

*Staff*  
*Base Visit Book*



**Reno-Tahoe International Airport**  
**Air National Guard Station**  
**Reno, Nevada**  
**Recommendations**

*Senior Analyst Colleen Turner*  
14 June 2005

**RENO-TAHOE INTERNATIONAL AIRPORT, RENO, NEVADA**

**BASE VISIT**

**June 12-14<sup>th</sup>, 2005**

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## VISIT ITINERARY

**Reno-Tahoe Air National Guard Station, Reno, NV**

**12-14 June 2005**

DATE/TIME	EVENT	LOCATION	POC	ACTION
8:51 pm 12 June 2005	Senior Analyst arrives	Reno/Tahoe Intl Airport, NV	NA	Check into hotel & prepare for meeting
1:00pm - 4:00pm 13 June 2005	Base visit	Reno-Tahoe ANG Station	Col Jonathan Proehl 775 788-9499	Give/receive briefings- Drive around tour
10:00am - 10:30am 14 June 2005	Follow Up	Reno-Tahoe ANG Station	Col Jonathan Proehl 775 788-9499	Pick up supplementary materials
12:00pm 14 June 2005	Senior Analyst leaves Reno/Tahoe Intl Airport	Reno/Tahoe Intl Airport, NV	NA	Return to BRAC Commission



## DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

### BASE SUMMARY SHEET

#### Reno-Tahoe International Airport Air National Guard Station, Reno, NV

#### INSTALLATION MISSION

The Nevada Air National Guard's 152nd Airlift Wing has a primary wartime mission of providing rapid airlift and airdrop of cargo and troops.

#### DOD RECOMMENDATION

Realign Reno-Tahoe International Airport Air Guard Station, NV. Distribute the eight C-130H aircraft of the 152d Airlift Wing (ANG) to the 189th Airlift Wing (ANG), Little Rock Air Force Base, AR. Flying related Expeditionary Combat Support (ECS) moves to Channel Islands Air Guard Station, CA (aerial port), and Fresno Air Guard Station, CA (fire fighters). The remaining ECS elements and the Distributed Common Ground System (DCGS) remain in place.

#### Reno Tahoe Int Airport AGS

Action Name	Base Name	ActionType
Realign Aerial Port from Reno	Channel Islands AGS	Realignment
Realign Firefighters from Reno	Fresno Air Terminal AGS	Realignment
Move 8 C-130H's from Reno	Little Rock AFB	Realignment
Manpower to Nellis from Reno	Nellis AFB	Realignment
Retire 8 C-130H's from Reno	Reno-Tahoe IAP AGS	Realignment

#### DOD JUSTIFICATION

This recommendation distributes C-130 force structure to a higher military value base. Because of limitations to land and ramp space, Reno was unable to expand beyond 10 C-130s. This recommendation realigns Reno's (101) C-130s to the Air National Guard at Little Rock Air Force Base (17), where a larger, more effective squadron size is possible. This larger squadron at Little Rock also creates the opportunity for an association between active duty and the Air National Guard, optimizing aircraft utilization.

#### COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Costs: \$ 22.9 million
- Net Savings (Cost) during Implementation: \$ 12.2 million
- Annual Recurring Savings: \$ 3.6 million
- Return on Investment Year: 2016 (9 years)
- Net Present Value over 20 Years: \$ 22.7 million

**MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)**

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Reductions	-	-	-
Realignments	(23)	(124)	NA
<b>Total</b>	<b>(23)</b>	<b>(124)</b>	<b>NA</b>

**MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)**

	<b>Out</b>		<b>In</b>		<b>Net Gain (Loss)</b>	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
This Recommendation	(23)	(124)	0	0	(23)	(124)
Other Recommendation(s)						
Hawthorne Army Depot	(74)	(45)	0	0	(74)	(45)
<b>Total</b>	<b>((97)</b>	<b>(169)</b>	<b>0</b>	<b>0</b>	<b>(97)</b>	<b>(169)</b>

## **ENVIRONMENTAL CONSIDERATIONS**

There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include \$0.09M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

## **REPRESENTATION**

Mayor of Reno: Robert Cashell  
Nevada Governor: Kenny C. Guinn  
Nevada Senators: Harry Reid (D); John Ensign (R)  
2<sup>nd</sup> District Representative: Jim Gibbons (R)

## **ECONOMIC IMPACT**

- Potential Employment Loss: 262 jobs (147 direct and 115 indirect)
- MSA Job Base: 243,270 jobs
- Percentage: -0.1 percent decrease
- Cumulative Economic Impact (Year-Year): percent decrease

## **MILITARY ISSUES**

- Availability and condition of land facilities
- Cost of operations and manpower implications
- Current, future, and potential mission capabilities
- Homeland security and defense issues
- Loss of fire fighting support capability
- Recruiting and retention
- Fundamental differences between Guard and active duty
- Errors in BRAC methodology: substantial deviation from criteria by BCEG
- Procedural and substantive legal issues in BRAC process and recommendations

## **COMMUNITY CONCERNS/ISSUES**

- Excellent relationship with the local airport authority and community
- No noise or environmental restrictions
- Emergency, disaster, and homeland security capabilities threatened

## **ITEMS OF SPECIAL EMPHASIS NA**



## DOD RECOMMENDATION

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## **BASE VISIT REPORT**

**Reno-Tahoe International Airport  
Air National Guard, Reno, NV**

**Monday June 13, 2005**

**LEAD COMMISSIONER:** None

**ACCOMPANYING COMMISSIONER:** None

**COMMISSION STAFF:** Ms. Colleen Turner, Senior Analyst, Joint Cross-Service Team

### **LIST OF ATTENDEES:**

Mr. Giles Vanderhoof, Director Nevada Homeland Security Department  
BG Cindy Kirkland, Adjutant General, State of Nevada  
BG Lawrence Cerfoglio, Commander, Nevada Air National Guard  
BG (Sel.) Mike Gullihur, Assistant Commander NVANG  
Col. Jon Proehl, Commander 152<sup>nd</sup> Airlift Wing NVANG  
Col. Frank Landes, Vice Commander, 152<sup>nd</sup> Airlift Wing, NVANG  
Lt. Col. Jim Cumings, ESSO, Nevada State HQ  
Lt. Col. Les Gonzalez, Commander, 152<sup>nd</sup> Intel Squadron, NVANG (Scathe View)  
Lt. Col. Gary Turner, Commander 192<sup>nd</sup> Operations Support Flight Commander, NVANG  
Lt. Col. Chris Ultsch, 152<sup>nd</sup> Operations Group, NVANG  
Capt. Tom Funk 152 Maintaince Squadron, NVANG  
1Lt. April Conway, State HQ Public Affairs, Nevada Military Department  
Lt. Col. William Siddoway, Commander, 169<sup>th</sup> Intel Squadron, Utah Air National Guard  
(Senior Scout), via conference call.  
Krys T. Barr, Executive Director, Washoe County Airport Authority, Reno-Tahoe IAP

**BASE'S PRESENT MISSION:** The Nevada Air National Guard's 152nd Airlift Wing has a primary wartime mission of providing rapid airlift and airdrop of cargo and troops. They can also fly reconnaissance missions in support of military command and control operations, counter drug operations, disaster relief and photo mapping for federal and state agencies. The unit is tasked to deploy anywhere on the globe within an assigned response time to perform both day and night missions. In addition to the wartime mission, the 152nd Airlift Wing also has a peacetime mission to train combat ready aircrew and assigned personnel. The unit has a State mission and has been called on numerous occasions to support local state emergencies such as fires, floods, riots and search and rescue operations. The mission is accomplished with eight assigned C-130E "Hercules" transport aircraft. Force structure developments in the Air National Guard during

Fiscal Year 2000 focused on equipment upgrades providing enhanced capability for Air National Guard units. The 152nd Airlift Wing began conversion from the C-130E to the C-130H. This conversion also included a modification, which will provide an additional Intelligence, Surveillance, and Reconnaissance (ISR) asset to the Air National Guard called Scathe View. It features forward-looking infrared radar (FLIR), daylight TV, spotter scope, and laser range-finder.

**SECRETARY OF DEFENSE RECOMMENDATION:** Realign Reno-Tahoe International Airport Air Guard Station, NV. Distribute the eight C-130H aircraft of the 152d Airlift Wing (ANG) to the 189th Airlift Wing (ANG), Little Rock Air Force Base, AR. Flying related Expeditionary Combat Support (ECS) moves to Channel Islands Air Guard Station, CA (aerial port), and Fresno Air Guard Station, CA (fire fighters). The remaining ECS elements and the Distributed Common Ground System (DCGS) remain in place.

**SECRETARY OF DEFENSE JUSTIFICATION:** This recommendation distributes C-130 force structure to a higher military value base. Because of limitations to land and ramp space, Reno was unable to expand beyond 10 C-130s. This recommendation realigns Reno's (101) C-130s to the Air National Guard at Little Rock Air Force Base (17), where a larger, more effective squadron size is possible. This larger squadron at Little Rock also creates the opportunity for an association between active duty and the Air National Guard, optimizing aircraft utilization.

**MAIN FACILITIES REVIEWED:** Drive around base

**KEY ISSUES IDENTIFIED:**

- Availability and condition of land facilities
- Cost of operations and manpower implications
- Current and future mission capabilities
- Homeland security/defense issues
- Loss of fire fighting support capability
- Recruiting
- Fundamental differences between Guard and active duty
- Errors in BRAC methodology
- Substantial deviation from BRAC criteria by BCEG
- Procedural and substantive legal issues in the BRAC process and recommendations
- Relationship with the local airport authority
- Relationship with the community
- No noise or environmental restrictions
- Pattern proficiency training
- Issues related to the infrastructure, ramp strength and space, buildings, communications
- Potential new missions

## **INSTALLATION CONCERNS RAISED:**

**Availability and condition of land facilities:** Justification was incomplete. Reno-Tahoe IAP/AGS is capable of supporting 12 C-130s on existing land and growing to 16 C-130s with ramp development. Reno-Tahoe IAP/AGS's military value rating of 101 was severely under-rated. Many data call questions failed to allow the unit to provide the truth and to score appropriately. Also, since the data call there is an Air Force-approved airport authority land agreement allowing the unit to expand to 16 aircraft

**Cost of operations and manpower implications:** Eliminating the entire aviation program, aerial port, and fire department at Reno-Tahoe IAP/AGS incurs unaddressed costs of nearly \$100M in 2005 dollars over a 20 year period to support the remaining Expeditionary Combat Support and other joint missions. This is a significant departure from DoD's cost savings analysis outlined in BRAC Report.

**Current and future mission capabilities:** The BRAC report's Reno-Tahoe IAP/AGS military value rating of 101 failed to take into account a significant portion of the Nevada Air National Guard's missions, capabilities, and desirable training environment. Before traveling to Southwest Asia to participate in the Global War on Terrorism, the majority of Naval and Air Force aviation units train in Nevada.

**Homeland security/defense issues:** The National Security Strategy lists homeland defense as our nation's number one priority.<sup>15</sup> BRAC calculations did not address Nevada's unique requirements and location for homeland defense. Eliminating the C-130s from this state absolutely cripples its ability to respond to any large-scale emergency. Due to the fact that Nevada is a geographically large state (see page 10a) with annual flooding, large-scale wildfires, major fault lines, the largest dam in the nation and a tourist destination unlike any other in the world, the Nevada Air National Guard's support of these diverse characteristics is paramount.

**Loss of fire fighting support capability:** The BRAC list gave no consideration to the Nevada Air National Guard's Scathe View-enhanced fire support capabilities or its ability to respond to the western states' extensive fire fighting requirements. The realignment of the Nevada Air National Guard also includes the reassignment of the 152<sup>nd</sup> Civil Engineer Squadron fire personnel who are all wildfire qualified. Eliminating these capabilities from Nevada will put lives and homes in grave danger.

**Recruiting:** Nevada continues to outpace the nation's population growth. With one of the best recruiting rates in the Air National Guard, the unit has proven it can easily meet all future manning requirements with the marketability the C-130s bring. The majority of young enlisted recruits indicate interest in working on or around the aircraft at Reno-Tahoe IAP/AGS. Loss of the flying portion of this unit will negatively impact the recruiting and retention success and inclusion on BRAC list alone has already cost new recruits and experienced airmen. There is no plan to transfer Guardsmen with the planes. Additionally, based on commanders' interviews, more than 90% of unit members indicated an inability to relocate. Two-thirds of unit members are traditional Guardsmen with full-time jobs in the local community. It is naïve to believe these members would move for a part-time job.

**Fundamental differences between Guard and active duty:** Inappropriate Methodology: BRAC gave no consideration for Air Guard entities that are inherently different from active duty missions and cost structures.

**Errors in BRAC methodology:** Reno-Tahoe IAP/AGS's military value was quantitatively gathered in a subjective manner, that our current and future missions were not taken into consideration, and that the "equal treatment" of installations was inherently flawed.

**Substantial deviation from BRAC criteria by BCEG:** Contradictory data used for selection criteria by base closure executive group

**Procedural and substantive legal issues in the BRAC process and recommendations:** The BRAC recommendation to relocate the 152<sup>nd</sup> Airlift Wing violates both the specific language, as well as the intent, of the U.S. Constitution, several federal statutes, and the direction of the U.S. Supreme Court. By focusing on federal active duty needs, and ignoring the state role of the National Guard, the Department of Defense failed to acknowledge and recognize the unique, hybrid nature of the National Guard.

**Relationship with the local airport authority:** The Reno-Tahoe Airport Authority has already committed hundreds of thousands of dollars toward the Reno-Tahoe IAP/AGS's expansion with the above-noted land swap. The authority's new firehouse breaks ground this August and the new air traffic control tower's design is nearly complete. The on-field airport fuel supply has a direct pipeline from the refineries. In addition, the airport authority has over 160 acres available to the Nevada Air National Guard for surge capability and future Guard development.

**Relationship with the community:** The unit's exceptionally high recruiting numbers speak to its positive influence on the community since 1948. Additionally, the very nature of a Guard unit revolves around its hometown. Two-thirds of the members are traditional Guardsmen from all walks of life including teachers, fire fighters, nurses, building contractors, and law enforcement professionals, the threads from which a community is woven. Nevada citizens recognize the benefit derived from the Reno unit and the unit recognizes the value of a supportive community.

**No noise or environmental restrictions:** Nearly 90 percent of Nevada is federally owned and used daily for joint military training with no appreciable noise or environmental restrictions. The unit uses 10 joint-use drop and landing zones within a 50-mile radius and eight additional drop zones within 150 miles, all with terrain greatly resembling Iraqi and Afghan topography. Within a 150-mile radius there are eight major training complexes. The proximity of these extensive unrestricted complexes is an exceptional advantage to joint warfare training using the Reno-based C-130s.

**Pattern proficiency training:** Within 50 miles of the base, there are nine airports available for pattern proficiency training. These nine fields provide exceptional unrestricted training opportunities and no air traffic control delays.

**Issues related to the infrastructure, ramp strength and space, buildings, communications:**

The Reno-Tahoe IAP and the AGS ramp have the strength and space to receive all aircraft in the Air Force inventory. The Air Force initially correctly identified the base's land and infrastructure capability to robust to 12 aircraft. Additionally, an Air Force-approved airport authority land agreement provides land and buildings allowing the unit to expand to 16. The existing OC-12 communication link, one of four in the entire Air Force, provides this base with unparalleled secure connectivity.

**Potential new missions:** The Nevada Air National Guard's C-130s are the sole Air Force assets modified for the Scathe View mission. Expanding to 12 or 16 aircraft would greatly enhance the 152<sup>nd</sup> Airlift Wing's ability to dedicate aircrews and aircraft to Scathe View and Senior Scout (two types of intelligence collection missions) in addition to meeting its current mission. The unit is expanding these transformational missions to better serve the war fighter through intelligence, surveillance, and reconnaissance operations. This unit has been informed that a combined crew from the 192<sup>nd</sup> Airlift Squadron (Nevada Air National Guard) and the 169<sup>th</sup> Intelligence Squadron (Utah Air National Guard) has won the 2005 General Jerome O'Malley Award for best reconnaissance crew in the Air Force. This prestigious award was based on a mission performed in support of combat-engaged ground forces in Afghanistan. Additional information to response report presented 13 June 2005

**COMMUNITY CONCERNS RAISED:** Not addressed

**REQUESTS FOR STAFF AS A RESULT OF VISIT:** None at this time

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## Nevada Air National Guard

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### Nevada Air National Guard

The Nevada Air National Guard (NVANG) Base is located at the Reno Tahoe International Airport complex, approximately 5 miles southeast of downtown Reno. The facility occupies about 60 acres of land immediately to the south of the main terminal and ramp area. Operations began here in the mid-1950s when they were moved from the airfield at Stead. The facility has served as the base for a NVANG fighter aircraft group and later a reconnaissance group. Presently the NVANG operates C-130 turboprop aircraft from the base fulfilling a reconnaissance role.

Past operations which may have introduced contaminants into the environment include: aircraft and ground equipment maintenance; handling and storage of fuel, solvents, acids, cleaners, paint and lubricants; and air weapons control. Petroleum hydrocarbons have been detected in both soil and

groundwater in addition to chlorinated solvents which were found at low levels in groundwater monitoring wells. A groundwater treatment system was installed and active remediation continues under the regulatory oversight of NDEP.



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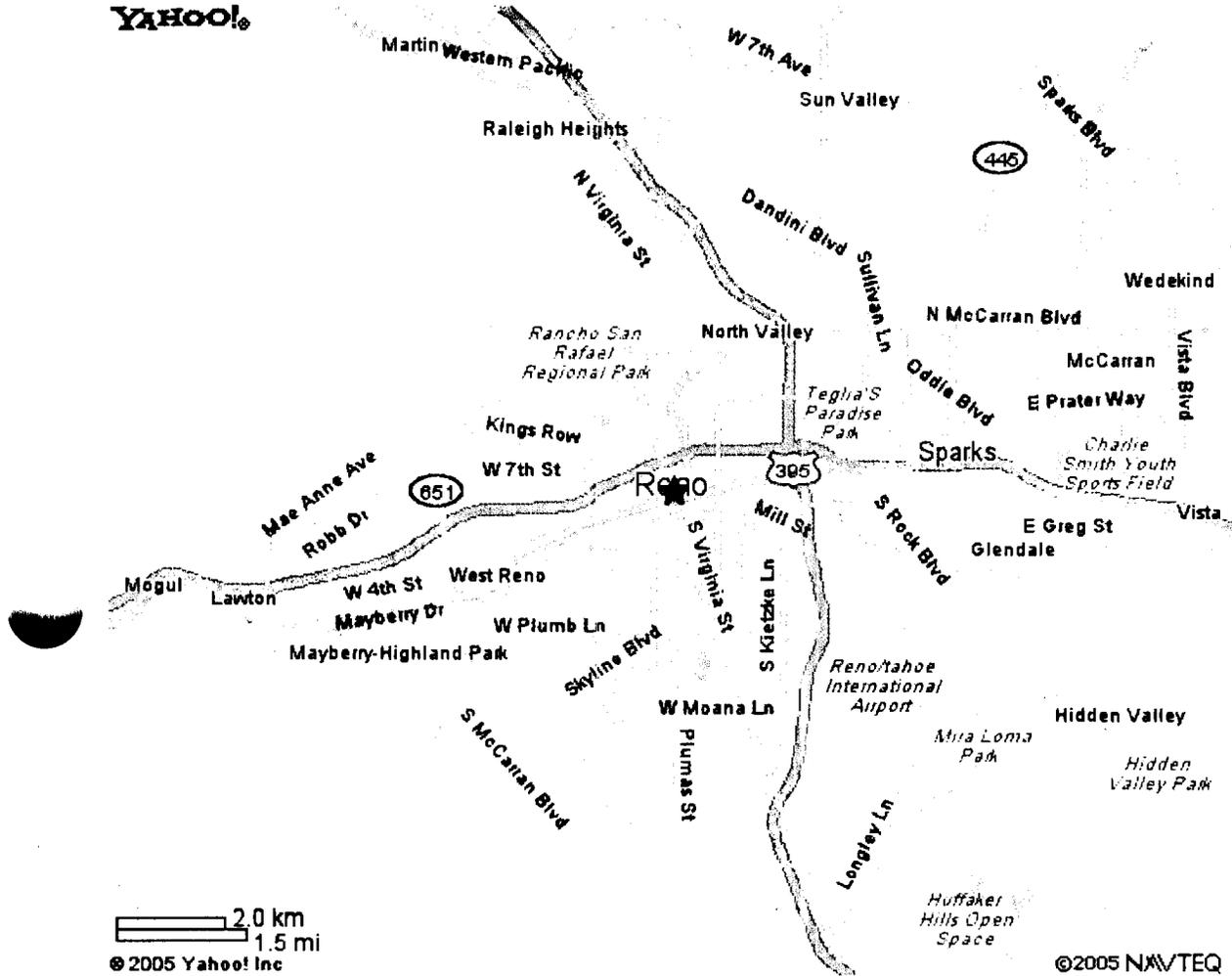
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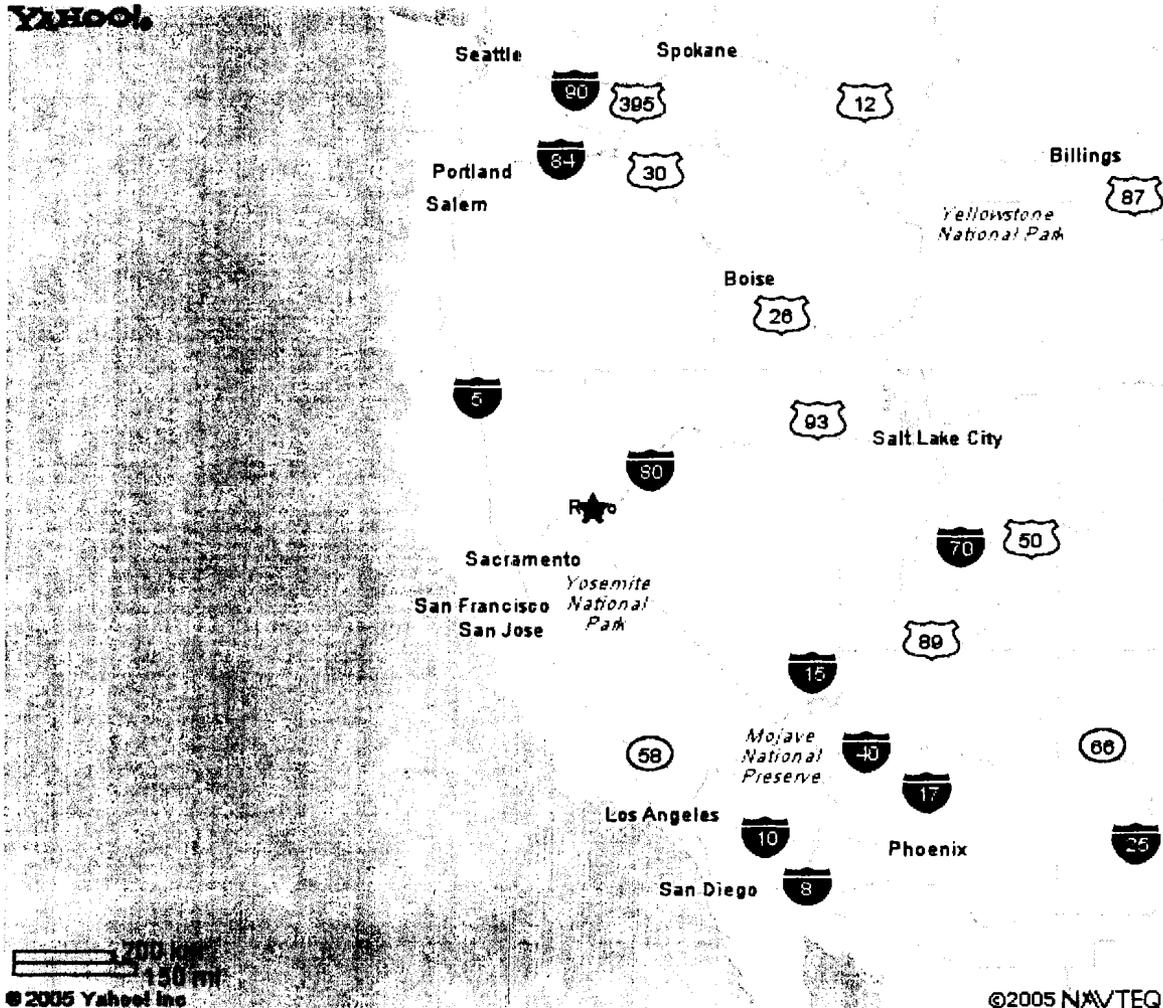
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## Reno Air National Guard Nevada

### National News Articles

Guarding the Turf;

Defense sees savings from blending active, Reserve units; lawmakers line up to protect home-state bases

Some Air National Guard bases could lose all their planes

### Local News Articles

New commander faces challenges without planes

Ex-congressman quits work involving state military sites

**Reno** Air Guard considers proposed removal of planes

### Opinions/ Editorials

OUR VIEW

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### National News Articles

**Guarding the Turf;**

**Defense sees savings from blending active, Reserve units; lawmakers line up to protect home-state bases**

Aviation Week & Space Technology

David A. Fulghum, John M. Doyle, and Amy Butler

May 23, 2005

The U.S. Army, Air Force and Navy Reserves components are taking an inordinate number of cuts in the Defense Dept.'s proposal of bases to be closed and realigned, although analysts are split over whether they are painful enough to start driving citizen airmen away from service. Meanwhile, lawmakers are vowing to defend what they say are key installations that should not be closed.

"The first planes in the air [on 9/11] were out of Otis Air National Guard Base"--one of some 400 Guard and Reserve installations on the chopping block--says Rep. Edward Markey (D-Mass.).

"It's important to recognize the role they played in Massachusetts and we're going to fight to reverse the decision." Many in Congress, like Sen. John McCain (R-Ariz.), chairman of the Senate Armed Services' Airland subcommittee, say they were "extremely pleased" the Pentagon "recognized the positive impact" of bases in their home state while regretting "the closing of any U.S. military installation."

But others pledged to fight for their bases, like Sen. Hillary Rodham Clinton (D-N.Y.), a member of the Armed Services Committee. The Pentagon recommended closing Niagara Falls Air Reserve Station and reassigning the KC-135 tankers of New York Air National Guard's 107th Refueling Wing to a wing at Maine's Bangor Air National Guard Base. "I so strongly disagree with the Dept. of Defense's assessment," she says.

The Pentagon is reducing this infrastructure while at the same time shifting the role of the Guard and Reserve. Also part of the strategy is blending those units into the active duty with more modern missions, like unmanned aerial vehicle operations, rather than just the traditional role of homeland defense.

Defense Secretary Donald Rumsfeld forwarded his proposals to the Base **Realignment** and Closure (BRAC) commission last week. The commission must report to the president by Sept. 8, and he will make a final announcement by the end of that month. Congress then has 45 days to reject the plan. The proposed changes for the Reserves and Guard lead some to question the value of cutting back those facilities.

"With all the increased attention to involving the Reserves and Guard in wartime deployments, it seems counterproductive to cut their bases," says a senior aerospace industry official and retired Marine Corps test pilot. "The reductions have really been disproportionate. Why would you want to make it harder for them by making them travel farther from home?"

The Reserve Officers Assn. issued a statement saying it had "serious concerns" about how many Guard and Reserve installations are being targeted.

A number of Air National Guard units will lose their aircraft and bases as the Air Force reshapes the force (see p. 32).

"There [have] to be attractions for people to stay with the Reserves and National Guard," said Rep. Christopher Shays (R-Conn.), whose state stands to lose three Army Reserve facilities and the Navy's submarine base at New London. "If you eliminate those bases and make people have to go 300 mi. to another place, you're just saying to them that they can't participate. It's a tremendous concern to us."

However, some in the Air Force have little sympathy for the Air National Guard, in particular.

"If the governor wants his own air force and doesn't want a base closed, let the state pay for it," says a senior Air Force official who has weathered the BRAC before. "We've got to close bases and shut down units. It's the right thing to do. The Air Force must reduce its fighter force by about 20%--that's 500 older F-15s, F-16s and A-10s--and those are mostly in the Guard and Reserve.

"In the first three rounds of BRAC, they got a free ride," the Air Force official says. "So now they're going to have to close some bases. It was inevitable."

For example, the Guard mission in Richmond, Va., is going to Langley AFB, hours away on the Virginia coast. And some Predator UAV units are transitioning to the Guard. For some time, communications reachback and intelligence analysis work has been handled by the **Reno** Air National Guard, which supports Nevada-based Predator units at Nellis AFB and the Indian Spring Auxiliary Field. That trend to involve more Reserves and Guard in Predator operations is likely to expand since most operational piloting and analytical tasks are executed by static sites in the U.S., regardless of where Predators are flying around the globe, say Air Force planners.

The recommendations mimic the strategic airlift mission area where Reserve component units have been shifted to blended units that also contain many active duty personnel. USAF flying units as a whole will be restructured into fewer but larger units. The whole plan is to save the Air Force \$14.5 billion over 20 years. Over all, this BRAC round, if it remains intact, is estimated to

save \$48.8 billion over 20 years. Critics claim that savings seldom materialize because of complicated and expensive environmental cleanup and efforts to dispose of the land.

The major cuts in active duty operational Air Force bases were limited to Cannon AFB, N.M., and Ellsworth AFB, S.D. Some Air Force officials question the wisdom of basing all the service's B-1s at Dyess AFB, Tex., where facilities will have to be built to house the additional bombers. In 2001, the Air Force shed one-third of its B-1 fleet, consolidating it at two bases (Dyess and Ellsworth); airframes were pulled from McConnell AFB, Kan., Mountain Home AFB, Idaho, and Robins AFB, Ga.

LAWMAKERS FROM South Dakota are vowing to fight the Ellsworth proposal, adding that the base is the only one left on the U.S.-Canadian border and well-suited for Global Hawk UAV operations, although the likelihood of augmenting those operations outside their hub at Beale AFB, Calif., is unlikely.

A couple of consolidation plans were stillborn, including an idea to merge weapons testing at Eglin AFB, Fla., and another to close down NAS Patuxent River, Md., and shift its assets to a consolidated test facility at the more isolated Edwards AFB, Calif. Patuxent River is about 60 mi. east of Washington, an area experiencing rapid development and airspace encroachment problems.

Instead, Eglin is to become home to the Army's 7th Special Force Group so it can be located with Air Force Special Operations. Additionally, the base will host initial, graduate-level Joint Strike Fighter pilot training for the Navy, Marines and Air Force.

Skeptics contend that too many operational bases have been cut already and that it's time to pare away support facilities, depots, test centers and arsenals in order to improve the military's tooth-to-tail ratio. A number of these bases, "some of which they've been trying to close since the Civil War," the USAF official says, survived because the BRAC cuts were held to what some budgeters consider a disappointing 9% of major bases instead of the earlier advertised goals of as much as 25%. In all, 62 major facilities are to close or be reduced in size. What remains unclear is to what extent the shifts in tactical aircraft basing will support future plans to downsize the fleet and reshape the service's Air Expeditionary Force units.

Another point of contention is how cuts in support facilities are being apportioned. In earlier BRAC cuts, a number of overhaul, maintenance and depot establishments were privatized to make them more efficient and cost effective. Now commercial companies like Boeing and some engine manufacturers are privately protesting that the commercial segments of the military's support facilities, even though they have cut overhaul times and backlogs, are being trimmed more than those that remain in military hands. During the 1990s, the Air Force underwent a painful downsizing from five depots to three, and those three survived this most recent round of cuts.

The Air Force also plans to divest itself of Brooks City Base, Tex., a partnership between the service and the local San Antonio development authority. Formerly an Air Force base, Brooks became the property of the development authority in 2002 with the Air Force as the main tenant. The project was an experiment in new management style after the base narrowly escaped closure during the post-Cold War military cutbacks. Maj. Gen. Gary Heckman, the Air Force's top BRAC official, says a joint services panel proposed the Brooks closure, and the service supports that position.

Intelligence agencies will also shuffle facilities as part of the BRAC's goal of shedding leased commercial space.

The Defense Intelligence Analysis Center at Bolling AFB, D.C., will move to a new facility at Rivanna Station, Va. The Defense Intelligence Agency analysis function, now in leased commercial quarters, will move to Bolling. The move combines analytical function with the National Ground Intelligence Center at Rivanna Station, addresses shortages at the Defense Intelligence Analysis Center and locates both in areas that are easier to keep secure.

The National Geospatial Intelligence Agency (NGA) will close its leased sites in Virginia and the District of Columbia and move them to a new facility at Fort Belvoir, Va. NGA functions at the National Reconnaissance Office will also shift to Fort Belvoir.

### **Some Air National Guard bases could lose all their planes**

Gannett News Service

DOUG ABRAHMS

**May 18, 2005**

WASHINGTON -- What happens when you take away all the airplanes from an Air National Guard facility?

It's a question being asked at more than a dozen bases ever since the Pentagon announced that it wants the Air Force to consolidate its planes at fewer locations.

Under a military restructuring plan announced Friday, the Pentagon proposed shifting hundreds of planes and thousands of jobs away from Air National Guard bases.

For example:

-- **Reno-Tahoe International Airport Air Guard Station** in Nevada would lose its eight C-130H planes.

-- **Bradley International Airport Air Guard Station** in Connecticut would see all of its A-10s fly away.

-- **Nashville International Air Guard Station** in Tennessee would lose its C-130H aircraft.

"How can you be an airlift wing without any airlift?" asked April Conway, a spokeswoman for the Nevada Air National Guard.

The recommendations now go to a president-appointed commission that will spend the summer holding hearings before sending its recommendations to President Bush by Sept. 8.

Compared with four previous **Base Realignment** and Closure rounds that began in 1988, National Guard and Reserve bases would be hit hard this time. The Pentagon proposes consolidating about 387 Reserve and National Guard installations into about 125, many to be located at or near active-duty bases.

Air Force Gen. Richard Myers, chairman of the Joint Chiefs of Staff, told the base closing commission Monday that the Air Force wants more planes in fewer units to more quickly fulfill missions.

"What they have right now are pockets of small numbers of aircraft that are at various locations," Myers said. "And it makes it unwieldy when you try to access them for missions, particularly the kind of missions we're in today in Iraq and Afghanistan and for that matter, around the world."

The Air Guard units that lose their planes will keep other missions, including combat support and working with unmanned aircraft, Myers said.

The Nevada Air National Guard base in **Reno**, for example, would maintain an intelligence unit that analyzes satellite imagery.

But Loren Thompson, a military analyst at the Lexington Institute, a public policy think tank, questions why the military is keeping open some Air National Guard units after they lose their planes. That doesn't seem to fit the Pentagon's objectives to streamline operations and save money, he said.

"An air base without aircraft is just a long parking lot," Thompson said. "It makes you suspicious that the bases may close in the future."

### Local News Articles

#### **New commander faces challenges without planes**

Reno Gazette-Journal (Nevada)

Don Cox

June 10, 2005

Air Force Col. Cynthia Kirkland on Saturday becomes a brigadier general and the first woman to command the Nevada National Guard.

Kirkland replaces retiring Maj. Gen. Giles Vanderhoof as adjutant general for Nevada in a ceremony at the Nevada Air National Guard base at **Reno/Tahoe International Airport**.

But there won't be much time for Kirkland to celebrate.

One of her first big jobs will be trying to convince the federal government to keep the Guard's 152nd Airlift Wing together instead of sending the **Reno**-based unit's eight C-130H aircraft to other Air Force installations across the country, leaving Nevada without an Air National Guard flying unit for the first time since 1948.

"You take the planes away, what's our mission here?" asked Kirkland, now chief of staff. "The mission is those planes."

The Nevada Guard includes 3,000 soldiers and airmen in Army and Air Force units.

The airlift wing was recommended in May for **realignment** when the Pentagon announced a list of military bases proposed for closure, including the Hawthorne Army Depot, the largest ammunition storage facility in the United States.

**Realignment** of the wing could mean the loss of 147 jobs. Another 283 part-time Guard

members, the traditional "citizen soldiers" fulfilling their duty one weekend a month and two weeks a year, could lose their positions.

Kirkland might get the chance to explain why the planes should stay in **Reno** at one of the hearings planned this summer by a committee reviewing closure and **realignment** plans. Congress must vote on and the president must approve the recommendations before any bases close or planes move.

"We're up to the challenge," said Kirkland, who enlisted in the Nevada Air National Guard in 1982. "We're going to beat this."

Vanderhoof will try to help.

"We're stripped naked without it," he said of the aircraft.

"The fact that we're on it puts the odds against us," Vanderhoof said of the closure and **realignment** list.

"I think we have a strong case."

Although Vanderhoof is retiring from the Guard after 46 years, he will continue as homeland security adviser to Gov. Kenny Guinn.

The wing has served in Iraq and Afghanistan, as well as performing training and other duties in Nevada.

"It's significant to Nevada to lose these C-130s," Vanderhoof said. "I can't overemphasize that."

#### CHANGE OF COMMAND

What: Col. Cynthia Kirkland replaces retiring Maj. Gen. Giles Vanderhoof as adjutant general for Nevada

When: 2 p.m. Saturday

Where: Nevada Air National Guard base, **Reno**/Tahoe International Airport

#### **Ex-congressman quits work involving state military sites**

Las Vegas Review-Journal (Nevada)

SAMANTHA YOUNG

May 20, 2005 Friday

WASHINGTON -- Former Nevada Congressman James Bilbray recused himself Thursday from 'substantial work' involving military installations in the state while serving on an independent base-closing commission.

Bilbray and three other members of the Defense Department's Base **Realignment** and Closure Commission said they wanted to avoid perceptions that some states might have an unfair advantage in the base closing process.

'I advocated the interests of the state of Nevada for many years as a university regent, a member of the Nevada state Senate and a member of the United States Congress,' Bilbray said at a panel meeting.

'Therefore, upon the advice of the counsel to the commission, I am recusing myself of any substantial work in regard to the state of Nevada.'

Others who recused themselves were commission Chairman Anthony Principi, who once advised Virginia Gov. Mark Warner about base closings; Philip Coyle, who participated on a military advisory board in California; and former Rep. James Hansen, R-Utah.

'I was kind of shocked when our counsel advised me to recuse,' Bilbray said after the hearing. At hearings this week, Bilbray questioned Pentagon witnesses about the proposed downsizing of the Nevada Air National Guard station at **Reno**-Tahoe International Airport and the recommended closure of the Hawthorne Army Ammunition Depot.

The Defense Department also has proposed an Air Force reorganization that is seen to benefit Nellis Air Force Base in Las Vegas. Minor changes were proposed for the Fallon Naval Air Station.

Overall, the commission is reviewing Pentagon recommendations to shutter 33 of its 318 major military installations. It will submit its findings to President Bush no later than Sept. 8.

### **Reno Air Guard considers proposed removal of planes**

**Reno** Gazette-Journal (Nevada)

Doug Abrahms

May 18, 2005

WASHINGTON - What happens when you take away all the airplanes from an Air National Guard facility?

It's a question being asked at more than a dozen bases, including at **Reno**/Tahoe International Airport Air Guard Station.

Under a military restructuring plan announced Friday, the Pentagon proposed shifting hundreds of planes and thousands of jobs away from Air National Guard bases.

The **Reno** station would lose its eight C-130 transport planes under the Pentagon recommendation to the Base **Realignment** and Closure commission.

"How can you be an airlift wing without any airlift?" asked April Conway, a spokeswoman for the Nevada Air National Guard.

Air Force Gen. Richard Myers, chairman of the Joint Chiefs of Staff, told the base closing commission Monday that the Air Force wants more planes in fewer units to more quickly fulfill missions.

"What they have right now are pockets of small numbers of aircraft that are at various locations," Myers said. "And it makes it unwieldy when you try to access them for missions, particularly the kind of missions we're in today in Iraq and Afghanistan and for that matter, around the world."

The Air Guard units that lose their planes will keep other missions, including combat support and working with unmanned aircraft, Myers said.

BRAC Commissioner James Bilbray, a former Nevada congressman, asked Myers specifically about shifting the C-130s from **Reno** to an Air National Guard base in Little Rock, Ark. He asked if the Pentagon would review this decision given how far the Guard and Reserve units would have to travel.

"The aircraft at **Reno** go where they go," Myers responded. "It's not anticipated that the people of **Reno** that man those aircraft go with them necessarily.

"They could, I guess, if that's what they want to do because I know some people travel great distances to fulfill their Guard and Reserve responsibilities," he said.

If the Defense Department's recommendations are implemented, Nevada would be one of at least four states to be completely stripped of its National Guard air wing. The other states are Idaho, Delaware and Montana, according to a blueprint released Friday by the Pentagon.

Compared with four previous Base **Realignment** and Closure rounds that began in 1988, National Guard and Reserve bases would be hit hard this time. The Pentagon proposes consolidating about 387 Reserve and National Guard installations into about 125, many to be located at or near active-duty bases.

The independent BRAC commission that will spend the summer holding hearings before sending its recommendations to President Bush by Sept. 8.

Conway said officials at the air base are getting together with officials from units in other states to try to determine why some lost all their planes and others didn't. The air base also will offer information to the Nevada Military Advocacy Commission, which was created by U.S. Rep. Jim Gibbons, R-**Reno**, to fight base closures in the state, Conway said.

The base's C-130s aircraft are useful in fighting forest fires because they carry technology that can look through smoke and tell firefighters where the hotspots are and which direction the fire is heading, she said.

Even after the **realignment**, the **Reno** base would maintain an intelligence unit that analyzes imagery gathered by satellites and unmanned vehicles as well as the state headquarters administration for the Air Guard, Conway said.

Loren Thompson, a military analyst at the Lexington Institute, a public policy think tank, questions why the military is keeping open some Air National Guard units after they lose their planes. That doesn't seem to fit the Pentagon's objectives to streamline operations and save money, he said.

"An air base without aircraft is just a long parking lot," Thompson said. "It makes you suspicious that the bases may close in the future."

### **Opinions/ Editorials**

#### **OUR VIEW**

**Reno** Gazette-Journal (Nevada)

**May** 18, 2005

Don't let Hawthorne become a ghost town

Ghost towns aren't unusual in Nevada. The boom-and-bust cycle of the mining industry has left countless abandoned, decaying settlements in its wake -- Vya, Washoe, Stillwater, Wonder, Rawhide, Pamlico and many others.

Let's hope that we don't have to add Hawthorne to that list.

While the Truckee Meadows can easily survive the "**realignment**" of the Air National Guard station at **Reno/Tahoe International Airport** (though it seems foolish in the short term, given recent investments the Pentagon has made in the base), the closing of the historic ammunition depot in Hawthorne would be devastating for the community.

The damage would go far beyond the loss of military and civilian jobs to the soul of a town that has taken pride in its contribution to the nation's defense for more than half a century. The ripple effect of the lost jobs at the depot would go to every corner of the community. And, if the slow death of nearby Walker Lake isn't halted, Hawthorne could be left just one more dusty, sparsely inhabited stop on the highway between **Reno** and Las Vegas.

The state's congressional delegation rightly has promised to fight the closure (as well as the **realignment** in **Reno**, which would transfer eight C-130H airplanes to Arkansas and spread support jobs to other bases). Nevadans would expect nothing less from their elected officials.

But they face an uphill battle before the Base **Realignment** and Closure Commission. Other communities will lose their bases, too, including the nation's oldest shipyard, in Kittery, Maine; it's oldest, most storied submarine base, in Groton, Conn.; Walter Reed Army Hospital, in Washington, D.C.; the naval air station in Willow Grove, Pa., where baseball great Ted Williams served; the Army's Fort Monroe, Va.; and Ellsworth Air Force Base in South Dakota. Even the transfer of a fleet of C-130H planes isn't unique to **Reno**: Airports in Nashville, Tenn., and Pittsburgh, Pa., will lose their aircraft, too. Every base that's threatened has a constituency that believes closing it would be a mistake and a congressional delegation determined to stand up for it. That's why the commission was formed -- to take the politics out of the base-closing process and put the needs of the military front and center.

That's why residents of Hawthorne and officials of Mineral County and the state should waste no time looking at their options to ensure the continued vitality of that community (including preservation of Walker Lake) in case the decision of the Pentagon to close the depot stands.

The state already has all the ghost towns it needs. Let's not add Hawthorne to the list.



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13-Jun-05

MEMORANDUM FOR Dr. Colleen Turner, Ph.D.

FROM: 152 AW

SUBJECT: Meeting Attendance

Members present for discussion on BRAC recommendations.

Mr. Giles Vanderhoof, Director Nevada Homeland Security Department  
BG Cindy Kirkland, Adjutant General, State of Nevada  
BG Lawrence Cerfoglio, Commander, Nevada Air National Guard  
BG (Sel.) Mike Gullihur, Assistant Commander NVANG  
Col. Jon Proehl, Commander 152<sup>nd</sup> Airlift Wing NVANG  
Col. Frank Landes, Vice Commander, 152<sup>nd</sup> Airlift Wing, NVANG  
Lt. Col. Jim Cumings, ESSO, Nevada State HQ  
Lt. Col. Les Gonzalez, Commander, 152<sup>nd</sup> Intel Squadron, NVANG (Scathe View)  
Lt. Col. Gary Turner, Commander 192<sup>nd</sup> Operations Support Flight Commander, NVANG  
Lt. Col. Chris Ultsch, 152<sup>nd</sup> Operations Group, NVANG  
Capt. Tom Funk 152 Maintaince Squadron, NVANG  
1Lt. April Conway, State HQ Public Affairs, Nevada Military Department  
Lt. Col. William Siddoway, Commander, 169<sup>th</sup> Intel Squadron, Utah Air National Guard (Senior Scout),  
via conference call.  
Krys T. Barr, Executive Director, Washoe County Airport Authority, Reno-Tahoe IAP

Author of legal opinion provided in Nevada Air National Guard Response to Department of Defense 2005  
Base Realignment and Closure Commission, page 21:

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