: <u>Redistribute/retire</u> .	
One Time Costs (\$M): 56.2 Annual Savings (\$M): 38.1 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 478.4		One Time Costs (\$M): 53.3 Annual Savings (\$M): 32.1 Return on Investment: 1998 (2 Years) Net Present Value (\$M): 396.7	
PRO	CON	PRO	CON
Highest operating cost Highest NPV	1st in UPT Functional Value Weather and unencroached airspace and airfields ideal for Pilot Training Less flexibility in meeting increased pilot training requirements at other bases Economic Impact Highest (-21.4%)	3rd in UPT Functional Value	Less flexibility in meeting increased pilot training requirements at other bases Lowest NPV MILCON Cost Avoidance Low - Runways/Aprons - Housing Economic Impact High (-10.2%) Community Support Excellent - Medical costs - Employment - Education - Housing

Backup Slides

B-13

Sheppard AFB UPT Capacity

- Euro-NATO Joint Jet Pilot Training Program (ENJJPT)
- Combines Air Force and NATO UPT in a modified program

REQUIREMENT	
Air Force	125
NATO	135
Subtotal	260
Intro to Fighter Fund.	25
TOTAL	285

CAPACITY	320
PTR	<u>- 285</u>
	35

(11 % Excess)

- Planned usage of excess capacity:
 - Joint Primary Aircraft Training System Transition
 - Air Force overflow for Primary and Bomber/Fighter training tracks
 - NATO Requirements

B-14

CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT)

STAFF ANALYSIS-III

CORRECT DATA

UPT-JCSG MEASURES OF MERIT	STAFF WEIGHT	REESE (C) (X) Closure	COLUMBUS (*) Closure	LAUGHLIN (*) Closure	VANCE (*) (X) Closure
WEATHER	30	5.0	5.0	7.0	4.7
AIRSPACE	20	3.4	5.6	4.5	5.3
ENCROACHMENT	20	8.6	8.9	10.0	6.9
AIRFIELDS	15	8.2	8.9	7.7	9.2
MAINTENANCE FACILITIES	10	7.4	7.4	6.4	6.6
GROUND TRNG FACILITIES	5	7.9	7.4	7.3	7.8
TOTAL:	100	6.2	6.9	7.2	6.3
RANK:		4	2	1	3

UNWEIGHTED	SCORE	6.75	7.20	7.15	6.75
AVERAGE	RANK	3 Tie	1	2	3 Tie

(C) = DoD recommendation for closure (X) = Joint Cross-Service Group option for closure (*) = Candidate for further consideration

CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT)
STAFF ANALYSIS-IV
DELETE ICING PARAMETER

UPT-JCSG MEASURES OF MERIT	STAFF WEIGHT	REESE (C) (X) Closure	COLUMBUS (*) Closure	LAUGHLIN (*) Closure	VANCE (*) (X) Closure
WEATHER	30	4.6	4.7	6.9	4.7
AIRSPACE	20	3.4	5.6	4.5	5.3
ENCROACHMENT	20	8.6	8.9	10.0	6.9
AIRFIELDS	15	8.2	8.9	7.7	9.2
MAINTENANCE FACILITIES	10	7.4	7.4	6.4	6.6
GROUND TRNG FACILITIES	5	7.9	7.4	7.3	7.8
TOTAL:	100	6.1	6.7	7.1	6.3
RANK:		4	2	1	3

UNWEIGHTED	SCORE	6.68	7.15	7.13	6.75
AVERAGE	RANK	4	1	2	3

(C) = DoD recommendation for closure (X) = Joint Cross-Service Group option for closure (*) = Candidate for further consideration

ISSUE
Infrastructure and Community Support

BASE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
REESE	Runways, aprons rated third in category (F-15 standard) Off-base Housing inadequate Student/Teacher Ratio high Off-base transportation limited	Air Force rated runways, aprons "Satisfactory" in 1993 report Whole House upgrade 72% Employment/Education opportunities, low ratio Off-base low-cost housing abundant Medical care superior Quality of Life best in category, essential for retention	Some MILCON needed for runway/apron upgrades Some DoD data misleading Agree with community
COLUMBUS	Runways, aprons rated second in category (F-15 standard)	Inherent mission flexibility 96% students, 63% instructors live in on-base housing State is funding \$13.5M water/sewer hook-up to base Education opportunities Right-sizing health-care tied to community hospital support	Former SAC base Agree with community

ISSUE
Infrastructure and Community Support
(Continued)

BASE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
LAUGHLIN	Runways, aprons rated lowest in category (F-15 standard)	Three major upgrades since data call to runways and aprons Whole House upgrades underway Civilian Maintenance does all UPT engine work, won '93 Daedalions Trophy	Agree with community Infrastructure sound Former SAC base
VANCE	Runways, aprons rated highest in category (F-15 standard) Most cost-effective UPT base	Top installation--"Manicured" Umbrella Contract efficiencies Housing awarded four Oustandings Medical care top quality, \$15/visit Education support for member/spouse (25% / 50%) Rental Home program	Agree with community

UNDERGRADUATE FLYING TRAINING ANALYSIS RESULTS at TIERING (18 Oct)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Mission (Flying) Requirements
 Facilities and Infrastructure
 Contingency and Mobility
 Costs and Manpower Implications
 Return on Investment
 Economic Impact
 Community
 Environmental Impact

Base Name	I.1	II	III	IV	V	VI	VII	VIII
Columbus AFB	Green	Green	Yellow	171-333	1	3,423 (8.4%)	Yellow +	Yellow
Laughlin AFB	Yellow +	Green -	Yellow -	251-275	2	4,115 (27.1%)	Yellow	Yellow +
Randolph AFB	Green -	Green -	Yellow	204/-59	13	12,579 (2.0%)	Green -	Yellow -
Reese AFB	Red	Green -	Yellow -	151-259	1	3,446 (3.1%)	Green -	Yellow
Vance AFB	Green	Green -	Yellow -	14/-254	1	3,040 (11.6%)	Green -	Yellow +

UNCLASSIFIED

UNDERGRADUATE FLYING TRAINING TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I

Columbus AFB
Laughlin AFB
Randolph AFB
Vance AFB

TIER III

Reese AFB

UNCLASSIFIED

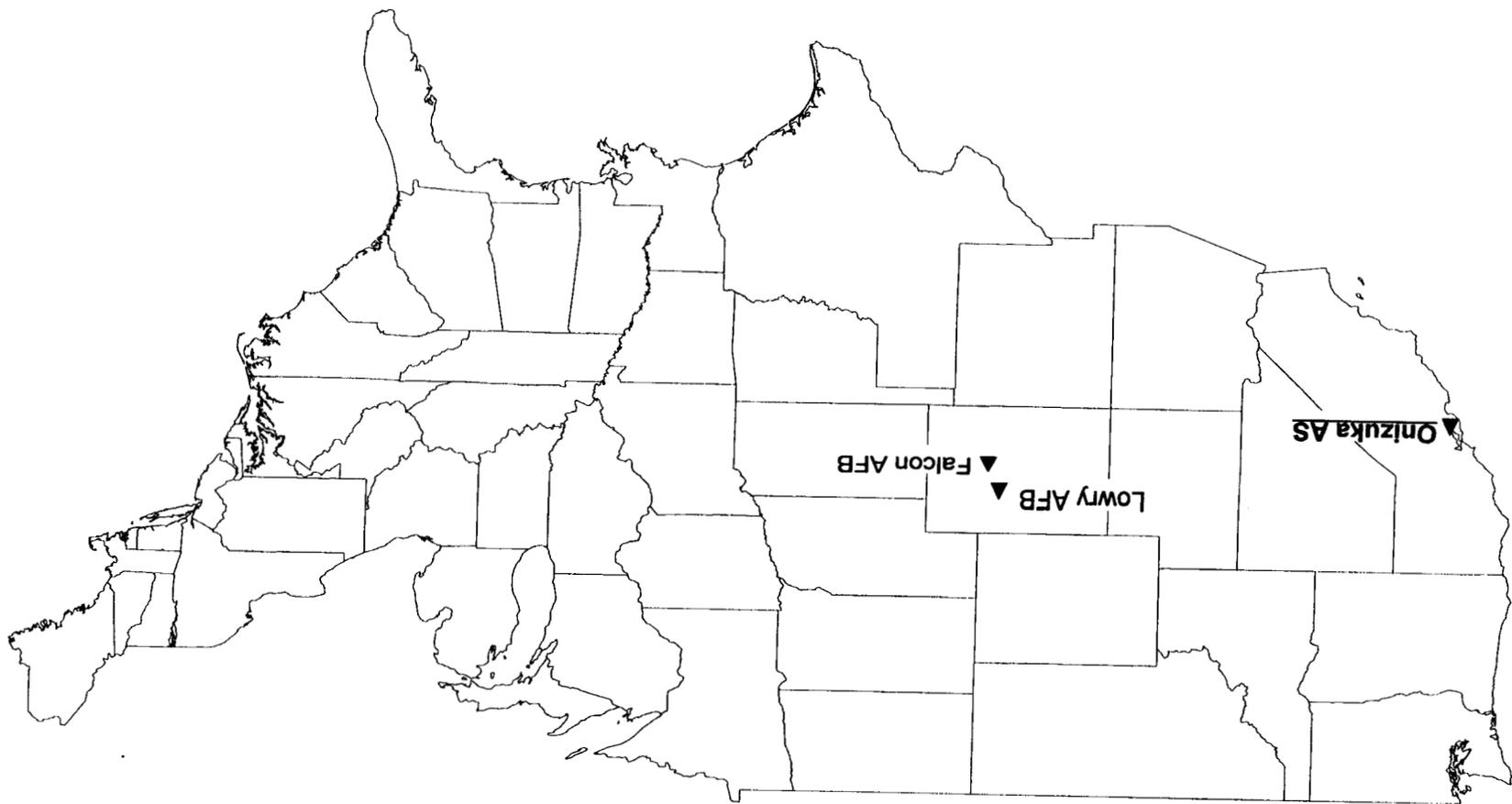
AIR FORCE
CATEGORY: SATELLITE CONTROL BASES

TIER	INSTALLATION
I	Falcon AFB, CO
III	Chickamauga AFB, GA (R)

(R) = DoD recommendation for realignment

C-2

Indicates Realignment



Satellite Control Bases

BASE ANALYSIS

Onizuka Air Station

DOD RECOMMENDATION: Realign. Inactivate 750th Space Group. Relocate 750th Space Group's functions to Falcon AFB, Colorado. Relocate Detachment 2, Space and Missile Systems Center, to Falcon AFB. Close all activities and facilities associated with 750th Space Group, including family housing and the clinic.

CRITERIA	DOD RECOMMENDATION
AIR FORCE TIERING	III
FORCE STRUCTURE	Satellite control
ONE-TIME COSTS (\$ M)	121.3
ANNUAL SAVINGS (\$ M)	16.1
RETURN ON INVESTMENT	2007 (7 years)
NET PRESENT VALUE	84.2
BASE OPERATING BUDGET (\$ M)	16,879
PERSONNEL ELIMINATED (MIL / CIV)	270/0
PERSONNEL REALIGNED (MIL / CIV)	215/83
ECONOMIC IMPACT (BRAC 95 / CUM)	-0.2% / -0.5 %
ENVIRONMENTAL	Asbestos

C-3

ISSUES

Onizuka Air Station

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
<p>National security implications of satellite control redundancy (single node vs. dual node)</p>	<p>Backup capability and redundancy will not be lost with realignment</p> <p>Two fully functional satellite control nodes are no longer required</p>	<p>Back-up required to eliminate single failure points and provide continuous, uninterrupted control capability in the event of war, natural disaster, or sabotage</p> <p>Air Force policy requires geographically separated back-up satellite control capability</p>	<p>Backup capability and redundancy for satellites will not be lost with realignment</p> <p>Proposed BRAC 1995 action to realign Onizuka AS will not in any way increase risk associated with satellite control or reduce redundancy</p>
<p>Single Node Operations Study</p>	<p>1994 study to assess impact of closing Onizuka AS</p>	<p>Air Force intended to close Onizuka AS since 1994</p> <p>All costs for moving Detachment 2 and classified tenants belong in BRAC 1995 recommendation</p> <p>One-time costs to close are \$699 million (vs. \$291 million BRAC)</p>	<p>Study is not BRAC-related</p> <p>Study is not connected to RDT&E effort to upgrade the Air Force Satellite Control Network</p> <p>Upgrade is not result of Onizuka AS realignment and is required with or without realignment</p>
<p>Air Force has one more satellite control installation than it needs to support projected future Air Force satellite control requirements</p>	<p>Air Force would like to close Onizuka AS, but must to keep it open to support remaining classified tenants</p>	<p>Air Force needs both Onizuka AS and Falcon AFB satellite control nodes</p>	<p>Classified tenants will not phase out or move their missions until after the BRAC 95 timeframe; thus, recommendation is for realignment and not closure</p>
<p>If Onizuka AS closes its family housing and other support functions, the whole concept of a federal airfield would be severely damaged</p>	<p>Air Force wants to eliminate enlisted personnel and family housing</p>	<p>Onizuka AS is the key tenant</p>	<p>Air Force wants to convert operation to civilian personnel so it can close all housing and related support facilities</p>

SCENARIO SUMMARY

Onizuka Air Station

DoD RECOMMENDATION	
<p>Realign. Inactivate 750th Space Group. Relocate 750th Space Group's functions to Falcon AFB, Colorado. Relocate Detachment 2, Space and Missile Systems Center, to Falcon AFB. Close all activities and facilities associated with 750th Space Group, including family housing and the clinic.</p>	
<p>One Time Costs (\$M): 121.3 Annual Savings (\$M): 16.1 Return on Investment: 2007 (7 years) Net Present Value (\$M): 84.2</p>	
PRO	CON
<p>DoD recommendation will not in any way increase risk associated with satellite control or reduce redundancy</p> <p>Air Force has one more satellite control installation than it needs to support future Air Force satellite control requirements</p> <p>Onizuka AS ranked lower than Falcon AFB when all eight criteria are applied</p> <p>Falcon AFB has (1) superior protection against current and future electronic encroachment, (2) reduced risks associated with security and mission-disrupting contingencies (e.g., emergencies and natural disasters), and (3) significantly higher closure costs</p>	<p>High one-time costs and reduced annual savings</p>

Lowry Air Force Base

Redirect

- 1991 Base Closure Commission recommended the closure of Lowry Air Force Base.
 - All technical training be redistributed to remaining technical training centers or relocated to other locations.
 - 1001st Space Systems Squadron, Defense Finance and Accounting Service, and Air Force Reserve Personnel Center remain open in cantonment areas as proposed by the Secretary of Defense.
- 1995 DoD recommendation proposes:
 - Change the 1991 Commission recommendation that the 1001st Space Support Squadron (now designated Detachment 1, Space Systems Support Group) be retained in a cantonment area at the Lowry Support Center.
 - Inactivate the 1001st Space Systems Squadron.
 - Some Detachment 1 personnel and equipment will relocate to Peterson AFB, CO, under the Space Systems Support Group, while the remainder of the positions will be eliminated.

BASE ANALYSIS

Lowry Air Force Base

DOD RECOMMENDATION: Redirect. Change the 1991 Commission's recommendation that the 1001st Space Support Squadron (now designated Detachment 1, Space Systems Support Group) be retained in a cantonment area at the Lowry Support Center. The BRAC 1995 recommendation is to inactivate the 1001st Space Systems Squadron. Some Detachment 1 personnel and equipment will relocate to Peterson AFB, Colorado, under the Space Systems Support Group, while the remainder of the positions will be eliminated.

CRITERIA	DOD RECOMMENDATION
FORCE STRUCTURE	Software sustainment for ballistic missile early warning system
ONE-TIME COSTS (\$ M)	1.9
ANNUAL SAVINGS (\$ M)	3.0
RETURN ON INVESTMENT	1998 (1 year)
NET PRESENT VALUE	38.7
BASE OPERATING BUDGET (\$ M)	3.2
PERSONNEL ELIMINATED (MIL / CIV)	68/1
PERSONNEL REALIGNED (MIL / CIV)	10/10
ECONOMIC IMPACT (BRAC 95 / CUM)	-0.01% / -0.8 %
ENVIRONMENTAL	Asbestos

C-7

SCENARIO SUMMARY

Lowry Air Force Base

DoD RECOMMENDATION		COMMISSION ALTERNATIVE	
<p>Redirect. Change 1991 Commission's recommendation. Inactivate 1001st Space Systems Squadron, now designated Detachment 1, Space Systems Support Group, relocate some Detachment 1 personnel and equipment to Peterson AFB, Colorado, and eliminate remainder of positions.</p>		<p>Reject DoD's recommendation and change motion language. Inactivate 1001st Space Systems Squadron, now designated Detachment 1, Space Systems Support Group, relocate some Detachment 1 personnel and equipment to Peterson AFB, Colorado, eliminate remainder of positions, and close all related facilities.</p>	
<p>One Time Costs (\$M): 1.9 Annual Savings (\$M): 3.0 Return on Investment: 1998 (1 year) Net Present Value (\$M): 38.7</p>		<p>One Time Costs (\$M): 1.9 Annual Savings (\$M): 3.0 Return on Investment: 1998 (1 year) Net Present Value (\$M): 38.7</p>	
PRO	CON	PRO	CON
<p>Air Force Materiel Command is consolidating space and warning systems software support at Peterson AFB</p> <p>Inactivation of Detachment 1 and moving its functions will further consolidate software support at Peterson AFB</p> <p>Community supports accelerated deactivation of unit and closure of all related building structures</p>	<p>DoD recommendation failed to include closure of all related facilities</p> <p>Air Force wants to close all related facilities</p> <p>Air Force opposes retention of "islands of operations" within closed bases</p>	<p>DoD recommendation failed to include closure of all related facilities</p> <p>Air Force wants to close all related facilities and opposes retention of "islands of operations" within closed bases</p> <p>Air Force is consolidating space and warning systems software support at Peterson AFB</p> <p>Community supports accelerated deactivation of unit and closure of all related building structures</p>	

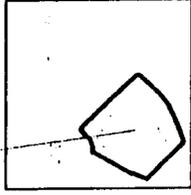
b-7

BACKUP SLIDES

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C-10



ONIZUKA AIR STATION ANNEX

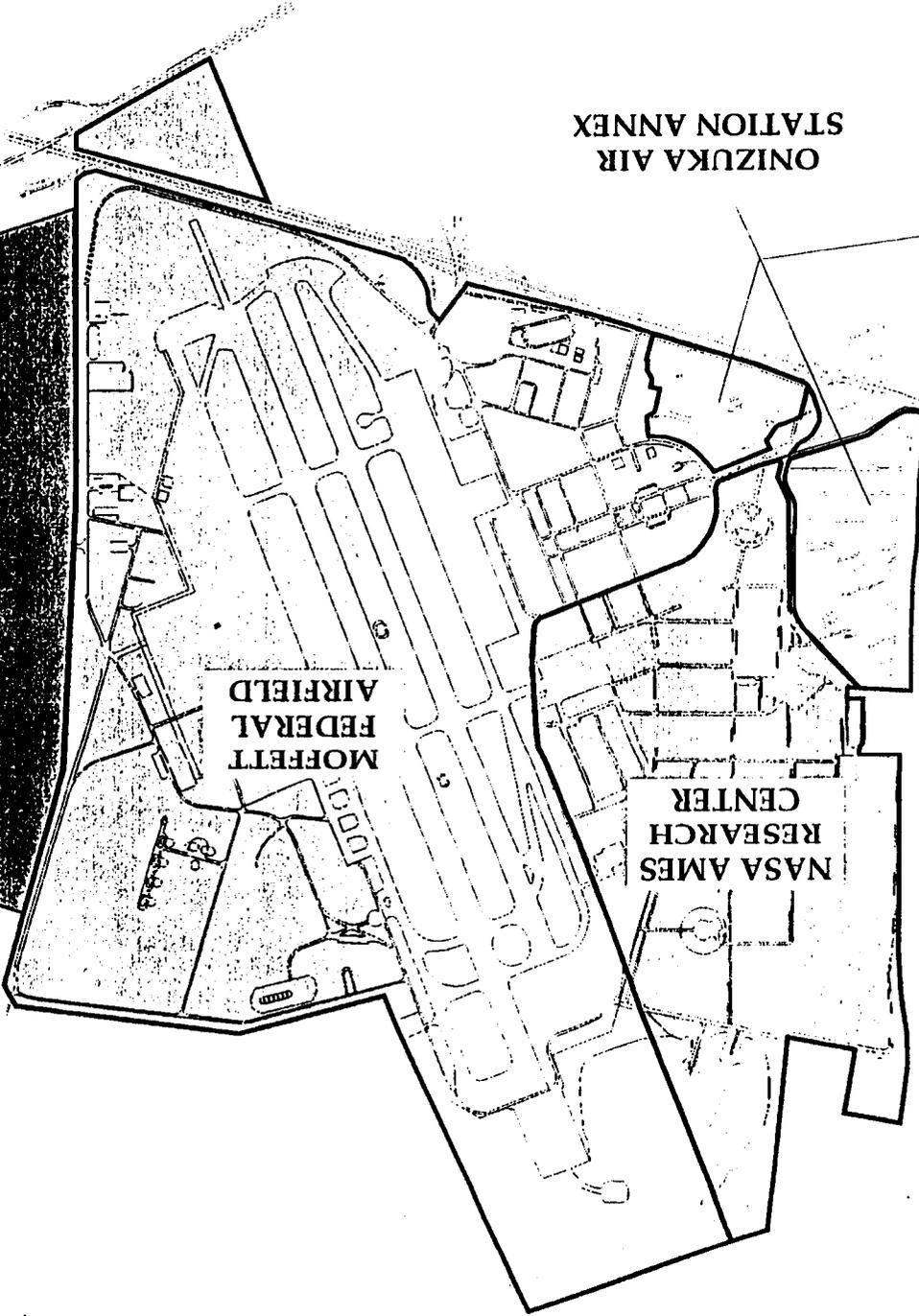
ONIZUKA AIR STATION

LOCKHEED MISSILES & SPACE CO

MOFFETT FEDERAL AIRFIELD

NASA AMES RESEARCH CENTER

MOFFETT FIELD



UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory

ANALYSIS RESULTS at TIERING (12 Dec)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Base Name	<i>Satellite Control Operations</i>	<i>Facilities and Infrastructure</i>	<i>Contingency and Mobility</i>	<i>Costs and Manpower Implications</i>	<i>Return on Investment</i>	<i>Economic Impact</i>	<i>Community</i>	<i>Environmental Impact</i>
	I.3	II	III	IV	V	VI	VII	VIII
Falcon AFB	Yellow +	Green -	Red +	575/ 660	Never	4,722 (2.5%)	Yellow +	Yellow +
Onizuka AFB	Yellow +	Yellow -	Red +	291/-82	10	4,082 (0.5%)*	Yellow +	Yellow +

UNCLASSIFIED

UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory

TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I

Falcon AFB

TIER III

Onizuka AFB

UNCLASSIFIED

AIR FORCE
CATEGORY: AIR FORCE RESERVE BASES

Bergstrom ARB, TX	(C)	March ARB, CA	
<i>Carswell ARB, TX</i>	<i>(*)</i>	<i>Minneapolis-St. Paul IAP ARS, MN</i>	<i>(*)</i>
Dobbins ARB, GA		NAS Willow Grove ARS, PA	
<i>Gen Mitchell IAP ARS, WI</i>	<i>(*)</i>	<i>Niagara Falls IAP ARS, NY</i>	<i>(*)</i>
Greater Pittsburgh IAP ARS, PA	(C)	<i>O'Hare IAP ARS, IL</i>	<i>(*)</i>
Grissom ARB, IN		Westover ARB, MA	
<i>Homestead ARS, FL</i>	<i>(R)(*)</i>	<i>Youngstown-Warren MPT ARS, OH</i>	<i>(*)</i>

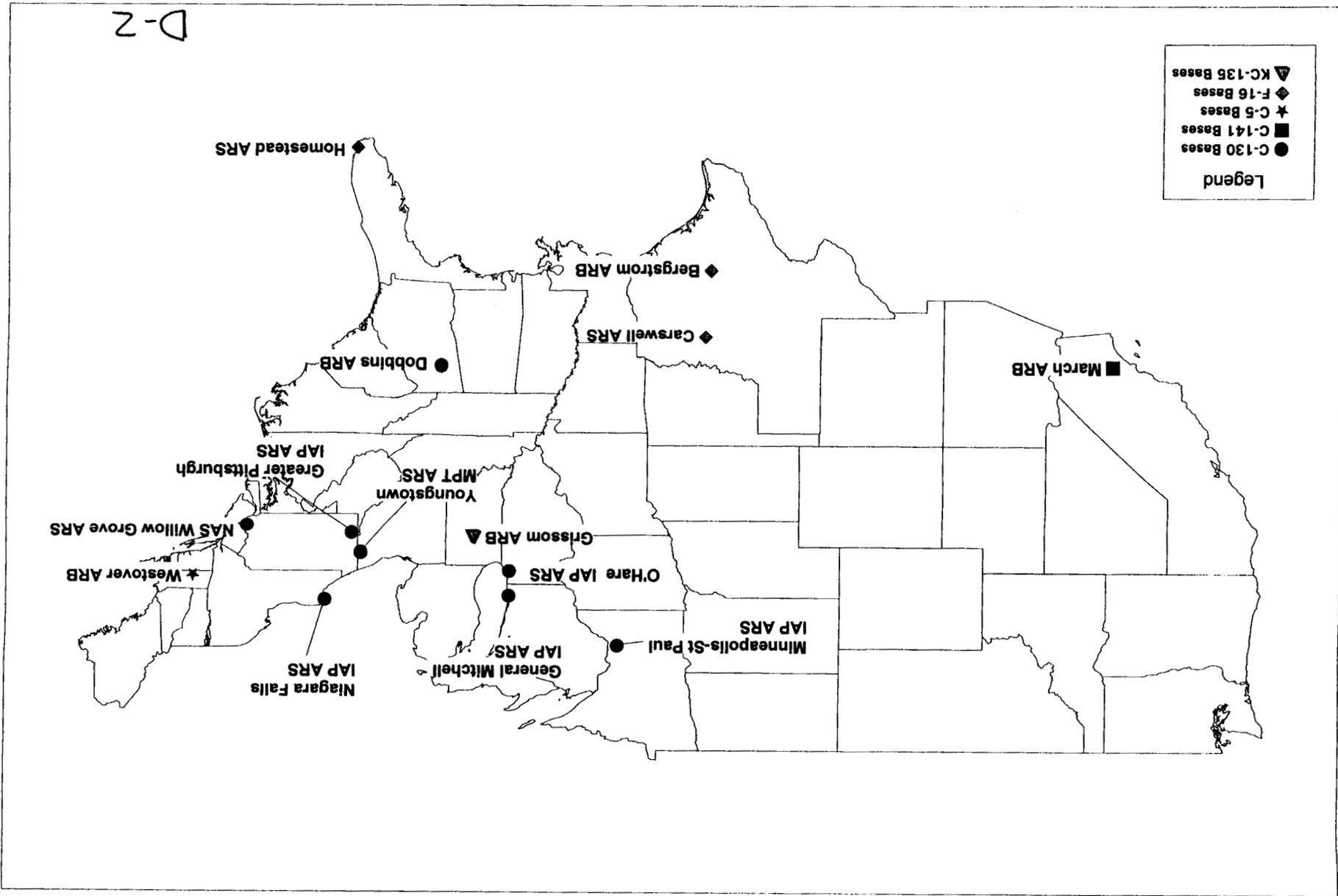
(R) = DoD recommendation for realignment

(C) = DoD recommendation for closure

(*) = *Commissioner add for further consideration*

D-1

Air Force Reserve Bases



D-2

Air Force Reserve F-16 Capacity

- **Base Closure Executive Group Minutes**
 - **Excess of two F-16 Bases**
 - **SECAF recommended one**
- **Air Force Concerns with two closures**
 - **Demographics and recruiting**
 - **Community visibility**
 - **Combat readiness**
 - **Peacetime operational capability**
- **Air Force Secretary supports recommendation**

AIR FORCE RESERVE: F-16 BASES

TIER	INSTALLATION
N/A	Bergstrom ARB, TX (C)
N/A	Gaillard ARB, TX (C)
N/A	Homestead ARB, FL (R)(*)

- (R) = DoD recommendation for realignment
(C) = DoD recommendation for closure
(*) = *Commissioner add for further consideration*

BASE ANALYSIS

DOD RECOMMENDATION: Close Bergstrom ARB; transfer Headquarters, 10th Air Force (AFRES) to Naval Air Station Fort Worth Joint Reserve Base, Texas.

COMMISSIONER ADD FOR CONSIDERATION: Study Carswell ARS and Homestead ARB **FOR CLOSURE** as **ADDITIONS** or **SUBSTITUTIONS** for Bergstrom ARB to reduce infrastructure costs.

CRITERIA	BERGSTROM ARB (C)	CARSWELL ARS (*)	HOMESTEAD ARB (*)
FORCE STRUCTURE	15 F-16C/D	15 F-16C/D	15 F-16A/B
ONE-TIME COSTS (\$ M)	17.4	7.9	12.6
ANNUAL SAVINGS (\$ M)	17.8	13.2	17.3
RETURN ON INVESTMENT	1997 (Immediate)	1998 (1 Year)	1998 (1 Year)
NET PRESENT VALUE	243.9	177.9	228.6
BASE OPERATING BUDGET (\$ M)	9.2	5.4	9.1
PERSONNEL ELIMINATED (MIL / CIV)	0 / 263	0 / 219	0 / 247
PERSONNEL REALIGNED (MIL / CIV)	0 / 103	0 / 0	0 / 127
ECONOMIC IMPACT (BRAC 95 / CUM)	-0.1% / -0.1%	-0.1% / -0.1%	-0.2% / -0.2%
ENVIRONMENTAL	None	Asbestos	Asbestos/Flood Plain

(C) = DoD recommendation for closure

(*) = Commission add for further consideration

D-5

ISSUES REVIEWED
Bergstrom Air Reserve Base

Commitments	Recruiting
Reserve F-16 Force Structure Reductions	Community Support
Total Base Closure	Tenants
Costs	

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ISSUES

Bergstrom Air Reserve Base

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Commitments	Keep Reserve unit in place until September 30, 1996	91: Airport decision by Jun 93, then Reserve unit will remain 93: Honor 91 commitment if airport economically viable by 96 Austin: approved \$400 million referendum to keep Reserve unit, control of airport by 96 (cargo), two airports until 98	Austin obligating local taxpayer funds to honor commitment Commitment conditional on Air Force drawdown requirements
Reserve F-16 Force Structure Reductions	Reserve must drawdown two F-16 squadrons Deactivation of 924th FW achieves drawdown objectives	More cost effective to deactivate Carswell or Homestead units Conversion actions alone can achieve drawdown objectives	Force structure reduction can be achieved by closure or conversion Closure is cost, not drawdown issue
Total Base Closure	924th FW deactivation achieves greatest savings in category	Commitments from Air Force, 91 and 93 Commissions, and Austin community to keep Reserve unit	Deactivation permits complete closure of an installation Transfer of Hq 10th AF (AFRES) to NAS Fort Worth JRB required 91/93 commitments conditioned on drawdown requirements
Costs	Air Force used FY 1994 cost data projected to 97/4	Air Force compiled base operations support costs unfairly for entire 3000 acre base Austin assumes control of airport in 96, no credit for reductions	Environmental cleanup delays Airport development involves no detrimental reliance on Air Force commitment <div style="text-align: right; font-size: 1.5em;">D-7</div>

BERGSTROM ARB DECISIONS
CATEGORY: AIR FORCE RESERVE (F-16) BASES

1991 COMMISSION REPORT:

“Therefore, the Commission recommends that Bergstrom Air Force Base close and that the assigned RF-4 aircraft retire...The Air Force Reserve units shall remain in a cantonment area if the base is converted to a civilian airport. If no decision on a civilian airport is reached by June 1993, the Reserve units will be redistributed.”

1993 COMMISSION REPORT:

“Therefore, the Commission recommends the following: Bergstrom cantonment area will remain open and the 704th Fighter Squadron (AFRES) with its F-16 aircraft and the 924th Fighter Group (AFRES) support units remain at the Bergstrom cantonment area until at least the end of 1996.”

ISSUES

301st Fighter Wing, Carswell Air Reserve Station, Naval Air Station Fort Worth Joint Reserve Base

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Number of Closures	<p>Recruiting, readiness risks for Air Force Total Force strategy if more than one Reserve F-16 base closes</p> <p>Excess capacity in Reserve F-16 category intentional</p> <p>Retain Carswell and Homestead for operational and demographic reasons regardless of disposition of Bergstrom</p>	<p>Deactivation of 301st FW/Carswell is force structure, not cost, issue</p> <p>Complete closure and immediate payback by closing Bergstrom and moving Hq 10th AF (AFRES) to NAS Fort Worth JRB</p>	<p>Reserve F-16 category excess capacity intentional--squadrons dispersed to increase recruiting potential</p> <p>NAS Fort Worth JRB provides joint training opportunities and best demographics in category</p> <p>Deactivation of 301st FW/Carswell is force structure, not cost, issue</p>
Joint Reserve Base Concept	<p>301st FW imperative to concept</p> <p>Unit deactivation would cause disruption and delay of joint training opportunities, cost effectiveness</p>	<p>NAS Fort Worth JRB is BRAC 91 and 93 success</p> <p>301st FW cornerstone unit to NAS Fort Worth JRB</p>	<p>NAS Fort Worth JRB is DoD model for joint use</p> <p>Joint training, staging, and deployment opportunities</p> <p>JRB achieves cost efficiencies</p>

ISSUES
301st Fighter Wing, Carswell Air Reserve Station,
Naval Air Station Fort Worth Joint Reserve Base
(Continued)

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Carswell vs. Bergstrom Closure Costs Comparison	Carswell closure provides minimal base closure savings	Carswell: \$7.9M plus \$13.0 MILCON <u>not</u> avoided at Bergstrom = \$20.9M Bergstrom: \$17.4 minus \$13.0 MILCON <u>avoided</u> at Bergstrom = \$4.4M Navy incurs \$1.2M in overhead support cost if 301st FW deactivates	Agree with community

ISSUES REVIEWED
Homestead Air Reserve Base

Air Force Reserve F-16 Force Structure Reductions	Recruiting
Total Base Closure	Economic Impact
Commitments	
Operational Location	
Range Access	

ISSUES
Homestead Air Reserve Base

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Reserve F-16 Force Structure Reductions	Reserve must drawdown two F-16 squadrons Deactivation of 924th FW/Bergstrom achieves drawdown objectives	More cost effective to deactivate 924th FW/Bergstrom	Force structure reduction can be achieved by closure or conversion Closure is cost, not drawdown issue
Total Base Closure	924th FW/Bergstrom deactivation achieves greatest savings in category No military construction cost-avoidance at Homestead	93 Commission directed return of 301st Rescue Squadron and 482nd Fighter Wing to Homestead	Deactivation permits complete closure of an installation Cost-avoidance is in recurring savings only
Commitments	DoD honoring 93 Commission recommendation	Model reuse plan developed in response to 93 Commission recommendation Agreement between Dade County and Base Conversion Agency for \$1.4 million in annual operating subsidies	Federal government and 93 Commission commitment to Homestead Congress committed \$88 million in FY 1992 supplemental appropriation for economic recovery of south Dade County-- will be spent despite Homestead closure

ISSUES
Homestead Air Reserve Base
 (Continued)

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Strategic Location	Strategic geographic location as well-positioned staging area for Caribbean and Latin American contingencies Supports CINCSOUTHCOM and CINCACOM operations	Frequently served as key facility for operations in Caribbean and Latin America (e.g., Grenada and Haiti)	Highest military value in Reserve F-16 category 93 Commission recognized military value as primary reason to retain Homestead
Range Access	Proximity to overwater supersonic airspace and Avon Park Gunnery Range Frequent deployments by ACC fighter units and joint service units	Unencroached land area and strategic location cannot be replaced by other airfields in Florida or Gulf of Mexico	Undisputed strategic location and military value Excellent training location for all services

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ANALYSIS SUMMARY

ISSUE	BERGSTROM ARB (C)	CARSWELL ARS (*)	HOMESTEAD ARB (*)
Force Structure Reduction: position of Chairman, JCS	Closure will not impair US ability to execute national military strategy	Demonstrates viability of joint basing and enhances joint training and operational effectiveness	N/A
Force Structure Reduction: position of AF Chief of Staff	Close; otherwise Air Force will use conversion actions to achieve F-16 drawdown objectives	Remain open regardless of disposition of Bergstrom	Remain open regardless of disposition of Bergstrom
Total Base Closure	Yes	No	Yes
Commitments	Yes (through Sep 30, 96)	Yes (Joint Reserve Base)	Yes (Hurricane Andrew recovery)

(C) = DoD recommendation for closure

(*) = *Commission add for further consideration*

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SCENARIO SUMMARY

DoD RECOMMENDATION		COMMISSION ALTERNATIVE 1	
Bergstrom Air Reserve Base: <u>Close</u> . • 924th Fighter Wing (AFRES): <u>Inactivate</u> . • F-16 aircraft: <u>Redistribute or Retire</u> . • Hq. 10th Air Force (AFRES): Relocate to NAS Fort Worth JRB.		Carswell Air Reserve Station: <u>Close</u> . • 301st Fighter Wing (AFRES): <u>Inactivate</u> . • F-16 aircraft: <u>Redistribute or Retire</u> .	
One Time Costs (\$M): 17.4 Annual Savings (\$M): 17.8 Return on Investment: 1997 (Immediate) Net Present Value (\$M): 243.9		One Time Costs (\$M): 7.9 Annual Savings (\$M): 13.2 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 177.9	
PRO	CON	PRO	CON
Achieves F-16 drawdown objective Complete base closure	Commitment to keep base open if airport economically viable by 96 Demographics, military tradition, high tech area support recruiting Austin airport authority reduces Air Force support costs Need to move, MILCON for Hq 10 AF Efficiencies with other tenants lost	Achieves F-16 drawdown objective	Best demographics in category Superior to Bergstrom in fighter training military value Imperative to joint reserve base concept Opportunities for joint training Mission flexibility/expansion Does not close a base--just a force structure action

SCENARIO SUMMARY

COMMISSION ALTERNATIVE 2	
Homestead Air Reserve Base: <u>Close</u> . • 482nd Fighter Wing (AFRES): <u>Inactivate</u> . • F-16 aircraft: <u>Redistribute or Retire</u>	
One Time Costs (\$M): 12.6 Annual Savings (\$M): 17.3 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 228.6	
PRO	CON
Achieves F-16 drawdown objective Complete base closure Provides Air Force realignment flexibility with 482nd FW	Highest military value in Reserve F-16 category due to strategic location, access to airspace/ranges No MILCON cost-avoidance Remainder of \$88 million supplemental for south Dade County hurricane recovery lost for Air Force MILCON Demographics support recruiting Economic impact far greater in Homestead than Miami

**Homestead Air Reserve Base
301st Rescue Squadron (AFRES)**

Redirect

- 1993 Base Closure Commission recommended the Realignment of Homestead Air Force Base.
 - The 482nd F-16 Fighter Wing (AFRES) and the 301st Rescue Squadron (AFRES) and the North American Air Defense alert activity will remain in cantonment areas.
- 1995 DoD recommendation proposes:
 - Change the 1993 Commission recommendation as follows: Redirect the 301st Rescue Squadron (AFRES) to relocate to Patrick AFB, FL, its current temporary location.

BASE ANALYSIS

301st Rescue Squadron HOMESTEAD AIR RESERVE BASE, FLORIDA

DOD RECOMMENDATION: Change the recommendation the 1993 Commission to transfer the unit back to Homestead ARB, FL, and instead **REDIRECT** the unit to remain at Patrick AFB, FL.

CRITERIA	HOMESTEAD, FL
FORCE STRUCTURE	4 HC-130P/N 1 C-130E 9 HH-60G
ONE-TIME COSTS (\$ M)	6.6
ANNUAL SAVINGS (\$ M)	1.5
RETURN ON INVESTMENT	2002 (5 Years)
NET PRESENT VALUE (\$ M)	13.6
BASE OPERATING BUDGET (\$ M)	N/A
PERSONNEL ELIMINATED (MIL/CIV)	0 / 8
PERSONNEL REALIGNED (MIL/CIV)	0 / 0
ECONOMIC IMPACT (BRAC95/CUM)	-0.2% / -0.2%
ENVIRONMENTAL	N/A

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ISSUES
301st Rescue Squadron
Homestead ARB, Florida

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
RECRUITING	Demographics support	Homestead can support also	Patrick area can support
COST	TDY cost avoidance \$1 M/year MILCON at Patrick \$4.5 M	TDY costs exaggerated MILCON could increase to \$18 M if 41/71 RQS do not transfer from Patrick	Homestead facilities paid by Hurricane Andrew Suppl funds--not a cost avoidance 41/71 RQS transfer likely
IMPACT ON HOMESTEAD	Air Reserve Base remains viable with 482 FW and Florida ANG Air Defense Det	Reduces Air Force support of airfield	Still viable
MISSION	Shuttle Support ideal mission for Reserve unit--retains Combat Rescue tasking Frees 41/71 RQS for Combat Rescue tasking	Proportion of Shuttle Support only 5% of unit flying--can support at Homestead with Det at Patrick	Shuttle Support Mission better at Patrick Combat Rescue training enhanced at Patrick due to proximity to Avon Park range
93 COMMISSION COMMITMENT TO DADE COUNTY	Upheld with 482 FW return from MacDill, Florida ANG Det	301 RQS set-up for Redirect: given Shuttle Support mission, recruiting exclusively from Patrick area, delayed construction at Homestead	Commitment upheld, 301 RQS Redirect due to mission requirements

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301st RQS SCENARIO SUMMARY

DoD RECOMMENDATION	
<p>301st RQS: <u>Redirect</u>.</p> <ul style="list-style-type: none"> • Keep unit at Patrick AFB instead of returning to Homestead. 	
<p>One Time Costs (\$M): 6.6 Annual Savings (\$M): 1.5 Return on Investment: 2002 (5 Years) Net Present Value (\$M): 13.6</p>	
PRO	CON
<p>Recruiting not impacted</p> <p>TDY cost avoidance \$1 M/year</p> <p>Enhances Combat Rescue readiness training with proximity to Avon Park Range</p> <p>Shuttle Support ideal for Reserve unit, best at Patrick</p> <p>Frees 41/71 RQS for Combat Rescue tasking</p>	<p>MILCON at Homestead paid by 92 Suppl Funds</p> <p>Air Force support to municipal airport reduced</p> <p>Economic Impact to Homestead community</p>

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**Homestead Air Reserve Base
726th Air Control Squadron**

Redirect

- 1993 Base Closure Commission recommended the Realignment of Homestead Air Force Base.
 - Relocate the 726th Air Control Squadron to Shaw AFB, SC.
- 1995 DoD recommendation proposes:
 - Change the 1993 Commission recommendation as follows: Redirect the 726th Air Control Squadron to relocate from Shaw AFB, SC, its current location, to Mountain Home AFB, ID.

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BASE ANALYSIS

726th Air Control Squadron HOMESTEAD AIR RESERVE BASE, FLORIDA

DOD RECOMMENDATION: Change the recommendation of the 1993 Commission to transfer the unit from Homestead AFB, FL, to Shaw AFB, SC, and instead **REDIRECT** the unit to Mountain Home AFB, ID.

CRITERIA	HOMESTEAD, FL
FORCE STRUCTURE	Air Control Squadron Personnel and Equipment
ONE-TIME COSTS (\$ M)	7.9
ANNUAL SAVINGS (\$ M)	0.2
RETURN ON INVESTMENT	1997 (Immediate)
NET PRESENT VALUE (\$ M)	4.2
BASE OPERATING BUDGET (\$ M)	N/A
PERSONNEL ELIMINATED (MIL/CIV)	0 / 0
PERSONNEL REALIGNED (MIL/CIV)	123 / 0
ECONOMIC IMPACT (BRAC95/CUM)	-0.3% / -0.3%
ENVIRONMENTAL	N/A

D-22

ISSUES
726th Air Control Squadron
Homestead ARB, FL

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
READINESS TRAINING	Combat readiness training suffers at Shaw due to inadequacy of airspace coverage and frequency of training flight activity Cancellation of Idaho Range initiative has no impact on training airspace availability	Links with remote communications and FAA radars solves poor coverage in training airspace problem	Proximity to quality training airspace and frequency of training flight activity better at Mountain Home FAA radar link is work-around to transfer of unit to suitable operating location
COST	MILCON savings at Mountain Home	Unit reconfiguration from squadron to element allows reduced facility at Shaw	Agree with community No MILCON savings
UNIT RECONFIGURATION	Reducing from squadron to element-sized unit	Readiness status based on squadron, but unit only manned for element	Concur
ECONOMIC IMPACT	-0.3 %	Concur	Concur

D-23

726th ACS SCENARIO SUMMARY

COMMISSION ALTERNATIVE II	
726th ACS: <u>Redirect</u> .	
• Transfer from Shaw AFB, SC to Mountain Home AFB, ID.	
One Time Costs (\$M): 7.9	
Annual Savings (\$M): 0.2	
Return on Investment: 1997 (Immediate)	
Net Present Value (\$M): 4.2	
PRO	CON
Training enhanced at Mountain Home AFB	Unit readiness suffers at Shaw AFB Small moving expense avoided

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BACK UP SLIDES

ISSUES

Bergstrom Air Reserve Base

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Recruiting	No negative impact	Long tradition supporting military High volunteerism rate for deployments High tech industry supports Air Force Reserve need for qualified recruits	Agree with community
Community support	None	Passed \$400 million referendum to keep Reserve unit Capital expenditures to expedite Reserves move into cantonment Austin assumes costs of airport reducing Air Force BOS costs Large retired population in region	Agree with community
Tenants	Move Hq 10th AF (AFRES) to NAS Fort Worth JRB, MILCON required Collocates with subordinate unit, 301st FW/Carswell	924th FW/Bergstrom also a subordinate unit--moving costs, MILCON avoided at Bergstrom Ground Combat Readiness Center requires proximity to Army base (Fort Hood nearby) Other DoD and federal agencies want to move to Bergstrom ARB -Army NG -NASA -Navy Resv -Def Inves Svc	Bergstrom ARB cantonment cost effective with other DoD and federal agencies Closure provides opportunity for other DoD and federal agencies to reuse ARB facilities (MILCON avoidance)

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ISSUES
Homestead Air Reserve Base

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Recruiting	Demographics can easily support recruiting requirements	Miami is good source for AFRES reservists Unit reflects ethnic diversity	Unit consistently meets recruiting objectives and is currently staffed at 101 percent
Economic Impact	Cumulative economic impact is -0.2 percent	Economic impact 4-5 percent in addition to impact from Hurricane Andrew Region is still recovering	Concur with DoD and community

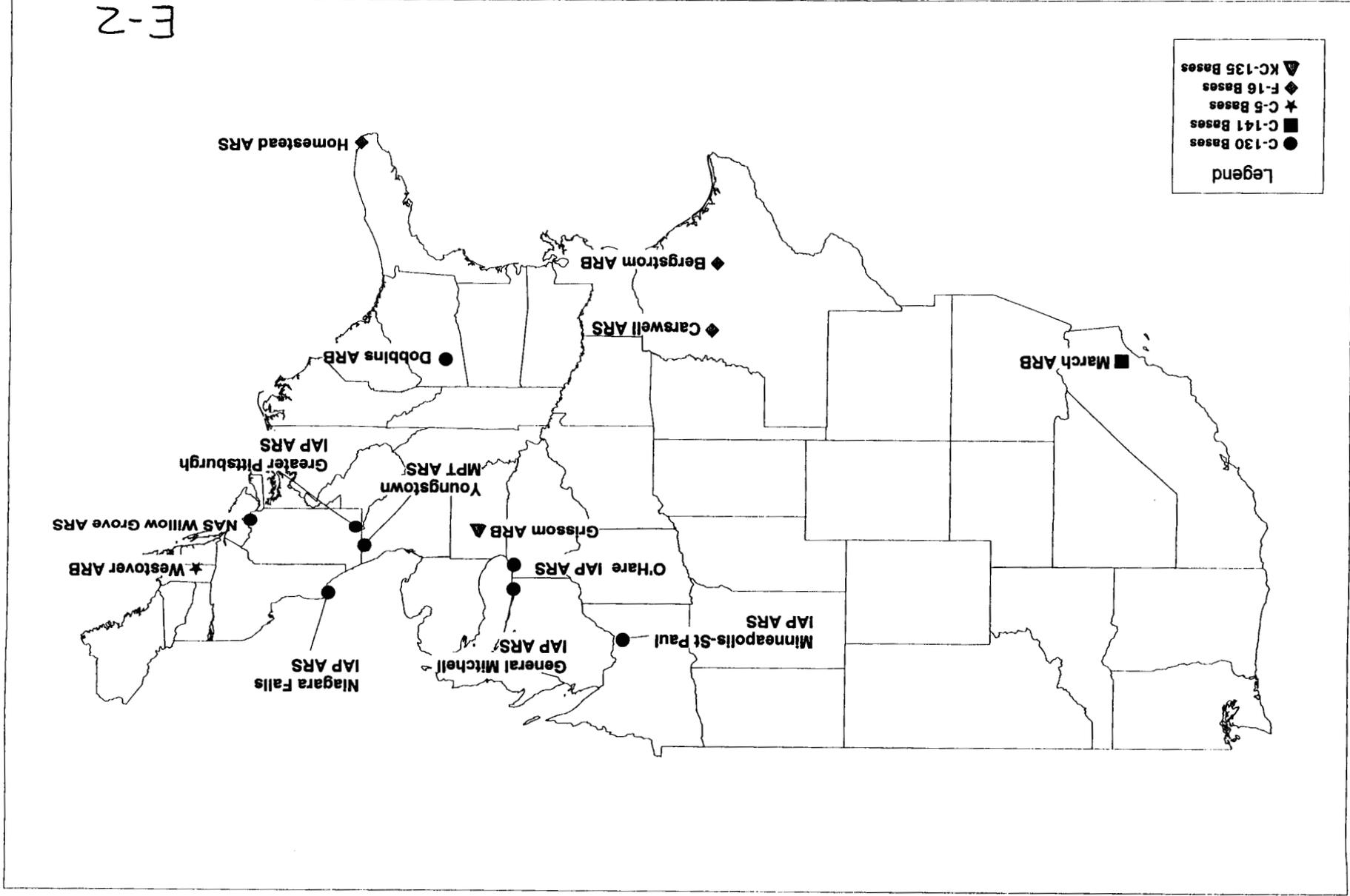
AIR FORCE RESERVE: C-130 BASES

TIER	INSTALLATION
N/A	Dobbins ARB, GA
N/A	<i>Gen. Mitchell IAP ARS, WI</i> (*)
N/A	Greater Pittsburgh IAP ARS, PA (C)
N/A	<i>Minneapolis-St. Paul, MN</i> (*)
N/A	NAS Willow Grove ARS, PA
N/A	<i>Niagara Falls IAP ARS, NY</i> (*)
N/A	<i>O'Hare IAP ARS, IL</i> (*)
N/A	<i>Youngstown-Warren MPT, OH</i> (*)

(C) = DoD recommendation for closure

(*) = *Commissioner add for further consideration*

Air Force Reserve Bases



Air Force Reserve C-130 Capacity

- **BCEG Minutes**
 - **Excess of two C-130 Bases**
 - **SECAF recommended one**
- **Air Force Concerns with two closures**
 - **Community visibility**
 - **Demographics and recruiting**
 - **Combat readiness and capability**
 - **Peacetime operational capability**
- **SECAF supports for closure**
 - **O'Hare IAP ARS**

TIER	INSTALLATION
N/A	GREATER PITTSBURGH IAP ARS, PA (C)
N/A	GEN MITCHELL IAP ARS, WI (*)
N/A	MINNEAPOLIS-ST PAUL IAP ARS, MN (*)
N/A	NIAGARA FALLS IAP ARS, NY (*)
N/A	O'HARE IAP ARS, IL (*)
N/A	YOUNGSTOWN-WARREN MPT, OH (*)

(C) = DoD recommendation for closure

(*) = Commissioner candidate for further consideration

BASE ANALYSIS

Category: Air Force Reserve C-130

DOD RECOMMENDATION: Close Greater Pittsburgh IAP Air Reserve Station (ARS), PA. The 911th Airlift Wing will inactivate and its C-130 aircraft will be distributed to Air Force Reserve C-130 units at Dobbins ARB, Georgia, and Peterson AFB, Colorado.

COMMISSIONER ADD FOR CONSIDERATION: Study Gen Mitchell IAP ARS, WI, Minneapolis-St. Paul IAP ARS, MN, Niagara Falls IAP ARS, NY, O'Hare IAP ARS, IL, and Youngstown-Warren MPT ARS, OH **FOR CLOSURE** as an **ADDITION** to or a **SUBSTITUTION** for Pittsburgh IAP ARS.

CRITERIA	GRTR PITTSBURGH (C)	O'HARE (*)	MINNEAPOLIS-ST PAUL (*)
FORCE STRUCTURE	8 C-130	8 C-130	8 C-130
ONE-TIME COSTS (\$ M)	23.1	24.1	23.8
ANNUAL SAVINGS (\$ M)	15.5	17.3	15.2
RETURN ON INVESTMENT	1998 (1 Year)	1998 (1 Year)	1999 (2 Years)
NET PRESENT VALUE	206.0	218.5	189.5
BASE OPERATING BUDGET (\$ M)	4.9	5.9	5.7
PERSONNEL ELIMINATED (MIL / CIV)	0 / 239	0 / 262	0 / 216
PERSONNEL REALIGNED (MIL / CIV)	0 / 105	0 / 105	0 / 105
ECONOMIC IMPACT (BRAC 95 / CUM)	-0.1% / -0.1%	-0.0% / -0.1%	-0.1% / -0.1%
ENVIRONMENTAL	Non-attainment - Ozone	Non-attainment - Ozone	Non-attainment - CO

(C) = DoD recommendation for closure

(*) = Commission add for further consideration

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BASE ANALYSIS

Category: Air Force Reserve C-130

DOD RECOMMENDATION: Close Greater Pittsburgh IAP Air Reserve Station (ARS), PA. The 911th Airlift Wing will inactivate and its C-130 aircraft will be distributed to Air Force Reserve C-130 units at Dobbins ARB, Georgia, and Peterson AFB, Colorado.

COMMISSIONER ADD FOR CONSIDERATION: Study Gen Mitchell IAP ARS, WI, Minneapolis-St. Paul IAP ARS, MN, Niagara Falls IAP ARS, NY, O'Hare IAP ARS, IL, and Youngstown-Warren MPT ARS, OH FOR CLOSURE as an **ADDITION** to or a **SUBSTITUTION** for Pittsburgh IAP ARS.

If ANG air refueling unit remains at O'Hare there will be base operating support costs which would reduce level of savings

CRITERIA	NIAGARA FALLS (*)	GEN MITCHELL (*)	YOUNGSTOWN-WARREN (*)
FORCE STRUCTURE	8 C-130	8 C-130	12 C-130
ONE-TIME COSTS (\$ M)	24.1	23.0	24.3
ANNUAL SAVINGS (\$ M)	16.4	15.3	15.2
RETURN ON INVESTMENT	1998 (1 Year)	1998 (1 Year)	Immediate
NET PRESENT VALUE	213.3	202.4	209.8
BASE OPERATING BUDGET (\$ M)	6.2	4.9	3.7
PERSONNEL ELIMINATED (MIL / CIV)	0 / 182	0 / 234	0 / 261
PERSONNEL REALIGNED (MIL / CIV)	0 / 105	0 / 105	0 / 178
ECONOMIC IMPACT (BRAC 95 / CUM)	-0.5% / -0.6%	-0.1% / -0.1%	-0.3% / -0.3%
ENVIRONMENTAL	Non-attainment - Ozone	Non-attainment - Ozone	Non-attainment - Ozone

(C) = DoD recommendation for closure

(*) = Commission add for further consideration

AIR FORCE RESERVE C-130 ANALYSIS SUMMARY

Grtr Pittsburgh IAP ARS	O'Hare IAP ARS	Minneapolis-St Paul IAP ARS
One Time Costs (\$M): 23.1 Annual Savings (\$M): 15.5 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 206.0	One Time Costs (\$M): 24.1 Annual Savings (\$M): 17.3 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 218.5	One Time Costs (\$M): 23.8 Annual Savings (\$M): 15.2 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 189.5
Base Operating Budget (\$M): 4.9	Base Operating Budget (\$M): 5.9	Base Operating Budget (\$M): 5.7
Manning: 8-Yr Avg- 97.7% Off 101.0% Enl	Manning: 8-Yr Avg- 97.9% Off 101.0% Enl	Manning: 8-Yr Avg- 98.6% Off 102.4 % Enl

Niagara Falls IAP ARS	Gen Mitchell IAP ARS	Youngstown-Warren MPT ARS
One Time Costs (\$M): 24.1 Annual Savings (\$M): 16.4 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 213.3	One Time Costs (\$M): 23.0 Annual Savings (\$M): 15.3 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 202.4	One Time Costs (\$M): 24.3 Annual Savings (\$M): 15.2 Return on Investment: Immediate Net Present Value (\$M): 209.8
Base Operating Budget (\$M): 6.2	Base Operating Budget (\$M): 4.9	Base Operating Budget (\$M): 3.7
Manning: 8-Yr Avg- 92.9% Off 99.6% Enl	Manning: 8-Yr Avg- 95.6% Off 102.8% Enl	Manning: 8-Yr Avg- 96.3% Off 103.6% Enl

SCENARIO SUMMARY

Pittsburgh IAP ARS, PA

DoD RECOMMENDATION		COMMISSION ALTERNATIVE 1	
Close Pittsburgh IAP ARS, PA		Close O'Hare IAP ARS, IL	
One Time Costs (\$M): 23.1 Annual Savings (\$M): 15.5 Return on Investment: 1 Year Net Present Value (\$M): 206.0		One Time Costs (\$M): 24.1 Annual Savings (\$M): 17.3 Return on Investment: 1 Year Net Present Value (\$M): 218.5	
PRO	CON	PRO	CON
Reduces excess capacity Supports force reductions	One of the cheapest bases to operate Erroneous data used by Air Force in recommending Pittsburgh Excellent recruiting area	City of Chicago supports closure; needs airport property for revenue producing development Highest annual savings AF supports closure Reduces cost to City to relocate Reserve Component units Reduces excess capacity Supports force reductions	Reduces AFR presence in State Excellent recruiting area

SCENARIO SUMMARY

COMMISSION ALTERNATIVE II		COMMISSION ALTERNATIVE III	
Close Minneapolis-St. Paul IAP ARS, MN		Close Niagara Falls IAP ARS, NY	
One Time Costs (\$M): 23.8 Annual Savings (\$M): 15.2 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 189.5		One Time Costs (\$M): 24.1 Annual Savings (\$M): 16.4 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 213.3	
PRO	CON	PRO	CON
Reduces excess capacity Supports force reductions	Only Air Force flying unit in State Lowest in 20-Year NPV savings	High operating cost Reduces excess capacity Supports force reductions	Loss of only AFR flying unit in State Highest economic impact Excellent community support

COMMISSION ALTERNATIVE IV		COMMISSION ALTERNATIVE V	
Close General Mitchell IAP ARS, WI		Close Youngstown MPT ARS, OH	
One Time Costs (\$M): 23.0 Annual Savings (\$M): 15.3 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 202.4		One Time Costs (\$M): 24.3 Annual Savings (\$M): 15.2 Return on Investment: Immediate Net Present Value (\$M): 209.8	
PRO	CON	PRO	CON
Reduces excess capacity Supports force reductions	Excellent recruiting area Excellent community support Loss of only Air Force unit in State	High MILCON cost avoidance Single unit base Reduces excess capacity Supports force reductions	Lowest operating costs Good recruiting area

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Backup Slides

ISSUES
Greater Pittsburgh IAP ARS, PA

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Operating costs (Non-salary)	\$5.7M	Air Force used Minneapolis-St Paul data	Agree with community-corrected data placed unit lower
Expansion Capability	No excess capacity to accept more aircraft	30 Acres more than Air Force reported, with opportunity to acquire more at nominal fee lease	Additional 30 acres available to unit on memorandum of agreement with Alleghny County. Additional 47 acres available
Military value	Criteria II - Yellow+	Asserted AF data incorrect and should be raised to Green	Agree with community-recent aircraft pavement analyses upgraded weight bearing capacity which was reason for lower military value
Close proximity to other AFR C-130 unit - Youngstown	Factor used by Air Force to recommend Pittsburgh for closure	Suggested Pittsburgh could grow and absorb manning from Youngstown if Youngstown closed	Agree with both positions

ISSUES
O'Hare IAP ARS, IL

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Operating cost (Non-salary)	\$5.7M	Did not address	Air Force used Minneapolis-St Paul data
1993 Closure recommendation	Recently supported the deactivation of the C-130 unit if selected this round	City of Chicago continuing efforts to acquire property Local civic groups support retention of AFR & ANG units at O'Hare	Deactivation of C-130 unit reduces City's costs of relocating units Closure provides highest level of 20-year NPV savings
No MILCON programmed since 1993	Did not address	Did not address	Inclusion of MILCON would increase 20-year NPV savings
Close proximity to other AFR C-130 unit - Gen Mitchell	Factor used in recommendation to close Pittsburgh	Did not address	70 miles to Gen Mitchell

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ISSUES
Minneapolis-St Paul IAP ARS, MN

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Most cost efficient unit in C-130 category	Savings and cost data were relatively low	\$180M 20-year NPV	Agree with community. Commission estimate of NPV= \$189.5M
Air Force Reserve position is close only one C-130 unit	Close one C-130 unit	Asserted Air Force Reserve wants to close one C-130 unit	Air Force identified an excess of two units, but strongly supports only one closure

ISSUES
Niagara Falls IAP ARS, NY

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Operating costs (Non-salary)	COBRA used \$5.7M base operating cost	Base operating support contractor salaries should not be included	Inaccurate data used by Air Force Agree with community, but cost is still highest among the C-130 units at \$6.2M
Economic impact	1.1%	Second largest employer in Niagara County and is considered its own statistical area. This action would impact 1.1%	Agree with community regarding statistical area, but impact is 0.5% for this action
Only Air Force Reserve flying unit in State	Did not address	Community assertion	Agree with community-last unit other than Air National Guard

ISSUES
General Mitchell IAP ARS, WI

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Expansion capability	Yes - 4 aircraft with \$600K in minor construction	4 aircraft at no cost	Concur in excess capacity
Regional Maintenance function	Did not address	Performs wheel and tire repair for several C-130 units	Reviewed facility during base visit
Close proximity to other AFRES C-130 unit - O'Hare	A factor used in recommendation to close Pittsburgh	Some unit members currently commute from Chicago area	Gen Mitchell 70 miles from O'Hare
Only Air Force Reserve flying unit in State	Did not address	Community assertion - unit personnel represent every county in State	Agree with community; last Reserve flying unit other than Air National Guard

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ISSUES
Youngstown-Warren MPT ARS, OH

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Expansion Capability	Unit can expand by 8 aircraft with \$11.6M in MILCON	\$18.7M in MILCON to support growth of 8 aircraft	\$22.5M in MILCON thru FY 97 to support growth. More funding programmed beyond 97.
Operating Costs	Original COBRA \$1.9M	Lowest for 8 aircraft	Concur with community; we estimate \$3.7M Insufficient data available for costs for unit growth
Close Proximity to other AFR C-130 unit - Pittsburgh	Factor used in selection of Pittsburgh and to support growth of unit	Did not address	55 miles to Pittsburgh

UNCLASSIFIED

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

OVERALL

Mission (Flying) Requirements *Facilities and Infrastructure* *Contingency and Mobility* *Costs and Manpower Implications* *Return on Investment* *Economic Impact* *Community* *Environmental Impact*

Base Name	I.1	II	III	IV	V	VI	VII	VIII
Bergstrom ARB	Yellow -	Yellow	Yellow +	34/-84	2	1,513 (0.3%)*	Green -	Green
Carswell AFB	Yellow	Yellow +	Yellow	26/ 55	Never	975 (0.1%)	Green -	Green
Dobbins ARB	Yellow +	Green -	Yellow	20/-110	3	10,774 (0.6%)	Green -	Green -
Gen Mitchell IAP ARS	Yellow +	Yellow	Yellow	13/-124	1	629 (0.1%)	Green -	Green -
Greater Pittsburgh IAP ARS	Green -	Yellow +	Yellow	14/-138	1	701 (0.1%)	Green -	Green -
Grisson AFB	Yellow +	Yellow +	Yellow	81/-161	5	3,757 (4.3%)*	Green -	Yellow +
Homestead ARB	Yellow +	Yellow +	Yellow	8/-194	0	693 (0.1%)*	Green -	Yellow
March ARB	Yellow +	Yellow	Green -	184/-212	7	18,772 (1.8%)*	Green -	Yellow -
Minneapolis-St Paul IAP ARS	Yellow +	Green -	Yellow -	14/-119	2	1,111 (0.1%)*	Green -	Yellow +
NAS Willow Grove ARS	Yellow +	Yellow	Yellow	12/-60	3	26,933 (1.0%)*	Green -	Green -
Niagara Falls IAP ARS	Yellow +	Yellow +	Yellow	14/ 115	1	1,039 (1.1%)*	Green -	Yellow +
O'Hare IAP, ARS	Green -	Yellow +	Yellow	14/-152	1	4,584 (0.1%)*	Green -	Green -
Westover ARB	Green -	Yellow	Green -	149/ 190	7	2,268 (0.8%)*	Green -	Yellow +
Youngstown-Warren MIT ARS	Yellow +	Yellow +	Yellow -	13/-107	2	1,193 (0.5%)	Green -	Green -

UNCLASSIFIED

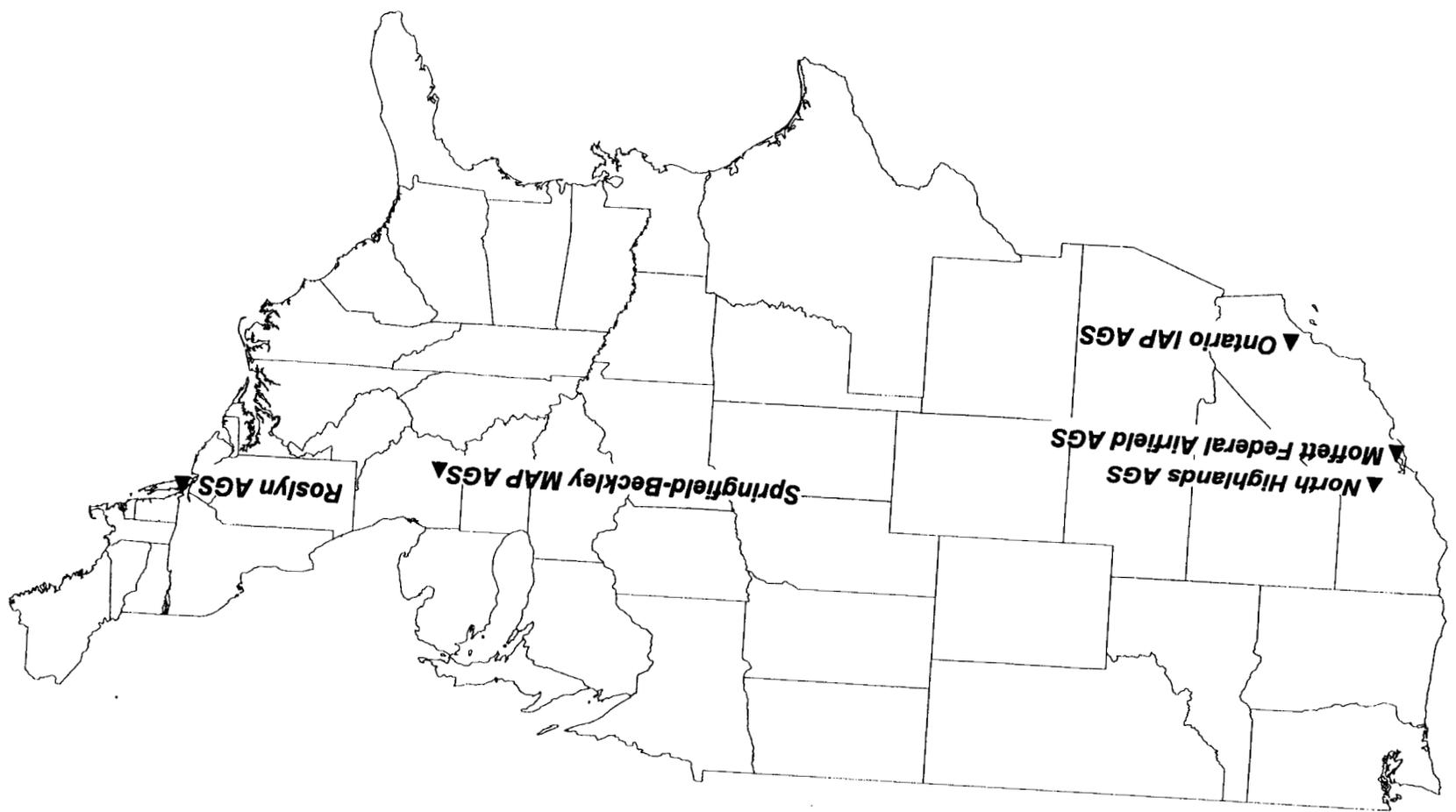
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Appendix 7 3

AIR FORCE: AIR NATIONAL GUARD

TIER	INSTALLATION
N/A	West Federal Airbrgs CA (C)
N/A	North Bluffs Airbrgs CA (C)
N/A	Ohio Airbrgs CA (C)
N/A	Rossmore Airbrgs NY (C)
N/A	Springer Beechey Airbrgs OH (C)

(C) = DoD recommendation for closure

Air National Guard Bases



Indicates Closure

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CATEGORY: AIR NATIONAL GUARD

GENERAL ISSUES

- AIR NATIONAL GUARD BASES DO NOT READILY COMPETE AGAINST EACH OTHER
- AIR GUARD STATIONS BELOW BRAC THRESHOLD
- MUCH DATA COLLECTED AFTER BASE CLOSURE RECOMMENDATIONS WERE ANNOUNCED

BASE ANALYSIS

Moffett Federal Airfield AGS, CA

DOD RECOMMENDATION: Close Moffett Federal Airfield Air Guard Station, CA. Relocate unit to McClellan AFB, CA.

FOR CONSIDERATION: Accept or reject each recommended closure.

CRITERIA	MOFFETT FEDERAL AIRFIELD AGS, CA (C)
FORCE STRUCTURE	Combat Rescue Group: HC-130 aircraft/HH-60 helicopters
ONE-TIME COSTS (\$ M)	18.3
ANNUAL SAVINGS (\$ M)	3.9
RETURN ON INVESTMENT	2003 (6 Years)
NET PRESENT VALUE	34.8
BASE OPERATING BUDGET (\$ M)	3.9
PERSONNEL ELIMINATED (MIL / CIV)	6/13
PERSONNEL REALIGNED (MIL / CIV)	82/217
ECONOMIC IMPACT (BRAC 95 / CUM)	-0.1% / -0.5%

(C) = DoD recommendation for closure

(R) = DoD recommendation for realignment

(X) = Joint Cross Service Group alternative for closure or realignment

(*) = *Commission add for further consideration*

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ISSUES REVIEWED
Moffett Federal Airfield AGS, CA

<p>Government-wide costs</p> <p>Air Force cost analysis</p> <p>Military value</p> <p>Agreement between NASA and ANG</p>	<p>Closure can be accomplished outside of BRAC process</p>
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ISSUES

Moffett Federal Airfield AGS, CA

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Government-wide costs	DOD costs only <ul style="list-style-type: none"> • ROI: 6 years • NPV: \$35M 	Costs should be viewed from a government-wide perspective	Costs will increase to federal government <ul style="list-style-type: none"> • ROI: Never • NPV: Cost \$17.6 M
Air Force Cost Analysis: <ul style="list-style-type: none"> • MILCON Requirements • Savings 	<ul style="list-style-type: none"> • \$9.2 M • 3.9 M annually 	Air Force's cost analysis is flawed: <ul style="list-style-type: none"> • MILCON requirements have changed significantly • Claimed savings are suspect 	Cost analysis is reasonable <ul style="list-style-type: none"> • MILCON figures have evolved but still reasonable • Savings reasonable
Military Value of McClellan vs. Moffett Field	<ul style="list-style-type: none"> • comparable military value • positive effect on recruiting 	<ul style="list-style-type: none"> • Air Force performed no analysis of military value • Moffett Airfield offers more military value • Commander of California ANG thinks unit should remain at Moffett Field 	<ul style="list-style-type: none"> • Air Force did not perform military value assessment of ANG • Quality of facilities & access to ranges are comparable
Agreement between ANG and NASA	Agreement can be terminated	AF/ANG made long-term commitment to remain at Moffett Field	Agreement can be terminated by either party

SCENARIO SUMMARY

Moffett Federal Airfield AGS, CA

DoD RECOMMENDATION	
Close Moffett Federal Airfield AGS, CA. Relocate unit to McClellan AFB, CA.	
One Time Costs (\$M): 18.3 Annual Savings (\$M): 3.9 Return on Investment: 2003 (6 Years) Net Present Value (\$M): 34.8	
PRO	CON
Cost effective for Air Force by eliminating overhead positions and base operating support costs Positive recruiting and retention effects	Costs increase to federal government Dependent on McClellan AFB decision

BASE ANALYSIS North Highlands AGS, CA

DOD RECOMMENDATION: Close North Highlands AGS, CA. Relocate unit to McClellan AFB, CA.

FOR CONSIDERATION: Accept or reject each recommended closure.

CRITERIA	NORTH HIGHLANDS AGS, CA (C)
FORCE STRUCTURE	Combat Communications
ONE-TIME COSTS (\$ M)	1.3
ANNUAL SAVINGS (\$ M)	0.3
RETURN ON INVESTMENT	2002 (5 Years)
NET PRESENT VALUE	2.9
BASE OPERATING BUDGET (\$ M)	0.2
PERSONNEL ELIMINATED (MIL / CIV)	1/0
PERSONNEL REALIGNED (MIL / CIV)	3/36
ECONOMIC IMPACT (BRAC 95 / CUM)	0.0%/0.0%

- (C) = DoD recommendation for closure
- (R) = DoD recommendation for realignment
- (X) = Joint Cross Service Group alternative for closure or realignment
- (*) = *Commission add for further consideration*

SCENARIO SUMMARY

North Highlands AGS, CA

DoD RECOMMENDATION	
Close North Highlands AGS, CA. Relocate unit to McClellan AFB, CA.	
One Time Costs (\$M): 1.3 Annual Savings (\$M): 0.3 Return on Investment: 2002 (5 Years) Net Present Value (\$M): 2.9	
PRO	CON
Eliminates base operating support personnel and costs	Long return on investment
Excess capacity at McClellan AFB	Dependent on McClellan AFB decision
Relocation of unit requires little expenditure	

BASE ANALYSIS Ontario AGS, CA

DOD RECOMMENDATION: Close Ontario Air Guard Station, CA;. Relocate units to March ARB, CA.

FOR CONSIDERATION: Accept or reject each recommended closure.

CRITERIA	ONTARIO AGS, CA (C)
FORCE STRUCTURE	Combat Communications, Weather
ONE-TIME COSTS (\$ M)	0.9
ANNUAL SAVINGS (\$ M)	0.1
RETURN ON INVESTMENT	2006 (9 years)
NET PRESENT VALUE	0.8
BASE OPERATING BUDGET (\$ M)	0.1
PERSONNEL ELIMINATED (MIL / CIV)	1/0
PERSONNEL REALIGNED (MIL / CIV)	3/22
ECONOMIC IMPACT (BRAC 95 / CUM)	0.0%/0.0%

(C) = DoD recommendation for closure

(R) = DoD recommendation for realignment

(X) = Joint Cross Service Group alternative for closure or realignment

(*) = Commission add for further consideration

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SCENARIO SUMMARY

Ontario AGS, CA

DoD RECOMMENDATION	
Close Ontario AGS, CA. Relocate unit to March ARB, CA.	
One Time Costs (\$M): 0.9 Annual Savings (\$M): 0.1 Return on Investment: 2006 (9 Years) Net Present Value (\$M): 0.8	
PRO	CON
Eliminates base operating support personnel and costs Excess capacity at March ARB Relocation of unit requires little expenditure No impact on recruiting	Long return on investment

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BASE ANALYSIS Roslyn AGS, NY

DOD RECOMMENDATION: Close Roslyn Air Guard Station, NY. Relocate units to Stewart IAP AGS, NY

FOR CONSIDERATION: Accept or reject each recommended closure.

CRITERIA	ROSLYN AGS, NY (C)
FORCE STRUCTURE	Combat Communications, Electronic Installations
ONE-TIME COSTS (\$ M)	14.2
ANNUAL SAVINGS (\$ M)	0.2
RETURN ON INVESTMENT	1999 (2 Years)
NET PRESENT VALUE	8.9
BASE OPERATING BUDGET (\$ M)	0.6
PERSONNEL ELIMINATED (MIL / CIV)	2/2
PERSONNEL REALIGNED (MIL / CIV)	5/33
ECONOMIC IMPACT (BRAC 95 / CUM)	0.0%/0.0%

(C) = DoD recommendation for closure

(R) = DoD recommendation for realignment

(X) = Joint Cross Service Group alternative for closure or realignment

(*) = Commission add for further consideration

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ISSUES
Roslyn AGS, NY

R&A STAFF FINDINGS	COMMUNITY POSITION	DOD POSITION	ISSUE
<ul style="list-style-type: none"> • If proceeds NOT used: • ROI: 100+ years • NPV: Cost \$11.3 M 	N/A	When \$22.4 million from sale of land used: <ul style="list-style-type: none"> • ROI: 2 Years • NPV: \$8.9 million 	Cost effective only when proceeds from sale of property are used to offset relocation costs
<ul style="list-style-type: none"> • Air Force may never realize proceeds from sale of property • Air Force did not use proceeds from sale of property in any other recommendation 	N/A	DoD policy states generally should not be used, but Air Force considers this situation unique	Use of proceeds from sale of property

SCENARIO SUMMARY

Roslyn AGS, NY

DoD RECOMMENDATION	
Close Roslyn AGS, NY. Relocate unit to Stewart IAP AGS, NY	
One Time Costs (\$M): 14.2 Annual Savings (\$M): 0.2 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 8.9	
PRO	CON
Cost effective when proceeds from sale of property are considered	Recommendation not cost effective if proceeds not realized, results in 100+ years ROI DOD policy discourages use of proceeds from land sales Proceeds from sale of property may never be realized due to existing policies and practices

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BASE ANALYSIS

Springfield-Beckley MAP AGS, OH

DOD RECOMMENDATION: Close Springfield-Beckley MAP Air Guard Station, OH. Relocate units to Wright-Patterson AFB, OH.

FOR CONSIDERATION: Accept or reject each recommended closure.

CRITERIA	SPRINGFIELD-BECKLEY MAP AGS, OH (C)
FORCE STRUCTURE	Fighter Group: F-16 aircraft, Combat Communications
ONE-TIME COSTS (\$ M)	24.6
ANNUAL SAVINGS (\$ M)	2.8
RETURN ON INVESTMENT	2008 (11 Years)
NET PRESENT VALUE	14.0
BASE OPERATING BUDGET (\$ M)	2.6
PERSONNEL ELIMINATED (MIL / CIV)	5/22
PERSONNEL REALIGNED (MIL / CIV)	56/233
ECONOMIC IMPACT (BRAC 95 / CUM)	0.0%/0.0%

(C) = DoD recommendation for closure

(R) = DoD recommendation for realignment

(X) = Joint Cross Service Group alternative for closure or realignment

(*) = *Commission add for further consideration*

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ISSUES REVIEWED
Springfield-Beckley MAP AGS, OH

<p>Revised costs and savings result in 11 year ROI</p> <p>Facilities concerns at Wright-Patterson AFB</p> <p>Community proposal to reduce operating costs at Springfield</p> <p>Springfield-Beckley basing arrangement</p>	<p>Closure proposed during BRAC 1993</p>
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ISSUES

Springfield-Beckley MAP AGS, OH

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Revised costs and savings result in 11 year ROI	<ul style="list-style-type: none"> • Personnel/BOS savings were originally overstated, but now accurate • Military construction requirements and costs validated 	<ul style="list-style-type: none"> • Personnel elimination overstated • Military construction costs understated 	<ul style="list-style-type: none"> • Consistent with Air Force Manpower Programming Office, ANG, AFMC • Followed standardized costing procedures
Facility concerns at Wright-Patterson	<ul style="list-style-type: none"> • Wright-Patterson AFB offers comparable operating environment • Facility concerns are minor and can be worked 	<ul style="list-style-type: none"> • Springfield-Beckley offers a superior operating environment • Concerns with condition of some facilities and ability of dining hall to meet drill requirements 	<ul style="list-style-type: none"> • F-16 flight-line facilities available • Concerns with other facilities largely quality of life
Community proposal to reduce operating costs at Springfield	<ul style="list-style-type: none"> • ANG receptive to offer • proposal only 	<ul style="list-style-type: none"> • City provide fire crash rescue during non-flying hours • Save \$480,000 annually • 13 year ROI 	<ul style="list-style-type: none"> • Proposal would lower operating costs • No formal commitment
Springfield-Beckley basing arrangement	<p>ANG : "Keep units at civilian airports wherever possible"</p> <ul style="list-style-type: none"> • visibility helps recruiting • keeps costs low 	<ul style="list-style-type: none"> • Strong community support • Unit's community involvement 	<p>Springfield-Beckley presents ideal basing arrangement for ANG:</p> <ul style="list-style-type: none"> • costs • community ties • recruiting

SCENARIO SUMMARY

Springfield-Beckley MAP AGS, OH

DoD RECOMMENDATION	
Close Springfield-Beckley AGS, OH. Relocate unit to Wright-Patterson AFB, OH.	
One Time Costs (\$M): 24.6 Annual Savings (\$M): 2.8 Return on Investment: 2008 (11 Years) Net Present Value (\$M): 14.0	
PRO	CON
Eliminates base operating support personnel and costs F-16 flight-line facilities available at Wright-Patterson AFB Consolidation will be cost-effective in long-run	Long ROI required Sacrifice quality facilities at Springfield for little return Economic impact on Springfield-Beckley MAP and community

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BACKUP SLIDES

ISSUES
Moffett Federal Airfield AGS, CA

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Closure can be accomplished outside of BRAC process	Should be reviewed by BRAC	Moffett Field AGS does not meet BRAC threshold and should not be evaluated through BRAC process	Is a BRAC issue if service submits to BRAC for review

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ISSUES
Springfield-Beckley MAP AGS, OH

R&A STAFF FINDINGS	COMMUNITY POSITION	DOD POSITION	ISSUE
<ul style="list-style-type: none">• Flight-line facilities are now available at Wright-Patterson• More BOS savings claimed	Savings overstated in 1993 and continue to be overstated in 1995	Wright-Patterson F-16 facilities are now available due to deactivation of a unit	Closure proposed during BRAC 1993

**Griffiss Air Force Base
Airfield Support for 10th Infantry (Light) Division**

Redirect

- 1993 Base Closure Commission recommended the realignment of Griffiss AFB.
 - Runway would remain open as minimum essential airfield to support 10th Infantry (Light) Division from Fort Drum.

- 1995 DoD recommendation proposes:
 - To close the minimum essential airfield on Griffiss AFB
 - Air Force will re-build Fort Drum airfield
 - Air Force will provide mobility/contingency/training support from the airfield on Fort Drum
 - Allows 10th Infantry (Light) Division to deploy 2 hours earlier

BASE ANALYSIS

Griffiss Air Force Base Airfield Support for 10th Infantry (Light) Division

DOD RECOMMENDATION: Redirect: Close the Minimum Essential Airfield

CRITERIA	DOD RECOMMENDATION
FORCE STRUCTURE	Support Fort Drum Deployments
ONE-TIME COSTS (\$ M)	51.5
ANNUAL SAVINGS (\$ M)	9.9
RETURN ON INVESTMENT	2004 (6 Years)
NET PRESENT VALUE	75.7
BASE OPERATING BUDGET (\$ M)	N/A
PERSONNEL ELIMINATED (MIL / CIV)	0/15
PERSONNEL REALIGNED (MIL / CIV)	0/0
ECONOMIC IMPACT (BRAC 95 / CUM)	-0.1%/-6.1%
ENVIRONMENTAL	EA/EIS required at Fort Drum

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SCENARIO SUMMARY
Griffiss Air Force Base
Airfield Support for 10th Infantry (Light) Division

DOD RECOMMENDATION	
<p>Redirect: Close the minimum essential airfield on Griffiss AFB.</p> <ul style="list-style-type: none"> • AF will support the 10th Infantry (Light) Division from the airfield on Fort Drum • AF will re-build airfield on Fort Drum 	
<p>One Time Costs (\$M): 51.5 Annual Savings (\$M): 9.9 Return on Investment: 2004 (6 Years) Net Present Value (\$M): 75.7</p>	
PRO	CON
<p>Saves money</p> <p>Allows to 10th Infantry Division to deploy 2 hours earlier</p>	

**Griffiss Air Force Base
485th Engineering Installation Group**

Redirect

- **Background:** The 485th Engineering Installation Group performs the engineering, program management, and installation of communications and computer equipment at DoD facilities throughout North America and Europe.
- **1993 Base Closure Commission** recommended the realignment of Griffiss AFB
 - 485th Engineering Installation Group would transfer to Hill AFB
- **1995 DoD recommendation** proposes:
 - Inactivating the 485th Engineering Installation Group
 - Relocating its installation function to Kelly AFB and McClellan AFB
 - Relocating its engineering function to Tinker AFB
- DoD justification for redirect is cost to renovate Hill AFB to accommodate the 485th Engineering Installation Group is costly
- By inactivating the unit and redistributing its functions, the Air Force intends to save money by avoiding MILCON and eliminating overhead

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SCENARIO SUMMARY
Griffiss Air Force Base
485th Engineering Installation Group

DOD RECOMMENDATION	
Redirect: Inactivate the 485th Engineering Installation Group (EIG)	
<ul style="list-style-type: none"> • Transfer personnel to Tinker AFB, Kelly AFB, and McClellan AFB 	
One Time Costs (\$M): 1.9 Annual Savings (\$M): 2.9 Return on Investment: Immediate Net Present Value (\$M): 52.2	
PRO	CON
Saves money	
Reduces overhead	