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DEPARTMENT OF THE AIR FORCE

BASE CLOSURE EXECUTIVE GROUP MEETING MINUTES

(Volume I of III)

February 1995

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

3 FEB 1994

MEMORANDUM FOR SAF/GCN, SAF/FM, SAF/AQX, AF/DPP, AF/XOO, AF/CE, AF/LGM, AF/XOOR, AF/RE, NGB/CF

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting-INFORMATION MEMORANDUM

1. The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 0900 hours on 28 January 1994, in Room 5D973, the Pentagon.

2. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Brig Gen Heflebower, AF/PE, Co-Chairman
Ms. Sparks, SAF/FM
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Brig Gen Miller, SAF/AQX
Mr. Flora, AF/CE
Brig Gen Arnold, NGB/CF
Brig Gen Bradley, AF/RE
Mr. Fred Kuhn, SAF/GCN

b. Other key attendees:
Col Wayne Mayfield, AF/XOOR
Lt Col Callaghan, AF/XOOR
Lt Col Ferrell, AF/XOOR

3. Mr. Boatright welcomed the members to the beginning of the 1995 base closure process. He stressed the need to concentrate on the Air Force operational base process for now and consider Air Force participation in the DoD joint cross-service analysis at a later time. He then presented the need to carefully consider the proposed subelements and questionnaire for data collection as these tools would be important in defending the adequacy of the Air Force process. Finally, he indicated that the functional areas would be depended upon to evaluate their portions of the subelements and questionnaire.

4. Lt Col Callaghan briefed an overview of the 1995 BRAC process, using the slide in Atch 1. In his discussion of the capacity analysis, he addressed the impact that the Clean Air Act implementing regulations would have on potential realignments, in that it could constrain an installation's ability to receive missions and personnel. He also mentioned that this area would be given greater attention in the questionnaire and that it may be proposed for consideration under another criteria.

5. Lt Col Ferrell presented the proposed subelements for approval, using the slides in Atch 2. As he covered each subelement, he highlighted any change from the subelements used in 1993. The following items were discussed pertaining to the subelements:

a. The need to prepare both the subelements and the grading criteria correctly before sending to the field was emphasized. Any change to data, subelements, or grading filters could be viewed as an illegitimate attempt to target a particular installation. In general, the filters should be based on operational factors and should present appropriate discrimination among the bases.

b. As far as possible, the location of the subelements and questions should not be moved from the criteria under which it was considered in 1993. The fewer changes from a process that worked well the better.

c. The BCWG was tasked to develop some subelements for special operations missions for all installations. If the installation supports special operations, this should be reflected.

d. A portion of the questionnaire relating to air quality issues will be added later after the details are worked out, including possible DoD direction on consideration of this issue.

e. The portion relating to AICUZ was also pulled until further study is made on how to consider this element.

f. Criteria VI, economic impact, will include guidance from DoD on how to consider and how to measure this area.

6. Mr. Boatright tasked the XO representative to examine criteria I and III issues, the CE representative to examine criteria II, VII, and VIII, the DPP to consider VI, and the FM representative to consider IV and V carefully and return with a report to the group that they consider these subelements and questions sufficient.

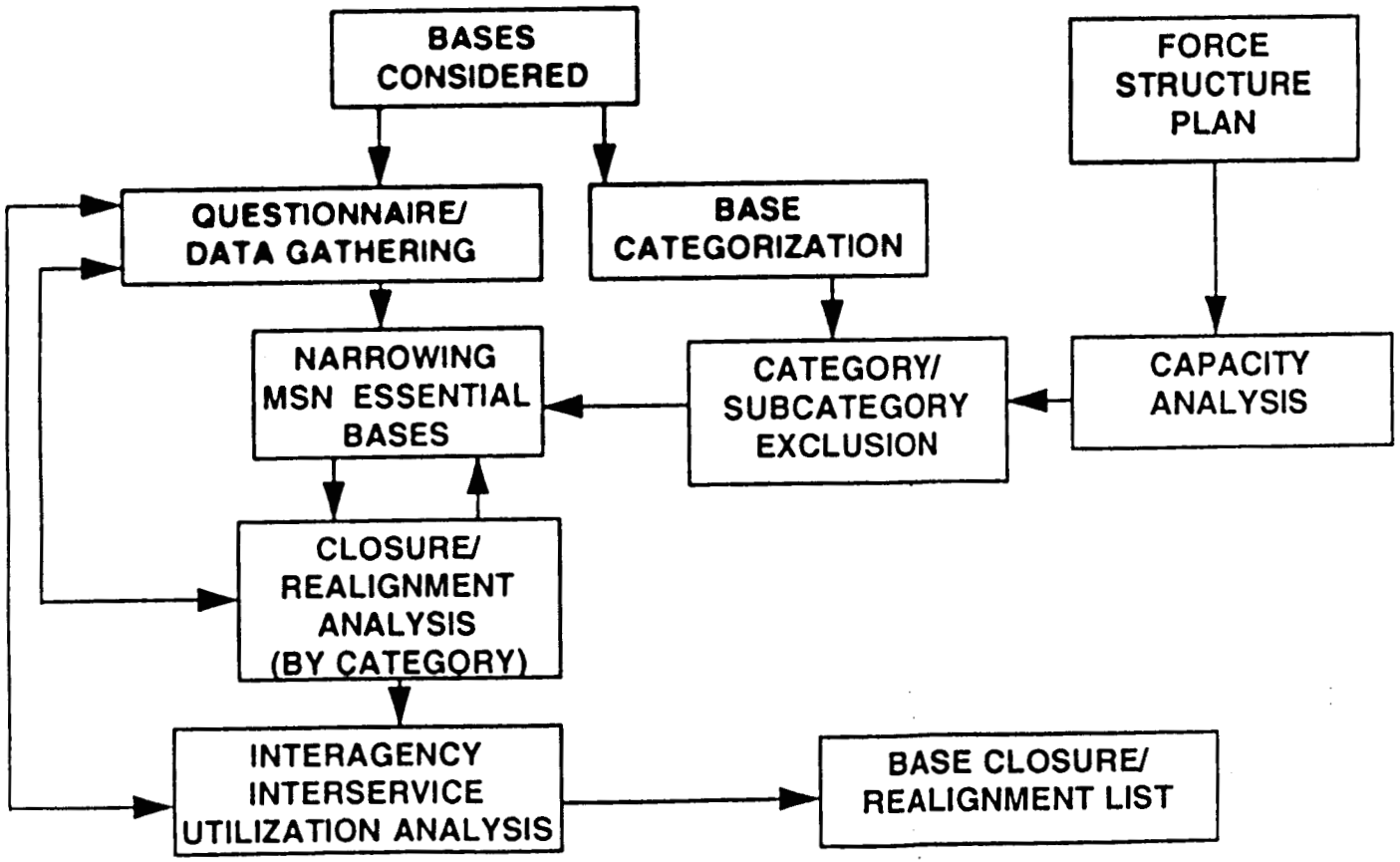
7. There being no further matters to discuss, the meeting was adjourned at 1045 hours. The next BCEG meeting will be at the call of the Chairman..

JAMES F. BOATRIGHT
Co-Chairman

CHARLES R. HEFLEBOWER, Brig Gen, USAF
Co-Chairman

2 Atch
1. Process slide
2. Proposed subelements

BASE CLOSURES AND REALIGNMENTS 1995 PROCESS



I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE

1. Force Structure

	CLOSURE RATING (G,Y,R)
A. Is force structure - Mission Designator Series (MDS) - for primary mission of the base remaining in the Air Force inventory?	GREEN - No significant programmed reductions YELLOW - Significant programmed reductions RED - Force structure is being phased out in the force structure plan NA - No force structure (MDS)
B. If there is force structure (MDS) to support other missions at the base, will they remain in the inventory?	GREEN - No significant programmed reductions YELLOW - Significant programmed reductions RED - Force structure is being phased out in the force structure plan NA - No other force structure

Significant > 15%

Operational Support Aircraft (OSA) aircraft are not considered

2.1. Operational Effectiveness (Fighter Mission)

A. Geographic location supports mission

Alternate airfield: GREEN ≤ 100 NM; YELLOW 101- 200NM; RED > 200 NM

Weather impact on mission at base:

GREEN - At or above 300/1 ≥ 90%, at or above 3000/5 ≥ 75%
YELLOW - At or above 300/1 < 90% ≥ 80%, at or above 3000/5 ≥ 50%
RED - anything else

Air Traffic Delay for Takeoff:
(Percentage of total sorties flown)

GREEN - < 0.5%
YELLOW - ≥ .5% < 1.0%
RED - ≥ 1.0%

Number of available runways adequate to support a fighter mission?

GREEN - Dual runway or single runway with emergency landing airfield ≤ 50NM
YELLOW - Single runway with emergency landing airfield > 50NM ≤ 100NM
RED - Emergency landing airfield > 100NM

B. Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs)

1) Supersonic Air Combat Training (ACBT) MOAs & Warning/Restricted areas:	GREEN ≤ 100 NM YELLOW > 100 NM ≤ 150NM RED > 150NM
2) Low alt MOAs for Surface Attack Tactics (SAT) & low alt intercept training:	GREEN ≤ 75NM YELLOW > 75NM ≤ 125NM RED > 125 NM
3) Number of scorable range complexes/ target arrays (including tactical targets/conventional/strafe):	GREEN - 1 w/in 100 NM and ≥ 4 w/in 250 NM YELLOW - 0 w/in 100 NM and ≥ 4 w/in 250 NM RED - 3 or less w/in 250 NM
4) Electronic Combat (EC) range within 150 NM:	GREEN - Yes; RED - No
5) Ground forces w/in impact areas capable of tactical aircraft employment:	GREEN ≤ 100 NM YELLOW > 100 NM ≤ 150NM RED > 150 NM
6) Air Combat Maneuvering Instrumentation (ACMI):	GREEN ≤ 100 NM YELLOW > 100 NM ≤ 150 NM RED >150 NM

7) Full-scale weapons delivery availability:	GREEN ≤ 150 NM YELLOW >150 NM ≤ 200 NM RED > 200 NM
8) Number of Visual Routes (VR)/ Instrument Routes (IR):	GREEN ≥ 10 w/in 100NM YELLOW ≥ 3 and ≤ 9 w/in 100 NM RED < 3 w/in 100 NM

C. Potential for Airspace/Training area growth:

GREEN - Airspace available for future expansion
YELLOW - Status Quo
RED - Reductions possible

D. Composite/Integrated force training airspace:

GREEN - Special Use Airspace and/or access tobombing ranges is available within 150NM from installation for large force employment exercises. Little or no operational adjustment anticipated to accomplish these exercises. Additionally, interservice or adversary installation is within 250NM.
YELLOW - Special Use Airspace and/or access to bombing ranges is available within 200NM from installation for large force employment exercises, or adequate airspace exists within 150NM to 200NM for smaller exercises (less than 20 aircraft). Some operational adjustment anticipated to accomplish these exercises. Additionally, interservice or adversary installation is between 251 to 400 NM.
RED - Special Use Airspace and/or access to bombing ranges is greater than 200NM from installation for large force employment exercises (greater than 20 aircraft). Major operational adjustments required to accomplish these exercises. No interservice or adversary installation available within 400 NM.

2.2. Operational Effectiveness (Long Range Bomber)

A. Geographic location supports mission

Alternate base:	GREEN ≤ 350 NM YELLOW > 350 NM ≤ 500 NM RED > 500 NM
Weather impact on mission:	
a. Ceiling & Visibility:	GREEN - At or above 1500/3 ≥ 75% YELLOW - Above 1500/3 ≥ 50% RED - Anything else
b. Mean number of days of freezing precipitation:	GREEN - ≤ 10 days YELLOW - > 10 days ≤ 20 days RED > 20 days
Air Traffic Delay for Takeoff: (Percentage of total sorties flown)	GREEN - < 0.5% YELLOW - ≥ .5% < 1.0% RED - ≥ 1.0%
Number of available runways adequate to support a bomber mission:	GREEN - Dual runways or single runway with emergency runway w/in 150 NM YELLOW - Single runway with emergency runway w/in 151 - 200 NM RED - Anything else

B. .raining areas (Ranges, Training Routes (TRs), MOAs) available

Low Altitude Air Tactics training and Low Altitude MOAs for attack:	GREEN ≤ 400NM YELLOW > 400NM ≤ 600NM RED > 600NM
Distance to Scorable Bombing Range:	GREEN ≤ 400NM YELLOW > 400NM ≤ 800NM RED > 800NM
Distance to the Tactical Training Range Complex:	GREEN ≤ 600 NM YELLOW > 600NM ≤ 1200NM RED > 1200 NM
EC Range within:	GREEN ≤ 400NM YELLOW > 400NM ≤ 800NM RED > 800NM
Full Scale Weapons Delivery availability:	GREEN ≤ 600NM YELLOW > 600NM ≤ 1200NM RED > 1200NM
Number of VR/IR routes:	GREEN ≥ 5 w/in 400NM YELLOW < 5w/in 400NM and ≥ 3w/in 600NM RED < 3 w/in 600NM

C. Potential for Airspace/Training area growth:

GREEN - Airspace available for future expansion
YELLOW - Status Quo
RED - Reductions possible

D. Composite/integrated force training airspace:

GREEN - Special Use Airspace and/or access to bombing ranges is available within 400NM from installation for large force employment exercises. Little or no operational adjustment anticipated to accomplish these exercises. Additionally, interservice or adversary installation is within 600NM.

YELLOW - Special Use Airspace and/or access to bombing ranges is available at 401NM to 600NM from the installation for large force employment exercises, or adequate airspace exists within 401 to 600NM for smaller exercises (less than 20 aircraft). Some operational adjustment anticipated to accomplish these exercises. Additionally, interservice or adversary installation is within 601NM to 800NM.

RED - Special Use Airspace and/or access to bombing ranges is greater than 600NM from installation for large force employment exercises (greater 20 aircraft). Major operational adjustments required to accomplish these exercises. No interservice or adversary installation available within 800 NM.

2.3. Operational Effectiveness (Tanker Mission)

A. Geographic location supports mission

Alternate airfield:	GREEN ≤ 180 NM YELLOW > 180 NM ≤ 360 NM RED > 360 NM
Weather impact on mission:	
a. Ceiling & Visibility:	GREEN - At or above 300/1 ≥ 90% and at or above 1500/3 ≥ 75% YELLOW - At or above 300/1 ≥ 75% and at or above 1500/3 ≥ 50% RED - At or above 300/1 < 75%
b. Mean number of days of freezing precipitation:	GREEN - ≤ 10 days icing YELLOW - > 10 days ≤ 20 days icing RED > 20 days icing
Crosswind component to primary runway:	GREEN - ≤ 15 kts 75% and ≤ 25 kts 90% YELLOW - ≤ 15 kts 50% and ≤ 25 kts 75% RED - ≤ 15 kts 25% and ≤ 25 kts 50%
Air Traffic Control (ATC) Delay: (% of total missions flown delayed due to ATC)	GREEN - < 0.5% YELLOW - ≥ .5% < 1.0% RED - ≥ 1.0%

Tanker saturation within the region:	GREEN = tanker poor YELLOW = balanced RED = tanker rich
Total Refueling Events: Within 700 NM of base	GREEN - > 750 events Yellow - 300 to 750 events Red - 0 to 299 events

2.4. Operational Effectiveness (Airlift Mission)

A. Geographic location supports mission

Alternate airfield:	GREEN ≤ 180 NM YELLOW > 180 ≤ 360 NM RED > 360 NM
Weather impact on mission:	
a. Ceiling & Visibility:	GREEN - At or above 300/1 ≥ 90% and at or above 1500/3 ≥ 75% YELLOW - At or above 300/1 ≥ 75% and at or above 1500/3 ≥ 50% RED - At or above 300/1 < 75%
b. Mean number of days of freezing precipitation:	GREEN - ≤ 10 days icing YELLOW - > 10 days ≤ 20 days icing RED > 20 days icing
Crosswind component to primary runway:	GREEN - ≤ 15 kts 75% and ≤ 25 kts 90% YELLOW - ≤ 15 kts 50% and ≤ 25 kts 75% RED - ≤ 15 kts 25% and ≤ 25 kts 50%
Air Traffic Control Delay: (% of total missions flown delayed due to ATC)	GREEN - < 0.5% YELLOW - ≥ .5% < 1.0% RED - ≥ 1.0%

Mobility/Deployability:	GREEN - Optimum deployable range YELLOW - Reduced deployable range, requires intermediate stopovers RED - Presents difficult range and load restrictions

B. Training areas (Drop zones (DZs), Low level routes, etc.)

Drop Zones within 150 NM: (Formation/VFR/Day/Actual Personnel)	GREEN ≥ 2 DZ YELLOW = 1 DZ RED = None
A) Number of IR routes serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED = None
B) Number of Slow Routes (SR) serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED =None
Drop Zones within 150 NM: (Formation/Day/Heavy Equipment)	GREEN ≥ 2 DZ YELLOW = 1 DZ RED = None
A) Number of IR routes serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED = None

B) Number of SR routes serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED = None
Closest Landing Zones (LZs):	GREEN ≤ 150 NM YELLOW > 150 NM ≤ 400 NM RED > 400 NM
Army/Marine installations with major airdrop employment requirements:	GREEN ≤ 500NM YELLOW > 500NM ≤ 750NM RED > 750NM
Full-scale airdrop availability: (Formation/Night/Station Keeping Equipment (SKE)/Heavy Equipment)	GREEN ≤ 200NM YELLOW > 200NM ≤ 500NM RED > 500NM
Air refueling routes:	GREEN ≥ 3 w/in 200NM YELLOW < 3 w/in 200NM and ≥ 3 w/in 250 NM RED < 3 w/in 250NM

2.5 Operationl Effectiveness (Mobility Mission)

A. Geographic location supports mission

Alternate airfield:	GREEN ≤ 180 NM YELLOW > 180 NM ≤ 360 NM RED > 360 NM
Weather impact on mission:	
a. Ceiling & Visibility:	GREEN - At or above 300/1 ≥ 90% and at or above 1500/3 ≥ 75% YELLOW - At or above 300/1 ≥ 75% and above 1500/3 ≥ 50% RED - At or above 300/1 < 75%
b. Mean number of days of freezing precipitation:	GREEN - ≤ 10 days icing YELLOW - > 10 days ≤ 20 days icing RED > 20 days icing
Crosswind component to primary runway:	GREEN - ≤ 15 kts 75% and ≤ 25 kts 90% YELLOW - ≤ 15 kts 50% and ≤ 25 kts 75% RED - ≤ 15 kts 25% and ≤ 25 kts 50%
Air Traffic Control Delay: (% of total missions flown delayed due to ATC)	GREEN - < 0.5% YELLOW - ≥ .5% < 1.0% RED - ≥ 1.0%

Total Refueling Events Within 700 NM of base:	GREEN - > 750 events Yellow - 300 to 750 events Red - 0 to 299 events
Tanker saturation within the region:	GREEN = tanker poor YELLOW = balanced RED = tanker rich
Mobility/Deployability:	GREEN - Optimum deployable range YELLOW - Reduced deployable range, requires intermediate stopovers RED - Presents difficult range and load restrictions

B. Training areas (Drop zones, Low level routes, etc.)

Drop Zones within 150 NM: (Formation/Visual Flying Rules /Day/Actual Personnel)	GREEN ≥ 2 DZ YELLOW = 1 DZ RED = None
A) Number of IR routes serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED = None
B) Number of SR routes serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED = None

Drop Zones within 150 NM: (Formation/Day/Heavy Equipment)	GREEN ≥ 2 DZ YELLOW = 1 DZ RED = None
A) Number of IR routes serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED = None
B) Number of SR routes serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED = None
Closest LZ :	GREEN ≤ 150 NM YELLOW > 150 NM ≤ 400 NM RED > 400 NM
Army/Marine installations with major airdrop employment requirements:	GREEN ≤ 500NM YELLOW > 500NM ≤ 750NM RED > 750NM
Full-scale airdrop availability: (Formation/Night/SKE/Heavy Equipment)	GREEN ≤ 200NM YELLOW > 200NM ≤ 500NM RED > 500NM
Air refueling routes:	GREEN ≥ 3 w/in 200NM YELLOW < 3 w/in 200NM and ≥ 3 w/in 250 NM RED < 3 w/in 250NM

2.6. Operational Effectiveness (Missile Mission)

NOTE: This section applies only to missile bases.

A. Ground System	GREEN - Good maintainability YELLOW - Average maintainability RED - Poor maintainability
B. Geology	GREEN - Geo features enhance survivability/maintainability YELLOW - Geo features adequate for survivability/maintainability RED - Geo features cause reduced survivability/maintainability
C. Spacing	GREEN - High survivability YELLOW - Medium survivability RED - Low survivability
D. Ranging	GREEN - Good location (North & West) YELLOW - Centralized or tradeoffs in location RED - Poor location (South & East)
E. Weather	GREEN - No impact on missile maintainability/operations YELLOW - Minimum impact on missile maintainability/operations RED - Moderate impact on missile maintainability/operations
F. Future Systems	GREEN - Compatible RED - Incompatible

2.8 Operational Effectiveness (Technical Training Mission)

NOTE: This section applies only to technical training bases.

A. **Trained Personnel Requirement(TPR) for base courses.**

GREEN - Increases or remains unchanged over Future Year Defense Program (FYDP)
YELLOW - Programmed reductions of 20 percent or less over FYDP
RED - TPR is being reduced by more than 20 percent over FYDP

B. **Does the base have an active runway?** GREEN - Yes; RED - No

2.9 Operational Effectiveness - Generic flying operation support

A. Does the base have an active runway? GREEN - Yes; RED - No

If yes, complete 2B - 2D

B. Is there an alternate airfield that can accommodate fighter aircraft within:
GREEN ≤ 100 NM
YELLOW 101- 200NM
RED > 200 NM

C. Is there an alternate airfield that can accommodate large aircraft within:
GREEN ≤ 120 NM
YELLOW 121- 240NM
RED > 240NM

D. Potential for Airspace/Training area growth:
GREEN - Airspace available for future expansion
YELLOW - Status Quo
RED - Reductions possible

E. Weather impact on mission

	GREEN	YELLOW	RED
At or above 300/1:	90% or more	80% to 89%	Less than 80%
At or above 1500/3:	80% or more	70% to 79%	Less than 70%
At or above 3000/3:	75% or more	60% to 74%	Less than 60%
At or above 3000/5:	70% or more	50% to 69%	Less than 50%

F. Availability of adequate training areas/routes to support? (Air Reserve Component (ARC) Bases Only)

1. Fighter Mission: GREEN - YES
2. Bomber Mission: YELLOW - Limitations exist
3. Tanker Mission: RED - No
4. Airlift Mission

2.9.F.1 Fighter Mission

Supersonic ACBT MOAs & Warning/Restricted areas:	GREEN ≤ 150 NM YELLOW > 150 NM ≤ 200 NM RED > 200 NM
Low alt MOAs for SAT & low alt intercept training:	GREEN ≤ 100 nm YELLOW > 100 NM ≤ 150 NM RED > 150 NM
Number of scorable range complexes/ target arrays (including tactical tgt/conv/strafe):	GREEN - 1 w/in 100 NM and ≥ 4 w/in 250 NM YELLOW - 0 w/in 100 NM and 4 w/in 250 NM RED - 3 or less w/in 250 NM
EC range within 250 NM:	GREEN - Yes; RED - No
Ground Forces w/in impact areas capable of tactical aircraft employment:	GREEN ≤ 100 NM YELLOW > 100 NM ≤ 150 NM RED > 150 NM

ACMI:	GREEN ≤ 150 NM YELLOW >150NM ≤ 200 NM RED > 200 NM
Full scale weapons delivery availability:	GREEN ≤ 200 NM YELLOW > 200 NM ≤ 250 NM RED > 250 NM
Number of VR/IR routes:	GREEN - ≥ 10 w/in 100 NM YELLOW - ≥ 3 and ≤ 9 w/in 100 NM RED - < 3 w/in 100 NM

2.9.F.2 Bomber Mission

Low Altitude MOAs for attack and LOWAT training:	GREEN ≤ 400 NM YELLOW > 400 NM ≤ 600 NM RED > 600 NM
Distance to scorable bombing range:	GREEN ≤ 400 NM YELLOW > 400 NM ≤ 800 NM RED > 800 NM
Distance to the TTRC:	GREEN ≤ 600 NM YELLOW > 600 NM ≤ 1200 NM RED > 1200 NM

EC Range within:	GREEN < 400NM YELLOW > 400 NM ≤ 800NM RED > 800NM
Full Scale Weapons Delivery availability:	GREEN ≤ 600NM YELLOW > 600 NM ≤ 1200NM RED > 1200NM
Number of VR/IR routes:	GREEN ≥ 5 w/in 400NM YELLOW < 5w/in 400NM and ≥ 3w/in 600NM RED < 3 w/in 600NM

2.9.F.3 Tanker

Total Refueling Events Within 700 NM of base:	GREEN - > 750 events Yellow - 300 to 750 events Red - 0 to 299 events
Tanker saturation within the region:	GREEN = tanker poor YELLOW = balanced RED = tanker rich

2.9.F.4 Airlift

Drop Zones : (Formation/VFR/Day/ Personnel)	GREEN ≤ 200 NM YELLOW > 200 NM ≤ 500 NM RED > 500 NM

Army/Marine installations w/in airdrop employment requirements:	GREEN ≤ 500 NM YELLOW > 500 NM ≤ 750NM RED > 750 NM
Full scale airdrop availability:	GREEN ≤ 500 NM YELLOW > 500 NM ≤ 700 NM RED > 700 NM
Number of VR/IR routes:	GREEN ≥ 3 w/in 200 NM YELLOW < 3 w/in 200 NM and ≥ 3 w/in 250NM RED < 3 w/in 250 NM
Air refueling routes:	GREEN 4 w/in 200 NM YELLOW 2 w/in 300 NM RED < 2 w/in 500 NM

3A. Existing Associated Airspace Availability (Special Use Airspace)

MOA/Bombing Ranges:	GREEN - Fully adequate MOA/bombing ranges available. YELLOW - Generally adequate MOA/bombing ranges available, but improvements required. RED - Inadequate MOA/bombing ranges available.
Military Training Routes:	GREEN - Fully adequate low level routes/capacity available. YELLOW - Generally adequate low level routes/capacity available; some restrictions to access or limited route quantity. RED - Inadequate low level routes/capacity available.

3B. Future Associated Airspace Availability (Special Use Airspace)

MOA/Bombing Ranges:	GREEN - Fully adequate MOA/bombing ranges expected to remain available. YELLOW - Generally adequate MOA/bombing ranges expected to remain available, but improvements required. RED - Expect inadequate MOA/bombing ranges in the future.
Military Training Routes:	GREEN - Fully adequate low level routes/capacity expected to remain available. YELLOW - Generally adequate low level routes/capacity expected to remain available; some restrictions to access or limited route quantity. RED - Expect inadequate low level routes/capacity in the future.

3.C Existing Associated Airspace Encroachment (Special Use Airspace)

MOAs/Restricted Airspace:	GREEN - Civil and commercial aviation development generally compatible with existing Military Operating Areas and Restricted Airspace YELLOW - Civil and commercial aviation development impacts access to some (limited) MOAs. RED - Civil and commercial aviation dominates the development of and access to MOAs or Restricted Airspace
Bomb Ranges/Drop Zones:	GREEN - Regional development generally compatible with Air-to-Ground ranges (or Drop Zones -- large aircraft bases only) YELLOW - Regional development incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large aircraft bases only) RED - Regional development severely incompatible in many areas, causing major restrictions to Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)
Low Level:	GREEN - Regional development generally compatible with low-level route access YELLOW - Regional development incompatible in some (limited) areas, creating restrictions on low level route structure RED - Regional development severely incompatible in many areas, causing major restrictions to low level routes

3.D Future Associated Airspace Encroachment (Special Use Airspace)

MOAs/Restricted Airspace:	GREEN - Future civil and commercial aviation development generally expected to remain compatible with existing Military Operating Areas and Restricted Airspace YELLOW - Future civil and commercial aviation development may impact access to some (limited) MOAs. Future development of MOAs or Restricted Airspace may be limited RED - Future civil and commercial aviation may dominate the area and access to MOAs may become severely limited. Future development of Restricted Airspace incompatible.
Bomb Ranges/Drop Zones:	GREEN - Future regional development generally expected to remain compatible with Air-to-Ground ranges (or Drop Zones -- large aircraft bases only) YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large aircraft bases only) RED - Future regional development may become severely incompatible in many areas, causing major restrictions to Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)

Low Level:

GREEN - Future regional development generally expected to be compatible with low-level route access
YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on low level route structure
RED - Future regional development may become severely incompatible in many areas, causing major modifications to low level routes

4. Air Quality

A. Attainment Status

GREEN - Base is in an attainment area where all pollutant levels are below 85% of non-attainment standards.
YELLOW - Base is in a non-attainment area for a particular pollutant, or in an attainment area where a particular pollutant exceeds 85% of the non-attainment standard, and classification of pollutants is marginal or moderate.
RED - Base is in a non-attainment area for a particular pollutant and classification of pollutants is equal to or greater than serious.

B. Proximity to Critical Air Quality Regions

GREEN - The proximity from the base to the nearest critical air quality region is greater than 100 KM.
RED - The proximity from the base to the nearest critical air quality region is less than or equal to 100 KM.

C. Restrictions to Operations

GREEN - Air Quality considerations do not restrict/delay activities.
YELLOW - Air Quality considerations restrict/delay activities.
RED - Air Quality considerations require active emissions reduction efforts.

II. AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

1. Facilities capacity:

Base:	GREEN ≥ the mean YELLOW ≥ -1 standard deviation and < the mean RED < -1 standard deviation
Housing:	GREEN ≥ the mean YELLOW ≥ -1 standard deviation and < the mean RED < -1 standard deviation

2. Facilities condition:

Base: Building Infrastructure	GREEN ≥ the mean YELLOW ≥ -1 standard deviation and < the mean RED < -1 standard deviation
Housing:	GREEN ≤ the mean YELLOW > the mean and ≤ +1 standard deviation RED > +1 standard deviation

3. **Can Base Runway and Taxiway and Apron Support:**

Fighter Mission:	GREEN - Runway, taxiway, and Apron - Yes
Bomber Mission:	
Tanker Mission:	RED - Either runway or taxiway or Apron - No
Airlift Mission:	
Mobility Mission:	

4. Utility infrastructure capacity (includes: Electricity, water, and sewage)	GREEN - Can support > 10% increase in usage without MILCON YELLOW - Can support up to 10% increase in usage without MILCON RED - Cannot support increase without costs

5. Are there any Air Force unique, one-of-a-kind, facilities at the installation which <u>must be replicated</u> if the base is closed?	GREEN - 2 or more facilities YELLOW - 1 facility RED - No facilities

6A. Existing local/regional community encroachment

Accident potential zones:	GREEN - Off-base development generally compatible with accident potential zones YELLOW - Off-base development incompatible in some (limited) areas RED - Off-base development incompatible with accident potential zones
Noise zones:	GREEN - Off-base development generally compatible with Air Installation Compatible Use Zone noise recommendations YELLOW - Off-base development incompatible in some (limited) areas RED - Off-base development incompatible in many areas, or many people exposed to high noise levels
Noise Impact to Local Community	GREEN - No noise abatement procedures in effect YELLOW - Noise abatement or community avoidance procedures in effect that do not inhibit operations RED - Noise abatement or community avoidance procedures in effect that affect operations

Environs airspace (local flying area): GREEN - Airspace encroachment is low and little or no operational adjustments made
YELLOW - Airspace encroachment is moderate and may require limited operational adjustments
RED - Airspace encroachment is high and requires substantial operational adjustment

6B. Future local/regional community encroachment

Accident potential zones: GREEN - Future off-base development generally expected to remain compatible with accident potential zones
YELLOW - Future off-base development may become incompatible in some (limited) areas
RED - Future off-base development may become incompatible with accident potential zones

Noise zones: GREEN - Future off-base development generally expected to be compatible with Air Installation Compatible Use Zone noise recommendations
YELLOW - Future off-base development may become incompatible in some (limited) areas
RED - Future off-base development may become incompatible in many areas, or many people exposed to high noise levels

Environs airspace (local flying area):	GREEN - Potential for encroachment is low and little or no operational adjustment anticipated YELLOW - Potential for encroachment is moderate and may require limited operational adjustment RED - Potential for encroachment is high and may require substantial operational adjustments

III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATION.

1. CONTINGENCY AND MOBILIZATION

A. What is the C-141 equivalent working maximum on ground (MOG)?	GREEN - 4 or more YELLOW - 3 to 2 RED - less than 2
B. Can airfield handle wide-body operations?	GREEN - Yes RED - No
C. Does the base have an operational fuel hydrant system?	GREEN - Yes YELLOW - Yes, with limitations RED - No
D. Is base fuel storage facility serviced by pipeline?	GREEN - Yes RED - No

E. What is the excess CAT 1.1 munitions storage capacity of the base?

GREEN > 500,000 lbs Net Explosive Weight (NEW)
YELLOW - 1 to 500,000 lbs NEW
RED - No excess/deficit/no storage facilities

F. Dedicated hot cargo pad that can handle

GREEN - C-141or larger aircraft
YELLOW - C-130 or smaller
RED - No dedicated hot cargo pad

G. Geographic location:

(1) Is the base located within 150 NM of:

(a) A Ground Force Installation (Army/Marine forces)

GREEN - Yes
RED - No

(b) A Rail Access

GREEN - Yes
RED - No

(c) A Port Facility

GREEN - Yes
RED - No

H. What is the excess usable parking apron, in square yards (sy) for mobility contingencies?

GREEN > 42,000 sy (4 C-141s)
YELLOW - 21,000 to 42,000 sy (2-3 C-141s)
RED < 21,000 sy (1-C-141)

2. FUTURE FORCE REQUIREMENTS

Is the base located and have basic necessary characteristics to support another mission:
(Assumes current mission is no longer present)

Fighter	GREEN - Meets most requirements of MACRO Look
Bomber	
Tanker	YELLOW - Meets some requirements of MACRO Look
Airlift	
Mobility	RED - Meets few requirements of MACRO Look

IV. THE COST AND MANPOWER IMPLICATIONS

1. **One Time Closure Costs:** Programming impact; includes environmental compliance costs and excludes one-time environmental restoration costs

2. **20 Year Net Present Value:** Shows savings (positive number) or cost (negative number) derived by discounting costs and savings over a 20 year period

3. **Net Steady State Savings:** The annual recurring savings which result from avoiding the operating and personnel costs of the closed base as offset by the annual recurring costs such as CHAMPUS and housing as a result of closing the base

4. **Manpower Reductions:** Support manpower spaces eliminated as a result of closing the base

V. THE EXTENT AND TIMING OF POTENTIAL COSTS AND SAVINGS, INCLUDING THE NUMBER OF YEARS, BEGINNING WITH THE DATE OF COMPLETION OF THE CLOSURE OR REALIGNMENT, FOR THE SAVINGS TO EXCEED THE COSTS.

1. **Investment Payback:** Years elapsed from closure year to payback. Payback computed from Net Present Value analysis using OMB Circular A-94

VI. THE ECONOMIC IMPACT ON COMMUNITIES.

1. **Employment:**

GREEN - Reductions exceed the historic high reduction
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction
RED - Reductions are less than 50% of historic high reduction, or negligible

2. **Population:**

GREEN - Reductions exceed the historic high reduction
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction
RED - Reductions are less than 50% of the historic high reduction, or negligible

3. **Income:**

GREEN - Reductions exceed the historic high reduction
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction
RED - Reductions are less than 50% of the historic high reduction, or negligible

4.	**Local Government Operating Revenues Expenditures:**	GREEN - The net fiscal impact on local governemnt is negative and comparatively large. (Expenditures savings are less than 75% of revenue losses) YELLOW - The net fiscal impact on local government is negative, but comparatively small. (Expenditures savings are 75% or more of revenue losses) RED - The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses)
5.	**Installation Restoration Programs (IRP)**	GREEN - Actual clean-up time is estimated to be lengthy (> 5 yrs) YELLOW - Actual clean-up time is estimated to be moderate (about 5 yrs) RED - Actual clean-up time is estimated to be relatively short (< 5 yrs)

VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES' INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL.

1. Community Infrastructure

A. Off-base housing

Affordable:	GREEN - Yes; RED - No
Avail:	GREEN - Yes; RED - No
Family:	
Bachelor:	

B. Transportation

Base served by public transportation:	GREEN - Yes; RED - No
Access to municipal airports:	GREEN - < 25 miles from base YELLOW - 25 - 50 miles from base RED - > 50 miles from base
Available air carrier service:	GREEN - 3 or more carriers YELLOW - 2 carriers RED - 1 carrier or commuter service
Round trip commuting time to work:	GREEN - ≤ 40 minutes YELLOW - 41 to 60 minutes RED - > 60 minutes

C. Off-base recreation facilities

Swimming pool: Movie theatre:	GREEN < 30 minute drive
Public golf course: Bowling lane:	YELLOW - 30 to 45 minute drive
Boating: Fishing:	RED > 45 minute drive or not available

Zoo: Aquarium:	GREEN < 1.5 hour drive
Family theme park: Professional sports:	YELLOW - 1.5 to 2.5 hour drive
Collegiate sports: Camping facilities: Beaches: Winter sports:	RED > 2.5 hour drive or not available

D. Shopping facilities - mall or similar shopping environment

GREEN - 20 minutes or less
YELLOW - 21 - 40 minutes
RED - more than 40 minutes

E. Distance to Metropolitan center (Population of 100,000 or more)

GREEN - < 1.0 hour
YELLOW - 1.0 - 2.0 hours
RED - > 2.0 hours

F. **Local area crime rate**

Violent Crime Rate: (Per 100,000)	GREEN - 600 or below YELLOW - 601 - 899 RED - 900 or above
Property Crime Rate: (Per 100,000)	GREEN - 4000 or below YELLOW - 4001 to 6000 RED - 6001 or above

2. **Education**

A. **Pupil to Teacher Ratio** (Max allowed ratio) (grades K - 12)	GREEN - ≤ 25 to 1 YELLOW - 26 - 30 to 1 RED - > 30 to 1
B. **Do High Schools offer four year English & Math programs and a foreign language program**	GREEN - All 3 avail YELLOW - 2 avail RED - 1 or less avail
C. **Does High Schools offer Honors program**	GREEN - Yes; RED - No
D. **Students that go on to college** (Uses numbers for local catchment or within 25 miles of base)	GREEN - ≥ 60% YELLOW - 40% to 59% RED - < 40%

E. **Opportunity for off-base education** (within 25 miles)

(1) Vocational/technical training:	GREEN - Yes; RED - No
(2) Undergraduate College:	GREEN - Yes; RED - No
(3) Graduate College:	GREEN - Yes; RED - No

3. **Spousal employment**

A. **What percent of spouses are able to find work within 3 months of starting job search?**

GREEN > 75%
YELLOW - 50% to 75%
RED < 50%

B. **What percent of spouses are able to find work commensurate with job skills, work experience and education?**

GREEN > 75%
YELLOW - 50% to 75%
RED < 50%

4. **Local Medical Care**

A. **How does the number of physicians in the community compare to the national norm of 2.2 physicians/1000 population**

GREEN - Greater than or equal
RED - Less than

B. **How does the number of hospital beds in the community compare to the a national norm of 4.0 beds/1000 population**

GREEN - Greater than or equal
RED - Less than

VIII. THE ENVIRONMENTAL IMPACT.
(Assessment of existing conditions for decision making)

1. **Water**

GREEN - Adequate water supplies and no known contaminants present
YELLOW - Suspect water supplies; contaminants present within a non-potable water zone
RED - Inadequate water supplies and/or region within a state of over draft and/or contaminants detected within potable water sources

2. **Asbestos**

GREEN - ≤ 10% facilities with asbestos containing materials (ACM)
YELLOW - 10% to 25% facilities with ACM; survey incomplete, or unable to assess percentages
RED - > 25% facilities with ACM

3. **Biological**

A. Habitat

GREEN - Resources not present
YELLOW - Resources present which do not currently constrain construction/operations
RED - Resources present which constrain current construction/operations or require "work arounds" to support current operation

B. Threatened and Endangered Species (T&E)	GREEN - Resources not present YELLOW - Resources present which do not currently constrain construction/operations RED - Resources present which constrain current construction/operations or require "work arounds" to support current operation
C. Wetlands	GREEN - Resources not present YELLOW - Resources present which do not currently constrain construction/operations RED - Resources present which constrain current construction/operations or require "work arounds" to support current operations
D. Floodplains	GREEN - Floodplains not present on the base YELLOW - Floodplains present which do not currently constrain construction/operations RED - Floodplains present which constrain current construction/operations or require "work arounds" to support current operations
4. Cultural	GREEN - No existing cultural resources YELLOW - Cultural resources are present, but do not currently constrain construction/operations, or base survey incomplete RED - Cultural resources are present and constrain current construction/operations

5. IRP

GREEN - IRP sites do not exist on base; or it has been determined that no remedial action is required
YELLOW - IRP sites present which do not currently constrain construction/operations
RED - IRP sites present which constrain construction (siting) activities/operations on base

2

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC 20330-1000

OFFICE OF THE ASSISTANT SECRETARY

15 FEB 1994

MEMORANDUM FOR SAF/GCN SAF/FM SAF/AQX
AF/DPP AF/XOO AF/CE
AF/LGM AF/XOOR AF/RE
NGB/CF

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting-INFORMATION MEMORANDUM

1. The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1400 hours on 4 February 1994, in Room 5D973, the Pentagon.

2. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Brig Gen Heflebower, AF/PE, Co-Chairman
Mr. Beach, SAF/FM
Maj Gen Tenoso, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Brig Gen Miller, SAF/AQX
Mr. Flora, AF/CE
Brig Gen Arnold, NGB/CF
Brig Gen Bradley, AF/RE
Mr Fred Kuhn, SAF/GCN

b. Other key attendees

Mr John Baie, AF/CEVP
Lt Col Ferrell, AF/XOOR

3. Mr. Boatright began the meeting with a discussion of the meeting he had with the Air Force representatives to the joint cross-service groups. He indicated that he wanted to be prepared to support the groups by continuing to meet with the Air Force representatives. He also wants to be prepared to do the analysis if the joint groups are not successful. He is concerned about the definition of cross-service analysis, particularly whether it will include a comparative analysis by a cross-service team of all installations/facilities in a category using common data and measures of merit as established by the joint groups or a lesser analysis desired by the Navy.

The Navy wants to screen first with a military department analysis and then accomplish a cross-service analysis of the results only. This would not be a level playing field analysis and is of great concern. He is working with SECAF to obtain further guidance from DoD on the definition of cross-service analysis.

4. BCEG members from operations, civil engineering, personnel, and finance each indicated their satisfaction with the subelements supporting the criteria and the questions collecting data for those subelements. Mr. John Baie from AF/CEVP then briefed the revised subelements on pages 29 - 32 of Atch 1 pertaining to Accident Potential (APZ) and Noise Zones under Criterion II. A discussion of the validity of Ldn noise studies and differences between APZ's and Clear Zones ensued. The BCEG indicated approval of the new subelements.

5. Lt Col Ferrell, AF/XOOR, briefed the proposed subelements for Special Operations Missions using the slides at Atch 2. Although there was general consensus that bases ought to be evaluated on their ability to support the special operations mission, there was some question over which criterion this should be considered under. This issue was referred to the BCWG for resolution, but the data supporting these subelements will be gathered.

6. Lt Col Ferrell then briefed the proposed subelements for evaluating operational effectiveness of an installation to support the mobility mission, using the slides at Atch 3. Mr. Boatright questioned the need for a separate "mobility mission" category. Maj Gen Tenoso agreed to address this issue with Air Force Mobility Command to obtain their view.

7. Lt Col Ferrell asked for BCEG approval of the questionnaire at Atch 4, recognizing that the questions on Air Quality were still under review. He also indicated that some questions on special operations may be added in light of the earlier discussion. The BCEG approved the questionnaire at Atch 4.

8. After a discussion of administrative matters, the BCEG discussed the schedule for analysis. Because of a need to incorporate the joint group actions into the BCEG analysis, a 1 May 1994 suspense for return of the questionnaire to HQ USAF from the MAJCOMs was established.

9. Briefings on the interim force structure and capacity analysis studies, and a briefing by AETC on pilot training policy issues, will be presented at future BCEG meetings.

10. There being no further matters to discuss, the meeting was adjourned at 1520 hours. The next BCEG meeting will be at the call of the Chairman..

CHARLES R. HEFLEBOWER, Brig Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

4 Atch
1. Subelements
2. Special Ops subelements
3. Mobility subelements
4. Questionnaire

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE

1. Force Structure

	CLOSURE RATING (G,Y,R)
A. Is force structure - Mission Design Series (MDS) - for primary mission of the base remaining in the Air Force inventory?	GREEN - No significant programmed reductions YELLOW - Significant programmed reductions RED - Force structure is being phased out in the force structure plan NA - No force structure (MDS)
B. If there is force structure (MDS) to support other missions at the base, will they remain in the inventory?	GREEN - No significant programmed reductions YELLOW - Significant programmed reductions RED - Force structure is being phased out in the force structure plan NA - No other force structure

Significant > 15%

Operational Support Aircraft (OSA) aircraft are not considered

2.1. Operational Effectiveness (Fighter Mission)

A. Geographic location supports mission

Alternate airfield: GREEN ≤ 100 NM; YELLOW 101- 200NM; RED > 200 NM

Divert airfield (if single rwy):
GREEN ≤ 50 NM
YELLOW > 50 ≤ 75 NM
RED > 75 NM

Weather impact on mission at base:

a. Ceiling & Visibility:
GREEN - At or above 300/1 ≥ 90%; at or above 3000/5 ≥ 75%
YELLOW - At or above 300/1 < 90% ≥ 80%, at or above 3000/5 ≥ 50%
RED - Anything else

b. Mean number of days of freezing precipitation:
GREEN - ≤ 10 days
YELLOW - > 10 days ≤ 20 days
RED > 20 days

Crosswind component to primary runway:
GREEN - ≤ 15 kts 75% and ≤ 25 kts 90%, or base has crosswind runway
YELLOW - ≤ 15 kts 50% and ≤ 25 kts 75%
RED - ≤ 15 kts 25% and ≤ 25 kts 50%

Air Traffic Delay for Takeoff: (Percentage of total sorties delayed/ cancelled due to ATC delays)	GREEN - < 0.5% YELLOW - ≥ .5% < 1.0% RED - ≥ 1.0%
Number of available runways adequate to support a fighter mission:	GREEN - Dual runway or single runway with emergency landing airfield ≤ 50NM YELLOW - Single runway with emergency landing airfield > 50NM ≤ 75NM RED - Emergency landing airfield > 75NM

B. Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs)

1) Supersonic Air Combat Training (ACBT) MOAs & Warning/Restricted areas:	GREEN ≤ 100 NM YELLOW > 100 NM ≤ 150NM RED > 150NM
2) Other ACBT MOAs and warning/restricted areas:	GREEN - 1 or more ≤ 50 NM YELLOW - 1 or more > 50 NM ≤ 100 NM RED - None within 100 NM
3) Low alt MOAs for Surface Attack Tactics (SAT) & low alt intercept training:	GREEN ≤ 75NM YELLOW > 75NM ≤ 125NM RED > 125 NM

4) Number of scorable range complexes/ target arrays (including tactical targets/conventional/strafe):	GREEN - 1 w/in 100 NM and ≥ 4 w/in 250 NM YELLOW - 0 w/in 100 NM and ≥ 4 w/in 250 NM RED - 3 or less w/in 250 NM
5) Electronic Combat (EC) range within 150 NM:	GREEN - Yes; RED - No
6) Ground forces w/in impact areas capable of tactical aircraft employment:	GREEN ≤ 100 NM YELLOW > 100 NM ≤ 150NM RED > 150 NM
7) Air Combat Maneuvering Instrumentation (ACMI):	GREEN ≤ 100 NM YELLOW > 100 NM ≤ 150 NM RED >150 NM
8) Full-scale weapons delivery availability:	GREEN ≤ 150 NM YELLOW >150 NM ≤ 200 NM RED > 200 NM
9) Number of Visual Routes (VR)/ Instrument Routes (IR):	GREEN ≥ 10 w/in 100NM YELLOW ≥ 3 and ≤ 9 w/in 100 NM RED < 3 w/in 100 NM

C. Potential for Airspace/Training area growth:

GREEN - Airspace available for future expansion
YELLOW - Status Quo
RED - Reductions possible

D. Composite/Integrated force training airspace:

GREEN - Special Use Airspace and/or access to bombing ranges is available within 150NM from installation for large force employment exercises. Little or no operational adjustment anticipated to accomplish these exercises. Additionally, interservice or adversary installation is within 250NM.
YELLOW - Special Use Airspace and/or access to bombing ranges is available within 200NM from installation for large force employment exercises, or adequate airspace exists within 150NM to 200NM for smaller exercises (less than 20 aircraft). Some operational adjustment anticipated to accomplish these exercises. Additionally, interservice or adversary installation is between 251 to 400 NM.
RED - Special Use Airspace and/or access to bombing ranges is greater than 200NM from installation for large force employment exercises (greater than 20 aircraft). Major operational adjustments required to accomplish these exercises. No interservice or adversary installation available within 400 NM.

2.2. Operational Effectiveness (Long Range Bomber)

A. Geographic location supports mission

Alternate base:	GREEN ≤ 350 NM YELLOW > 350 NM ≤ 500 NM RED > 500 NM
Weather impact on mission:	
a. Ceiling & Visibility:	GREEN - At or above 1500/3 ≥ 75% YELLOW - At or above 1500/3 ≥ 50% RED - Anything else
b. Mean number of days of freezing precipitation:	GREEN - ≤ 10 days YELLOW - > 10 days ≤ 20 days RED > 20 days
Air Traffic Delay for Takeoff: (Percentage of total sorties delayed/ cancelled due to ATC delays)	GREEN - < 0.5% YELLOW - ≥ .5% < 1.0% RED - ≥ 1.0%

Crosswind component to primary runway:	GREEN - ≤ 15 kts 75% and ≤ 25 kts 90%, or base has crosswind rwy YELLOW - ≤ 15 kts 50% and ≤ 25 kts 75% RED - ≤ 15 kts 25% and ≤ 25 kts 50%
Number of available runways adequate to support a bomber mission:	GREEN - Dual runways or single runway with emergency runway w/in 150 NM YELLOW - Single runway with emergency runway w/in 151 - 200 NM RED - Anything else

B. Training areas (Ranges, Training Routes (TRs), MOAs) available

Low Altitude Air Tactics training and Low Altitude MOAs for attack:	GREEN ≤ 400NM YELLOW > 400NM ≤ 600NM RED > 600NM
Distance to Scorable Bombing Range:	GREEN ≤ 400NM YELLOW > 400NM ≤ 800NM RED > 800NM
Distance to the Tactical Training Range Complex:	GREEN ≤ 600 NM YELLOW > 600NM ≤ 1200NM RED > 1200 NM
EC Range within:	GREEN ≤ 400NM YELLOW > 400NM ≤ 800NM RED > 800NM

Full Scale Weapons Delivery availability:	GREEN ≤ 600NM YELLOW > 600NM ≤ 1200NM RED > 1200NM
Number of VR/IR routes:	GREEN ≥ 5 w/in 400NM YELLOW < 5w/in 400NM and ≥ 3w/in 600NM RED < 3 w/in 600NM

C. Potential for Airspace/Training area growth:

GREEN - Airspace available for future expansion
YELLOW - Status Quo
RED - Reductions possible

D. **Composite/integrated force training airspace:**

GREEN - Special Use Airspace and/or access to bombing ranges is available within 400NM from installation for large force employment exercises. Little or no operational adjustment anticipated to accomplish these exercises. Additionally, interservice or adversary installation is within 600NM.

YELLOW - Special Use Airspace and/or access to bombing ranges is available at 401NM to 600NM from the installation for large force employment exercises, or adequate airspace exists within 401 to 600NM for smaller exercises (less than 20 aircraft). Some operational adjustment anticipated to accomplish these exercises. Additionally, interservice or adversary installation is within 601NM to 800NM.

RED - Special Use Airspace and/or access to bombing ranges is greater than 600NM from installation for large force employment exercises (greater 20 aircraft). Major operational adjustments required to accomplish these exercises. No interservice or adversary installation available within 800 NM.

2.3. Operational Effectiveness (Tanker Mission)

A. Geographic location supports mission

Alternate airfield:	GREEN ≤ 180 NM YELLOW > 180 NM ≤ 360 NM RED > 360 NM
Divert airfield (if single rwy):	GREEN ≤ 90 NM YELLOW > 90 NM ≤ 180 NM RED > 180 NM
Weather impact on mission:	
a. Ceiling & Visibility:	GREEN - At or above 300/1 ≥ 90% and at or above 1500/3 ≥ 75% YELLOW - At or above 300/1 ≥ 75% and at or above 1500/3 ≥ 50% RED - At or above 300/1 < 75%
b. Mean number of days of freezing precipitation:	GREEN - ≤ 10 days icing YELLOW - > 10 days ≤ 20 days icing RED > 20 days icing
Crosswind component to primary runway:	GREEN - ≤ 15 kts 75% and ≤ 25 kts 90%, or base has crosswind rwy YELLOW - ≤ 15 kts 50% and ≤ 25 kts 75% RED - ≤ 15 kts 25% and ≤ 25 kts 50%

Air Traffic Control (ATC) Delay: (Percentage of total sorties delayed/ cancelled due to ATC delays)	GREEN - < 0.5% YELLOW - ≥ .5% < 1.0% RED - ≥ 1.0%
Tanker saturation within the region:	GREEN = tanker poor YELLOW = balanced RED = tanker rich
Total Refueling Events: Within 700 NM of base	GREEN - > 750 events Yellow - 300 to 750 events Red - 0 to 299 events
Distance to highly concentrated RCVR area:	GREEN ≤ 400 NM YELLOW > 400 NM ≤ 800 NM RED > 800 NM

2.4. Operational Effectiveness (Airlift Mission)

A. Geographic location supports mission

Alternate airfield:	GREEN ≤ 180 NM YELLOW > 180 ≤ 360 NM RED > 360 NM
Divert airfield (if single rwy):	GREEN ≤ 90 NM YELLOW > 90 NM ≤ 180 NM RED > 180 NM
Weather impact on mission:	
a. Ceiling & Visibility:	GREEN - At or above 300/1 ≥ 90% and at or above 1500/3 ≥ 75% YELLOW - At or above 300/1 ≥ 75% and at or above 1500/3 ≥ 50% RED - At or above 300/1 < 75%
b. Mean number of days of freezing precipitation:	GREEN - ≤ 10 days icing YELLOW - > 10 days ≤ 20 days icing RED > 20 days icing
Crosswind component to primary runway:	GREEN - ≤ 15 kts 75% and ≤ 25 kts 90%, or base has crosswind rwy YELLOW - ≤ 15 kts 50% and ≤ 25 kts 75% RED - ≤ 15 kts 25% and ≤ 25 kts 50%

Air Traffic Control Delay: (Percentage of total sorties delayed/ cancelled due to ATC delays)	GREEN - < 0.5% YELLOW - ≥ .5% < 1.0% RED - ≥ 1.0%
Mobility/Deployability:	GREEN - Optimum deployable range YELLOW - Reduced deployable range, requires intermediate stopovers RED - Presents difficult range and load restrictions

B. Training areas (Drop zones (DZs), Low level routes, etc.)

Drop Zones within 150 NM: (Formation/VFR/Day/Actual Personnel)	GREEN ≥ 2 DZ YELLOW = 1 DZ RED = None
A) Number of IR routes serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED = None
B) Number of Slow Routes (SR) serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED =None
Closest Landing Zones (LZs):	GREEN ≤ 150 NM YELLOW > 150 NM ≤ 400 NM RED > 400 NM

Drop Zones within 150 NM: (Formation/Day/Heavy Equipment)	GREEN ≥ 2 DZ YELLOW = 1 DZ RED = None
A) Number of IR routes serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED = None
B) Number of SR routes serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED = None
Army/Marine installations with <u>major</u> airdrop employment requirements:	GREEN ≤ 500NM YELLOW > 500NM ≤ 750NM RED > 750NM
Full-scale airdrop availability: (Formation/Night/Station Keeping Equipment (SKE)/Heavy Equipment)	GREEN ≤ 200NM YELLOW > 200NM ≤ 500NM RED > 500NM
Air refueling routes:	GREEN ≥ 3 w/in 200NM YELLOW < 3 w/in 200NM and ≥ 3 w/in 250 NM RED < 3 w/in 250NM

2.5. Operational Effectiveness (Missile Mission)

NOTE: **This section applies only to missile bases.**

A. Ground System	GREEN - Good maintainability YELLOW - Average maintainability RED - Poor maintainability
B. Geology	GREEN - Geo features enhance survivability/maintainability YELLOW - Geo features adequate for survivability/maintainability RED - Geo features cause reduced survivability/maintainability
C. Spacing	GREEN - High survivability YELLOW - Medium survivability RED - Low survivability
D. Ranging	GREEN - Good location (North & West) YELLOW - Centralized or tradeoffs in location RED - Poor location (South & East)
E. Weather	GREEN - No impact on missile maintainability/operations YELLOW - Minimum impact on missile maintainability/operations RED - Moderate impact on missile maintainability/operations
F. Future Systems	GREEN - Compatible RED - Incompatible

2.6 Operational Effectiveness (Technical Training Mission)

NOTE: **This section applies only to technical training bases.**

A. **Trained Personnel Requirement(TPR) for base courses.**

GREEN - Increases or remains unchanged over Future Year Defense Program (FYDP)
YELLOW - Programmed reductions of 20 percent or less over FYDP
RED - TPR is being reduced by more than 20 percent over FYDP

B. **Does the base have an active runway?** GREEN - Yes; RED - No

2.5 Operationl Effectiveness (Mobility Mission)

A. Geographic location supports mission

Alternate airfield:	GREEN ≤ 180 NM YELLOW > 180 NM ≤ 360 NM RED > 360 NM
Weather impact on mission:	
a. Ceiling & Visibility:	GREEN - At or above 300/1 ≥ 90% and at or above 1500/3 ≥ 75% YELLOW - At or above 300/1 ≥ 75% and above 1500/3 ≥ 50% RED - At or above 300/1 < 75%
b. Mean number of days of freezing precipitation:	GREEN - ≤ 10 days icing YELLOW - > 10 days ≤ 20 days icing RED > 20 days icing
Crosswind component to primary runway:	GREEN - ≤ 15 kts 75% and ≤ 25 kts 90% YELLOW - ≤ 15 kts 50% and ≤ 25 kts 75% RED - ≤ 15 kts 25% and ≤ 25 kts 50%
Air Traffic Control Delay: (% of total missions flown delayed due to ATC)	GREEN - < 0.5% YELLOW - ≥ .5% < 1.0% RED - ≥ 1.0%

ATCH 3

Helo Air Refueling Designated Areas	GREEN ≥ 2 w/in 50 NM YELLOW - 1≥ 50 NM ≤ 150 NM RED > 150 NM
Fulton (STAR) Designated Areas	GREEN ≥ 2 w/in 50 NM YELLOW - 1≥ 50 NM ≤ 150 NM RED > 150 NM
Live Fire Ranges	GREEN ≥ 2 w/in 50 NM YELLOW - 1≥ 50 NM ≤ 150 NM RED > 150 NM
Water Ranges	GREEN ≥ 2 w/in 50 NM YELLOW - 1≥ 50 NM ≤ 150 NM RED > 150 NM

Drop Zones within 150 NM: (Formation/Day/Heavy Equipment)	GREEN ≥ 2 DZ YELLOW = 1 DZ RED = None
A) Number of IR routes serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED = None
B) Number of SR routes serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED = None
Closest LZ :	GREEN ≤ 150 NM YELLOW > 150 NM ≤ 400 NM RED > 400 NM
Army/Marine installations with major airdrop employment requirements:	GREEN ≤ 500NM YELLOW > 500NM ≤ 750NM RED > 750NM
Full-scale airdrop availability: (Formation/Night/SKE/Heavy Equipment)	GREEN ≤ 200NM YELLOW > 200NM ≤ 500NM RED > 500NM
Air refueling routes:	GREEN ≥ 3 w/in 200NM YELLOW < 3 w/in 200NM and ≥ 3 w/in 250 NM RED < 3 w/in 250NM

Total Refueling Events Within 700 NM of base:	GREEN - > 750 events Yellow - 300 to 750 events Red - 0 to 299 events
Tanker saturation within the region:	GREEN = tanker poor YELLOW = balanced RED = tanker rich
Mobility/Deployability:	GREEN - Optimum deployable range YELLOW - Reduced deployable range, requires intermediate stopovers RED - Presents difficult range and load restrictions

B. Training areas (Drop zones, Low level routes, etc.)

Drop Zones within 150 NM: (Formation/Visual Flying Rules /Day/Actual Personnel)	GREEN ≥ 2 DZ YELLOW = 1 DZ RED = None
A) Number of IR routes serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED = None
B) Number of SR routes serving above DZs:	GREEN ≥ 2 YELLOW = 1 RED = None

Operational Effectiveness (Special Operations Mission)

Closest Landing Zones:	GREEN ≥ 2 within 50 NM YELLOW - 1 ≥ 50 NM ≤ 150 NM RED > 150 NM
Air Force/Army/Navy SOF Customer Installation proximity	GREEN ≤ 100 NM YELLOW > 100 NM ≤ 400 NM RED > 400 NM
Mobility/Deployability	GREEN - C-5 capable Airfield YELLOW - C-141 capable Airfield RED - Not C-141 capable
ECM Ranges within 300 NM	GREEN ≥ 2 YELLOW - 1 RED - None
Night Vision Goggles Airfield Operations Area	GREEN ≥ 2 w/in 50 NM YELLOW - 1 w/in 50 NM RED - None
Ground Forward Area Refueling Point Designated Areas	GREEN ≥ 2 w/in 50 NM YELLOW - 1 ≥ 50 NM ≤ 150 NM RED > 150 NM

C. Wetlands	GREEN - Resources not present YELLOW - Resources present which do not currently constrain construction/operations RED - Resources present which constrain current construction/operations or require "work arounds" to support current operations
D. Floodplains	GREEN - Floodplains not present on the base YELLOW - Floodplains present which do not currently constrain construction/operations RED - Floodplains present which constrain current construction/operations or require "work arounds" to support current operations
5. Cultural	GREEN - No existing cultural resources YELLOW - Cultural resources are present, but do not currently constrain construction/operations, or base survey incomplete RED - Cultural resources are present and constrain current construction/operations
6. IRP	GREEN - IRP sites do not exist on base; or it has been determined that no remedial action is required YELLOW - IRP sites present which do not currently constrain construction/operations RED - IRP sites present which constrain construction (siting) activities/operations on base

2. Water	GREEN - Adequate water supplies and no known contaminants present YELLOW - Suspect water supplies; contaminants present within a non-potable water zone RED - Inadequate water supplies and/or region within a state of over draft and/or contaminants detected within potable water sources
3. Asbestos	GREEN - ≤ 10% facilities with asbestos containing materials (ACM) YELLOW - 10% to 25% facilities with ACM; survey incomplete, or unable to assess percentages RED - > 25% facilities with ACM
4. Biological	
A. Habitat	GREEN - Resources not present YELLOW - Resources present which do not currently constrain construction/operations RED - Resources present which constrain current construction/operations or require "work arounds" to support current operation
B. Threatened and Endangered Species (T&E)	GREEN - Resources not present YELLOW - Resources present which do not currently constrain construction/operations RED - Resources present which constrain current construction/operations or require "work arounds" to support current operation

VIII. THE ENVIRONMENTAL IMPACT.
(Assessment of existing conditions for decision making)

1. Air Quality

A. Attainment Status	GREEN - Base is in an attainment area where all pollutant levels are below 85% of non-attainment standards. YELLOW - Base is in a non-attainment area for a particular pollutant, or in an attainment area where a particular pollutant exceeds 85% of the non-attainment standard, and classification of pollutants is marginal or moderate. RED - Base is in a non-attainment area for a particular pollutant and classification of pollutants is equal to or greater than serious.
B. Proximity to Critical Air Quality Regions	GREEN - The proximity from the base to the nearest critical air quality region is greater than 100 KM. RED - The proximity from the base to the nearest critical air quality region is less than or equal to 100 KM.
C. Restrictions to operations	GREEN - Air Quality considerations do not restrict/delay activities. YELLOW - Air Quality considerations restrict/delay activities. RED - Air Quality considerations require active emissions reduction efforts.

2.7 Operational Effectiveness - Generic flying operation support

A. Does the base have an active runway? GREEN - Yes; RED - No

If yes, complete 2B - 2D

B. Is there an alternate airfield that can accommodate fighter aircraft within:
GREEN ≤ 100 NM
YELLOW 101- 200NM
RED > 200 NM

C. Is there an alternate airfield that can accommodate large aircraft within:
GREEN ≤ 120 NM
YELLOW 121- 240NM
RED > 240NM

D. Potential for Airspace/Training area growth:
GREEN - Airspace available for future expansion
YELLOW - Status Quo
RED - Reductions possible

E. Weather impact on mission

	GREEN	YELLOW	RED
At or above 300/1:	90% or more	80% to 89%	Less than 80%
At or above 1500/3:	80% or more	70% to 79%	Less than 70%
At or above 3000/3:	75% or more	60% to 74%	Less than 60%
At or above 3000/5:	70% or more	50% to 69%	Less than 50%

F. Availability of adequate training areas/routes to support? (Air Reserve Component (ARC) Bases Only)

1. Fighter Mission: GREEN - YES
2. Bomber Mission: YELLOW - Limitations exist
3. Tanker Mission: RED - No
4. Airlift Mission

2.7.F.1 Fighter Mission

Supersonic ACBT MOAs & Warning/Restricted areas:	GREEN ≤ 150 NM YELLOW > 150 NM ≤ 200 NM RED > 200 NM
Other ACBT MOAs and warning/restricted areas:	GREEN - 1 or more ≤ 100 NM YELLOW - 1 or more > 100 NM ≤ 150 NM RED - None within 150 NM
Low alt MOAs for SAT & low alt intercept training:	GREEN ≤ 100 nm YELLOW > 100 NM ≤ 150 NM RED > 150 NM
Number of scorable range complexes/ target arrays (including tactical tgt/conv/strafe):	GREEN - 1 w/in 100 NM and ≥ 4 w/in 250 NM YELLOW - 0 w/in 100 NM and 4 w/in 250 NM RED - 3 or less w/in 250 NM
EC range within 250 NM:	GREEN - Yes; RED - No

Ground Forces w/in impact areas capable of tactical aircraft employment:	GREEN ≤ 100 NM YELLOW > 100 NM ≤ 150 NM RED > 150 NM
ACMI:	GREEN ≤ 150 NM YELLOW >150NM ≤ 200 NM RED > 200 NM
Full scale weapons delivery availability:	GREEN ≤ 200 NM YELLOW > 200 NM ≤ 250 NM RED > 250 NM
Number of VR/IR routes:	GREEN - ≥ 10 w/in 100 NM YELLOW - ≥ 3 and ≤ 9 w/in 100 NM RED - < 3 w/in 100 NM

2.7.F.2 Bomber Mission

Low Altitude MOAs for attack and LOWAT training:	GREEN ≤ 400 NM YELLOW > 400 NM ≤ 600 NM RED > 600 NM
Distance to scorable bombing range:	GREEN ≤ 400 NM YELLOW > 400 NM ≤ 800 NM RED > 800 NM

Distance to the TTRC:	GREEN ≤ 600 NM YELLOW > 600 NM ≤ 1200 NM RED > 1200 NM
EC Range within:	GREEN < 400NM YELLOW > 400 NM ≤ 800NM RED > 800NM
Full Scale Weapons Delivery availability:	GREEN ≤ 600NM YELLOW > 600 NM ≤ 1200NM RED > 1200NM
Number of VR/IR routes:	GREEN ≥ 5 w/in 400NM YELLOW < 5w/in 400NM and ≥ 3w/in 600NM RED < 3 w/in 600NM

2.7.F.3 Tanker

Total Refueling Events Within 700 NM of base:	GREEN - > 750 events Yellow - 300 to 750 events Red - 0 to 299 events
Tanker saturation within the region:	GREEN = tanker poor YELLOW = balanced RED = tanker rich

Distance to highly concentrated RCVR area:	GREEN ≤ 400 NM YELLOW > 400 NM ≤ 800 NM RED >.800 NM

2.7.F.4 Airlift

Drop Zones : (Formation/VFR/Day/ Personnel)	GREEN ≤ 200 NM YELLOW > 200 NM ≤ 500 NM RED > 500 NM
Army/Marine installations w/in airdrop employment requirements:	GREEN ≤ 500 NM YELLOW > 500 NM ≤ 750NM RED > 750 NM
Full scale airdrop availability:	GREEN ≤ 500 NM YELLOW > 500 NM ≤ 700 NM RED > 700 NM
Number of VR/IR routes:	GREEN ≥ 3 w/in 200 NM YELLOW < 3 w/in 200 NM and ≥ 3 w/in 250NM RED < 3 w/in 250 NM
Air refueling routes:	GREEN 4 w/in 200 NM YELLOW 2 w/in 300 NM RED < 2 w/in 500 NM

3A. Existing Associated Airspace Availability (Special Use Airspace)

MOA/Bombing Ranges:	GREEN - Fully adequate MOA/bombing ranges available. YELLOW - Generally adequate MOA/bombing ranges available, but improvements required. RED - Inadequate MOA/bombing ranges available.
Military Training Routes:	GREEN - Fully adequate low level routes/capacity available. YELLOW - Generally adequate low level routes/capacity available; some restrictions to access or limited route quantity. RED - Inadequate low level routes/capacity available.

3B. Future Associated Airspace Availability (Special Use Airspace)

MOA/Bombing Ranges:	GREEN - Fully adequate MOA/bombing ranges expected to remain available. YELLOW - Generally adequate MOA/bombing ranges expected to remain available, but improvements required. RED - Expect inadequate MOA/bombing ranges in the future.
Military Training Routes:	GREEN - Fully adequate low level routes/capacity expected to remain available. YELLOW - Generally adequate low level routes/capacity expected to remain available; some restrictions to access or limited route quantity. RED - Expect inadequate low level routes/capacity in the future.

II. AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

1. Facilities capacity:

Base:	GREEN ≥ the mean YELLOW ≥ -1 standard deviation and < the mean RED < -1 standard deviation
Housing:	GREEN ≥ the mean YELLOW ≥ -1 standard deviation and < the mean RED < -1 standard deviation

2. Facilities condition:

Base: Building Infrastructure	GREEN ≥ the mean YELLOW ≥ -1 standard deviation and < the mean RED < -1 standard deviation
Housing:	GREEN ≥ the mean YELLOW ≥ -1 standard deviation and < the mean RED < -1 standard deviation

4. **Can Base Runway and Taxiway and Apron Support:**

Fighter Mission:	GREEN - Runway, taxiway, and Apron - Yes
Bomber Mission:	
Tanker Mission:	RED - Either runway or taxiway or Apron - No
Airlift Mission:	
Mobility Mission:	

3. Are there any Air Force unique, one-of-a-kind, facilities at the installation which <u>must be replicated</u> if the base is closed?	GREEN - Yes, unique facilities exist RED - No unique facilities exist
4. Utility infrastructure capacity (includes: Electricity, water, and sewage)	GREEN - Can support > 10% increase in usage without MILCON YELLOW - Can support up to 10% increase in usage without MILCON RED - Cannot support increase without costs

5.A Existing Associated Airspace Encroachment (Special Use Airspace)

MOAs/Restricted Airspace:	GREEN - Civil and commercial aviation development generally compatible with existing Military Operating Areas and Restricted Airspace YELLOW - Civil and commercial aviation development impacts access to some (limited) MOAs. RED - Civil and commercial aviation dominates the development of and access to MOAs or Restricted Airspace
Bomb Ranges/Drop Zones:	GREEN - Regional development generally compatible with Air-to-Ground ranges (or Drop Zones -- large aircraft bases only) YELLOW - Regional development incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large aircraft bases only) RED - Regional development severely incompatible in many areas, causing major restrictions to Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)
Low Level:	GREEN - Regional development generally compatible with low-level route access YELLOW - Regional development incompatible in some (limited) areas, creating restrictions on low level route structure RED - Regional development severely incompatible in many areas, causing major restrictions to low level routes

5.B Future Associated Airspace Encroachment (Special Use Airspace)

MOAs/Restricted Airspace:	GREEN - Future civil and commercial aviation development generally expected to remain compatible with existing Military Operating Areas and Restricted Airspace YELLOW - Future civil and commercial aviation development may impact access to some (limited) MOAs. Future development of MOAs or Restricted Airspace may be limited RED - Future civil and commercial aviation may dominate the area and access to MOAs may become severely limited. Future development of Restricted Airspace incompatible.
Bomb Ranges/Drop Zones:	GREEN - Future regional development generally expected to remain compatible with Air-to-Ground ranges (or Drop Zones -- large aircraft bases only) YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large aircraft bases only) RED - Future regional development may become severely incompatible in many areas, causing major restrictions to Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)

Low Level:	GREEN - Future regional development generally expected to be compatible with low-level route access YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on low level route structure RED - Future regional development may become severely incompatible in many areas, causing major modifications to low level routes YELLOW > the mean and ≤ +1 standard deviation RED > +1 standard deviation

5.C Existing Local/Regional Airspace Encroachment

Environs airspace (local flying area):	GREEN - Airspace encroachment is low and little or no operational adjustments made. YELLOW - Airspace encroachment is moderate and may require limited operational adjustments RED - Airspace encroachment is high and requires substantial operational adjustment

5.D Future Local/Regional Airspace Encroachment

Environs airspace (local flying area):	GREEN - Potential for encroachment is low and little or no operational adjustments made. YELLOW - Potential encroachment is moderate and may require limited operational adjustments RED - Potential encroachment is high and requires substantial operational adjustment

5.E Existing Local/Regional Community Encroachment

Incompatible Development in Clear Zone (CZ)?	GREEN - No RED - Yes
Accident Potential Zone (APZ) I: (For each runway end)	GREEN - Off-base development generally compatible within APZ I. YELLOW - Off-base development incompatible in some (limited) areas of APZ I. RED - Off-base development significantly incompatible within APZ I.
Accident Potential Zone (APZ) II: (For each runway end)	GREEN - Off-base development generally compatible within APZ II. YELLOW - Off-base development incompatible in some (limited) areas of APZ II. RED - Off-base development significantly incompatible within APZ II.
65-70 Ldn Noise Zones (NZ):	GREEN - Off-base development generally compatible within 65-70 Ldn NZ. YELLOW - Off-base development incompatible in some (limited) areas of 65-70 Ldn NZ. RED - Off-base development significantly incompatible within 65-70 Ldn NZ.

70-75 Ldn NZ:	GREEN - Off-base development generally compatible within 70-75 Ldn NZ. YELLOW - Off-base development incompatible in some (limited) areas of 70-75 Ldn NZ. RED - Off-base development significantly incompatible within 70-75 Ldn NZ.
75-80 Ldn NZ:	GREEN - Off-base development generally compatible within 75-80 Ldn NZ. YELLOW - Off-base development incompatible in some (limited) areas of 75-80 Ldn NZ. RED - Off-base development significantly incompatible within 75-80 Ldn NZ.
Within 80 Ldn NZ and Above:	GREEN - Off-base development generally compatible within 80+ Ldn NZ. YELLOW - Off-base development incompatible in some (limited) areas of 80+ Ldn NZ. RED - Off-base development significantly incompatible within 80+ Ldn NZ.

5.F Future Local/Regional Community Encroachment

Incompatible Development Anticipated in Clear Zone (CZ):	GREEN - No RED - Yes
Accident Potential Zone (APZ) I: (For each runway end)	GREEN - Future off-base development generally expected to remain compatible within APZ I. YELLOW - Future off-base development may become incompatible in some (limited) areas of APZ I. RED - Future off-base development may become significantly incompatible within APZ I.
Accident Potential Zone (APZ) II: (For each runway end)	GREEN - Future off-base development generally expected to be compatible within APZ II. YELLOW - Future off-base development may become incompatible in some (limited) areas of APZ II. RED - Future off-base development may become significantly incompatible within APZ II.
65-70 Ldn Noise Zones (NZ):	GREEN - Future off-base development generally expected to be compatible within 65-70 Ldn NZ. YELLOW - Future off-base development may become incompatible in some (limited) areas of 65-70 Ldn NZ. RED - Future off-base development may become significantly incompatible within 65-70 Ldn NZ.

70-75 Ldn NZ:	GREEN - Future off-base development generally expected to be compatible within 70-75 Ldn NZ. YELLOW - Future off-base development may become incompatible in some (limited) areas of 70-75 Ldn NZ. RED - Future off-base development may become significantly incompatible within 70-75 Ldn NZ.
75-80 Ldn NZ:	GREEN - Future off-base development generally expected to be compatible within 75-80 Ldn NZ. YELLOW - Future off-base development may become incompatible in some (limited) areas of 75-80 Ldn NZ. RED - Future off-base development may become significantly incompatible within 75-80 Ldn NZ.
Within 80 Ldn NZ and Above:	GREEN - Future off-base development generally expected to be compatible within 80+ Ldn NZ. YELLOW - Future off-base development may become incompatible in some (limited) areas of 80+ Ldn NZ. RED - Future off-base development may become significantly incompatible within 80+ Ldn NZ.

III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATION.

1. CONTINGENCY AND MOBILIZATION

A. What is the C-141 equivalent working maximum on ground (MOG)?	GREEN - 4 or more YELLOW - 3 to 2 RED - less than 2
B. Can airfield handle wide-body operations?	GREEN - Yes RED - No
C. Does the base have an operational fuel hydrant system?	GREEN - Yes YELLOW - Yes, with limitations RED - No
D. Is base fuel storage facility serviced by pipeline?	GREEN - Yes RED - No

E. What is the excess CAT 1.1 munitions storage capacity of the base?

GREEN > 500,000 lbs Net Explosive Weight (NEW)
YELLOW - 1 to 500,000 lbs NEW
RED - No excess/deficit/no storage facilities

F. Dedicated hot cargo pad that can handle	GREEN - C-141or larger aircraft YELLOW - C-130 or larger RED - Smaller than C-130 or no dedicated hot cargo pad
G. Geographic location:	
Is the base located within 150 NM of:	
(a) A Ground Force Installation (Army/Marine forces)	GREEN - Yes RED - No
(b) A Rail Access	GREEN - Yes RED - No
(c) A Port Facility	GREEN - Yes RED - No
H. What is the excess usable parking apron, in square yards (sy) for mobility contingencies?	GREEN > 42,000 sy (4 C-141s) YELLOW - 21,000 to 42,000 sy (2-3 C-141s) RED < 21,000 sy (1-C-141)

2. FUTURE FORCE REQUIREMENTS

Is the base located and have basic necessary characteristics to support another mission:
(Assumes current mission is no longer present)

Fighter Bomber	GREEN - Meets most requirements of MACRO Look
Tanker Airlift	YELLOW - Meets some requirements of MACRO Look
Mobility	RED - Meets few requirements of MACRO Look

IV. THE COST AND MANPOWER IMPLICATIONS

1. **One Time Closure Costs:** Programming impact; includes environmental compliance costs and excludes one-time environmental restoration costs

2. **20 Year Net Present Value:** Shows savings (positive number) or cost (negative number) derived by discounting costs and savings over a 20 year period

3. **Net Steady State Savings:** The annual recurring savings which result from avoiding the operating and personnel costs of the closed base as offset by the annual recurring costs such as CHAMPUS and housing as a result of closing the base

4. **Manpower Reductions:** Support manpower spaces eliminated as a result of closing the base

V. THE EXTENT AND TIMING OF POTENTIAL COSTS AND SAVINGS, INCLUDING THE NUMBER OF YEARS, BEGINNING WITH THE DATE OF COMPLETION OF THE CLOSURE OR REALIGNMENT, FOR THE SAVINGS TO EXCEED THE COSTS.

1. **Investment Payback:** Years elapsed from closure year to payback. Payback computed from Net Present Value analysis using OMB Circular A-94

VI. THE ECONOMIC IMPACT ON COMMUNITIES.

1. **Employment:**

GREEN - Reductions exceed the historic high reduction
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction
RED - Reductions are less than 50% of historic high reduction, or negligible

2. **Population:**

GREEN - Reductions exceed the historic high reduction
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction
RED - Reductions are less than 50% of the historic high reduction, or negligible

3. **Income:**

GREEN - Reductions exceed the historic high reduction
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction
RED - Reductions are less than 50% of the historic high reduction, or negligible

4.	**Local Government Operating Revenues Expenditures:**	GREEN - The net fiscal impact on local governemnt is negative and comparatively large. (Expenditures savings are less than 75% of revenue losses) YELLOW - The net fiscal impact on local government is negative, but comparatively small. (Expenditures savings are 75% or more of revenue losses) RED - The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses)
5.	**Installation Restoration Programs (IRP)**	GREEN - Actual clean-up time is estimated to be lengthy (> 5 yrs) YELLOW - Actual clean-up time is estimated to be moderate (about 5 yrs) RED - Actual clean-up time is estimated to be relatively short (< 5 yrs)

VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES' INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL.

1. Community Infrastructure

A. Off-base housing

Affordable:	GREEN - Yes; RED - No
Avail:	GREEN - Yes; RED - No

B. Transportation

Base served by public transportation:	GREEN - Yes; RED - No
Access to municipal airports:	GREEN - < 25 miles from base YELLOW - 25 - 50 miles from base RED - > 50 miles from base
Available air carrier service:	GREEN - 3 or more carriers YELLOW - 2 carriers RED - 1 carrier or commuter service
Round trip commuting time to work:	GREEN - ≤ 40 minutes YELLOW - 41 to 60 minutes RED - > 60 minutes

C. **Off-base recreation facilities**

Swimming pool: Movie theatre: Public golf course: Bowling lane: Boating: Fishing:	GREEN < 30 minute drive YELLOW - 30 to 45 minute drive RED > 45 minute drive or not available
Zoo: Aquarium: Family theme park: Professional sports: Collegiate sports: Camping facilities: Beaches: Winter sports:	GREEN < 1.5 hour drive YELLOW - 1.5 to 2.5 hour drive RED > 2.5 hour drive or not available

D. **Shopping facilities - mall or similar shopping environment**	GREEN - 20 minutes or less YELLOW - 21 - 40 minutes RED - more than 40 minutes
E. **Distance to Metropolitan center (Population of 100,000 or more)**	GREEN - < 1.0 hour YELLOW - 1.0 - 2.0 hours RED - > 2.0 hours

F. Local area crime rate

Violent Crime Rate: (Per 100,000)	GREEN - 600 or below YELLOW - 601 - 899 RED - 900 or above
Property Crime Rate: (Per 100,000)	GREEN - 4000 or below YELLOW - 4001 to 6000 RED - 6001 or above

2. Education

A. Pupil to Teacher Ratio (Max allowed ratio) (grades K - 12)	GREEN - ≤ 25 to 1 YELLOW - 26 - 30 to 1 RED - > 30 to 1
B. Do High Schools offer four year English & Math programs and a foreign language program	GREEN - All 3 avail YELLOW - 2 avail RED - 1 or less avail
C. Does High Schools offer Honors program	GREEN - Yes: RED - No
D. Students that go on to college (Uses numbers for local catchment or within 25 miles of base)	GREEN - ≥ 60% YELLOW - 40% to 59% RED - < 40%

E. **Opportunity for off-base education** (within 25 miles)

(1) Vocational/technical training:	GREEN - Yes; RED - No
(2) Undergraduate College:	GREEN - Yes; RED - No
(3) Graduate College:	GREEN - Yes; RED - No

3. **Spousal employment**

A. **What percent of spouses are able to find work within 3 months of starting job search?**

GREEN > 75%
YELLOW - 50% to 75%
RED < 50%

B. **What percent of spouses are able to find work commensurate with job skills, work experience and education?**

GREEN > 75%
YELLOW - 50% to 75%
RED < 50%

4. **Local Medical Care**

A. **How does the number of physicians in the community compare to the national norm of 2.2 physicians/1000 population**

GREEN - Greater than or equal
RED - Less than

B. **How does the number of hospital beds in the community compare to the a national norm of 4.0 beds/1000 population**

GREEN - Greater than or equal
RED - Less than

SECTION VIII.

VIII.1 AIR QUALITY

(VIII.1.A) - What is the name of the Air Quality Management District in which the base is located?

(VIII.1.B) - Is the base within a maintenance or non-attainment area for any particular pollutant? YES/NO

(VIII.1.B.1) If the base is in a maintenance area, identify the regulated pollutant(s).

(VIII.1.B.2) If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme).

(VIII.1.C) - Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the base? YES/NO

(VIII.1.D) - Has the local Metropolitan Planning Organization (or similar organization) restricted or delayed any on- or off-base activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc. YES/NO

(VIII.1.D.1) Has the base been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer? YES/NO

(VIII.1.D.2) If special actions have been implemented, specify the nature of the actions.

VIII.2 WATER - POTABLE

(VIII.2.A) - What is the base potable water supply (on-base or local community) and source (aquifer, lake, reservoir, municipal supply)? Specify:

(VIII.2.B) - Are there any constraints to the base water supply?

(VIII.2.B.1) -- Quality?

(VIII.2.B.2) -- Quantity?

(VIII.2.B.3) -- Seasonal shortages?

(VIII.2.C) - Does the presence of contaminants or lack of adequate water supply constrain construction activities/operations (e.g., restrict facility siting options, well usage, construction, etc)? Describe:

VIII.3 WATER - GROUND WATER

(VIII.3.A) - Is there known contamination to the base or local community groundwater?
(VIII.3.A.1) -- Nature of contamination:
(VIII.3.A.2) -- Is the contaminated groundwater a potable water source?
(VIII.3.B) - Is the base actively involved in groundwater remediation activities?
(VIII.3.C) - How many water wells exist at the base?
(VIII.3.D) - How many have been abandoned and why?

VIII.4 WATER - SURFACE WATER

(VIII.4.A) - Are there perennial bodies of water located on base?
(VIII.4.A.1) -- Identify location(s) and surface area size.
(VIII.4.A.2) -- Do perennial water bodies receive water runoff or treated wastewater discharge from the base?
(VIII.4.A.3) -- Is the base located within any specified drainage basin? If so, is the base involved in any cooperative agreements for restoration and protection of water quality and associated living resources (e.g., Chesapeake Bay Program).
(VIII.4.B) - Are special permits required to conduct training/operations, or for construction projects on or near bodies of water? (Identify)
(VIII.4.C) - Is there known contamination to the base or local community surface water?
(VIII.4.C.1) -- What is the nature of the contamination?
(VIII.4.C.2) -- Is the contaminated surface water a potable water source?

VIII.5 WASTEWATER

(VIII.5.A) - Where is base wastewater treated (i.e., on-base or by the local community)?
(VIII.5.B) - How many wastewater treatment facilities (industrial/domestic) are located on-base? (List)
(VIII.5.C) - Are there any discharge (treatment) violations or any outstanding discharge (treatment) open enforcement actions pending? YES/NO.
(VIII.5.C.1) -- If yes, provide date, nature, current status of violation, and compliance attainment date.

VIII.6 DISCHARGE POINTS/IMPOUNDMENTS

(VIII.6.A) - Are there any National Pollutant Discharge Elimination System permits in effect? (Describe)
(VIII.6.B) - Does the base currently discharge treated wastewater on-base or off-base? (Describe)
(VIII.6.C) - Does the base have any discharge impoundments? YES/NO
(VIII.6.C.1) -- Number of water/wastewater treatment impoundments:
(VIII.6.C.2) -- Number of industrial wastewater treatment impoundments:
(VIII.6.D) - Are there any discharge (treatment) violations or any outstanding discharge (treatment) open enforcement actions pending?
(VIII.6.D.1) -- If so, how many?
(VIII.6.D.2) -- If so, what is the status?

VIII.7 HAZARDOUS MATERIAL - ASBESTOS

(VIII.7.A.) What percentage of facilities have been surveyed for asbestos?
(VIII.7.A.1) -- What percentage of facilities surveyed have been identified as having asbestos?
(VIII.7.A.2) -- How many facilities are considered regulated areas or have restricted use due to friable asbestos building materials?

VIII.8 BIOLOGICAL - HABITAT

(VIII.8.A)- Are any ecological or wildlife management areas on or adjacent to the base? (Identify)
(VIII.8.A.1) -- Are there any natural areas on or adjacent to the base which are generally recognized by some group or agency as important ecological sites? (Identify)
(VIII.8.B)- Have any critical/sensitive habitats (as defined by the US Fish and Wildlife Service) been identified on base? (Describe)
(VIII.8.C)- Does the base have a cooperative agreement with the U.S. Fish and Wildlife Service and the State Fish and Game Department for conducting a hunting and fishing program?
(VIII.8.D)- Does the presence of these resources constrain current/future construction activities/operations? (Describe)

VIII.9 BIOLOGICAL - THREATENED AND ENDANGERED SPECIES

(VIII.9.A)- Have any Federal/State, listed/proposed/candidate, threatened/endangered, plant/animal species been identified on the base? (List species and status)

(VIII.9.B)- Are any Federal/State/Private organization "special concern" plant or animal species on the base? (List species and status)

(VIII.9.C)- Does the presence of these species constrain current/future construction activities/operations? (Describe)

VIII.10 BIOLOGICAL - WETLANDS

(VIII.10.A)- Are there any wetlands, estuaries, or other special aquatic features present on the base?

(VIII.10.A.1) -- What types are present, and the approximate acreage of each?

(VIII.10.A.2) -- Is the base involved in any jointly-managed programs for protection of wetlands, estuaries or special aquatic features (see # VIII.4.A.3).

(VIII.10.B)- Has the base been surveyed for wetlands in accordance with established federally approved guidelines? (YES/NO)

(VIII.10.B.1) -- When was the survey completed?

(VIII.10.B.2) -- What percentage of the base was included in the survey?

(VIII.10.B.3) -- What method was used to survey the base (e.g., Corps of Engineers Delineation Manual, US Fish and Wildlife Service National Wetlands Inventory)?

(VIII.10.C)- Is any part of the base located in a 100-year floodplain?

(VIII.10.D)- Does the presence of these resources constrain current/future construction activities/operations? (Describe)

VIII.11 BIOLOGICAL - FLOODPLAINS

(VIII.11.A)- Are floodplains present on base?

(VIII.11.A.1) -- If present, do floodplains constrain construction (siting) activities or operations?

(VIII.11.A.2) -- If floodplains are present, does periodic flooding constrain operations at the base?

VIII.12 CULTURAL

(VIII.12.A)- Are any historic, prehistoric, archaeological sites or other cultural resources located on the base? (YES/NO)

(VIII.12.A.1) -- If yes, list and provide significant status.

(VIII.12.B)- What percent of the on-base buildings are greater than 50 yrs old?

(VIII.12.C)- Are any Historic Landmarks, Historic Districts, or any properties listed in the National Register of Historic Places (NRHP) located on the base? (Identify)

(VIII.12.C.1) -- Are there any properties that may be, or been determined to be, eligible for the NRHP?

(VIII.12.C.2) -- Have any buildings or structures been surveyed for other historical or Cold War significance?

(VIII.12.D)- Has the base been archaeologically surveyed? (YES/NO)

(VIII.12.D.1) -- If yes, what percentage of the base has been surveyed?

(VIII.12.D.2) -- Have any archeological sites been found?

(VIII.12.D.3) -- Are there any archeological collections housed on the base?

(VIII.12.D.4) -- Are there any on-base or near-base areas used or identified as sacred areas or burial sites by Native Americans or others? (List)

(VIII.12.E)- Does the base have a Programmatic Agreement or Memorandum of Agreement with the State Historic Preservation Officer or the Advisory Council on Historic Preservation? (YES/NO)

(VIII.12.E.1) -- If so, provide a brief description including names of signatories and date signed.

(VIII.12.F) - Does the presence of any of the above resources constrain current/future construction activities/operations? (Describe)

VIII.13 ENVIRONMENTAL CLEANUP -INSTALLATION RESTORATION PROGRAM (IRP) AND COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT (CERCLA)

(VIII.13.A)- Has a preliminary assessment of the installation been performed? (YES/NO)

(VIII.13.A.1) -- Number of IRP sites identified?

(VIII.13.A.2) -- Number of IRP sites extending off base?

(VIII.13.A.3) -- What year (estimated) will all on-site remediation be in place?

(VIII.13.B)- Is the installation a National Priority List (NPL) site or proposed as an NPL site? (YES/NO)

(VIII.13.C)- Are there existing Federal Facility Agreements (Interagency Agreements, Administrative Orders of Consent, or other agreements) in place to clean up the base? (YES/NO)

(VIII.13.D)- Are there reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources (e.g. landfills, medical wastes, radioactive wastes, etc)? (YES/NO)

(VIII.13.E)- Are there any sites or Solid Waste Management Units (SWMUs) currently being investigated and remediated pursuant to Resource Conservation and Recovery Act (RCRA) corrective action? YES/NO

(VIII.13.E.1) -- If yes, how many sites?

(VIII.13.F)- Does the IRP currently restrict construction (siting) activities/operations on-base?

VIII.14 COMPLIANCE/IRP COSTS ($000)

(VIII.14.A) - Identify costs, currently known or estimated, that are required for permits or other actions required to bring existing practices into compliance with appropriate regulations.

	Current FY	FY+1	FY+2	FY+3	FY+4
IRP					
Permits					
Natural Resources					
Hazardous Waste Disposal/Remediation					
Other(s), i.e., waste water compliance (Specify)					

VIII.15 OTHER ISSUES

(VIII.15.A) - Describe Local, State and/or Federal activities which may constrain or enhance base operations (i.e., joint-use with commercial facilities, base lies in coastal management zone, etc.)

ARC INSTALLATIONS ONLY

SECTION IX

NOTE: For those questions below that are not applicable to the Air Guard, respond with A/G.

(IX.1) - Are all regularly used ground training facilities on base?
(IX.1.A) -- If not, are they within one hour travel time?
(IX.1.B) -- If not within 1 hour travel time, list facility and estimated travel time.
(IX.2) - Flying unit support for Aeromed/Aerial ports:
(IX.2.A) -- Is all training local?
(IX.2B) -- If not, is all training available within 1 hour travel time? If not within 1 hour travel time, list training and estimated travel time.
(IX.3) - Available dormitory space will house what percentage of the population requiring billets?
(IX.4) - Are adequate dining facilities available? If not, list shortages and what workaround is used.
(IX.5) - Is a physical fitness center available? If yes, is it adequate? If not adequate, explain why.
(IX.6) - Is a consolidated club available? If yes, is it adequate? If not adequate, explain why.
(IX.7) - What is the response time for 90% of unit's population? Provide answer in minutes (travel time) and number of miles that 90% unit population lives from base?
(IX.8) - What percentage of the recruiting area's population is in the recruitable age range?
(IX.9) - What is the recruiting area's total population?
(IX.10) - What percentage of the recruitable population has completed high school?
(IX.11) - What percentage of the authorized personnel have been assigned over the last 5 years?
(IX.12) - What other reserve component units are in the local recruiting area?
(IX.13) - What is the current total reserve component population as a percent of the recruitable age range?

1995 AIR FORCE BASE QUESTIONNAIRE

SECTION I.

1. Force Structure

(I.1.A.) - List all on base NAF and non-Air Force activities (e.g., DECA, bank, Red Cross) and the number of assigned personnel as of FY 93/4.

(I.1.B) - Does the base support any remote/geographically separated units (units off base) which get at least 50% or more of Base Operational Support (BOS) from the base; if so, name unit(s), location, and type support, e.g., personnel, supply, finance, Traffic Management Office (TMO)? **(List support agreements, i.e., Host Tenant Support Agreement (HTSA), Interservice Support Agreement (ISSA), Memorandum of Understanding/Agreement (MOU/A), unit(s)). Provide answer in the following format:**

Unit Location	Support Provided

2. Operational Effectiveness

A. Air Traffic Control (ATC)

(I.2.A.1) - Are any of your Air Traffic Control and Landing Systems (ATCALS) an official part (per letter of transmittal from MAJCOM, reference AFR 60-5, Chapter 14) of the National Airspace System (NAS)?

(I.2.A.2) - Provide your annual traffic count figures for each facility (Tower, RAPCON, GCA) and your type of facility (level 1, 2, or 3)

(I.2.A.3) - Identify what makes up your traffic count for each facility (i.e., Civil, Military, ILS, PAR)

(I.2.A.4) - Identify your primary instrument runway and the number of yearly operations to that runway

(I.2.A.5) - Identify known or projected airspace problems that may prevent accomplishing your mission

(I.2.A.6) - Does the base experience any air traffic control (ATC) delays?

(I.2.A.6.a) -- If so, how many per month (average based over the last two years)?

(I.2.A.6.b) -- Is there a common rationale for delays? If so, explain.

B. **Geographic Location**

NOTE: **AF/XOOR WILL PROVIDE ANSWERS TO QUESTIONS (I.2.B.1) - (I.2.B.5)**

(I.2.B.1) - Distance to nearest, major primary airlift customer.
(I.2.B.2) - Distance to Lajes AB, Hickam AFB, Rota AB and Mildenhall AB.
(I.2.B.3) - What is the name and distance to the nearest military airfield with a runway ≥ 3000 ft?
(I.2.B.4) - What is the name and distance to the nearest military airfield with a runway ≥ 8000 ft?
(I.2.B.5) - What is the name and distance to the nearest military airfield with a runway ≥ 10000 ft?
(I.2.B.6) - What is the name and distance to the nearest or civilian military airfield with a runway ≥ 3000 ft?
(I.2.B.7) - What is the name and distance to the nearest military or civilian airfield with a runway ≥ 8000 ft?
(I.2.B.8) - What is the name and distance to the nearest military or civilian airfield with a runway ≥ 10000 ft
(I.2.B.9) - What is the name and distance to the nearest civilian airfield with a runway ≥ 8000 ft which can accommodate military aircraft (provide fuel, power, etc, from which short-term operations could be conducted -- not emergency landing airfields)?
(I.2.B.10) - What is the name and distance to the nearest civilian airfield with a runway ≥ 10,000 ft which can accommodate military aircraft (provide fuel, power, etc, from which short-term operations could be conducted -- not emergency landing airfields)?
(I.2.B.11) - If your base has a single runway, what is the name and distance to the nearest emergency landing airfield compatible with type aircraft flown at your base?

C. **Training areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs)**

NOTE: **AF/XOOR WILL PROVIDE ANSWERS TO QUESTIONS (I.2.C.1) - (I.2.C.13) UNLESS NOTED**

(I.2.C.1) - Identify & provide distance to supersonic Air Combat Training (ACBT) MOAs & warning/restricted areas, with a minimum size of 4,200 sq NM, within 200 NM.

(I.2.C.2)- Identify & provide distance to all MOAs, warning/restricted areas within 100NM which have a minimum size of 2,100 sq NM and 20,000 feet altitude block above 5000 feet AGL.

(I.2.C.3) - Identify & provide distance to low altitude MOAs and warning/restricted areas which begin at the surface up to at least 2,500 AGL, with a minimum area of 2,100 sq NM, within 600NM.

(I.2.C.4) - Identify & provide distance to scorable range complexes/target arrays (each must be capable/have tactical targets, conventional targets and strafe) within 800NM.

(I.2.C.5) - Identify & provide distance to nearest electronic combat (EC) range?

(I.2.C.6) - Identify & provide distance to nearest Air Combat Maneuvering Instrumentation (ACMI) range.

(I.2.C.7) - Identify & provide distance to nearest full-scale, heavyweight (live drop or inert) range.

(I.2.C.8) - What is the total number of slow routes (SR)/visual routes (VR)/instrument routes (IR) with an entry point within 100NM/150NM/200NM/400NM/600NM/800NM? Identify routes.

(I.2.C.9) - Distance to Point A of the nearest 400 Series Military Training Routes (MTR) which leads in to the Tactics Training Range Complex (TTRC).

(I.2.C.10) - Total number of air refueling (AR) routes and distance to anchor points for refueling anchors/air refueling control points (ARCPs) for refueling tracks within 200 NM/300 NM/500 NM?

(I.2.C.10.a) -- Identify routes and distance to each route's control point (CP).

(I.2.C.11) - Identify all drop zones (DZs) (as listed in AMC Pamphlet 55-57) within 150 NM that are a minimum of 700 x 1000 yds. Also provide the following information for each DZ listed:

(I.2.C.11.a) -- Identify all IR/SR routes which serve the above DZs - **BASE MUST ANSWER.**

(I.2.C.12) - Identify and give the distance to the closest primary landing zones (LZs) (as listed in AMC Pamphlet 55-57) which is a minimum of 3000 ft x 60 ft.

(I.2.C.13) - What is the name and distance to the nearest full scale airdrop DZ (1000 yds x 1500 yds which could be used for formation IFR airdrop of personnel and equipment)?

(I.2.C.14) - Distance to ground force installation (US Army, USMC) with restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,000 ft AGL, minimum area 2,500 sq NM). Identify installation.

D. Ranges

Ranges (Controlled/managed by installation) **(IF NONE, SKIP TO I.2.D.18)**

(I.2.D.1) - List the range(s) that your base controls/manages?
(I.2.D.2) - List the range's (s') associated airspace to include restricted areas, MOAs, etc.
(I.2.D.3) - What is the distance from the base to the range(s) (primary target or centroid)?
(I.2.D.4) - What is the size of the range? (in acres)
(I.2.D.4.a) -- What is the size of the range's(s') impact area(s) (in acres)?
(I.2.D.4.b) -- What is the size of the restricted area in which the range lies (in square miles)?
(I.2.D.4 c) -- What is the altitude ceiling of the range's(s') restricted area(s)?
(I.2.D.5) - Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)?
(I.2.D.6) - What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)?
(I.2.D.7)- What flying squadrons are regular users (20 or more range periods per year) of the range(s)? List
(I.2.D.8)- What is the published availability of the range(s)?
(I.2.D.8.a) -- How many hours (average per year for 1990 thru 1993) was the range(s) scheduled?
(I.2.D.8.b) -- How many hours was the range(s) used (average per year for 1990 thru 1993, total of all users)?
(I.2.D.8.c) -- Utilization (average used/average scheduled x 100 = %)
(I.2.D.8.d) -- Give reasons for non-use.
(I.2.D.9)- Does the range(s) have full-scale weapons develivery (FSWD) capability? Describe in detail.
(I.2.D.9.a) -- What are the associated FSWD restrictions?
(I.2.D.10)- Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)?
(I.2.D.10.a) -- What are the associated special weapons restrictions?
(I.2.D.11)- Does the range(s) have electronic warfare capability? Describe (unclassified) in detail.
(I.2.D.11.a) -- What are the associated electronic warfare restrictions?
(I.2.D.12)- Are there any noise sensitive area (NSAs) associated with the range(s)? List.

(I.2.D.12.a) -- Do any of the NSAs affect or threaten the quality of training? (Explain)
(I.2.D.13)- Are there commercial/civilian encroachment problems associated with the range(s)? Describe.
(I.2.D.13.a) -- Do any of these encroachments affect or threaten the quality of training? (Explain)
(I.2.D.14)- Describe problems (if any) with hazardous material/waste/ordnance disposal?
(I.2.D.15)- What is the status of any MOU/A or Letters of Agreement (LOA) associated with range?
(I.2.D.15.a) -- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain.
(I.2.D.16)- Is it possible to increase utilization of the range(s) (expand hours, volume)?
(I.2.D.17)- Are there any planned range real property expansions? Describe.
(I.2.D.17.a) -- What is community reaction to your proposal?

Ranges (Used by installations)

(I.2.D.18) - Does your base use any ranges ("other ranges" for those units which answered Sections I.2.D.1 through I.2.D.17.a) on a regular basis? Yes/No
(I.2.D.18.a) -- If yes, proceede to (I.2.D.19).
(I.2.D.18.b) -- If no, skip to (I.2.E)

(I.2.D.19) - Is mission/training impacted by training area airspace encroachment or other conflict? For example, noise abatement/traffic procedures that limit operations. Explain.

(I.2.D.20) - Do the MOAs/bombing ranges/other training areas have any scheduling restrictions/limitations?

(I.2.D.20.a) -- If scheduling problems are encountered, list all reasons.

(I.2.D.21) - Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit? (Yes or No)

(I.2.D.21.a) -- If yes, state all reasons.

(I.2.D.22) - Are there any significant changes/restrictions/limitations being worked that will effect the scheduling of low level routes used by your unit? (Yes or No)

(I.2.D.22.a) -- If yes, list all changes.

E. Airspace Used by Base

(I.2.E.1) - Excluding airport traffic area, what airspace does the base/wing schedule/manage? Include any military operating areas, restricted areas, warning areas, low altitude tactical navigation areas, air refueling tracks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.

(I.2.E.1.a) -- If base does not schedule/manage any airspace, then identify airspace used for local training.

FOR EACH PIECE OF AIRSPACE. ANSWER THE FOLLOWING QUESTIONS:
(Answer only if you control/manage airspace, **if none go to I.2.G**)

(I.2.E.2) - Has an environmental analysis been conducted on each airspace? (Yes or No)

(I.2.E.2.a) -- What is the status of each environmental analysis and supplement?

(I.2.E.2.b) -- Were there any problems associated with the analysis?

(I.2.E.2.c) -- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

(I.2.E.3) - Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)

(I.2.E.3.a) -- List those documented in Flight Information Publication (FLIP) and those you have concerns about.

(I.2.E.3.b) -- Do any of these NSAs affect or threaten the quality of training or mission?

(I.2.E.4) - Are there any known civilian/commercial encroachments with each piece of airspace? (Yes/No)

(I.2.E.4.a) -- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)

(I.2.E.5) - Are there any planned expansions to your special use airspace? Yes/No (Include new airspace proposals).

(I.2.E.5.a) -- Explain proposal and give status (to include community reactions)

(I.2.E.5.b) -- What was the primary rationale supporting expansion?

(I.2.E.6) - What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.)

(I.2.E.7) - What is the published availability of each airspace?

(I.2.E.7.a) -- How many hours (average per year for 1990 thru 1993) was the airspace scheduled?

(I.2.E.7.b) -- How many hours were actually used (average per year for 1990 thru 1993, total of all users)?

(I.2.E.7.c) -- State reasons for difference between scheduled and actually used.

(I.2.E.8) - Is it possible to increase utilization of the airspace? (Yes or No)

(I.2.E.9) - Can it be expanded in volume and/or hours of use? (Yes or No)

(I.2.E.10) - Describe the volume or area of the airspace.

(I.2.E.11) - What percentage of the airspace is usable?

Commercial Aviation Impact

(I.2.E.12) - Is the base joint-use (CIVILIAN/MILITARY) ? YES/NO.

(I.2.E.13) - Identify all of the airfields (to include civilian/commerical/general aviation/uncontrolled) within a 50 mile radius of the base.

(I.2.E.14) - Do civilian/commerical operators or other airspace users pose any scheduling, operational, or environmental constraints or limits on operations? Yes/No (In answering Yes or No, consider ATC, hours of operations, flight tracks/profiles, conflicting traffic with other airports or airspace users, noise sensitive areas, etc.

(I.2.E.14.a) -- Describe the impact.

F. Potential For Growth In Training Airspace (Area)

(I.2.F.1) - Is expansion possible? (Yes or No)

(I.2.F.1a) -- If yes, give an estimate of the percentage of increase and rationale for your estimate

(I.2.F.2) - Will current access remain the same (status quo)? (Yes or No)

(I.2.F.3) - Are reductions expected? (Yes or No)

(I.2.F.3.a) -- If yes, give an estimate of the percentage of decrease and rationale for your estimate

(I.2.F.4) - Do current special use airspace and training areas meet all training requirements? (Yes or No)

(I.2.F.4.a) -- Can some of your training requirements only be met by deployed, off-station training? (Yes or No)

(I.2.F.4.b) -- If not, what degradation is experienced? Explain/identify.

G. Composite/Integrated Force Training

(I.2.G.1)- Identify and give distance to the nearest active duty ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment.

(I.2.G.2)- Identify and give distance to the nearest Reserve Component ground unit where joint training can be accomplished and that has impact areas capable of tactical employment.

(I.2.G.3) - Identify and give distance to the nearest Naval unit where joint training can be accomplished.

(I.2.G.4) - Identify and give distance to the nearest active duty Air Force unit where dissimilar training can be accomplished.

(I.2.G.5) - Identify and give distance to the nearest ARC unit where dissimilar training can be accomplished.

H. Missile bases only (AFSPACECOM will provide ratings based on 5 -- outstanding; 4 -- Excellent; 3 -- Average; 2 -- Less Than Average; <u>ANSWERS WILL BE CLASSIFIED AND WILL NOT BE INCLUDED WITH QUESTIONNAIRE RESPONSES.</u>)

- Planning Flexibility

(I.2.H.1) -- Range

(I.2.H.2) -- Spacing

(I.2.H.3) -- Geology

(I.2.H.4) -- Weather

(I.2.H.5) - Future Systems

(I.2.H.6) - System Maintainability

I. Technical training mission sites only

(I.2.I)- Will trained personnel requirements for installation courses change over the FYDP? Explain. (QUESTION TO BE ANSWERED BY HQ AETC)

1. Installation Capacity & Condition.

(II.1.A) **A. Land**

	SITE	DESCRIPTION	TOTAL ACREAGE	ACREAGE PRESENTLY DEVELOPED	ACREAGE SUITABLE FOR NEW DEVELOPMENT
(II.1.A.1)	Home AFB	Main Base			
(II.1.A.2)	Boondock Annex	Housing Area			
		Total			

Instructions:
- List only acreage under Air Force control.
- Include leased land (identify as such in description).
- Total acreage should include all remote sites and main installations owned by the Air Force.
- Acreage "suitable" for new development should be consistent with the Base Comprehensive Plan.

(II.1.B.) **B. Facilities**

Instructions:
- For section (II.1.B.1a) - (II.1.B.1.ee) use the **28 Feb 94** Real Property Records (Do not include leased facilities).
- For section (II.1.B.2) in-house surveys will be required so condition codes and capacity for individual components of the larger system can be determined (i.e., pavement and utility distribution systems).
- Provide data for base and geographically-separated site facilities for the 3- and 6-digit category codes listed.
- Except where specifically excluded under category description, include all facilities that fall within the 3 digit facility category code family and meet the unit of measure to get a sum total for that particular facility category code family (i.e., 411--Liquid Fuel Storage-Bulk, would include 411-123, 127, 128, 131, 132, 134, 135, 137, 138, and 139 with barrels (BL) as the unit of measure). It is of the utmost importance to maintain unit of measure integrity.

- Provide *Current Capacity* (Col B) and *% Condition Code* 1,2 and 3 for both three and six digit category codes. *Current Capacities* and *% Condition Codes* for six digit category codes listed should be included in the three digit category code sum totals.
  - -- *Current Capacity* (Column B) equals the sum of facility capacity in category condition codes 1, 2 and 3.
    - --- To determine the *Current Capacity* (Column B), for section II.1.B.1.r, cat code 411-135, Jet Fuel Storage, use the FY 93 "Report of Bulk Petroleum Storage Facilities," Defense Fuel Supply Center report DD-M(A) 506, that is maintained by the base Fuels Management Officer (FMO). Item to be reported should be the "Total Tankage/Product" given for jet fuel. This may involve adding totals for each of the jet fuel product codes given. Use the FY94 506 report to obtain tank data.
      - ---- Determine the *% Condition Code* 1, 2 and 3, for section II.1.B.1.r, cat code 411-135, on the 28 Feb 94 Real Property Records.
- Provide *Required Capacity* (Col A) and *Excess Capacity* (Col C) for six digit category codes only.
  - -- Base *Required Capacity* (Column A) on AFI 32-1024, Standard Facility Requirements, and the Standard Facility Requirements Handbook (use AFR 86-2, if not published), Mil-HDBK-1190, or MAJCOM-established criteria.
    - --- If not one of above sources, then state the source document used for determining required capacity in the remarks section following the table in section II.1.B.2.
    - --- *Required Capacity* should be based on publicly announced **FY 95/4** Force Structure.
  - -- *Excess Capacity* (Column C) equals *Current Capacity* (Column B) minus *Required Capacity* (Column A).
- If a facility is under construction as of 28 Feb 94 (no exceptions) report the capacity under the appropriate facility category code. Under construction is defined as project contract awarded. If the facility under construction is a replacement project, be sure to deduct the scope of the old facility from that category if it is being demolished or converted to a different category code. Include the old facility's capacity under the new category code if it is condition code 1, 2 or 3.
- For section (II.1.B.1) use real property records (28 Feb 94) to compute % condition code 1, 2, and 3 by category code.
  - -- Percent condition code 1 will be computed as: (amount condition code 1)/(amount condition code 1, 2, 3).
  - -- Bases must have verifiable documentation to show exactly how condition codes were determined.
- If a category code is not applicable, place a "0" in all columns. Do not report N/A or leave these columns blank. Instructions:

(II.1.B.1) **From real property records:**

	FAC CAT CODE	CATEGORY DESCRIPTION	UNIT OF MEASURE	(A) REQUIRED CAPACITY	(B) CURRENT CAPACITY	% COND CODE 1	% COND CODE 2	% COND CODE 3	(C) EXCESS CAPACITY (Col B-Col A)
(II.1.B.1.a.i)	121-122	Hydrant Fueling System Pits	EA						
(II.1.B.1.a.ii)	121-122a	Consolidated Aircraft Support System	EA						
(II.1.B.1.b.)	131	Communications-Buildings	SF	N/A					N/A
(II.1.B.1.c.)	141	Operations-Buildings	SF	N/A					N/A
(II.1.B.1.c.i)	141-232	Aerial Delivery Facility	SF						
(II.1.B.1.c.ii)	141-753	Squadron Operations	SF						
(II.1.B.1.c.iii)	141-782	Air Freight Terminal	SF						
(II.1.B.1.c.iv)	141-784	Air Passenger Terminal	SF						
(II.1.B.1.c.v)	141-785	Fleet Service Terminal	SF						
(II.1.B.1.d.)	171	Training Buildings	SF	N/A					N/A
(II.1.B.1.d.i)	171-211	Flight Training	SF						
(II.1.B.1.d.ii)	171-211a	Combat Crew Trng Squadron Facility	SF						
(II.1.B.1.d.iii)	171-212	Flight Simulator Training (High Bay)	SF						
(II.1.B.1.d.iv)	171-212a	Companion Trng Program	SF						
(II.1.B.1.d.v)	171-618	Field Training Facility	SF						
(II.1.B.1.e.)	211	Maintenance-Aircraft (Do not include 211-193)	SF	N/A					N/A
(II.1.B.1.e.i)	211-111	Maintenance Hangar	SF						

	FAC CAT CODE	CATEGORY DESCRIPTION	UNIT OF MEASURE	(A) REQUIRED CAPACITY	(B) CURRENT CAPACITY	% COND CODE 1	% COND CODE 2	% COND CODE 3	(C) EXCESS CAPACITY (Col B-Col A)
(II.1.B.1.e.ii)	211-152	General Purpose Aircraft Maintenance	SF						
(II.1.B.1.e.iii)	211-152a	DASH 21	SF						
(II.1.B.1.e.iv)	211-153	Non-Destructive Inspection (NDI) Lab	SF						
(II.1.B.1.e.v)	211-154	Aircraft Maintenance Unit (AMU)	SF						
(II.1.B.1.e.vi)	211-157	Jet Engine Inspection and Maintenance	SF						
(II.1.B.1.e.vii)	211-157a	Contractor Operated Main Base Supply (COMBS)	SF						
(II.1.B.1.e.viii)	211-159	Aircraft Corrosion Control Hangar	SF						
(II.1.B.1.e.ix)	211-173	Large Aircraft Maintenance Dock	SF						
(II.1.B.1.e.x)	211-175	Medium Aircraft Maintenance Dock	SF						
(II.1.B.1.e.xi)	211-177	Small Aircraft Maintenance Dock	SF						
(II.1.B.1.e.xii)	211-179	Fuel System Maintenance Dock	SF						
(II.1.B.1.e.xiii)	211-183	Test Cell	SF						
(II.1.B.1.f.)	212	Maint-Guided Missiles	SF	N/A					N/A
(II.1.B.1.f.i)	212-212	Missile Assembly (Build-Up) Shop	SF						
(II.1.B.1.f.ii)	212-212a	Integrated Maintenance Facility (cruise missiles)	SF						
(II.1.B.1.f.iii)	212-213	Tactical Missile Maintenance Shop	SF						
(II.1.B.1.f.iv)	212-220	Integrated Maintenance Facility	SF						
(II.1.B.1.g.)	214	Maintenance-Automotive (Do not include 214-469)	SF	N/A					N/A

	FAC CAT CODE	CATEGORY DESCRIPTION	UNIT OF MEASURE	(A) REQUIRED CAPACITY	(B) CURRENT CAPACITY	% COND CODE 1	% COND CODE 2	% COND CODE 3	(C) EXCESS CAPACITY (Col B-Col A)
(II.1.B.1.g.i)	214-425	Trailer/Equipment Maintenance Facility	SF						
(II.1.B.1.g ii)	214-467	Refueling Vehicle Shop	SF						
(II.1.B.1.h)	215-552	Weapons and Release Systems (Armament Shop/Gun Maintenance)	SF						
(II.1.B.1.i)	216-642	Conventional Munitions Shop	SF						
(II.1.B.1.j)	217	Maint-Electronics and Communications Equip	SF	N/A					N/A
(II.1.B.1.j.i)	217-212	Avionic Shop	SF						
(II.1.B.1.j.ii)	217-212a	LANTIRN	SF						
(II.1.B.1.j.iii)	217-713	ECM Pod Shop and Storage	SF						
(II.1.B.1.k.i)	218-712	Aircraft Support Equipment Shop/Storage Facility	SF						
(II.1..B.1.k.ii)	218-852	Survival Equipment Shop(Parachute)	SF						
(II.1.B.1.k.iii)	218-868	Precision Measurement Equipment Lab	SF						
(II.1.B.1.l.)	219	Maintenance-Installation, Repair, and Operation	SF	N/A					N/A
(II.1.B.1.m.)	310	Science Labs	SF	N/A					N/A
(II.1.B.1.n.)	311	Aircraft RDT&E Facilities	SF	N/A					N/A
(II.1.B.1.o.)	312	Missile and Space RDT&E Facs	SF	N/A					N/A
(II.1.B.1.p.)	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A					N/A

	FAC CAT CODE	CATEGORY DESCRIPTION	UNIT OF MEASURE	(A) REQUIRED CAPACITY	(B) CURRENT CAPACITY	% COND CODE 1	% COND CODE 2	% COND CODE 3	(C) EXCESS CAPACITY (Col B-Col A)
(II.1.B.1.q.)	317	Electronic Comm, and Electrical Equipment RDT&E Facilities	SF	N/A					N/A
(II.1.B.1.r.)	318	Propulsion RDT&E Facilities	SF	N/A					N/A
(II.1.B.1.s.i.)	411-135	Jet Fuel Storage	BL		(1)	(2)	(2)	(2)	
(II.1.B.1.t.)	422	Ammunition Storage Installation and Ready Use (Do not include 422-275)	SF	N/A					N/A
(II.1.B.1.t.i)	422-253	Multi-Cubicle Magazine Storage	SF						
(II.1.B.1.t.ii)	422-258	Above Ground Magazine	SF						
(II.1.B.1.t.iii)	422-264	Igloo Magazine	SF						
(II.1.B.1.t.iv)	422-265	Spare Inert Storage (Alternate Mission Equipment (AME)	SF						
(II.1.B.1.t.v)	422-275	Ancillary Explosives Facility (Holding Pad)	SF						
(II.1.B.1.u.)	441	Storage-Covered Depot & Arsenal	SF	N/A					N/A
(II.1.B.1.v.)	442	Storage-Covered-Installation & Organ	SF	N/A					N/A
(II.1.B.1.v.i)	442-257a	Hydrazine Storage	SF						
(II.1.B.1.v.ii)	442-258	LOX Storage	SF						
(II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF						
(II.1.B.1.v.iv)	442-758a	Base Warehousing Supplies and Equipment (WRSK Storage)	SF						
(II.1.B.1.v.v)	442-758b	Warehousing Supplies and Equipment (AGS Parts Storage)	SF						

	FAC CAT CODE	CATEGORY DESCRIPTION	UNIT OF MEASURE	(A) REQUIRED CAPACITY	(B) CURRENT CAPACITY	% COND CODE 1	% COND CODE 2	% COND CODE 3	(C) EXCESS CAPACITY (Col B-Col A)
(II.1.B.1.w)	510	Medical Center and/or Hospital	SF	N/A					N/A
(II.1.B.1.x)	530	Medical Laboratories	SF	N/A					N/A
(II.1.B.1.y)	540	Dental Clinics	SF	N/A					N/A
(II.1.B.1.z)	550	Dispensaries and/or Clinics	SF	N/A					N/A
(II.1.B.1.aa)	610	Administrative Buildings	SF	N/A					N/A
(II.1.B.1.aa.i)	610-144	Munitions Maintenance Administration	SF						
(II.1.B.1.aa.ii)	610-144a	Munitions Line Delivery/Storage Section	SF						
(II.1.B.1.bb)	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A					N/A
(II.1.B.1.bb.i)	721-312	Unaccompanied Enlisted Dorm	PN						
(II.1.B.1.cc)	722	Dining Hall	SF	N/A					N/A
(II.1.B.1.cc.i)	722-351	Airman Dining Hall	SF						
(II.1.B.1.dd)	724	Unaccompanied Officer Personnel Housing (OQ & VOQ)	PN	N/A					N/A
(II.1.B.1.ee)	730	Personnel Support and Services Facilities	SF	N/A					N/A
(II.1.B.1.ff)	740	Morale, Welfare, and Rec (MWR)-Interior (Do not include 740-657)	SF	N/A					N/A
(II.1.B.1.gg)	852-273	Acft Support Equipment Storage	SY						

Notes: (1) Use FY 94 Defense Fuel Supply Center DD-M(A) 506 report.
(2) Use 28 Feb 94 Real Property Records

(II.1.B.2) **From in-house survey**: For the category codes listed below, most bases will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is condition code 1, 2 and 3. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

	FAC CAT CODE	CATEGORY DESCRIPTION	UNIT OF MEASURE	CURRENT QUANTITY	% COND CODE 1	% COND CODE 2	% COND CODE 3
(II.1.B.2.a.)	111	Airfield Pavement-Runways(s) (Do not include shoulders or overruns)	SY				
(II.1.B.2.b.)	112	Airfield Pavements-Taxiways (Do not include shoulders)	SY				
(II.1.B.2.c.)	113	Airfield Pavement-Apron(s) (Do not include shoulders)	SY				
(II.1.B.2.d.)	116-662	Dangerous Cargo Pad	SY				
(II.1.B.2.e.)	812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926, and 812-928)	LF				

	FAC CAT CODE	CATEGORY DESCRIPTION	UNIT OF MEASURE	CURRENT QUANTITY	% COND CODE 1	% COND CODE 2	% COND CODE 3
(II.1.B.2.f.)	822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF				
(II.1.B.2.g.)	832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF				
(II.1.B.2.h.)	842	Water-Distr Sys-Potable (Do not include 842-246) and 842-249)	LF				
(II.1.B.2.i.)	843	Water-Fire Protection (Mains) Do not include 843-315, 843-316, and 843-319	LF				
(II.1.B.2.j.)	851	Roads (Do not include 851-142 and 851-143)	SY				
(II.1.B.2.k.)	852	Veh/Equip Parking (Do not include 852-282, 852-287, and 852-289)	SY				

(II.1.B.3) Remarks for Sections II.1.B.1 & II.1.B.2: _____

(II.1.C) C. Family Housing (Facility Category Code 711):

(II.1.C.1) - CAPACITY (Housing Inventory): List the following:

(II.1.C.1.a) -- Number of adequate units from current DD Form 1410, line 18d.

(II.1.C.1.b) -- Number of substandard units from current DD Form 1410, line 18e.

(II.1.C.1.c) -- Current deficit or surplus units as reflected in your validated Market Analysis. This deficit or surplus includes E1-E3 requirements. Indicate surplus units with brackets. If Market Analysis is not available, use most recent Housing Survey data.

(II.1.C.1.c.i) --- A Market Analysis was used to answer questions in Section (II.1.C) - Yes/No

(II.1.C.1.d) -- FY 95/4 projected net housing deficit or surplus of units, for officers and enlisted,(extrapolate to FY 95 if necessary) using validated Market Analysis. Indicate deficit units with a negative sign. Include any realignment (missions added or subtracted) actions unaccounted for in the Market Analysis. If Market Analysis is not available, use most recent Housing Survey data.

(II.1.C.2) - CONDITION: List the following:

NOTE: For condition data, use your housing community plan if it is at least 60 percent complete, otherwise, use the Air Force Unit Assessment Guide to analyze your inventory.

(II.1.C.2.a) -- Number of adequate units meeting current whole-house standards of accommodation and state of repair, to include projects programmed through FY 95/4. (Units meeting whole-house standards are those that were programmed after FY 88).

(II.1.C.2.b) -- Number of adequate units requiring whole-house renovation or replacement. (Units meeting whole-house standards are those that were programmed/renovated after FY 88).

(II.1.C.2.c) -- Number of new housing units **projected** to meet current deficit.

(II.1.C.3) - Provide the percent of military families, by officer and enlisted, living on base as compared to the total number of military families, **both officer and enlisted,** assigned to the base.

(II.1.C.3.a) -- Percent of officer families living on base?

(II.1.C.3.b) -- Percent of enlisted families living on base?

(II.1.C.3.c) -- Total percent of families living on base?

2. Airfield Characteristics

(II.2.A) - Number of active runways?
(II.2.B) - Number of parallel runways (including the main runway)?
- Dimensions of the primary runway:
(II.2.C.1) -- Length
(II.2.C.2) -- Width
(II.2.D) - Dimensions of any secondary runways:
(II.2.D.1) -- Length(s)
(II.2.D.2) -- Width(s)
(II.2.E) - Width of primary taxiway?

(II.2.F) - Use your latest Air Force Civil Engineering Support Agency Airfield Pavement Evaluation Report to determine if your **primary pavements** can support the following aircraft for the weights and number of passes indicated. Include recent or current projects that have/will improve pavement strength in your evaluation (Do not include unfunded, programmed projects). If your base does not have an Airfield Pavement Evaluation Report, then use procedures given in AFM 88-24, Ch 2, Airfield Flexible Pavement Evaluation, and Ch 3, Rigid Airfield Pavement Evaluation to perform necessary calculations.

-- An AFCESA Pavement Evaluation Report was used to answer questions in this Section - Yes/No.

-- Engineering judgement is required when determining if the "overall" pavement features can support the aircraft.

	AIRCRAFT GROUP & CRITERIA	PRIMARY PAVEMENTS		
		RUNWAY CAN SUPPORT ACFT (YES/NO)	TAXIWAYS CAN SUPPORT ACFT (YES/NO)	APRONS CAN SUPPORT ACFT (YES/NO)
II.2.F.1	Fighter F-15, 61 kips 300,000 passes			
II.2.F.2	Fighter F-16C/D, 37 kips 300,000 passes			
II.2.F.3	Bomber B-52, 450 kips 15,000 passes			

	AIRCRAFT GROUP & CRITERIA	PRIMARY PAVEMENTS		
		RUNWAY CAN SUPPORT ACFT (YES/NO)	TAXIWAYS CAN SUPPORT ACFT (YES/NO)	APRONS CAN SUPPORT ACFT (YES/NO)
II.2.F.4	Bomber B-1B, 450 kips 50,000 passes			
II.2.F.5	Tanker KC-135R, 320 kips 50,000 passes			
II.2.F.6	Tanker KC-10, 550 kips 15,000 passes			
II.2.F.7	Airlift C-5B, 800 kips 50,000 passes			
II.2.F.8	Airlift C-141, 325 kips 50,000 passes			

(II.2.F.5) -- If primary pavements cannot support a particular aircraft/aircraft group named in Table II.2.F, what work is required to upgrade pavement to required strength? Provide the following for **each** "NO" answer:

(II.2.F.5.1) --- Unit of measure

(II.2.F.5.2) --- Quantity

(II.2.F.5.3) --- Description of work

Example: SY; 90,000; 4" thick asphalt overlay is required to upgrade apron to support Airlift

(II.2.G) - Excess aircraft parking capacity for operational use. (Answers must be consistent with real property records. Do not count transient aircraft parking, hammer heads, hot cargo pads and aprons that provide access to taxiways, docks or hangars as usable parking aprons):

(II.2.G.1) -- What is the total usable aircraft parking (SY)?

(II.2.G.1.a ---What are the dimensions of each aircraft parking area (LF) and current use?

(II.2.G.2) -- What is the current aircraft parking requirement for permanently assigned aircraft (SY)?

(II.2.G.3) -- How much excess space is available for parking additional PAA (SY)?

(II.2.G.4) -- What are the limiting factors in your parking capability?

(II.2.H) - What are the dimenisions of your transient parking area?

(II.2.I) - What type and how many operational aircraft arresting systems are on each runway described above?

(II.2.J) - Are there any critical features relative to the airfield pavement system that limit its capacity?

3. Utility Systems

(II.3.A) - For the following categories, show the system capacity and percent current usage

(II.3.A.1) -- Water: _____ million gallons/day (MG/D) _____ % current usage

(II.3.A.2) -- Sewage: _____ MG/D _____ % current usage

(II.3.A.3) -- Electrical distribution: _____ million watts per hour (MWH) _____ % current usage

(II.3.A.4) -- Natural gas: _____ million cubic feet (MCF) _____ % current usage

(II.3.A.5) -- High temperature water/steam generation/distribution: _____ million British thermal units per hour (MBTUH) _____ % current usage

(II.3.B) - Are there any characteristics regarding your utility systems that should be considered?

4. **Aircraft Maintenance Hangar Facilities** (Do not include Depot or Test and Evaluation facilities)
- Provide the following for each general maintenance hangar and nose dock:

(II.4.A.1) -- The facility number and current use.
(II.4.A.2) -- Size (SF)
(II.4.A.3) -- Largest aircraft the hangar can completely enclose
(II.4.A.4) -- Largest aircraft the nose dock can hold
(II.4.A.5) -- Dimensions of the door opening
(II.4.A.6) -- Dimensions of the largest unobstructed space inside the hangar (length, width, height)

5. **Unique Facilities** (Do not include Depots, Product Centers or Laboratories)

(II.5.A) - Are there any on-base facilities unique (one-of-a-kind) to the Air Force that must be replaced if the base is closed (Yes/No). If so, list the following information:

(II.5.A.1) -- Name or type of facility
(II.5.A.2) -- Total SF
(II.5.A.3) -- Cat code
(II.5.A.4) -- Present use

6. **Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures** - Answer as well as possible if civilian control or FAR PART 150 Study applies.

LOCAL/REGIONAL LAND ENCROACHMENT

Answer the following questions regarding current community and other land encroachment near or at the installation, by filling in the attached tables following the instructions below.

Instructions:

- Provide the percent off base current incompatible land use within the Clear Zone (CZ), Accident Potential Zone I (APZ I), Accident Potential Zone II (APZ II), and each noise contour interval (i.e., 65-70 Ldn, 70-75 Ldn, etc.) in the attached tabular format, along with the indicated support information. Incompatibility is defined in the AICUZ study and the 9 Jul 93 AF/CEV letter regarding shopping malls. **(See ATCH 1)**

- Obtain current land use data by overlaying noise contours and CZ/APZ from the most recent publicly released AICUZ onto current land use maps obtained from local governments. If no current land use maps are available, bases may use recent aerial photography of the off-base areas to determine compatibility percentages. Aerial photos may be available from local governments, USDA offices or planning agencies. Another alternative is to obtain a USGS or other map of the environs, and determine land uses through a windshield survey. Analysis of tax/parcel or similar maps may also be conducted.

- Then determine the percent incompatible land use. This work is now typically done with computer digitizing programs and equipment. However, the work can be done manually, with the help of the drafting section, through the use of a template or other means. Visit local government planning offices for assistance with off-base land use.

- For consistency, use generalized land use areas in determining incompatible land uses (i.e., for residential land uses, include residences, lawns, sidewalks, driveways, local streets, etc., NOT JUST THE RESIDENCES). Generalized land use is the traditional nationwide planning convention and is the standard used in the typical land use maps provided by local governments. Permanent residences new enough to have had central air conditioning installed during construction, are assumed to have adequate insulation and are considered compatible land uses within the 65 to 75 DNL noise contours. For each farm house or rural residence in Accident Potential Zone (APZ) I, add 1/2 acre of incompatible land use

- What is the percent current off base incompatible land use:

(II.6.A.1) -- Within the Clear Zone (CZ) at each end of each active runway?
(II.6.A.2) -- Within Accident Potential Zone (APZ) I at each end of each active runway?
(II.6.A.3) -- Within APZ II at each end of each active runway?
(II.6.A.4) -- Between the 65 Ldn and 70 Ldn noise contours?
(II.6.A.5) -- Between the 70 Ldn and 75 Ldn noise contours?
(II.6.A.6) -- Between the 75 Ldn and 80 Ldn noise contours?
(II.6.A.7) -- Within the 80 Ldn noise contour, and above?

CURRENT LAND USE STATUS FOR ACCIDENT ZONES (Reference Questions II.6.A.1, II.6.A.2, and II.6.A.3)

Describe current off base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones

RNWY NO.	EST POP	ACRES	% INCOMP L-U	% OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
				RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DENSITY
CZ									
APZ I									
APZ II									

NOTE: DEVELOP A TABLE LIKE THE ABOVE FOR EACH RUNWAY END (FOR EXAMPLE,ONE TABLE FOR RUNWAY 19 AND ONE TABLE FOR RUNWAY 01) AND IDENTIFY IF PRIMARY OR SECONDARY RUNWAY.

CURRENT LAND USE STATUS FOR NOISE ZONES (Reference Questions II.6.A.4 through II.6.A.7) Describe current off base encroachment/incompatible land uses by filling in the information in the following table for noise zones/contour intervals

DNL		EST POP	ACRES	% INCOMP L-U	% OF CURRENT LAND USE W/I THE FOLLOWING CATEGORIES					
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DENSITY
65-70										
70-75										
75-80										
80+										

FUTURE LOCAL/REGIONAL COMMUNITY ENCROACHMENT

Answer the following questions regarding future community and other land encroachment near or at the installation, by developing tables similar to the two preceding tables. Relabel these new tables for future land use. Then follow the instructions below .

Instructions:
Provide the percent off base future incompatible land use within the Clear Zone (CZ), Accident Potential Zone I (APZ I), Accident Potential Zone II (APZ II), and each noise contour interval (i.e., 65-70 Ldn, 70-75 Ldn, etc.) in tabular format, along with the indicated support information. Incompatibility is defined in the AICUZ study and the 9 Jul 93 AF/CEV letter regarding shopping malls (See Atch 1).

Obtain land use data by overlaying noise contours and CZ/APZ from the most recent publicly released AICUZ onto future land use maps (or zoning maps if no future land use maps are available).

Determine the percent future incompatible land use. This work is now typically done with computer digitizing programs and equipment. However, the work can be done manually, with the help of the drafting section, through the use of a template or other means. Visit local government planning offices for assistance with off base land use.

For consistency, use generalized land use areas in determining future incompatible land uses (i.e., for residential land uses, include residences, lawns, sidewalks, driveways, local streets , etc., not just the residences). Generalized land use is the traditional nationwide planning convention and is the standard used in the typical future land use and zoning maps provided by local governments. New permanent residences typically have central air conditioning installed during construction, so are assumed to have adequate insulation and are considered compatible land uses within the 65 to 75 DNL noise contours.

- What is the percent future off base incompatible land use:

(II.6.B.1) -- Within the Clear Zone (CZ) at each end of each active runway?
(II.6.B.2) -- Within Accident Potential Zone (APZ) I at each end of each active runway?
(II.6.B.3) -- Within APZ II at each end of each active runway?
(II.6.B.4) -- Between the 65 Ldn and 70 Ldn noise contours?
(II.6.B.5) -- Between the 70 Ldn and 75 Ldn noise contours?
(II.6.B.6) -- Between the 75 Ldn and 80 Ldn noise contours?

(II.6.B.7) -- Within the 80 Ldn noise contour, and above?

(II.6.C) - What is the date of your most recent, publicly released AICUZ study/amendment? (Publicly released AICUZ Study is defined as a study which has been released to the public at an officially announced public release meeting held by installation officials for the purpose of explaining and distributing the AICUZ study, as specified in AFR 19-9, Chapter 3, Para 3-8f).

(II.6.D) - Does the most recent, publicly released AICUZ study reflect current flying operations? YES/NO (Indicate if the flying activity subsection of the latest publicly released AICUZ study correctly identifies all the current types of assigned aircraft and the number of daily flying operations for these aircraft. Also, indicate if the latest public released AICUZ study's flight track figure/map accurately reflects current flight tracks).

(II.6.E) - When was your AICUZ data last validated? AICUZ data validation consists of the installation AICUZ office for primary responsibility (OPR) having installation organizations (which provided the original AICUZ data) review and either confirm the data is still accurate (validate the data) or indicate the data is no longer accurate, thus requiring initiation of AICUZ updating actions. The validation requirement is described in AFR 19-9, Chapter 3, para 3-8c, and requires MAJCOM review and action.

(II.6.E.1) -- If the latest, publicly released AICUZ is not valid, provide milestones for completion of an updated AICUZ.

(II.6.F) - Describe how local governments (municipalities, counties) have incorporated AICUZ recommendations into land use controls (zoning, etc.) by indicating which local governments, if any, have incorporated any of the following into their land use controls:

(II.6.F.1) -- AICUZ recommended height restrictions.

(II.6.F.2) -- AICUZ recommended development limits for Accident Potential Zone I (APZ I).

(II.6.F.3) -- AICUZ recommended development limits for APZ II.

(II.6.F.4) -- AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise contours.

(II.6.F.5) -- AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise contours.

(II.6.F.6) -- AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise contours.

(II.6.F.7) -- AICUZ recommended development limits within the 80 Ldn noise contour and above. Be sure to specify which types of controls: zoning, building codes, subdivision regulations, etc. Indicate if any new local land use control efforts are to be implemented, when implemented, what jurisdiction, and what type of controls, as well as how encroachment will be limited (i.e., to what degree will encroachment be kept out of each of the seven zones listed above).

(II.6.G) - Indicate if significant development (i.e., a residential subdivision, shopping mall or center, industrial park, etc.) exists or is anticipated or has been announced or started. If so, indicate what type of land use (residential, commercial, industrial, etc.), the type and size of the development (residential subdivision, number of housing units, number of acres, population: shopping mall/center, number of stores, total number of acres), when completed or when completion expected, within which jurisdiction, and within which of the seven zones listed above. Indicate any long range (20 years) trends for new growth within the context of the seven zones listed above.

(II.6.H) - Provide population figures for 1960, 1970, 1980, and 1990, as well as population projections for communities in the vicinity of the installation, for the metropolitan area encompassing the installation (if applicable), and the county(ies) encompassing the installation. Data is available at community planning offices, in census publications, and possibly Base Comprehensive Plans.

(II.6.I) - Has all clear zone acquisition been completed? YES/NO.

(II.6.I.1) --- If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs.

(II.6.J) - Are on-base facilities and proposed facility development sited in accordance with AICUZ recommendations (i.e., with respect to the seven zones listed above)?
Refer to the Base Comprehensive Plan. For each incompatible facility (existing or proposed), indicate facility type (dormitory, etc), approximate number of occupants, why the facility is incompatible (i.e., within which of the seven zones listed above is the facility located), the reason this incompatibility is necessary, and the anticipated completion date if projected or under construction.

Air Space Encroachment

(II.6.K) - Do you receive noise complaints from off-base residents? YES/NO.

(II.6.K.1) -- How many per month (average)? Include noise complaints from local and transient aircraft within the airfield traffic pattern and departure and arrival corridors.

(II.6.L) - Has the base implemented noise abatement procedures? YES/NO.

(II.6.L.1) - Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command directed.

SECTION III.

1. Contingency and Deployment Requirements:

(Assume full mobilization, sustained 24-hour capability)

(III.1.A.1) -- Considering existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE), how many C-141 equivalent aircraft can be loaded or unloaded at one time? Assume a 13-pallet load, a 2 hr, 15 min ground time..

(III.1.A.1.a) --- What is limiting factor (load crews or MHE)?

(III.1.A.1.b) --- What is your current MHE?

(III.1.A.2) -- Considering a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities, how many C-141 equivalent aircraft can be refueled at one time? Assume 2 hr, 15 min ground time.

(III.1.B) - Can airfield handle wide-body aircraft operations (C-5, KC-10s, E-3A, 747s transient operations, i.e., park, fuel, load)? (Yes/No)

(III.1.C) - Does the base have an operational fuel hydrant system?

(III.1.C.1) -- Is the system available to transient aircraft?

(III.1.C.2) -- How many hydrants pits are operational and what is the flow rate (600 gallons per minute (GPM) or 1,200 GPM)? Complete the following table to describe your hydrant system(s) and any associated limitations?

Type	Total Pumping Rate (GPM)	No. of Laterals	No. of Usable Refuel Positions	No. of Acft Simultaneous Narr	Wide

(III.1.C.3) -- How many hydrant storage tanks support the hydrants?

(III.1.C.3.a) --- What is the capacity of each tank?

(III.1.C.4) -- What is the distance between the hydrant servicing area and the bulk storage area?
(III.1.C.5) -- How many pits are certified for hot pit operations?
(III.1.D) - Is base bulk storage facility serviced by pipeline? (Yes or No)
(III.1.D.1) -- If yes, is it the primary source of fuel? (Yes or No)
(III.1.D.2) -- If yes, are there any limitations to continuous service from the primary source?
(III.1.D.3) -- Using the Fuels Logistical Area Summary (FLAS) or Inventory Management Plan (IMP), what is the excess storage capacity (over your normal requirements)? NOTE: Storage for others should not be considered part of your normal requirements.
(III.1.D.4) -- What other receipt modes are available to include number of offload headers and how many tank trucks or tank cars can simultaneously be offloaded?
(III.1.D.5) -- How many refueling unit fillstands are available?
(III.1.D.5.a) --- How many refuelers can be filled simultaneously?
(III.1.D.6) -- What is the current maximum and sustained dispensing capability as defined in AFR 144-1?
(III.1.D.7) -- Is the base directly supported by an intermediate Defense Fuels Supply Point (DFSP)?
(III.1.D.7.a) --- If yes, which one?

Cat 1.1 and 1.2 Munitions storage requirement/capacity
(III.1.E.1) -- What are the maximum munitions storage capacities by each category?
(III.1.E.2) -- What are the normal installation mission storage requirements for each category. (NOTE: All answers should provide net explosive weight (NEW) information and square footage to include physical capacity limits, if appropriate.)
(III.1.F) - Does base have a dedicated hot cargo pad?
(III.1.F.1) -- If yes, are there any access limitations?
(III.1.F.2) -- What is the size (in sq ft) of the hot cargo pad?
(III.1.F.3) -- What is the sited explosive capacity of the hot cargo pad?
(III.1.F.4) -- Is pad taxi-on/taxi-off or a turn around?
(III.1.F.5) -- What is the width and pavement condition number (PCN) of the servicing taxiway?
(III.1.F.6) -- What type aircraft have used your pad over the last five years?

- Is the base located within 150NM of:

(III.1.G.1) -- Ground Force Installation (active)? Yes/No (If yes, give name(s))

(III.1.G.2) -- Rail Access which allows the loading/unloading of heavy equipment? Yes/No

(III.1.G.3) -- Deep water port facility? Yes/No (If yes, give name(s))

(III.1.H). - Does the base have a dedicated passenger terminal?

(III.1.I) - Does the base have a dedicated deployment facility capable of handling cargo on standardized DoD pallets (463L cargo handling equipment/pallets)?

(III.1.J) - Does the base medical treatment facility routinely receive referral patients? (Yes/No)

(III.1.J.1) -- If so, list what medical facilities and type of referral patients.

(III.1.K) - Have any of the military medical facilities in your catchment area (40 mile radius) been designated for closure or realignment? (Yes/No) If yes:

(III.1.K.1) -- What's the anticipated impact on your workload, facility, manpower, and operations and maintenance (O&M) funding?

(III.1.K.2) -- Do you have the capacity to absorb additional workload without facility modification? If no, what's the anticipated cost of modification?

(III.1.L) - Do base medical facilities have any unique missions (aeromedical staging facility, environmental health laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify.

(III.1.M) - Do base medical facilities have a military construction program (MCP) or O&M alteration project planned to begin before 1999?

(III.1.M.1) -- If so, has it been approved? Specify.

(III.1.M.2) - Has a major MCP been completed since 1 Jan 1989? Specify.

(III.1.N) - What is total excess storage capacity (in sq ft) of base facilities: e.g., supply warehouses and industrial warehouse space to include hangar space that might be used for temporary storage?

(III.1.N.1) -- What is the total covered storage capacity (sq ft)?

(III.1.N.2) -- Breakout the total covered storage capacity by Supply storage (warehousing, Individual Equipment Unit (IEU), Tool Issue, Base Service Store), Mobility storage, and War Readiness Support Kits (WRSK) storage.

(III.1.N.3) -- List any base supply facilities that have a MCP project planned and funded?
(III.1.O) - Provide the number of military light vehicles on base
(III.1.P) - Provide the number of military heavy/special vehicles on base

SECTION IV/V.

Report the non-payroll portion of the base budget (obligations for prior years) for base operations and support, real property maintenance, audio visual, communications, and military family housing for 1991, 1992, 1993 and 1994. Include direct and reimbursable amounts in all fund codes, e.g., Defense Business Operating Fund (DBOF) - AMC, DBOF-T, Major Maintenance and Repair (MMR), Real Property Maintenance Defense Account (RPMDA), etc.

		Direct	Reimbursable	Total
(IV.1.A)	xxx56			
(IV.1.B)	xxx76			
(IV.1.C)	xxx78			
(IV.1.D)	xxx90			
(IV.1.E)	xxx95			
(IV.1.F)	xxx96			
(IV.1.G)	MFH			
(IV.1H)	etc.			

(IV.2) List all large items that are an integral part of the unit mission which cannot be moved as regular freight, e.g., flight simulators.

(IV.2.A) -- Provide an estimate of the teardown, moving, and setup costs for each if the total cost of moving all such equipment at the base exceeds $500K (use 1000 miles moving distance)

SECTION VI.

NOTE: Questions in this section will be forwarded at a later date.

SECTION VII.

NOTE: FOR THIS SECTION, ALL DISTANCES AND TIMES ARE TO BE CALCULATED FROM THE MAIN GATE OF THE BASE.

NOTE: Questions (VII.1.A.1) through (VII.4.B) are not to be answered by ARC installations.

1. Community Infrastructure

- Describe the off-base housing situation.

(VII.1.A.1) -- Is it affordable?
(VII.1.A.2) -- Are units available for both families and singles?

- Describe the transportation systems:

(VII.1.B.1) -- Is the base served by **regularly-scheduled,** public transportation? If yes, identify.
(VII.1.B.2) -- Distance to the nearest municipal airport with scheduled, commercial air traffic? Identify airport.
(VII.1.B.3) -- How many commercial air carriers are available at the airport?
(VII.1.B.4) -- What is the average round trip commuting time to work?

- Off-base public recreation facilities: (How long does it take to drive to the following facilities? Additionally, please provide distance in miles and identify the facility. **List <u>ONLY THE NEAREST</u> facility for each subcategory.)**

(VII.1.C.1) -- Swimming pool
(VII.1.C.2) -- Movie theater
(VII.1.C.3) -- Public golf course
(VII.1.C.4) -- Bowling lane
(VII.1.C.5) -- Boating

(VII.1.C.6) -- Fishing
(VII.1.C.7) -- Zoo
(VII.1.C.8) -- Aquarium
(VII.1.C.9) -- Family theme park
(VII.1.C.10) -- Professional sports
(VII.1.C.11) -- Collegiate sports
(VII.1.C.12) -- Camping facilities
(VII.1.C.13) -- Beaches (lake or ocean)
(VII.1.C.14) -- Outdoor winter sports

(VII.1.D) - How long does it take to get to shopping facilities - indoor mall (two major anchor stores plus smaller retail outlets) or similar shopping environment? Identify facility and distance.

(VII.1.E) - What is the distance and average one-way driving time to the nearest Metropolitan center (population of 100,000 or more)? Identify.

Local area crime rate: (Use the crime rate for the civilian municipality in which 50% or more of the military families assigned to your base reside. If the military families living off base reside in several communities, use the crime rate figures for the metropolitan area. Use the most current annual FBI Statistics Report as the source document.)

(VII.1.F.1) -- What is the violent crime rate (per 100,000) in the local area? Note: Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.

(VII.1.F.2) -- What is the property crime rate (per 100,000) in the local area? Note: Property crime is defined as the sum of auto theft, burglary, theft and arson.

2. Education (In answering the following questions on education, use the school district in which the largest number of military dependents are enrolled.)

(VII.2.A) - Based on grades K-12, what is the highest maximum allowed pupil to teacher classroom ratio? Use local area ratios.

(VII.2.B) - Do high schools offer four-year English and Math programs and a foreign language program?

(VII.2.C) - Do high schools offer an honors program?

(VII.2.D) - What percentage of high school students go on to either a two or four year college?

(VII.2.E) - Are there opportunities for off-base education within 25 miles of the base? (Yes or No) (NOTE: Education facility must be off-base, e.g. not a local college that's 50 miles away providing classes on-base.) Identify education facilities in each of the following areas:

(VII.2.E.1) -- (1) Vocational/technical training?

(VII.2.E.2) -- (2) Undergraduate College?

(VII.2.E.3) -- (3) Graduate College?

3. Spousal employment (Use the attached survey to gather information to answer the following two questions)

(VII.3.A) - What percentage of spouses are able to find employment (within 3 months) in the local community?

(VII.3.B) - What percent of spouses are able to find work commensurate with job skills, work experience, and education?

4. Local Medical Care (use CHAMPUS catchment area or 40 mile radius of base)

(VII.4.A) - What is the current ratio of active, non-federal physicians in the community (# physicians/1000 people)?

(VII.4.B) - What is the current ratio of hospital beds (beds/1000 people)?

3

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC 20330-1000

25 FEB 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SAF/GCN, SAF/FM, SAF/AQX, AF/DPP, AF/XOO, AF/CE, AF/LGM, AF/XOOR, AF/RE, NGB/CF

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting-INFORMATION MEMORANDUM

1. The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 0930 hours on February 18, 1994, in Room 5D1027, the Pentagon.

2. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Col Streater, AF/PE
Mr. Beach, SAF/FM
Maj Gen Tenoso, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Brig Gen Miller, SAF/AQX
Mr. Flora, AF/CE
Brig Gen Arnold, NGB/CF
Col McLoughlin, AF/RE
Mr Fred Kuhn, SAF/GCN

b. Other key attendees:

Col Mayfield, AF/XOOR
Lt Col George Ledbetter, AF/JACE
Maj Mike Catlin, AF/XOFC
Capt Lysa Hopson, AF/XOOB

3. Mr. Boatright began with a discussion of the joint cross-service groups, noting that there were no significant changes in their operations. He stressed that he had promised Air Force leadership that the BCEG would be able to step in and achieve needed reductions in these areas in the event that the joint process is not successful. In his view, there would be no way the Air Force could let the 1995 closure round pass without achieving reductions in these areas.

4. Mr. Boatright then noted that in the last BCEG May 1, 1994, was set as the date for command return of the questionnaires to the Air Staff. Because of the possible inference that deliberation of operational bases would be accelerated as well, he wanted it clear that deliberations would not start until August 1, 1994. The intervening time will be used to validate the data, load it into our computer-assisted data presentation system, and test the system. He als noted that an August 1 date is consistent with the other services.

5. Major General Tenoso then briefed the results of his discussions with Air Mobility Command (AMC). According to AMC, no separate category for analysis of a mobility wing mission is necessary. The BCEG accepted that recommendation.

6. Lt Colonel Ledbetter, AF/JACE, briefed Clean Air Act issues using the slides at Attachment 1. The BCEG approved the proposed questionnaires for inclusion in the base questionnaires. There was general agreement that clean air issues impacted realignment actions more than current operations, but a decision on the criterion under which the clean air issues would be considered was delayed. There was a recognition that ANG and ARC units at commercial airports would not need to respond to these questions because of their lack of control of overall emissions.

7. Maj Catlin, AF/XOFC, briefed a summary of the force structure, using the slides at Attachment 2. A summary of that discussion and Attachment 2 are located in the classified annex to these minutes.

8. Capt Hopson, AF/XOOB, gave a progress report on the capacity analysis which is in process, using the slides at Attachment 3. The BCEG reserved the right to conduct a survey of any installation at any time, with MAJCOM participation.

9. Mr. Boatright noted that Mr. Flora would be retiring from federal service soon and thanked him for his faithful participation and assistance.

10. Mr. Boatright observed that SAF/MIQ has not been named to BCEG membership this year because there was some consideration being given to merging that office with MIL. That issue has been resolved in favor of maintaining a separate MIQ office. As a result, Mr. Boatright asked the members to consider the propriety of adding SAF/MIQ to the BCEG when appointed. He felt this was particularly important in view of the significance of environmental considerations to base closure and realignment decisions.

11. There being no further matters to discuss, the meeting was adjourned at 1055 hours. The next BCEG meeting will be at the call of the Chairman.

JAMES F. BOATRIGHT
Co-Chairman

3 Atch
1. Clean Air Act Issues
2. Force Structure (located in classified annex)
3. Capacity Analysis Overview

CLEAN AIR ACT OF 1990

IMPACT OF GENERAL CONFORMITY REQUIREMENT ON REALIGNMENT DECISIONS

prepared by

LT COL SAM RUPE

&

LT COL GEORGE H. LEDBETTER

ATCH 1

CONTENTS:

1. Overview of Clean Air Act of 1990

2. Legend for Air Quality Considerations for Realignment Decisions

3. Technical/Legal Basis for Air Quality Considerations for Realignment Decisions

4. Questionnaire for Determinations of Technical/Legal Basis for Air Quality Considerations for Realignment Decisions

5. Legend for Conversion of Questionnaire Results to Red, Yellow, Green Rankings for Realignment Decisions (not included in package)

CLEAN AIR ACT OF 1990

Criteria Pollutants - CO, Pb, NO2, O3 (precursors-NOx, VOC), PM-10, SO2

- To be designated as a criteria pollutant the substance must affect human health or welfare and be pervasive in the environment

National Ambient Air Quality Standards (NAAQS)

- Limits on concentrations of the criteria pollutants set to protect human health and welfare

Attainment Areas, Non-attainment Areas, Maintenance Areas

- Approximately 85 million americans live in areas designated by the EPA as having air which is unhealthy to breath

- Attainment areas have well establish and quite restrictive programs to ensure violations of the NAAQS do not occur

- Non-attainment areas must be brought into attainment through state programs

State Implementation Plans (SIP)

- States must submit for approval by EPA plans which are to bring into attainment all areas

§176(c)(1) of the Clean Air Amendments of 1990 - General Conformity

- Prohibits any Federal activity negatively affecting the efforts of the states to ensure attainment and maintenance of NAAQS

Lt Col Ledbetter/AFLSA/JACE/703-696-9166/14 Feb 94

LEGEND FOR AIR QUALITY CONSIDERATIONS

Installations assigned the following Air Quality codes can be reasonably expected to accommodate the specified growth:

GREEN - CAN ACCOMMODATE MAJOR GROWTH:

Installations coded GREEN, in all but extremely rare and unusual circumstances, will be able to accommodate substantial new missions and significant increases in their existing missions. In most cases expansion to the full capacity of existing infrastructure should pose no problem, and, barring infrastructure expansions which result in major new construction or major modifications to existing major stationary sources designated as major source changes under the Clean Air Act (highly unlikely for most primary flying mission installations) should accommodate some infrastructure increases and the resulting growth.

YELLOW CAN ACCOMMODATE REASONABLE GROWTH WITH SIGNIFICANT PROBABILITY OF EXPENSIVE MANDATORY MITIGATION:

Installations coded YELLOW should be able to accommodate reasonable growth, including addition of a normal flying squadron, its associated personnel, and a reasonable activity level. In many instances the increase in emissions will have to be mitigated or offset through a variety of measures. These measures can be very expensive and require specific commitments to accomplish prior to initiation of the action. Specific costs are impossible to accurately estimate without knowing the location of the planned action and the associated air quality data.

RED - CANNOT ACCOMMODATE MEANINGFUL GROWTH:

Installations coded RED normally are not under immediate air quality related threat as to their current operations; however, air quality considerations and the resulting Federal (Conformity), and in some cases state and local, prohibitions make it highly unlikely that these installations can accommodate meaningful new missions or increases in current activity.

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GREEN - Base is in an attainment area for both ozone and carbon monoxide where the pollutant levels are below 85% of nonattainment standards.

YELLOW - Base is in any of the following areas:

(1) An attainment area where the ozone or carbon monoxide pollutant levels exceeds 85% of the nonattainment standard.

(2) An area with an air quality maintenance plan pursuant to 42 U.S.C. § 7505a for ozone or carbon monoxide.

(3) A nonattainment area for ozone that is classified as marginal nonattainment.

(4) A nonattainment area for ozone where:

(a) The area is classified as moderate or worse nonattainment;

(b) The SIP's reasonable further progress (RFP) plans <u>specifically</u> provide for, as a minimum, by the year 1996, 20% and 10% increases over the SIP's 1990 baseline emissions inventory for VOCs for the installation's mobile (including aircraft) and stationary source VOC emissions, respectively; and

(c) The SIP's reasonable further progress (RFP) plans <u>specifically</u> provide for, as a minimum, by the year 1996, 30% and 10% increases over the SIP's 1990 baseline emissions inventory for NOx for the installation's mobile (including aircraft) and stationary source NOx emissions, respectively. (This prong does not apply to an area where EPA has determined pursuant to 42 U.S.C. § 7511a(b) that reductions in NOx would not contribute to attainment and need not be shown in RFP plans.)

(5) A nonattainment area for carbon monoxide where the SIP's carbon monoxide plans for the affected area do not contain a quantitative limit, restriction, or projected budget for carbon monoxide emissions from aircraft operating out of or at the installation.

RED - Base is in an ozone <u>or</u> carbon monoxide nonattainment area that does not satisfy any of the green or yellow criteria described above. For example, if the base is in an area whose carbon monoxide status fulfills one of the Green or Yellow criteria but whose ozone status does not fulfill any of the Green or Yellow criteria, the base will be coded Red.

Atl 3

AIR QUALITY

The following section is intended to obtain information that will provide a measure of the installation's capacity, based on air quality concerns, to accommodate future growth or receive a major unit realignment. One of the most significant air quality concerns for future growth at an installation that can have a direct operational impact is the concept of "conformity."

Section 176(c) of the Clean Air Act, as amended by the 1990 Amendments, provides that Federal agencies cannot engage in, approve, or support in any way an activity that does not conform to an approved or promulgated air quality implementation plan (commonly referred to as a "SIP"). To clarify what "conform to a SIP" means, Congress explained that the Federal agency's action cannot: (1) cause a new violation of the national ambient air quality standards (NAAQS) for criteria air pollutants; (2) contribute to an increase in the frequency or severity of existing NAAQS exceedances; or (3) delay the timely attainment of any standard, interim milestones, or other milestones towards achieving attainment. EPA published a final conformity rule on 30 Nov 93 at 58 Fed. Reg. 63214-59, amending 40 C.F.R. parts 51 and 93, that establishes elaborate procedures and requirements Federal agencies must satisfy in determining whether a certain action will "conform." The types of actions subject to conformity requirements include, but are not limited to, proposed unit realignments required by BRAC or force structure considerations. The pollutant emission sources that must be addressed under conformity include stationary, mobile, and area sources under Air Force control. This has been construed by EPA to include military aircraft emissions, on-base motor vehicle emissions, and even off-base motor vehicle emissions attributable to base employees' commute trips. If the total emissions of a proposed Air Force action creates a nonconforming situation (e.g. increases the frequency or severity of existing nonattainment conditions in an air quality control area), the action cannot be approved until mitigations are committed to which result in a positive conformity determination. For major unit realignments, this could involve offsetting hundreds of tons of carbon monoxide or nitrogen oxides per year.

The ability of the Air Force to make positive conformity determinations will greatly depend on the existing air quality of the air quality control area (AQCA) in which the base is located and on the amount of future growth (or increase in pollutant emissions) allowed for the base in the AQCA's SIP. Air Force experience on the amounts of pollutant emissions associated with major unit realignments and the requirements of EPA's new conformity rule reveal that ozone precursors and carbon monoxide (CO) are typically the primary pollutants of concern for conformity. Ozone precursors are volatile organic compounds (VOCs) and nitrogen oxides (NOx).

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To complete this section of the survey, the base air quality environmental point of contact should work with the AQCA regulatory representative. The term "air quality control area" or AQCA is the generic label for the air region, usually a geographic subset of the state, that is regulated by the state or local regulatory agencies for air quality purposes based on EPA-designated attainment or nonattainment classifications. If the base provides environmental support for geographically separated sites, or Air Force Stations, these sites/installations may be in a different AQCA than the main base and the survey information should be provided for each specific site.

The survey uses terms such as "design value", "reasonable further progress", etc. The following is a brief explanation of these terms.

"Design value" is a measure of ambient air quality calculated (expressed in parts per million or ppm) according to EPA methodology (usually monitoring results from 1987-89) and used to categorize the severity of nonattainment for ozone and carbon monoxide. The AQCA agent should be quite familiar with the AQCA's design value for ozone and carbon monoxide.

"Reasonable further progress" or RFP is a requirement levied on AQCAs that are moderate nonattainment or worse for ozone and CO (for CO, RFP is a requirement only if the design value > 12.7 ppm). AQCAs must demonstrate a periodic reduction in either total tonnage of pollutant emissions or, in the case of CO, a vehicle-miles-travelled (VMT) forecast showing future reductions in VMTs. For AQCAs with moderate ozone nonattainment or worse, the RFP plans are commonly referred to as the "15%" Plan, which means the RFP plan must demonstrate an overall 15% reduction in VOCs from a 1990 baseline emissions inventory by 15 Nov 96 and any necessary reductions in NOx to reach the attainment deadlines. AQCAs that are <u>serious</u> nonattainment or worse must provide additional plans demonstrating, as a minimum, an average annual 3% reduction in VOCs and any necessary reductions in NOx for each post-1996 3-year interval (the 3-year intervals are referred to as "milestones"). These plans are usually emissions inventories for all VOC and NOx sources, by category, within the AQCA. The plans may only show a summary of emissions inventory -- you may need to consult with the AQCA's emission inventory planner to determine the specific levels of VOC and NOx emissions projected specifically for the installation by the attainment deadline year.

For carbon monoxide, the RFP plans are usually VMT forecasts. However, some AQCAs may have a total tonnage CO emissions inventory projection for major categories of sources (e.g. military aircraft). Additionally, AQCAs in serious nonattainment for CO are required to develop contingency plans (in the event attainment is not achieved by the deadline) that include annual percentage reductions of CO emissions in the AQCA. You need to verify whether

the CO RFP plans specifically address major sources such as military aircraft and whether the plans project limits or quantitative estimations on future CO emissions from military aircraft assigned to or operating at your base or to your base's aircraft operating in MOAs or restricted airspace within the AQCA.

"Rural transport area" or RTA refers to EPA-designated areas or portions within an AQCA designated as nonattainment for ozone but where the RTA portion is essentially treated as "marginal" nonattainment even though the remaining portion of the AQCA may be moderate nonattainment or worse.

"Maintenance area" refers to former nonattainment areas that subsequently attained the NAAQS and are in a probationary status under an EPA-approved maintenance plan.

SURVEY QUESTIONS

1. Identify the name of the AQCA (geographic region) in which the base is located (e.g. Riverside County portion of South Coast Air Basin).

2. Identify the name of the air quality regulatory agency responsible for the AQCA, the AQCA's air program manager for issues pertaining to the base, and that regulatory person's telephone number.

3. Indicate whether the AQCA (or specific portions of the AQCA in which the base is located) is designated by EPA as attainment, nonattainment, nonclassifiable, maintenance, or transitional for each of the six criteria air pollutants (ozone, carbon monoxide, particulate matter [PM-10], sulfur dioxide, nitrogen dioxide, and lead).

Ozone _____
Carbon Monoxide _____
PM-10 _____
Sulfur Dioxide _____
Nitrogen Dioxide _____ (NO_2, not NOx)
Lead _____

Is the AQCA currently being proposed by EPA to be nonattainment for any of the above pollutants? Yes/No

4. Indicate the "design value" for the portion of the AQCA where the base is located for the following pollutants:

a. Ozone (Daily maximum hourly design value) = _____ ppm

b. CO (8-hour design value) = _____ ppm

c. [(AQCA's ozone design value ___ ppm) ÷ 0.12] x 100 = __% of NAAQS

d. [(AQCA's CO design value ___ ppm) ÷ 9] x 100 = ____% of NAAQS

If the base is in an AQCA that is attainment or is nonclassifiable for ozone and carbon monoxide, you do not need to complete any further air quality survey questions. If the AQCA is nonattainment or maintenance for either ozone or carbon monoxide, proceed with the Air Quality Survey.

5. If the base is in an AQCA that is nonattainment for ozone, indicate the EPA-designated severity of nonattainment (circle one of the following and answer 5a, 5b, and 5c.

MARGINAL/MODERATE/SERIOUS/SEVERE-15/SEVERE-17/EXTREME

a. Is the AQCA part of an EPA-designated multi-state ozone transport region? Yes/No

b. If yes to 5a, identify the name of the ozone transport region: _____

c. Has the portion of the AQCA in which the base is located been designated by EPA as a "rural transport area" (or RTA)? Yes/No

d. Is the AQCA currently being proposed for redesignation of severity of nonattainment for ozone or CO by EPA? Yes/No
(Please indicate what redesignation has been proposed by EPA in the Federal Register).

6. Answer this portion only if the base is in an AQCA designated as Marginal nonattainment for ozone or as a rural transport area.

a. Has the AQCA requested an extension to the ozone attainment deadline of 15 Nov 93 for marginal areas? Yes/No

b. If no extension to the 15 Nov 93 deadline has been sought by the AQCA, does the AQCA expect EPA to conclude that the AQCA has fulfilled the 15 Nov 93 attainment date? Yes/No

c. If no to 5a and 5b, does the AQCA expect EPA to redesignate the area to a worse classification of ozone nonattainment (e.g., moderate nonattainment)? Yes/No
(Please indicate expected ozone attainment reclassification).

7. Answer this portion only if the base is in an AQCA designated as moderate, serious, severe-15, severe-17, or extreme nonattainment for ozone.

a. Refer to the AQCA's 1990 baseline emissions inventory, and, if necessary, the underlying inventory data for the inventory. What are the specific ozone precursor (VOC and NOx) emission levels for the installations, broken down by the following categories in tons/year, as listed or provided for in the AQCA's 1990 baseline inventory?

(1) Mobile source VOCs (including base's aircraft VOC emissions) = _____ tons/year

(2) Military aircraft (associated with the base) VOC emissions = _____ tons/year

(3) Stationary source VOCs = _____ tons/year

(4) Mobile source NOx (including base's aircraft NOx emissions) = _____ tons/year

(5) Military aircraft (associated with the base) NOx emissions = _____ tons/year

(6) Stationary source NOx = _____ tons/year

b. Refer to the AQCA's RFP and Attainment Plans and emissions inventories, and if necessary, the underlying inventory data. What are the specific VOC and NOx levels for the installation, broken down by the following categories in tons/year, as listed in the AQCA's RFP and Attainment Plans and emissions inventories <u>for the year</u> the AQCA is required to reach attainment (E.g., year 1996 for moderate, 1999 for serious, 2005 for severe-15, 2007 for severe-17, and 2010 for extreme ozone nonattainment)?

(1) Mobile source VOCs (including base's aircraft VOC emissions) = _____ tons/year

(2) Military aircraft (associated with the base) VOC emissions = _____ tons/year

(3) Stationary source VOCs = _____ tons/year

(4) Mobile source NOx (including base's aircraft NOx emissions) = _____ tons/year

(5) Military aircraft (associated with the base) NOx emissions = _____ tons/year

(6) Stationary source NOx = _____ tons/year

c. List the amount of <u>reduced</u> average annual emissions of VOCs and NOx, by tons/year, for the installation resulting from <u>permanent</u> reductions in base activity levels, process changes (e.g., 80 tons/year reduction by conversion from JP-4 to JP-8 fuel), or any other measures implemented at the base since 1 Jan 90.

Source	Average Annual Reduction
(1) Mobile source VOCs (including aircraft VOC emissions)	tons/year
(2) Stationary or area source. VOCs	tons/year
(3) Mobile source NOx (including aircraft NOx emission)	tons/year
(4) Stationary or area source NOx	tons/year

d. List the amount of <u>increased</u> average annual emissions of VOCs and NOx, by tons/year, for the installation resulting from increased activity levels, facility expansion, process changes, or other means implemented since 1 Jan 90.

Source	Average Annual Reduction
(1) Mobile source VOCs (including aircraft VOC emissions)	tons/year
(2) Stationary or area source. VOCs	tons/year
(3) Mobile source NOx (including aircraft NOx emission)	tons/year
(4) Stationary or area source NOx	tons/year

e. Compute the following using the data provided in 7a - 7d above. (e.g., "b(1)" refers to 7(b)(1):

(1) <u>Mobile Source VOCs</u>: Allowable Growth

$$100 \times \frac{[b(1) + c(1)] - [a(1) + d(1)]}{a(1)} =$$ _____% Growth allowed for mobile source VOC emissions.

(2) <u>Stationary Source VOCs</u>: Allowable Growth

$$100 \times \frac{[b(3) + c(2)] - [a(3) + d(2)]}{a(3)} =$$ _____% Growth allowed for mobile source VOC emissions.

(1) Mobile Source NOx: Allowable Growth

$$100 \times \frac{[b(4) + c(3)] - [a(4) + d(3)]}{a(4)} =$$ _____% Growth allowed for mobile source NOx emissions.

(2) Stationary Source NOx: Allowable Growth

$$100 \times \frac{[b(6) + c(4)] - [a(6) + d(4)]}{a(6)} =$$ _____% Growth allowed for mobile source NOx emissions.

f. Compute the following using the data provided in 7a - 7d above (e.g., "c(3)" refers to 7c(3)).

(1) Total VOCs: Allowable Growth by %

$$\frac{100 \times [b(1) + c(1) + b(3) + c(2) - [a(1) + d(1) + a(3) + d(2)]}{[a(1) + a(3)]}$$

(1) Total VOCs: Allowable Growth by %

$$\frac{100 \times [b(4) + c(3) + b(6) + c(4) - [a(4) + d(3) + a(6) + d(4)]}{[a(4) + a(6)]}$$

8. If the base is in a portion of the AQCA that is nonattainment for carbon monoxide, indicate the EPA-designated severity of nonattainment (circle one).
Moderate (design value ≤ 12.7ppm)/Moderate (> 12.7 ppm)/Serious

9. If the portion of the AQCA where the base is located is nonattainment for carbon monoxide, does the AQCA's carbon monoxide plan (to include attainment demonstrations, VMT forecasts, RFP plans, post-1990 emissions inventory plans, and contingency measure plans) contain any form of a quantitative limit, projection, restriction, or emissions budget for carbon monoxide emissions from military aircraft? yes/no

10. If the portion of the AQCA is nonattainment for carbon monoxide and the AQCA has VMT forecasts as part of its RFP or attainment plans, try to obtain a determination from the AQCA as to how many more VMTs above and beyond the 1990 baseline are allowed in the VMT attainment year forecast for the main arterial roads leading into and out of the base.
Allowable increase in VMTs = _____ miles.

CAPACITY ANALYSIS

- CAPACITY ANALYSIS TEAM
  - LT COL SID BLACK
  - LT COL PJ SOARES
  - MR RICK DICAMILLO
  - CAPT LYSA HOPSON

CAPACITY ANALYSIS

- TIME LINE
  - Packages mailed to MAJCOMs 8 Feb 94
  - MAJCOM suspense to installations at MAJCOM discretion
  - Packages submitted to Air Staff NLT 15 Apr 94
  - Capacity Analysis database available to BCEG 15 May 94

CAPACITY ANALYSIS

- AIR STAFF RESPONSIBILITIES
  - Develop procedures for MAJCOM information gathering
  - Monitor time lines and provide guidance
  - Develop capacity database to enable comparison/contrast of excess capacity at different locations
  - Provide "sanity check"

CAPACITY ANALYSIS

- MAJCOM RESPONSIBILITIES
  - Conduct base visits as necessary
  - Provide documentation and analysis
  - MAJCOM XP/XO validates and certifies
  - Be available to brief BCEG on their installations

CAPACITY ANALYSIS

- CONCEPT--SIMILAR TO 92
  - Collect data on operational Air Force installations in order to determine what excess capacity exists
  - Aircraft templates are the basis of analysis
    - Templates developed by AF/CE in coordination with MAJCOMs
    - MAJCOMs select and will overlay templates to determine installation capacity
  - MAJCOM and installation involvement key to data collection and analysis
    - Addresses MAJCOM concerns over lack of input to 92 Capacity Analysis

CAPACITY ANALYSIS

- OVERVIEW
  - CONCEPT
  - MAJCOM RESPONSIBILITIES
  - AIR STAFF RESPONSIBILITIES
  - TIME LINES

4

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

29 APR 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SAF/GCN SAF/FM SAF/AQX
AF/DPP AF/XOO AF/CE
AF/LGM AF/XOOR AF/RE
NGB/CF

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting-INFORMATION MEMORANDUM

1. The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 0830 hours on April 8, 1994, in Room 5D1027, the Pentagon.

2. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Brig Gen Heflebower, Co-Chairman
Mr. Beach, SAF/FM
Maj Gen Tenoso, AF/XOO
Maj Gen McGinty, AF/DPP
Maj Gen Shepperd, NGB/CF
Maj Gen Closner, AF/RE
Mr. Orr, AF/LGM
Mr. Kuhn, SAF/GCN
Col Kraus, SAF/AQX
Col Walsh, AF/CE

b. Other key attendees:

Maj Gen Blume, LTC/CC
Col Mayfield, AF/XOOR

3. Mr. Boatright began by welcoming Maj Gen Blume, who will become the BCEG co-chairman effective May 1, 1994. He then stated that the purpose of the meeting would be to review the products of the joint cross-service groups appointed by DoD in depots, test and evaluation (T&E), laboratories, undergraduate pilot training (UPT), medical treatment facilities (MTF), and economic impact. He indicated that the data requests of each of the groups would be mailed to Air Force installations for completion with a cover letter from the BCEG.

4. Brig Gen Hoffman, AF/SG, described the efforts of the MTF group using the slides at Atch 1. He indicated that data only for criteria I-IV of the eight DoD criteria would be developed. Mr. Boatright indicated that most of the joint groups would be looking at only these criteria. Gen Heflebower raised the issue of how a joint analysis and the service analysis would be integrated. Mr. Boatright indicated that this issue is being presently considered by the Steering Group.

5. Mr. Orr outlined the depot maintenance joint group's product and approach using the slides at Atch 2. He distinguished the work of this group from the Depot Task Force which is developing policy his group will follow. He indicated that he will be working with AFMC to ensure that the questionnaire is properly completed and that all questions are understood.

6. Lt Col London AF/TER briefed the T&E group's approach and product, using the slides at Atch 3. There was a question on the meaning and significance of unconstrained capacity, the purpose of which was explained to be the ability of a facility to accept additional work.

7. Lt Col Hansen, AF/AQXM, presented the issues and approach of the Labs group, using the slides at Atch 4. There was concern expressed over the limited inclusion of FFRDC's. There was also a discussion of the timelines adopted by the Labs group and the Air Force's ability to give them the requested analysis by the dates indicated on the slide.

8. Lt Col Jarman, AF/XOOT, provided an overview of the work of the UPT cross-service group, using the slides at Atch 5. He indicated that they would also only address criteria I-IV in their questionnaire. He also indicated that policy issues were being worked separately, but with a goal of July 1, 1994, to match the return of the requested data from the services. Gen Heflebower asked that the questionnaires from the joint groups be reconciled with the Air Force questionnaire to ensure that answers on similar issues were consistent. Col Mayfield indicated this was a current project of the working group.

9. Mr. Reinertson, AF/CEVP, briefed the work of the Economic Impact group, using the slides at Atch 6. He indicated that no base-level data will be needed, since the information is held at the headquarters level or can be obtained from other sources.

10. Gen Heflebower directed the working group to develop a schedule for MAJCOM's to come to the BCEG and brief their vision of basing for their commands, beginning in June.

11. There being no further matters to discuss, the meeting was adjourned at 0955 hours. The next BCEG meeting will be at the call of the Chairman.

CHARLES R. HEFLEBOWER, Brig Gen, USAF
Co-Chairman

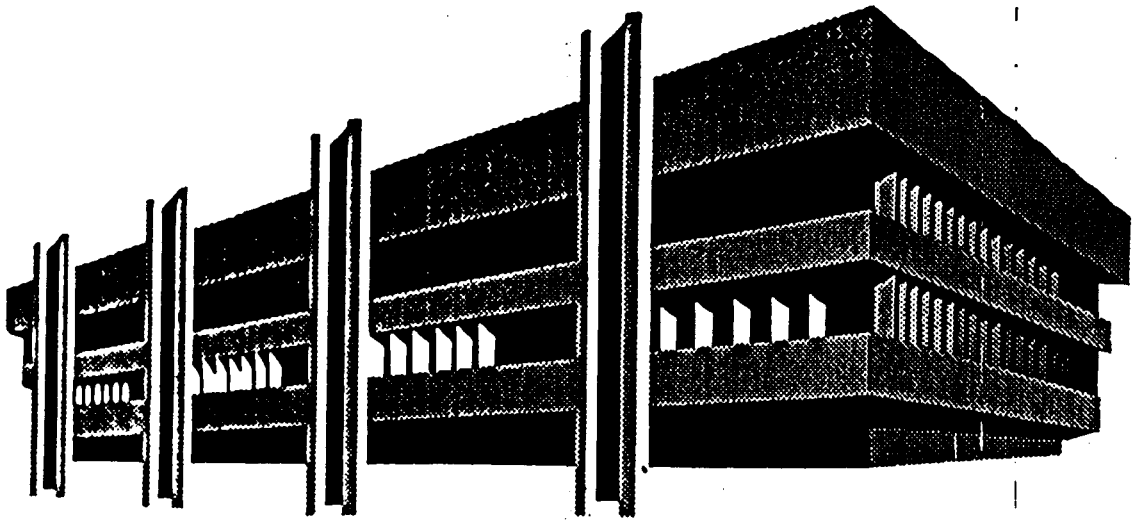
JAMES F. BOATRIGHT
Co-Chairman

6 Atch
1. MTF briefing
2. Depot briefing
3. T&E briefing
4. Lab briefing
5. UPT briefing
6. Economic Impact briefing

UNITED STATES AIR FORCE MEDICAL SERVICE

OFFICE OF THE SURGEON GENERAL

BRAC 95
JOINT CROSS-SERVICE GROUP FOR MTFs AND GME

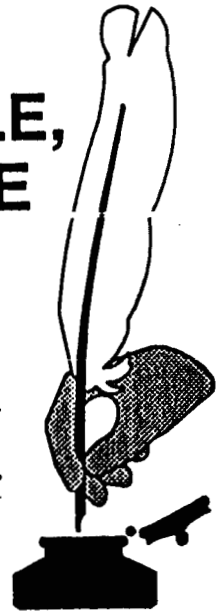


UNITED STATES AIR FORCE MEDICAL SERVICE

OFFICE OF THE SURGEON GENERAL

DECLARATION OF PRINCIPLES

- SEEK OPPORTUNITIES FOR
  - RIGHTSIZING
  - CROSS-SERVICE ASSET SHARING
  - SINGLE MILITARY DEPARTMENT SUPPORT
- APPLY DoD CRITERIA UNIFORMLY AMONG SERVICES
- OUTCOME SHOULD BE AUDITABLE, REPRODUCIBLE AND DEFENSIBLE



UNITED STATES AIR FORCE MEDICAL SERVICE

OFFICE OF THE SURGEON GENERAL

BRAC 95
JOINT CROSS-SERVICE GROUP FOR MTFs AND GME

- Analysis Assumptions
  - MTF will close if base closes unless a sufficient active duty population remains
  - Joint Group efforts will focus on peacetime requirements
  - Analysis will include facilities with <300 civilian personnel
  - Quantitative goals/reduction targets unspecified
    - » Revisit later if necessary

OFFICE OF THE SURGEON GENERAL

MEASURES OF MERIT (MoM)

	MoM WEIGHT	CRITERIA WEIGHT
CRITERIA 1 MISSION		40%
P1 POPULATION	70%	
A1 CIVILIAN PRIMARY CARE RATIO	15%	
A2 INPATIENT CAPABILITY	15%	
CRITERIA 2 FACILITIES		20%
F1 FACILITY CONDITION	15%	
F2 CONDITION - REAL PROPERTY	15%	
F3 AVERAGE WEIGHTED AGE	40%	
F4 LIFE SAFETY SCORES (JCAHO)	30%	
CRITERIA 3 CONTINGENCY		20%
C1 AIR HUB	50%	
C2 STUBBED BEDS	50%	
CRITERIA 4 COST/MANPOWER		20%
C1 COST INPATIENT CARE	100%	

UNITED STATES AIR FORCE MEDICAL SERVICE

OFFICE OF THE SURGEON GENERAL

ADDITIONAL RIGHTSIZING OPPORTUNITIES

- MEDICAL LABORATORY AND RESEARCH
- GRADUATE MEDICAL EDUCATION
- BIOSTATISTICAL ACTIVITIES
- INTER-SERVICE MEDICAL TRAINING

JOINT CROSS SERVICE GROUP DEPOT MAINTENANCE (JCSG-DM)

ATTA 7

JCSG-DM

- DUSD(L) SIGNED OUT MEMO ON 4 APR 94, TRANSMITTED JCSG-DM DATA PACKAGE TO MILITARY SECRETARIES

- JCSG SUCCESSFULLY COMPLETED THEIR TWO FIRST TASKS BY 31 MARCH

  - TASK 1: DETERMINE COMMON SUPPORT FUNCTIONS AND DEPOTS THAT WILL BE ADDRESSED

  - TASK 2: ESTABLISH GUIDELINES, STANDARDS, ASSUMPTIONS, MEASURES OF MERIT, DATA ELEMENTS, AND MILESTONES FOR DOD COMPONENTS TO CONDUCT CROSS-SERVICE ANALYSIS

- RECOMMEND WHOLE REPORT BE SENT TO FIELD

AF/TE

BRAC 95 TEST AND EVALUATION

JOINT CROSS-SERVICE

GROUP

DATA GUIDANCE

AF/TE

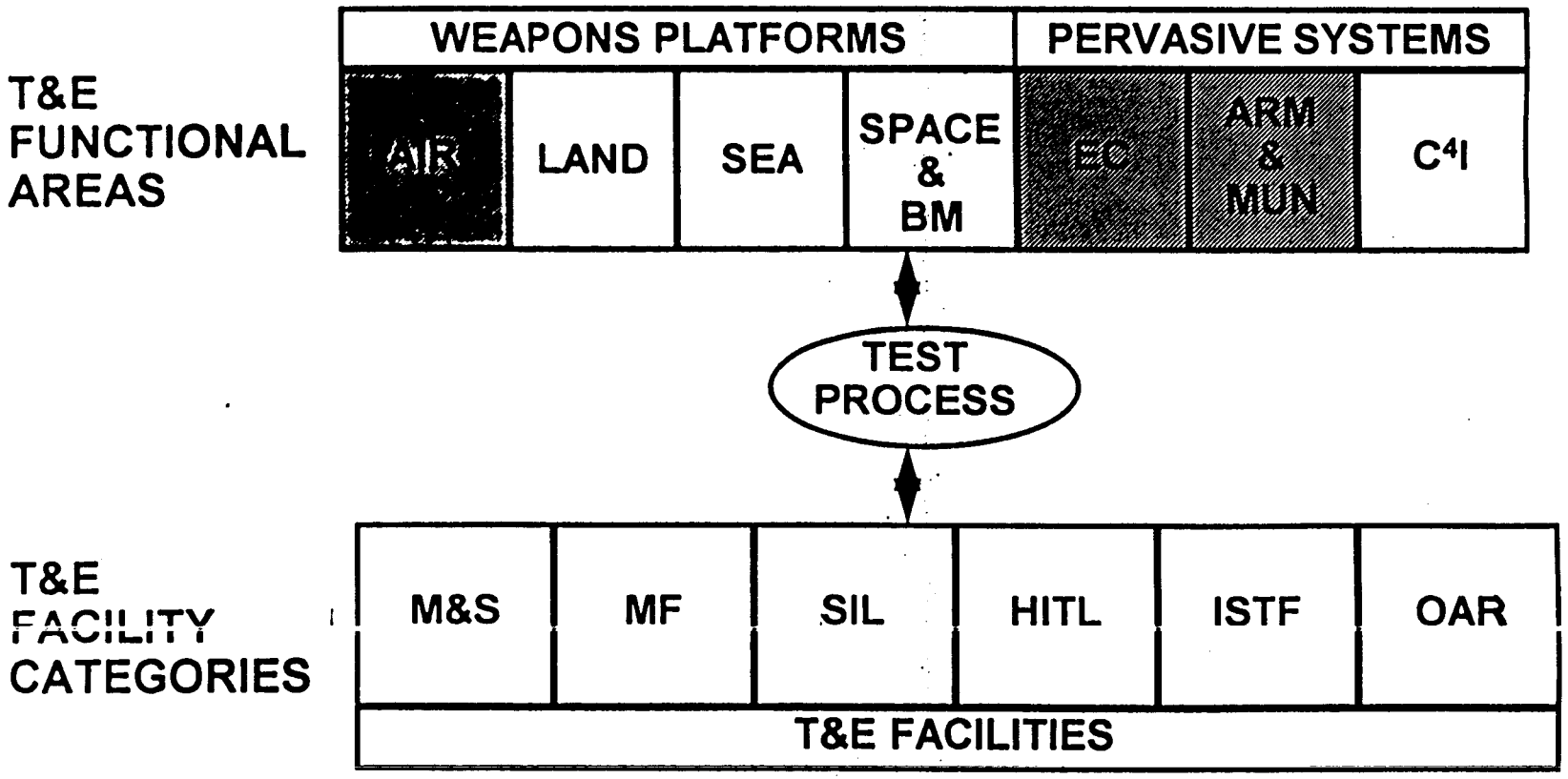
OVERVIEW

- TEST AND EVALUATION FACILITY TAXONOMY
- MEASURES OF MERIT
- EXCESS CAPACITY DETERMINATION
- ISSUES

AF/TE

T&E FACILITY TAXONOMY

FUNCTIONAL AREAS & RESOURCE CATEGORIES



AF/TE

MEASURES OF MERIT

- MILITARY VALUE CRITERIA
- OVER-ARCHING MEASURES OF MERIT
- FUNCTIONAL AREA MEASURES OF MERIT

AF/TE

EXCESS CAPACITY DETERMINATION

- DETERMINATION OF UNCONSTRAINED CAPACITY WORKSHEET DEVELOPED
- METHODOLOGY FOR DETERMINING FORECASTED WORKLOAD

T&E JOINT CROSS-SERVICE GROUP DATA GUIDANCE

SECTION 1: GUIDANCE, STANDARDS, AND ASSUMPTIONS
1.1 GUIDANCE
1.1.A Guidance for Identification of Test and Evaluation (T&E) Facilities/Capabilities
1.1.B Guidance for Military Department Data Collection
1.1.C Guidance for Military Department Data Analysis
1.2 ASSUMPTIONS
1.3 FUNCTIONAL AREAS
1.3.A Air Vehicles
1.3.B Electronic Combat (EC) Systems
1.3.C Armaments/Weapons

SECTION 2: CAPACITY & TECHNICAL RESOURCES
2.1 WORKLOAD
2.1.A Historical Workload
2.1.B Forecasted Workload
2.2 UNCONSTRAINED CAPACITY
2.3 TECHNICAL RESOURCES

SECTION 3: MEASURES OF MERIT
3.1 OVER-ARCHING MEASURES OF MERIT
3.1.A Interconnectivity
3.1.B Facility Condition
3.1.C Environmental and Encroachment Carrying Capacity
3.1.D Specialized Test Support Facilities and Targets
3.1.E Expandability
3.1.F Uniqueness
3.1.G Available Air, Land, and Sea Space
3.1.H Geographic/Climatological Features
3.2 AIR VEHICLES
3.2.A Supersonic Airspace
3.2.B Airfield and Facility Characteristics
3.2.C Test Operations
3.3 ELECTRONIC COMBAT
3.3.A Threat Environment
3.3.B Test Article Support
3.4 ARMAMENTS/WEAPONS
3.4.A Directed Energy
3.4.B Rocket/Missile/Bomb Systems

AF/TE

ISSUES

- TRI-SERVICE ANALYSIS TEAM
- TRI-SERVICE ANALYSIS PLAN
- RESPONSIBILITY FOR DETERMINING MILITARY VALUE
- PROCESS FOR INTEGRATION ACROSS FUNCTIONAL JCSG AREAS

Laboratory Joint Cross-Service Group (LJCSG) Data Call

7 Apr 94

"Lab" Activities

Defined as:

- Primarily involved in Science & Technology, Engineering Development, and/or In-Service Engineering efforts
- Located at one base, under the same commander

AIR FORCE ACTIVITIES & INSTALLATIONS TO BE ADDRESSED

- ARMSTRONG LAB, BROOKS AFB
- ARMSTRONG LAB, TYNDALL AFB
- ARMSTRONG LAB, WPAFB
- ARMSTRONG LAB, WILLIAMS AFB
- HUMAN SYSTEM CENTER, BROOKS
- WRIGHT LAB, WPAFB
- WRIGHT LAB, EGLIN AFB
- ASC, WPAFB
- ASC, EGLIN AFB
- OC-ALC, TINKER AFB (in-service engineering)
- OO-ALC, HILL AFB (in-service engineering)
- SA-ALC, KELLY AFB (in-service engineering)

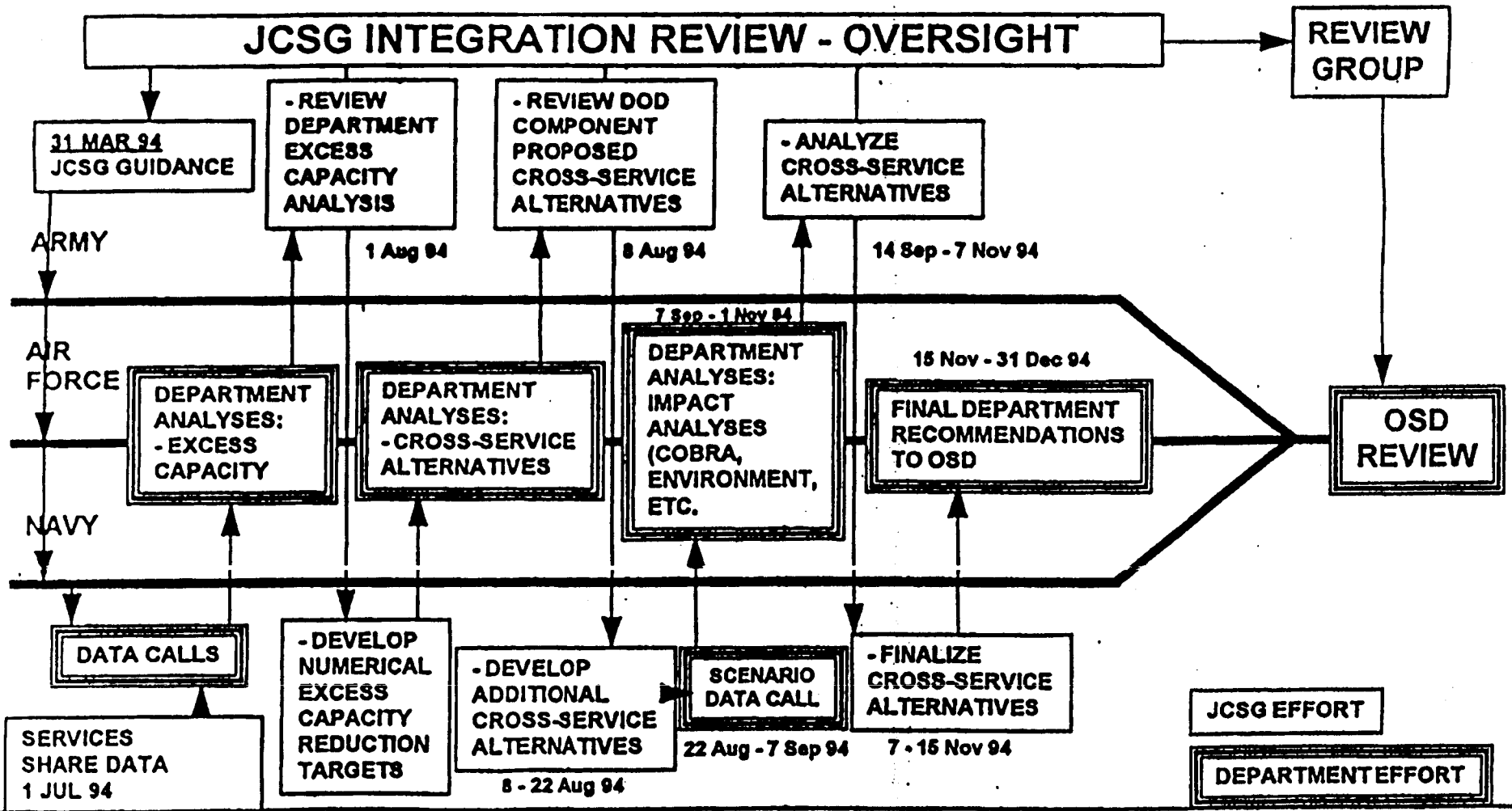
SECTION II - CAPACITY OF DOD COMPONENTS

- Workyears are the selected indicator of the "lab" infrastructures capacity at an aggregate level for each military department
  - Workyears = government personnel and on-site FFRDC and SETAs
- Excess Capacity = Aggregate Peak Workyears - Aggregate Projected Workyears
  - Peak = Highest during FY86 (or inception of organization) through FY93
  - Projected = Estimated at FY97

SECTION III - CAPABILITY OF ACTIVITIES TO PERFORM COMMON SUPPORT FUNCTIONS

- Location
- Personnel
- Funding
- Facilities & Equipment
- Expansion Potential

JOINT CROSS-SERVICE GROUP PROCESS



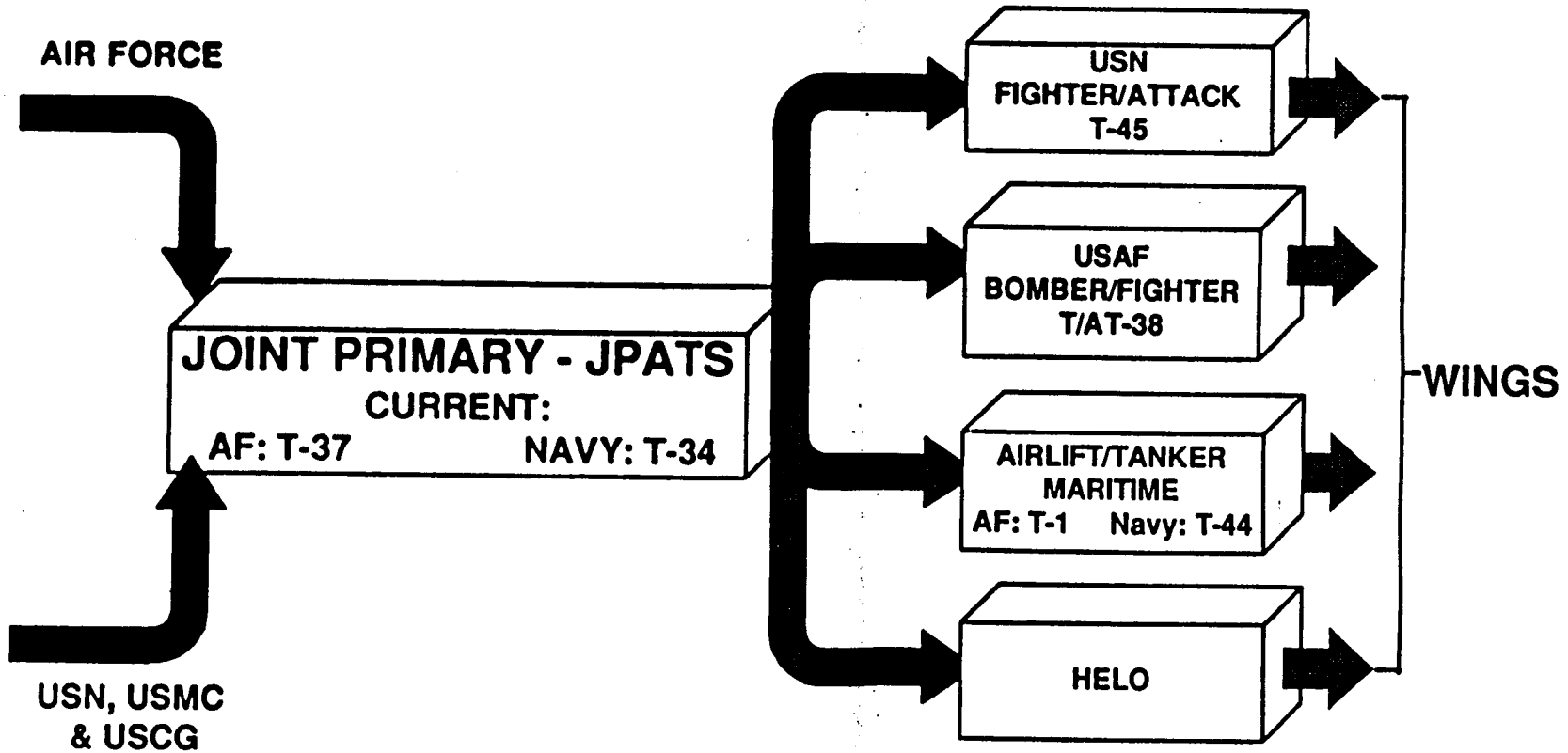
UPT

JOINT BRAC WORKING GROUP UPDATE

OVERVIEW

- BACKGROUND: JOINT UPT INITIATIVES
- SCOPE
- DATA CALLS
- OUTSTANDING POLICY ISSUES

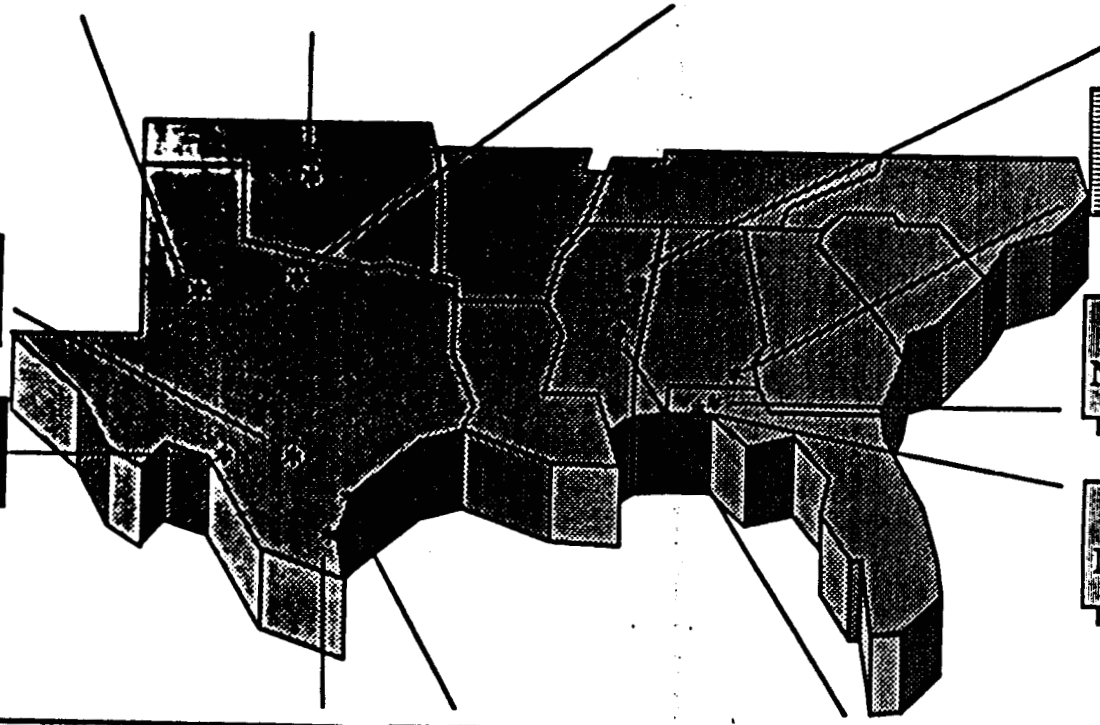
JOINT TRAINING PROJECTION JPATS



SCOPE

- ALL UNDERGRADUATE FLYING TRAINING:
  - UNDERGRADUATE PILOT TRAINING
  - UNDERGRADUATE HELICOPTER PILOT TRAINING
  - UNDERGRADUATE NAVIGATOR/NFO TRAINING
  - FLIGHT SCREENING

BASES CONSIDERED



RANDOLPH AFB INCLUDES FLIGHT SCREENI PERATIONS AT HONDO AND USAF ACADEMY

CAPACITY ANALYSIS

FACTORS	HISTORICAL	REQUIREMENTS: PROG'MED TRAINING (SYLLABI) (A)	REQUIREMENTS: PROG'MED GRADS (B)	REQUIRED CAPACITY (AxB)	MAX AVAILABLE CAPACITY (C)	EXCESS CAPACITY (C-(AxB))
[illegible]	SORTIES/ GRAD •SYLLABUS •OVERHEAD	SORTIES/ GRAD •MAJCOM	GRADS/YR •PGL •PTR	SORTIES/ YR	SORTIES/ YR	SORTIES/ YR
AIRBORNE OPS	OPS/SORTIE •TRAFFIC CNT •TOT # SORTIES	OPS/GRAD •MAJCOM	GRADS/YR •PGL •PTR	OPS/YR	OPS/YR	OPS/YR
AIRCRAFT	HRS/SORTIE •SYLLABUS •OVERHEAD •MX	HRS/GRAD •MAJCOM	GRADS/YR •PGL •PTR	HRS/YR	HRS/YR	HRS/YR
GROUND TRAINING	HRS/GRAD •SYLL + ATTRIT •CLASSROOMS •SIMULATORS •LIFE SPT TNG	HRS/GRAD •MAJCOM	GRADS/YR •PGL •PTR	HRS/YR	HRS/YR	HRS/YR

MILITARY VALUE

MISSION REQUIREMENTS

- TRAINING OTHER THAN UNDERGRADUATE PILOT AND NFO/NAVIGATOR TRAINING
- OPERATIONAL SQUADRON SUPPORT
- MANAGED TRAINING AREAS
- GENERAL MILITARY SUPPORT
- OTHER SUPPORT
- WEATHER

OUTSTANDING POLICY ISSUES

- FLIGHT SCREENING
- TRAINER AIRCRAFT MIX
- FIXED-WING TRAINING FOR ROTARY-WING STUDENTS
- UHPT PROGRAM CONSOLIDATION
- AIRCRAFT BED DOWN CONFIGURATION
- COMMON SYLLABUS QUESTIONS

PROGRESS REPORT

SUBGROUP ON ECONOMIC METHODOLOGIES

8 APR 94

CONSIDERATION OF CUMULATIVE ECONOMIC IMPACT IN BRAC 95

Process for Multiple BRAC 95 Actions in the Same Communities

- Potential Recommendations
  - Services Share Potential Recommendations
  - Review Multiple BRAC 95 Actions Before Final Recommendations

- Final Recommendations
  - Joint Cross-Service Group Reviews Final Recommendations
  - Directs Military Departments and DLA to Review Final Recommendations in Light of New Multiple BRAC 95 Impacts
  - Military Departments and DLA Review and Report Back

Process for BRAC 95 Communities with Prior BRAC Actions

- Military Departments and DLA will use database tool with Prior BRAC Actions

MEASURES OF MERIT AND SUPPORTING DATA FOR CUMULATIVE ECONOMIC IMPACT

Joint Cross-Service Group February 10 Meeting Adopted Measure of Merit for Cumulative Economic Impact:

BRAC 95 plus Unrealized BRAC 88-93 Job Loss as a Percent of FY 93 Local Employment [addresses cumulative impact not yet realized] and

Typical Annual Local Employment Growth Rate, 1983(?) to 1993 [addresses cumulative impact realized and other local factors]

5

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

28 JUN 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1000 hours on 21 June 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/CVB, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen Tenoso, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE
Brig Gen Heflebower, AF/PE

b. Other key attendees:

Brig Gen Flood, HQ AMC/XP
Col Cornish, HQ AMC/XPP
Col Mayfield, AF/XOOR
Col Hayes, SAF/AQ
Lt Col Black, AF/XOOR
Maj Michael, HQ AMC/XPPI

The meeting was called to order by Mr. Boatright at 1000 hours on 21 June 1994. He reminded everyone of the close hold nature of the analysis conducted during BCEG deliberations. Lt Col Black explained the method of collecting capacity analysis data and introduced the AMC briefer.

Maj Michael, HQ AMC/XPPI, briefed the capacity analysis study for AFMC using the slides at Atch 1. Mr. Boatright asked for some information on the propriety of using the $35 Million limit for MILCON. The restriction against accomplishing MILCON for robusting units was also questioned, but the BCEG felt that this was appropriate means to measure current capacity.

Maj Michael noted the lack of southeastern air refueling assets. Maj Gen Blume asked why we were sending assets to the northeast in light of this shortfall, and it was noted that Air Reserve Component forces were able to supply the necessary refueling support, although this remains an item of concern.

The joint use proposal and Air Force expenses to build associated housing at Scott AFB were discussed. Current expenses of approximately $30 Million and an additional $30 Million are associated with that project. This would be a factor in the analysis of Scott later.

Maj Michael concluded with a statement of the AMC vision and their summary. The MAJCOM inputs on capacity will be gathered into an overall Air Force capacity analysis, to be compared against the projected FY 1997, fourth quarter force structure.

There being no further matters to discuss, the meeting was adjourned at 1100. The next BCEG meeting will be at the call of the Co-Chairmen.

JAY D. BLUME, Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

1 Atch
Briefing Slides

DISTRIBUTION:
SAF/FM
SAF/GCN
SAF/AQX
SAF/MIQ
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM
AF/XOOR

AIR MOBILITY COMMAND CAPACITY ANALYSIS

BRIEFING BY:

MAJ STEVE MICHAEL, HQ AMC/XPPI

AMC Capacity Analysis / 21 June 1994

CAPACITY ANALYSIS OVERVIEW

- Analysis includes the following AMC bases:

Andrews	Charleston	Dover
Fairchild	Grand Forks	McChord
McConnell	McGuire	Scott
Travis		

- Excess capacity measured in KC-135 equivalents--Robust measured in PAA
- MILCON not to exceed $35M without justification/explanation
- O&M funds to support robust aircraft

AMC Capacity Analysis / 21 June 1994

CAPACITY ANALYSIS
FORCE STRUCTURE

- Air Mobility Wings
  - McGuire, Travis
- Core Airlift Wings
  - Charleston, Dover, McChord
- Core Air Refueling Wings
  - Fairchild, Grand Forks, McConnell
- Specialized Wings
  - Andrews, Scott

AMC Capacity Analysis / 21 June 1994

CAPACITY ANALYSIS
COMMAND ASSESSMENT

- Little Excess Capacity in AMC Today
- Command-wide excess capacity:
  - 2 KC-135 Squadrons
  - 1 F-16 Squadron
  - 24 additional aircraft
  - Two 25-person administration units
- Total cost $86.9M

AMC Capacity Analysis / 21 June 1994

ANDREWS AFB, MD

- Presidential and VIP Airlift
  - Long runway
  - Large ramp
- Proximity to Washington–vital to this mission
  - Close to customers

AMC Capacity Analysis / 21 June 1994

ANDREWS AFB, MD

- Primary Force Structure
  - 51 VIP Aircraft 15 F-16 8 C-141
- Squadron Capacity - None
- Robust Capability
  - 2 -135 aircraft on west ramp, 9 F-16's on east ramp
- O&M Cost - None

AMC Capacity Analysis / 21 June 1994

CHARLESTON AFB, SC

- Core Airlift Wing
  - Home to C-141 and C-17
- Airlift Support to SOUTHCOM, EUCOM, and CENTCOM
- Expansion Capability

AMC Capacity Analysis / 21 June 1994

CHARLESTON AFB, SC

- Primary Force Structure
  - 31 C-141 17 C-17
- One 12 PAA KC-135 Squadron - $33.4M
- Housing Costs - None
  - Assumes AF assumption of Charleston Naval Shipyard housing
  - Otherwise $18M
- Robust Capability - None
- O&M Cost - None
- One 25 Person Admin Unit–No additional cost

AMC Capacity Analysis / 21 June 1994

CHARLESTON AFB - COSTS

MILCON	
■ Base Supply Warehouse	$ .300M
■ Dormitory	2.000
■ FTD Facility	1.000
■ Flight Simulator	2.500
■ GP Aircraft Maintenance Shop	6.200
■ Apron	14.200
■ Sq Ops/AMU	7.200
TOTAL	$33.400M

AMC Capacity Analysis / 21 June 1994

DOVER AFB, DE

- Primary East Coast C-5 Wing
  - Integral to our airlift capability
- Primary East Coast Aerial Port Facility
- East Coast Mortuary
  - Necessary to our support of European, African, and SW Asian theaters
- Robust Capability

AMC Capacity Analysis / 21 June 1994

DOVER AFB, DE

- Primary Force Structure
  - 32 C-5
- Squadron Capacity - None
- Robust Capability
  - 4 C-5 Aircraft (6 KC-135) on Main and South ramp
- O&M Cost - None

AMC Capacity Analysis / 21 June 1994

FAIRCHILD AFB, WA

- Core Air Refueling Wing
- 5 Active Tanker Squadrons & One ANG Tanker Squadron
- Large ramp capable of expansion
- 23 Hangers in working serviceable condition
- Large Training Areas
  - Aircrew Survival School
- Expansion or Robust Capability

AMC Capacity Analysis / 21 June 1994

FAIRCHILD AFB, WA

- Primary Force Structure
  - 70 KC-135
- One 12 PAA KC-135 Squadron
  - MILCON Expense - $33.2M
  - Military Family Housing - $20M
- Robust Capability - 9 aircraft
  - O&M Cost to Robust - $925K

AMC Capacity Analysis / 21 June 1994

FAIRCHILD AFB - COSTS

MILCON	
Corrosion Control	$ 5.500M
Avionics Facility	.500
Fuel Cell Maintenance Facility	5.800
GP Aircraft Maintenance	4.400
Sq Ops/AMU	6.300
Hydrant Refuel System	10.000
AGE Facility	.250
AGS Parts Storage	.050

AMC Capacity Analysis / 21 June 1994

FAIRCHILD AFB - COSTS (cont.)

■ PMEL	.225
■ WRSK Storage	.050
Subtotal	$33.135M
HOUSING	
Military Family Housing	$20.000M
INSTALLATION TOTAL	$53.135M

AMC Capacity Analysis / 21 June 1994

FAIRCHILD AFB O&M COSTS

■ Costs Incurred to Robust 9 Aircraft

O&M	
■ AGE Facility	.250M
■ AGE Open Storage	.025
■ Hanger	.250
■ Hanger	.400
Subtotal	$ .925M

NOTE: These figures do not include $4.5M for a hydrant refuel system

AMC Capacity Analysis / 21 June 1994

GRAND FORKS AFB, ND

- Core Air Refueling Wing
  - 4 Squadrons of KC-135 Aircraft
- Northern Location
  - Critical in supporting SIOP

AMC Capacity Analysis / 21 June 1994

GRAND FORKS AFB, ND

- Primary Force Structure
  - 48 KC-135
- Squadron Excess - None
- Robust Capability - None

AMC Capacity Analysis / 21 June 1994

McCHORD AFB, WA

- Core Airlift Wing
- West coast location - airlift support to Pacific theater
- Collocated with Major Army Unit
  - Primary West Coast Customer
- Large Civilian Community to Support Military Needs
  - Housing, schools, shopping, & medical care
- Expansion and Robust capability

AMC Capacity Analysis / 21 June 1994

McCHORD AFB, WA

- Primary Force Structure
  - 48 C-141
- One - 18 PAA F-16 Squadron
  - $300K in O&M (Hydrazine Facility)

AMC Capacity Analysis / 21 June 1994

McCHORD AFB, WA

- Ramp Space adequate for one 12 PAA -135 SQ
  - Does not meet the $35M spending guideline
  - $48M in MILCON
  - $17M in Military Family Housing
- Robust Capacity - Ramp Space for 14 Aircraft
  - Does not meet the O&M spending guideline
  - Requires $30M MILCON to support robusted aircraft

AMC Capacity Analysis / 21 June 1994

McCONNELL AFB, KS

- Core Air Refueling Wing
  - Only Central Air Refueling Base Location
- Runway, Ramp, and Infrastructure in Good Condition

AMC Capacity Analysis / 21 June 1994

McCONNELL AFB, KS

- Primary Force Structure
  - 48 KC-135
- Squadron Excess Capacity - None
- Robust Capacity - None

AMC Capacity Analysis / 21 June 1994

McGUIRE AFB, NJ

- East Coast Air Mobility Wing
  - Home to AMOG and AMWC
- Unlimited Potential for Joint Operations
  - Ft Dix, Lakehurst Naval Air Station

AMC Capacity Analysis / 21 June 1994

McGUIRE AFB, NJ

- Primary Force Structure
  - 24 KC-10 32 C-141 16 KC-135
- Squadron Capacity - None
- Robust Capability - None
- Capable of Bedding Down One 25-person Admin Units (Post BRAC)
  - Renovation to Base Supply Facility - $2M

AMC Capacity Analysis / 21 June 1994

SCOTT AFB, IL

- ecialized Airlift Wing
  - Unique aeromedical airlift mission
  - Large Regional Medical Center
- Home of U.S. Transportation Command and Air Mobility Command
  - Large amounts of administrative space

AMC Capacity Analysis / 21 June 1994

SCOTT AFB, IL

- Substantial DOD Investment in Joint-Use Airport Now Being Built
- Proposal Pending for Additional ARC Force Structure
  - Aircraft to possibly move from Chicago (O'Hare) in support of BRAC 93 realignment

AMC Capacity Analysis / 21 June 1994

SCOTT AFB, IL

- Primary Force Structure
  - 12 C-9, 8 C-21
- Squadron Capacity - None
- Robust Capability - 9 C-9 Aircraft
- O&M Cost - $42K
  - Cost to enlarge four concrete pads

AMC Capacity Analysis / 21 June 1994

TRAVIS AFB, CA

- West Coast Air Mobility Wing
  - Critical component to Air Mobility system
  - Total package of C-141s, C-5s and KC-10s
  - AMOG
- West Coast Mortuary
- Major West Coast Aerial Port

AMC Capacity Analysis / 21 June 1994

TRAVIS AFB, CA

- Primary Force Structure
  - 24 KC-10 31 C-141 32 C-5
- Squadron Capacity - None
- Robust Capacity - None

AMC Capacity Analysis / 21 June 1994

COMMAND SUMMARY

Base Name	F-16	KC-135	ADMIN	MILCON	ROBUST	O&M	MFH	TOT
Andrews					2 KC-135	0		0
					9 F-16	0		0
Charleston		1	1	33.4M				$33.400M
Dover					4 C-5			0
Fairchild		1		33.2M			20.0M	53.200M
Grand Forks								0
McChord	1					.300M		.300M
McConnell								0
McGuire			1					0
Scott					9 C-9	.042M		.042M
Travis								0
TOTAL	1	2	2	66.6M	24 A/C	.342M	20.0M	$86.942M

AMC Capacity Analysis / 21 June 1994

AMC VISION

- Planning for Global Reach and Mobility
  - Coastal locations to support overseas theaters
  - Total Force Concept
- Global Reach/Global Laydown
- AMC is at full capacity
  - Current basing structure meets our needs to the year 2000

AMC Capacity Analysis / 21 June 1994

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

18 JUL 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The Air Force BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 30 June 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/CVB, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Mr. Blanchard, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE
Col Walters, AF/PE

b. Other key attendees:

Col Mayfield, AF/XOOR
Lt Col Bruggemeyer, AF/XOOR

Mr. Boatright introduced the meeting by addressing previous criticisms of our exclusion of categories and installations and explained that our process this year is designed to ensure that we follow DoD guidance and the law. He explained that all bases will first be placed in a category, then capacity will be analyzed for each category with category exclusions for those with no excess capacity. Within unexcluded categories, bases which are geographically or mission unique will be excluded at the beginning of analysis of each category.

Lt Col Bruggemeyer, AF/XOOR, began the briefing of proposed categories using the slides at Atch 1. A discussion of the need and method of determining categories was held. In general, the placement of a base into a category is based on its predominant mission as it is currently configured. The categories will be used to narrow the focus of the analysis, and to compare similar installations for merit and capacity. Bases in all categories, including excluded

categories, can be reviewed later to determine their ability to receive a mission.

A discussion was held on the issue of the necessity of an air mobility wing category. Several members felt that no such category should be used and that these bases should be considered against all airlift wings. After discussion, the BCEG voted not to establish an air mobility wing category and consider those bases in the airlift category.

The necessity of a composite wing category was also discussed. After discussion, the BCEG voted not to establish a composite wing category. Mt Home and Moody AFB's will be considered in the small aircraft category, and Pope AFB will be considered in the airlift category. The BCEG also asked for a look at a combined bomber/tanker subcategory for determination of whether to include these as a single subcategory.

The members discussed the issue of whether a base should be considered in two different categories. The members generally concurred that a base should be analyzed primarily in only one category but its capacity should be considered against all applicable categories as a potential receiver or for consolidation. One exception was agreed to. Missile bases with airfield capabilities should also be considered in the large aircraft subcategory.

In the 1993 analysis we had a category called cantonments which consisted of two areas retained at previous closure bases. These included the area retained to support the Ballistic Missile Office (BMO) at the former Norton AFB and the area retained to support a Defense Finance and Accounting Center and the Air Force Reserve Personnel Center at the former Lowry AFB. Since the BMO activity has less than 300 authorized civilian positions, it is not required to be included in the BRAC 1995 analysis, thus, it was excluded. The activities in the retained area of the former Lowry AFB are being examined to determine whether the Defense Finance Service is analyzing that area or the Air Force should. Since both activities are administrative this support center should be included in the Administrative Support subcategory if their analysis by the Air Force is required.

A discussion was held on the appropriateness of including reserve bases in an operational category, such as Small Aircraft, instead of the Air Reserve Component Category. It was noted that different considerations such as the need for recruiting and the need for a geographic diverse citizen militia were present for reserve bases and not for active duty bases. For this and a number of other reasons reserve and active duty bases are neither interchangeable nor are they directly comparable.

The BCEG requested further information on the mission and force structure related to Beale AFB, California, so that it could be properly categorized. Sheppard AFB, Texas, was directed to be aligned as a technical training installation. Wright-Patterson AFB, Ohio, was directed to be considered in the Lab and Product Center category.

There was concern over the propriety of establishing a separate category for Major Headquarters installations. While some of the bases are difficult to align based on operational considerations, it is also difficult to compare the various installations against one another for meaningful analysis. The BCEG directed that a further presentation be made on where the bases would be considered if not in a headquarters category.

The final decision of the BCEG was to remove the "Flying" category, leaving three categories for operational bases; Operations, Undergraduate Pilot Training, and Special Operations Forces. In addition, the Industrial/Technical Support, Education and Training, Other, and Air Reserve Component categories were approved. The Operations category was divided into Missiles, Large Aircraft, and Small Aircraft. The Large Aircraft subcategory was further separated into Bomber, Tanker, and Airlift sub-subcategories. There is a possibility that the bomber and tanker sub-subcategories will be combined later. The Industrial/Technical Support Category included the Depot, Product Center and Labs, and Test and Evaluation Facilities subcategories. Education and Training was divided into Technical Training and Education subcategories. The Other category included Space Operations and Administrative Support, with a decision on Major Headquarters pending. The Air Reserve Component category included ANG and AFRES installations.

There being no further matters to discuss, the meeting was adjourned at 1215. The next BCEG meeting will be at the call of the Co-Chairmen.

JAY D. BLUME, Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

1 Atch
Briefing Slides

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Categorization

- Directive - BRAC 95 Guidance, 7 Jan 94

- Determine Categories
  - Process First Step
  - Like Missions, Capabilities, Attributes
  - Subcategories When Appropriate

- Avoid Over-Categorization
  - Maximize Opportunities for Cross-Service or Intra-Service Tradeoffs

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BCEG CLOSE HOLD

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1995 AIR FORCE CLOSURE PROCESS

PROPOSED 1995 BASE CATEGORIES

BRIEFER: LT COL MARK BRUGGEMEYER
DATE: 30 JUN 94

BCEG CLOSE HOLD

Overview

- 1993 Categories
- 1995 Proposed Categories

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1993 Categories

- Flying
  - Operations
    - Missiles
    - Large Aircraft
    - Small Aircraft
  - Pilot Training
  - Special Operations Forces

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1993 Categories (Con't)

- Industrial/Technical Support
  - Depots
  - Product Centers and Laboratories
  - Test Facilities
- Training
  - Technical Training
  - Education

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1993 Categories (Con't)

- Other
  - Major Headquarters
  - Space Operations
  - Cantonments

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1995 Proposed Categories and Subcategories

- Flying
  - Operations
    - Missiles
    - Large Aircraft
      - Bombers
      - Tankers
      - Airlift
      - Mobility Wings
    - Small Aircraft
    - Composite Wings
  - Undergraduate Pilot Training
  - Special Operations Forces

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1995 Proposed Categories and Subcategories (alt)

- Flying
  - Operations
    - Missiles
    - Large Aircraft
      - Bombers
      - Tankers
      - Airlift
    - Small Aircraft
  - Undergraduate Pilot Training
  - Special Operations Forces

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1995 Proposed Categories and Subcategories (Con't)

- Industrial/Technical Support
  - Depots
  - Product Centers and Labs
  - Test and Evaluation Facilities
- Education and Training
  - Technical Training
  - Education

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1995 Proposed Categories and Subcategories (Con't)

- Other
  - Space Operations
  - Major Headquarters
  - Administrative Support
- Air Reserve Component
  - ANG
  - AFRES

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1995 Proposed Category Operations

- Missile Subcategory:

  FE Warren
  Grand Forks*
  Malmstrom*
  Minot*

  * Also in Large Aircraft Subcategory

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1995 Proposed Category Operations (Con't)

- **Large Aircraft Subcategory:**

  - **Bombers:**

Andersen**	Dyess	Minot*
Barksdale	Ellsworth	Whiteman

  - **Tankers:**

Beale	Fairchild	McConnell
Grand Forks	Malmstrom*	

*Also in Missile Category

** No Aircraft Permanently Assigned

BCEG CLOSE HOLD

1995 Proposed Category Operations (Con't)

- **Large Aircraft Subcategory:**

  - **Airlift:**

Altus	Charleston	Little Rock
Andrews	Dover	McChord

  - **Mobility:**

McGuire	Travis

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1995 Proposed Category Operations (Con't) {alt}

- **Large Aircraft Subcategory:**
  - **Bombers:**

Andersen**	Dyess	Minot*
Barksdale	Ellsworth	Whiteman

  - **Tankers:**

Beale	Fairchild	McConnell
Grand Forks	Malmstrom*	

  - **Airlift:**

Altus	Dover	McGuire
Andrews	Little Rock	Travis
Charleston	McChord	

*Also in Missile Category

** No Aircraft Permanently Assigned

BCEG CLOSE HOLD

1995 Proposed Category Operations (Con't)

- **Small Aircraft Subcategory:**

Cannon	Holloman	Seymour-Johnson
Davis-Monthan	Luke	Shaw
Eielson	Nellis	Tyndall
Elmendorf		

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1995 Proposed Category Operations (Con't) {alt}

- **Small Aircraft Subcategory:**

Cannon	Holloman	Pope
Davis-Monthan	Luke	Seymour-Johnson
Eielson	Moody	Shaw
Elmendorf	Mt Home	Tyndall
	Nellis	

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1995 Proposed Category Operations (Con't)

- **Undergraduate Pilot Training Subcategory:**

Columbus	Reese	Vance
Laughlin	Sheppard	

Activities/Functions at these bases also being reviewed by Joint Cross Service Group

BCEG CLOSE HOLD

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1995 Proposed Category Operations (Con't)

- **Special Operations Forces:**
  Hurlburt

- **Composite Wing Subcategory:***
  Moody
  Mountain Home
  Pope

*These bases will revert to Small Aircraft if this Category is eliminated

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1995 Proposed Category Industrial/Technical Support

- **Depots Subcategory:***
  Hill McClellan Tinker
  Kelly Robins
  roduct Centers and Laboratories Subcategory:*
  Brooks Kirtland Rome Lab
  Hanscom Los Angeles
- **Test Facilities Subcategory:***
  Arnold Eglin
  Edwards Wright-Patterson

*Activities/Functions at these bases also being reviewed by Joint Cross Service Group

BCEG CLOSE HOLD

1995 Proposed Category Education and Training

- **Technical Training Subcategory:**
  - Goodfellow
  - Lackland
  - Keesler
  - Sheppard*
- **Education Subcategory:**
  - Maxwell
  - USAFA

* Also an Undergraduate Pilot Training Base

BCEG CLOSE HOLD

1995 Proposed Category Other

- **Space Operations Subcategory:**
  - Falcon
  - Onizuka
  - Patrick
  - Vandenberg
- **Major Headquarters Subcategory:**
  - Hickam (PACAF)
  - Peterson (AFSPC)
  - Langley (ACC)
  - Randolph (AETC)
  - MacDill (SOCOM/CENTCOM)
  - Scott (AMC/TRANSCOM)
  - Offutt (US STRATCOM)
- **Administrative Support:**
  - Battle Creek
  - Bolling

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1995 Proposed Category Air Reserve Component ANG

- **Air National Guard:**

Boise	Martin State	Selfridge
Buckley	Otis	Stewart
Greater Pittsburgh	Portland	Tucson
Griffiss	Salt Lake City	Rickenbacker
Lambert Field		

BCEG CLOSE HOLD

1995 Proposed Category Air Reserve Component AFRES

- **Air Force Reserve:**

ARPC	Gen Mitchell	Niagara Falls
Bergstrom	Greater Pittsburgh	O'Hare
Carswell	Grissom	Westover
Dobbins	March	Willow Grove
Homestead	Minn/St Paul	Youngstown

BCEG CLOSE HOLD

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

7 JUN 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 0900 hours on 10 May 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Brig Gen Heflebower, AF/PE, Co-Chairman
Mr. Beach, SAF/FM
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM

b. Other key attendees:

Col Mayfield, AF/XOOR
Col Hayes, SAF/AQ
Mr. Myers, AF/CE
Col Sparks, NGB
Col Samples, AF/RE

The meeting was called to order by Mr. Boatright. Lt Col Moorhouse, AF/XOOR, introduced the AFMC briefing on the Hill AFB site survey relating to the movement of the 485th Engineering Installation Group (EIG) from Griffiss AFB, New York, to Hill AFB, Utah. Mr. St Martin, Mr. Theilen, HQ AFMC/XP, presented the briefing using the slides at Atch 1.

The BCEG discussed when the money would be required to fund the MILCON projects at Hill AFB and the impacts of delaying its release. Due to the required reprogramming action, no construction money is available. The funds will be made available when the reprogramming action is completed. Until that time, there will be a day for day slip from the goal of a January 1995 beddown for each day funds are not available after 15 May 1994.

Mr. Boatright inquired as to the justification and space for the prewired workstations. Although a greater number of workstations were requested for Hill AFB than there were at Griffiss AFB, this is due to a greater use of conventional furniture at Griffiss AFB. The cost to install new prewired workstations was less than the cost to move the existing workstations and the cost of the additional space required for conventional furniture and old workstations. Mr. Boatright confirmed that Air Force policy favors use of prewired workstations, as the

reduction in required square footage offsets the cost of the workstations, and allows greater electrical and phone distribution in open bay structures.

Mr. Boatright asked if there were any plans to consolidate the unit with other units. While there was an earlier initiative to consolidate, this was not pursued. This earlier initiative is the source of a mistaken belief on the part of the DoD IG that a consolidation was ongoing.

Mr. Babbitt asked how asbestos abatement could be reduced. Capt Freerks, 649 CES, responded that the attic space was less contaminated than originally believed, and that only spot rather than full abatement was required.

Mr. Boatright moved to accept the report and approve the expenditures. The members present unanimously approved the motion. Maj Gen Tenoso was briefed on the matter after the meeting and included in the vote. The motion carried.

There being no further matters to discuss, the meeting was adjourned at 0930 hours. The next BCEG meeting will be at the call of the Co-Chairmen.

CHARLES R. HEFLEBOWER, Brig Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

1 Atch
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485 BEDDOWN AT HILL

A[illegible] COST EST TO BCEG

25 MAY 93

FY94

ALTER GRP HQ FAC + 5 OTHERS	$12.4M
PLANNING & DESIGN	1.1M
TOTAL	$13.5M

DID NOT INCLUDE	
MINOR CONSTRUCTION	.7M
RELOCATION COSTS	.2M
	$14.4M

5/6/94

BRAC RELOOK

Hill AFB

28-29 Mar 1994

Scenario

- Move 485 EIG from Griffiss AFB to Hill AFB
  - 591 Personnel (26 Officer, 232 Enlisted, 333 Civilians)
- Initial Cadre: Aug 94
- Final Beddown: Sep 95

485th Existing Facilities

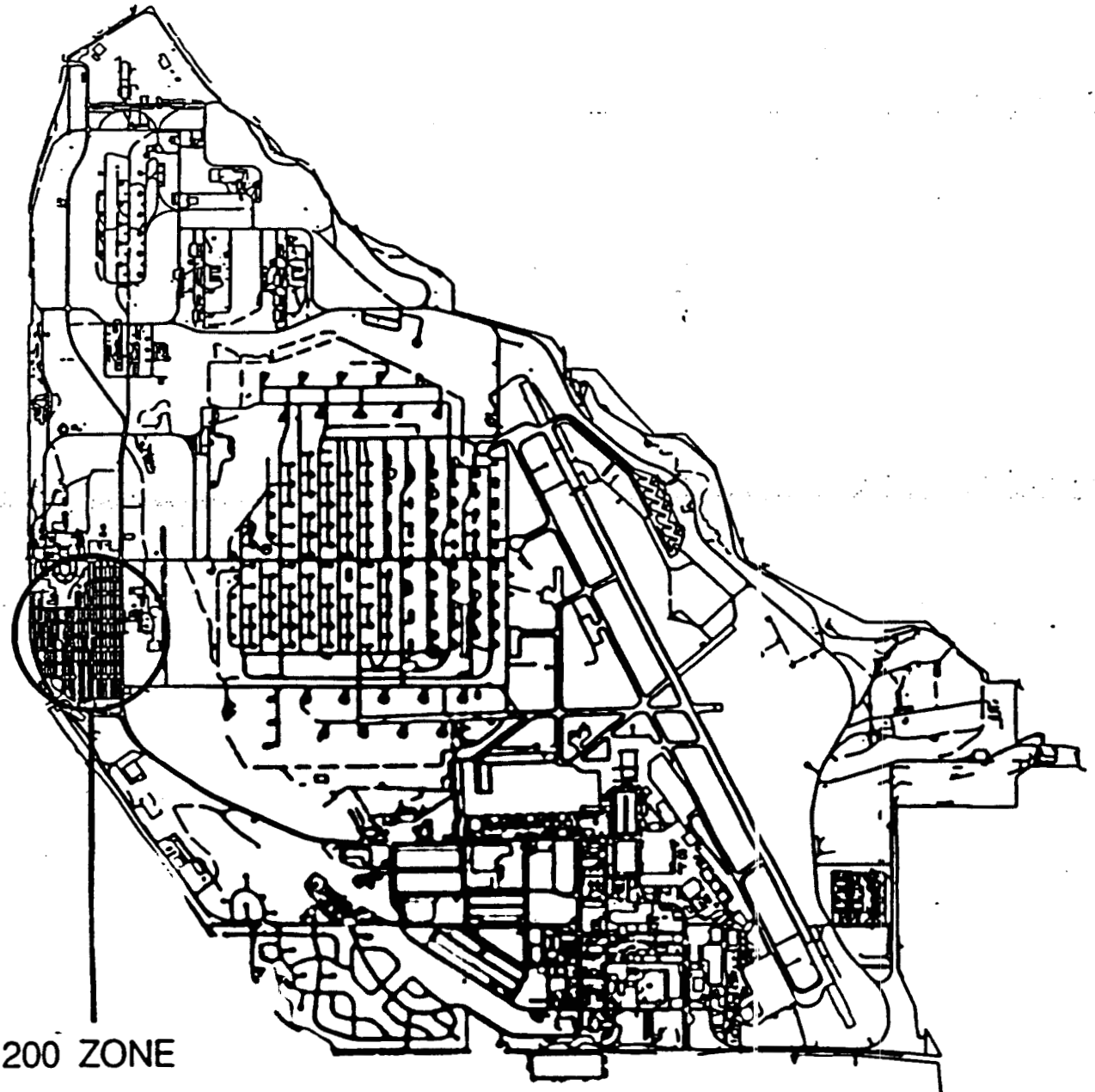
• Headquarters	131,200 SF
• Training	80,900 SF
• Vehicle Maintenance	4,250 SF
• Vehicle Parking	124,000 SF

485th Facility Requirements

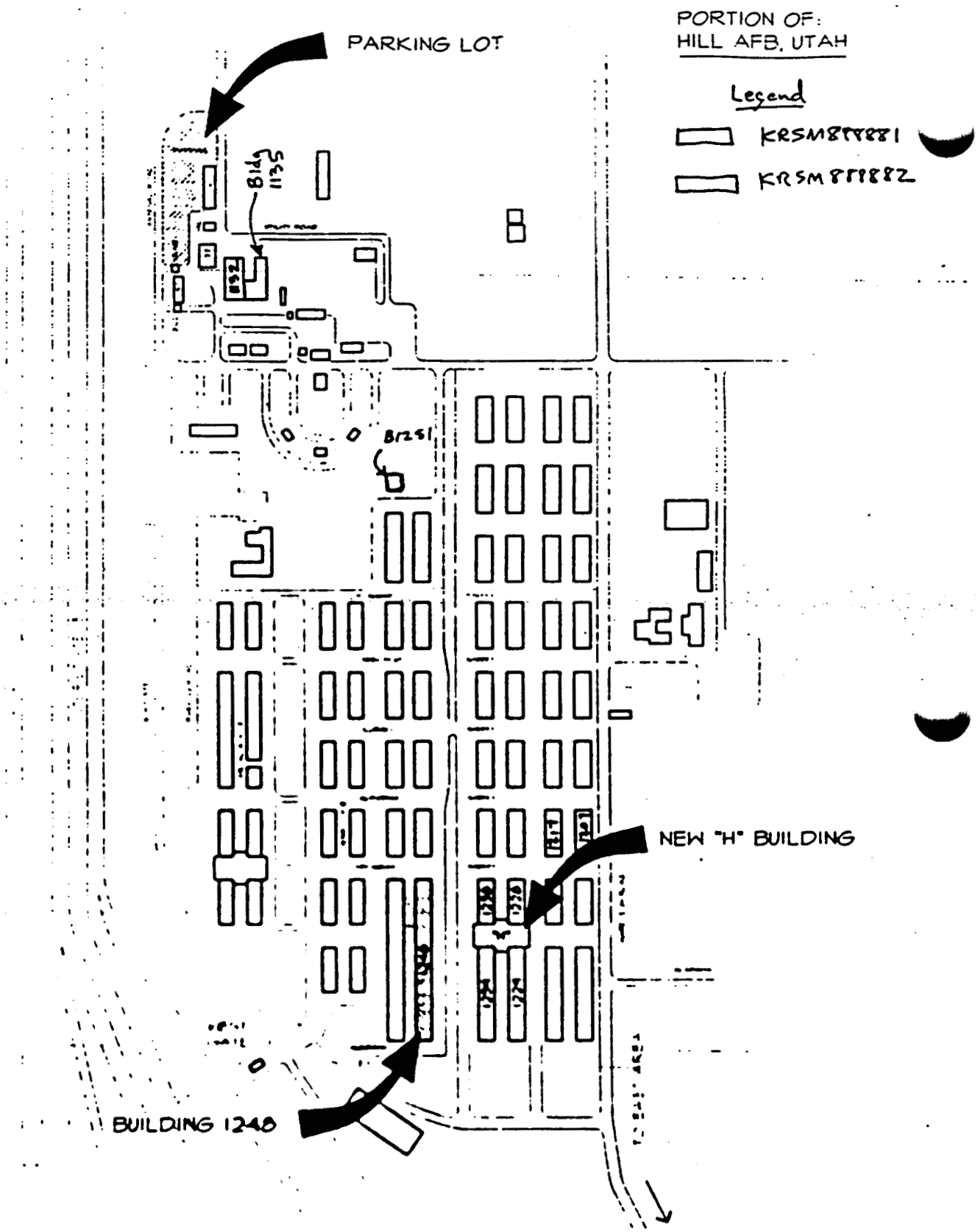
		Hill Proposal
• Headquarters		
– Administrative	68,000 SF	74,200 SF
– Computer Room	6,000 SF	
• Training		
– Tech Labs	20,000 SF	37,100 SF
– Fabrication Shop	21,000 SF	
• Vehicle Maintenance		
– Shop/Dispatch/Maintenance	5,000 SF	5,000 SF
– Vehicle Parking	70,000 SF	70,000 SF

Facility Matrix

Project	Scope(SF)	Cost($K)	Current User	Final User
Build "H" Complex	37,200	5,319.9	N/A	485 EIG
Renovate 1238	12,650	231.7	FM	485 EIG
- User to 1217	12,650	295.9	None	FM
Renovate 1239	26,892	199.8	DFAS/FM	485 EIG
- User to 1207	12,650	128.4	None	DFAS
- User to 1209	3,640	None	None	DFAS
- User to 1102	2,990	None	None	FM
Renovate 1248	34,200	2,128.6	MWR & COMM	MWR & 485 EIG
- MWR remains	9,200	None	MWR	MWR
- COMM to 800/7A	34,900	91.9	None	COMM
Renovate 1135	8,800	68.9	LGT	485 EIG
- User to 1251 Addition	2,700	163.4	N/A	LGT
- User to 1132	5,300	152.6	None	LGT
	TOTAL:	$8,781.1		



HILL AFB, UT



VICINITY MAP

Project Costs

• Facility Projects	$8,781.1K	
• Utility Support	~~$1,200.0K~~	1,400.0K
• Parking Lot	$188.6K	
• Prewired Workstations	$685.0K	
– Relocate wks to 1102, 1207, 1209, 1217		
– Purchase for facilities 1238, 1239		
• Communications Support	$255.0K	
• SABER Contingency (10%)	$130.0K	
Total:	~~$11,239.7K~~	11,439.7

Summary

- Current Estimated Beddown Cost: $13.1M
- Reduced Beddown Cost by $1.9M
  - Eliminated relocation of MWR Recycling to Bldg 805 ($345k)
  - Eliminated relocation of LGT to Bldg 1135 ($111k)
  - Eliminated relocation of FM to Bldg 1294 ($390k)
  - Downscoped renovation of Bldg 800 ($97k)
  - Eliminated purchase of prewired workstations for Hill units being relocated ($455k)
  - Reduced scope of Comm Support ($145k)
  - Reduced asbestos abatement ($257k)
- Proposed Beddown Cost: ~~$11.2M~~ $11.4m

Summary

- Interim Fa ies
  - No construction costs for temporary beddown of 485th while "H" complex is constructed
- Dorms
  - Base can absorb additional personnel
- Housing
  - No additional housing identified (1200 unit deficit per 1991 Housing Market Analysis)
- Schedule
  - HQ AFMC release design funds by 10 Apr 94 DONE
  - BRAC construction funds of $3,802K must be released by ~~15 Apr~~ ASAP 94 or 485 EIG relocation schedule will not meet Sep 95 deadline
  - BRAC construction funds of $7,637K must be available to COE by ~~Jun~~ 94 AUG

485 BEDDOWN AT HILL

SAF/MII TASKER, 4 APR 94

- EXPLAIN THE REQUIREMENT/DESIRE FOR SYSTEM FURNITURE*
  - CONVENTIONAL WORKSTATION SQUARE FOOTAGE REQUIREMENTS
  - PREWIRED (SYSTEM) FURNITURE WORKSTATION SQUARE FOOTAGE REQUIREMENTS
- SHOW SQUARE FOOTAGE REQUIREMENTS FOR CURRENT OCCUPANT RELOCATION AT HILL - (COMPLY WITH REDUCED SQUARE FOOTAGE TO JUSTIFY SYSTEM FURNITURE)

* BRAC REQUIRES SQUARE FOOTAGE OFFSETS AND/OR ECONOMIC ANALYSIS TO CONSIDER PURCHASING SYSTEMS FURNITURE

485 BEDDOWN AT HILL

PRE-WIRED WORKSTATIONS

- WORKSTATION SQUARE FOOTAGE STANDARDS
  - CONVENTIONAL WORKSTATIONS: 135 SQ FT
    (AF CIVIL ENGINEERING SUPPORT AGENCY)
  - PREWIRED WORKSTATIONS: 115 SQ FT
    (ENGINEERING TECHNICAL LTR 90-2)
- PROPOSED 485TH FACILITIES AT HILL
  - BLDGS 1238,1239, NEW "H" COMPLEX: 46,500 SQ FT TOTAL
  - 415 PREWIRED WORKSTATIONS
  - NET FLOORSPACE PER PERSON: 112 SQ FT
  - A SAVINGS OF 23 SQ FT/PERSON OVER CONVENTIONAL WORKSTATIONS (9545 SQ FT TOTAL)

485 EIG BEDDOWN

PRE-WIRED WORKSTATION (PW) COST BREAKDOWN

• "H" COMPLEX	
- 240 PW @ $3200 EACH	$768K
- CONTINGENCIES/SIOH	128K
• RENOVATED BLDGS 1238/1239	
- 175 PW @ $3200 EACH	$560K
TOTAL	$1,456K

485 BEDDOWN AT HILL

PRE-WIRED WORKSTATIONS

- IF CONVENTIONAL WORKSTATIONS USED
  - NEED ADDITIONAL 9545 SQ FT OF SPACE (12425 SQ FT GROSS)
  - AT $115/SQ FT FOR NEW ADMINISTRATIVE SPACE: $1.4M (12425 x 115)
  - COST TO MOVE CONVENTIONAL WORKSTATIONS FROM GRIFFISS: $ .566M
  - TOTAL COST FOR CONVENTIONAL WORKSTATIONS: $1.966M
- COST OF PREWIRED WORKSTATIONS: $1.456M

485 BEDDOWN AT HILL

FLOORSPACE REDUCTIONS

- 485 EIG
  - CURRENTLY OCCUPIED AT GRIFFISS: 216,000 SQ FT
  - PROPOSED RELOCATION SPACE AT HILL: 117,050 SQ FT
- HILL CURRENT OCCUPANTS BEING RELOCATED
  - CURRENTLY OCCUPIED SPACE: 81,000 SQ FT
  - PROPOSED RELOCATION SPACE: 76,830 SQ FT

SUMMARY

- AF INTENDS TO PROCEED WITH BEDDOWN (DRAFT SAF/MII LTR TO DOD IG, 3 MAY 94)
- BRAC CONSTRUCTION FUNDS FOR RENOVATION OF EXISTING FACILITIES BE RELEASED ASAP ($3.8M)
- AUTHORITY TO ADVERTISE BE PROVIDED TO CORP OF ENGINEERS IN JUN 94 TIMEFRAME
- BRAC CONSTRUCTION FUNDS ($7.6M) REQUIRED BY AUG 94
  - "H" COMPLEX
  - BLDG 1248
  - 485 EIG VEHICLE PARKING LOT

8

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

18 JUL 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 7 July 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/CVB, Co-Chairman
Mr. Beach, SAF/FM
Mr. Bowling, SAF/MIQ
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Maj Gen Shepperd, NGB
Col Mayfield, AF/XOOR
Lt Col Bruggemeyer, AF/XOOR
Maj Ken Anderson, ANGRC/XPP
Maj Dean, AFSOC/XPP

The meeting was called to order by Mr. Boatright, who presented the proposed guidelines for BCEG deliberations and voting at Atch 1. The BCEG approved the adoption of the voting guidelines as written.

Maj Gen Shepperd introduced the Air National Guard (ANG) Capacity Analysis with an overview of the ANG. (Atch 2). He then briefed the ANG Vision for BRAC 95 using the slides at Atch 3. He noted that because of their low overhead, the ANG units can downsize force structure and still operate in a cost effective manner. He stressed the need to maintain units on civilian airports and to avoid ANG bases. While it is possible to move onto active duty bases, there were very few cases discovered in the 1993 process where this was cost effective. Consolidations are possible where there is similar force structure within a state, and the ANG is

willing to entertain any alternatives posed for its consideration. Maj Ken Anderson, ANGRC/XPP, then briefed the ANG capacity analysis, using the slides at Atch 4. The BCEG thanked him for the briefing.

Major Dean, AFSOC/XPP, then provided the HQ AFSOC capacity analysis using the slides at Atch 5. Classified portions of the briefing have been removed and placed into the Classified Annex of BCEG minutes. He noted that no excess capacity exists at Hurlburt AFB, and that a deficit in operating space exists at that installation. Despite Eglin AFB being an AFMC resource, he also briefed the importance of the Eglin AFB assets to AFSOC operations. As part of the AFSOC briefing, he briefed the initiative of a desired west coast operating location. The site survey for possible locations for this west coast location is currently underway.

Lt Col Bruggemeyer, AF/XOOR, then briefed the follow-up to the categorization of bases resulting from the previous BCEG meeting, using the slides at Atch 6. The BCEG discussed the issue of combining the bomber and tanker subcategories and determined that they should be combined into a bomber/tanker subcategory.

There was a discussion of the ability to consider installations against categories other than their primary category where the base supported or had the potential to support two or more types of missions. It was pointed out that following the analysis by category an additional step compared candidates for closure or realignment with a macro look against other missions.

The BCEG voted to delete the Major Headquarters category and aligned the bases as follows:

a. Hickam was aligned under the Large Aircraft - Airlift subcategory due to its predominant capability to support airlift operations.

b. Langley was aligned in the Small Aircraft subcategory.

c. MacDill was placed in the Administrative Support subcategory.

d. Offutt was aligned under the Large Aircraft - Bomber/Tanker subcategory.

e. Peterson was aligned under the Space Operations subcategory due to its support of Falcon AFB and Cheyenne Mountain operations.

f. Randolph was aligned under the Undergraduate Pilot Training subcategory, which was renamed the Undergraduate Flying Training category.

g. Scott was placed in the Administrative Support subcategory due to its limited airfield operations.

The BCEG discussed the alignment of the operations at Griffiss AFB, scheduled to close in September 1995. The Rome Lab operation is a stand alone unit, and will be considered because it exceeds the 300 civilian authorization threshold. The ANG airfield and NEADS support will not be considered unless its civilian authorization exceeds the threshold, which has yet to be determined.

There being no further matters to discuss, the meeting was adjourned at 1230. The next BCEG meeting will be at the call of the Co-Chairmen.

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

1 Atch
Briefing Slides

DISTRIBUTION:
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AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM
AF/XOOR

GUIDELINES FOR BCEG DELIBERATIONS AND VOTING

1. A BCEG quorum consists of a simple majority of members, together with one of the two co-chairmen. A quorum must be present at the time a vote is taken, but does not have to be constituted for deliberation or discussion.

2. If a member is not present, a substitute approved by one of the co-chairmen may take part in discussions and deliberations, but may vote only if of general officer rank or senior executive service grade.

3. The Chair will frame all motions for voting. No second is required. A motion is a proposal capable of being approved or disapproved and shall require a simple majority for approval. Voting may also be used for alternative forms of issues, such as numerical grades made by each member that shall be totalled. In each case, voting shall follow the manner in which the Chair has framed the motion.

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ATCH 2

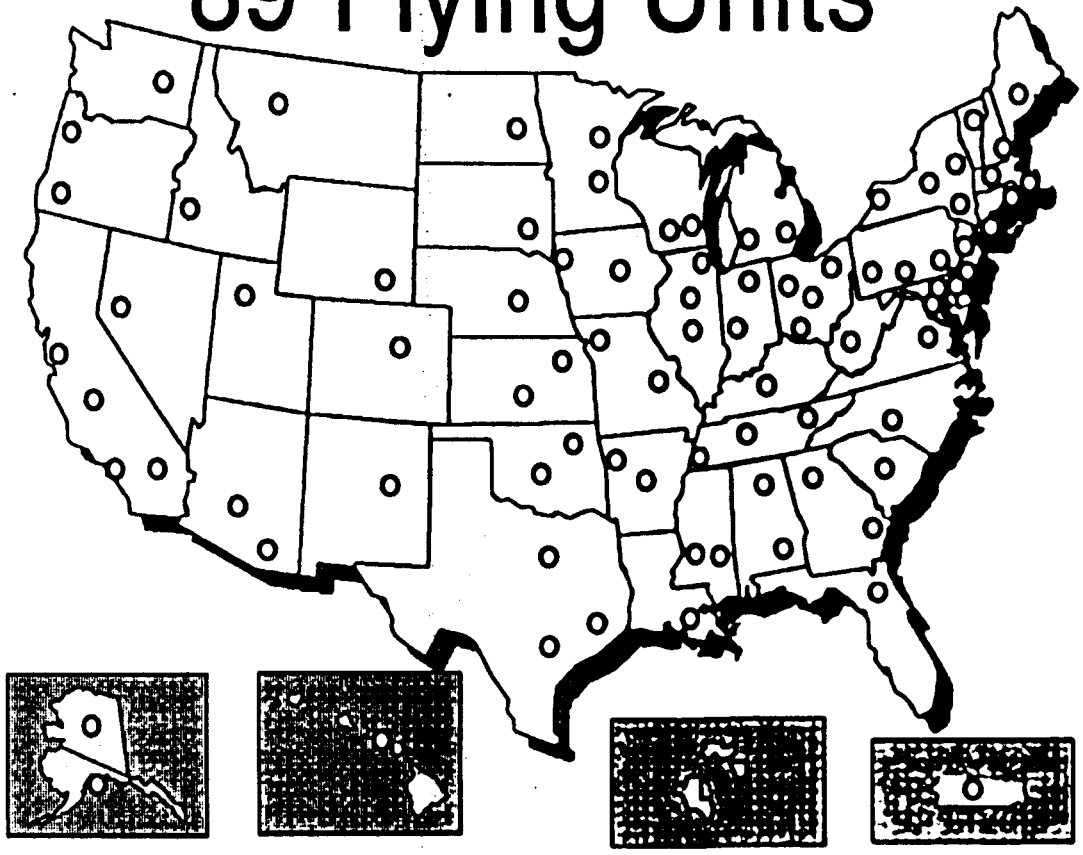
The Air National Guard Story

Air National Guard A World Class Organization

ANG

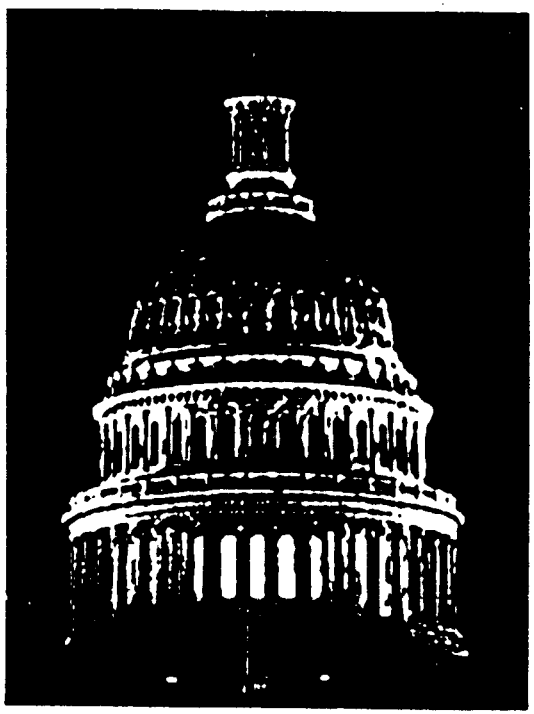
40273003 2/18/94:

89 Flying Units



Dual Mission

- State
  - Protect Life & Property
  - Peace & Order
  - Civil Defense
- Federal
  - Train for Wartime
  - Support USAF Missions Compatible With Training



ANG State Missions

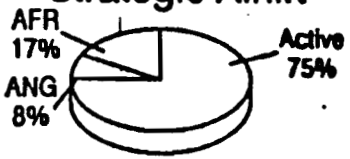
Air National Guard ... A World Class Organization

ANG

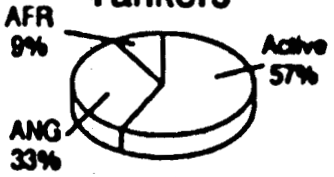
Current Total Air Force Structure
(94/1)

Mobility Forces

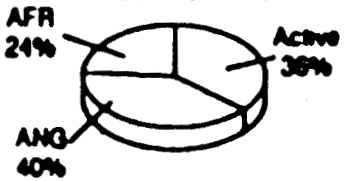
Strategic Airlift



Tankers

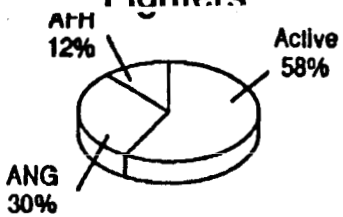


Theatre Lift

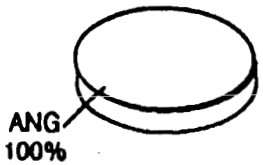


Combat Forces

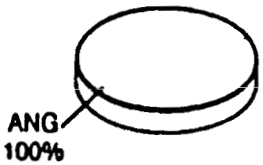
Fighters



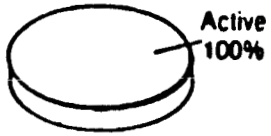
Recce



Air Defense

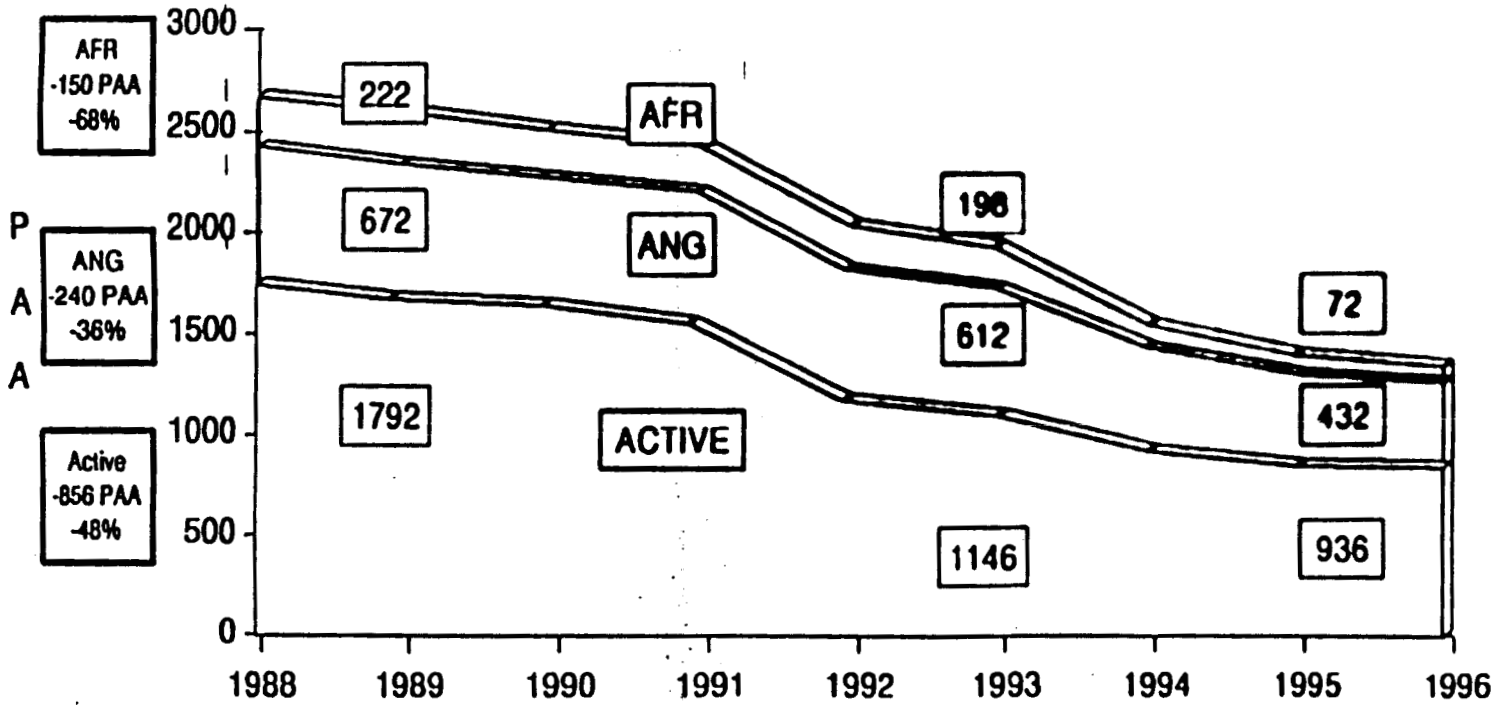


Bombers



Total Air Force

Fighter Force Changes

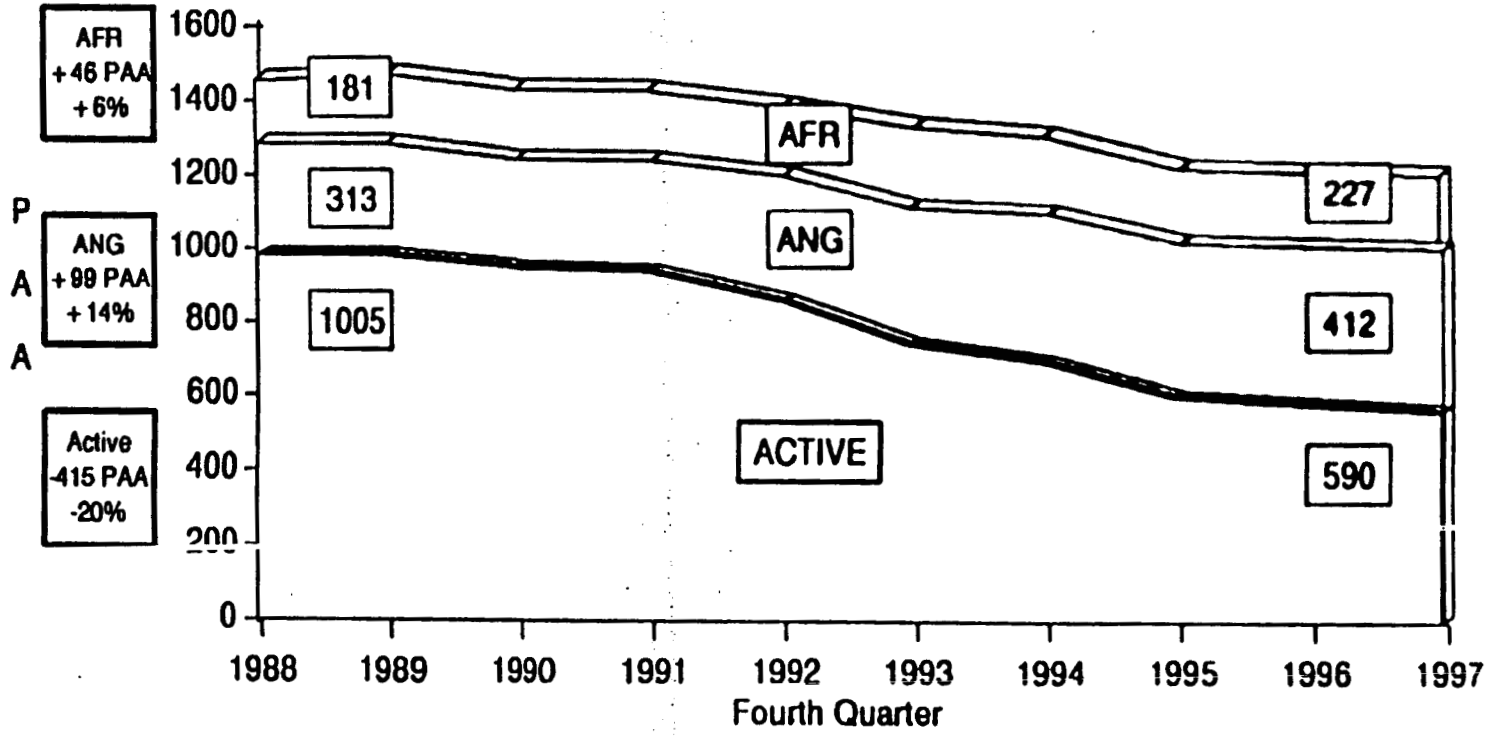


* Only Includes General Purpose Forces

Air National Guard — A World Class Organization

Total Air Force

Mobility Force Changes



ANG Units

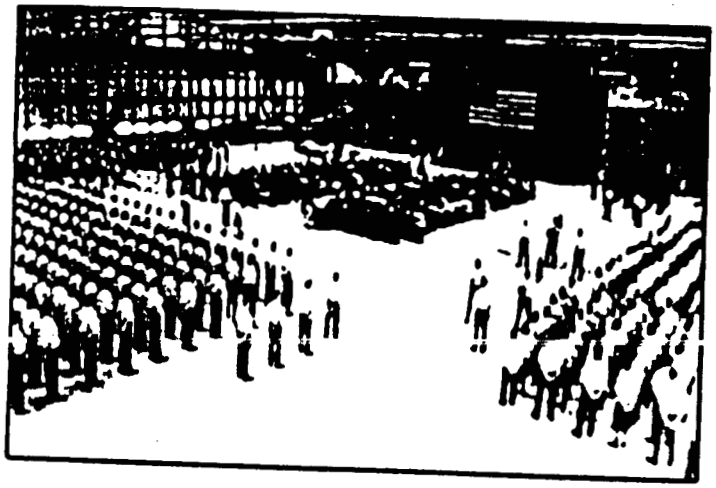
- Few Tenants on AF Bases
  - Few ANG Bases Support Many DOD Tenants
- Most on Civilian Airports
  - Most Support GSUs

Air National Guard A World Class Organization

ANG

ANG Unit Personnel

- 75% Traditional Guardsmen
- 25% Fulltime
  - Air Technician
  - AGR



ANG VISION FOR BRAC95

MAJ GEN DONALD SHEPPERD
NGB/CF

ANG VISION

DIRECTION

- ANG is a Community-Based Defense Force
  - 82% (74 units) are based at civilian airports
    - Ties to community are strong
    - Recruiting base is established
  - ANG ties to local communities keep costs to operate low
    - Leases are among the lowest in DOD due to community support
    - Cost effectiveness of units at civilian airports is unchallenged

ATCH 3

ANG VISION

ASSUMPTION

- ANG must participate in BRAC95
  - If requested, ANG will study any proposal
    - Cost effectiveness, mission impact, and recruiting impact must be part of all studies
      - Additional demographic study as mandated by DODI 1225.7 must be accomplished with sister service reserve components
    - ANG considers keeping units in same Congressional District important
  - If Adjutant General of a state or territory consents, ANG will recommend study of site for possible realignment

ANG VISION

ASSUMPTION

- ANG units are state organizations until federalized
- ANG will to comply with BRAC directives
- BRAC pays one-time costs, but recurring costs must also be considered
  - Will operating costs go up or down, will recruiting costs increase or decrease?

ANG VISION

WHAT WE HAVE DONE

- Pease (BRAC88)
- Rickenbacker (BRAC91)
- NAS Moffett (BRAC91)
- NAS Dallas (BRAC93)
- Combined Units at same location
  - Rickenbacker
  - McGuire
  - Pittsburgh
  - Baltimore
  - Selfridge

ANG VISION

WHAT WE HAVE LOOKED AT - BRAC93

- All flying units
- Examined closely
  - Rickenbacker, OH
  - Springfield, OH
  - Tucson, AZ
  - McEntire ANGB, SC
  - Lincoln, NE
  - Great Falls, MT

ANG VISION

WHAT WE DECIDED - BRAC93

- MOVING COST EFFECTIVE UNITS FROM CIVILIAN AIRPORTS CAUSING MILCON AT ACTIVE LOCATIONS MAKES NO SENSE!
- Move Rickenbacker into cantonment rather than moving to WPAFB was only move that made sense

ANG VISION

WHAT WE WANT TO DO

- Downsize in-place rather than consolidate
  - Ability to robust at any time remains - critical for quick ramp-up if needed
- Move or realign only when it makes sense and is cost effective
- Remain in the communities as America's Community-Based Defense Force

ANG VISION

RECOMMENDATION

- **KEEP UNITS AT CIVILIAN AIRPORTS WHERE EVER POSSIBLE !!!**

BRAC 95

CAPACITY ANALYSIS

MAJOR KEN ANDERSON
ANGRC/XPP

CRITERIA

- ANG installations are sized and funded to meet unit mission
- In MAJCOM judgement templates were not required due to nominal excess capacity
- Robust Capability
  - Increase PAA number with no MILCON
- Potential Capability
  - Ability to support missions above robust capacity
- Aircraft numbers are PAA; capacity would include appropriate BAA

ATCH 4

Air National Guard — A World Class Organization — ANG

CAPACITY ANALYSIS UNITS

- Fighters
  - 140th FW — Buckley ANGB, CO
  - 124th FG — Gowen Field - Boise, ID
  - 131st FW — Lambert Field - St. Louis, MO
  - 175th FG — Martin State - Baltimore, MD
  - 102d FW — Otis ANGB, MA
  - 142d FG — Portland IAP, OR
  - 127th FW — Selfridge ANGB, MI
  - 162d FG — Tucson IAP, AZ
- Tanker/Transport
  - 171st AREFW — Pittsburgh IAP, PA
  - 121st AREFW — Rickenbacker ANGB, OH
  - 151st ARG — Salt Lake City IAP, UT
  - 136th AG — Martin State - Baltimore, MD
  - 191st AG — Selfridge ANGB, MI
  - 106th AG — Stewart IAP, NY

Air National Guard — A World Class Organization — ANG

BUCKLEY ANG BASE, CO

- Assigned Aircraft
  - 140th FW 15 F-16C aircraft
- Tenant Occupancy
  - 200th AS
    - 2 T-43A aircraft
    - 1 C-26A aircraft
- Robust Capability
  - 9 F-16C aircraft to 24 PAA
  - No MILCON required
- Potential Capability
  - Add a 24 PAA F-16 unit MILCON required $ 23.32 million

(continued)

BUCKLEY ANGB (cont)

- MILCON
  - NEW CONSTRUCTION:

• Parking Apron Expansion	$6.0
• Maintenance Hangar	8.0
• Squardron Operations	1.25
• Corrosion Control Facility	2.6
• Weapons Release Facility	1.2
• Engine Shop Expansion	.3
• Weapons Load Barn	.55
• Avionics	2.82
• Hush House	.6
• TOTAL	$23.32

GOWEN FIELD-BOISE, ID

- Assigned Aircraft
  - 124th FG 24 F-4G aircraft (12 TF & 12 CC coded)
- Robust Capability
  - 26 F-4G aircraft to 50 PAA
  - No MILCON required
- Potential Capability
  - Add 6 - 18 PAA FTR SQDs MILCON required $52.7 million
  - Add 2 - 8 PAA C-130 SQDs MILCON required $35.9 million
  - Add 2 - 8 PAA KC-135 SQDs MILCON required $42.0 million

GOWEN FIELD-BOISE(cont)

18 PAA FIGHTER SQUADRON

	+1	+2	+3	+4	+5	+6
SQ OPS		2.0	4.0	6.0	8.0	10.0
HANGAR			7.0	14.0	18.7	30.3
GP SHOPS			2.5	3.0	3.7	5.0
ORG MAINT			1.0	1.0	2.0	2.0
AVIONICS				1.6	1.6	3.2
ECM PODS				1.2	1.2	1.2
SURV EQUIP				1.0	1.0	1.0
TOTALS	0.0	2.0	14.5	27.8	36.2	52.7

In millions

(continued)

GOWEN FIELD-BOISE(cont)

	8 PAA C-130		8 PAA KC-135	
	+1	+2	+1	+2
SQ OPS	2.0	3.0	2.0	3.0
HANGAR	5.0	10.0	5.0	10.0
CORROSION	4.0	8.0	4.5	9.0
HYDRANT			1.5	3.5
FIRE STATION	.5	.5	.5	.5
ENGINE SHOP	1.0	2.0	.75	1.5
APRON OVERLAY			2.8	5.3
SURVIVAL EQUIP	.5	1.0	.3	.5
AERIAL PORT	2.0	2.0		
GP SHOPS	2.5	5.0	2.0	4.0
MISC MAINT	2.2	4.4	2.3	4.6
TOTALS	19.7	35.9	21.65	42.0

Air National Guard A World Class Organization ANG

LAMBERT-ST LOUIS, MO

- Assigned Aircraft
  - 131st FW 15 F-15A(MSIP) aircraft
- Robust Capability
  - 9 F-15A aircraft to 24 PAA
  - No MILCON required
- Potential Capability
  - None

Air National Guard A World Class Organization ANG

MARTIN STATE IAP BALTIMORE, MD

- Assigned Aircraft
  - 175th FG 12 A-10 aircraft
    6 OA-10 aircraft
  - 135th AG 8 C-130E aircraft
- Robust Capability
  - 6 A-10 aircraft to 24 PAA
  - 4 C-130E aircraft to 12 PAA
  - No MILCON required
- Potential Capability
  - None

Air National Guard — A World Class Organization — ANG

OTIS ANG BASE, MA

- Assigned Aircraft
  - 102d FW 15 F-15A(MSIP) aircraft
- Robust Capability
  - 3 F-15A aircraft to 18 PAA
  - No MILCON required
- Potential Capability
  - Otis ANGB is undergoing an environmental impact study. Sensitive topic requiring federal judge consent for use changes.
  - Add an 18 PAA F-15 unit MILCON required $ 24.55 million

(continued)

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Air National Guard — A World Class Organization — ANG

OTIS ANGB (cont)

- MILCON
  - REHABILITATION
    - Two hangars — $ 6.1 million
    - Fuel cell maint facility — 1.1
    - Total rehab — $ 6.2 million
    -
  - NEW CONSTRUCTION
    - Motor Pool — $ 1.9 million
    - Operations bldg — 3.0
    - Mash House — 0.9
    - Operation Readiness — 2.1
    - Avionics (Type 60) — 2.05
    - POL Operations — 0.5
    - Supply Warehouse — 2.05
    - Engine Shop (expansion) — 0.05
    - AGM Facility — 2.05
    - AGE maintenance — 0.75
    - Total new construction — $16.35 million
    - TOTAL — $24.55 million

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Air National Guard — A World Class Organization — ANG

PITTSBURGH IAP, PA

- Assigned Aircraft
  - 171st AREFW 20 KC-135E aircraft
- Robust Capability
  - None
- Potential Capability
  - Pittsburgh is at full capacity

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Air National Guard — A World Class Organization — ANG

PORTLAND IAP, OR

- Assigned Aircraft
  - 142d FG 18 F-15A(MSIP) aircraft
- Tenant Occupancy
  - AFRES 939th ROW
    - -6 HC-130
    - -9 HH-60G
- Robust Capability
  - 3 F-15A aircraft to 18 PAA
  - No MILCON required
- Potential Capability
  - Add 6 F-15A aircraft with ramp extension, MILCON required $ 1.9 million
  - Total capacity 24 PAA unit

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Air National Guard A World Class Organization ANG

RICKENBACKER ANG BASE, OH

- Assigned Aircraft
  - 121st AREFW 20 KC-135R aircraft
- Robust Capability
  - None
- Potential Capability
  - Rickenbacker is at full capacity

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Air National Guard A World Class Organization ANG

SALT LAKE CITY IAP, UT

- Assigned Aircraft
  - 151st ARG 9 KC-135E aircraft
- Robust Capability
  - 1 KC-135E aircraft to 10 PAA
  - No MILCON required
- Potential Capability
  - Add 3 C-130 aircraft no MILCON required
    - 169th IS associate unit

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Air National Guard A World Class Organization ANG

SELFRIDGE ANG BASE, MI

- Assigned Aircraft
  - 127th FW 15 F-16C aircraft
  - 191st AG 8 C-130E aircraft
- Tenant Occupancy
  - AFRES 927th ARG 10 KC-135E aircraft
- Robust Capability
  - 9 F-16C aircraft to 24 PAA
  - 4 C-130E aircraft to 12 PAA
  - No MILCON required
- Potential Capability
  - Add a 12 PAA C-130 unit in deactivated AFRES unit facilities, MILCON required $ 15.46 million

(continued)

Air National Guard A World Class Organization ANG

SELFRIDGE(cont)

- Construction

Composite Sq Ops	$2.8 million
Res Fce Ops & Trng	1.8
Aerial Port Training	1.1
Aircraft Maint Hgr	2.0
Gen Purpose Shop	1.8
NDI Shop	.36
A/C Organizational Maint	.68
Engine I & M/Prep Shop	1.2
Fuel System/Corr Control	1.65
Avionics Shop	.56
AGE Shop	.41
Survival Equipment Shop	.36
DCM Complex	.40
Fire Station	.34
Total MILCON	15.46

STEWART IAP, NY

- Assigned Aircraft
  - 105th AG 12 C-5A aircraft
- Tenant Occupancy
  - USMC 12 KC-130T aircraft
- Robust Capability
  - 3 C- 5A aircraft to 15 PAA
  - No MILCON required
- Potential Capability
  - Add 2 C-5A aircraft with ramp extension, MILCON $1.5 million
  - If tenant relocates, 6 C-5A aircraft could be accommodated

TUCSON IAP, AZ

- Assigned Aircraft
  - 162d FG 52 F-16A aircraft
- Robust Capability
  - 20 F-16A aircraft to 72 PAA
  - No MILCON required
- Potential Capability
  - None

Air National Guard — A World Class Organization — ANG

ROBUST
No MILCON

- Buckley ANGB, CO
- Lambert Field - St. Louis, MO
- Martin State IAP - Baltimore, MD
- Otis ANGB, MA
- Portland IAP, OR
- Salt Lake City IAP, UT
- Selfridge ANGB, MI
- Stewart IAP, NY
- Gowen Field - Boise, ID
- Tucson IAP, AZ

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Air National Guard — A World Class Organization — ANG

POTENTIAL CAPABILITY
MILCON required

- Buckley ANGB, CO
  - Add F-16 squadron MILCON $21.32 million
- Gowen Field - Boise, ID
  - Add 6 Fighter squadrons MILCON $62.7
  - Add 2 C-130 squadrons MILCON $36.9 million
  - Add 2 KC-135 squadrons MILCON $42.8 million
- Otis ANGB, MA
  - Add F-16 squadron MILCON $34.6 million
- Portland IAP, OR
  - Add 6 F-16's MILCON $1.9 million
- Salt Lake City IAP, UT
  - Add 3 C-130 no MILCON required
- Selfridge ANGB, MI
  - Add C-130 squadron MILCON $15.5 million

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ATCH 5

SECRET UNCLASSIFIED WHEN CLASSIFIED MATERIAL REMOVED

HQ AFSOC

CAPACITY BRIEF

MAJ MIKE DEAN

HQ AFSOC/XPP

SECRET UNCLASSIFIED

OVERVIEW

- HURLBURT FIELD MISSION & CAPACITY
- EGLIN SUPPORT INTERFACE
- AFSOC "COMMANDO VISION"

HURLBURT CAPACITY

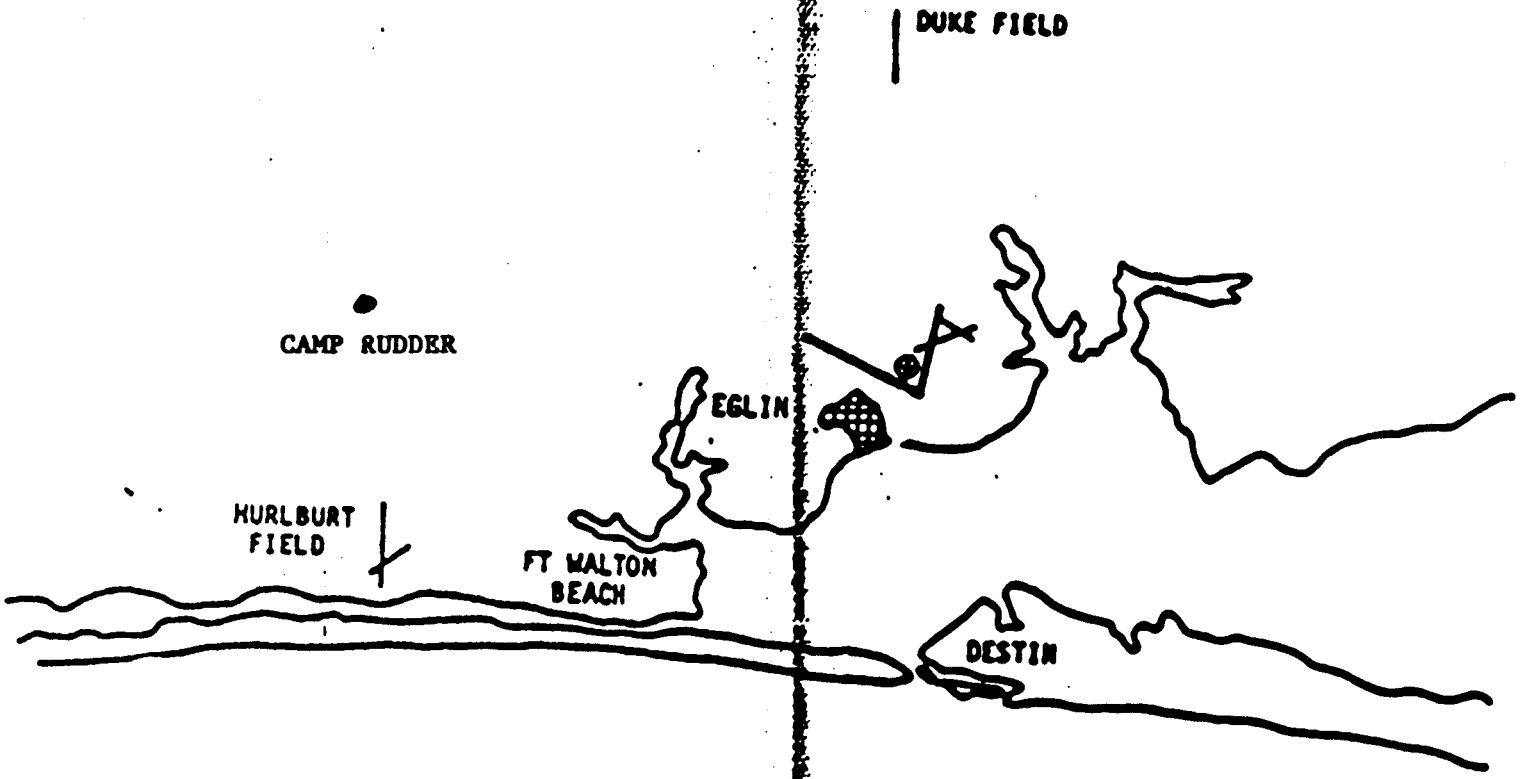
- EXCESS CAPACITY
  - NONE (DEFICITS)
  - PROGRAMMATIC SOLUTIONS

HURLBURT MISSION

- AFSOC ORGANIZATIONS
  - AFSOC HEADQUARTERS
  - 16th SPECIAL OPERATIONS WING
  - SPECIAL MISSIONS OPERATIONAL TEST AND EVALUATION CENTER (SMOTEC)
  - USAF SPECIAL OPERATIONS SCHOOL (USAFSOS)
  - 720th SPECIAL TACTICS GROUP
- MAJOR TENANT ORGANIZATIONS
  - JOINT WARFIGHTING CENTER (JFWC)
  - USAF AIR GROUND OPERATIONS SCHOOL (AGOS)
  - 823rd CES (ACC) RED HORSE
  - USAF BATTLESTAFF TNG SCHOOL (BLUE FLAG)

EGLIN SUPPORT INTERFACE

- EGLIN PROVIDES CRITICAL SUPPORT TO AFSOC/USSOCOM'S MISSION
  - OPERATIONS
  - TEST AND EVALUATION
  - LOGISTICAL SUPPORT
  - MEDICAL
  - CIVILIAN PERSONNEL
  - CIVIL ENGINEERING
  - MISCELLANEOUS SUPPORT


DUKE FIELD
CAMP RUDDER
EGLIN
HURLBURT FIELD
FT WALTON BEACH
DESTIN

OPERATIONS

- AIR TRAFFIC CONTROL
- LIVE FIRE RANGES
- DROP/LANDING ZONES
- ELECTRONIC WARFARE
- GROUND FORCE UTILIZATION
- INFLIGHT REFUELING TRACKS
- HOSTS 9TH SOS - EGLIN
- HOSTS 919 SOW - DUKE FIELD
- MISSION REHEARSAL

TEST AND EVALUATION

- SPECIAL MISSION OPERATIONAL TEST EVALUATION CENTER (SMOTEC)
  - RF AND IR TESTING AND TACTICS DEVELOPMENT
  - CY92 ACCOUNTED FOR 15% OF ELECTRO-MAGNETIC TEST ENVIRONMENT RANGE HOURS
  - PROVIDES QUICK REACTION CAPABILITY FOR CONTINGENCIES
  - ENGINEERING AND ANALYTICAL SUPPORT

UNCLASSIFIED

LOGISTICS SUPPORT

- EGLIN PROVIDES
  - PMEL SUPPORT
  - TEST MEASUREMENT DIAGNOSTICS EQUIPMENT
  - HANGAR SPACE
  - ALL SUPPLY AND LOGISTICAL FUNCTIONS FOR 9TH SOS
  - TMO

AFSOC

XP CR # 7 - As of: 7/5/94 (5:05

UNCLASSIFIED

UNCLASSIFIED

MEDICAL

- MEDICAL SERVICES
  - MEDICAL AND DENTAL CLINICS
  - OJT FOR PARARESCUE (PJ) PERSONNEL
  - COMPLETE SUPPLY AND LOGISTICAL SUPPORT FOR PJ'S

XP CR 8 3 As of: 7/XX/ 8:01

UNCLASSIFIED

UNCLASSIFIED

CIVILIAN PERSONNEL

- ALL CIVILIAN PERSONNEL FUNCTIONS ON HURLBURT AND DUKE
  - CONSOLIDATED CIVILIAN PERSONNEL FLIGHT ((CCPF)
    - TRAINING
    - PAYROLL SERVICING
    - RECORDS MANAGEMENT

UNCLASSIFIED

UNCLASSIFIED

CIVIL ENGINEERING

- FAMILY HOUSING
- UTILITY BILLS
- MORTUARY SERVICES
- HAZARDOUS WASTE DISPOSAL
- NATURAL RESOURCE MANAGEMENT
- ALL SERVICES FOR 9TH SOS
- ALL FUNCTIONS ON DUKE FIELD

UNCLASSIFIED

UNCLASSIFIED

MISCELLANEOUS SUPPORT

- BX AND COMMISSARY
- DETENTION FACILITY
- VETERINARY SERVICES
- REPROGRAPHICS FOR PHOTO IMAGING

UNCLASSIFIED

OVERALL IMPACT

- SUPPORT PROVIDED BY EGLIN IS *MISSION ESSENTIAL* TO THE AFSOC/USSOCOM OPERATIONS AT HURLBURT/EGLIN

SECRET

THIS SLIDE UNCLASSIFIED WHEN CLASSIFIED MATERIALS REMOVED

COMMANDO VISION

SECRET

CLASSIFIED BY: MULTIPLE SOURCES
DECLASSIFY ON: OADR

COMMANDO VISION

- BACKGROUND
  - CURRENT ORGANIZATION AND WHY COMMANDO VISION
- WHAT IT IS
- BENEFITS
- COMBAT CAPABILITY

SLIDE REMOVED

CLASSIFIED MATERIAL
CONTAINED IN CLASSIFIED
ANNEX TO BCEG MINUTES

PURPOSE OF COMMANDO VISION

- INCREASE THEATER CINC CAPABILITY
- OPTIMIZE USE OF GUARD AND RESERVE
- BENEFIT THE AIR FORCE
- INCREASE QUALITY OF LIFE

RULES OF ENGAGEMENT

- PLAN FOR THE FUTURE
- DON'T NEGATIVELY IMPACT RELATIONSHIP WITH ARC
- CASH NEUTRAL (MINIMUM)

WHAT IS COMMANDO VISION?

- PHASE I
  - REBALANCES AC / RC MIX
- PHASE II
  - ESTABLISHES 2nd CONUS WING ON WEST COAST
  - CREATES FOLs IN EUCOM / PACOM THEATERS

FOUR

SLIDES REMOVED

CLASSIFIED MATERIAL CONTAINED IN CLASSIFIED ANNEX TO BCEG MINUTES

UNCLASSIFIED

AFSOC

UNCLASSIFIED

1995 AIR FORCE CLOSURE PROCESS

PROPOSED 1995 BASE CATEGORIES

BRIEFER: LT COL MARK BRUGGEMEYER
DATE: 7 JUL 94

BCEG CLOSE HOLD

1995 Proposed Categories and Subcategories

- Operations
  - Missiles
  - Large Aircraft
    - Bomber/Tanker
    - Airlift
  - Small Aircraft
- Undergraduate Pilot Training
- Special Operations Forces

BCEG CLOSE HOLD

ATCH 6

1995 Proposed Categories and Subcategories (Con't)

- Industrial/Technical Support
  - Depots
  - Product Centers and Labs
  - Test and Evaluation Facilities
- Education and Training
  - Technical Training
  - Education

BCEG CLOSE HOLD

1995 Proposed Categories and Subcategories (Con't)

- Other
  - Space Operations
  - Major Headquarters
  - Administrative Support
- Air Reserve Component
  - ANG
  - AFRES

BCEG CLOSE HOLD

1995 Proposed Category Operations

- **Missiles Subcategory:**

FE Warren
Grand Forks*
Malmstrom*
Minot*

* Also in Large Aircraft Subcategory

BCEG CLOSE HOLD

1995 Proposed Category Operations (Con't)

- **Large Aircraft Subcategory:**
  - **Bomber/Tanker:**

Andersen**	Ellsworth	Minot*
Barksdale	Fairchild	McConnell
Beale	Grand Forks*	Whiteman
Dyess	Malmstrom*	

  - **Airlift:**

Altus	Dover	McGuire
Andrews	Little Rock	Pope
Charleston	McChord	Travis

*Also in Missile Category
** No Aircraft Permanently Assigned

BCEG CLOSE HOLD

1995 Proposed Category Operations (Con't)

- **Small Aircraft Subcategory:**

Cannon	Holloman	Nellis
Davis-Monthan	Luke	Seymour-Johnson
Eielson	Moody	Shaw
Elmendorf	Mt Home	Tyndall

BCEG CLOSE HOLD

1995 Proposed Category Operations (Con't)

- **Undergraduate Pilot Training Subcategory:**

Columbus	Reese
Laughlin	Vance

Activities/Functions at these bases also being reviewed by Joint Cross Service Group

BCEG CLOSE HOLD

1995 Proposed Category Operations (Con't)

- **Special Operations Forces Subcategory:**

  Hurlburt

BCEG CLOSE HOLD

1995 Proposed Category Industrial/Technical Support

- **Depots Subcategory:***

Hill	McClellan	Tinker
Kelly	Robins	

- **Product Centers and Laboratories Subcategory:***

Brooks	Kirtland	Rome Lab
Hanscom	Los Angeles	Wright-Patterson

- **Test Facilities Subcategory:***

Arnold	Eglin	Edwards

*Activities/Functions at these bases also being reviewed by Joint Cross Service Group

BCEG CLOSE HOLD

1995 Proposed Category Education and Training

- **Technical Training Subcategory:**

Goodfellow	Lackland
Keesler	Sheppard*

- **Education Subcategory:**

Maxwell	USAFA

* Also an Undergraduate Pilot Training Base

BCEG CLOSE HOLD

1995 Proposed Category Other

- **Space Operations Subcategory:**

Falcon	Onizuka
Patrick	Vandenberg

- **Major Headquarters Subcategory:**

Hickam (PACAF)	Peterson (AFSPC)
Langley (ACC)	Randolph (AETC)
MacDill (SOCOM/CENTCOM)	Scott (AMC/TRANSCOM)
Offutt (US STRATCOM)	

- **Administrative Support:**

Battle Creek	Bolling

BCEG CLOSE HOLD

1995 Proposed Category Other

- **HQ Recatagorization Proposal**

Hickam (PACAF)	Large Aircraft
Langley (ACC)	Small Aircraft
MacDill (SOCOM/CENTCOM)	Admin Support
Offutt (US STRATCOM)	Large Aircraft
Peterson (AFSPC)	Admin Support
Randolph (AETC)	UPT
Scott (AMC/TRANSCOM)	Admin Support

BCEG CLOSE HOLD

1995 Proposed Category Air Reserve Component ANG

- **Air National Guard:**

Boise	Martin State	Selfridge
Buckley	Otis	Stewart
Greater Pittsburgh	Portland	Tucson
Griffiss	Salt Lake City	Rickenbacker
Lambert Field		

BCEG CLOSE HOLD

1995 Proposed Category
Air Reserve Component AFRES

- **Air Force Reserve:**

ARPC	Gen Mitchell	Niagara Falls
Bergstrom	Greater Pittsburgh	O'Hare
Carswell	Grissom	Westover
Dobbins	March	Willow Grove
Homestead	Minn/St Paul	Youngstown

BCEG CLOSE HOLD

9

9

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

20 JUL 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 12 July 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/CVB, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Mr. Orr, AF/LGM
Maj Gen McGinty, AF/DPP
Maj Gen McCarthy, AF/CE
Maj Gen Closner, AF/RE
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Col Walters, AF/PE
Col Kraus, SAF/AQX

b. Other key attendees:

Col Mayfield, AF/XOOR
Lt Col Bruggemeyer, AF/XOOR
Mr. Scovell, SAF/FMCCA
Lt Col O'Neill, AF/XOOR
Mr. Myers, AF/CEP

The meeting was called to order by Mr. Boatright. Lt Col Bruggemeyer introduced several categorization topics raised since the previous BCEG meeting using the slides at Atch 1. Peterson AFB was examined to determine whether it should be placed in the Administrative Support category instead of the Space Operations category. After discussion, the BCEG voted to retain Peterson in the Space Operations category. This decision was based on the close relationship maintained between Peterson and Falcon, in that Peterson provides all the logistical and administrative support for Falcon. Peterson also differs from the administrative support bases due to its available runway.

Scott AFB was proposed for movement from the Administrative Support category to the Large Aircraft - Airlift subcategory. Its current operations mission and available runway make it more similar to operational bases than the other administrative support bases. Also, its airfield capability will expand as a new joint use parallel runway is completed. The Air Force has the right to use the new runway under the Joint Use Agreement. The BCEG approved this change.

Mr. Boatright suggested that the Defense Finance and Accounting Service center and the Air Reserve Personnel Center at the former Lowry AFB be considered together as an installation. Since DFAS is not considering the installation and it is Air Force property this installation needs to be considered by the Air Force. Its characteristics make this center appropriate for inclusion in the Administrative Support category. The BCEG approved this addition to the Administrative Support category, and the deletion of ARPC as an installation for the Air Force Reserve subcategory.

Mr. Scovell briefed an overview of the COBRA model using the slides at Atch 2. Mr. Boatright asked if we have changed our method of estimating our overhead for cleanup and disposal of closed installations, since this has proven insufficient to cover actual costs at previously closed bases. Mr. Scovell indicated that this had been changed based on the experience gained by AFBCA. Mr. Boatright also suggested that the location and size of the installation should be examined in developing inputs to the model.

A discussion was held on the issue of what MILCON avoidance savings should be included. The DoD policy requires that MILCON for FY 96 - 01 be used in calculating MILCON projects avoided by closures, and the BCEG concluded that any MILCON program provided to OSD for this period would be included, even if the program was notional, as long as the MILCON projects were tied to a specific installation.

Lt Col O'Neill then explained the two-step use of the COBRA model in the Air Force analysis process, using the slides at Atch 3. It was noted that the first use of COBRA was the level playing field analysis, using a notional receiver installation for all installations in a category. The second analysis will come after closure and realignment candidates have been developed, and estimates actual realignments of force structure.

Mr. Myers then briefed the MILCON Priceout Factors for COBRA, using the slides at Atch 4. The BCEG noted that the revised MILCON guidance would more closely reflect actual costs and savings resulting from closure and realignment actions. Mr. Boatright commented that the guidance would result in better estimates of needed improvements, as borne out in current audit and inspector general reports

There being no further matters to discuss, the meeting was adjourned at 1145. The next BCEG meeting will be at the call of the Co-Chairmen.

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

1 Atch
Briefing Slides

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AF/XOO
AF/RE
NGB/CF
AF/LGM
AF/XOOR

Category Refinement

- Topics
  - Space operations
  - Scott AFB
  - Defense Finance and Accounting Service

BRIEFER: LT COL MARK BRUGGEMEYER
DATE: 12 JUL 94

BCEG CLOSE HOLD

Category Refinement

- Current Status
  - Space Operations
    Falcon Onizuka Patrick
    Peterson Vandenberg
- Proposed
  - Space Operations Space Control
    Falcon Onizuka
  - Space Operations: Launch Support
    Patrick Vandenberg
  - Administrative Support
    Peterson
    - Falcon Cheyenne Mtn Denver Area

BCEG CLOSE HOLD

Category Refinement

- Scott AFB
  - Current: Administrative Support
  - Proposed: Large Aircraft - Airlift

BCEG CLOSE HOLD

Category Refinement
DFAS

- Background
  - Consolidation plan approved by Mr Deutch (May 94)
  - No excess capacity
- Issue: Does DFAS belong in Admin Support?

BCEG CLOSE HOLD

COBRA
Cost of Base Realignment Actions

- COBRA LIMITATIONS
- INPUT DATA SOURCES
- OUTPUT
- MODEL CONFIDENCE

COBRA
Cost of Base Realignment Actions

- COBRA LIMITATIONS
  - CALCULATES THE COST OF A USER DEFINED SCENARIO
  - DETERMINISTIC
  - DOES NOT OPTIMIZE
  - DESIGNED TO COUNT ONLY BASE CLOSURE COSTS AND SAVINGS
  - COST FACTORS ARE AIR FORCE AND DOD

ATCH 2

Air Force COBRA Analysis for BRAC 1995

- OSD directs that the COBRA model be used
  - DoD Criteria IV (Cost and Manpower Implications)
  - DoD Criteria V (Return on Investment)
- Will use FY 96 dollars for all inputs
  - Only Air Force recommendation COBRA's will be inflated for submission to OSD

Air Force COBRA Analysis for BRAC 1995

- Three step process
  - Level Playing Field COBRA
    - Equal consideration for each base within category or subcategory
      - Each base closed separately and moved to a notional base
    - Determine potential candidates for further analysis
  - Focused Analysis COBRA
    - Iterative real world beddown of missions dislocated by proposed closure or realignment
      - Based on BCEG guidance to obtain a cost effective solution
  - Final COBRA
    - Real world beddown of missions dislocated by proposed closure or realignment

ATCH 3

Air Force COBRA Analysis for BRAC 1995

- Level Playing Field and Focused Analysis COBRA's
  - » Personnel (Salaries, VHA, Severance Pay, Unemployment)
  - » Overhead (BOS, RPMA, Admin support)
  - » Construction
  - » PCS Costs
  - » Transportation Costs

Air Force COBRA Analysis for BRAC 1995

- Recommendation COBRA's
  - » Personnel (Salaries, VHA, Severance Pay, Unemployment)
  - » Overhead (BOS, RPMA, Admin support)
  - » Construction
  - » PCS Costs
  - » Transportation Costs
  - » Compliance Costs
  - » Air Force Base Conversion Agency (AFBCA) and Air Force Center for Environmental Excellence (AFCEE)
  - » Land Sales
  - » Champus Impact assumed to be a "wash"

COBRA
Cost of Base Realignment Actions

- **PROCEDURES/ASSUMPTIONS**
  - ALL BASES COSTED UNDER STANDARD MODEL
  - PRIOR CLOSURE COSTS PREDICTIVE OF FUTURE CLOSURES
  - USE BOTTOM UP REVIEW FORCE STRUCTURE AS OF FY 97/4
- **INPUTS**
  - MAJCOM DATA VALIDATED BY AIR STAFF
  - AIR STAFF ORIGINATED DATA
  - OSD DATA
  - STANDARD FACTORS
- **RESULTS**
  - COBRA MODEL APPLIED TO 83 BASES IN 1993
  - FOUR BASE CLOSURES, THREE REALIGNMENTS

COBRA
Cost of Base Realignment Actions

DATA SOURCES	COBRA COMPUTATIONS
• MAJCOMS • BOS [illegible] • RPS [illegible] • Depot Data	• COSTS • One-time • Recurring
• AIR STAFF • Manpower • Construction	• SAVINGS • One-time • Recurring
• OSD • Standard Factors	• NPV

COBRA
Cost of Base Realignment Actions

COBRA DEVELOPS COST COMPARISONS BASED ON THREE KEY COSTS:

1. COST OF OPERATION AT THE PRESENT LOCATION(S)
   - PERSONNEL COSTS (SALARIES, VHA)
   - OVERHEAD (BOS, RPMA, ADMIN SUPPORT)
2. COST OF OPERATION AT THE NEW LOCATION(S)
   - PERSONNEL COSTS (SALARIES, VHA)
   - OVERHEAD (BOS,RPMA, ADMIN SUPPORT,)
3. COST OF THE MOVE FROM THE PRESENT LOCATION TO THE NEW LOCATION(S)
   - CONSTRUCTION (NEW, RENOVATION)
   - PCS COSTS (HAP, TRAVEL)
   - TRANSPORTATION (FREIGHT, VEHICLES, SPECIAL EQUIPMENT)
   - PERSONNEL COSTS (SEVERANCE PAY, UNEMPLOYMENT)

COBRA
Cost of Base Realignment Actions

- Model Confidence
  - DEPENDENT ON EXPERIENCE
    - SEVEN FY 93 CLOSURES
  - MODEL AND FACTOR CORRECTIONS
    - EXPERIENCE BASED
    - COORDINATED DoD DIRECTED MODEL
  - NOT "BUDGET QUALITY"
    - GENERALIZED MODEL
      - AVERAGE FACTOR BASED
      - LACKS SITE SPECIFIC ADJUSTMENTS

BRAC '95

Military Construction Priceout Factors

MCP Priceout Factors

- Project costs to FY96 constant year dollars
  - 96/2
- Construction duration: 12 - 18 months
- Base Operating Support (BOS)
  - Population move <= 1500, then use 15% BOS
  - Population move > 1500, then use 25% BOS

ATCH 4

Dorm Factors

- Sizing dorms
  - E1 to E2: Build 100% of requirement
    - 6.8% of enlisted force
  - E3 to E4: Build 50% of requirement
    - 17.2% of enlisted force
  - E5 to E7: Build 10% of requirement
    - 6.4% of enlisted force
- Sizing dining facilities
  - 50% of final dorm requirement

Family Housing Factors

- Sizing family housing
  - Build to 90% of requirement after exceeding deficit of 500 units (exist deficit + new rqmt)
    - Airmen: 70% of force is auth'd housing
    - Officer: 75% of force is auth'd housing

Design/Constr Schedule

- Sep 95 - BRAC '95 Approval
  - Jan 96 - Funds available (all but $20M to FY97)
  - Jul 96 - Start design
  - Jun 97 - End design
  - Oct 97 - Start construction
  - Oct 98 to Apr 99 - Complete construction
- 1 yr to start constr ≤ $50M
  - $50M < 2 yrs to start constr ≤ $150M
  - 3 yrs to start constr > $150M

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DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

21 JUL 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 14 July 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Maj Gen McCarthy, AF/CE
Maj Gen Closner, AF/RE
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Heflebower, AF/PE
Col Kraus, SAF/AQX

b. Other key attendees:

Col Mayfield, AF/XOOR
Col Feld, AETC/XO
Maj Branning, AFRES/XPXP
Mr. Lusk, AFRES/XPXP
Mr. Myers, AF/CEP

The meeting was called to order by Maj Gen Blume. Maj Branning, HQ AFRES/XPXP, presented the capacity analysis briefing for the Air Force Reserve, using the slides at Atch 1. The bases briefed were selected based on the 300 DoD civilian authorizations threshold. In addition, Mr. Lusk, AFRES/XPXP, briefed the AFRES command vision for basing, using the slides at Atch 2. The issue of recruitment was raised for AFRES locations, and Mr. Lusk asserted that while their current locations support recruitment, they would like to examine any proposed moves to active duty locations for their impact on recruiting. A discussion of the optimum PAA for a reserve squadron was conducted, with members agreeing that it should be sized to support the mission of the unit. Mr. Boatright commented that the AFRES vision was

the kind of input needed by the BCEG in conducting its analysis. He noted that for AFRES bases the BCEG will look for opportunities for consolidation and efficiency, rather than strictly basing its analysis on a head to head comparison of installations.

Col Feld, HQ AETC/XO, briefed the AETC capacity analysis using the slides at Atch 3. He noted that Keesler AFB suffered from a housing shortage due to the institution of casino gambling in the local area. The BCEG agreed that housing for the San Antonio should be viewed across the area, rather than by individual base, when considering whether a shortage exists. Col Feld noted that Luke AFB was located in a Clean Air Act nonattainment area, and that it was effectively limited in growth potential.

For pilot production, the FY2001, fourth quarter production figure was used as the requirement due to the increase in pilot production necessary at that point. Col Feld also responded to a question by noting that the joint pilot training initiative was receiving positive consideration. Maj Gen Blume commented that the joint training initiative, if endorsed by senior OSD officials, will likely be introduced through the joint cross-service group considering this area and, thus, would be incorporated in our process based on their assessment.

Mr. Myers, AF/CEP, briefed the BRAC '95 Facility Analysis overview, using the slides at Atch 4. He noted that the use of a normal distribution may mean that a base will get a lower score in its category than it would in another category, but that this is appropriate given the categorized competition. The judgment of the BCEG combined with our cross-categories analysis before a base is finally selected for recommended closure or realignment would ensure that these issues are properly assessed.

There being no further matters to discuss, the meeting was adjourned at 1235. The next BCEG meeting will be at the call of the Co-Chairmen.

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

4 Atch
1. Briefing Slides, HQ AFRES
2. AFRES Command Vision
3. Briefing Slides, HQ AETC
4. Briefing Slides, Facility Analysis Overview

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HEADQUARTERS AIR FORCE RESERVE CAPACITY ANALYSIS

HQ AFRES/XPXP
MAJ CRAIG BRANNING

CAPACITY ANALYSIS OVERVIEW

- ANALYSIS INCLUDES THE FOLLOWING BASES:

BERGSTROM	MARCH
CARSWELL	MINN-ST PAUL
CHICAGO O'HARE	NIAGARA
DOBBINS	PITTSBURGH
GEN MITCHELL	WESTOVER
GRISSOM	WILLOW GROVE
HOMESTEAD	YOUNGSTOWN

- MILCON NOT TO EXCEED $35M WITHOUT JUSTIFICATION
- O&M FUNDS TO SUPPORT ROBUST AIRCRAFT

ATCH 1

CAPACITY ANALYSIS
FORCE STRUCTURE

- AIR MOBILITY WINGS/GROUPS (AMC)
  - GRISSOM, MARCH, WESTOVER
- AIR COMBAT WINGS/GROUPS (ACC)
  - BERGSTROM, CARSWELL, HOMESTEAD CHICAGO O'HARE, DOBBINS, GEN MITCHELL, MINN-ST PAUL, NIAGARA, PITTSBURGH, WILLOW GROVE, YOUNGSTOWN

CAPACITY ANALYSIS
COMMAND ASSESSMENT

- CONSIDERABLE GROWTH CAPACITY WITHIN AFRES
- COMMAND-WIDE EXCESS CAPACITY:
  - 3 KC-135 SQUADRONS
  - 5 C-130 SQUADRONS
  - 4 F-16 SQUADRONS
  - 2 F-15 SQUADRONS
- COMMAND-WIDE ROBUST CAPACITY
  - 6 KC-135 AIRCRAFT
  - 28 C-130 AIRCRAFT
  - 4 C-5 AIRCRAFT
  - 27 F-16 AIRCRAFT

CAPACITY ANALYSIS
COMMAND ASSESSMENT

(CONT)

- EXCESS ADMINISTRATIVE SPACE FOR 25 MAN UNIT
  - GEN MITCHELL
  - GRISSOM
  - MINN-ST PAUL
  - NIAGARA
  - WILLOW GROVE

- TOTAL COST FOR EXCESS/ROBUST CAPACITY
  - $77.0M

BERGSTROM AIR RESERVE STATION
TEXAS

- BRAC 91 REALIGNMENT TO AFRES
  - HOME OF 924 FG AND 10 AF (AFRES)
  - TO REMAIN AT BERGSTROM ONLY IF CITY OF AUSTIN CAN REDEVELOP INTO A VIABLE AIRPORT BY END OF 1996
  - CONSTRUCTION HAS BEGUN ON NEW AUSTIN AIRPORT OPERATIONS TO BEGIN IN 1998
  - TO DATE NOT ALL RESERVE FUNCTIONS HAVE BEEN HOUSED WITHIN THE CANTONMENT AREA

BERGSTROM AIR RESERVE STATION TEXAS

- PRIMARY FORCE STRUCTURE
  - 15 F-16 C/D
- SQUADRON EXCESS CAPACITY
  - 1 F-16 SQ OR KC-135 SQ OR C-130 SQ
  - MILCON - $4.0M
- ROBUST CAPABILITY
  - 9 F-16
  - O&M COST - NONE

BERGSTROM ARS - COST

MILCON

• SQUADRON OPS/AMU	$2.5M
• SUPPLY WAREHOUSE	$1.0M
• MUNITIONS	$0.5M
TOTAL	$4.0M

CARSWELL AIR RESERVE BASE
TEXAS

- HOME OF THE 301 FW
- BRAC 91 REALIGNMENT TO AFRES
  - BRAC 93 REALIGNS BASE TO NAVY BY 1 OCT 94
- PROGRAMMED FY96 CONVERSION MILCON - $18M

CARSWELL AIR RESERVE BASE
TEXAS

- PRIMARY FORCE STRUCTURE
  - 15 F-16 C/D
- SQUADRON EXCESS CAPACITY
  - 1 F-16 SQ
  - MILCON - $1.5M
- ROBUST CAPABILITY
  - 9 F-16
  - O&M COST - NONE

CARSWELL ARB - COST

MILCON

• SQUADRON OPS/AMU	$1.5M
TOTAL	$1.5M

O'HARE AIR RESERVE STATION ILLINOIS

- HOME OF THE 928 AG (AFRES) AND THE 126 ARG (ANG)
- BRAC 93 RECOMMENDS MOVE TO ROCKFORD IAP IL
  - CITY OF CHICAGO REQUEST
  - FUNDING OF MOVE MUST BE BORNE BY CITY OF CHICAGO
  - MOVE TO BEGIN JUL 96 COMPLETED BY 1998

O'HARE AIR RESERVE STATION

ILLINOIS

- PRIMARY FORCE STRUCTURE
  - 8 C-130H (AFRES)
  - 8 KC-135E (ANG)
- SQUADRON EXCESS CAPACITY
  - 1 C-130 SQ
  - MILCON - $5.0M
- ROBUST CAPABILITY
  - 4 C-130
  - 2 KC-135
  - O&M COST - NONE

O'HARE ARS - COST

MILCON

• SQUADRON OPERATIONS	$2.500M
• GENERAL PURPOSE SHOPS	$2.500M
TOTAL	$5.000M

DOBBINS AIR RESERVE BASE
GEORGIA

- HOME OF THE 94 AW AND 22 AF (AFRES) AND THE 116 FW (ANG)
- KEY RESERVE BASE
  - 17 TENANTS AND JOINT-USE ORGANIZATIONS
    - 151 MILITARY INTEL BATTALION (ARMY NG)
    - DET 145 AND 412 MED AIR AMBULANCE (USAR)
    - USAF-CAP SOUTHEAST REGION (HQ USAF)
    - 81 ARCOM FLIGHT (USAR)
- BASE SHARES OPERATIONAL AREAS WITH:
  - NAS ATLANTA
  - AIR FORCE PLANT 6 (LOCKHEED)

DOBBINS AIR RESERVE BASE
GEORGIA

- PRIMARY FORCE STRUCTURE
  - 8 C-130H (AFRES)
  - 15 F-15 A/B (ANG)
- SQUADRON EXCESS CAPACITY
  - 1 C-130 SQ
  - MILCON - $8.44M
  - 2 F-15 SQ
  - MILCON - $8.2M
- ROBUST CAPABILITY
  - 4 C-130
  - O&M COST - NONE
  - 15 F-15
  - O&M COST - $580K

DOBBINS ARB - COST

C-130 MILCON

• APRON	$0.490M
• SQUADRON OPS	$0.360M
• WING HQ	$0.670M
• ACFT GEN PURPOSE SHOP	$0.900M
• JET ENGINE MAINT	$0.610M
• MAINT DOCK	$3.000M
• AVIONICS SHOP	$0.340M
• BE MAINT SHOP	$0.440M
• JET FUEL STORAGE	$0.650M
• WAREHOUSE	$0.980M
TOTAL	$8.44M

DOBBINS ARB - COST

F-15 MILCON

• APRON	$0.460M
• SQUADRON OPS	$1.600M
• JET ENGINE MAINT	$0.940M
• MAINT DOCK	$1.100M
• VEHICLE MAINT	$0.680M
• WEAPONS SHOP	$1.130M
• AVIONICS SHOP	$1.080M
• BE MAINT SHOP	$0.680M
• WAREHOUSE	$1.400M
• NDI SHOP	$0.130M
TOTAL	$9.20M

DOBBINS ARB - ROBUST COST

• SQUADRON OPS	$0.290M
• AIRCRAFT GENERAL PUR SHOP	$0.290M
TOTAL	$0.580M

MITCHELL AIR RESERVE STATION WISCONSIN

- HOME OF THE 440 AW
- LOCATED AT SOUTHWEST END OF GENERAL MITCHELL INTERNATIONAL AIRPORT

MITCHELL AIR RESERVE STATION
WISCONSIN

- PRIMARY FORCE STRUCTURE
  - 8 C-130H
- SQUADRON EXCESS CAPACITY
  - 1 C-130 SQ
  - MILCON - $4.0M
  - 1 25-MAN ADMINISTRATIVE UNIT
- ROBUST CAPABILITY
  - 4 C-130
  - O&M COST - $600K

MITCHELL ARS - COST

MILCON

• SQUADRON OPS	$2.500M
• ADD TO SUPPLY	$0.500M
• GENERAL PURPOSE SHOPS	$1.000M
TOTAL	$4.000M

HOMESTEAD AIR RESERVE BASE FLORIDA

- PRIMARY FORCE STRUCTURE
  - 15 F-16 A/B
  - 8 HH-60G
  - 5 HC-130
- SQUADRON EXCESS CAPACITY
  - 1 F-16 SQ
  - MILCON - $600K
- ROBUST CAPABILITY
  - 9 F-16
  - O&M COST - NONE

HOMESTEAD ARB - COST

MILCON

• SQUADRON OPS	$0.500M
• ADD TO SUPPLY	$0.100M
TOTAL	$0.600M

MARCH AIR RESERVE BASE
CALIFORNIA

- HOME OF THE 452 AMW
- BRAC 93 REALIGNMENT TO AFRES
  - REALIGNMENT OCCURS 1 APR 96
  - NORTON AFB CLOSURE REALIGNED C-141 UNIT
  - UNIT TO SUPPORT MARINE AIRLIFT REQUIREMENTS

MARCH AIR RESERVE BASE
CALIFORNIA

- PRIMARY FORCE STRUCTURE (PROPOSED CANTONMENT)
  - 10 KC-135E (AFRES)
  - 10 KC-135R (ANG)
  - 16 C-141 (AFRES) (2 SQ)
- SQUADRON EXCESS CAPACITY
  - 1 KC-135 SQ
  - MILCON - NONE
- ROBUST CAPABILITY
  - NONE

MINN-ST PAUL AIR RESERVE STATION
MINNESOTA

- HOME OF THE 934 AG
- LOCATED AT MINN-ST PAUL INTERNATIONAL AIRPORT
  - LOCATED ADJACENT TO THE 133 AW (ANG)

MINN-ST PAUL AIR RESERVE STATION
MINNESOTA

- PRIMARY FORCE STRUCTURE
  - 8 C-130H
- SQUADRON EXCESS CAPACITY
  - 1 25-MAN ADMINISTRATIVE UNIT
  - NO FLYING SQ EXCESS CAPABILITY
- ROBUST CAPABILITY
  - 4 C-130
  - O&M COST - $3.24M

MINN-ST PAUL ARS - ROBUST COST

O&M COST

• AGE SHOP	$0.150M
• AVIONICS	$0.195M
• ENGINE I&R SHOP	$0.290M
• SQUAD OPS	$0.292M
• REPAIR APRON	$2.313M
TOTAL	$3.240M

NIAGARA FALLS AIR RESERVE STATION NEW YORK

- HOME OF THE 914 AG (AFRES) AND THE 107 ARG (ANG)
- 107 ARG CURRENTLY CONVERTING TO KC-135R
  - CONVERSION INCLUDES $26.0M FACILITY UPGRADES AND FUEL HYDRANT SYSTEM INSTALLATION
  - ALL WORK TO BE COMPLETE BY FY95

NIAGARA FALLS AIR RESERVE STATION
NEW YORK

- PRIMARY FORCE STRUCTURE
  - 8 C-130H (AFRES)
  - 10 KC-135R (ANG)
- SQUADRON EXCESS CAPACITY
  - 1 25-MAN ADMINISTRATIVE UNIT
  - NO FLYING SQ EXCESS CAPABILITY
- ROBUST CAPABILITY
  - 4 C-130 OR 4 KC-135
  - O&M COST - $600K

NIAGARA FALLS ARS - ROBUST COST

O&M COST

• SQUAD OPS	$0.600M
TOTAL	$0.600M

PITTSBURGH AIR RESERVE STATION
PENNSYLVANIA

- HOME OF THE 911 AG
- LIMITED EXPANSION CAPABILITY
  - COMPACT 115 ACRE FACILITY
  - 103 ACRES LEASED FROM ALLEGHENY COUNTY
  - 12 ACRES OWNED BY AIR FORCE
- FUTURE EXPANSION POSSIBLE
  - ALLEGHENY COUNTY MAY OFFER 31 ACRES FOR ADDITIONAL RAMP AND FACILITY USAGE

PITTSBURGH AIR RESERVE STATION
PENNSYLVANIA

- PRIMARY FORCE STRUCTURE
  - 8 C-130H
- SQUADRON EXCESS CAPACITY
  - NONE
- ROBUST CAPABILITY
  - NONE

WESTOVER AIR RESERVE BASE
MASSACHUSETTS

- HOME OF THE 439 AW
- LARGEST INSTALLATION OWNED BY AFRES
- RAMP AND FACILITY UPGRADES TOTALING $100M ACCOMPLISHED OVER THE LAST SIX YEARS

WESTOVER AIR RESERVE BASE
MASSACHUSETTS

- PRIMARY FORCE STRUCTURE
  - 14 C-5A
- SQUADRON EXCESS CAPACITY
  - 1 KC-135 SQ
  - MILCON - $26.6M
- ROBUST CAPABILITY
  - 4 C-5
  - O&M COST - NONE

WESTOVER ARB - COST

MILCON

• RENOVATE HANGAR	$3.000M
• SQUADRON OPERATIONS	$4.900M
• CORROSION CONTROL HGR	$3.000M
• RELOCATE AERIAL PORT	$2.500M
• FUEL CELL HANGAR	$3.500M
• VEHICLE MAINT FAC	$3.100M
• RELOCATE SECURITY POLICE	$0.300M
• RAMP PAVEMENT	$4.250M
• BULK FUEL STORAGE	$2.100M
TOTAL	$26.65M

WILLOW GROVE AIR RESERVE STATION PENNSYLVANIA

- HOME OF THE 913 AG (AFRES) AND THE 111 FG (ANG)
- COMPRISED OF 162 ACRES OWNED BY THE AIR FORCE
  - ABUTS DIRECTLY TO NAS WILLOW GROVE WITH ACCESS TO NASWG TAXIWAYS AND RUNWAYS THROUGH 913 AG PARKING RAMP
- NAVY PROVIDES ALL ATC AND AIR OPS SERVICES
- 913 AG LEASED 8 ACRES OF LAND FROM NASWG FOR ARMAMENT LOADING AREA FOR ANG A-10 USE
- 111 FG IS TENANT TO 913 AG

WILLOW GROVE AIR RESERVE STATION
PENNSYLVANIA

- PRIMARY FORCE STRUCTURE
  - 12 C-130E (AFRES)
  - 18 A-10/OA-10 (ANG)
- SQUADRON EXCESS CAPACITY
  - 1 C-130 SQ
  - MILCON - $6.0M
  - 1 25-MAN ADMINISTRATIVE UNIT
- ROBUST CAPABILITY
  - 4 C-130
  - O&M COST - NONE

WILLOW GROVE ARS - COST

MILCON

• SQUADRON OPERATIONS	$2.500M
• ENGINE I&R SHOP	$1.500M
• POL STORAGE	$0.450M
• MAINTENANCE SHOPS	$1.000M
• GENERAL PURPOSE SHOPS	$0.550M
TOTAL	$6.000M

YOUNGSTOWN AIR RESERVE STATION

OHIO

- HOME OF THE 910 AG
- HAS UNDERGONE NUMEROUS FACILITY UPGRADES
- MAINTENANCE FACILITIES UPDATED WITH CORROSION CONTROL AND AVIONICS ADDITIONS
- CONSTRUCTION SOON TO BEGIN ON NEW SHORTFIELD RUNWAY
  - ONLY SHORTFIELD RUNWAY OWNED BY AFRES
  - WILL BE JOINT-USE WITH ANG

YOUNGSTOWN AIR RESERVE STATION

OHIO

- PRIMARY FORCE STRUCTURE
  - 8 C-130H
- SQUADRON EXCESS CAPACITY
  - 1 C-130 SQ
  - MILCON - $12.0M
- ROBUST CAPABILITY
  - 4 C-130
  - O&M COST - NONE

YOUNGSTOWN ARS - COST

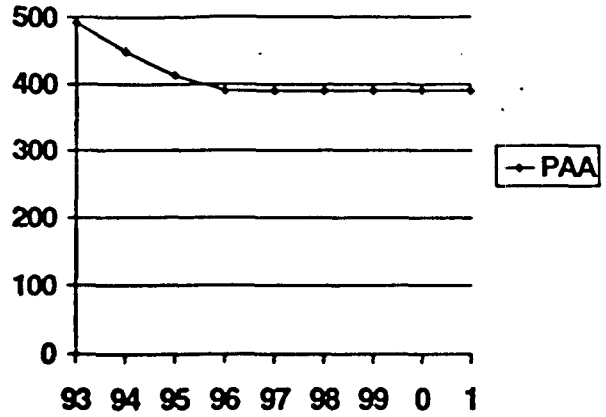
MILCON

• SQUADRON OPERATIONS	$3.400M
• HANGAR	$4.500M
• APRON	$3.500M
• HANGAR ADDITION	$0.600M
TOTAL	$12.00M

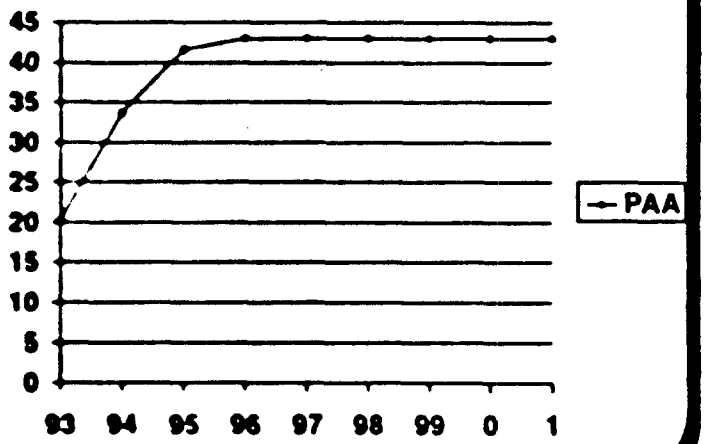
HEADQUARTERS AIR FORCE RESERVE COMMAND VISION

HQ AFRES/XPXP
MR EDWARD LUSK

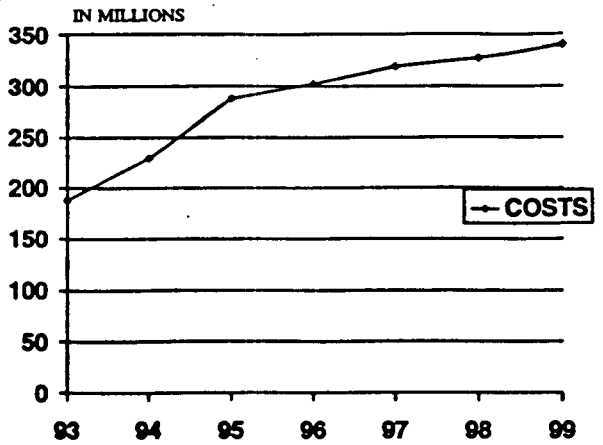
AFRES FORCE STRUCTURE
TOTAL PAA



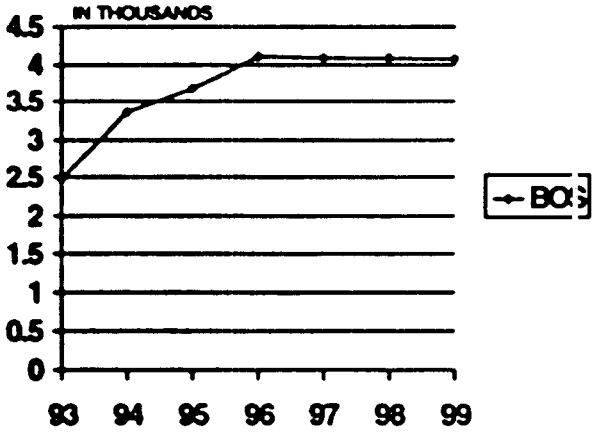
AFRES FORCE STRUCTURE
PERCENT OF PAA ON ARB/ARS



AFRES INSTALLATIONS OPERATING COST



AFRES INSTALLATIONS MANPOWER POSITIONS



HQ AFRES COMMAND VISION

- FORCE STRUCTURE TO REMAIN NEAR STATIC
  - FIGHTER DRAWDOWN COMPLETE IN FY96/1
  - LIMITED, IF ANY, FORCE STRUCTURE TRANSFER TO AFRES
- DISPROPORTIONATE INCREASE IN BOS EXPENSES
- TIME FOR SERIOUS CONSOLIDATION

AFRES VISION CONSOLIDATION

- PRO: REDUCES BOS/MANPOWER COSTS
  - AFRES NEEDS CIVILIAN REDUCTION CREDITS
- PRO: MORE EFFICIENT USE OF FORCE STRUCTURE
  - GREATER USE OF VOLUNTEER UTC'S
    - SYNERGISM OF RESOURCES
- PRO: NO LEGAL RESTRICTION AGAINST CROSSING STATE LINE
- CON: INCREASES SQUADRON SIZE TO 12 PAA VICE 8 PAA
- CON: POLITICAL INTEREST IN AREA JOBS

HQ AFRES
EXAMPLES OF CONSOLIDATION

• O'HARE ARS	4 PAA TO MITCHELL 4 PAA TO NIAGARA
• MINN-ST PAUL	4 PAA TO DOBBINS 4 PAA TO PETERSON
• WILLOW GROVE	8 PAA TO BASE X 4 PAA TO MAXWELL
• PITTSBURGH	4 PAA TO DOBBINS 4 PAA TO MAXWELL
• BERGSTROM	15 PAA TO CARSWELL TO HOMESTEAD TO NEW ORLEANS
• CARSWELL CONVERSION	8 PAA TO BERGSTROM TO BASE X

COMMAND SUMMARY

AIR MOBILITY UNIT SUMMARY

	GRISSOM	MARCH	WESTOVER
FORCE STRUCTURE	20 KC-135	10 KC-135 16 C-141	14 C-5
EXCESS	20 KC-135 15 F-16 1 25 MAN ADMIN	10 KC-135	8 KC-135
MCP	0	0	$26.6 M
ROBUST	2 KC-135	0	4 C-1
O&M	0	0	0

COMMAND SUMMARY

AIR COMBAT FIGHTER UNIT SUMMARY

	BERGSTROM	CARSWELL	HOMESTEAD
FORCE STRUCTURE	15 F-16	15 F-16	15 F-16 8 HH-60 5 HC-130
EXCESS	15 F-16 OR 8 KC-135 OR 8 C-130	15 F-16	15 F-16
MCP	$4.0M	$1.5M	$0.6M
ROBUST	9 F-16	9 F-16	9 F-16
O&M	0	0	0

COMMAND SUMMARY

	O'HARE	DOBBINS	MITCHELL	MINN-ST PAUL
FORCE STRUCTURE	8 C-130 10 KC-135	8 C-130 15 F-15	8 C-130	8 C-130
EXCESS	8 C-130	8 C-130 30 F-15	8 C-130	1-25 MAN ADMIN
MCP	$6.6M	$0.4M $0.2M	$4.0M	0
ROBUST	4 C-130 OR 2 KC-135	4 C-130 15 F-15	4 C-130	4 C-130
O&M	0	$0.36M	$0.8M	$3.2M

COMMAND SUMMARY

	NIAGARA	PITTSBURGH	WILLOW GROVE	YOUNGSTOWN
FORCE STRUCTURE	8 C-130 10 KC-135	8 C-130	12 C-130 18 A/OA-10	8 C 130
EXCESS	0	0	8 C-130 1-25 MAN ADMIN	8 C 130
MCP	0	0	$6.0M	$1: .0M
ROBUST	4 C-130 OR 4 KC-135	0	4 C-130	4 C 130
O&M	$0.8M	0	0	)

AETC Capacity Analysis

DIRECTORATE OF PLANS AND OPERATIONS

Col Don Feld

OVERVIEW

- Education
- Technical Training
- Flying Training
  - Advanced
  - Undergraduate

AETC BASES

- Education
  - Maxwell

- Technical Training
  - Goodfellow
  - Keesler (also Advance Flying Training Base)
  - Lackland
  - Sheppard (also Undergraduate Flying Training Base)

Flying Training
- Advanced Flying Training
  - Altus
  - Keesler (also Technical Training Base)
  - Luke
  - Tyndall

- Undergraduate Flying Training (Joint Survey)
  - Randolph (also Headquarters AETC and AFMPC)
  - Columbus
  - Laughlin
  - Reese
  - Sheppard (also Technical Training Base)
  - Vance

ASSUMPTIONS

- Baseline for advanced flying training bases 95/4
- Baseline for technical training bases 96/4 to capture full impact of Lowry and Chanute closure
- Advanced flying training capacity based on availability of existing ramp space
- Technical training and education capacity based on existing facilities
- Production numbers include active duty, ARC, and international
- Environmental is not a limiting factor

MAXWELL AFB, AL

- Mission (Includes Gunter Annex)
  - Professional Military Education
  - Professional Continuing Education
  - Commissioning Programs
  - Degree Granting
  - Software and Hardware Systems Design
  - Airlift
  - Regional Data Processing
  - Recruiting and Processing
  - Base Support

- Major Organizations
  - Air University
  - 502 Air Base Wing
  - Standards Systems Center
  - 908 Airlift Group (AFRES)
  - AF Logistics Management Agency
  - Military Entrance Processing Station
  - Federal Prison
  - Defense Megacenter

MAXWELL AFB, AL

- <u>Education</u>
  - Anticipated Production (95/4): 16,900 Students
  - Capacity Production: 17,300 Students
  - Beddown Capability: None
  - Development Acres: 235
  - Limiting Factors: Poor Infrastructure systems, Housing

- <u>Flying Operations</u>
  - 4 C-21; 8 C-130 (AFRES); 2- Beechcraft 65 / 3 -Cessna 182 (CAP) (95/4)
  - Beddown Capability: None
  - Robust Capability 4 C-21, 4 C-130
    - No additional cost
  - Limiting Factors: Facilities, Housing, Poor infrastructure systems

GOODFELLOW AFB, TX

- Mission
  - Intel Training (multi-service)
  - Fire Protection Training
  - Special Instruments Training
  - Base Support for Eldorado AF Station (Pave Paws)
- Major Organizations
  - 17 Training Wing

GOODFELLOW AFB, TX

- <u>Technical Training</u>
  - Anticipated Production (96/4): 11,225 Students
  - Capacity Production: 14,732 Students
  - Beddown Capability: 1 - 25 PN Admin Units (required for capacity production)
  - Development Acres: 531
  - Limiting Factors: Housing

KEESLER AFB, MS

- Mission
  - Comm-Computer Systems Training
  - Space Systems Maintenance Training
  - Electronics & Avionics Systems Training
  - Radar Systems & Ground Radio Training
  - Weather Training (ITRO established course)
  - Calibration (ITRO established course)
  - C-12/C-21 Training
- Major Organizations
  - HQ 2nd Air Force
  - 81 Training Wing
  - 403 Airlift Wing (AFRES)

KEESLER AFB, MS

- Technical Training
  - Anticipated Production (96/4): 26,769 Students
  - Capacity Production: 30,980 Students
  - Beddown Capability: 3 - 25 PN Admin Units (required for capacity production)
  - Development Acres: 80
  - Limiting Factors: Housing

- Flying Operations
  - Force Structure: 8 C-130/10 WC-130 (AFRES) (95/4)
  - Beddown Capability: 8 PAA C-130 Squadron
    - No additional cost
  - Robust Capability: None
  - Limiting Factors: Ramp Space, Facilities, Housing, Runway Length

LACKLAND AFB, TX

- Mission (Includes Medina annex)
  - Basic Military Training
  - Security Police/ Military Working Dog
  - Corrections (ITRO established course)
  - Transportation/Services
  - Secure Comm/Electronics Maintenance
  - English Language Training
  - Flight Line/Aviation Skills Training
  - Medical Training/Patient Care/Research
  - Munitions Storage
  - Intelligence Operations
- Major Organizations
  - 37 Training Wing
  - 59 Medical Wing (Wilford Hall Medical Center)
  - 651 Munitions Squadron
  - 93 Intelligence Squadron
  - 4 Space Surveillance Squadron
  - 369 Recruiting Group

LACKLAND AFB, TX

- <u>Technical Training</u>
  - Anticipated Production (96/4): 40,100 BMTs ; 29,150 Students
  - Capacity Production: 41,760 BMTs ; 35,782 Students

    BMT Surge: additional 6,960/year
  - Beddown Capability: 3 - 25 PN Admin Units (required for capacity production)
  - Development Acres: 377
  - Limiting Factors: Housing

SHEPPARD AFB, TX

- Mission
  - Aircraft Maintenance Training
  - Aerospace Propulsion Training
  - Fuels Training
  - Nuclear Weapons Training
  - Armament Training
  - Aerospace Ground Equipment Training
  - Euro-NATO Joint Jet Pilot Training
  - Pilot Instructor Training

- Major Organizations
  - 82 Training Wing
  - 80 Flying Training Wing

SHEPPARD AFB, TX

- Technical Training
  - Anticipated Production (96/4): 30,329 Students
  - Capacity Production: 39,515 Students
  - Beddown Capability: 6 - 25 PN Admin Units (required for capacity production)
  - Development Acres: 162
  - Limiting Factors: Housing

ALTUS AFB, OK

- Mission
  - C-5 Training
  - C-141 Training
  - KC-135 Training
  - C-17 Academic & Simulator Training
    - Proposed Flight Training
  - Aerial Port of Embarkation for Ft Sill
  - 3 Advanced Maintenance Training Programs for C-5/C-141

- Major Organizations
  - 97 Air Mobility Wing

ALTUS AFB, OK

- <u>Flying Training - Mobility</u>
  - Force Structure (95/4): 24 KC-135; 11 C-141; 6 C-5
    - Capacity for 8 C-17s available, awaiting DAB decision
  - Beddown Capability: No excess capacity
  - Robust Capability: None
  - Development Acres: 120
  - Limiting Factors: Ramp Space, Housing

KEESLER AFB, MS

- Mission
  - C-12/C-21 Training
  - Comm-Computer Systems Training
  - Space Systems Maintenance Training
  - Electronics & Avionics Systems Training
  - Radar Systems & Ground Radio Training
  - Weather Training (ITRO established course)
  - Calibration (ITRO established course)
- Major Organizations
  - HQ 2nd Air Force
  - 81 Training Wing
  - 403 Airlift Wing (AFRES)

KEESLER AFB, MS

- <u>Flying Training - Mobility</u>
  - Force Structure: 6 C-12; 4 C-21 (95/4)
  - Beddown Capability: None
  - Robust Capability: None
  - Limiting Factors: Ramp Space, Facilities, Housing, Runway Length

LUKE AFB, AZ

- Mission
  - F-16 Advanced Pilot Training
  - Singapore F-16 Training
  - Taiwan F-16 Training
  - International Flying Training

- Major Organizations
  - 56 Fighter Wing
  - 607 Air Control Squadron
  - 302 Fighter Squadron (AFRES)

LUKE AFB, AZ

- <u>Flying Training: Tactical</u>
  - Force Structure (95/4) : 191 F-16
  - Beddown Capability: No excess capability
  - Robust capability: None
  - Development Acres: 125
  - Limiting Factors: Non-Attainment Area, Ramp Space, Air Space, Housing

TYNDALL AFB, FL

- Mission
  - F-15 Air to Air Training
  - Weapons Controller Training
  - Air-to-Air Missile Evaluation
  - Civil Engineering & Services Readiness Skills Certification Site

- Major Organizations
  - 325 Fighter Wing
  - HQ 1 AF
  - CONUS NORAD Region Operations Control Center
  - HQ Southeast Air Defense Sector
  - Sector Operations Control Center
  - 475 Weapons Evaluation Group
  - AF Civil Engineering Support Agency
  - Detachments of Armstrong Lab and Wright Lab

TYNDALL AFB, FL

- Flying Training - Tactical
  - Force Structure (95/4): 72 F-15; 2 E-9A; 63 Full Scale Drones; 63 Sub-Scale Drones
  - Beddown Capability: One 18 PAA F-15 Squadron
    - MILCON -$32M
    - MFH - $47M
  - Robust capability: None
  - Development Acres: 500 with road access; 6,500 without road access
  - Limiting Factors: Housing

TYNDALL AFB, FL

MILCON BREAKOUT

Dining Hall	$2.34
UEPH, 200 PN	5.00
ECM POD Shop	.54
FTD	2.19 (?)
Flight Simulator	.73 (?)
Fuel Cell Maintenance	.90 (?)
Aircraft Maintenance	2.00
Maintenance Hanger	5.16
Missiles Maintenance	1.77 (?)
Munition Maintenance	.76 (?)
Munitions Storage	2.00 (?)
PMEL	.56 (?)
Survival EQ Shop	.47 (?)
Weapons and Release Shop	.97
AGE Facility	.54
Avionics Shop	.80 (?)
Infrastructure Upgrades	5.00
TOTAL	31.73 (21.55)

CAPACITY SUMMARY

BASE	F-15	C-130	ADMIN	MILCON	MFH	ROBUST	O&M	TOT
Tyndall	18 PAA		0	$32M	$47M		$0	$79M
Maxwell			0	$0		4 C-21 4 C-130	$0	$0
Keesler		8 PAA	3	$0			$0	$0
Goodfellow			1	$0			$0	$0
Lackland			3	$0			$0	$0
Sheppard			6	$0			$0	$0
Luke			0	$0			$0	$0
Altus			0	$0			$0	$0

UFT Bases addressed by

Joint Cross Service UFT Group

RANDOLPH AFB, TX

- Projected Production (01/4)
  - *NAV 453
  - PIT 394
- Maximum Capability
  - NAV 485
  - PIT 793
- Limiting Factor: Simulators, Facilities

*NAV training under review with Navy

RANDOLPH AFB, TX

- Mission
  - Pilot Instructor Training
  - Specialized Undergraduate Navigator Training
  - Flight Screening
  - Introduction to Fighter Fundamentals

- Major Organizations
  - HQ Air Education and Training Command
  - HQ 19th Air Force
  - HQ Recruiting Service
  - AF Military Personnel Center
  - AF Manpower & Engineering Agency
  - AF Civilian Personnel Management Center
  - 12th Flying Training Wing

LAUGHLIN AFB, TX

- Projected Pilot Production (01/4): 316
- Maximum Capability: 386
- Limiting Factor: Runway capacity

COLUMBUS AFB, MS

- Projected Pilot Production (01/4): 291
- Maximum Capability : 372
- Limiting Factor: Runway capacity

SHEPPARD AFB, TX

- Projected Pilot Production (01/4): 220
- Maximum Capability: 320
- Limiting Factor: Runway capacity

REESE AFB, TX

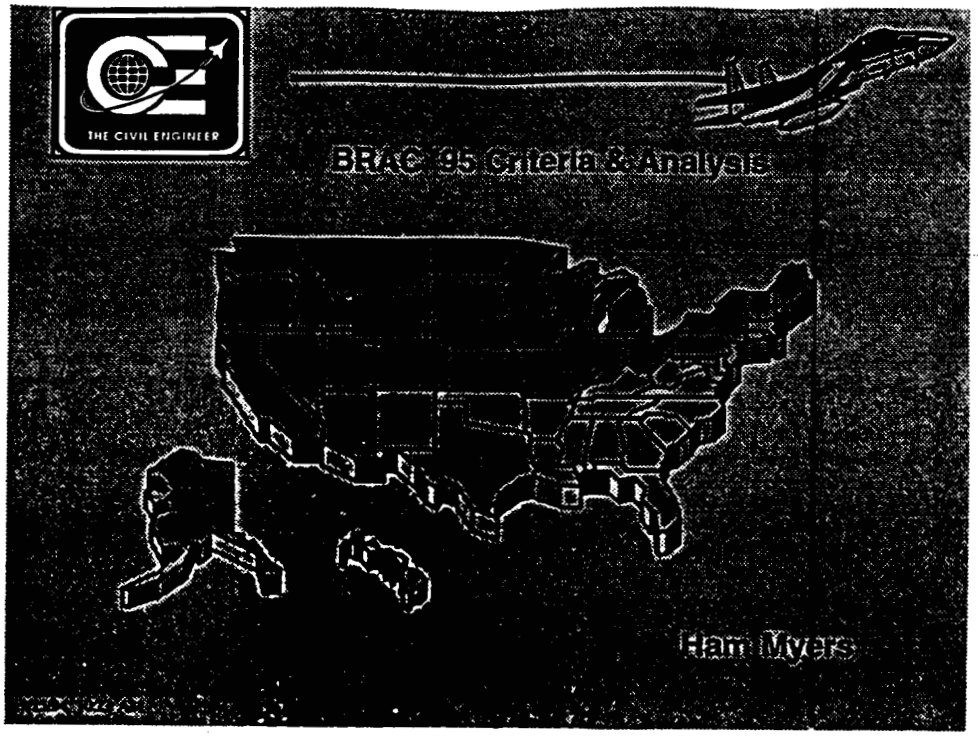
- Projected Pilot Production (01/4): 291
- Maximum Capability: 359
- Limiting Factor: Runway capacity

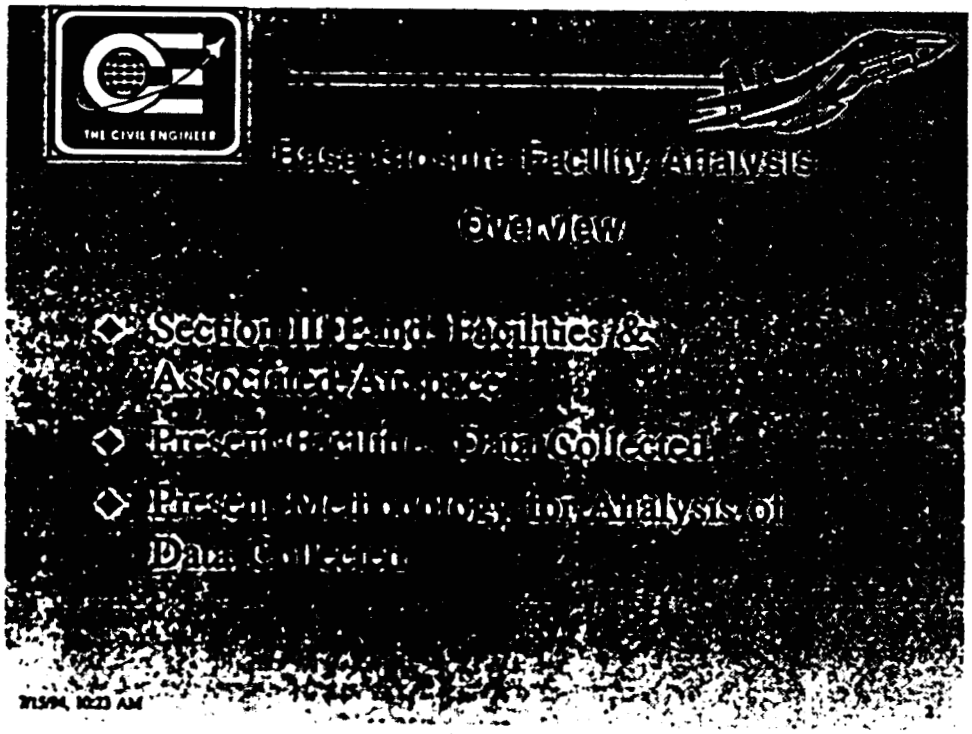
VANCE AFB, OK

- Projected Pilot Production (01/4): 316
- Maximum Capability: 366
- Limiting Factor: Runway capacity

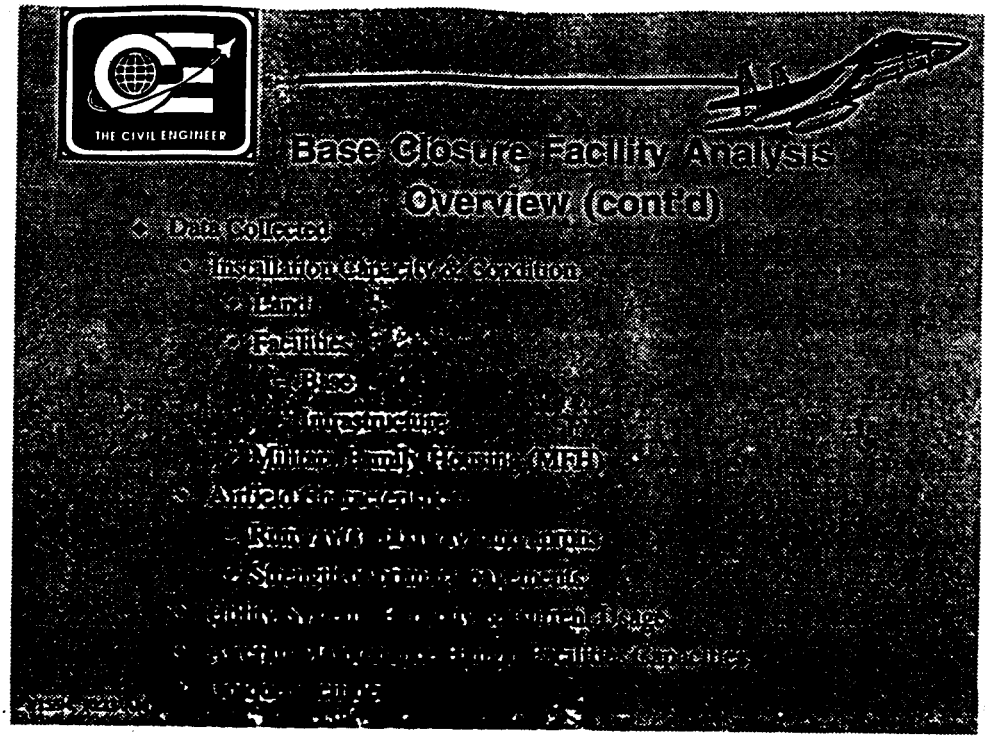
AETC VISION

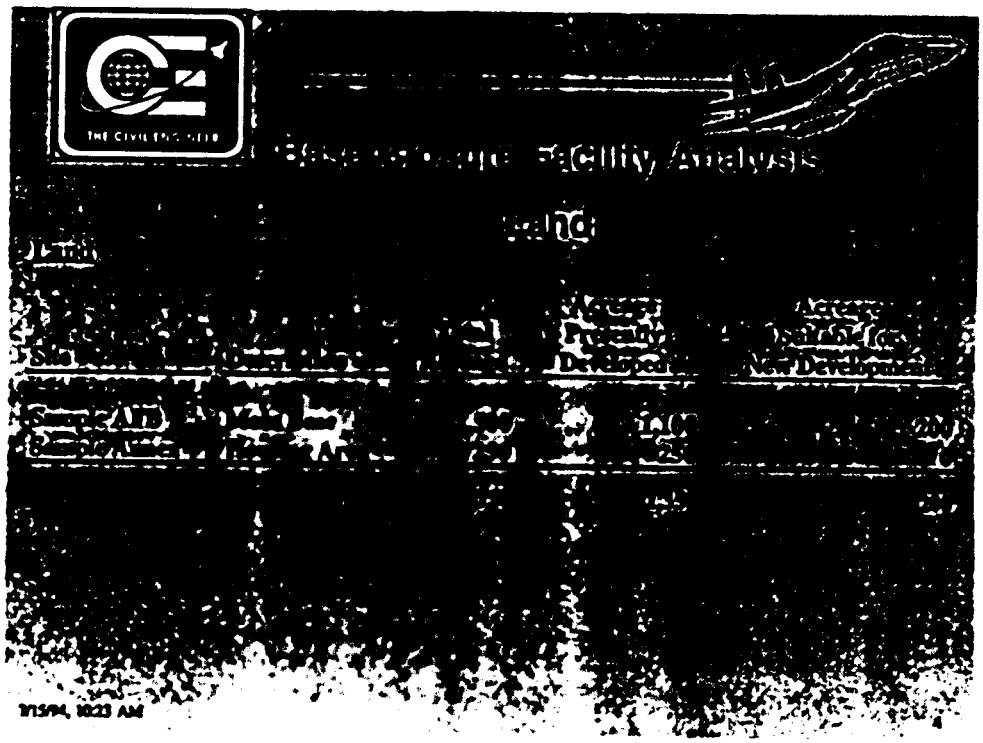
- Education
  - A single AF installation dedicated to joint accredited officer and enlisted professional military education
  - A single manager for AF professional continuing education and associate/graduate degree granting
  - A headquarters for AF commissioning programs (other than USAFA)
- Technical Training
  - Consolidation of Technical training will be complete with the closure of Lowry and Chanute
  - Possibility of using existing capacity to consolidate training with other services being reviewed by Interservice Training Review Organization (ITRO)
  - International training will continue to increase as the US strengthens relationships with emerging democracies
- Advanced Flying Training
  - Provide mission ready product to operational commands
  - International training will continue to increase
- Undergraduate Flying Training
  - Being reviewed by Joint Cross rvice UFT Group


THE CIVIL ENGINEER
BRAC 95 Criteria & Analysis
Ham Myers


THE CIVIL ENGINEER
Base Closure Facility Analysis
Overview
Section III Land, Facilities &
Associated Assets
Present Data Collected
Present Methodology for Analysis of
Data Collected

ATCH 4


THE CIVIL ENGINEER
Base Closure Facility Analysis
Overview (cont'd)


THE CIVIL ENGINEER
Facility Analysis
3/15/94, 10:23 AM

Base Closure Facility Analysis Definitions

FACILITIES

- *CAPACITY* — Total square feet or other unit of measure within three-digit building category codes
- *BUILDING CONDITION* — Percent of buildings condition code 1
- *INFRASTRUCTURE CONDITION* — Percent of infrastructure condition code 1

FAMILY HOUSING

- *CONDITION* — [illegible] requiring upgrade to "whole house standard"
- *CAPACITY* — [illegible] units in deficit or surplus of units

Base Closure Facility Analysis Data Collection

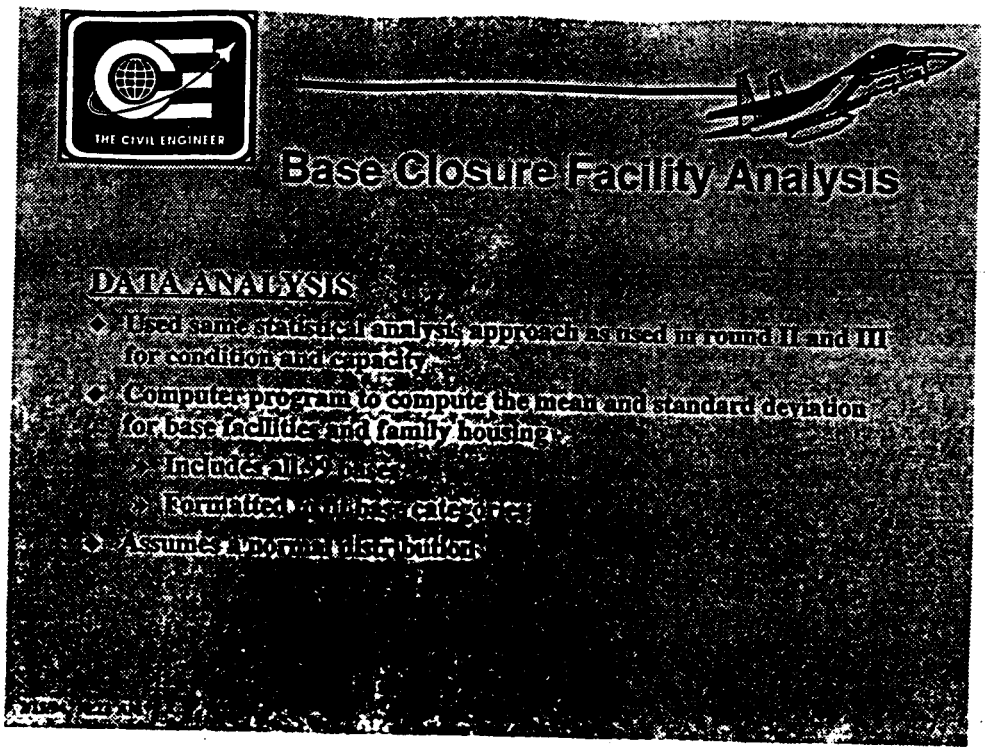
CAPACITY

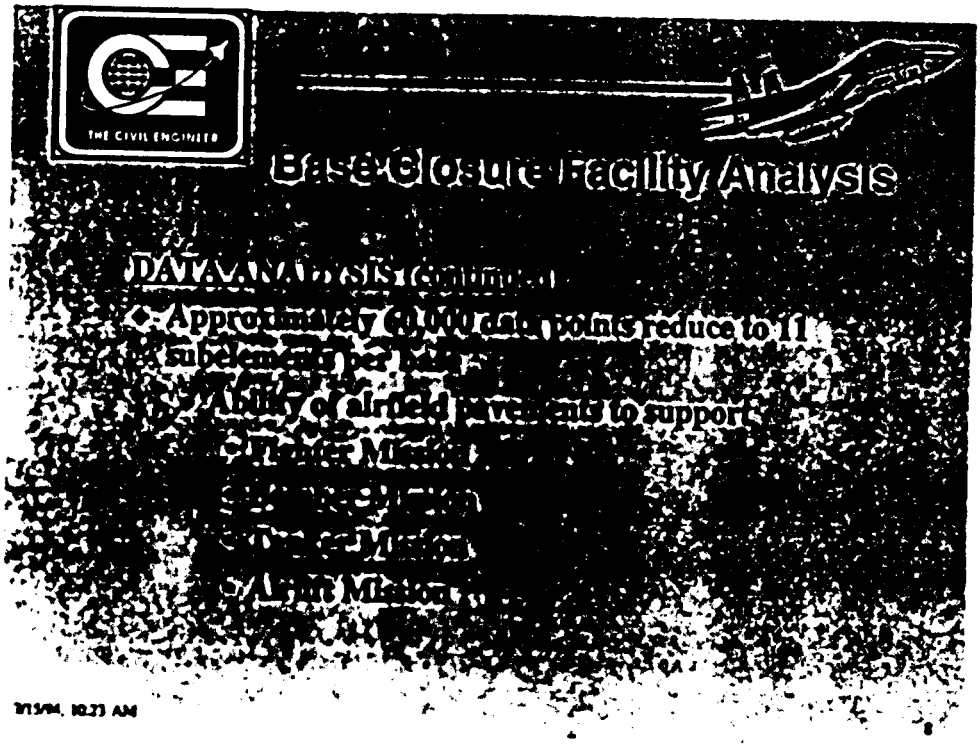
- [illegible]
- [illegible]
- [illegible]

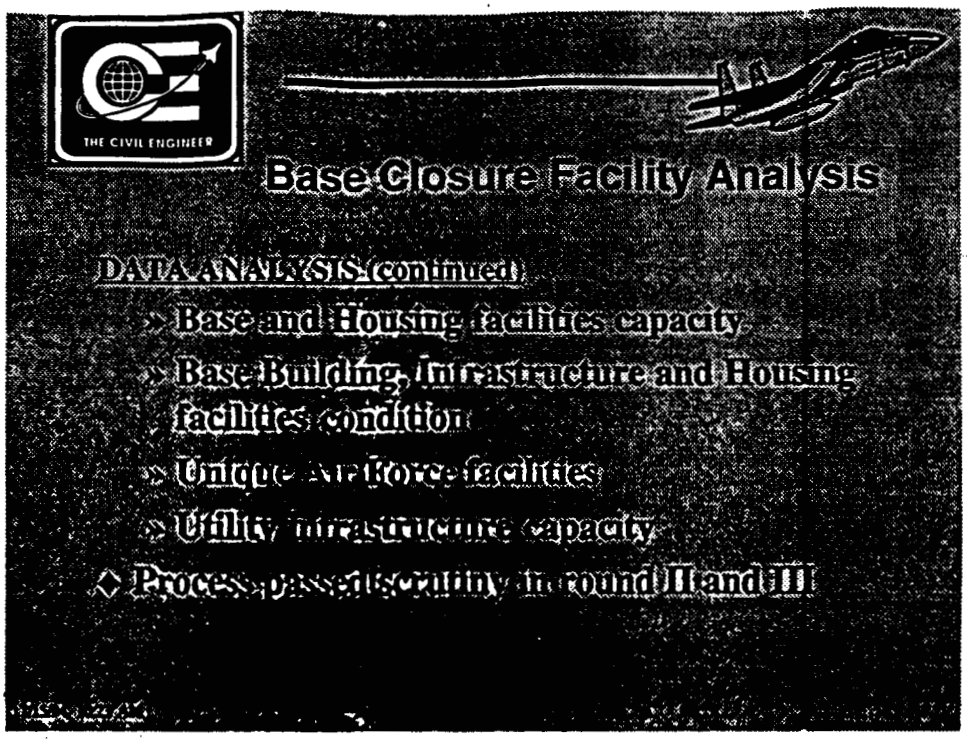
CONDITION

- [illegible]
- [illegible]

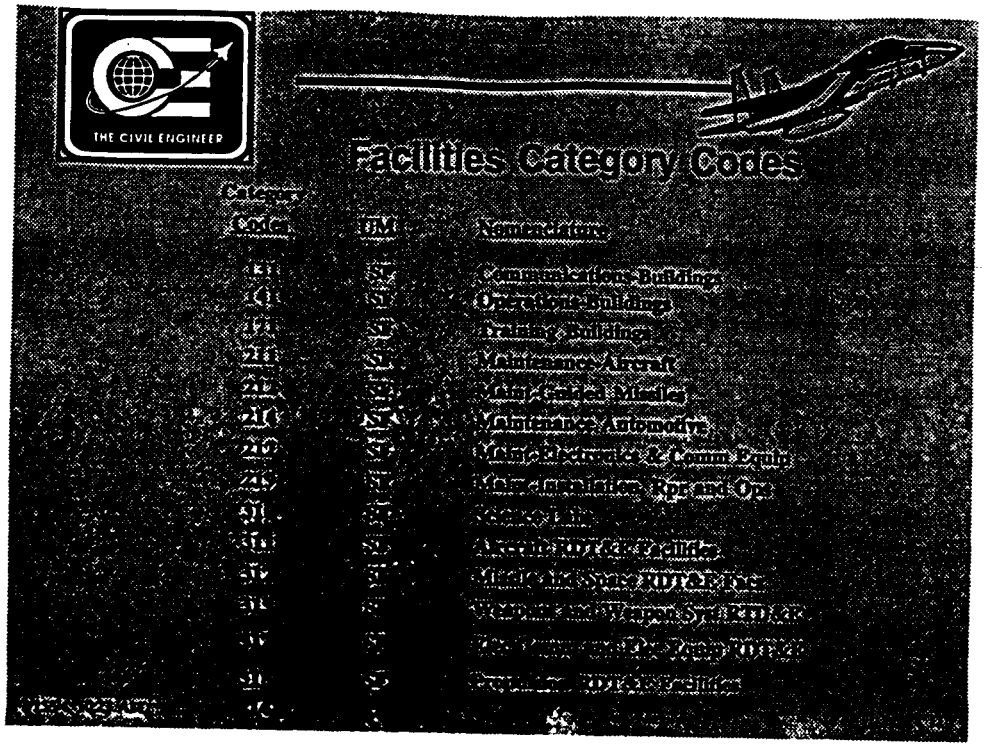
7/15/94, 10:23 AM

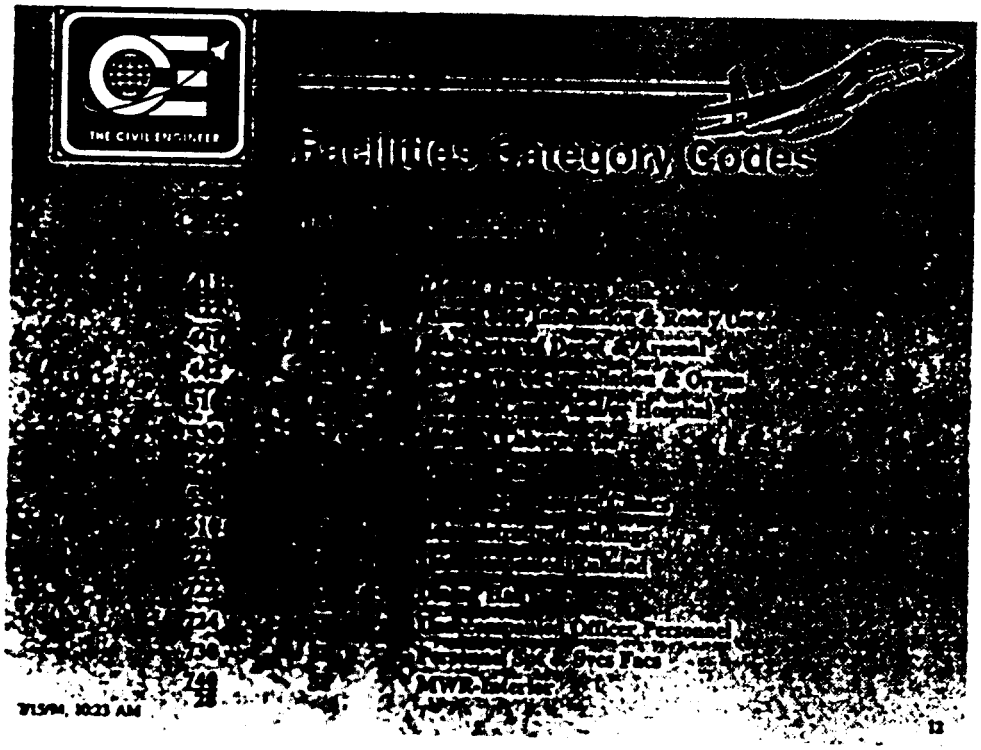

THE CIVIL ENGINEER
Base Closure Facility Analysis
DATA ANALYSIS
Used same statistical analysis approach as used in round II and III for condition and capacity
Computer program to compute the mean and standard deviation for base facilities and family housing
Includes all 39 bases
Formatted by military category
Assumes normal distribution

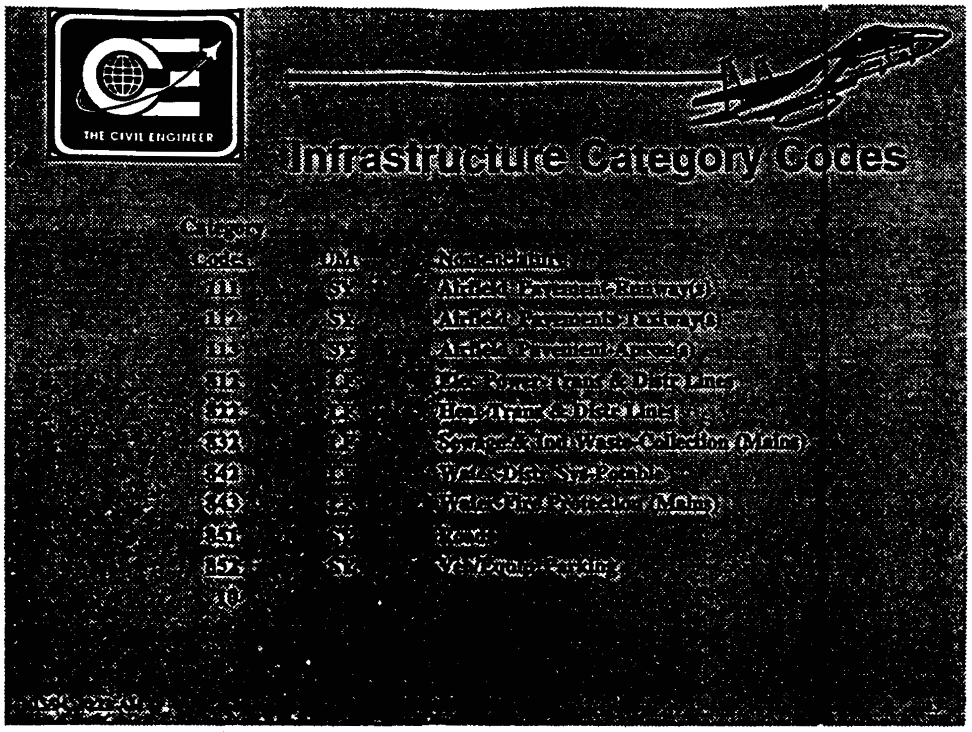

THE CIVIL ENGINEER
Base Closure Facility Analysis
DATA ANALYSIS (continued)
Approximately 60,000 data points reduce to 11
Ability of airfield pavements to support
Fighter Mission
Mission
Mission
Airlift Mission
9/13/94, 10:23 AM

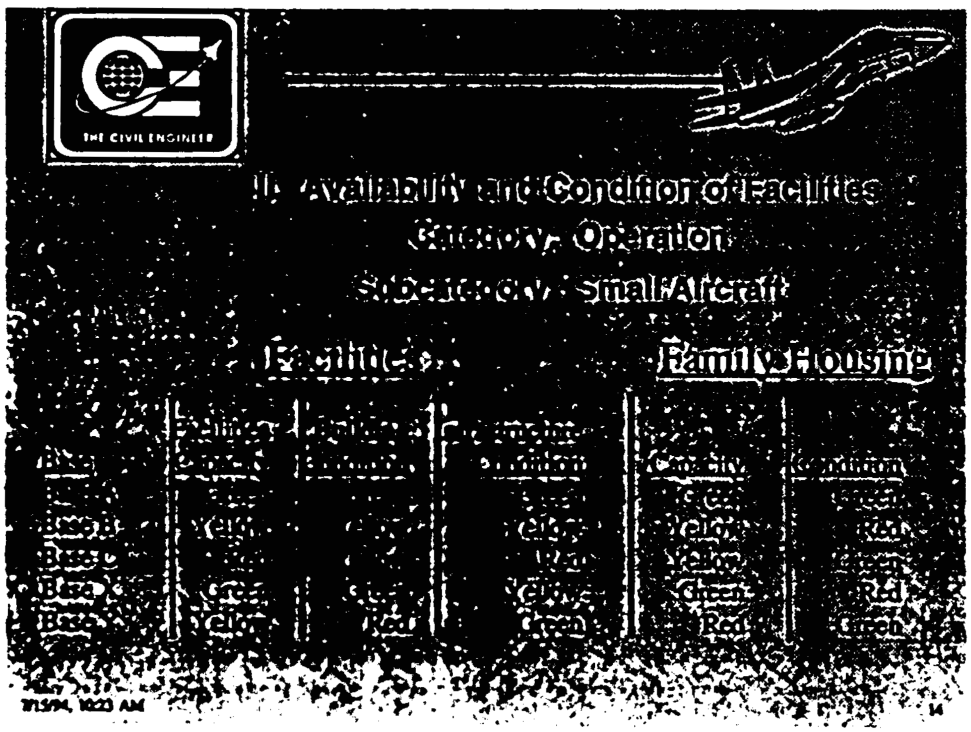

THE CIVIL ENGINEER
Base Closure Facility Analysis
DATA ANALYSIS (continued)
Base and Housing facilities capacity
Base Building, Infrastructure and Housing facilities condition
Unique Air Force facilities
Utility infrastructure capacity
Process assets/utility in round II and III

THE CIVIL ENGINEER
Facility Capacity & Condition
Evaluation Criteria


THE CIVIL ENGINEER
Facilities Category Codes


THE CIVIL ENGINEER
Facilities Category Codes


THE CIVIL ENGINEER
Infrastructure Category Codes
111
112
113
SY


THE CIVIL ENGINEER
Availability and Condition of Facilities
Operation
Small Aircraft
Facilities
Family Housing
Capacity
Condition
Yellow
Green
Red
14

Facilities (Infra) Detail and Composite Score – Condition Code 1

CAT	PERCENT	MEAN	STANDARD DEVIATION	MEAN RISKDV	CATEGORY SCORE
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
BASE COMPOSITE [illegible]					[illegible]

[illegible]

Availability and Condition of Facilities
Category Operation
Subcategory Small Aircraft

	Facility Score	Facility Condition	Infrastructure Condition
Composite	[illegible]	[illegible]	[illegible]
Base	[illegible]	[illegible]	[illegible]
Mean	[illegible]	[illegible]	[illegible]
Standard Dev	[illegible]	[illegible]	[illegible]
Mean RSKDV	[illegible]	[illegible]	[illegible]

					Facility Score	Rating
Base [illegible]	[illegible]	[illegible]	[illegible]	Green	[illegible]	Green
Base [illegible]	[illegible]	[illegible]	[illegible]	Green	[illegible]	Green
Base [illegible]	[illegible]	[illegible]	[illegible]	Green	[illegible]	Green
Base [illegible]	[illegible]	[illegible]	[illegible]	Green	[illegible]	Red
Base [illegible]	[illegible]	[illegible]	[illegible]	Green	[illegible]	Green
Base [illegible]	[illegible]	[illegible]	[illegible]	Red	[illegible]	Green

[illegible]

THE CIVIL ENGINEER

II. Availability and Condition of Facilities

Category - Operation

Subcategory - Small Aircraft

	Facilities			Family Housing	
Base	Facility Capacity	Building Condition	Infrastructure Condition	Capacity	Condition
Base A	Green	Green	Green	Green	Green
Base B	Yellow	Yellow	Yellow	Yellow	Red
Base C	Red	Yellow	Red	Yellow	Green
Base X	Green	Green	Yellow	Green	Red
Base Y	Yellow	Red	Green	Red	Green

THE CIVIL ENGINEER

[illegible] Capacity To Support [illegible]

1ST FILTER — 2ND FILTER — 3RD FILTER

BASE X — AFLD DIMENSIONS — [illegible] — APRON SPACE — GREEN

RED — RED — RED

[illegible] 10:23 AM

1st Filter - Airfield Dimensions

MISSION	RUNWAY LENGTH	RUNWAY WIDTH	TAXIWAY WIDTH
Fighters			
F-15	9,000	150	75
Bombers			
B-52	10,000	200	75
Tankers			
KC-135	8,000	150	75
Airlift			
C-141	8,000	150	75

2nd Filter - Pavement Strength

MISSION			ACFT WEIGHT
Fighters			
F-15	[illegible]	[illegible]	65,000
Bombers			
B-52	[illegible]	[illegible]	[illegible]
Tankers			
KC-10	[illegible]	[illegible]	[illegible]
Airlift			
C-141	[illegible]	[illegible]	325,000

Represents approximate number of passes the pavement can support over a 20 year life from last pavement evaluation at acft weight shown.

3/15/94, 10:23 AM

3rd Filter - Apron Space

A/C Type	PAA Sqdn	Sqdn per Wing	115-321 Park Apn (per A/C)	Park Apn per Wing
Fighters				
F-15	18	3	1,400 SY	75,600 SY
Bombers				
B-52	12	2	11,600 SY	278,400 SY
Tankers				
KC-10	12	2	11,800 SY	283,200 SY
Utility				
C-141	16	33	9,023 SY	53,1[illegible] SY

Utility Detail and Composite Score

Utility	Excess Capacity / Capacity to Support Increased Usage (%)	Utility Score
Electric	5	3
Water	2	5
Sewage	7	2
Base X Composite Score:		1.1

3/15/94, 10:23 AM

Utility Detail and Composite Score
Excess Capacity (cont'd)

Measurement Criteria

Capacity to spt increased usage ≥ 10%	5
10% > Capacity to spt increased usage > 0%	3
Capacity to spt increased usage = 0%	1

Availability of Unique Facilities

Unique Facilities	Rating
[illegible]	Green
[illegible]	Red

Base Closure Facility Analysis

Condition Codes

- *CODE 1* – Usable (adequate) generally meets criteria. A facility that can be used to house the function for which currently designated with reasonable maintenance and without major alteration.
- *CODE 2* – Usable (substandard) up-grading required and practical. A facility that is structurally sound and that is inherently capable of being raised to usable standards at a reasonable cost.
- *CODE 3* – Forced use (substandard space) – A facility that cannot practically be raised to meet usable standards. But by necessity must be continued in use until a suitable facility can be obtained.
- *CODE 4* – Sterile – A facility that does not meet the condition classification of 1, 2, or 3 or current mission requirements and is not due to economic considerations considered appropriate for disposal.
- *CODE 5* – Excess – [illegible] for disposal.
- *CODE 6* – Excess – [illegible] or disposed.

Airfield Characteristics Runway & Taxiway

Type	Length	Width	Length	Width	Length	Width
A-10	5,000'		5,500'	150'		75'
F-15	8,000'		10,000'	150'		75'
F-16	8,000'		10,000'	150'		75'
B-1B	10,000'		10,000'	150'		75'
B-52	8,000'		12,000'	200'		75'
A-10	8,000'		10,000'	150'		75'
F-111	8,000'		10,000'	150'		75'
KC-135	8,000'		11,000'	150'		75'
KC-10	8,000'		10,000'	150'		75'
C-5	8,000'		11,000'	150'		75'
C-141	8,000'		6,000'	150'		75'
C-17	8,000'		10,000'	150'		75'
C-130	6,000'		8,000'	150'		50'

11/5/94, 10:23 AM

THE CIVIL ENGINEER

Airfield Characteristics
Parking Apron

A/C Type	PMC Sqdn	Sqdn per Wing	[illegible] Park Apron (per A/C)	Park Apron for Wing
A-10	18	[illegible]	1,500 SY	86,400 SY
F-15	01	[illegible]	1,400 SY	75,600 SY
F-16	[illegible]	[illegible]	800 SY	43,200 SY
B-1B	[illegible]	[illegible]	2,800 SY	187,200 SY
B-52	[illegible]	[illegible]	11,600 SY	278,400 SY
RF-4B	[illegible]	[illegible]	1,400 SY	75,600 SY
F-111	[illegible]	[illegible]	2,300 SY	124,200 SY
KC-135	[illegible]	[illegible]	7,000 SY	336,000 SY
KC-10	[illegible]	[illegible]	4,800 SY	283,200 SY
C-5	[illegible]	[illegible]	21,461 SY	686,752 SY
C-141	[illegible]	[illegible]	9,923 SY	[illegible]
C-17	[illegible]	[illegible]	[illegible] SY	659,248 SY
C-130	[illegible]	[illegible]	5,200 SY	280,800 SY

MITCHELL ARS - ROBUST COST

O&M COST

• SQUADRON OPS	$0.300M
• AIRCRAFT GENERAL PUR SHOP	$0.300M
TOTAL	$0.600M

GRISSOM AIR RESERVE BASE INDIANA

- HOME OF THE 434 ARW
- BRAC 91 REALIGNMENT TO AFRES
  - REALIGNMENT TO OCCUR 30 SEP 94
- FEB 94 FORCE STRUCTURE ANNOUNCEMENT
  - INACTIVATES THE 930 FG - A-10 UNIT BY FY95/1
- LARGE EXPANSION CAPABILITY
  - TOTAL RAMP CAPACITY - 50 KC-135

GRISSOM AIR RESERVE BASE
INDIANA

- PRIMARY FORCE STRUCTURE
  - 20 KC-135R (2 SQ)
- SQUADRON EXCESS CAPACITY (CURRENT CANTONMENT)
  - 2 KC-135 SQ
  - 1 F-16 SQ
  - 1 25-MAN ADMINISTRATIVE UNIT
  - MILCON - NONE
- ROBUST CAPABILITY
  - 2 KC-135
  - O&M COST - NONE

HOMESTEAD AIR RESERVE BASE
FLORIDA

- HOME OF THE 482 FW AND 301 ROS
  - DISPLACED BY HURRICANE ANDREW
- BRAC 93 REALIGNMENT TO AFRES
  - ACTIVE DEPARTED 1 APR 94
  - 482 FW OPERATING AT HOMESTEAD
  - 301 ROS REMAINS AT PATRICK AFB UNTIL FACILITIES AT HOMESTEAD COMPLETE - APPROX FY96/3

3 Atch
1. Briefing Slides, AFSPC
2. Admin Changes
3. Briefing Slides, AFMC

DISTRIBUTION:
SAF/FM
SAF/GCN
SAF/AQX
SAF/MIQ
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM
AF/XOOR

AIR FORCE SPACE COMMAND CAPACITY ANALYSIS

BRIG GEN ROGER DeKOK
Director of Plans

GUARDIANS OF THE HIGH FRONTIER

AFSPC LOCATIONS

GUARDIANS OF THE HIGH FRONTIER

ATCH 1

BRAC ELIGIBLE INSTALLATIONS

PETERSON AFB	COLORADO
PATRICK AFB	FLORIDA
VANDENBERG AFB	CALIFORNIA
FALCON AFB	COLORADO
ONIZUKA AS	CALIFORNIA
F.E. WARREN AFB	WYOMING
MALMSTROM AFB	MONTANA

GUARDIANS OF THE HIGH FRONTIER

PETERSON AFB CO

- LARGE AND SMALL A/C
  - C-130 (AFRES) /C-21 (AD)
- ONE 12 PAA C-130 SQ - $0.84M
- ROBUST CAPABILITY - 6
- HOUSING COST - $0
- O&M COST - $0

GUARDIANS OF THE HIGH FRONTIER

PETERSON AFB COSTS

MILCON

- SQ OPS FACILITY $0.84M

OTHER

- MIL FAMILY HOUSING $0
- O&M COST $0

INSTALLATION TOTAL $ 0.84M

GUARDIANS OF THE HIGH FRONTIER

PETERSON AFB

- SUMMARY
  - 1 C-130 SQ AT COST OF $0.84M
  - ROBUST 6 C-130S AT NO COST
  - SOME A/C CONSTRAINTS
  - ADMIN SPACE

GUARDIANS OF THE HIGH FRONTIER

PATRICK AFB FL

- LARGE A/C
  - C-130 SEARCH & RESCUE
- NO EXCESS OR ROBUST CAPACITY

GUARDIANS OF THE HIGH FRONTIER

PATRICK AFB

- SUMMARY
  - NO EXCESS/ROBUST CAPACITY

GUARDIANS OF THE HIGH FRONTIER

VANDENBERG AFB CA

- LARGE A/C
  - NO FLYING MISSION
- ONE 12 PAA KC-135 SQ - $62.4M +
- ROBUST CAPABILITY - $0
- HOUSING COST - $0
- O&M COST - $0

GUARDIANS OF THE HIGH FRONTIER

VANDENBERG AFB COSTS

MILCON

• ALL OPs & MAINT	$62.42M +
INSTALLATION TOTAL	$62.42M +

GUARDIANS OF THE HIGH FRONTIER

VANDENBERG AFB

- SUMMARY
  - NO INFRASTRUCTURE TO SUPPORT A/C MISSION
  - EXCESS CAPACITY IN AIRSPACE & SUPPLY WAREHOUSE

FALCON AFB CO

- NO RUNWAY
- RESTRICTED AIRSPACE
- 3,000 UNDEVELOPED ACRES
- '95 MILCON FOR ADMIN SPACE TAKEN BY AIR STAFF

FALCON AFB

- SUMMARY
  - UNDEVELOPED ACREAGE TO ACCOMMODATE ADDITIONAL NON-FLYING MISSIONS.

GUARDIANS OF THE HIGH FRONTIER

ONIZUKA AS CA

- NO RUNWAY
- LIMITED MISSION AREA

GUARDIANS OF THE HIGH FRONTIER

ONIZUKA AS

- SUMMARY
  - NO ROOM FOR EXPANSION IN MISSION AREA

AFSCN SINGLE NODE

- REVISED SATELLITE CONTROL CONOPS DOES NOT REQUIRE DUAL NODES
- COULD CONSOLIDATE EXISTING FUNCTIONS AT OTHER LOCATIONS

AFSCN SINGLE NODE

- CONSOLIDATION COULD OCCUR CIRCA 2000
- SOME COMMUNICATIONS UPGRADES REQUIRED
  - COMM UPGRADES CURRENTLY BUDGETED

GUARDIANS OF THE HIGH FRONTIER

F.E. WARREN AFB WY

- NO RUNWAY
- 50PK & 150 MM III ICBM's DEPLOYED IN 3 STATES
- HOME TO 20 AF
- REGISTERED NATL HISTORIC SITE
- 78 ACRES AVAILABLE FOR NEW MISSION CONSTRUCTION

GUARDIANS OF THE HIGH FRONTIER

F E WARREN AFB

- SUMMARY:
  - ACREAGE & BASE INFRASTRUCTURE COULD ABSORB ADDITIONAL NON-FLYING MISSION.

GUARDIANS OF THE HIGH FRONTIER

MALMSTROM AFB MT

- LARGE A/C
  - KC-135
- ONE 12 PAA KC-135 - $0
- ROBUST CAPACITY - 5 KC-135 - $0 (IN ADDITION TO 2ND SQ)
- HOUSING COST - $0
- O&M COST - $.005M

GUARDIANS OF THE HIGH FRONTIER

MALMSTROM AFB COSTS

MILCON	$0
OTHER	
• O&M COST	$.005M
INSTALLATION TOTAL	$.005M

GUARDIANS OF THE MISSILE FRONTIER

MALMSTROM AFB

- SUMMARY
  - CURRENT EXCESS CAPACITY
    - 12 PAA SQ AT NO MILCON
    - ROBUST ADDITIONAL 5 PAA
  - EXCESS ADMIN CAPACITY
    - 33 x 25 PERSON UNITS

GUARDIANS OF THE MISSILE FRONTIER

ICBM REDUCTION

- MM III WING/GROUP "X" (150 MISSILES) PROGRAMMED TO INACTIVATE BEGINNING FY95/1
  - BOUGHT BACK PENDING 95 BRAC
- DRAWS DOWN FORCE TO 500 MM III AT THREE LOCATIONS
  - NEED ONE WING WITH 200 MISSILES
    - F.E. WARREN (CONVERT PEACEKEEPER --$170M)
    - MALMSTROM (CONVERT MM II TO MM III --IN PROGRESS)

MM III FORCE STRUCTURE

ADMIN CORRECTIONS

- QUESTIONNAIRE
  - ADDITIONAL QUESTIONS
  - REWRITTEN QUESTIONS
- SUB-ELEMENTS
  - GRAMMATICAL CORRECTIONS

New Questions

(I.2.A.6.b.1-dc) *What is the total number of military sorties scheduled at your base for 1993. (Include only military flights programmed by the units permanently assigned at the installation. Do not count TDY-aircraft, transient flights, or civilian sorties)*

Is the base located within 150NM of.

(III.1.G.2) -- Rail Access which allows loading/unloading of heavy equipment? *Identify*

Rewritten Questions

(I.2.C.14) Distance to ground force installation (US ARMY, USMC) with restricted air space capable of supporting tactical aircraft employment and ***capable of supporting force-on-force employment exercises.*** Identify installation

I.2.G.1/2 Identify and give distance to the nearest active duty ***or Reserve Component*** ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment

I.2.G.4/5 Identify and give distance to the nearest active duty Air Force ***or ARC*** unit where dissimilar training can be accomplished.

Criteria Corrections

I.2.1.A.1	old yellow	101-200 NM
	new yellow	> 100 NM and <=200 NM
I.2.1.A.2	old yellow	>50 NM or <=75NM
	new yellow	>50 NM and <=75 NM
I.2.1.A.3.c	old yellow	<=15 kts 50% and <=25 kts 75%
	new yellow	At or below 15 kt>=50% and at or below 25 kts >=75% (and not green)
	old red	<=15 kts 25% and <=25 kts 50%
	new red	Anything else
I.2.1.B.4	old yellow	0 w/in 100 NM >=4 within 250 NM
	new yellow	< 1 within 100 NM and >=4 within 250 NM

AFMC/XP Brief to Base Closure Executive Group

19 July 1994

Overview

- Guidelines
- Background
  - AFMC Products and Services
  - Capacity
  - Reductions: Workload, Manpower, and Infrastructure
  - Basing Considerations
- AFMC Base Summaries
  - Categories
  - Individual Bases
- AFMC Philosophy
- Concluding Comments

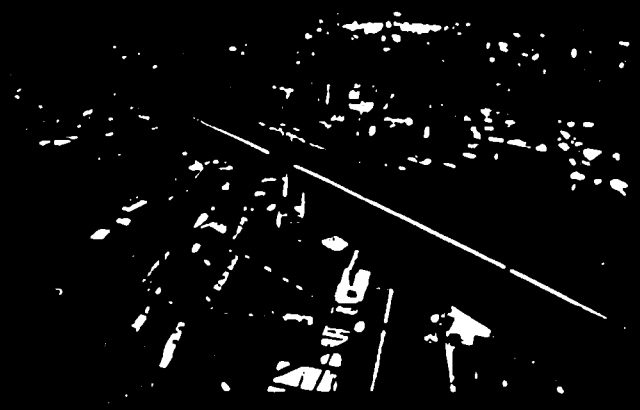
Guidelines

- Baselines
  - 30 Sep 93 Real Property Records
  - MILCON Limited to $35M (Does Not Include MFH)
  - AF Operational Force Structure Templates - FY95 PB - Feb 94 (95-4 Position)
  - Operational and Administrative Capacity as of Apr 94
- Suggested Briefing Topics
  - Excess Capacity at Each Base
  - Capacity Analysis Issues Unique to the Command
  - Philosophy for Basing Forces or Functions
  - Particular Factors Which Affect Capacity or Basing Needs

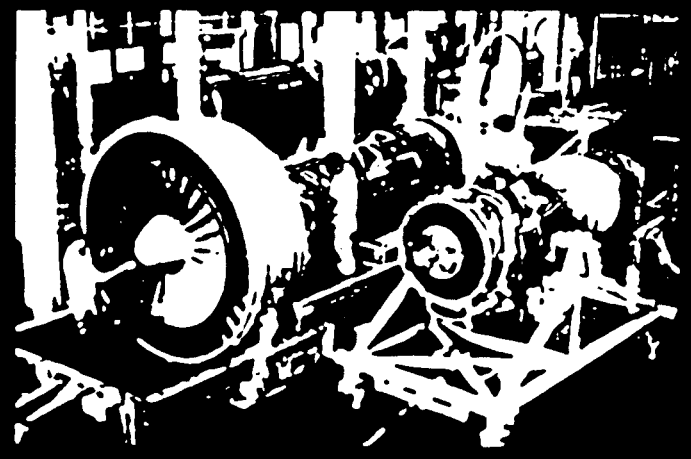
AFMC Products and Services

SUSTAINMENT

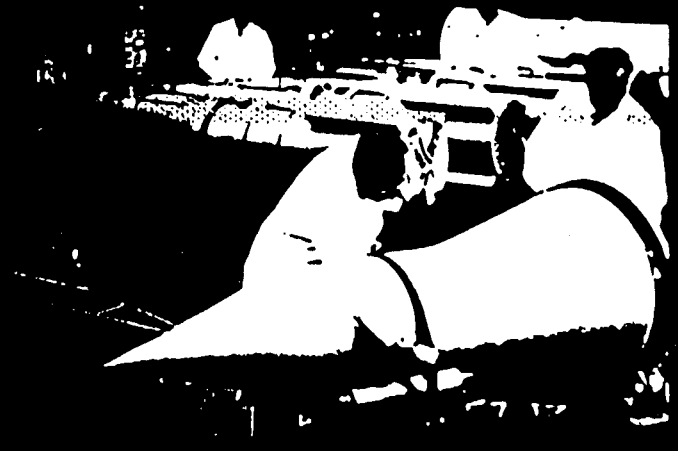
ALL Aircraft



ALL Engines



ALL Tactical & Strategic Missiles



ALL Communication Electronics

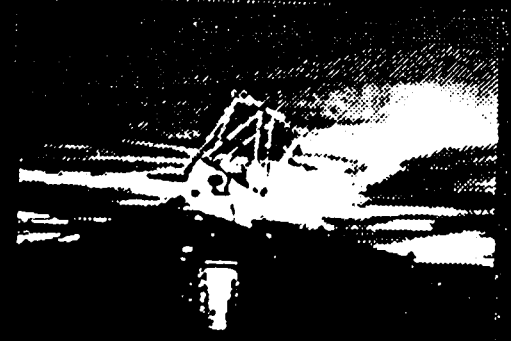
TEST & EVALUATION

T&E

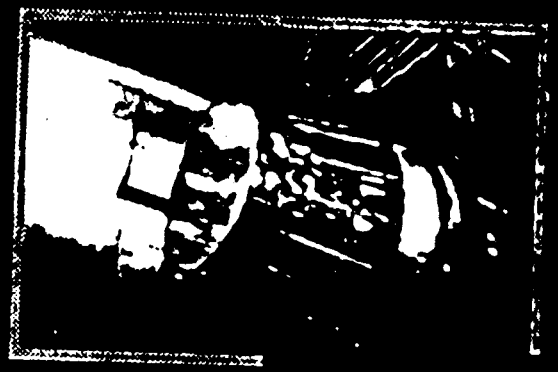
- Integral to the acquisition process
- Provides data critical to decision makers
- Ensures quality, proven weapon systems

TECHNOLOGY

- Invest in development of those technologies which will keep our Air Force qualitatively superior

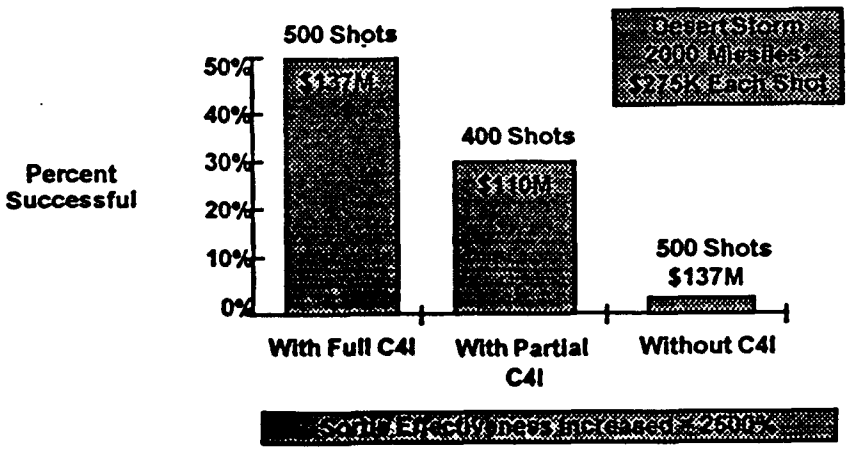


- Transition mature technologies to system developers and sustainers



- Provide organic technical support to all Air Force customers

Precision Weapon Effectiveness Greatly Aided by C4I



* 600 missiles fired without mode being recorded

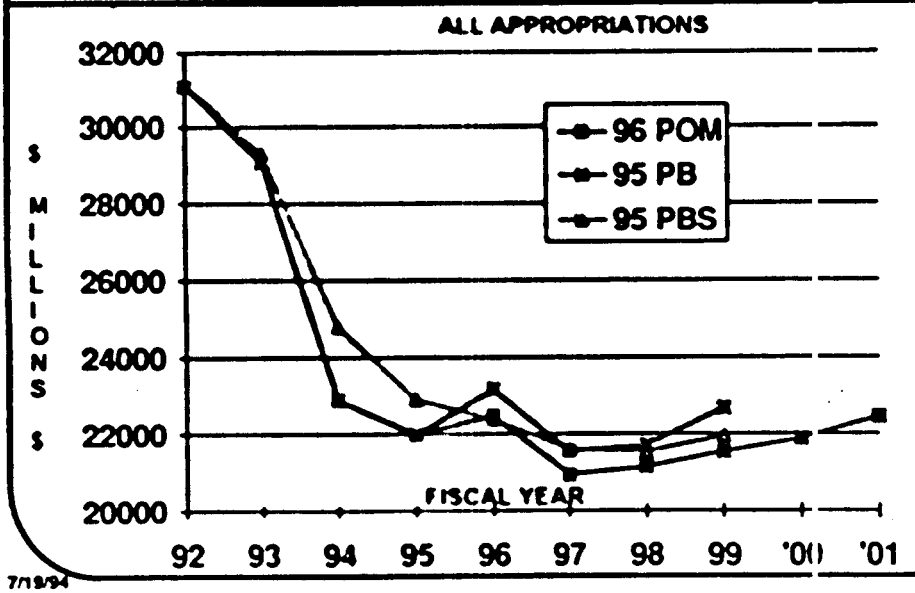
AFMC Capacity

- Capacity is the Combination of Real Estate, Facilities, Equipment, Processes, and People Required to Produce Products or Provide Services
  - Reducing Real Estate Usually Requires Closing the Base
  - AFMC Capacity Measures are Not Straightforward
    - Driven by the Types (Not the Number) of Weapon Systems Supported e.g., 47 B-52s Require About the Same as the Previous 97 B-52s
    - If You Close the Base and Continue to Support the Weapon System, Then You Must Pay to Move the Capability
  - To Some Degree, People Can be Reassigned to Different Types of Work, But If You Move the Work, You Must Pay to Relocate the People or Pay to Rehire/Retrain Workforce
- The Challenge is to Reduce AFMC Infrastructure to Match Decreases in Workload and Manpower

AFMC Workload and Manpower Trends

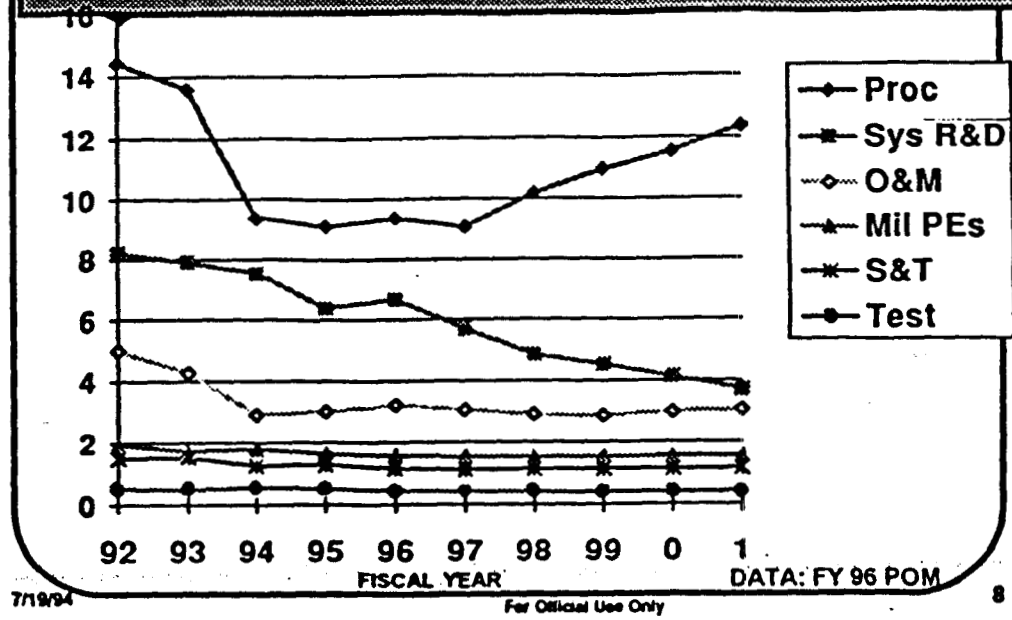
- Workload (FY94-01)
  - S&T
  - Product Centers
  - Test Centers
  - Logistics Centers
- Manpower
  - FY89 AFSC/AFLC Manpower: 150,068
  - FY89-94 Reductions: 33,935 (DMRDs/AFMC Merger)
  - FY94-01 Reductions: 25,079 (FY96 POM)

96POM vs 95PB&PBS BASELINE COMPARISON



AFMC APPROPRIATION TRENDS

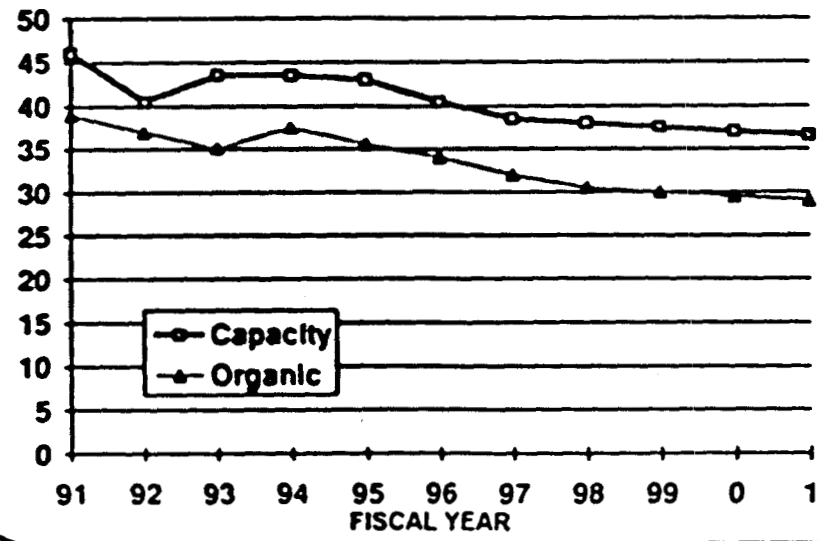
(CONSTANT FY92 $ IN BILLIONS)



DATA: FY 96 POM

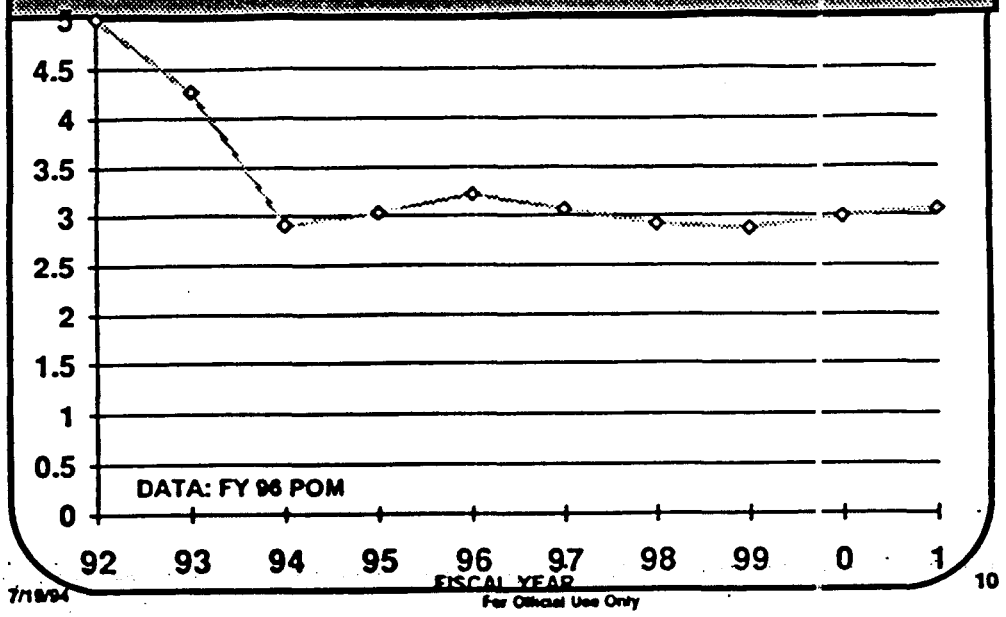
AFMC LOGISTICS WORKLOAD

(IN MILLIONS)

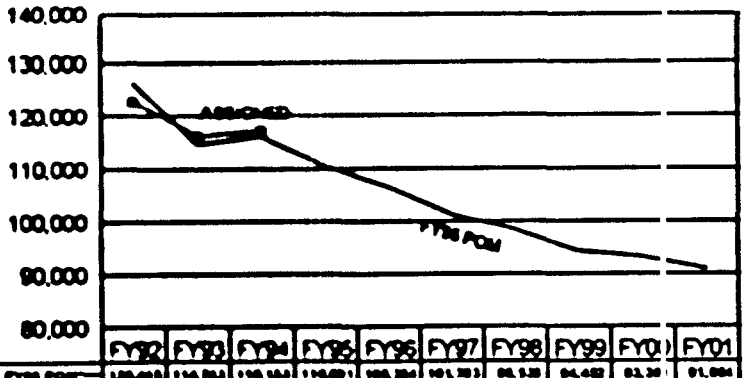


OPERATIONS & MAINTENANACE

(CONSTANT FY92 $ IN BILLIONS)



AFMC TOTAL PERSONNEL REDUCTIONS

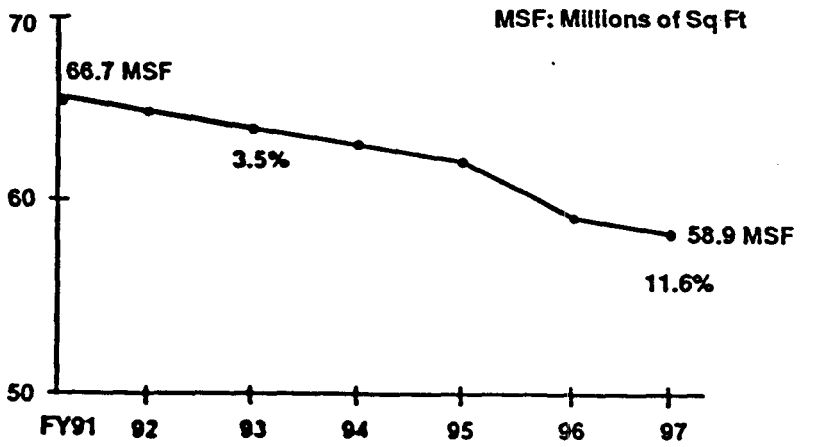


	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01
FY96 POM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
YR TO YR				[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
CUMULATIVE				[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
ASSIGNED*	[illegible]	[illegible]	[illegible]							

*AS OF 17 JUN 94

AFMC Infrastructure Reductions

(A/O 30 Sep 93)



Basing Considerations

- Downsize in Place
  - Most Cost Effective Method to Reduce Unused Facilities, Equipment, Processes and People
- Base Closure
  - Costs
  - Impacts
- Privitization in Place
  - Proving More Expensive Than Anticipated
  - Proprietary Rights Issues
- Depot Competition
  - Put on Hold by OSD
- Legal Constraints
  - 60/40 Requirement
- Interservice
  - Working Hard with Cross Service Working Groups
  - Work Year Limitation and Reimbursement Could be Problem
  - Progress Slow

Product Centers/Labs (Cont'd)

- Kirtland AFB, NM
  - Current Force Structure
    - 58th SOW (AETC) - 10 C-130s, 22 Helicopters
    - 150th FG (ANG) - 24 F-16s
  - No Excess Operational Capacity
  - 48 PN (1200 People) Excess Administrative Capacity - $2.3 M
  - Functional - Underground Munitions Storage Area
- Los Angeles AFB, CA
  - No Operational Excess Capacity
  - No Administrative Excess Capacity

Product Centers/Labs (Cont'd)

- Rome Lab, NY
  - No Excess Operational Capacity
  - No Excess Administrative Capacity
- Wright-Patterson AFB, OH
  - Current Force Structure
    - 907th Airlift Group (AFRES) - 16 C-141s (1 JAN 95)
    - NEACP (ACC) - 1 E-4 (Due to Arrive SEP 94)
  - Excess Operational Capacity
    - One 18 PAA F-16 - $6.8M (No Cost for AFRES/ANG)
  - No Excess Administrative Capacity
    - ASC 2000 Underway to Replace Unsatisfactory Space

Test Centers

- Arnold AFB, TN
  - No Excess Operational Capacity
  - No Excess Administrative Capacity
  - Functional - Joint Service Center For Wind Tunnel And Engine Testing

Test Centers (Cont'd)

- Edwards AFB, CA
  - Current Force Structure - 412th Test Wing (AFMC) - 126 T&E Aircraft
  - Excess Operational Capacity -
    - Three 12 PAA C-130 - $25.0M, Or
    - Two 12 PAA KC-135 - $20.0M, Or
    - One 16 PAA B-1B - $35.M, Or
    - Three 18 PAA F-15 - $30.0M, Or
  - Robust 28 Large or 123 Small Aircraft, or 48 Helicopters
  - No Excess Administrative Capacity
  - Functional - Could Support Significant Increase In Test Programs

Test Centers (Cont'd)

- Eglin AFB, FL
  - Current Force Structure
    - 33th FW (ACC) - 54 F-15s
    - 9th Special Ops (SOC) - 12 C-130s
    - 919th Special Ops (AFRES) - 12 AC-130s (Duke Field)
    - Air Warfare Center (ACC) - 10 F-15s, 13 F-16s, 1 C-130
    - AFDTC (AFMC) - 6 F-111s, 8 F-15s, 11 F-16s, 1 C-130, 2 UH-1s
  - No Excess Operational Capacity
  - Robust 18 F-15 - No Cost
  - No Excess Administrative Capacity
  - Functional - Could Host Tri Service Center For Air Munitions

Air Logistics Centers

- Hill AFB, UT
  - Current Force Structure
    - 388th FW (ACC) - 54 F-16s
    - 419th FG (AFRES) - 18 F-16s
  - Excess Operational Capacity
    - One 18 PAA F-16 - $8.6
  - Robust 12 F-16s - $0.3M
  - No Excess Administrative Capacity
  - Functional - ICBM Impractical to Move

Air Logistics Centers (Cont'd)

- Kelly AFB, TX
  - Current Force Structure
    - 433rd Airlift Wing (AFRES) - 12 C-5As
    - 149 FG (ANG) - 18 F-16s
  - Excess Operational Capacity (AFRES/ANG)
    - One 12 PAA C-130 - $2.4M, Or
    - One 12 PAA KC-135 - $2.4M, Or
    - One 16 PAA B-1B - $4.0M, Or
    - Six 18 PAA F-15 Or F-16 - $8.3M
  - Robust 6 C-5As AND 6 F-16s - No Cost
  - No Excess Administrative Capacity

Air Logistics Centers (Cont'd)

- McClellan AFB, CA
  - Current Force Structure - None
  - Robust - None
  - Alternatives (Only One of the Following):
    - Two 18 PAA F-15 Cost - $ 8.9M
    - Two 18 PAA F-16 Cost - $20.7M
    - Two 12 PAA C-130 Cost - $ 8.6M
    - Two 12 PAA KC-135 Cost - $ 31.6M
  - 13 PN (325 People) Excess Administrative Capacity - $0.2M
  - Functional - Neutron Radiography Impractical to Move

Air Logistics Centers (Cont'd)

- Robins AFB, GA
  - Current Force Structure
    - Joint STARS (ACC) - E-8C (First Aircraft Arrives NOV 95, Total 20 Aircraft)
    - 19th ARW (AMC) - 20 KC-135s
  - No Excess Operational Capacity
  - No Excess Administrative Capacity

Air Logistics Centers (Cont'd)

- Tinker AFB, OK
  - Current Force Structure
    - STRATCOM/WING One (NAVY) - 16 E-6s
    - 552th ACW (ACC) - 29 E-3s, 2 EC-135s, 1 C-135
    - 507th ARG (AFRES) - 10 KC-135s
  - No Excess Operational Capacity
  - 23 PN (575 People) Excess Administrative Capacity - Cost $ 0.9 M

AFMC Philosophy

AFMC Philosophy

Mission Unchanged

- **The Same Products and Services are Required**

Workload Decreasing

- **Capacity for Additional Work Exists at Each Base in Each Category**
- **Downsize to Meet AF Requirements**
- **Preserve Option for Cross-Servicing**

AFMC Philosophy

AFMC Downsizing Should Be Integrated

- Reduce Types and Quantities of Operational Force Structure
  - AFMC Infrastructure Driven Primarily by Type
- Revise Development and Modernization Programs
  - Greater "Outsourcing" Possible – But Roadblocks Exist
- Minimize the Number of Bases/Retained Areas
  - Cross-Service When Resourced by OSD – Manpower/Obligation Authority
- Cut Manpower/Reduce High Grades

AFMC Philosophy (Basing Considerations)

Labs/Product Centers

- Three Required: Air, Space, and C4I
  - Lab/Product Center Collocation Desirable
- Good Potential for a Tri-Service Institute for Human Centered Activities
- Good Potential to Eliminate Retained Areas

AFMC Philosophy (Basing Considerations)

Test Centers

- Three Required for AF Requirements
- Good Potential for a Tri-Service Integrated Weapon Center for Conventional Air Armaments

AFMC Philosophy (Basing Considerations)

Air Logistics Centers

- Three Required for AF Requirements
  - At Least One Must be an Engine Depot
- Good Potential for Transfer/Joint Management
  - Possible Conversion to a Training Mission
- Some Sustainment Activities Impractical to Move
  - ICBMs
  - Neutron Radiography

Concluding Comments

- AFMC Infrastructure Key to AF Control of Required Military Products and Services
- Ultimate Number of Installations Should be a Balance of:
  - Functional and Military Value of Installations
  - Funds Available for Realignment and Closure

Base Data

	SF (M)	% OF AFMC TOTAL	REPLACEMENT VALUE ($)	% OF AFMC TOTAL	30 SEP 93 UMD MANPOWER	CLOSURE (COST M)	ANNUAL SAVIN
ARNOLD	[illegible]	[illegible]	[illegible]	[illegible]	346		
BROOKS	[illegible]	[illegible]	[illegible]	1.19	2669	$406	$25
EDWARDS	[illegible]	[illegible]	[illegible]	[illegible]	7229	$2,168	$18
EGLIN	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$2,548	$81
HANSCOM	[illegible]	[illegible]	[illegible]	[illegible]	3482	$646	$22
HILL	[illegible]	[illegible]	[illegible]	[illegible]	10629	$1,932	$47
KELLY	[illegible]	[illegible]	[illegible]	[illegible]	12777	$1,237	$37
KIRTLAND	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$738	[illegible]
LOS ANGELES	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$606	$43
MCCLELLAN	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	$793	$29
ROBINS	[illegible]	[illegible]	[illegible]	[illegible]	11496	$1,313	$34
TINKER	[illegible]	[illegible]	[illegible]	[illegible]	13617	$1,203	$45
WRIGHT-PATT	[illegible]	[illegible]	[illegible]	[illegible]	17221	$2,451	[illegible]
ROME	832	[illegible]	[illegible]	[illegible]	847	$160	$ [illegible]

FY94 $M

2

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

28 JUL 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 21 July 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Maj Gen Closner, AF/RE
Mr. Beach, SAF/FM
Mr. Orr, AF/LGM
Mr. Blanchard, AF/DPP
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Heady, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Heflebower, AF/PE

b. Other key attendees:

Maj Gen Hurley, ACC/XP
Maj Gen Redden, PACAF/XP
Col Mayfield, AF/XOOR
Capt Maloy, ACC/XPP

The meeting was called to order by Maj Gen Blume, who expressed his appreciation for ACC/XP's work in completing the data collection process on time. The capacity analysis for ACC was presented by Capt Maloy, ACC/XPP, using the slides at Atch 1. There is some possibility that an air rescue squadron will move into Langley AFB, using the current excess capacity. That issue is being worked. Maj Gen Hurley, HQ ACC/XP, briefed the ACC command vision. He noted the desires of the command with respect to bomber basing, the composite wing, and other matters as indicated on the slides. It was noted that the BCEG should be made aware of the special mission needs of the U-2 aircraft at Beale AFB if any move is contemplated for that unit. ACC indicated a desire to keep an expansion and robust capability at remaining bases, and suggested that any closure of a dual-mission depot also close the operations side.

Maj Gen Redden, HQ PACAF/XP, briefed the PACAF capacity analysis using the slides at Atch 2. He noted the critical nature of several of their bases to the establishment of a land bridge to support any Pacific operation. These installations include Hickam, Andersen, Elmendorf, and Eielson AFB. The ability of one Alaskan base to support northern operations was considered, but it was noted that prevailing weather patterns allowed at least one of the two bases to operate at any time, providing backup capability. In addition, a single base resource would add to any deployment using that route. In summary PACAF bases and forces are positioned properly to support any significant conflict involving Asia and this area constitutes a significant challenge for the future.

There being no further matters to discuss, the meeting was adjourned at 1155. The next BCEG meeting will be at the call of the Co-Chairmen.

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

2 Atch
1. ACC Briefing Slides
2. PACAF Briefing Slides

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ACC CAPACITY ANALYSIS

CAPTAIN
CHRISTOPHER MALOY
ACC BASING PROGRAMS

OVERVIEW

- NUMBER AND TYPE OF BASES
- BASE DESCRIPTION
  - FORCE STRUCTURE
  - THESE AIRCRAFT FOR THIS AMOUNT OF MONEY
  - 'ROBUST' REFERS TO ADDING LIKE AIRCRAFT
  - 'HOUSING' CAUSES LARGE COST DIFFERENTIALS
  - OTHER COSTS

ATCH 1

AIR COMBAT COMMAND

- 20 BASES
  - 8 LARGE AIRCRAFT
  - 10 SMALL AIRCRAFT
  - 2 OTHER

LARGE AIRCRAFT BASES (8)

- BARKSDALE AFB LA
- BEALE AFB CA
- DYESS AFB TX
- ELLSWORTH AFB SD
- LITTLE ROCK AFB AR
- MINOT AFB ND
- OFFUTT AFB NE
- WHITEMAN AFB MO

BARKSDALE AFB LA

- FORCES: 72 TOTAL A/C
  - 47 B-52H
  - 20 A/OA-10 (AFRES)
  - 5 T-38
- OPTION: ROBUST 12 B-52H - $0
- MILITARY FAMILY HOUSING (MFH): $0
- 25 PERSON ADMIN UNITS: 5

BEALE AFB CA

- FORCES: 57 TOTAL A/C
  - 34 U-2R/RT
  - 10 KC-135E (AFRES)
  - 13 T-38
- OPTIONS:
  - (1) ADD ONE 12 PAA KC-135 SQ - $3.5M
  - (2) ADD TWO 12 PAA (24) KC-135 SQ- $38.1M
- MFH: $24.5M FOR TWO SQ OPTION
  - LOCAL HOUSING INADEQUATE
- 25 PERSON ADMIN UNITS: 0

DYESS AFB TX

- FORCES: 78 TOTAL A/C
  - 46 B-1B
  - 26 C-130H
  - 4 T-38
- OPTIONS:
  - (1) ROBUST 5 B-1Bs - $0 OR
  - (2) ADD ONE 16 PAA B-1B SQUADRON - $19.6M
- MFH: $50.0M
  - LOCAL HOUSING INADEQUATE
- 25 PERSON ADMIN UNITS: 5

ELLSWORTH AFB SD

- FORCES: 38 TOTAL A/C
  - 33 B-1B
  - 5 T-38
  - 99 WG (WTC)
- OPTION: ADD TWO 16 PAA (32) B-1B SQ - $0
- MFH: $0
- 25 PERSON ADMIN UNITS: 54

LITTLE ROCK AFB AR

- FORCES: 83 TOTAL A/C
  - 66 C-130E
  - 17 C-130H
- OPTION: ADD TWO 12 PAA (24) C-130 SQ - $27.7M
- MFH: $62.6M
  - LOCAL HOUSING INADEQUATE
- 25 PERSON ADMIN UNITS: 0

MINOT AFB ND

- FORCES: 34 TOTAL A/C
  - 29 B-52H
  - 5 T-38
- OPTION:
  - ADD ONE 16 PAA B-52 SQ - $0

AND

  - [illegible] ST 6 B-52 - $0
- MFH: $0
- 25 PERSON ADMIN UNITS: 14

OFFUTT AFB NE

- FORCES: 50 TOTAL A/C
  - 35 RC/EC/OC-135
  - 4 E-4
  - 6 C-21
  - 5 T-38
  - HQ USSTRATCOM
- OPTION: ROBUST FOUR C-135 TYPE A/C - $0
- MFH: $0
- 25 PERSON ADMIN UNITS: 4
  - ADDITIONAL FACILITIES SET ASIDE FOR DFAS

WHITEMAN AFB MO

- FORCES: 33 TOTAL A/C
  - 7 B-2
  - 21 A/OA-10
  - 5 T-38
- OPTIONS:
  - (1) ONE 12 PAA KC-135 SQUADRON - $30M
    - MFH: $9.8M (KC-135)
      - LOCAL HOUSING INADEQUATE

OR

  - (2) ONE 18 PAA F-15 SQUADRON - $24.4M
    - MFH: $26.6M (F-15)
      - LOCAL HOUSING INADEQUATE
- 25 PERSON ADMIN UNITS: 16

SMALL AIRCRAFT BASES (10)

- CANNON AFB NM
- DAVIS MONTHAN AFB AZ
- HOLLOMAN AFB NM
- LANGLEY AFB VA
- MOODY AFB GA
- MT HOME AFB ID
- NELLIS AFB NV
- POPE AFB NC
- SEYMOUR JOHNSON AFB NC
- SHAW AFB SC

CANNON AFB NM

- FORCES: 132 TOTAL A C
  - 94 F-111E F
  - 38 EF-111
- OPTION: ADD ONE 18 PAA F-16 SQ - $15.9M
- MILCON: $18.0M
  - LOCAL HOUSING INADEQUATE
- 25 PERSON ADMIN UNITS: 0

DAVIS-MONTHAN AFB AZ

- FORCES: 105 TOTAL A/C
  - 78 A/OA-10
  - 22 EC-130E/H
  - 5 HH-60 (AFRES)
- OPTIONS:
  - (1) ONE 18 PAA A/OA-10 SQ - $8.7M OR
  - (2) ONE 18 PAA F-16 SQ - $21.9M OR
  - (3) ONE 12 PAA C-130 SQ - $15.5M
- MFH: $0
- 25 PERSON ADMIN UNITS: 3

HOLLOMAN AFB NM

- FORCES: 112 TOTAL A/C
  - 52 F-117
  - 29 AT-38
  - 23 F-4E
  - 4 HH-60
  - 2 QF-106
  - 2 F-16A
  - 12 ADDITIONAL GAF A/C IN 96/1 (TOTAL: 124)
- OPTION: ONE 18 PAA F-15 SQ - $31.6M
- MFH: $41.0M
  - SEVERE HOUSING SHORTAGE
- 25 PERSON ADMIN UNITS: 1

LANGLEY AFB VA

- FORCES: 68 TOTAL A/C
  - 59 F-15C
  - 3 UH-1
  - 6 C-21
  - HQ AIR COMBAT COMMAND
- OPTIONS:
  - (1) ROBUST 18 F-15s - $0 OR
  - (2) ONE 18 PAA F-15 SQ - $6.2M OR
  - (3) ONE AIR RESCUE SQ- $12.95M
- MFH: $0
- 25 PERSON ADMIN UNITS: 0

MOODY AFB GA

- FORCES: 76 TOTAL A/C
  - 40 F-16C/D
  - 26 A/OA-10
  - 10 C-130E
- OPTIONS:
  - (1) ROBUST 12 F-16s & 6 C-130s - $1.85M

    OR
  - (2) ONE 18 PAA F-16 SQUADRON - $3.8M
- MFH: $30 TO 35M
  - LOCAL HOUSING INADEQUATE
- 25 PERSON ADMIN UNITS: 0

MOUNTAIN HOME AFB ID

- FORCES: 72 TOTAL A/C
  - 20 F-15C
  - 20 F-15E
  - 24 F-16C/D
  - 6 KC-135R
  - 2 T-38
- OPTION: ROBUST 12 (6 ea : F-15C, F-15E) - $4.6M
- MFH: $27.0M
  - SEVERE HOUSING SHORTAGE
- 25 PERSON ADMIN UNITS: 5

NELLIS AFB NV

- FORCES: 120 TOTAL A/C
  - 48 F-16C/D, 26 F-4G, 18 F-15C, 12 F-15E, 12 A-10, 4 HH-60
  - USAF WEAPONS AND TACTICS CENTER
- NOTE: ASSUMES SAME 'RED FLAG', 'GREEN FLAG', AND 'AWT' TRAINING TEMPO
  - AWT/WPNS SCHOOL - 100 A/C CONTINUOUSLY
  - RF/GF - 100 ADDITIONAL A/C 30 WEEKS A YEAR
- OPTION: ONE 18 PAA F-16 SQUADRON - $48.0M
- MFH: $0
- 25 PERSON ADMIN UNITS: 0

POPE AFB NC

- FORCES: 78 TOTAL A/C
  - 20 F-16
  - 26 A/OA-10
  - 32 C-130E
- OPTIONS:
  - (1) ROBUST SIX C-130s & SIX F-16s - $0.6M

    OR

  - (2) ONE 18 PAA F-16 SQUADRON - $33.0M
- MFH: $10.0M TO $15.0M
  - LOCAL HOUSING INADEQUATE
- 25 PERSON ADMIN UNITS: 0

SEYMOUR JOHNSON AFB NC

- FORCES: 100 TOTAL A/C
  - 90 F-15E
  - 6 KC-10
  - 4 T-38
- OPTION: ONE 12 PAA KC-135 SQUADRON - $10.5M
- MFH: $0
- 25 PERSON ADMIN UNITS: 9

SHAW AFB SC

- FORCES: 93 TOTAL A/C
  - 67 F-16's
  - 26 A/OA-10'S
- OPTIONS:
  - (1) ROBUST UP TO 36 F-16's - $0 AND
  - (2) ONE 24 PAA (60) F-16 SQ - $1.5M OR
  - (3) ONE 18 PAA (54) F-15 SQ - $5.2M OR
  - (4) ONE 12 PAA (48) C-130 SQ - $15.8M
- MFH: $60M TO $90M
  - LOCAL HOUSING INADEQUATE
- 25 PERSON ADMIN UNITS: 11

OTHER BASES

- GRIFFISS AFB NY
- MACDILL AFB FL

GRIFFISS AFB NY

- REALIGNING
  - ROME LABS (AFMC)
  - NEADS (ANG)
- NO ADDITIONAL EXCESS ADMIN CAPACITY
  - FACILITIES SET ASIDE FOR DFAS

MACDILL AFB FL

- MAJOR HEADQUARTERS BASE
  - HQ USCENTCOM
  - HQ USSOCOM
- NO EXCESS ADMIN CAPACITY

ACC CAPACITY ANALYSIS SUMMARY

BASE	F-16	F-15	B-1	KC-135	C-130	MILCON	RDT&EST	O&M	MPA	TOTAL
BARKSDALE						$0.00	32 B-52		$0.00	$0.00
BISTE				1		$2.50			$0.00	$2.50
CANNON	1					$15.00			$38.00	$53.00
DAVIS-MONTHAN	1					$0.00		$1.60	$0.00	$1.60
DELAWARE (OPT 2)						$8.70	13 A-10		$0.00	$8.70
DELAWARE (OPT 3)					1	$14.40		$1.10	$0.00	$15.50
DYESS						$0.00	5 B-1B		$15.00	$15.00
DYESS (OPT 2)			1			$19.00			$50.00	$69.00
ELLSWORTH			2			$0.00			$0.00	$0.00
GRISSOM										$0.00
HOLLOMAN		1				$31.60			$51.00	$82.60
LANGLEY		1				$0.00				$0.00
LANGLEY (OPT 2)						$0.00	18 F-15		$0.00	$0.00
LANGLEY (OPT 3)							AIR BASE OP			$12.00
MINE RIDGE					2	$27.70			$54.00	$89.00
MACON										$0.00
MINOT						$0.00	15 + 6 B-52		$0.00	$0.00
MOODY						$1.80	5 F-16 OC-1	$0.05	$30.00	$31.85
MOODY (OPT 2)	1					$3.00			$35.00	$38.00
NELLIS						$0.50	5 HC/MC-130	$4.00	$27.00	$31.50
NELLIS (OPT 2)	1					$40.00			$0.00	$40.00
OFFUTT						$0.00	4 KC-135		$0.00	$0.00
PEASE						$0.00	C-130/9 E	$0.00	$19.00	$19.00
PEASE (OPT 2)	1					$30.00			$10.00	$40.00
PORTLAND (ANG/AFR)				1		$10.50			$0.00	$10.50
SHAW						$0.00	36 F-16		$60.00	$60.00
SHAW (OPT 2)	1					$1.50	36 F-16		$60.00	$61.50
SHAW (OPT 3)		1				$0.00	36 F-16		$60.00	$60.00
SHAW (OPT 4)					1	$15.00	36 F-16	$0.00	$90.00	$105.00
WHITEMAN				1		$30.00			$0.00	$30.00
WHITEMAN (OPT 2)		1				$24.00			$0.00	$24.00
ACC TOTAL										

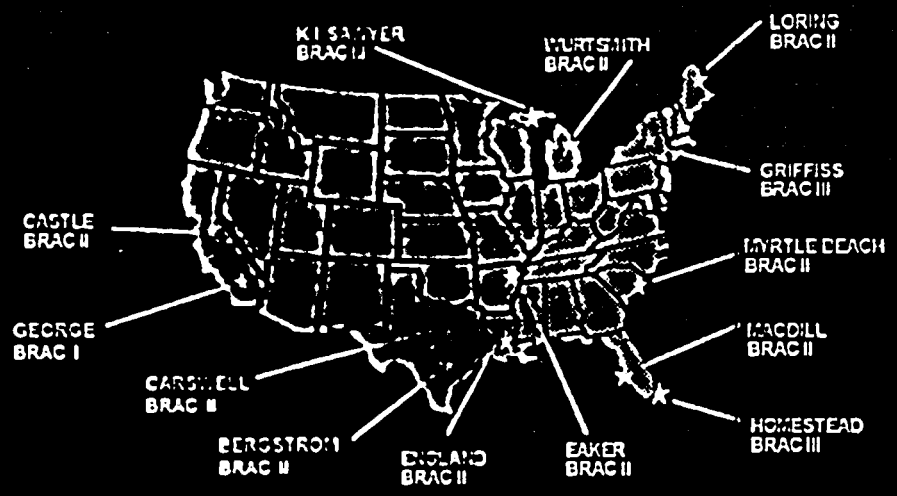
FOR OFFICIAL USE ONLY

COMMAND VISION

ACC CLOSURES / REALIGNMENTS

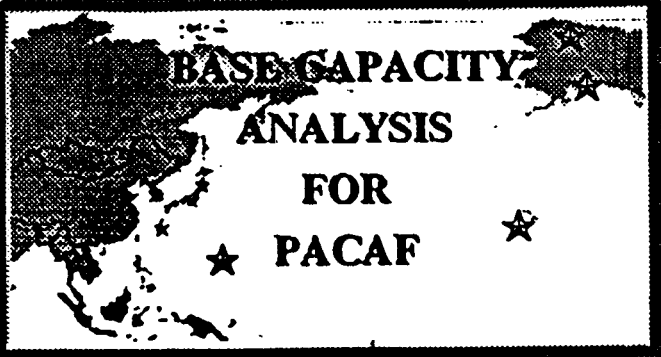
- BRAC I
  - GEORGE AFB CA
- BRAC II
  - BERGSTROM AFB TX
  - CARSWELL AFB TX
  - CASTLE AFB CA
  - EAKER AFB AR
  - ENGLAND AFB LA
  - LORING AFB ME
  - MACDILL AFB FL
  - MYRTLE BEACH AFB SC
  - WURTSMITH AFB MI
- BRAC III
  - GRIFFISS AFB NY
  - HOMESTEAD AFB FL
  - K I SAWYER AFB MI
- 13 TOTAL ACC BASES (7 LARGE, 6 SMALL)

ACC CLOSURES / REALIGNMENTS



COMMAND VISION

- MAINTAIN UNIQUE COMPOSITE WING CAPABILITY
- MAINTAIN TWO B-1 AND TWO B-52H BOMBER BASES
  - COMPLICATES TARGETING
  - INCREASES SURVIVABILITY OF NUCLEAR FORCES
  - ENHANCES FLYING AND WEAPONS SAFETY
  - INCREASES OPS TEMPO POTENTIAL
  - PROTECTION FROM NATURAL DISASTERS
- MAINTAIN SPECIALIZED MISSION BASES
  - BEALE: U-2 MISSION
  - DAVIS MONTHAN: A/OA-10 FTU, AMARC
  - WHITEMAN: B-2 MISSION
- MAINTAIN INFRASTRUCTURE FOR EXPANSION
- REMOVE FORCE STRUCTURE FROM CLOSED DEPOTS
- SUPPORT AFSOC FORCES MOVE TO BEALE



Briefed by: Maj Gen Joseph J. Redden
HQ PACAF/XP

What We've Done Since BRAC '93

- Galena Drawdown
  - Saved 27[illegible] Auths, Contracted BOS
- King Salmon Drawdown
  - Saved 28[illegible] Auths, Contracted BOS
- Eareckson Conversion
  - Saved 32[illegible] Auths, Contracted BOS
- Transferred Wake to BMD
  - Saved 7 Auths, Transferred ownership
- Reductions at Andersen
  - SP, Contract Comm, Admin = -319 Auths

Saves $179 million Across FYDP

ATCH 7

PACAF BASES

- FOUR PACAF BASES ARE "CANDIDATES" IN BRAC/BCAS PROCESS:
  - ANDERSEN AFB, GU
  - HICKAM AFB, HI
  - ELMENDORF AFB, AK
  - EIELSON AFB, AK

COMMAND ASSESSMENT

- FAIR AMOUNT OF EXCESS CAPACITY IN PACAF
  - 1 KC-135 SQUADRON
  - 2 F-16 SQUADRONS
- COSTS:
  - $49.42 MILLION FOR MILCON
  - $165.6 MILLION FOR HOUSING

ANDERSEN AFB

- MISSION
  - NECESSARY FOR LONG TERM THEATER INTERESTS
  - HQ 13 AF & U.S. PRESENCE FOR DEVELOPING ASIAN COUNTRIES & REGIONAL STABILITY
  - STRATEGIC STORAGE--CANNOT AIRLIFT
  - CRITICAL OPLAN 5027 SUPPORT BASE
- MILITARY VALUE
  - ONLY U.S. CONTROLLED TERRITORY IN REGION
  - ESSENTIAL FOR ALL ASIAN CONTINGENCIES
    - WAKE AND MIDWAY CLOSURES
  - ONLY FALLBACK IF ASKED TO LEAVE ASIAN BASES

ANDERSEN AFB

- NO AIR FORCE PERMANENT FORCE STRUCTURE ASSIGNED
- NO EXCESS CAPACITY
  - BASE IS MAJOR BOMBER BEDDOWN FOR OPLAN 5027
    - BASE REACHES CAPACITY WITHIN 1 DAY
- NO ROBUST CAPABILITY

HICKAM AFB, HI

- MISSION
  - HQ PACAF
  - AIRLIFT SUPPORT
- MILITARY VALUE
  - CRITICAL EN-ROUTE SUPPORT BASE
  - SUPPORTS HQ PACAF
  - KEY TO SUPPORT CINCPAC & HIANG

HICKAM AFB, HI

- LARGE A/C
  - 2-C135
  - HI ANG - 8 KC-135R; 4 C-130H; 15 F-15A
- ONE 12 PAA KC-135 SQUADRON $30.7M
- HOUSING COST
  - MHI - 151 Units $23.1 Million
  - UPH - 12,000SF $1.3 Million
  - $24.4 Million
- ROBUST CAPABILITY - NONE

ELMENDORF AFB

- MISSION
  - 11 AF, ALCOM & ANR SUPPORT
  - AIR SOVEREIGNTY ALERT
  - GLOBAL MOBILITY
  - RADAR AND FOL SUPPORT
- MILITARY VALUE
  - CRITICAL GLOBAL EN-ROUTE SUPPORT BASE
  - CENTER OF AF OPS IN ALASKA

ELMENDORF AFB

- MULTI A/C
  - 18 F-15E; 36 F-15C; 2 E-3A;
  - 16 C-130H; 4 C-12
- NO EXCESS CAPACITY
- NO ROBUST CAPABILITY

EIELSON AFB

- MISSION
  - F-16C/F-22 OPS--SUPER CRUISE, AIR TO GROUND
    - LIMITLESS UNREFUELED TRNG AIR SPACE AND BOMBING RANGES
  - COPE THUNDER CENTER OF OPS
  - COBRA BALL
- MILITARY VALUE
  - NORTHERN JOINT EXERCISES & PROXIMITY TO FT WAINWRIGHT--EXPANSION POSSIBLE
  - ESSENTIAL COMPLEMENT FOR ELMENDORF

EIELSON AFB

- MULTI A/C
  - 18 F-16C; 12 OA-10; 8 KC-135R (ANG)
- TWO 18 PAA F-16C SQUADRONS
  - MILCON - $18.72M
- HOUSING COST

- MILL 750 UNITS	$137.0 Million
- UPH 39,400 SF	$4.2 Million
	$141.2 Million

- NO ROBUST CAPABILITY

BCAS SUMMARY

Base	12 KC-135	18 F-16	EX CAP MILCON	ROBUST	ROBUST MILCON	MFH
Andersen	-	-	-	-	-	-
Eielson	-	2	18.7M	-		141.2M
Elmendorf	-	-	-	-	-	-
Hickam	1	-	30.7M	-		24.4M

PACAF VISION

- MINIMUM FORCE STRUCTURE BALANCED WITH OPLAN EXECUTION
- ESSENTIAL FOR GLOBAL POWER AND MOBILITY
- FORCES POSTURED TO MATCH ENVIRONMENT & THREAT(s)
  - REDUCED 4350 AUTHs SINCE FY93/4
  - REDUCED 18 PAA (all types) since FY93/4
- SE ASIA--CHALLENGE OF TOMMORROW

3

1

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

10 AUG 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 2 August 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen Tenoso, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Col Mayfield, AF/XOOR
Mr. Crawford, SAF/AG
Col Walters, AF/PE
Mr. Speer, AFAA

The meeting was called to order by Mr. Boatright. He requested BCEG members think about the use of a weighed grading system for the Air Force BRAC analysis. Such a system would be more acceptable to auditors since it provides a replicable system of evaluations. The contemplated system would weight subelements against other subelements at the same level. The overall grade for that level would be a factor of the weighted grades of the subelements of that level. The system would not weight the criterion grades to achieve an overall ranking. Instead, each BCEG member would apply judgment and score each base, as was done in BRAC 91 and BRAC 93, with the overall totals used to place each base into one of three bands for retention. A presentation on the system will be provided later at which time the members can comment on the proposed system.

Mr. Beach, SAF/FM, briefed issues concerning Base Closure Account (BCA) funding, using the slides at Atch 1. He stressed the need to build and maintain a solid financial plan for the remainder of this year and 1995 in order to show a need for the return of the money transferred by OSD to the Navy BRAC funds this year. They are working with the AF/RTT and AFBCA staffs to develop a good financial plan and to account for obligations of current funds.

Mr. Speer, Air Force Audit Agency, briefed their findings on improving BCA funding and obligations. He asserted that there are legitimate projects on which available 1988 BCA funds can be used before that fund expires, but that we must be diligent to identify the projects and ensure funds are obligated.

Using the 1988 BCA experience as a guide, Mr. Speer briefed recommendations developed by AFAA for improving the obligation process. First, he suggested that the environmental process can be improved by obligating restoration contracts before the final Record of Decision (ROD) is signed. He indicated a 95 percent prediction rate on the ultimate restoration actions which the ROD would adopt. Second, he suggested that priority be given to 1988 round base environmental actions before those funds expire. Third, he suggested that AFCEE increase their number of contracting personnel to speed the contracting process. Finally, he suggested that procedures be developed to provide reprogramming between bases and accounts more easily.

With regard to requirements and programming, he indicated that bases should be more involved in the requirements process. In addition, he suggested AF/RTT develop a bottom-up requirements process, provide BRAC requirements guidance, require bases to develop a financial plan, and require MAJCOMs to review base plans. Finally, he suggested SAF/FMBIC release funds at the start of the fiscal year and provide guidance on the "no year/no color" nature of BCA funds. On environmental projects, AFAA recommended that AFBCA assume funding responsibility for Installation Restoration Programs at closure bases in order to streamline the funding process.

The recommendations of AFAA were appreciated by the BCEG. The members agreed that these recommended actions would increase the ability to program and obligate funds, but there are barriers to implementation of some of the suggestions.

There being no further matters to discuss, the meeting was adjourned at 1155. The next BCEG meeting will be at the call of the Co-Chairmen.

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

2 Atch
1. SAF/FM Briefing Slides
2. AFAA Briefing Slides

DISTRIBUTION:
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AF/XOO
AF/RE
NGB/CF
AF/LGM
AF/XOOR

PROTECTING

AIR FORCE

BRAC

FUNDING

4TCW 1

CHRONOLOGY OF NAVY "LOAN"

- ISSUE FIRST RAISED IN FEBRUARY
  - -- NAVY PROBLEM DRIVEN BY ALLOCATION OF CONGRESSIONAL RESCISSION
- AIR FORCE POSITION BRIEFED TO OSD COMPTROLLER ON 12 APRIL
  - -- IDENTIFIED $289 MILLION CARRYOVER AT END OF FY 94
  - -- PROVIDED DETAILED OBLIGATION PLANS FOR FY 1994 AND 1995
- DECISION TO TRANSFER FUNDS MADE IN MAY

BRAC III FY 1994 REVISED ALLOCATIONS
($ IN THOUSANDS)

COMPONENT	APPROPRIATION AMOUNT	APPROPRIATION PCT	RESCISSION AMOUNT	REVISED PROGRAM
ARMY	35,000	3.1	-15,700	19,300
NAVY	789,000	69.0	-350,300	438,700
AIR FORCE	203,000	17.7	-89,912	113,088
DLA	38,000	3.3	-16,750	21,250
DISA	79,000	6.9	-35,030	43,970
TOTAL	1,144,000	100	-507,692	636,308

CURRENT STATUS OF "LOAN"

- OSD REQUESTED AN UPDATE ON BRAC OBLIGATION PLANS
  - BRIEFED DIRECTOR FOR CONSTRUCTION ON 27 JULY
    - OBLIGATIONS BELOW PREVIOUS FORECAST
    - PROVIDED REVISED MONTHLY OBLIGATION PLAN FOR FY 1994
  - OWE OSD UPDATED FY 1995 PLAN
    - DUE IN TWO WEEKS (10 AUGUST)

AIR FORCE
BASE REALIGNMENT AND CLOSURE ACCOUNTS, BRAC 91 AND BRAC 93
$ IN MILLIONS

FY 1994 OBLIGATION PLAN

MO	AVAILABILITY	MO OBLIGS	CUM OBLIG
		ACTUAL	
OCT	1,110.4	20.1	446.5
NOV	1,110.4	17.3	463.8
DEC	1,619.4	15.1	478.9
JAN	1,619.4	25.4	504.3
FEB	1,619.4	40.4	544.7
MAR	1,619.4	52.4	597.1
APR	1,608.4	26.1	623.2
MAY	1,319.4	38.5	661.7
		PLANNED	
JUN	1,319.4	30.7	692.4
JUL	1,319.4	40.4	732.8
AUG	1,319.4	58.5	791.3
SEP	1,319.4	192.5	983.8
Average 12 months		46.5	
Average 1st 8 months		29.4	
Average last 4 months		80.5	

BASE REALIGNMENT AND CLOSURE - BRAC 91/BRAC 93
MONTHLY OBLIGATION PLAN
SEPTEMBER 1994

PROGRAM/PROJECT	OBS	REASON
MILCON	114,210	14 AWARDS SCHEDULED
MFH	0	
ENVIRON	62,173	40 AWARDS SCHEDULED
O&M	16,132	
MILPERS	0	
OTHER	0	
TOTAL	192,515	

BRAC 91/BRAC 93
CURRENT STATUS
($ IN MILLIONS)

PROGRAM/ PROJECT	CURRENT AVAIL	OBS THRU MAY	OBS JUN-SEP	CARRY-OVER	NEW AUTHORITY	FY 95 NEW PLAN	DELTA
MILCON	523.4	332.6	148.5	42.3	0	217.3	175.0
MFH	0	0	0	0	0	110.0	110.0
O&M	265.2	130.8	68.3	66.1	0	112.0	45.9
MIL PERS	30.9	23.4	7.5	0	0	15.0	15.0
OTHER	6.0	2.1	0	3.9	0	2.0	-1.9
SUB-TOTAL	825.5	488.9	224.3	112.3	0	456.3	344.0
ENVIRON	493.9	172.9	97.8	223.1	107.4	270.0	-60.5
TOTAL	1,319.4	661.8	322.1	335.4	107.4	726.3	283.5

442.8

ATCH 2

AIR FORCE AUDIT AGENCY

BASE CLOSURE ACCOUNT (BCA)
FUNDING
REQUIREMENTS AND OBLIGATIONS

FINANCIAL AND SUPPORT AUDITS
DIRECTORATE

OVERVIEW

- BACKGROUND
- OBJECTIVES
- CONCLUSIONS

BACKGROUND

- The Base Realignment and Closure Acts (BRACs) of 1988, 1991, and 1993 directed the Secretary of the Air Force to realign or close 27 major installations.

— BRAC 1988	FY's 1990 - 1994	$1.056 billion
— BRAC 1991	FY's 1992 - 1994	$1.046 billion
— BRAC 1993	FY 1994	$0.273 billion

BACKGROUND (continued)

- The Principal Deputy Assistant Secretary, Financial Management and Comptroller (SAF/FM) requested audit - 9 June 1994 to:
  - Emphasize requirements and budget development.
  - Determine if:
    - Budget and execution plans were properly founded.
    - Lagging execution was attributable to funding process breakdowns.

SITES VISITED

- MAJCOMs
  - Air Combat Command (ACC)
  - Air Mobility Command (AMC)
- BRAC Bases
  - 1988 - George and Pease
  - 1991 - Castle, Grissom, and Loring
  - 1993 - Griffiss, March, and Plattsburgh

AUDIT FINDINGS

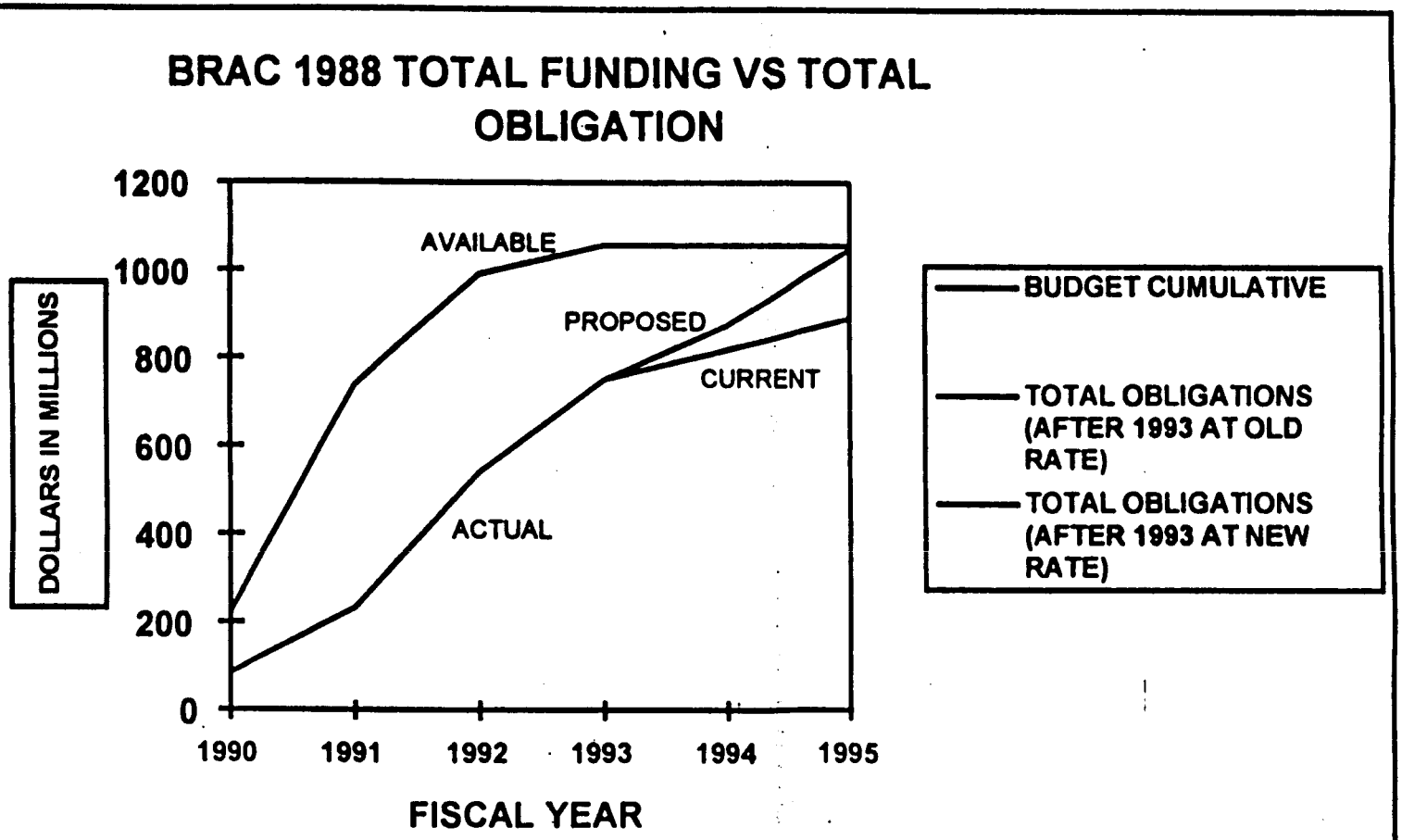
- The Air Force can improve the BRAC requirements determination and programming process, and better execute the resulting budgets.
  - Immediate action needed to use BRAC 1988 funds.
  - Air Force can better determine and program requirements.
  - Obligation rates can be significantly improved.

USE OF BRAC 1988 FUNDS

BRAC 1988 FUNDING (IN MILLIONS)

ITEM	FYs 90-95 AVAIL	31 MAY 94 OBLIG'D	DIFF	FYs 94-95 PROJ'D RQMNT'S	AVAIL. FOR REPROG'ING
MILCON	$ 439	$421	$ 18	$0	$ 18
MFH	0	0	0	0	0
O&M	224	133	91	21	70
MIL PERS	32	4	28	0	28
OTHER	7	6	1	0	1
ENVIRON	354	230	124	210	0
TOTALS	$1056	$794	$262	$231	$117

BRAC 1988


BRAC 1988 TOTAL FUNDING VS TOTAL OBLIGATION
DOLLARS IN MILLIONS
1200
1000
800
600
400
200
0
AVAILABLE
PROPOSED
CURRENT
ACTUAL
1990
1991
1992
1993
1994
1995
FISCAL YEAR
BUDGET CUMULATIVE
TOTAL OBLIGATIONS (AFTER 1993 AT OLD RATE)
TOTAL OBLIGATIONS (AFTER 1993 AT NEW RATE)

PROCESS IMPROVEMENTS

- Environmental contracting can be improved.
  - May be able to use more risk provisions.
  - Give priority to environmental contracts.
  - Develop procedures to reprogram between bases and accounts.

PROCESS IMPROVEMENTS

ENVIRONMENTAL PHASES AND TIMING

Environmental Timing

PHASE	FS	RD/RA	AFCEE	Contracting	TOTAL
MONTHS	24	16	7	4	51

With Proposed Changes

PHASE	FS + RD/RA	AFCEE	Contracting	TOTAL
MONTHS	32	7	1	40

FS = Feasibility Study
RD/RA = Remedial Design / Remedial Action
AFCEE = Statement of work, funding, and reviews
Contracting = Statement of work, funding, and award

PROCESS IMPROVEMENTS

- AF/XOOR should review and validate MILCON and O&M unliquidated obligations.
- AFBCA should emphasize to BRAC 1988 bases, the need to process projects for contract award, under risk, prior to 30 September 1995.
- AFCEE should expedite awarding BRAC 1988 projects.

PROCESS IMPROVEMENTS

- SAF/FMBIC , in coordination with AFBCA, should:
  - Reprogram BRAC 1988 unobligated funds to environmental.
  - Emphasize to AFBCA and AF/XOOR the need to prepare and award as many legitimate BRAC 1988 environmental projects as possible prior to 30 September 1995.
  - Provide BRAC 1988 funding for five term personnel positions to augment Brooks AFB contracting function.

REQUIREMENTS AND PROGRAMMING

- Base Closure Account funding does not match actual requirements or timeline.
  - Bases did not determine requirements or develop a base closure financial plan.
  - MAJCOM/base personnel did not understand "no color/no year" funding.
  - AF/XOOR did not ensure funding agreed with requirements.

REQUIREMENTS AND PROGRAMMING IMPROVEMENTS

- AF/XOOR should:
  - Develop a bottom-up requirements process.
  - Provide specific BRAC requirements guidance.
  - Require bases to develop a financial plan.
  - Require MAJCOMs to review base plans.

REQUIREMENTS AND PROGRAMMING IMPROVEMENTS

- SAF/FMBIC should:
  - Release BCA funds at the start of fiscal year.
  - Provide guidance on "no color/no year" funding.

BUDGET EXECUTION

- Budget execution needs streamlining.
  - Installation Restoration Program (environmental) projects managed by both AFBCA and MAJCOMs.
  - Environmental programs not prioritized.
- Funds may expire or be redistributed.

BUDGET EXECUTION

- AFBCA should:
  - Assume direct funding responsibility for Installation Restoration Program projects.
  - Prioritize projects based on funding urgency.

OVERALL CONCLUSION

- The Air Force can improve the BRAC requirements determination and programming process, and better execute the resulting budgets.
  - Immediate action needed to effectively use remaining BRAC 1988 funds.
  - Air Force personnel can more effectively determine and program BRAC requirements.
  - Obligation rates can be significantly improved.

2

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

10 AUG 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 3 August 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen Tenoso, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Col Walters, AF/PE
Col Mayfield, AF/RTR
Lt Col Rodefer, AF/XOFC

The meeting was called to order by Mr. Boatright. Maj Gen Blume requested the Air Force representatives to the Joint Cross Service Groups to give a short report at the BCEG meetings next week on their status and progress.

Lt Col Rodefer, AF/XOFC, gave a presentation on an operator's view of capacity analysis, using the slides at Atch 1, some of which will be located in the classified annex to the Minutes. He compared the reductions in small aircraft from 1991 and 1993 to the current year's force and noted a CONUS reduction of 1.58 fighter wing equivalents. He also noted that the ability of facilities to beddown a force may be reduced by such factors as runway, airspace, and weather. He used a different method of measuring capacity from the facility-based study, examining past historical squadron loads on bases to determine an operational capacity, and concluded that one to two fighter bases could be closed in the 1995 closure process.

There was considerable debate over the appropriateness of this approach. Mr. Boatright asserted that it was appropriate to consider a broader analysis of capacity to compliment the facility based analysis briefed earlier. Others were concerned that this analysis was not based on certified data, was unclear what factors were included, and presumed a beddown that was merely notional. In addition, while acknowledging the impact operational needs had on capacity, there was concern that this should be considered only when reviewing realignments later in the process.

Lt Col Rodefer then briefed the operational view of bombers. He noted the potential to retain 74 PAA of B-52Hs, which would prevent closure of a B-52 base. In addition, the Nuclear Policy Review may direct additional bomber assets but that recommendation is pending. Mr. Boatright noted that we would have to use the programmed force structure for now, but that any change would be accommodated in our analysis when it became effective.

For mobility aircraft, there appeared to be sufficient excess capacity to close one large aircraft base. Overall, Lt Col Rodefer briefed the ability to close 1-2 small aircraft and 2-3 large aircraft bases with no degradation of operational capability. Due to the concern over the validity of the analysis voiced by some members of the BCEG, Mr. Boatright directed that the Working Group members improve their approach and readdress this issue at a later BCEG meeting. That meeting will also determine the initial presentation to the SECAF and CSAF on capacity analysis. Mr. Boatright emphasized that the capacity analysis at this stage was first to determine whether categories should be excluded from analytical consideration except as receivers due to no significant excess capacity. Second, the capacity analysis provides a target of closures to be achieved and the analysis will determine whether those reductions can be achieved or not.

Mr. Kelly, AF/DPP, briefed the issue of how to measure the employment aspect of community support under Criterion VII, as directed in a previous BCEG, using the slides at Atch 2. After his presentation, the BCEG voted to adopt his recommendation. This will delete the subelement on spousal employment, replace it with the question reflected on the slides, and measure the response using Bureau of Labor Statistics information.

Lt Col Plummer, AF/RTR, provided information on the grading and evaluation process as an introduction to the BCEG consideration of the use of weighted grades, using the slides at Atch 3. Mr. Boatright indicated that this would respond to auditor concerns over the ability to replicate the process, while preserving judgement during the overall ranking of the bases after each criterion had been graded using the weighted grading. In addition, the BCEG members would apply their judgement and expertise in determining the relative weights of each subelement. The BCEG voted to adopt a weighted grading process as briefed.

There being no further matters to discuss, the meeting was adjourned at 1240. The next BCEG meeting will be at the call of the Co-Chairmen.

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

3 Attachments
1. AF/XOF Briefing Slides
2. AF/DPP Briefing Slides
3. AF/RTR Briefing Slides

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BASE CLOSURE EXCESS CAPACITY
AN OPERATIONS PERSPECTIVE

LT COLONEL KARL RODEFER

AF/XOF BASE CLOSURE WORKING GROUP
REPRESENTATIVE

THIS BRIEFING IS CLASSIFIED

SECRET

THIS PAGE UNCLASSIFIED WHEN CLASSIFIED MATERIA

ATCH 1

BRIEFING TO THE BCEG ON EXCESS CAPACITY AN OPERATIONS PERSPECTIVE

SMALL AIRCRAFT ANALYSIS

BRIEFING TO THE BCEG ON EXCESS CAPACITY AN OPERATIONS PERSPECTIVE

BACKGROUND

- 91 BRAC
  - -- BASED ON BASE FORCE (26.5 FWE) BEDDOWN
  - -- IDENTIFIED 3 SMALL AIRCRAFT BASES FOR CLOSURE (MOODY, MYRTLE BEACH AND ENGLAND AFBs)
  - -- MOODY RETURNED BY DBCRC AS NON-CLOSURE

- 93 BRAC
  - -- AGAIN BASED ON BASE FORCE (26.5 FWE) BEDDOWN
  - -- IDENTIFIED EXCESS CAPACITY OF 1 SMALL AIRCRAFT BASE (MOODY RETURN FROM PREVIOUS ROUND)
  - -- IDENTIFIED HOMESTEAD FOR CLOSURE (ACCEPTED BY DBCRC)

BRIEFING TO THE BCEG ON EXCESS CAPACITY AN OPERATIONS PERSPECTIVE

WHAT HAS CHANGED FOR THIS ROUND?

- 95 BRAC WILL BE BASED ON BUR FORCE (20 FWE)
  - -- BASE FORCE MIX WAS 15.25 AC/11.25 RC
  - -- BUR FORCE MIX WILL BE 13 AC/7 RC
  - -- AC FORCE REDUCTION OF 2.25
    - --- 0.50 REDUCTION IN AFE
    - --- 0.17 REDUCTION IN PAF
    - --- CONUS AC REDUCTION 1.58 FWE
- 1.58 FWE REDUCTION IN CONUS AC FORCES FROM PREVIOUS ROUNDS LEADS TO CONCLUSION THAT 1-2 SMALL AIRCRAFT BASES COULD BE EXCESS

BRIEFING TO THE BCEG ON EXCESS CAPACITY AN OPERATIONS PERSPECTIVE

BEDDOWN ANALYSIS

- FROM OPERATIONAL PERSPECTIVE AMOUNT OF FIGHTER AIRCRAFT FORCE STRUCTURE ON A BASE IS LIMITED BY OPERATIONS TEMPO -- AIRCRAFT MOVEMENTS (TAKEOFFs AND LANDINGS)
  - -- UNLIKE BOMBERS, SORTIES TEND TO BE SHORT (1.5 HRS AVG) SORTIE RATES TEND TO BE HIGH (1.0 SORTIES/AC COMMON)
  - -- MOBILITY ASSETS OFTEN TAKE OFF AND DO NOT RTB
- EXPERIENCE SHOWS BASES CAN BE BROADLY GROUPED INTO 4 TYPES BASED ON COMBINATIONS OF 2 FACTORS:
  - -- THOSE WITH 2 OR MORE PARALLEL RUNWAYS
  - -- THOSE IN AREAS OF NEAR ZERO WEATHER ATTRITION VS THOSE IN AREAS OF NORMAL WEATHER ATTRITION

BRIEFING TO THE BCEG ON EXCESS CAPACITY AN OPERATIONS PERSPECTIVE

BEDDOWN ANALYSIS -- CONTINUED

- GOOD WEATHER W/PARALLEL RUNWAYS --
- -- TYPICALLY HAS HAD 6 AND UP TO 7 SQUADRONS (TF)
- NORMAL WEATHER W/PARALLEL RUNWAYS --
  -- TYPICALLY HAS HAD 4 AND UP TO 5 SQUADRONS
- GOOD WEATHER W/NO PARALLEL RUNWAYS --
  -- TYPICALLY HAS HAD 3 AND UP TO 4 SQUADRONS
- NORMAL WEATHER W/NO PARALLEL RUNWAYS --
  -- TYPICALLY HAS HAD 3 SQUADRONS

BRIEFING TO THE BCEG ON EXCESS CAPACITY AN OPERATIONS PERSPECTIVE

BEDDOWN ANALYSIS -- CONTINUED

- BEDDOWN ANALYSIS
  - -- LOOKED AT HISTORICAL HIGH WATER MARKS FOR EACH BASE
  - -- ATTEMPTED TO MAXIMIZE CLOSURE OPPORTUNITIES BASED ON BASE LOADING CAPABILITY
  - -- MAINTAIN CAPABILITY TO BEDDOWN SOME RETURN OF OVERSEAS FORCES (AFE FORCE STRUCTURE)
- ABLE TO EFFECTIVELY BEDDOWN FORCES TO REDUCE 2 BASES
- NOT ABLE TO EFFECTIVELY BEDDOWN FORCES TO REALIZE 3 BASE CLOSURES

BRIEFING TO THE BCEG ON EXCESS CAPACITY AN OPERATIONS PERSPECTIVE

SMALL AIRCRAFT -- CONCLUSION

- ACTIVE CONUS FORCE BEING REDUCED 1.58 FWEs
- FORCE STRUCTURE CAN BE CONSOLIDATED TO CAPTURE UP TO 2 FIGHTER AIRCRAFT BASES
- FORCE STRUCTURE CAN NOT BE EFFICIENTLY CONSOLIDATED TO CAPTURE 3 FIGHTER BASES WITHOUT SOME LOSS OF OPERATIONAL UTILITY

- BOTTOM LINE = FROM OPERATIONAL BEDDOWN PERSPECTIVE THERE ARE 1-2 SMALL AIRCRAFT BASES IN EXCESS THAT COULD BE IDENTIFIED FOR CLOSURE

BRIEFING TO THE BCEG ON EXCESS CAPACITY AN OPERATIONS PERSPECTIVE

LARGE AIRCRAFT ANALYSIS

SLIDE REMOVED

CLASSIFIED MATERIAL
CONTAINED IN CLASSIFIED
ANNEX TO BCEG MINUTES

BRIEFING TO THE BCEG ON EXCESS CAPACITY AN OPERATIONS PERSPECTIVE

BOMBERS -- CONCLUSION

- USAF PROGRAMMED BOMBER FORCE STRUCTURE COULD BE CONSOLIDATED ONTO THREE BASES LEAVING 2 BASES AS EXCESS FOR CLOSURE

- ULTIMATE SIZE OF BOMBER FORCE STRUCTURE IS STILL UNKNOWN -- USAF SHOULD RETAIN BASE STRUCTURE TO ADDRESS WORST CASE -- 74 PAA B-52Hs

- BOTTOM LINE = 1 BOMBER BASE COULD BE CLOSED PENDING RESOLUTION OF BOMBER FORCE STRUCTURE = NPR OUTCOME KNOWN

SLIDE REMOVED

CLASSIFIED MATERIAL CONTAINED IN CLASSIFIED ANNEX TO BCEG MINUTES

BRIEFING TO THE BCEG ON EXCESS CAPACITY AN OPERATIONS PERSPECTIVE

MOBILITY AIRCRAFT -- CONCLUSION

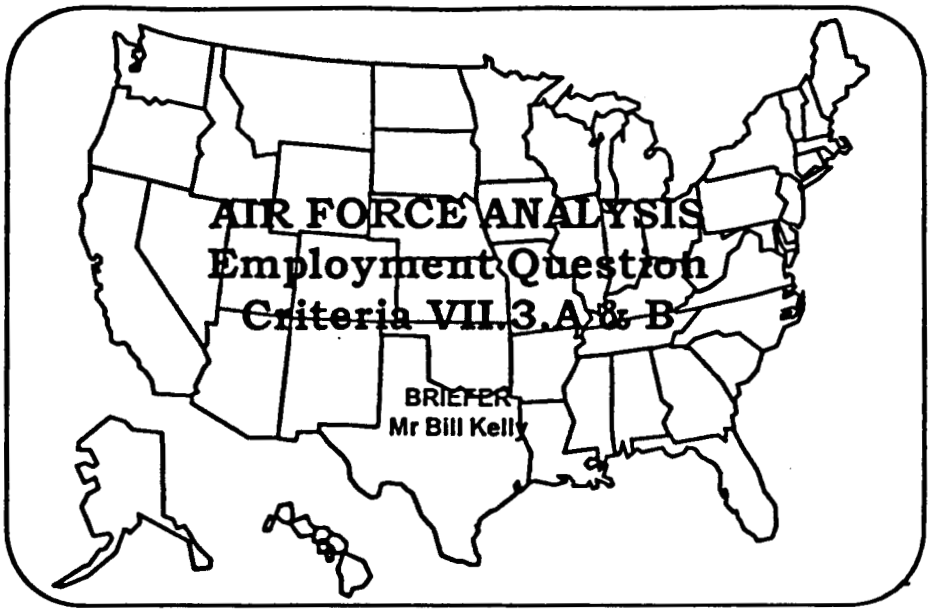
- MOBILITY FORCES COULD BE CONSOLIDATED TO ACHIEVE ONE ADDITIONAL (TO BOMBER LARGE AIRCRAFT BASES) LARGE AIRCRAFT BASE CLOSURE

BRIEFING TO THE BCEG ON EXCESS CAPACITY AN OPERATIONS PERSPECTIVE

OVERALL CONCLUSION

- 1-2 SMALL AIRCRAFT BASES COULD BE CONSIDERED EXCESS TO USAF FORCE STRUCTURE REQUIREMENTS

- 2-3 LARGE AIRCRAFT BASES COULD BE CONSIDERED EXCESS TO USAF FORCE STRUCTURE REQUIREMENTS
  - -- 1-2 BOMBER BASES -- MUST HEDGE AGAINST UNKNOWNS OF CONGRESSIONAL MARKS AND OUTCOME OF NPR



Base Closure Executive Group

Background

- Employment: BCEG Previously Approved
  - Questions:
    - A. What percent of spouses are able to find work within 3 months of starting job search?
    - B. What percent of spouses are able to find work commensurate with job skills, work experience and education?
  - Criterion
    - Green > 75%
    - Yellow 50 to 75%
    - Red < 50%

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ATCH 2

BCEG CLOSE HOLD

Base Closure Executive Group

Background cont

- Working Group Alternative
- Question:

  What is the previous year's unemployment rate in the county(s) or the Metropolitan Statistical area ir which the base is located?
- Criterion
  - Green ≤ 1993 National Average of 6.8% Unemployment
  - Red > 1993 National Average of 6.8% Unemployment

BCEG CLOSE HOLD

BCEG CLOSE HOLD

Base Closure Executive Group

Option 1

- Modify the Question

  What is the likelihood of family or off-duty members obtaining employment in the area based on current Bureau of Labor Statistics (BLS) indicators
- Criterion
  - Green ≤ 1993 National Average of 6.8% Unemployment
  - Red > 1993 National Average of 6.8% Unemployment

BCEG CLOSE HOLD

Base Closure Executive Group

Option 2

- Modify the Stoplights:

  What is the likelihood of family or off-duty members obtaining employment in the area based on current Bureau of Labor Statistics (BLS) indicators

- Criterion
  - **Green < 5.8% unemployment in the area**
  - **Yellow 5.8 to 7.8 unemployment in the area**
  - **Red > 7.8 unemployment in the area**

Base Closure Executive Group

Option 3

- Expand the Criterion:

  What is the likelihood of family or off-duty members obtaining employment in the area based on current Bureau of Labor Statistics (BLS) indicators

- Criterion
  - **Green Job growth > and unemployment < the national averages**
  - **Yellow Either job growth > or unemployment < the national averages**
  - **Red Job growth ≤ and unemployment ≥ the national averages**

Base Closure Executive Group

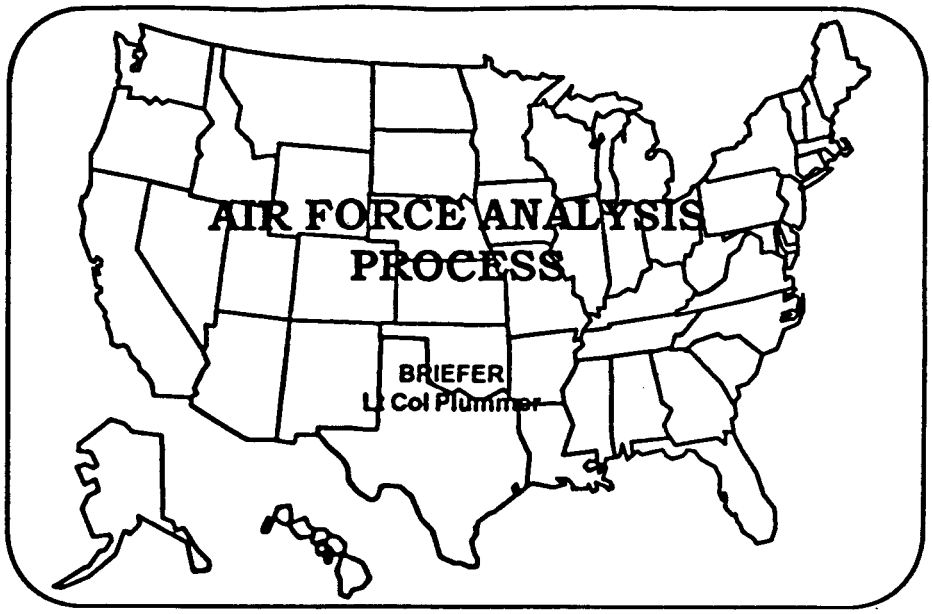
RECOMMENDATION

- Question:

  What is the likelihood of family or off-duty members obtaining employment in the area based on current BLS indicators?

- Criterion
  - Green Job growth > and unemployment < the national averages
  - Yellow Either job growth > or unemployment < the national averages
  - Red Job growth ≤ and unemployment ≥ the national averages

BCEG CLOSE HOLD



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Base Closure Executive Group

GRADING PROCESS

- EIGHT DOD CRITERIA
  - CRIT IV, COST AND MANPOWER IMPLICATIONS, AND CRIT V, RETURN ON INVESTMENT, ARE DERIVED FROM COBRA MODEL
  - CRIT I - III AND VI - VIII ARE GRADED BY BCEG PROCESS
- EACH CRITERIA HAS VARIOUS LEVELS OF SUBELEMENTS BY WHICH THAT CRITERIA IS EVALUATED

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2 8/3/94

ATCH 3

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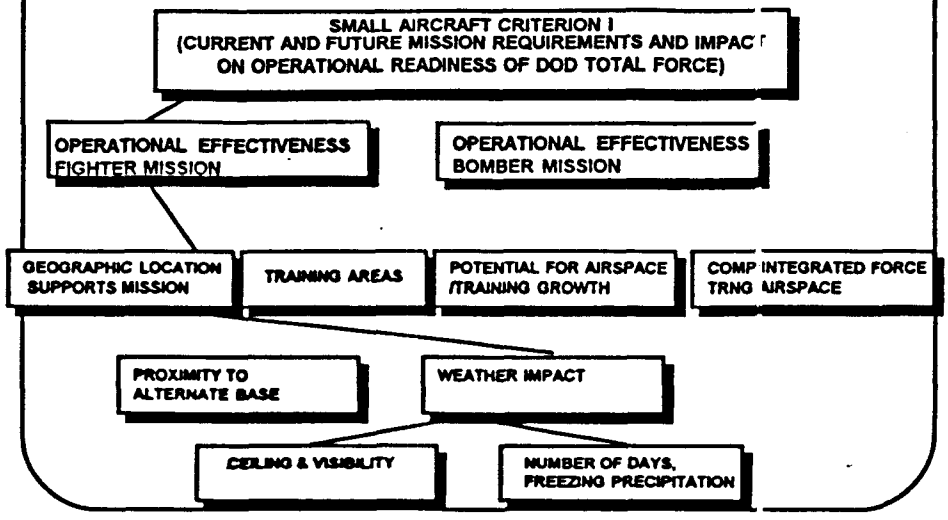
Base Closure Executive Group

SUBELEMENT EXAMPLE



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Base Closure Executive Group

GRADING PROCESS

- EIGHT DOD CRITERIA
  - CRIT IV, COST AND MANPOWER IMPLICATIONS, AND CRIT V, RETURN ON INVESTMENT, ARE DERIVED FROM COBRA MODEL
  - CRIT I - III AND VI - VIII ARE GRADED BY BCEG PROCESS
- EACH CRITERIA HAS VARIOUS LEVELS OF SUBELEMENTS BY WHICH THAT CRITERIA IS EVALUATED
- DATA IS JUDGED AGAINST FILTERS TO DETERMINE THE GRADE FOR EACH SUBELEMENT

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Base Closure Executive Group

GRADING EXAMPLE

SUBELEMENT: DISTANCE TO ALTERNATE AIRFIELD

GREEN:	LESS THAN OR EQUAL TO 100 NM
YELLOW:	101 - 200 NM
RED:	GREATER THAN 200 NM

IF BASE X IS 133 MILES FROM AN ALTERNATE AIRFIELD, IT RECEIVES A YELLOW GRADE

BCEG CLOSE HOLD

BCEG CLOSE HOLD

Base Closure Executive Group

ROLL-UP CONCEPT

- GRADES OF LOWEST LEVEL SUBELEMENT ARE ROLLED UP INTO GRADE FOR NEXT HIGHER LEVEL
- THOSE GRADES ARE ROLLED UP INTO GRADES FOR NEXT HIGHER LEVEL
- PROCESS CONTINUES UNTIL GRADE FOR EACH CRITERION IS ESTABLISHED

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BCEG CLOSE HOLD

Base Closure Executive Group

WEIGHTING PROCESS

- BCEG ASSIGNS A WEIGHT TO EACH SUBELEMENT RELATIVE TO THE OTHER SUBELEMENTS WITHIN THAT LEVEL
- PRODUCT OF GRADES AND WEIGHTS ARE SUMMED FOR THAT LEVEL, AND ROUNDED TO NEAREST ASSIGNED SCORE BECOMES GRADE FOR THAT LEVEL

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7 [illegible]

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Base Closure Executive Group

GRADE ASSIGNMENTS

• GREEN	1.0
• GREEN MINUS	0.67
• YELLOW PLUS	0.33
• YELLOW	0.0
• YELLOW MINUS	-0.33
• RED PLUS	-0.67
• RED	-1.0

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8 [illegible]

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Base Closure Executive Group

GRADING EXAMPLE

OFF - BASE EDUCATION (A SUBELEMENT OF CRITERION VII, COMMUNITY SUPPORT)

SUBELEMENT	GRADE	SCORE	WEIGHT	PRODUCT
VOCATIONAL/TECHNICAL TRAINING	YELLOW	0	.25	0
UNDERGRADUATE COLLEGE	GREEN	1	.50	.5
GRADUATE COLLEGE	RED	-1	.25	.25

ROUNDED TO .33 = YELLOW PLUS SCORE FOR SUBELEMENT OF OFF-BASE EDUCATION

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Base Closure Executive Group

OPERATING GUIDELINES

- OVERALL GRADE IS SUM OF WEIGHTED PRODUCTS DIVIDED BY SUM OF WEIGHTS
- RELATIVE WEIGHTS AT LOWER LEVEL DO NOT CARRY FORWARD TO HIGHER LEVEL
- DIRECT INPUT GRADE IS ASSIGNED THE SAME NUMERICAL GRADE AS GENERATED

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Base Closure Executive Group

WEIGHTING OPTIONS

- AGREED STANDARD WEIGHTS
  - FAIR & HONEST ANALYSIS
  - GAO CERTIFICATION - AUDITABILITY
- STANDARD WEIGHTS PROCEDURES
  - COMPLETED BEFORE USING CERTIFIED DATA
  - BCWG EXPERT BRIEFS WEIGHTS TO BCEG
    - BCEG ADJUSTS, THEN MAKES DECISION
    - DECISION IS RECORDED IN MINUTES
  - DATA THRU FILTERS, TIMES WEIGHTS, PRODUCES CRITERIA GRADES
- CRITERIA WEIGHTS DISCUSSED
- BCEG ASSIGNS CATEGORY ROLL-UP GRADE

BCEG CLOSE HOLD

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BCEG CLOSE HOLD

Base Closure Executive Group

WEIGHTING OPTIONS

- INDIVIDUAL PRINCIPAL WEIGHTS
  FAIR & HONEST ANALYSIS
  EXHIBITS LESS AUDITABILITY
- INDIVIDUAL WEIGHTS PROCEDURE
  - INDIVIDUALLY FORMULATED BEFORE VOTING
  - BCWG EXPERT BRIEFS SUBELEMENT
    - PRINCIPAL WEIGHTS ELEMENT VALUE, DECIDES, VOTES
    - DECISION RECORDED IN ROLL-UP GRADE
- CRITERIA WEIGHTS DISCUSSED
- BCEG ASSIGNS FINAL CATEGORY ROLL-UP GRADE

BCEG CLOSE HOLD

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3

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

11 AUG 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1100 hours on 4 August 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen Tenoso, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Col Walters, AF/PE
Col Mayfield, AF/RTR
Lt Col Rodefer, AF/XOFC

The meeting was called to order by Maj Gen Blume. Lt Col Plummer, AF/RTR, outlined the calendar for the next month to accommodate the need for establishing weights for the criteria subelements. The BCEG decided to establish weights for a criterion, then conduct analysis of that criterion, before moving to the next criterion. He also briefed the procedure for BCWG establishment of recommended weights. A discussion of the long-term schedule was conducted as well.

Lt Col Rodefer reviewed with the BCEG the proposed briefing to the SECAF and CSAF, using the slides at Atch 1, some of which will be included in the classified annex to the Minutes. The new slides provided for the inclusion of the Alaska and Hawaii bases in BRAC despite their PACAF force alignment.

The BCEG noted several errors with the slides. First, they directed that reference to MILCON requirements be removed since this portion was supposed to reflect only an operational perspective, with MILCON captured in the facility-based capacity analysis. They also corrected an error on the possible base reductions slide which indicated only three small aircraft could be closed under the capacity analysis. The correct number is four. In addition, they requested some discussion of the status of C-130 aircraft.

In general, they agreed that the target for base closures should be set as high as potentially possible but that it was likely that those targets would not be obtained due to constrained ability to beddown the forces. This would be developed during the analysis when actual realignments of force structure will be considered.

Regarding reserve and guard bases, it was recognized that the analysis must be somewhat different from active duty bases since they must look for opportunities to consolidate based on recruiting, legal, and force structure restrictions. Nevertheless, some comparison of installations will be required when choosing between two or more similar facilities.

There being no further matters to discuss, the meeting was adjourned at 1225. The next BCEG meeting will be at the call of the Co-Chairmen.

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

1 Atch
Briefing Slides

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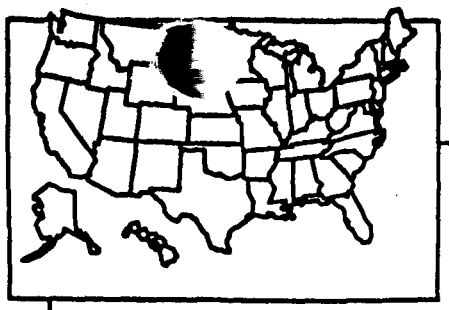
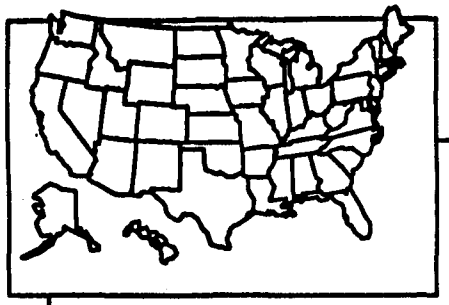


AIR FORCE CAPACITY ANALYSIS

FORCE STRUCTURE SMALL AIRCRAFT

- 95 BRAC WILL BE BASED ON BUR FORCE (20 FWE)
  - -- BASE FORCE MIX WAS 15.25 ACTIVE/11.25 ARC
  - -- BUR FORCE MIX WILL BE 13 ACTIVE/7 ARC
  - -- AC FORCE REDUCTION OF 2.25
    - --- 0.50 REDUCTION IN EUROPE
    - -- 0.08 REDUCTION IN WESTERN PACIFIC
    - --- CONUS ACTIVE REDUCTION 1.67 FWE

- CONCLUSION: 1.67 FWE REDUCTION IN CONUS ACTIVE FORCES FROM PREVIOUS ROUNDS = 1-2 SMALL AIRCRAFT BASES



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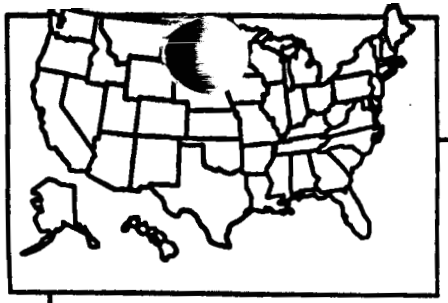


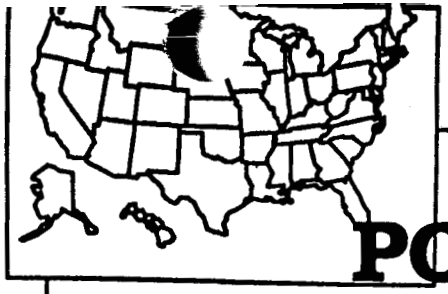
AIR FORCE CAPACITY ANALYSIS

FORCE STRUCTURE
LARGE AIRCRAFT--MOBILITY
CONCLUSION

- MOBILITY FORCES COULD BE CONSOLIDATED TO ACHIEVE UP TO TWO LARGE BASES, IN ADDITION TO THE BOMBER LARGE AIRCRAFT BASE MENTIONED EARLIER

SLIDE REMOVED

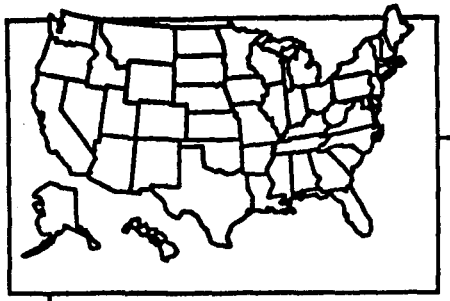
CLASSIFIED MATERIAL
CONTAINED IN CLASSIFIED
ANNEX TO BCEG MINUTES



AIR FORCE CAPACITY ANALYSIS

POSSIBLE BASE REDUCTIONS
ACTIVE DUTY

TYPE	CAPACITY ANALYSIS	FORCE STRUCTURE
SMALL AIRCRAFT	~~3~~4	1-2
BOMBERS	2	1-2
TANKERS	2	0
MISSILES	1	1
SPACE	1	-
AIRLIFT	0	1

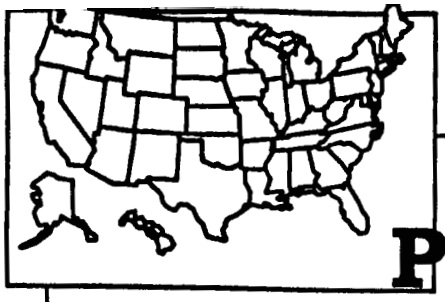


AIR FORCE CAPACITY ANALYSIS

FORCE STRUCTURE CONCLUSION

- 1-2 SMALL AIRCRAFT BASES COULD BE CONSIDERED EXCESS TO USAF FORCE STRUCTURE REQUIREMENTS

- 3-4 LARGE AIRCRAFT BASES COULD BE CONSIDERED EXCESS TO USAF FORCE STRUCTURE REQUIREMENTS
  - -- 1-2 BOMBER BASES -- SHOULD HEDGE UNTIL OUTCOME OF NPR IS KNOWN, 2 MOBILITY BASES CONSIDERING THE FUTURE RETIREMENT OF THE C-141



AIR FORCE CAPACITY ANALYSIS

POSSIBLE BASE REDUCTIONS

AIR FORCE RESERVE

AIRCRAFT	BASES
KC-135	1
F-16	2
C-130	2

AIR NATIONAL GUARD

F-16	1
F-15	1
C-130	1

SLIDE REMOVED

CLASSIFIED MATERIAL
CONTAINED IN CLASSIFIED
ANNEX TO BCEG MINUTES

SLIDE REMOVED

CLASSIFIED MATERIAL CONTAINED IN CLASSIFIED ANNEX TO BCEG MINUTES

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

10 AUG 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 28 July 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen Tenoso, AF/XOO
Mr. Blanchard, AF/DPP
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Arnold, ANG/RC

b. Other key attendees:

Col Mayfield, AF/XOOR
Col Walters, AF/PE
Col Hargis, AF/REXP

The meeting was called to order by Mr. Boatright. He discussed the process being made on the joint cross-service group analysis and the tentative schedule being developed for the exchange of data and products from the Military Departments and the Joint Groups. He stressed the need for the Air Force process to have its analysis complete to the point required for conveyance to the Joint Groups at the times to be established.

Maj Gen Blume noted that AFMC had requested an opportunity to address the issue of Hanscom AFB and the C4I mission. After consideration of this request, it was felt that this briefing would be inappropriate at this time, although it may be appropriate to get this information at a later time based on the development of options for closure, consolidation, or realignment.

Lt Col Donnalley, AF/XOOR, presented some administrative matters relating to changed questions in the base questionnaire, using the slides at Atch 1. He noted that several HQ USAF

databases will be used to provide data this year, in order to assure the best and most consistent data is used. Next, he briefed on a new data element and criteria to replace the current subelements pertaining to spousal employment under Criterion VII. The need to replace these subelements is due to the inability to get reliable and consistent data from the bases on this issue, since there is no current source containing the data and the bases are using various methods for developing the answer to this question. There was a general consensus that, although spousal employment was an important measure of how well a community can support the forces assigned to a base, using the proposed unemployment data was not adequately specific to measure this issue. Other BCEG members noted that a related issue is the ability of junior enlisted members to get part-time jobs to support their families. A motion to delete these subelements from Criterion VII consideration was considered and defeated. The BCEG then directed the Base Closure Working Group to consider alternatives to capture these issues with more reliable data. In addition, the BCEG requested that broader grading filters be developed to provide more discrimination than that proposed.

Lt Col Bruggemeyer briefed the Secretary's decisions on the BCEG's proposed categorization of bases, using the slides at Atch 2. The Secretary directed several changes to the proposal. First, the Special Operations category was eliminated, due to a desire to keep the number of categories to a minimum. Hurlburt AFB was directed for entry into the Operations - Small Aircraft subcategory. Second, the bomber/tanker and airlift subcategories were eliminated in favor of a single large aircraft subcategory. The rationale was to ensure all have a fair look and allow more comparison of similar bases. To accommodate a mission specific comparison, however, each base will be evaluated against a bomber, tanker, and airlift mission with different subelements under Criterion I. All bases would be compared against Criteria II - VIII using the same subelements. A final rating will show a banding of all bases against the three different missions. Finally, Pope AFB was directed into the Small Aircraft subcategory due to its predominant mission. In addition, its infrastructure, airspace and other support assets align it more closely with a small aircraft base

Lt Col Neall briefed the summary Air Force capacity analysis, using the slides at Atch 3. The MAJCOM input, based on a FY 95/4 force structure, was adjusted to an FY 97/4 force structure and available capacities at individual installations were aggregated to provide one element in developing an overall target for base reduction across the Air Force.

Maj Gen Blume noted that a 72 unit equipped wing was used to estimate available base capacity in order to allow for receiving aircraft from another location in the event of the closure of a base's runway for maintenance or natural disaster, or bringing planes back from overseas locations. Mr. Boatright noted that the capacity analysis is used not only to help estimate the number of bases to close but also to identify potential receivers for realignment of force structure from base closures. He indicated that a second important element for determining the number of operational bases to be closed is a comparison of end force structure (1999) in the BRAC 93 Force Structure Plan with end force structure (2001) in the BRAC 95 Force Structure Plan. It was noted that the FY96 POM force structure would probably be the best projection available at this time for 2001. This and any other elements relating to capacity will be brought up in future BCEGs.

The BCEG noted that the Joint Cross-Service Groups will be providing capacity reduction targets for the functions within their jurisdictions and their method of analysis may differ from

the figures for support facilities shown in the briefing. In addition, the flying training bases use a FY 01/4 projection to account for a projected increase in student load. The ability to include JPATS as a mission assumption will also need to be addressed. Finally, Mr. Boatright noted that if a large administrative function needs to be relocated, it will likely require a team to travel to prospective gaining locations to examine their suitability.

There being no further matters to discuss, the meeting was adjourned at 1230. The next BCEG meeting will be at the call of the Co-Chairmen.

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Admin Slides
2. Category Slides
3. Capacity Analysis

DISTRIBUTION:
SAF/FM
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SAF/AQX
SAF/MIQ
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM
AF/XOOR

ADMIN CORRECTIONS

- QUESTIONNAIRE
  - QUESTION SOURCES
  - REWRITTEN QUESTION
- SUB-ELEMENT
  - ADJUSTED SUB-ELEMENT

Question Sources

Air Staff Data Bases

- Personnel
- Force Structure
- Weather
- Distance Measurement Data Base
  - Low Levels
  - Ranges
  - Ground Force Installations and
  - Airdrop/Airlift Customers
  - Military Installations
  - Drop and Landing Zones
  - Tanker demand and saturation
  - Refueling Events/Concentrated Receiver Areas

ATCH 1

Rewritten Question

(VII.3.C) **What is the previous year's unemployment rate for the county or the Metropolitan Statistical Area (MSA) in which the base is located?**

Replaces

VII.3.A&B What percentage of spouses are able to find employment w/i 3 months?
What percent of spouses are able to find work commensurate with job skills?

Sub-Element Adjustment

Unemployment Rate (MSA)

GREEN	**<= 6.8%**
RED	**> 6.8%**

1995 AIR FORCE CLOSURE PROCESS

1995 BASE CATEGORIES

28 Jul 94

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1995 Categories and Subcategories

- Operations
  - Missiles
  - Large Aircraft
  - Small Aircraft
- Undergraduate Flying Training

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ATCH 2

1995 Categories and Subcategories (Cont)

- Industrial/Technical Support
  - Depots
  - Product Centers and Labs
  - Test and Evaluation Facilities
- Education and Training
  - Technical Training
  - Education

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1995 Categories and Subcategories (Cont)

- Other
  - Space Operations
  - Administrative Support
- Air Reserve Component
  - ANG
  - AFRES

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1995 Category - Operations

- Missiles Subcategory:

FE Warren
Grand Forks*
Malmstrom*
Minot*

* Also in Large Aircraft Subcategory

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1995 Category - Operations (Cont)

- Large Aircraft Subcategory:

Altus	Dover	Little Rock	Minot*
Andersen	Dyess	Malmstrom*	Offutt
Andrews	Ellsworth	McChord	Scott
Barksdale	Fairchild	McConnell	Travis
Beale	Grand Forks*	McGuire	Whiteman
Charleston	Hickam		

*Also in Missile Category

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1995 Category - Operations (Cont)

- **Small Aircraft Subcategory:**

Cannon	Hurlburt	Nellis
Davis-Monthan	Langley	Pope
Eielson	Luke	Seymour-Johnson
Elmendorf	Moody	Shaw
Holloman	Mt Home	Tyndall

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[illegible] Categories

Undergraduate Flying Training:

Columbus	Reese
Laughlin	Vance
Randolph	

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1995 Category - Industrial/Technical Support

- Depots Subcategory:
  - Hill, McClellan, Tinker
  - Kelly, Robins
- Product Centers and Laboratories Subcategory:
  - Brooks, Kirtland, Rome Lab
  - Hanscom, Los Angeles, Wright-Patterson
- Test Facilities Subcategory:
  - Arnold, Eglin, Edwards

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1995 Category - Education and Training

- Technical Training Subcategory:
  - Goodfellow, Lackland
  - Keesler, Sheppard
- Education Subcategory:
  - Maxwell, USAFA

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1995 Category - Other

- Space Operations Subcategory:
  - Falcon
  - Onizuka
  - Patrick
  - Vandenberg
  - Peterson
- Administrative Support Subcategory:
  - Battle Creek
  - DFAS/ARPC
  - Bolling
  - MacDill

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1995 Category - Air Reserve Component

- Air National Guard:
  - Boise
  - Martin State
  - Selfridge
  - Buckley
  - Otis
  - Stewart
  - Greater Pittsburgh
  - Portland
  - Tucson
  - Griffiss
  - Salt Lake City
  - Rickenbacker
  - Lambert Field

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1995 Category - Air Reserve Component (Cont)

- **Air Force Reserve:**

Bergstrom	Greater Pittsburgh	O'Hare
Carswell	Grissom	Westover
Dobbins	March	Willow Grove
Homestead	Minn/St Paul	Youngstown
Gen Mitchell	Niagara Falls	

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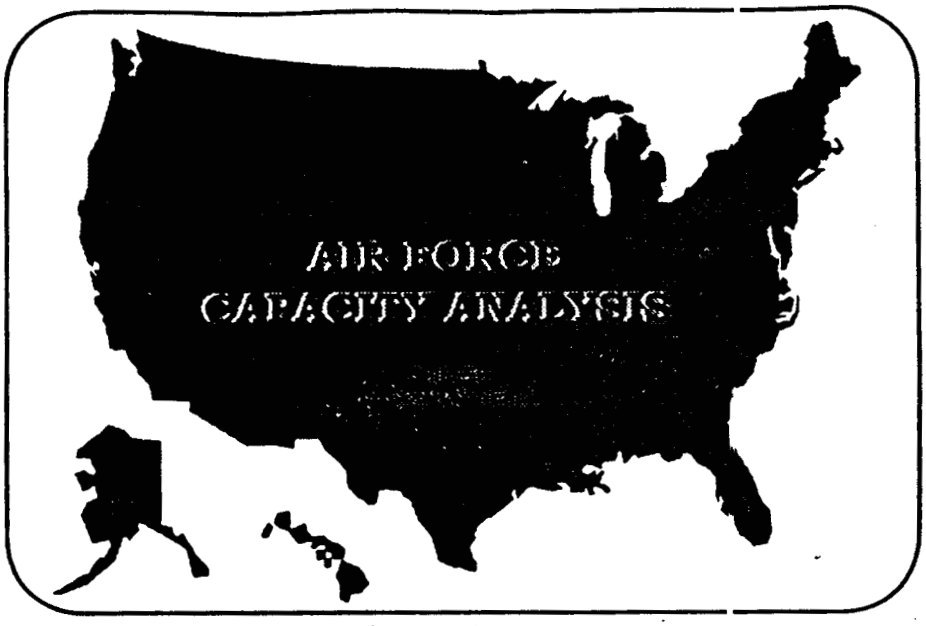

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- AIR FORCE CAPACITY ANALYSIS

OVERVIEW

- METHODOLOGY
- BASE-BY-BASE REVIEW
- OVERALL SUMMARY

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ATCH 3

BCEG CLOSE HOLD

- AIR FORCE CAPACITY ANALYSIS

METHODOLOGY

- Data collection based on 5 aircraft templates
- Imposed MILCON limit of $35M to ensure consistency across MAJCOMS
- Installation capacity (IC)

  IC = PAA + (TAI factor X PAA)
- 97/4 Force structure adjustment

  Delta = 95/4 force structure - 97/4 force structure

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- AIR FORCE CAPACITY ANALYSIS

EXAMPLE

Base X -- F-15 base

MAJCOM Base line Force Structure	50 PAA
Additional Capacity • 1 Sqdn • 5 Aircraft	+23 Aircraft
MAJCOM Presented Total PAA	= 73 Aircraft
TAI: 73 • 10% (PAA) • Max Base Capacity	= 80 Aircraft
95/4 Force Structure	50 Aircraft
97/4 Force Structure	55 Aircraft
Delta = 95/4 Force Structure - 97/4 Force Structure	= 5 Aircraft
95/4 Additional Capacity	23 Aircraft
Base gains 5 Aircraft by 97/4 (loses 5 parking spots)	- 5
97/4 Excess Capacity • 1 Squadron	= 18 Aircraft

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- AIR FORCE CAPACITY ANALYSIS

SMALL AIRCRAFT (F-15)

BASE	MAXIMUM CAPACITY	EXCESS SQUADRON	EXCESS AIRCRAFT
HOLLOMAN	130	0	+13
LANGLEY	86	1	+3
MOUNTAIN HOME	84	0	+6
SEYMOUR JOHNSON	112	0	10 (KC-135)
ELMENDORF	84	0	0
TYNDALL	101	1	0
HURLBURT	61	0	0
EXCESS CAPACITY			
	F-15	2	22
	KC-135 (AFRES)	0	10

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- AIR FORCE CAPACITY ANALYSIS

SMALL AIRCRAFT (F-16)

BASE	MAXIMUM CAPACITY	EXCESS SQUADRON	EXCESS AIRCRAFT
CANNON	150	2	0
DAVIS MONTHAN	123	1	0
MOODY	64	0	+12
NELLIS	138	2	+4
SHAW	153	3	+6
POPE	99	0	+6 (C-130)
		0	+6
EIELSON	85	2	0
LUKE	191	0	+6
EXCESS CAPACITY			
F-16		10	34
C-130		0	6

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- AIR FORCE CAPACITY ANALYSIS

LARGE AIRCRAFT

BOMBERS

BASE	MAXIMUM CAPACITY	EXCESS SQUADRON	EXCESS AIRCRAFT	TYPE
BARKSDALE	84	0	+12	B-52
DYESS	94	1	+4	B-1B
ELLSWORTH	70	2	0	B-1B
MINOT	56	1	+6	B-52
WHITEMAN	45	0	0	B-2
EXCESS CAPACITY				
B-52		1	+18	
B-1		3	+4	
B-2		0	0	

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- AIR FORCE CAPACITY ANALYSIS

LARGE AIRCRAFT

TANKERS

BASE	MAXIMUM CAPACITY	EXCESS SQUADRON	EXCESS AIRCRAFT
ANDERSEN	78	0	0
BEALE	81	2	0
FAIRCHILD	100	1	+8
GRAND FORKS	53	0	0
MALMSTROM	31	0	+8
MCCONNELL	53	0	0
OFFUTT	54	0	+3
EXCESS CAPACITY			
KC-135		3	19

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- AIR FORCE CAPACITY ANALYSIS

LARGE AIRCRAFT

AIRLIFT

BASE	MAXIMUM CAPACITY	EXCESS SQUADRON	EXCESS AIRCRAFT	TYPE
ALTUS	45	0	0	
ANDREWS	94	0	+2	KC-135
CHARLESTON	70	0	+9	KC-135
DOVER	40	0	+4	C-5
HICKAM	45	1	0	KC-135
LITTLE ROCK	107	1	+8	C-130
MCCHORD	73	0	0	
MCGUIRE	79	0	+3	C-141
SCOTT	32	0	+9	C-9
TRAVIS	96	0	+11	C-141

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- AIR FORCE CAPACITY ANALYSIS

LARGE AIRCRAFT

AIRLIFT (CONT.)

EXCESS CAPACITY

KC-135	1	+11
C-5	0	+4
C-130	1	+8
C-141	0	+14
C-9	0	+9

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- AIR FORCE CAPACITY ANALYSIS

AIR FORCE RESERVE

BASE	MAXIMUM CAPACITY	EXCESS SQUADRON	EXCESS AIRCRAFT	TYPE
BERGSTROM	44	1	+9	F-16
CARSWELL	44	2	+1	F-16
O'HARE	33	1	+4	C-130
		0	+2	KC-135
DOBBINS	88	3	0	C-130
GEN MITCHELL	22	0	0	
GRISSOM	58	3	0	KC-135
HOMESTEAD	60	1	+9	F-16
MARCH	48	1	+2	KC-135

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- AIR FORCE CAPACITY ANALYSIS

AIR FORCE RESERVE

(CONT.)

BASE	MAXIMUM CAPACITY	EXCESS SQUADRON	EXCESS AIRCRAFT	TYPE
MNPLS-ST PAUL	22	0	+4	C-130
NIAGARA FALLS	24	0	+4	C-130
PITTSBURGH	9	0	0	
WESTOVER	29	1	0	KC-135
		0	+4	C-5
WILLOW GROVE	35	1	+4	C-130
YOUNGSTOWN	22	1	+4	C-130

EXCESS CAPACITY

F-16	4	+19
C-130	6	+20
KC-135	5	+4
C-5	0	+4

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- AIR FORCE CAPACITY ANALYSIS

AIR NATIONAL GUARD

BASE	MAXIMUM CAPACITY	EXCESS SQUADRON	EXCESS AIRCRAFT	TYPE
BOISE	145	6	+6	ANY FTR
BUCKLEY	59	1	+15	F-16
GRIFFISS	0	0	0	
LAMBERT-ST. LOUIS	26	0	+10	F-15
MARTIN STATE	40	0	+6	A-10
		0	+4	C-130
OTIS	40	1	+3	F-15
PITTSBURGH	22	0	0	
PORTLAND	43	0	+9	F-15
RICKENBACKER	22	0	+	KC-135
SALT LAKE CITY	14	0	+	KC-135
		0	+3	C-130

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- AIR FORCE CAPACITY ANALYSIS

AIR NATIONAL GUARD (cont.)

BASE	MAXIMUM CAPACITY	EXCESS SQUADRON	EXCESS AIRCRAFT	TYPE
SELFRIDGE	58	1	-4	C-130
		0	-9	F-16
STEWART	17	0	-5	C-5
TUCSON	72	0	+10	F-16
EXCESS CAPACITY				
	FIGHTER	6	+6	
	F-16	1	+14	
	F-15	1	+22	
	A-10	0	+6	
	KC-135	0	+2	
	C-130	1	+11	
	C-5	0	+5	

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- AIR FORCE CAPACITY ANALYSIS

SPACE OPERATIONS

BASE	MAXIMUM CAPACITY	EXCESS SQUADRON	EXCESS AIRCRAFT	TYPE
PATRICK	12	0	0	
PETERSON	70	1	+6	C-130
VANDENBURG	0	0	0	
EXCESS CAPACITY				
	C-130 (AFRES)	1	+6	

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- AIR FORCE CAPACITY ANALYSIS

SPACE OPERATIONS

SATELLITE CONTROL CENTERS

BASE	INSTALLATION CAPACITY
ONIZUKA	NO ROOM FOR EXPANSION, LIMITED MISSION AREA
FALCON	UNDEVELOPED ACREAGE TO ACCOMMODATE ADDITIONAL NON-FLYING MISSIONS

EXCESS CAPACITY: ONE SATELLITE NODE

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- AIR FORCE CAPACITY ANALYSIS

EDUCATION

BASE	STUDENT CAPACITY	96/4 ANTICIPATED PRODUCTION	EXCESS
MAXWELL	17,300	16,900	400

FLYING

BASE	MAXIMUM CAPACITY	EXCESS SQUADRON	EXCESS AIRCRAFT	TYPE
MAXWELL	22	0	+4	C-21
		0	+4	C-130

EXCESS CAPACITY		
C-21	0	+4
C-130 (AFRES)	0	+4

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- AIR FORCE CAPACITY ANALYSIS

TECHNICAL TRAINING

BASE	STUDENT CAPACITY	96/4 ANTICIPATED PRODUCTION	EXCESS
GOODFELLOW	14,732	11,225	1,507
KEESLER	30,980	28,769	1,211
LACKLAND (BMTS)	41,760	40,100	1,660
LACKLAND	35,782	29,150	5,032
SHEPPARD	39,515	30,329	9,186

FLYING

BASE	MAXIMUM CAPACITY	EXCESS SQUADRON	EXCESS AIRCRAFT	TYPE
KEESLER	37	1	0	C-130

EXCESS CAPACITY		
C-130 (AFRES)	1	0

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18 [illegible]

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- AIR FORCE CAPACITY ANALYSIS

MISSILE CATEGORY

- 700 total missile silos currently exist
- START limits 500 total missiles
  - -- 450 MMIII
  - -- 50 Peacekeepers
  - -- F. E. Warren--200 silos (150 MMIII+ 50 Peacekeepers)
  - -- Malmstrom--200 silos (MMIII)
  - -- Minot--150 silos (MMIII)
  - -- Grand Forks--150 silos (MMIII)
- EXCESS = 200 SILOS = 1 BASE

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- AIR FORCE CAPACITY ANALYSIS

JOINT CROSS-SERVICE GROUP CAPACITY ANALYSIS

- DOD Joint Cross-Service Groups will determine excess capacity in the following areas:
  - -- Depots
  - -- Undergraduate Flying Training
  - -- Test and Evaluation Facilities
  - -- Laboratories
  - -- Medical Facilities

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- AIR FORCE CAPACITY ANALYSIS

JOINT GROUP BASES

OPERATIONAL CAPABILITY

BASE	MAXIMUM CAPACITY	EXCESS SQUADRON	EXCESS AIRCRAFT	TYPE
EDWARDS	178	3	+1	KC-135
EGLIN	163	0	+15	F-15
HILL	117	1	+12	F-16
KELLY	60	1	0	KC-135
		0	+9	F-16 (ANG)
		0	+6	C-5 (AFRES)
MCCLELLAN	26	2	0	KC-135
ROBINS	22	0	0	
TINKER	64	0	+2	KC-135 (AFRES)
KIRTLAND	62	0	0	
WRIGHT-PATTERSON	38	1	0	F-16

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- AIR FORCE CAPACITY ANALYSIS

JOINT GROUP BASES

OPERATIONAL CAPABILITY

(cont.)

EXCESS CAPACITY

KC-135	6	+1
KC-135 (AFRES)	0	+2
F-15	0	+15
F-16	2	+12
F-16 (ANG)	0	+9
C-5 (AFRES)	0	+6

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- AIR FORCE CAPACITY ANALYSIS

AFMC BASING CONSIDERATIONS

- LABS
  - -- Three required: Air, Space, and C4I
- TEST CENTERS
  - -- Three required for AF requirements
- AIR LOGISTICS CENTERS
  - -- Three required for AF requirements
  - -- At least one must be an engine depot

EXCESS CAPACITY

Labs	3
T&E	0
Air Logistics Centers	2

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- AIR FORCE CAPACITY ANALYSIS

UNDERGRADUATE FLYING TRAINING

BASE	01/4 PROJECTED PRODUCTION	MAXIMUM CAPABILITY	EXCESS CAPACITY
RANDOLPH (NAV)	453	485	32
RANDOLPH (PTT)	394	793	399
COLUMBUS	291	372	82
LAUGHLIN	316	386	70
REESE	291	359	68
SHEPPARD	220	320	100
VANCE	316	366	50

EXCESS CAPACITY

1 Base*

* Preliminary Air Force estimate

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- AIR FORCE CAPACITY ANALYSIS

ADMINISTRATIVE

BASE	
BOLLING	NO EXCESS CAPACITY
ARPC/DFAS	NO EXCESS CAPACITY
MACDILL	NO EXCESS CAPACITY
BATTLE CREEK	NO EXCESS CAPACITY

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- AIR FORCE CAPACITY ANALYSIS

ADMINISTRATIVE CAPACITY AIR FORCE TOTAL

COMMAND	EXCESS CAPACITY (25 person units)
ACC	127
AETC	10
AFMC	105
AFRES	5
AMC	2
TOTAL	249

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- AIR FORCE CAPACITY ANALYSIS

ACTIVE DUTY EXCESS CAPACITY

AIRCRAFT	SQUADRON	ROBUST
F-15	2	+37
F-16	12	+46
B-1B	3	+4
B-52	1	+18
KC-135	10	+31
C-5	0	+4
C-9	0	+9
C-21	0	+4
C-130	1	+14
C-141	0	+14

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- AIR FORCE CAPACITY ANALYSIS

AIR FORCE RESERVE EXCESS CAPACITY

AIRCRAFT	SQUADRON	ROBUST
F 16	4	+19
KC 135	5	+16
C 5	0	+10
C 130	8	+30

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- AIR FORCE CAPACITY ANALYSIS

AIR NATIONAL GUARD EXCESS CAPACITY

AIRCRAFT	SQUADRON	ROBUST
FIGHTER	6	+6
F-15	1	+22
F-16	1	+53
A-10	0	+6
KC-135	0	+2
C-5	0	+5
C-130	1	+11

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- AIR FORCE CAPACITY ANALYSIS

POSSIBLE BASE REDUCTIONS

ACTIVE DUTY

TYPE	BASES
F 15	1
F 16	3
B 1B	1
B 52	1
KC-135	2
MISSILE FIELD	1
SATELLITE NODE	1

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- AIR FORCE CAPACITY ANALYSIS

POSSIBLE BASE REDUCTIONS

JOINT GROUP

TYPE	BASES
ALC (Depots)	2*
T&E	0*
LABS	3*
UFT	1*

* Preliminary Air Force estimate, pending JCSG analysis

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- AIR FORCE CAPACITY ANALYSIS

POSSIBLE BASE REDUCTIONS

AIR FORCE RESERVE

AIRCRAFT	BASES
KC-135	2
F-16	2
C-130	2
AIR NATIONAL GUARD	
F-16	1
F-15	1
C-130	1

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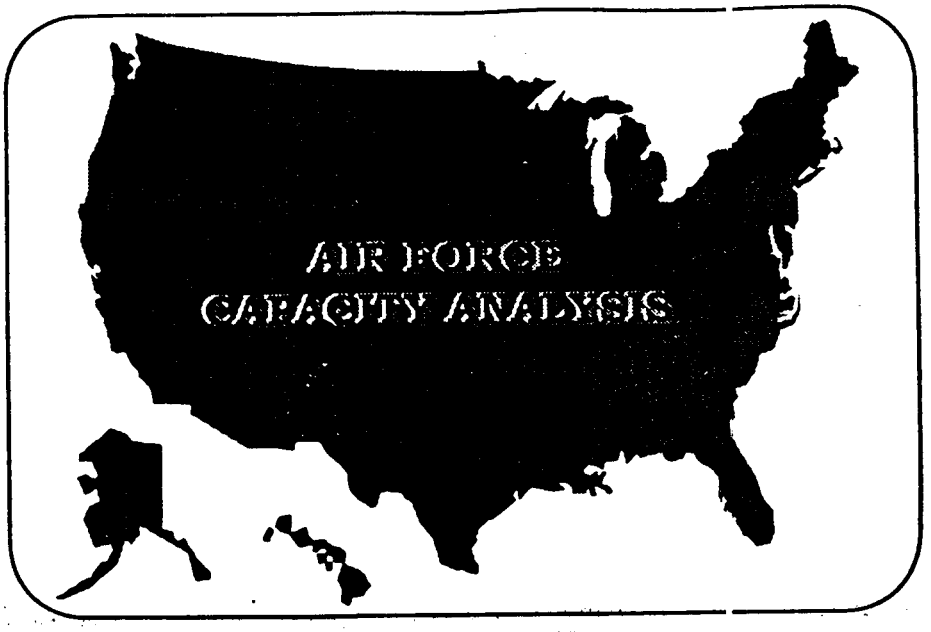

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- AIR FORCE CAPACITY ANALYSIS

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DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

16 AUG 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 8 August 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen Tenoso, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE
Brig Gen Heflebower, AF/PE

b. Other key attendees:

Col Kraus, SAF/AQ
Lt Col Jarman, AF/XOOT
Lt Col Donnalley, AF/RTR
Maj Malcomb, AF/RTR

The meeting was called to order by Maj Gen Blume, who reported the results of the meeting with the Secretary and Chief of Staff on the issue of capacity analysis. The Secretary established targets for base reduction as reflected on the slides at Atch 1. Bases and activities under consideration by the Joint Cross-Service Groups (JCSGs) will have target capacity reductions recommended by those Groups. It was noted that these are targets whose attainment will be determined during the analytical process.

Lt Col Jarman, AF/XOOT, provided an update of the Undergraduate Pilot Training JCSG, using the slides at Atch 2. He described the process and progress of the Group, reporting that they are currently evaluating the data and should have functional values complete within the next two weeks. The BCEG noted that the JPATS capability was an assumption for the joint pilot

training initiative agreed to by the Air Force and Navy. Failure to introduce JPATS in the force structure plan considered by the BRAC process will force a reevaluation of capacity and joint training.

Lt Col Donnalley, AF/RTR, briefed the proposal to move air quality considerations from Criterion VIII to Criterion II, using the slides at Atch 3. This move will accommodate the increased impact that air quality can have on the retention of or realignment to an installation, consistent with the Clean Air Act and federal conformity requirements. There was some discussion over the significance air quality considerations to a base's evaluation, but the BCEG voted to move the subelement to Criterion II and discuss the issue of significance when assigning weights to the various subelements in that criterion.

Maj Malcomb, AF/RTR, offered a proposal for exclusions from analysis for those categories with no excess capacity and those bases deemed geographically or militarily unique or mission-essential, using the slides at Atch 4. The BCEG voted to include McChord AFB under the same mission and geographically unique rationale as Pope AFB, since both provide vital support to a colocated Army force.

While recognizing that there was insufficient excess capacity in the technical training subcategory to achieve a closure, the BCEG agreed Goodfellow AFB should remain a candidate for consolidation with the Army intelligence training at Fort Huachuca, Arizona. As a result, the BCEG voted to exclude the subcategory due to no excess capacity but to pursue discussions with the Army over a consolidation of the two intelligence functions.

The BCEG asked that Edwards and Eglin AFBs be considered for possible exclusion based on the uniqueness of their capabilities within the Air Force. The BCEG recognized that the JCSG for Test and Evaluation would continue to examine the facilities at those locations. A decision on these two bases will be made later. Whiteman AFB was removed from the proposed exclusions since, while its mission is unique, it could be accomplished at another location, although at considerable expense.

The BCEG added Eielson AFB as an exclusion, due to its unique mission and geographic location, and its unique access to Cope Thunder ranges and airspace. Maxwell AFB and the Air Force Academy were not excluded based on the lack of excess capacity, but rather on each installation's unique mission and irreplaceable contribution to the Air Force mission. A follow-up briefing on base and category exclusions will be provided later to summarize these changes.

There being no further matters to discuss, the meeting was adjourned at 1230. The next BCEG meeting will be at the call of the Co-Chairmen.

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Base Closure Targets Summaries
2. UPT JCSG Briefing
3. Air Quality Subelement Slides
4. Base and Category Exclusion Slides

DISTRIBUTION:
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AF/XOO
AF/RE
NGB/CF
AF/LGM
AF/XOOR

UNCLASSIFIED

AIR FORCE CAPACITY ANALYSIS

POSSIBLE BASE REDUCTIONS
ACTIVE DUTY

TYPE	TARGETS
SMALL AIRCRAFT	3
LARGE AIRCRAFT	4
MISSILES	1
SPACE	1

UNCLASSIFIED

1 [illegible]

UNCLASSIFIED

AIR FORCE CAPACITY ANALYSIS

POSSIBLE BASE REDUCTIONS

AIR FORCE RESERVE

AIRCRAFT	BASES
KC-135	1
F-16	2
C-130	2
AIR NATIONAL GUARD	
F-16	1
F-15	1
C-130	1

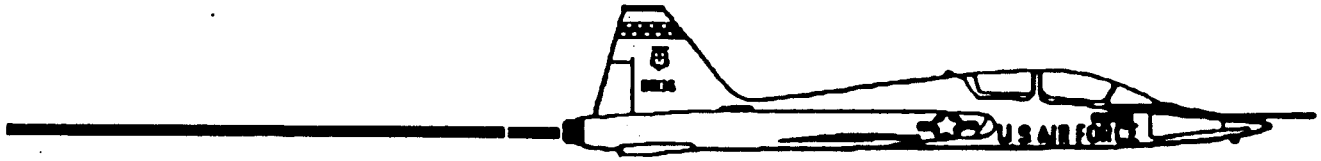
UNCLASSIFIED

2 [illegible]

ATCH

ATCH 2

UPT



JOINT BRAC WORKING GROUP UPDATE

8 Aug 94

JOINT UPT CROSS-SERVICE GROUP UPDATE

- STEERING GROUP APPROVED MEASURES OF MERIT ON THURSDAY, 28 JUL
- SERVICES HAVE RELEASED DATA CALLS
- PROCEEDING WITH FUNCTIONAL VALUE ANALYSIS

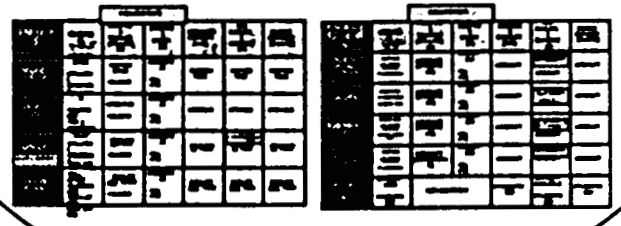
MIL VALUE

- JOINT GROUP PROVIDES FUNCTIONAL VALUE TO MIL DEPTS
- MIL DEPTS PROVIDE MIL VALUE TO JOINT GROUP

FUNCTIONAL VALUE

- SITE/FUNCTION MATRIX
- MEASURES OF MERIT (MOM)
- WEIGHTING OF MOM
- OBTAIN FUNCTIONAL VALUES FOR EACH SITE

CAPACITY ANALYSIS



OPTIMIZATION MODEL (6 RUNS)

1. NOTIONAL
   - HOW DOES THIS WORK?
2. UNCONSTRAINED
   - NO MIL VALUES
   - NO EXCLUSIONS
   - NO POLICY IMPERATIVES
3. CONSTRAINED
   - MIL VALUES APPLIED (MIL DEPTS)
   - EXCLUSIONS APPLIED (MIL DEPTS)
   - POLICY IMPERITIVES APPLIED (MIL DEPTS)

BASING STRATEGY

MEASURES OF MERIT FOR FUNCTIONAL AREAS
(CURRENT AS OF: 08/05/94 05:05 PM)

MEASURES OF MERIT	Flight Screening	Primary Pilot	Bomber/ Fighter	Strike/ Adv E-2/C-2	Airlift/ Tanker	Maritime/ Int E-2/C-2	CORRESPONDING QUESTIONS
Managed Training Areas	5	5	6	6	6	6	pg 7/#1, 2
Weather	15	14	10	7	9	9	pg 10/#1-3
Airspace and Flight Training Areas	27	22	27	27	24	24	pgs 11-17/#1-23
Airfields	23	24	17	17	22	22	pgs 18-21/#1-4
Ground Training Facilities	10	10	10	10	10	10	pg 22/#1, 2
Aircraft Maintenance Facilities	5	5	5	5	5	5	pg 23/#1 pg 21/#3
Special Military Facilities	0	0	4	4	0	0	pgs 24-25/#1-7
Proximity to Training Areas	0	0	0	3	0	0	pg 27/#1, 2, 3, 4
Proximity to Other Support Facilities	0	2	2	2	5	5	pg 28/#1, 2, 3
Unique Features	0	0	0	0	0	0	pg 29/#1, 2
Air Quality	5	5	5	5	5	5	pg 30/#1-5
Encroachment	5	5	6	6	6	6	pgs 31-38/#1-11
Services	5	8	8	8	8	8	pgs 39-47/#1-6
TTL POINTS	100	100	100	100	100	100	

MEASURES OF MERIT FOR:
PRIMARY

MEASURES OF MERIT	WEIGHT	RATIONALE
Managed Training Areas	5	The questions addressed in this area are focused toward ownership of special use airspace, air-to ground ranges, and outlying fields. In this analysis, *accessibility* to these facilities was considered more important than ownership.
Weather	14	This weight was used because students in primary flight training need better weather than students in the advanced tracks.
Airspace and Flight Training Areas	22	This area was weighted heavily due to the direct impact it has on primary flight training. Much of the training takes place in special use airspace; therefore, this area plays a large role in determining the training effectiveness of an installation.
Airfields	24	This area is weighted the heaviest due to the emphasis primary training places on pattern activities This area plays a big role in evaluating the effectiveness of a training installation.
Ground Training Facilities	10	This weight is commensurate with the role classrooms, simulators, and other facilities play in flight training.
Aircraft Maintenance Facilities	5	Training aircraft are not difficult to maintain and do not require an extensive training infrastructure.
Special Military Facilities	0	N/A
Proximity to Training Areas	0	N/A
Proximity to Other Support Facilities	2	This area looks at the local area to determine what other facilities are available The overall training infrastructure is already established and in use at each base so the impact to this area should be minimal.
Unique Features	0	N/A
Air Quality	5	This has been baselined due to like aircraft.
Encroachment	5	Encroachment plays a role in determining installation compatibility with the training mission; however, training aircraft do not have a large impact on encroachment issues.
Services	8	Quality of life plays a significant role in determining installation compatibility with the training mission and this weight will be applied to the other training functions.

Questions for Assessing the Functional Quality of *Primary* Pilot Training

Managed Training Areas (5 points)

1. The # of outlying/auxiliary fields that are controlled/owned by the installation and support primary training. (2.5 pt or 50%)
   Scoring: Linear scale between 0 and 6 (0 pt for 0 fields, 2.5 pts for 6 fields)
   Rationale: Owning airfields and airspace have equal impact on training.

2. The number and type of special use airspace that is controlled/owned by the installation and supports primary training. (2.5 pt or 50%)
   Scoring: 1.5 pt for MOA, 0.5 pt for MTR, 0.5 for AA
   Rationale: Owning airfields and airspace have equal impact on training.

BCEG CLOSE HOLD

Base Closure Executive Group

Administrative

- Air Quality
  - BCWG tasked to move to most appropriate of Section I II or III
  - Move includes the three criteria from 1993 and one additional Criterion added per Jan 94 Briefing to BCEG

BCEG CLOSE HOLD 1 [illegible]

BCEG CLOSE HOLD

Base Closure Executive Group

Air Quality

- II.6. Air Quality
  - A. Current Operations
    - 1. Attainment Status
    - 2. Proximity to Critical Air Quality Region
    - 3. Restrictions to Operations
  - B. Ability to accommodate additional operations
    - 1. Future Growth

BCEG CLOSE HOLD 2 [illegible]

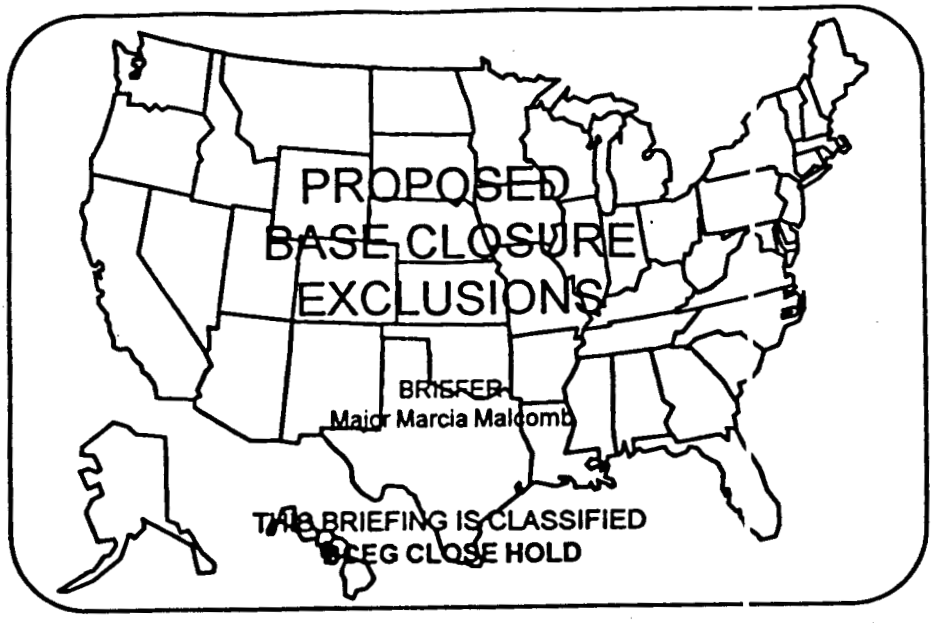
ATCH 3

Base Closure Executive Group

Action

- Move Air Quality Criteria to Section II

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



AIR FORCE EXCLUSIONS

Overview

- 1995 Proposed Exclusions
- Proposed Exclusions by Base/Category
- Proposed Exclusion Justifications

2 [illegible]

ATCH 4

AIR FORCE EXCLUSIONS

Proposed 1995 Exclusions

Andersen AFB, Guam
Andrews AFB, MD
Battle Creek, MI
Bolling AFB, DC
DFAS/ARPC
Elmendorf AFB, AK
FE Warren AFB, NE
Goodfellow AFB, TX
Hickam AFB, HI
Keesler AFB, MS
Lackland AFB, TX
MacDill AFB, FL
Maxwell AFB, AL
Nellis AFB, NV
Patrick AFB, FL
Pope AFB, NC
Sheppard AFB, TX
USAFA, CO
Vandenberg AFB, CA
Whiteman AFB, MO

3

AIR FORCE EXCLUSIONS

Proposed Exclusions by Base

- Geographically Key/Mission Essential:

Andersen AFB, Guam
Andrews AFB, MD
Elmendorf AFB, AK
FE Warren AFB, NE
Hickam AFB, HI
Nellis AFB, NV
Patrick AFB, FL
Pope AFB, NC
Vandenberg AFB, CA
Whiteman AFB, MO

4

AIR FORCE EXCLUSIONS

Proposed Exclusions by Category

- Administrative Support:

Battle Creek, MI	DFAS/ARPC
Bolling AFB, DC	MacDill AFB, FL

- Education and Training/Technical:

Keesler AFB, MS	Lackland AFB, TX
Goodfellow AFB, TX	Sheppard AFB, TX

- Education and Training/Training:

Maxwell AFB, AL	USAFA

AIR FORCE EXCLUSIONS

Justification

Geographically Key/Mission Essential Bases:

- Andersen AFB, Guam: Key staging base for Combat Forces and Air Mobility Command (AMC) in the Pacific; only fallback if asked to leave Asian bases; no excess or robust capacity
- Andrews AFB, Maryland: Key base for Presidential and Congressional support
- Elmendorf AFB, Alaska: Key Port of Entry into United States; crucial to reinforcement of Pacific; provides GSU support to 21 remote sites including 18 long range radars crucial to the defense of the US

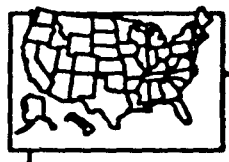
AIR FORCE EXCLUSIONS

Justification

Geographically Key/Mission Essential Bases cont:

- FE Warren AFB, Wyoming: Air Force's only Peacekeeper missile base; DoD Force Structure Plan reflects no decrease in Peacekeeper missiles; START treaty implications
- Hickam AFB, Hawaii: Key Port of Entry into the western US; crucial to reinforcement of Pacific; key to support of USCINCPAC
- Nellis AFB, Nevada: Supports an irreplaceable, extensive/specialized range complex and AF Fighter Weapons School

7 [illegible]



AIR FORCE EXCLUSIONS

Justification

Geographically Key/Mission Essential Bases cont:

- Patrick AFB, Florida: Critical support to Cape Canaveral (the USAF's sole equatorial orbit space launch facility); home of Eastern Space and Missile Center; no excess or robust capacity
- Pope AFB, North Carolina: Unique support for 82nd Airborne Division at Fort Bragg
- Vandenberg AFB, California: USAF's sole polar orbit space launch facility and home of Western Space and Missile Center
- Whiteman AFB, Missouri: USAF's only B-2 bomber base; facility supports a unique national combat resource

8 [illegible]

AIR FORCE EXCLUSIONS

Justification

Category/Subcategory Exclusions:

- **Administrative Support:** No Excess Capacity

Battle Creek, MI	DFAS/ARPC
Bolling AFB, MD	MacDill, FL

AIR FORCE EXCLUSIONS

Justification

Category/Subcategory Exclusions cont:

- **Education and Training/Technical:** No Excess Capacity

Keesler AFB, MS	Lackland AFB, TX
Goodfellow AFB, TX	Sheppard AFB, TX

- **Education and Training/ Education:** No Excess Capacity

Maxwell AFB, AL	USAF Academy, CO

AIR FORCE EXCLUSIONS

CONCLUSION

- Proposed 1995 Exclusion List contains 20 bases:

Andersen AFB, Guam	Lackland AFB, TX
Andrews AFB, MD	MacDill AFB, FL
Battle Creek, MI	Maxwell AFB, AL
Bolling AFB, DC	Nellis AFB, NV
DFAS/ARPC	Patrick AFB, FL
Elmendorf AFB, AK	Pope AFB, NC
FE Warren AFB, NE	Sheppard AFB, TX
Goodfellow AFB, TX	USAFA, CO
Hickam AFB, HI	Vandenberg AFB, CA
Keesler AFB, MS	Whiteman AFB, MO

5

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

18 AUG 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 9 August 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen Tenoso, AF/XOO
Maj Gen McGinty, AF/DPP
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Col Stewart, AF/LGMM
Col Walters, AF/PE
Mr. Heady, SAF/GCN

The meeting was called to order by Maj Gen Blume. Col Spears, HQ AFMC, provided an update on the Laboratories Joint Cross-Service Group, using the slides at Atch 1. He indicated that they were making progress on grading the data but that some data clarifications were required. In addition, some data was not yet in, but both of the issues were being worked aggressively. He briefed a schedule providing for a JCSG review of the functional values and capacity reduction targets in late August, with availability to the Military Departments soon thereafter, pending OSD direction on the JCSG process. The JCSG has allowed only three workers from the Air Force and two workers each from the other Military Departments to participate in the grading, but the work is being monitored and more workers will be added if they are falling behind schedule.

Mr. Kelly, AF/DPP, briefed the recommended weights for the Criterion VII subelements, using the slides at Atch 2. His team used a number of sources to measure the relative importance to active duty and family members of the different aspects of community support. Based on his

analysis, he recommended a two to one ratio for the five most important aspects of community support (housing, crime, education, employment, and medical) versus the remaining elements (transportation, leisure, shopping, and metropolitan area). The BCEG voted to accept the weights as briefed, totalling 98, and to spread the remaining two points proportionally across the subelements.

In addition to the weights, Maj Gen McGinty suggested a form of sensitivity analysis be conducted to determine the impact of the weights as applied to the subelements. He felt this analysis should be briefed for the BCEG to understand the impact of different approaches. The BCEG agreed that this study should be conducted prior to analysis of any data.

Maj Malcomb, AF/RTR, briefed changes to the proposed exclusions of categories and bases, using the slides at Atch 3. The list reflected the addition of Eielson and McChord, and based the exclusion of Maxwell and the Air Force Academy on their unique and essential mission rather than a lack of excess capacity. The BCEG noted that Patrick and Vandenberg supported not only the Air Force but the nation's sole equatorial and polar launch facilities.

The BCEG then addressed the issue of whether Edwards, Eglin, and Arnold should be excluded since they represent unique and essential facilities for the Air Force, but are being considered by the JCSG for Test and Evaluation. After discussion, the BCEG concluded that Edwards and Arnold should be excluded from consideration because they are national assets with unique capabilities and, therefore, should be given the highest possible military value when reporting to the JCSG. Eglin was not excluded, and will be analyzed in its category during the analytical process.

There being no further matters to discuss, the meeting was adjourned at 1250. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: Sensitivity Analysis for Weighting
Category and Base Exclusions

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Lab JCSG Update
2. Crit VII Weights
3. Exclusion Proposals

DISTRIBUTION:
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SAF/MIQ
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AF/XOO
AF/RE
NGB/CF
AF/LGM
AF/XOOR

BCEG "STATUS BRIEF"

LABORATORY
JOINT CROSS-SERVICE WORKING GROUP

COL DANA SPEARS
HQ AFMC/XRS
9 AUG 94

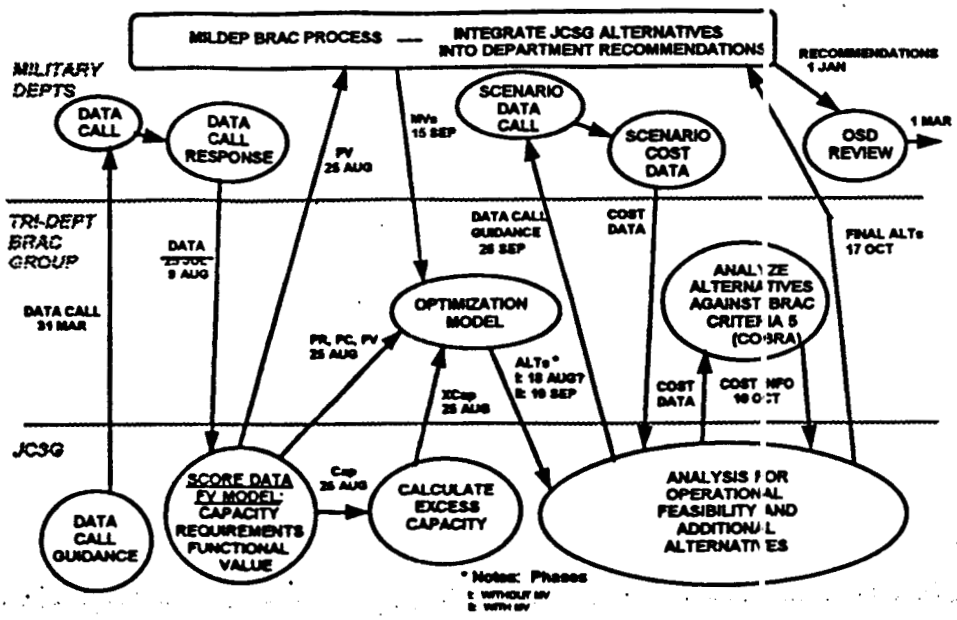
OVERVIEW

- PROCESS
- DATA
- SCHEDULE

ATCH 1

5 AUG 94

LAB JOINT CROSS-SERVICE ANALYSIS



DATA

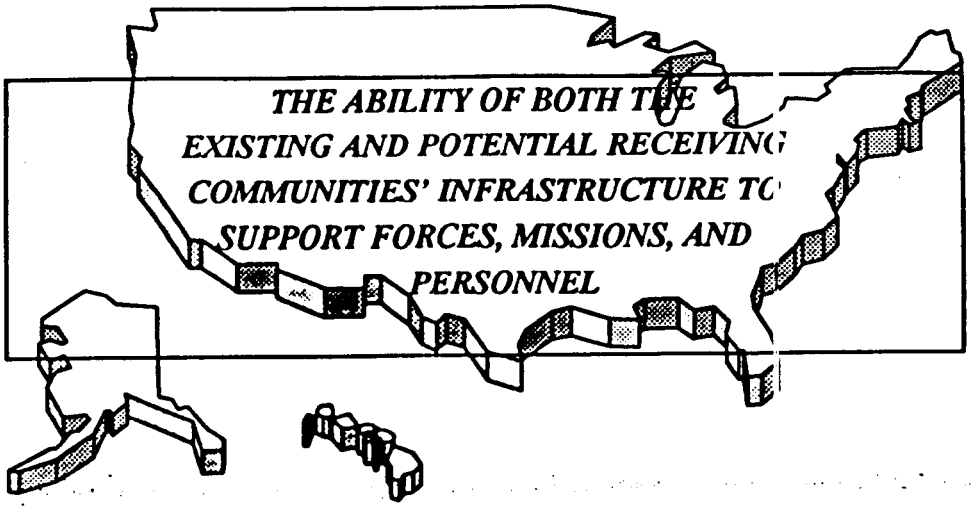
- INITIAL DATA SUBMITTAL CERTIFIED
- MANY CLARIFICATIONS REQUIRED
  - MOST DATA NOT BROKEN OUT BY CSF
  - OTHER PROBLEMS/INCONSISTENCIES
- RESPONSES STILL COMING IN
  - APPROXIMATELY 95 % RECEIVED
- DATA TRANSFERRED TO LJCSG 8 AUG WITH CAVEAT TO UPDATE

NEAR-TERM SCHEDULE - LJCSG

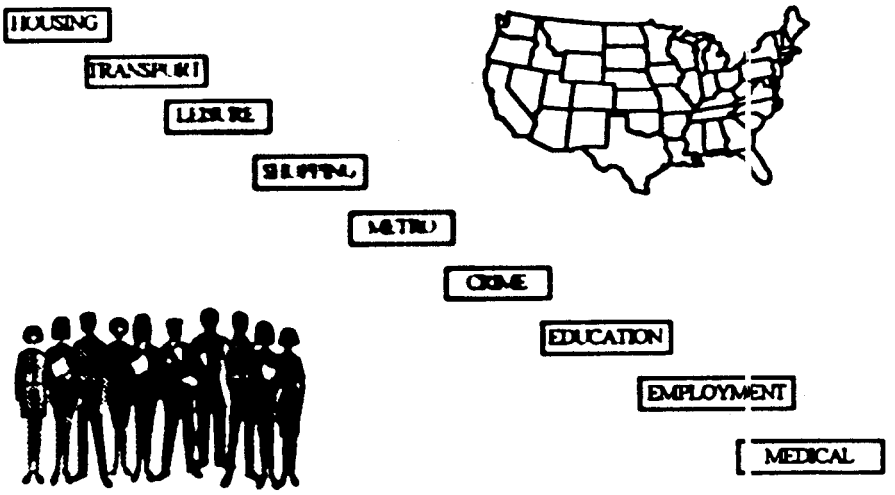
• Data at TEC - Begin scoring/preps	9 Aug
• Clarifications out	12 Aug
• Clarification responses received	16 Aug
• Scoring complete - data entry compl	22 Aug
• Initial calculations complete (DPADS, etc)	24 Aug
• LJCSG meeting to review results	25 Aug

  – "Results" = XCap, FR, FC, FV

BRAC 95 - QUESTIONNAIRE SECTION VII CRITERIA



COMMUNITY SUPPORT



ATCH 2

COMMUNITY SUPPORT

HOUSING

TRANSPORT

LEISURE

SHOPPING

METRO

CRIME

EDUCATION

EMPLOYMENT

MEDICAL

QUESTIONS AND CRITERIA SAME AS BRAC 93

COMMUNITY SUPPORT

HOUSING

TRANSPORT

LEISURE

SHOPPING

METRO

CRIME

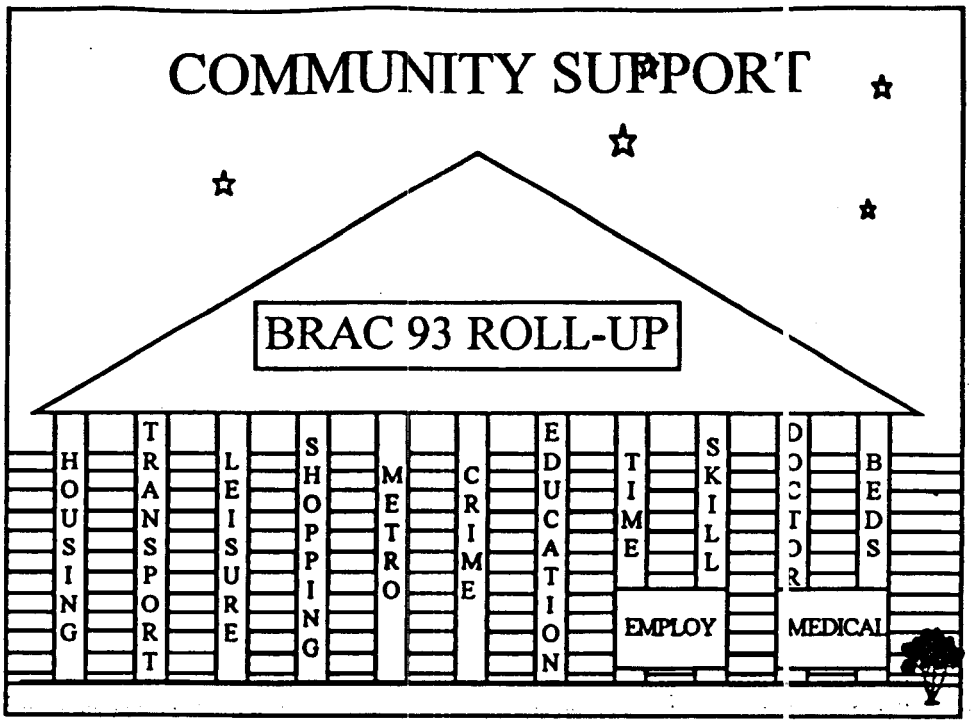
EDUCATION

EMPLOYMENT

MEDICAL

QUESTIONS AND CRITERIA SAME AS BRAC 93

DOUBLE CONSIDERATION FOR EMPLOYMENT AND MEDICAL IN BRAC 93 ROLL-UP



SOURCES CHECKED

SOURCES \ AREAS	HOUSING	TRANSPORT	LEISURE	SHOPPING	METRO AREA	CRIME	EDUCATION	EMPLOYMENT	MEDICAL
MONEY	✓	✓	✓		✓	✓	✓	✓	✓
PLACES ALMAN	✓	✓	✓			✓	✓	✓	✓
FORTUNE	✓	✓	✓			✓	✓		
RETIRED PLACES	✓	✓	✓			✓	✓	✓	✓
AF NEEDS ASSESS	✓	✓	✓				✓	✓	✓
AF RELOCATION	✓			✓			✓	✓	
DOD 1ST-TERM	✓					✓	✓	✓	✓
WIRTHIM GROUP						✓	✓	✓	✓
WASHINGTONIAN	✓	✓	✓			✓	✓	✓	✓

SOURCES CHECKED

SOURCES \ AREAS	HOUSING	TRANSPORT	LEISURE	SHOPPING	METRO AREA	CRIME	EDUCATION	EMPLOYMENT	MEDICAL
MONEY	✓	✓	✓		✓	✓	✓	$	✓
PLACES ALMAN.	✓	✓	✓			✓	✓	$	✓
FORTUNE	✓	✓	✓			✓	✓		
RETIRED PLACES	✓	✓	✓			✓	✓	$	✓
AF NEEDS ASSESS	✓	✓	✓				✓	$	✓
AF RELOCATION	✓			✓			✓	$	
DOD 1ST-TERM	✓					✓	✓	$	✓
WIRTHIM GROUP						✓	✓	$	✓
WASHINGTONIAN	✓	✓	✓			✓	✓	$	✓

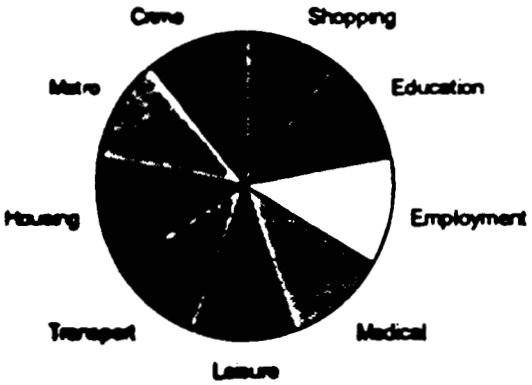
MOST PERTINENT INFO

SOURCES \ AREAS	HOUSING	TRANSPORT	LEISURE	SHOPPING	METRO AREA	CRIME	EDUCATION	EMPLOYMENT	MEDICAL
MONEY	✓	✓	✓		✓	✓	✓	$	✓
AF NEEDS ASSESS	✓	✓	✓				✓	$	✓
AF RELOCATION	✓			✓			✓	$	
DOD 1ST-TERM	✓					✓	✓	$	✓

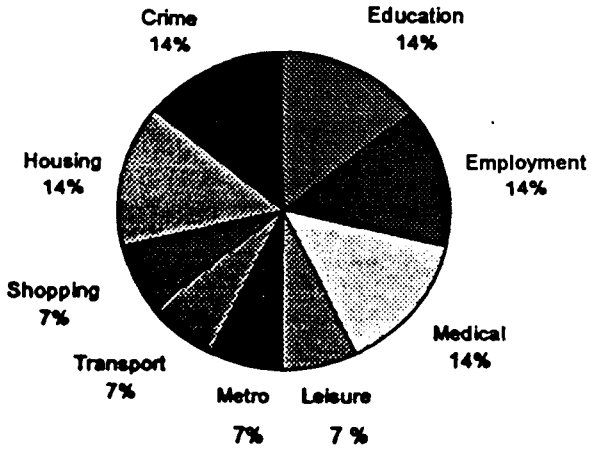
SIGNIFICANT FINDINGS

SOURCES \ AREAS	HOUSING	TRANSPORT	LEISURE	SHOPPING	METRO AREA	CRIME	EDUCATION	EMPLOYMENT	MEDICAL
MONEY	5	6	8	9	7	1	4	3	2
AF NEEDS ASSESS								$	
AF RELOCATION								$	
DOD 1ST-TERM								$	

QUESTION OF WEIGHTING



PROPOSED WEIGHTING 2 : 1



HOUSING

CRITERIA:	DISTRIBUTION:
AVAILABLE	50.0
AFFORDABLE	50.0

CRITERIA OF EQUAL IMPORTANCE;
NO BASIS FOR MAKING A DISTINCTION

TRANSPORTATION

CRITERIA:	DISTRIBUTION:
PUBLIC TRANSPORT	20.0
DISTANCE TO AIRPORT	20.0
NUMBER AIR CARRIERS	20.0
COMMUTING TIME	40.0

FREQUENCY ISSUE: EVERYONE COMMUTES TO WORK EVERY WORKDAY

LEISURE

CRITERIA	DISTRIBUTION:
SWIMMING POOL	7.1
MOVIE THEATER	7.1
PUBLIC GOLF COURSE	7.1
BOWLING LANE	7.1
BOATING	7.1
FISHING	7.1
ZOO	7.1
AQUARIUM	7.1
FAMILY THEME PARK	7.1
PROFESSIONAL SPORTS	7.1
COLLEGIATE SPORTS	7.1
CAMPING FACILITIES	7.1
BEACHES	7.1
OUTDOOR WINTER SPORTS	7.1

NO BASIS FOR DISTINGUISHING BETWEEN CRITERIA FOR DETERMINING RELATIVE IMPORTANCE

CRIME

CRITERIA:	DISTRIBUTION:
VIOLENT	50.0
PROPERTY	50.0

DIFFICULT TO MAKE A DISTINCTION: PROPERTY CRIME FREQUENT AND VIOLENT CRIME MORE SEVERE

EDUCATION

CRITERIA:	DISTRIBUTION:
YOUTH EDUCATION	50.0
PUPIL-TEACHER RATIO	12.5
H.S. FOUR YEAR PROGRAMS	12.5
H.S. HONORS	12.5
COLLEGE BOUND	12.5
ADULT EDUCATION	50.0

YOUTH AND ADULT EDUCATION OF EQUAL IMPORTANCE

ADULT EDUCATION

CRITERIA:	DISTRIBUTION:
VOCATIONAL/TECH	25.0
UNDERGRADUATE	50.0
GRADUATE	25.0

AF NEEDS ASSESSMENT SUGGESTS ONLY MINOR INTEREST IN VOCATIONAL/TECHNICAL TRAINING BUT SIGNIFICANT INTEREST IN COLLEGE EDUCATION AND RECORDS SHOW GREATEST PARTICIPATION IN UNDERGRADUATE EDUCATION

MEDICAL

CRITERIA:	DISTRIBUTION:
BEDS	50.0
DOCTORS	50.0

CRITERIA OF EQUAL IMPORTANCE;
NO BASIS FOR MAKING A DISTINCTION

ONE CRITERION PER SUB-ELEMENT

CRITERIA:	DISTRIBUTION:
SHOPPING	100.0
METRO AREA	100.0
EMPLOYMENT	100.0

SUMMARY

- USED BRAC 93 PROCESS AS BASELINE
- RESEARCHED AVAILABLE SOURCES
  - EXTRACTED MOST PERTINENT TO AF PEOPLE AND MISSION
  - FOCUSED ON SIGNIFICANT FINDINGS
- SIMILAR WEIGHT PATTERN TO BRAC 93 USING UPDATED INFO

RECOMMENDATION

- APPROVE WEIGHTS AS BRIEFED
  - LOCK WEIGHTS
- CONDUCT AN INDEPENDENT SENSITIVITY ANALYSIS TO PROVIDE FEEDBACK TO BCEG

'95 AF Base Closure Executive Group

Base Closure Executive Group Analysis & Decision Support System

- Functional interface which facilitates:
  - Presentation of collected data for BCEG analysis "online"
  - Timely response to detailed analysis requirements
  - Transparent to analysis

1 8/9/94

'95 AF Base Closure Executive Group

Base Closure Executive Group Analysis & Decision Support System

- Format: "Installation - Filter matrix"
  - Installations: all or categorically
  - Filters: elemental or composite ("roll up")
- "Drill downs"
  - Filter: wording and "goalposts" against which the data was considered
  - Grade: question and the installation data

2 8/9/94

ATCH 3

'95 AF Base Closure Executive Group

Base Closure Executive Group Analysis & Decision Support System

- Grades
  - Red, Yellow, Green (or N/A for display purposes)
    - "Pluses" and "Minuses" at levels above the filter level
  - Filter level or rollup levels: "direct input" or "generated" using the BCEG approved logic
  - Criteria or overall level: BCEG direct inputs
- Weighting
  - Any grade at any level can be "weighted"

3 8/95

'95 AF Base Closure Executive Group

Base Closure Executive Group Analysis & Decision Support System

- Auditability/Security
  - All changes to the data, filters or grades are logged
  - Changes require a password and are logged with the password and date/time stamp
  - Complete database archived after each BCEG session

4 8/95

'95 AF Base Closure Executive Group

Base Closure Executive Group Analysis & Decision Support System

- Summary
  - Decreased response time increases ability to analyze
  - Addresses auditability
  - Maintained flexibility

5 [illegible]

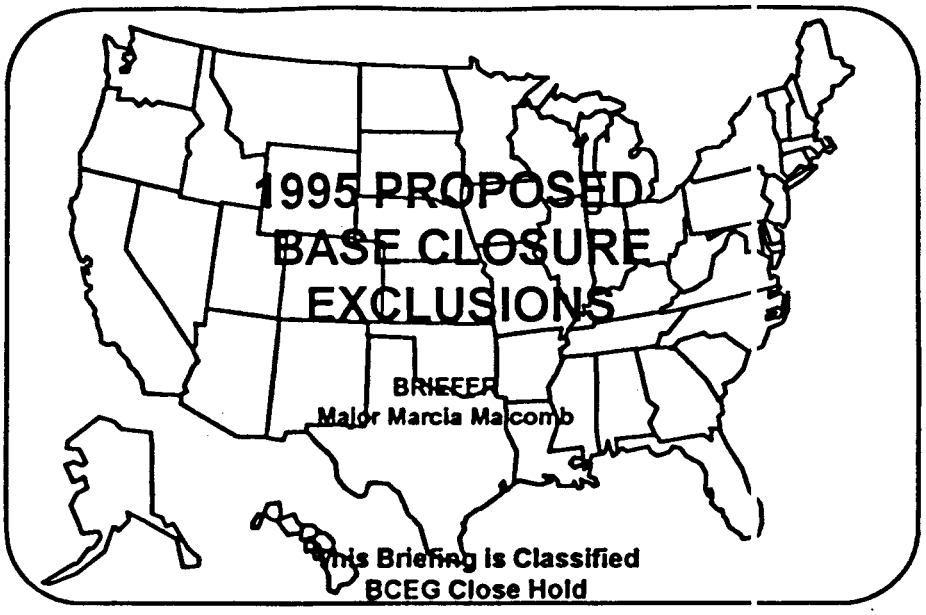
'95 AF Base Closure Executive Group

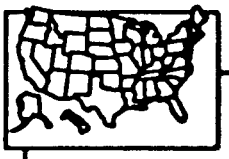
Base Closure Executive Group Analysis & Decision Support System

- Summary (Post Script)

...Checking the numbers!

6 [illegible]





BCEG CLOSE HOLD

AIR FORCE EXCLUSIONS

Overview

- Proposed Exclusions
- Proposed Geographically Unique/Mission Essential Bases
- Proposed Category Exclusions
- Proposed Exclusion Justifications

BCEG CLOSE HOLD

2

BCEG CLOSE HOLD

AIR FORCE EXCLUSIONS

Proposed 1995 Exclusion List

- **Bases:**

Andersen AFB, Guam
Andrews AFB, MD
Eielson AFB, AK
Elmendorf AFB, AK
FE Warren AFB, WY
Hickam AFB, HI
Maxwell AFB, AL
McChord AFB, WA
Nellis AFB, NV
Patrick AFB, FL
Pope AFB, NC
USAFA, CO
Vandenberg AFB, CA

- **Categories:**

Administrative Support
Education and Training/Technical

BCEG CLOSE HOLD

BCEG CLOSE HOLD

AIR FORCE EXCLUSIONS

Proposed Geographically Unique/Mission Essential Exclusions

Andersen AFB, Guam
Andrews AFB, MD
Eielson AFB, AK
Elmendorf AFB, AK
FE Warren AFB, WY
Hickam AFB, HI
Maxwell AFB, AL
McChord AFB, WA
Nellis AFB, NV
Patrick AFB, FL
Pope AFB, NC
USAFA, CO
Vandenberg AFB, CA

BCEG CLOSE HOLD

AIR FORCE EXCLUSIONS

Proposed Category Exclusions

- Administrative Support:

Battle Creek, MI	DFAS/ARPC
Bolling AFB, Wash DC	MacDill AFB, FL

- Education and Training/Technical:

Keesler AFB, MS	Lackland AFB, TX
Goodfellow AFB, TX	Sheppard AFB, TX

AIR FORCE EXCLUSIONS

Justification

Geographically Unique/Mission Essential:

- Andersen AFB, Guam: Key staging base for Combat Forces and Air Mobility Command (AMC) in the Pacific; only fallback if asked to leave Asian bases; no excess or robust capacity
- Andrews AFB, Maryland: Key base for Presidential/Congressional support
- Eielson AFB, Alaska: Crucial to reinforcement of the Pacific; location is critical for ready access to irreplaceable and specialized Cope Thunder ranges and airspace.

BCEG CLOSE HOLD

AIR FORCE EXCLUSIONS

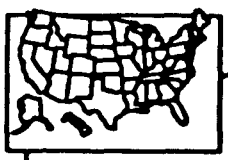
Justification

Geographically Unique/Mission Essential Cont:

- **Elmendorf AFB, Alaska:** Key Port of Entry into United States; crucial to reinforcement of Pacific; provides GSU support to 21 remote sites including 18 long range radars crucial to the defense of the US
- **FE Warren AFB, Wyoming:** Air Force's only Peacekeeper missile base; DoD Force Structure Plan reflects no decrease in Peacekeeper missiles; START treaty implications
- **Hickam AFB, Hawaii:** Key Port of Entry into the western US; crucial to reinforcement of Pacific; key to support of USCINCPAC

BCEG CLOSE HOLD

7 [illegible]



BCEG CLOSE HOLD

AIR FORCE EXCLUSIONS

Justification

Geographically Unique/Mission Essential Cont:

- **Maxwell AFB, Alabama:** Unique education complex supports the Air University, Air War College, Air Command and Staff College, Squadron Officer School, Officer Training School, Senior NCO Academy and numerous other education and training programs
- **McChord AFB, Washington:** Located with Fort Lewis, the primary deployment base for the US I Corps provides support for training and deployment of troops to the Pacific theater
- **Nellis AFB, Nevada:** Supports an irreplaceable, extensive/specialized range complex and AF Fighter Weapons School

BCEG CLOSE HOLD

8 [illegible]

BCEG CLOSE HOLD

AIR FORCE EXCLUSIONS

Justification

Geographically Unique/Mission Essential Cont:

- **Patrick AFB, Florida:** Critical support to Cape Canaveral (the USAF's sole equatorial orbit space launch facility); home of Eastern Space and Missile Center

- **Pope AFB, North Carolina:** Located with Fort Bragg, this primary deployment base for the 18th Airborne Corps provides time critical deployment and essential joint training capability for the US Army's primary contingency corps

- **USAFA, Colorado:** One-of-a-kind facility, the primary commissioning source of USAF officers

- **Vandenberg AFB, California:** USAF's sole polar orbit space launch facility and home of Western Space and Missile Center

BCEG CLOSE HOLD

BCEG CLOSE HOLD

AIR FORCE EXCLUSIONS

Justification

Category/Subcategory Exclusion:

- **Administrative Support:** Insufficient Excess Capacity

Battle Creek, MI	DFAS/ARPC
Bolling AFB, Wash DC	MacDill, FL

BCEG CLOSE HOLD

AIR FORCE EXCLUSIONS

Justification

Category/Subcategory Exclusions Cont:

- Education and Training/Technical: Insufficient Excess Capacity

Keesler AFB, MS
*Goodfellow AFB, TX
Lackland AFB, TX
Sheppard AFB, TX

*Potential for joint intelligence consolidation

AIR FORCE EXCLUSIONS

CONCLUSION

Proposed 1995 Exclusion List:

- Bases:

Andersen AFB, Guam
Andrews AFB, MD
Eielson AFB, AK
Elmendorf AFB, AK
FE Warren AFB, WY
Hickam AFB, HI
Maxwell AFB, AL
McChord AFB, WA
Nellis AFB, NV
Patrick AFB, FL
Pope AFB, NC
USAFA, CO
Vandenberg AFB, CA

- Categories:

Administrative Support: Battle Creek, MI; Bolling AFB, Wash DC; DFAS/ARPC, CO; MacDill AFB, FL

Education and Training/Technical: Goodfellow AFB, TX; Keesler AFB, MS; Lackland AFB, TX; Sheppard AFB, TX

AIR FORCE EXCLUSIONS

Issues

- Language in Policy Memo One: "Should no excess capacity be found in a category/subcategory, there is no need to continue analyzing that portion of the base structure, unless there is a military value or other reason to continue the analysis (such as a cross-category opportunity to look at installations with similar capabilities, but in different categories). Bases in such categories/subcategories shall remain subject to joint cross-service review and remain available as potential receivers of missions or functions."
- Test Facilities Subcategory - Exclude?
  - Eglin AFB, Florida
  - Edwards AFB, California
  - Arnold AFB, Tennessee
- Insufficient Excess Capacity vs No Excess Capacity

6

6

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

18 AUG 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 11 August 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. Blanchard, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Lt Gen Leaf (Retired), AF/TE
Mr. Bowling, SAF/MIQ
Col Newell, AF/XOO
Col Walters, AF/PE
Col Mayfield, AF/RTR

The meeting was called to order by Mr. Boatright. Maj Gen Blume briefed the results of the meeting with the Secretary on the issue of exclusions of categories and unique or mission essential bases. The Secretary approved the BCEG recommendations as briefed August 9, 1994.

Lt Gen Leaf, AF/TE, introduced Mr. Dowden who provided an update on the T&E JCSG progress, using the slides at Atch 1. Following the initial analysis by the JCSG, there will be a technical analysis by the JCSG to determine whether the recommendations can take place. The Air Force representatives are placing heavy emphasis on this technical analysis, because they do not feel adequate attention is being provided to this aspect in the initial analysis. They are estimating functional value will be provided to the Military Departments on September 1, 1994. An area of concern raised was the need for a coherent strategy for the Air Force for its joint group principals to ensure consistency among the JCSGs. Mr. Boatright indicated that the Air

Force desire was for the JCSGs to develop a strategy which the Air Force could integrate into its process to facilitate true cross-service analysis.

Mr. Reinertson, AF/CEVP, presented the proposed weights for Criterion VIII, using the slides at Atch 2. The working group members used their experience dealing with bases and an estimate of the impact various elements have on land use and mission to determine the relative impact of the subelements. This included an understanding of the relative frequency and severity of the issues involved.

Dr. Wolff expressed a concern that an issue might have more significance than will be reflected in the overall Criterion VIII grade, even if given great weighting. Some issues, although occurring at only a few installations, should have great influence on closure and realignment issues. The BCEG was satisfied that these issues could be highlighted in the discussion preceding the voting on banding and given adequate consideration by the individual BCEG members.

A general concern arose that water was not given adequate weight. After discussion, the BCEG voted to change the proposed Environmental Impact elements to reflect the following weights: Water - .40; Asbestos - .05; Biological - .25; Cultural - .15; and IRP - .15.

There being no further matters to discuss, the meeting was adjourned at 1145. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: Criterion VII grade issues
Criterion I subelements

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. T&E Briefing
2. Criteria VIII Overview

DISTRIBUTION:
SAF/FM
SAF/GCN
SAF/AQX
SAF/MIQ
AF/RT
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM

AF/TE

T&E JOINT CROSS-SERVICE STATUS BRIEFING

to

AIR FORCE BCEG

11 August 1994

Joe Dowden

AF T&E BRAC Team

ATCH 1

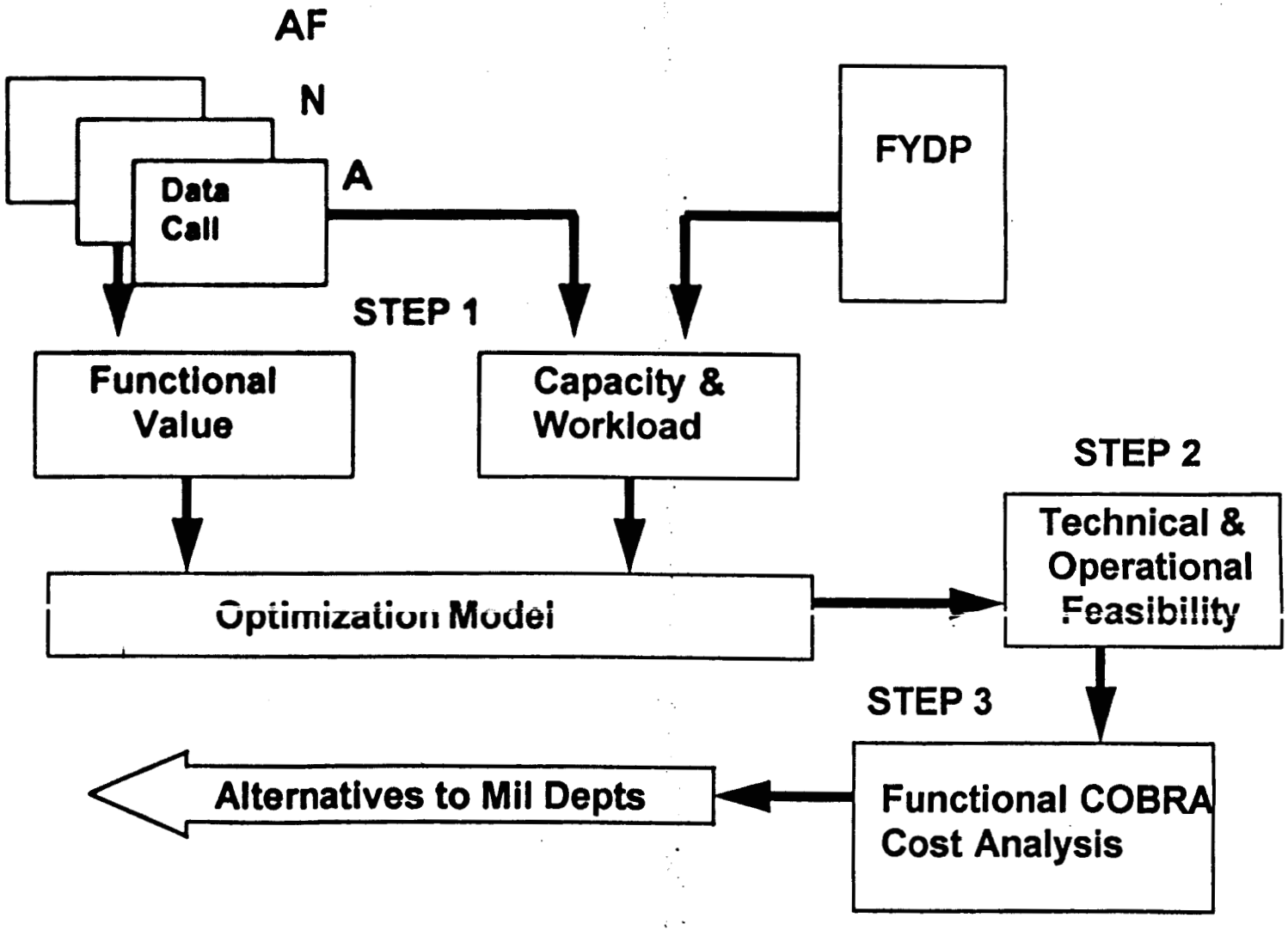
AF/TE

OVERVIEW

- PROCESS
- DATA
- SCHEDULE
- SUMMARY

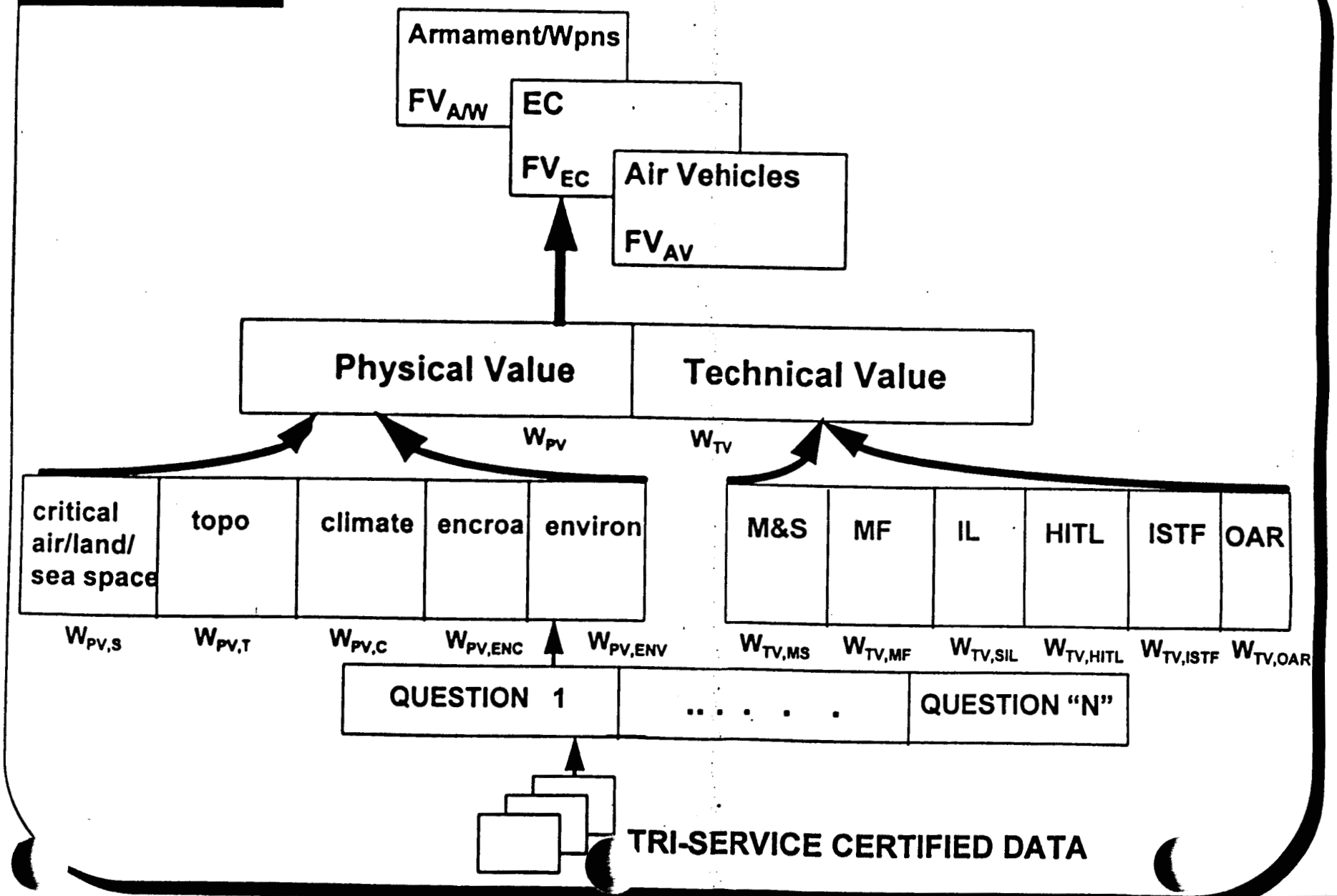
AF/TE

ANALYSIS FRAMEWORK



AF/TE

T&E FUNCTIONAL VALUE FRAMEWORK



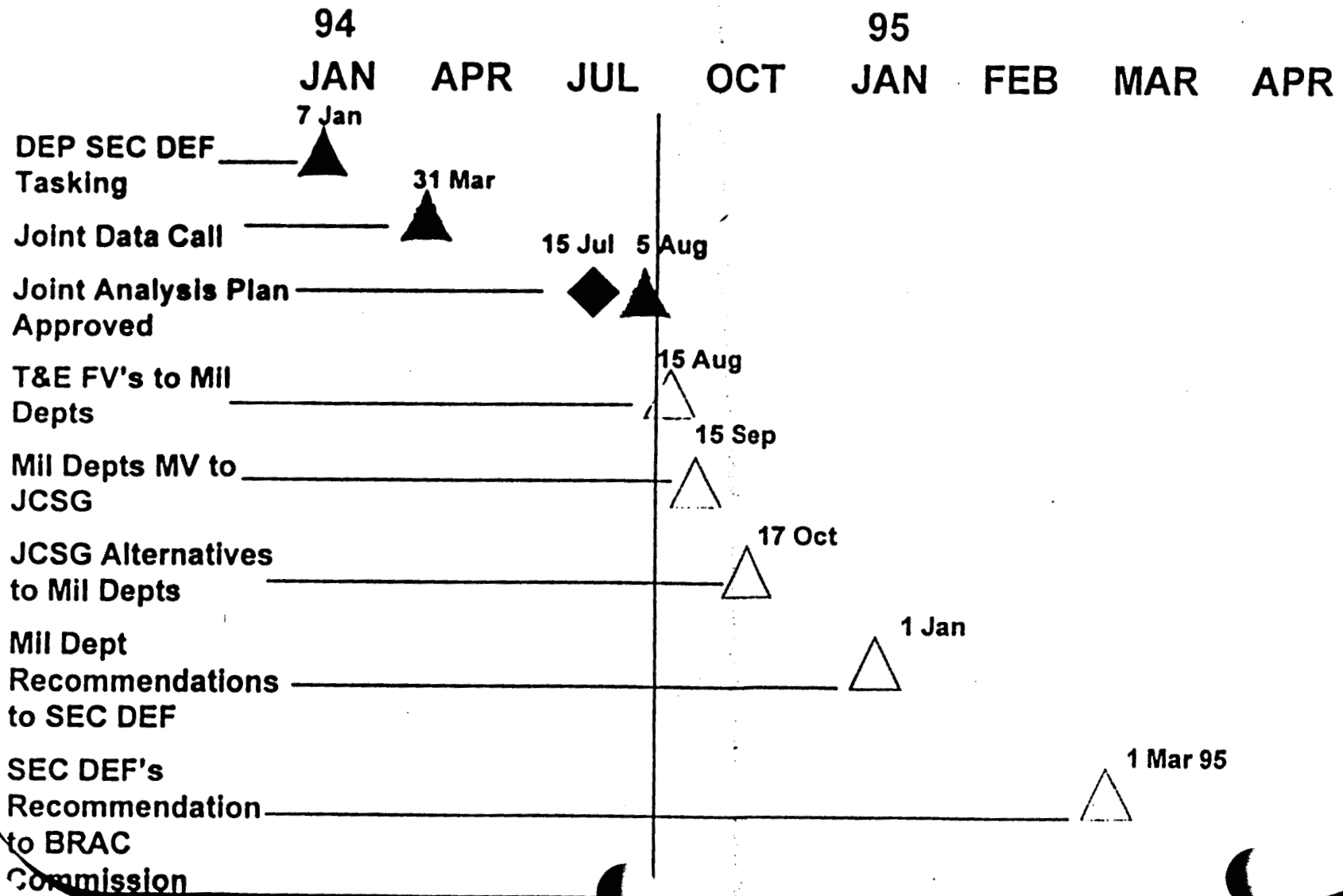
AF/TE

DATA

- INITIAL AF DATA SUBMITTAL CERTIFIED
- CLARIFICATIONS REQUIRED AND INWORK
  many inconsistencies in workload & capacity
  approximately 98% responses received
- NO CHANGES TO DATA AFTER ___AUG. 94
- T&E DATA RELEASE AUTHORIZED 5 AUG. BY OSD (Mr. Bayer)
- DATA TRANSFERRED TO T&E JCSG, 11 AUG. 94 WITH CAVEAT TO UPDATE
- JCSG DATA CLARIFICATIONS VIA MIL DEPS

AF/TE

T&E JCSG STATUS SCHEDULE



AF/TE

SUMMARY

- JOINT ANALYSIS UNDERWAY
  - 3 weeks behind schedule
- TWO AREAS OF CONCERN
  - impact of schedule slip on AF BRAC process
  - lack of AF coherent strategy for LABS/DEPOTS/T&E

CRITERIA VIII

The Environmental Impact

Analysis of Existing Conditions to Determine Environmental Constraints Affecting Base Operations

ATCH 2

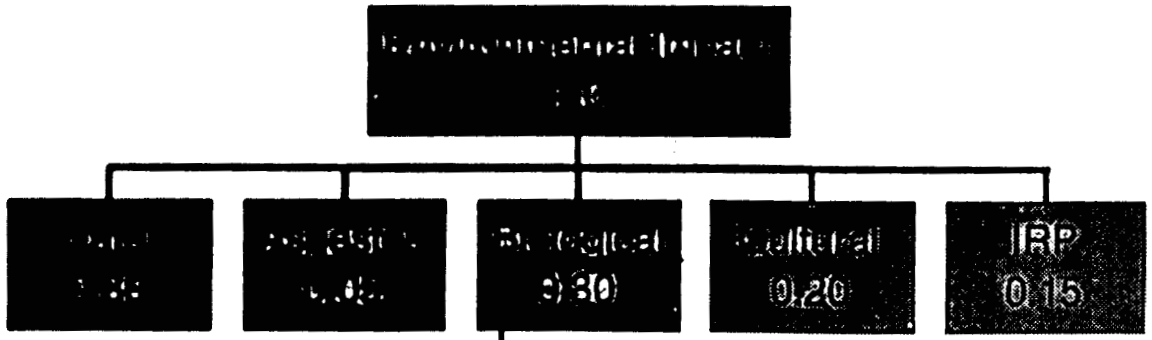
CRITERIA VIII

Sources of Information for Weighting Environmental Factors

- Environmental Impact Statements and Assessments Reviewed Since 1970
- Air Force Response to Federal Law and Executive Orders
  - National Environmental Policy Act
  - Resource Conservation and Recovery Act
  - Comprehensive Environmental Response, Compensation, and Liability Act
  - E.O. 11990, Wetlands Protection
  - E.O. 11988, Floodplains Management
  - E.O. 11514, Protection and Enhancement of Environmental Quality
  - E.O. 11593, Protection and Enhancement of The Cultural Environment
  - Wetlands Inventory and Mapping
  - Policy on Wetlands and Floodplains Documentation
  - Policy on Natural and Cultural Resource Management
- Review Environmental Data in Project Documentation for New Construction
- Implementation of Compliance Actions for Historic and Archaeological Resources

Drill Down Weights - Section VIII

Level 2 & 3



- Wildlife Habitat
  0.10
- Threatened & Endangered
  0.25
- Wetlands
  0.45
- Floodplains
  0.20

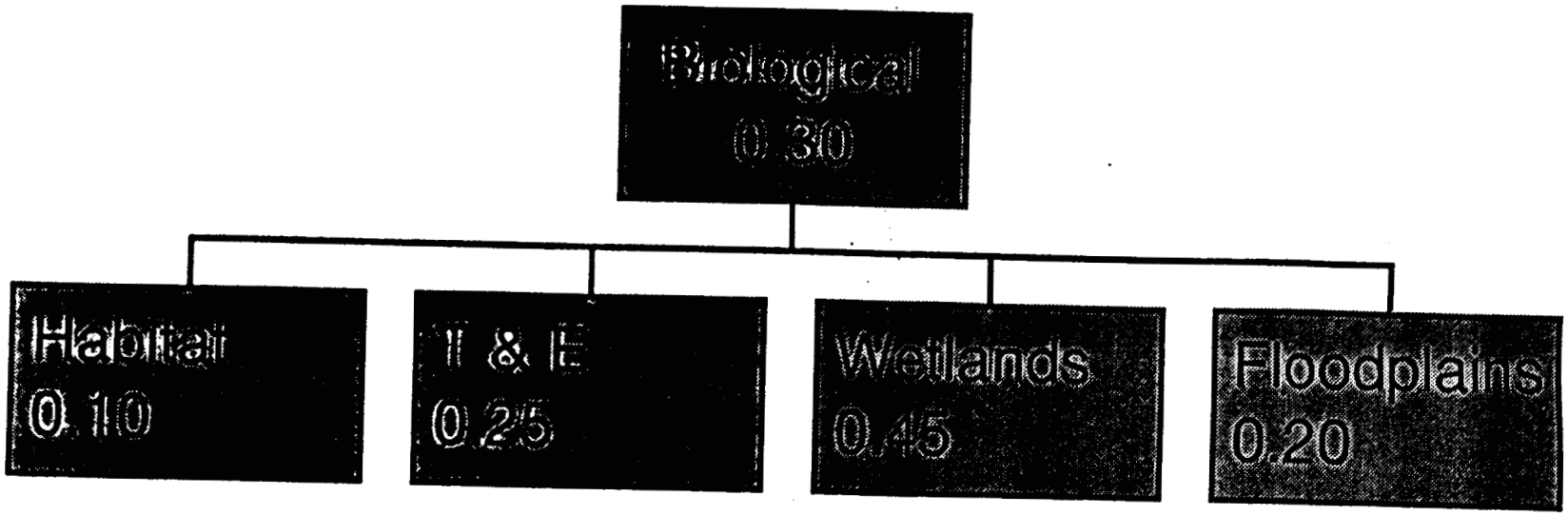
Sec VIII Drill Down

Level 2 Rationale

- Water (0.30)
  - Adequate quality and quantity a necessity for base support
  - Base realignments may stress water availability
- Asbestos (0.05)
  - May add to facility renovation costs, but technically manageable
  - Health and safety issue when asbestos becomes friable
- Biological (0.30)

Drill Down Weights - Section VIII

Level 3



Sec VIII Drill Down

Level 3 Rationale

- Biological (0.30)
  - Habitat (0.10)
    - May limit facility siting options
  - Threatened & Endangered Species (0.25)
    - Limit facility siting and land use options
    - May require "work arounds" to accomplish mission

Sec VIII Drill Down

Level 3 Rationale (cont'd)

- Biological (cont'd)
  - Wetlands (0.45)
    - Limit facility siting and design options
    - Require "finding of no practicable alternative" and federal permits
    - Comply with "no net loss" policy
  - Floodplains (0.20)
    - Constrain mission
    - Constrain facility siting and design
    - Require "finding of no practicable alternatives" and federal permits
    - Limit land use planning options

Sec VIII Drill Down

Level 2 Rationale (cont'd)

- Cultural (0.20)
  - Historical structures and archeological sites may constrain facility construction and siting
- Installation Restoration Program (0.15)
  - Hazardous waste sites limit facility siting and land use options
  - Indicate potential ground water and habitat contamination

7

7

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 30 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 10 August 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Arnold, NGB/CF

b. Other key attendees:

Col Newell, AF/XOO
Col McLoughlin, AF/REX
Col Walters, AF/PE
Mr. Kelly, AF/DPP
Mr. Stewart, AF/LGM

The meeting was called to order by Mr. Boatright. Mr. Stewart, AF/LGM, briefed the progress of the Depot Joint Cross-Service Group (JCSG), using the slides at Atch 1. The members discussed various issues affecting the JCSG and the Air Force position. There is some desire in the JCSG to receive a military value before the functional value is released. Mr. Boatright restated the need for the Air Force to get a functional value before developing the military value for its installations. At this time, there is no date scheduled for development of a functional value by the Depot JCSG.

Maj Gen Blume briefed the results of the sensitivity analysis, using the slide at Atch 2. The slide demonstrates that the weights do affect the scores but not drastically. He also demonstrated a sample slide (Atch 3) on distribution of grades that could be shown to the BCEG if desired. There was a discussion of the desirability of setting grade filters, or goal posts, in

order to get something approaching a normal distribution versus setting filters based on an operational need. In general, where there are factors that relate to a specific requirement, the filters should reflect those standards. Where there is more subjectivity to a filter, unrelated to an existing requirement, a filter might be set reflecting an average or to provide a distribution. The preference is always to relate filters to some demonstrable standard that reflects how well a base can support its mission. If more bases reflect good grades, that results from the quality of our existing base structure. The consensus was that there would be sufficient differences for selection purposes without forcing a normal distribution.

Mr. Kelly provided a detailed examination of the grades for the Criterion VII subelements resulting from the weighting established by the BCEG. The BCEG asked for clarification on several items. These include the Brooks medical data, the Eglin educational facility grade, Barksdale and Peterson winter sports grade, and medical care data for Colorado Springs and San Antonio. In addition, the BCEG asked for a briefing on the development of information on housing availability and affordability, questioning some of the data listed. These issues will be briefed at a later BCEG meeting.

Mr. Boatright raised the issue of large aircraft and the need to properly evaluate the bases against different large aircraft missions. The BCEG directed the Working Group to ensure that appropriate geographical criteria would be used to properly account for its importance to the airlift mission, and requested that the Criterion I subelements be closely examined prior to weighting of that Criterion.

There being no further matters to discuss, the meeting was adjourned at 1250. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: Criterion VII grades
Criterion I subelements

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Depot JCSG Briefing Slides
2. Sensitivity Analysis
3. Grade Distribution

DISTRIBUTION:
SAF/FM
SAF/GCN
SAF/AQX
SAF/MIQ
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM
AF/XOOR

Joint Cross Service Group Depot Maintenance Status Update

Mr.. Maurice Stewart
Maintenance Policy Division
Director of Maintenance
DCS/LOGISTICS

Overview

- BACKGROUND
- MEASURES OF MERIT (MOMs)
- FUNCTIONAL VALUE (FV) ELEMENTS
- FV METHODOLOGY
- ANALYSIS PROCESS OVERVIEW
- PENDING ISSUES

ATCH 1

Background

- REDUCE EXCESS CAPACITY
- SIZE TO DOD CORE
- 24 DOD DEPOTS WILL BE ASSESSED
  - 14 COMMODITY GROUPS
  - 22 MEASURES OF MERIT (MOMs)

Measures of Merit

- LOCATION
- ENVIRONMENTAL COMPLIANCE
- ENVIRONMENTAL RESTRICTIONS
- OTHER COLLOCATED ACTIVITIES
- ENCROACHMENT
- UNIQUE AND PECULIAR FACILITIES

Measures of Merit

- UNIQUE/PECULIAR CAPABILITIES AND CAPACITIES
- BUILDING AND THEIR CONDITION
- ACREAGE AVAILABLE FOR BUILDING
- ADMINISTRATIVE SPACE
- INDUSTRIAL WASTE

Measures of Merit

- CORE CAPABILITIES
- CORE WORKLOADS
- OTHER WORKLOADS (ABOVE CORE)
- UNIQUE AND/OR PECULIAR WORKLOADS
- SCOPE OF WORK PERFORMED
- INTERFACE WITH CUSTOMERS

Measures of Merit

- REAL PROPERTY MAINTENANCE
- ANNUAL OPERATING COST
- ENVIRONMENTAL COMPLIANCE
- LOCAL WAGE RATE
- PROGRAMMED CAPITAL INVESTMENTS

Functional Value Elements

- DERIVED FROM SIX KEY MOMs
  - CORE WORKLOAD/CORE CAPABILITIES
  - UNIQUE/PECULIAR CORE WORKLOAD, CAPABILITIES AND CAPACITY
  - UNIQUE AND PECULIAR CORE TEST FACILITIES
  - OTHER WORKLOADS
  - ENVIRONMENTAL ISSUES
  - COST

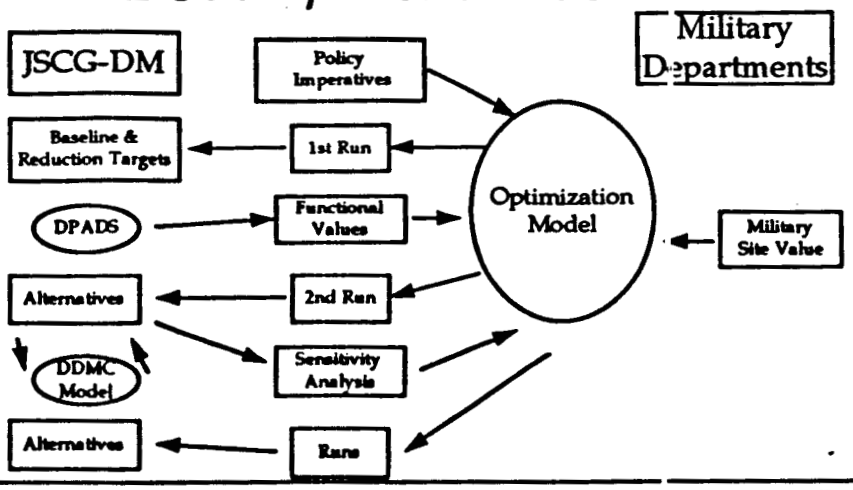
FV Methodology

- FV DETERMINED FOR:
  - INDIVIDUAL COMMODITY GROUPS AT EACH DEPOT
  - AGGREGATE FV FOR EACH DOD DEPOT
- ENABLES RANKING OF DEPOTS ACROSS SERVICE LINES
- DECISION PAD SOFTWARE WILL BE USED TO CALCULATE FV

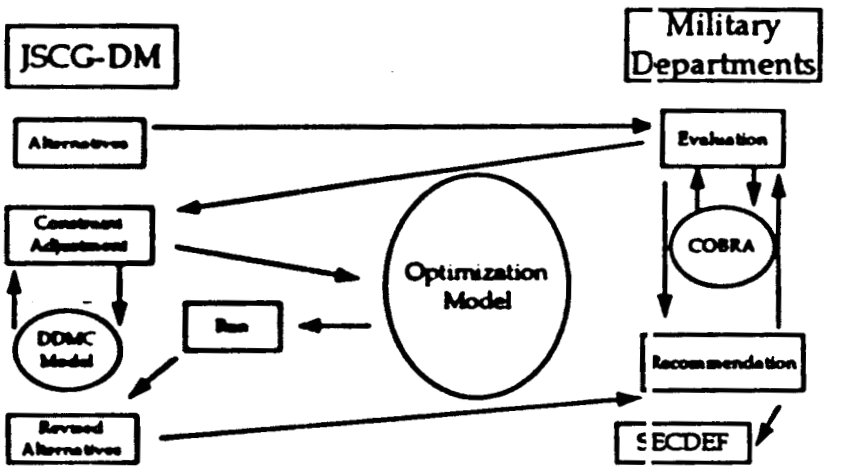
FV Methodology

- FV WILL BE A VARIABLE IN THE LINEAR PROGRAMMING MODEL
  - GENERATE ALTERNATIVES
  - RESULTS GIVEN TO SERVICES FOR EVALUATION

Recommended Alternative Development Process



Recommended Evaluation Process

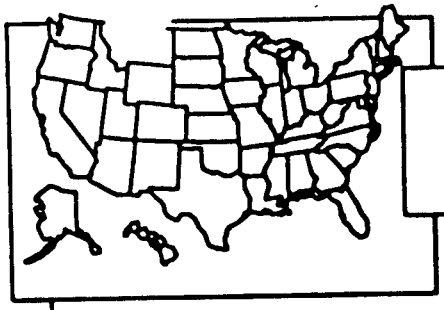


Pending Issues

- USE OF THE JOINT INTERSERVICING METHODOLOGY MODEL
  - COST COMPARABILITY ACROSS DOD DEPOTS FOR COMMODITY GROUPS
    - PENDING JCSG-DM STEERING GROUP GUIDANCE
- DEVELOPING JCSG-DM DRAFT ANALYSIS PLAN

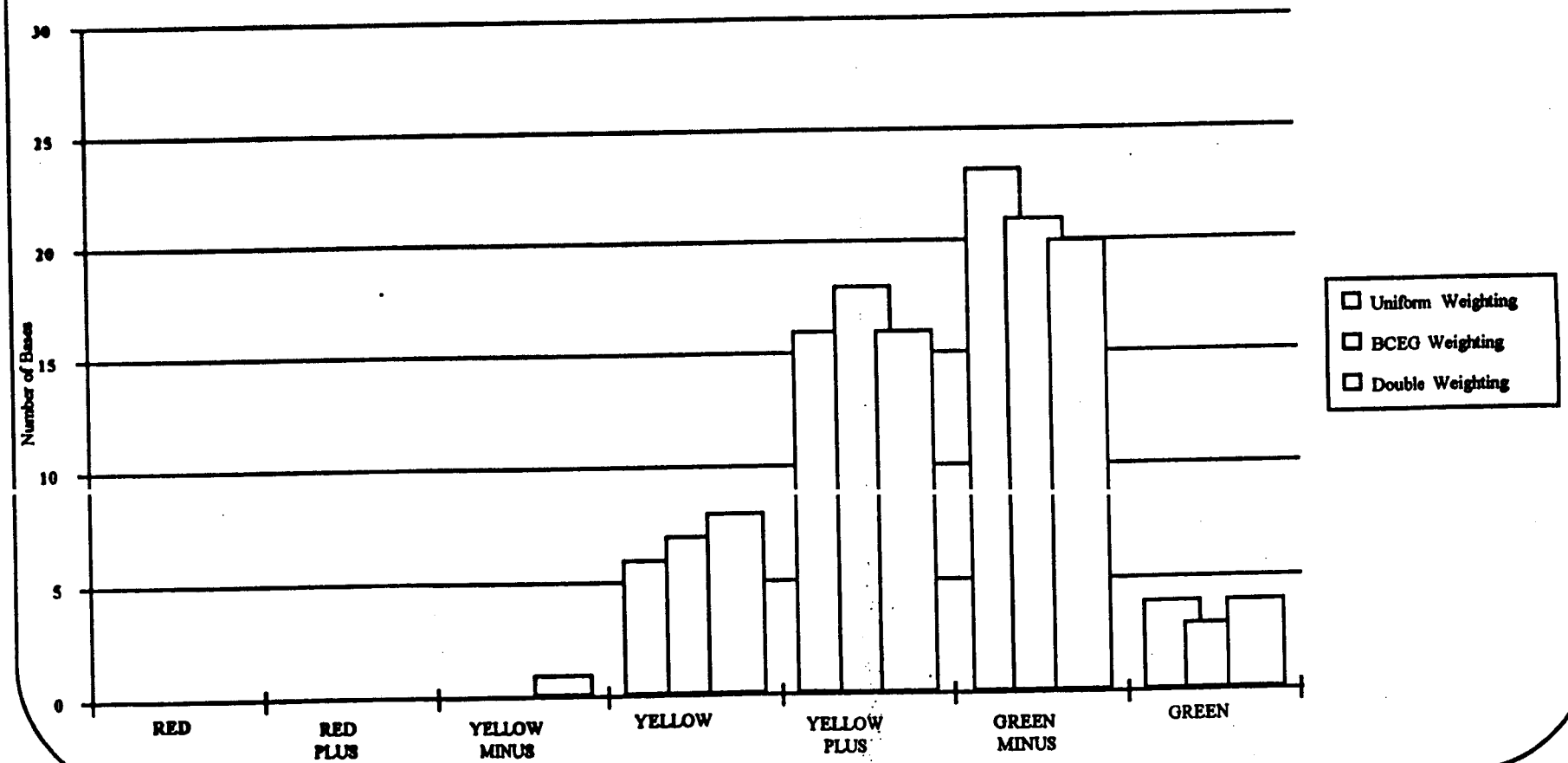
Pending Issues

- SEQUENCE OF ANALYSIS
  - FV THEN MV
  - FV & MV CONCURRENTLY
- NEXT JCSG-DM MEETING, 15 AUG 94
  - ANTICIPATE APPROVAL OF:
    - CAPACITY REDUCTION GOAL PROCEDURES
    - FV METHODOLOGY
    - USE OF THE JOINT INTERSERVICE MODEL

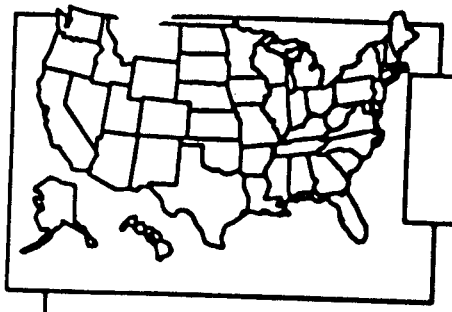


'95 AF Base Closure Executive Group Analysis & Decision Support System

VII. Community Infrastructure Sensitivity Analysis



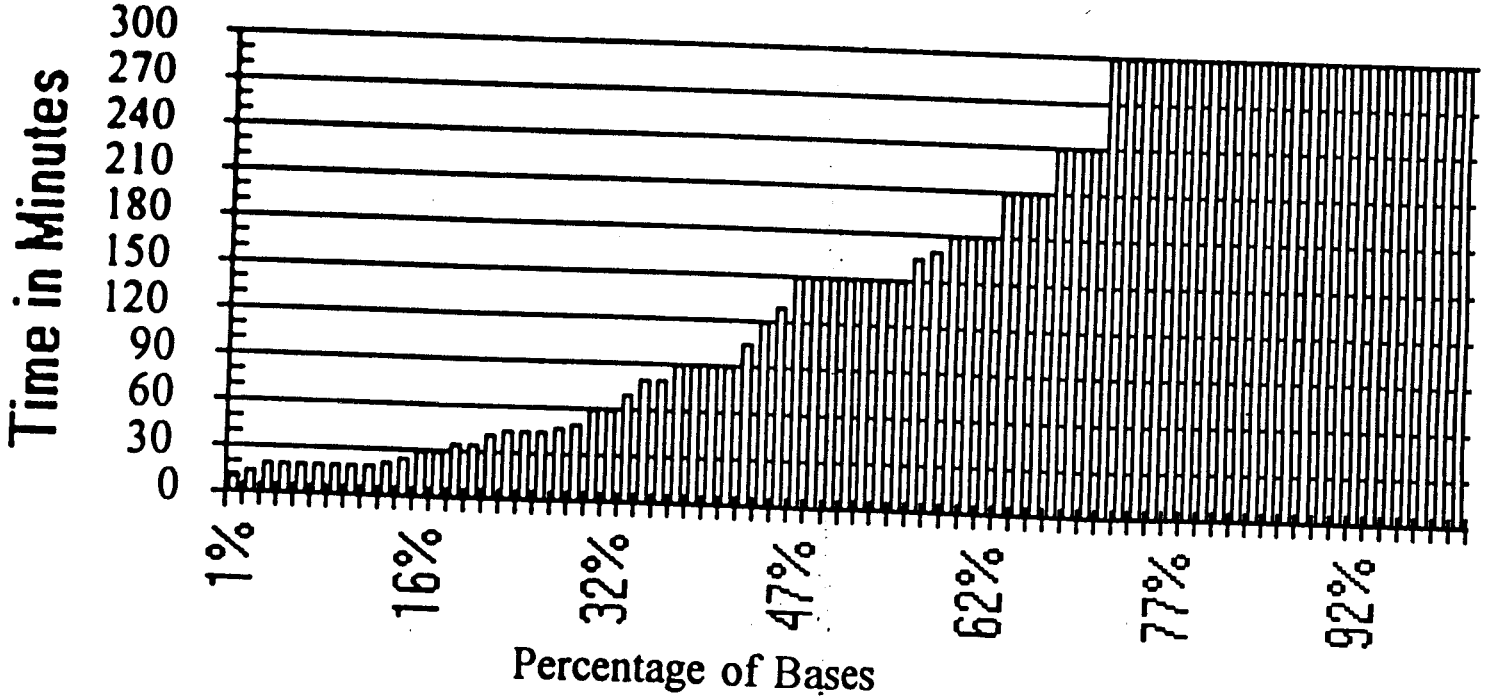
ATCH 2



'95 AF Base Closure Executive Group Analysis & Decision Support System

VII. Community Infrastructure

Drive Time to Nearest Aquarium



ATCH 3

8

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

AUG 3 0 1994

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 15 August 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen Tenoso, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Col Walters, AF/PE
Mr. Reinertson, AF/CEVP
Maj Thompson, AFLSA/JACE

The meeting was called to order by Mr. Boatright. He discussed the meeting he had last week with OSD officials concerning the Depot JCSG. At the meeting, we were informed that the Air Force would not get functional values from the Depot JCSG for use in completing our analysis of the depot bases as had been previously agreed. In addition, we were informed that the Depot JCSG would need the results of our depot bases analysis, the so called "military value," earlier than had been previously planned. Therefore, the BCEG will use the data collected for the Depot JCSG and some of the measures of merit developed by the JCSG along with other measures as appropriate to evaluate the depot activities of the depot bases. The depot evaluation will be combined with the operational evaluation of these bases to reflect the rating for Criterion I. Because of the compressed time schedule to deliver the results of our analysis of the depot bases to the Depot JCSG, the analysis of this category will have to be moved forward in the Air Force analysis schedule. While he was not concerned with the additional workload associated with this change, as there are only five affected bases, he is concerned with

the workload impact that would result if the other JCSGs opt for the same process. He also noted that he would be requesting OSD provide the economic analysis guidelines for Criterion VI, which would be necessary for a full analysis but has not yet been provided.

Lt Col Donnalley, AF/RTR, briefed a change in the subelement hierarchy for Criterion II, as displayed on the slides at Atch 1. The change would move the Unique Facility and Utility Capacity subelements from the first level of consideration to a subelement under Facilities - Base. After discussion, the BCEG approved the change.

Mr. Reinertson briefed the Criterion VIII data and grades, reflecting the weights previously approved by the BCEG. Maj Thompson, AFLSA/JACE, provided an overview of the Edwards Aquifer issue as it affects the San Antonio, Texas, installations, using the materials at Atch 2. The BCEG directed a review to ensure the affected MAJCOMs and bases were informed of the ratings for Water Quality and that appropriate documentation was maintained certifying the answer.

The BCEG directed a review of the Dover AFB Water Quality grade, to reconcile quality concerns with the fact that the water is not indicated as a potable supply. There being no further matters to discuss, the meeting was adjourned at 1145. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: Dover AFB Water Quality grade
Criterion VII grading issues
Criterion I subelements

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Crit II Change Slides
2. Edwards Aquifer background

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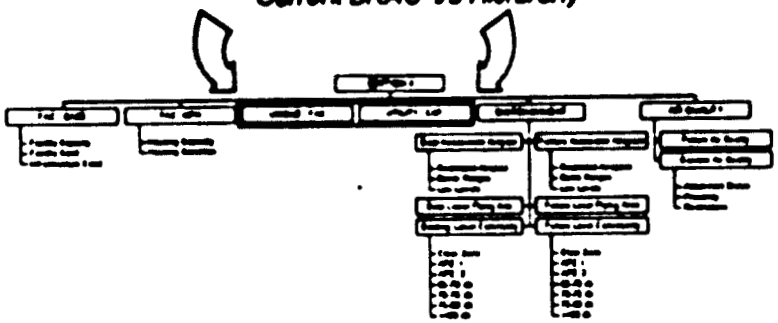
AF/LGM

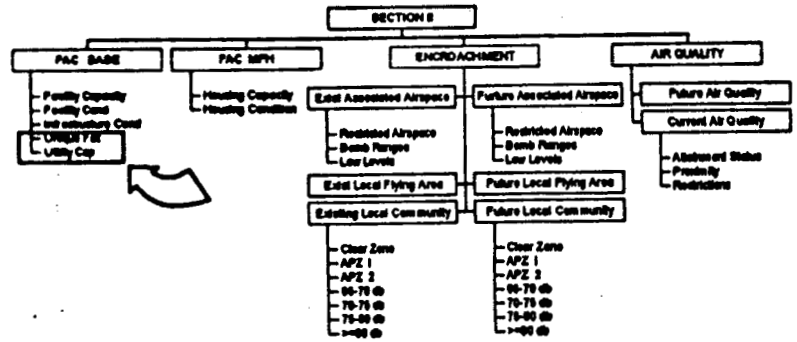
Drill Down Weights - Section II

Current BRAC '95 Hierarchy



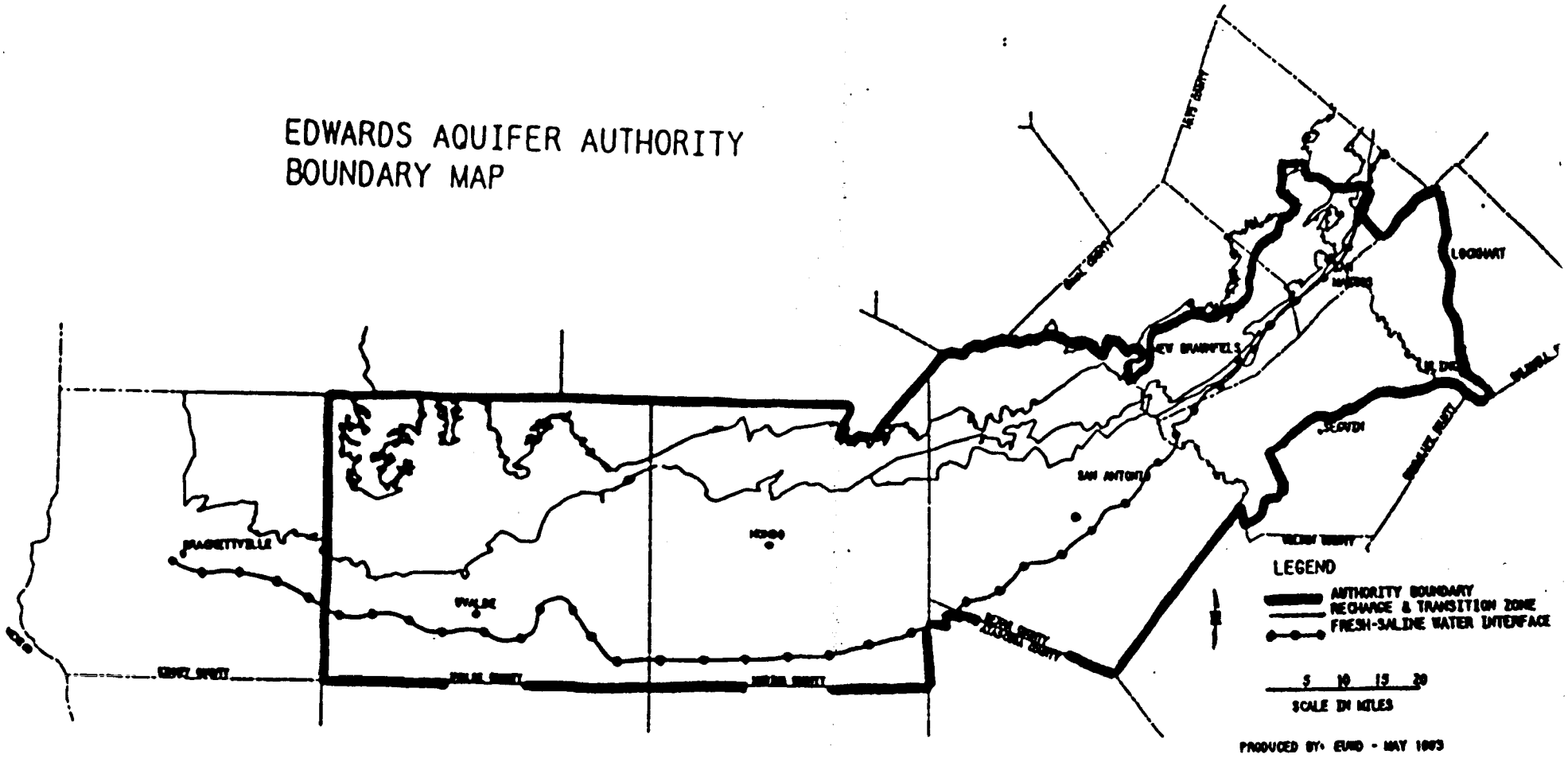
Drill Down Weights - Section II

Proposed BRAC '95 Hierarchy



ATCH 1

EDWARDS AQUIFER AUTHORITY BOUNDARY MAP



BACKGROUND PAPER

ON

THE EDWARDS AQUIFER

Background

- An underground aquifer which is the sole source of water for the San Antonio, Texas region
- Five military installations rely on the Edwards
  - -- Kelly AFB (a depot)
  - -- Brooks AFB
  - -- Randolph AFB
  - -- Lackland AFB
  - -- Ft. Sam Houston
- Development in region has resulted in increased municipal and private pumping from the aquifer
- Increased pumping threatens natural springflows at San Marcos Springs and Comal Springs
- Five endangered species are affected by reduction of the springflows and/or the aquifer level
  - -- The Fountain Darter
  - -- The San Marcos Salamander
  - -- The San Marcos Gambusia
  - -- The Texas Blind Salamander
  - -- Texas Wild Rice

Major Thompson/JACE/(703) 696-9174/15 Aug 94

Legal and Political Problem

- State and local authorities have been unable to curb water demand and develop alternative water supplies

- Voters rejected the Applewhite reservoir project in 1991, and again on 13 Aug 94

- Sierra Club filed suit in Federal District Court in May 1991, alleging that the Fish and Wildlife Service (FWS) had failed to comply with and enforce the Endangered Species Act (ESA)

  -- On 30 Jan 93, the District Court held that overpumping will violate the ESA and ordered FWS to establish minimum springflow and aquifer levels

  -- FWS established the levels on 15 Apr 93

- In May 93, the Texas legislature passed Senate Bill 1477, establishing an appointed water authority to control all pumping from the Edwards

  -- In Nov 93, the Department of Justice halted implementation of S.B. 1477 by formally objecting under the Voting Rights Act to the appointment of water authority members

  -- The case is currently on appeal to the District of Columbia Circuit

- On 25 Feb 94, the District Court appointed a Water Monitor

  -- The Monitor issued a report on 1 Aug 94

  -- The report recommended 16 specific steps for water users to take

  -- The report contained an "emergency plan" for the remainder of 1994 and 1995, if necessary

    --- Under the emergency plan, if the "drought of record" is approached, mandatory reductions in water use of up to 40% will be required to maintain stream flows and protect the endangered species

- On 15 Apr 94, the Sierra Club served notice on DOD and other Federal agencies that it intends to file suit for violating the ESA

The Endangered Species Act (ESA)

- Prohibits the "taking" of endangered species without permission of the FWS
  - To harm or harass even one member of the species
- Prohibits placing an entire species in "jeopardy"
- Applies to Federal agencies and individuals
- Carries civil and criminal penalties

Current Situation

- The aquifer level is dropping rapidly, approaching the "take" level which triggers the ESA
- The Water Monitor's plan may have to be imposed
- The Texas Legislature does not meet until Jan 95
- With the rejection of the Applewhite Reservoir, the City of San Antonio is still without a long-term plan to fix the problem

9

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

24 AUG 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 16 August 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen Tenoso, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Col Walters, AF/PE
Col Mayfield, AF/RTR
Lt Col Ledbetter, AFLSA/JACE
Lt Col Murphy, AF/CEV
Lt Col Rudefer, AF/XOFC
Mr. Myers, AF/CEP
Ms. Ross, AF/LGM
Mr. Reinertson, AF/CEV

The meeting was called to order by Mr. Boatright. Lt Col Donnalley briefed a proposal to eliminate and move subelements, using the slides at Atch 1. The Mobility Subelement under Criterion I will be eliminated. The mobility mission was a separate mission category in the 1993 process, but is not being examined separately this year. In addition, subelement III.2 relating to Future Force requirements was deleted from the questionnaire this year, but not the subelements. Lt Col Donnalley recommended its deletion since there was no data supporting this subelement in this area. The BCEG approved both subelement changes.

Lt Col Donnalley also recommended the subelements determining weather (Ceiling/Visibility, Freezing Precipitation, and Crosswind) for Criterion I be raised to the next level as subelements for the geographic location subelement. This would allow these important factors to be considered in a more suitable grouping. The BCEG approved the change.

Ms. Ross, AF/LGM, presented the proposed weights for Criterion III, Contingency and Mobilization, using the slides at Atch 2. Mr. Boatright asked the Working Group to ask bases whether the pipeline connects to a source with no constraints, such as the need for intermediate transportation by truck or barge. In addition, an examination of storage and delivery capacity was requested to provide a more complete picture.

Ms. Ross recommended the subelement relating to Category 1.1 munitions be changed to include different grading filters. The subelement will be based on total capacity rather than excess capacity. The BCEG approved the change. After a discussion, the BCEG also determined that geographic location was as important as a hydrant system, which could be worked around in a time of need. Accordingly, they lowered the weight of hydrants from .20 to .15 and raised the weight of geographic location from .10 to .15. The BCEG then approved the remaining weights as briefed:

Criterion III Weights:

Max on Ground:	.20
Wide Body Ops:	.20
Fuel Hydrant System:	.15
Fuel Pipeline:	.10
Cat 1.1 Capacity:	.15
Hot Cargo Pad:	.05
Geographic Location:	.15

Mr. Myers, AF/CEP, briefed proposed weighting for Criterion II, Availability and Condition of Land, Facilities, and Airspace, using the slides at Atch 3. He first introduced Lt Col Ledbetter, AFLSA/JACE, who briefed matters pertaining to Air Quality, using the slides at Atch 4. In summary, he explained that the state and federal implementation plans have the potential to impose severe restrictions on growth in selected areas and that there is very little flexibility in avoiding or mitigating these restrictions.

Maj Murphy, AF/CEV, proposed a change to the Air Quality subelements in Criterion II, as reflected on slides 3 and 4 of Atch 3. The Air Quality subelements would not be divided into Future and Current subelements, but the underlying subelements will capture both current and future Air Quality issues. The BCEG approved the change.

The BCEG then discussed the various elements of the Criterion II grading and their relative importance. There was a discussion of why condition was broken out separately while capacity included both facilities and infrastructure together. The BCEG agreed this was appropriate as it allows a better focus on overall capacity. The BCEG also discussed the potential to include unique facilities in Criterion I for depots as it relates to accomplishment of the mission. The BCEG also recognized that both Criteria II and VII contain information on housing availability but determined that the different emphasis involved made inclusion in both criteria appropriate.

Mr. Reinertson briefed proposed weighting on the encroachment subelement and Lt Col Rodefer, AF/XOFC, briefed associated airspace subelements. After a discussion of these subelements and the overall weighting for Criterion II, the BCEG approved the weights as proposed.

Criterion II Weights:

Housing	.10
Encroachment	.25
Facilities	.25
Air Quality	.40

There being no further matters to discuss, the meeting was adjourned at 1240. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS:
- Dover AFB Water Quality grade
- Pipeline Capability
- Fuel Storage and Capacity issues
- Criterion VII grading issues
- Criterion I subelements

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Admin Slides
2. Crit III Proposal
3. Crit IV Proposal
4. Air Quality Issues

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AF/RE
NGB/CF
AF/LGM

Base Closure Executive Group

Administrative

- Criteria Sub-element Elimination
  - I.2.5 Mobility - Ops Effectiveness
    - Category Eliminated
    - All data evaluated under other Sub-elements
  - III.2 Future Force Rqmts
    - Questions deleted from questionnaire

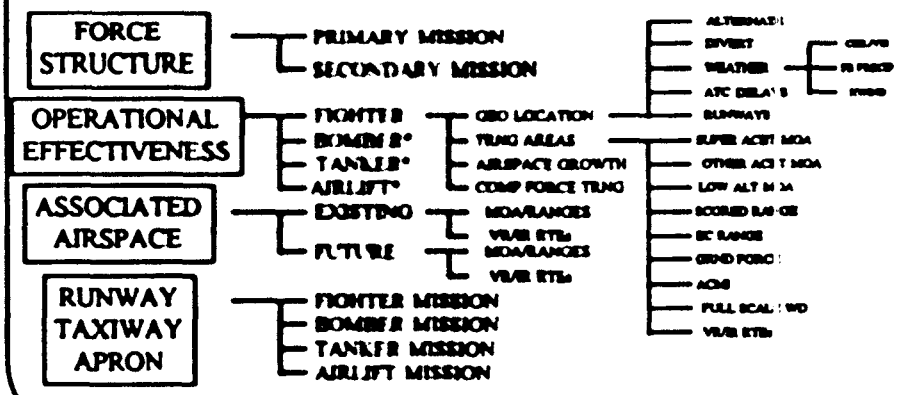
CRITERION I WEIGHTING

CRITERION I WEIGHTING ISSUE

- WEATHER IMPACTS BURIED UNNECESSARILY DEEP IN HEIRARCHICAL TREE -- DILUTES IMPACT UNREALISTICALLY
  - -- LEAVE IT AS IS
  - -- MOVE IT LEFT ONE LEVEL TO COMPETE EQUALLY

CRITERION I WEIGHTING

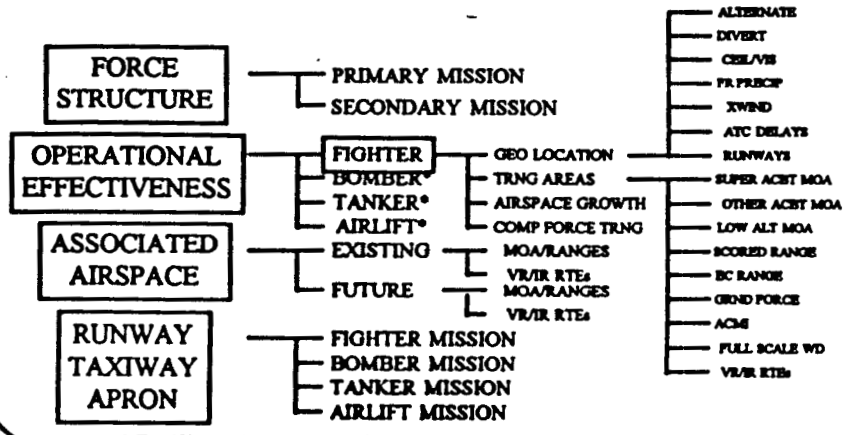
CRITERION I HIERARCHY TREE



* EACH MISSION TYPE HAS TREE STRUCTURE SIMILAR TO FIGHTER

CRITERION I WEIGHTING

CRITERION I PROPOSED CHANGE TO HIERARCHY TREE



* EACH MISSION TYPE HAS TREE STRUCTURE SIMILAR TO FIGHTERS

CRITERION I WEIGHTING

RECOMMENDATION

- PROMOTE WEATHER IMPACTS TO MISSION ONE LEVEL TO COMPETE ON EQUAL FOOTING

Category III

Contingency/Mobilization Requirements

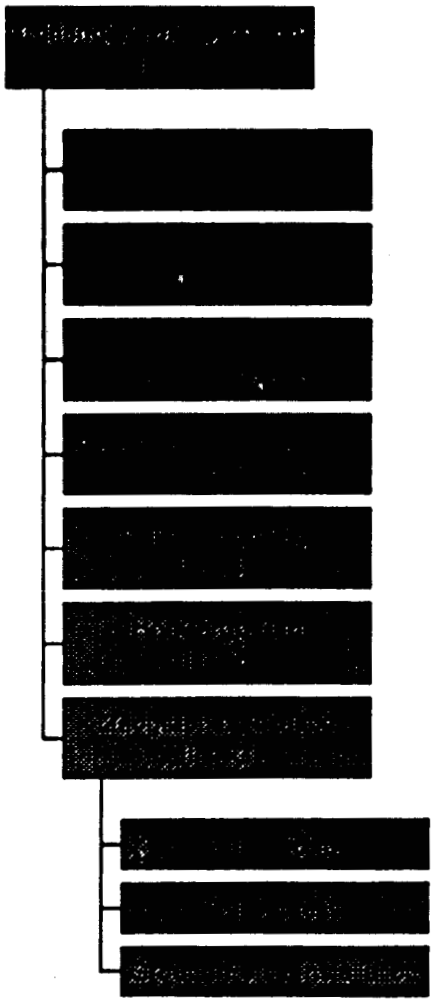
Ms. Joyce P. Ross

Maintenance Policy Division

Directorate of Maintenance/DCS Logistics

ATCH 2

Contingency/Mobilization



- Considered generic value of installation based upon ability to support MRC's
- Concentrated on installation's ability to handle mobility throughput
  - People
  - Munitions
  - Cargo

Maximum on Ground

Weight: .20

- What is the C-141 equivalent working maximum on ground (MOG)?
  - Considering existing load crews, marshaling yards, build up areas, concurrent servicing, and material handling equipment (MHE), how many C-141 equivalent aircraft can be load/unloaded at one time.
    - What is the limiting factor (load crews or MHE)?
    - What is your current MHE?
  - Considering a 100K fuel load, existing personnel, equipment, and facilities, how many C-141 equivalents can be refueled at one time?
- Criteria: What is the C-141 equivalent working MOG?
  - 4 or more
  - 3 to 2
  - less than 2

Wide Body Operations

Weight: .20

- Can airfield handle wide-body aircraft operations (C-5, KC -10, E-3A, 747 transient operations, i.e., park, fuel, load)? (Yes/No)
- Criteria: Can airfield handle wide-body operations?
  - Yes
  - No

Fuel Hydrant System

Weight: .20

- Does the base have an operational fuel hydrant system?
  - Is the system available to transient aircraft?
  - How many hydrant pits are operational and what is the flow rate (600 gpm or 1200 gpm)?
  - Provide the following information total pumping rate, no. of laterals, no. of useable fuel positions, no. of aircraft simultaneous narrow/widebody
  - How many hydrant storage tanks support the hydrants?
  - What is the distance between the hydrant servicing area and the bulk storage area?
  - How many pits are certified for hot pit operations
- Criteria: Does the base have an operational fuel hydrant system?
  - Yes
  - Yes, with limitations
  - No

Fuel Pipeline

Weight: .10

- Is the base bulk storage facility serviced by pipeline?
  - If yes, is it the primary source of fuel?
  - Using the Fuels and Logistical Area Summary (FLAS) or Inventory Management Plan (IMP), what is the excess storage capacity?
  - What other receipt modes are available to include number of off-load headers. How many tank trucks or tank cars can be simultaneously offloaded?
  - How many refueling unit fill stands are available?
  - What is the current sustained dispensing capability as defined in AFR 144-1?
  - Is the base directly supported by an intermediate Defense fuels supply point?
- Criteria: Is the base fuel storage facility serviced by pipeline?
  - Yes
  - No

CAT 1.1 and 1.2 Storage

Weight: .15

- What are the maximum munitions storage requirements/capacities by each category?
  - What are the normal installation mission storage requirements for each category?
- Present Criteria: What is the excess CAT 1.1 munitions capacity of the base?
  - > 500,000 lbs Net Explosive Weight
  - 1 to 500,000 lbs Net Explosive Weight
  - No excess/deficit/no storage facilities
- Proposed Criteria: What is the CAT 1.1 munitions capacity of the base?
  - > 1,700,000 lbs Net Explosive Weight
  - 200,001 - 1,700,000 lbs Net Explosive Weight
  - 0 - 200,000 lbs Net Explosive Weight

Hot Cargo Pad

Weight: .05

- Does the base have a hot cargo pad?
  - Are there any access limitations?
  - What is the size of the hot cargo pad?
  - What is the sited explosive capacity of the hot cargo pad?
  - Is pad taxi-on/taxi-off or a turn around?
  - What is the width and pavement classification number of the servicing taxiway?
  - What type aircraft have used your pad over the last five years?
- Criteria: Dedicated hot cargo pad that can handle:
  - C-141 or larger
  - C-130 or larger
  - Smaller than C-130 or no dedicated hot cargo pad

Geographic Location

Weight: .10

- Is the base located within 150 nm of :
  - Ground Force Installation?
  - Rail access which allows loading/unloading of heavy equipment?
  - Deep water port facility?
- Criteria: Is base located within 150 nm of

Ground Force Installation (.033)

- Yes
- No

Rail Access (.033)

- Yes
- No

Deep Water Port Facility (.033)

- Yes
- No

Rationale

- Max on Ground (.20)
  - Key to cargo/munitions/ground force throughput
- Wide Body Ops (.20)
  - Bases which can handle wide bodies can handle fighters
  - Tied closely to MOG
- Fuel Hydrant Sys (.20)
  - Determines aircraft throughput capability
- Fuel Pipeline (.10)
  - Most advantageous source but others available
  - On base storage most important

Rationale

- Cat 1.1 Capacity (.15)
  - Key during first critical days of contingency
- Hot Cargo Pad (.05)
  - Can utilize clear zone in contingency situations
  - Small part of what is moved
- Geographic Location (.10)
  - Provides link to other facilities and customers
  - Each subcategory equally important
  - Civilian Rail Lines Important to National Defense
  - CONUS Mobilization Stations (38 facilities)
  - CONUS Deepwater Seaports with MTMC Peacetime/Wartime Operations

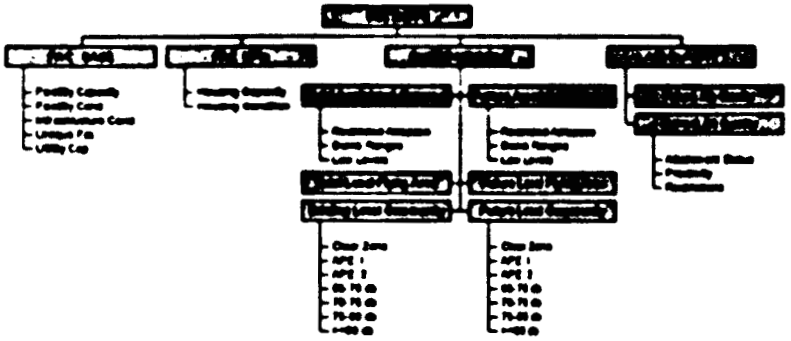
Recommendation

- BCEG Approve Weights as Briefed

- Max on Ground (.20)
- Wide Body Ops (.20)
- Fuel Hydrant Sys (.20)
- Fuel Pipeline (.10)
- Cat 1.1 Capacity (.15)
- Hot Cargo Pad (.05)
- Geographic Location (.10)

Drill Down Weights - Section II

BRAC '95 Hierarchy



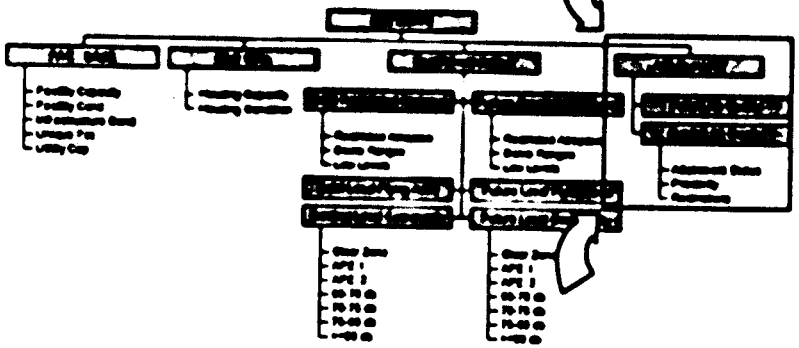
Methodology for Weighting

- Decision making model used to perform "pair-wise" compairsons of each element in each subcriteria level to determine the relative importance of a set of criteria
- *Expert Choice* by Decision Support Software, Inc.
  - Break down decision problem into hierarchy
  - Collect input by pairwise comparisons of decision elements
  - Assess elements of the hierarchy using nine point scale
  - Aggregate relative weights of decision elements to arrive at a set of ratings
  - Performs a consistency analysis

AT CH 3

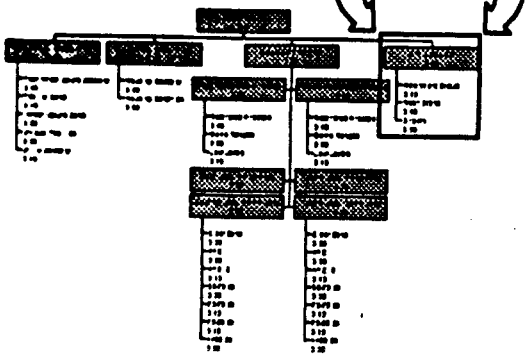
Drill Down Weights - Section II

BRAC '95 Hierarchy



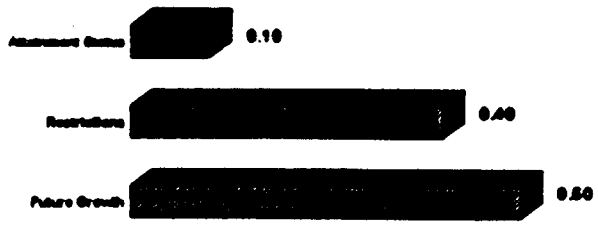
Drill Down Weights - Section II

BRAC '95



Drill Down Weights - Section II

Level 3 - Air Quality



Weights Determined by CEVC

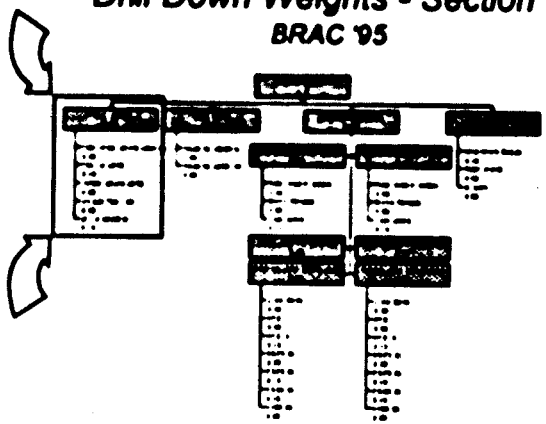
Sec II Drill Down

Level 3 Rationale - Air Quality

- Future Growth (0.50)
  - Key element of base closure analysis
    - Current problems are not indicative of expansion capabilities
- Restrictions (0.40)
  - Actual impacts on the way we currently operate
- Attainment Status (0.10)
  - Initial indication of problems
    - Provides assessment of potential for contraints on current operations

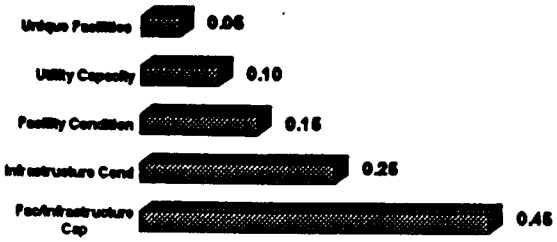
Drill Down Weights - Section II

BRAC '95



Drill Down Weights - Section II

Level 3 - Facilities: Base



Weights Determined by CEPP

Sec II Drill Down

Level 3 Rationale - Facilities: Base

- Facility Capacity (0.45)
  - Includes facilities & infrastructure capacities
  - More $ to correct capacity versus condition deficiencies
- Infrastructure Condition (0.25)
  - Includes airfield pavements and utilities
  - More costly to upgrade infrastructure versus facilities
- Facility Condition (0.15)
  - Work arounds usually available

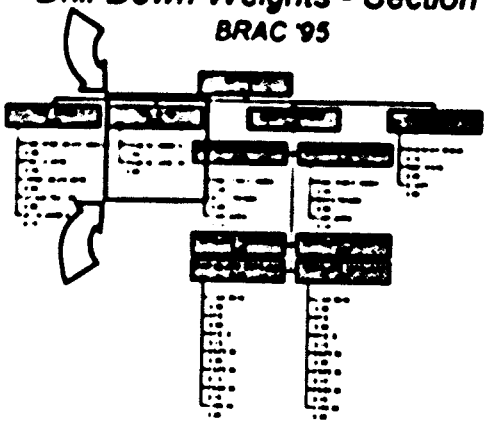
Sec II Drill Down

Level 3 Rationale - Facilities: Base (cont'd)

- Utility Capacity (0.10)
  - Most bases have some excess capacity
  - Work arounds available to increase capacities
- Unique Facilities (0.05)
  - Impacts limited number of bases
  - Facility can be replaced if necessary (replacement costs addressed in Sec IV)

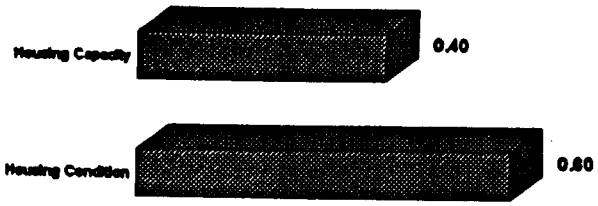
Drill Down Weights - Section II

BRAC '95



Drill Down Weights - Section II

Level 3 - Facilities: Housing



Weights Determined by CEPP

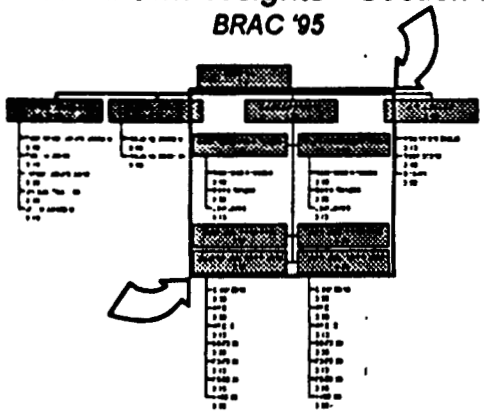
Sec II Drill Down

Level 3 Rationale - Facilities: Housing

- Housing Condition (0 60)
  - Occupants value quality
  - High quality = less operating costs
  - Less $ to upgrade versus build new
- Housing Capacity (0 40)
  - Less likely to build additional capacity
  - Where there is a deficit the requirement can be accommodated through construction or local community

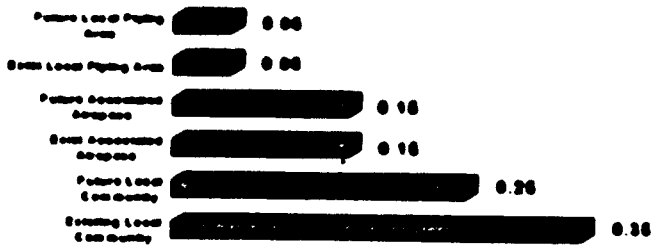
Drill Down Weights - Section II

BRAC '95



Drill Down Weights - Section II

Level 3 - Encroachment



Weights Determined by CEVP.XOFCXOOA

Sec II Drill Down

Level 3 Rationale - Encroachment

- Existing Local Community (0.35)
  - Actual, rarely goes away
  - Less accident hearing damage potential for civilian community
- Future Local Community (0.25)
  - Based on existing plus projections
- Existing Associated Airspace (0.15)
  - Airspace encroachment not as impacting as community encroachment
  - Only one airfield, multiple airspace to absorb impacts

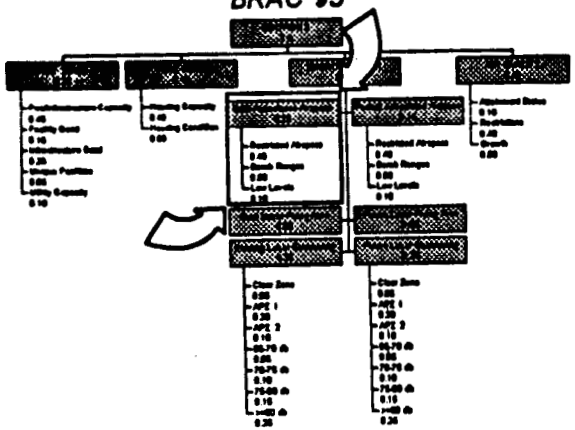
Sec II Drill Down

Level 3 Rationale - Encroachment (Cont'd)

- Future Associated Airspace (0.15)
  - Future and existing associated airspace both equally important
- Existing Local Flying Area (0.05)
  - Given adequate airspace and airfield infrastructure, local flying area encroachment has minimal impact on operational effectiveness/training
  - May make getting there more difficult, but will still be able to get there
- Future Local Flying Area (0.05)
  - No discrimination between existing and future local flying area encroachment

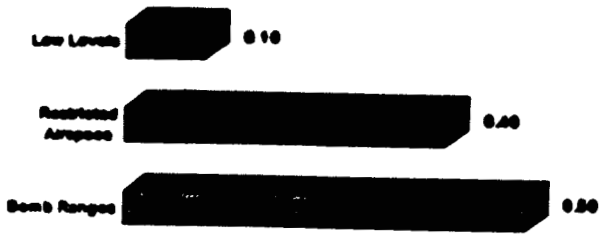
Drill Down Weights - Section II

BRAC '95



Drill Down Weights - Section II

Level 4 - Existing Associated Airspace



Weights Determined by VOFC

Sec II Drill Down

Level 4 Rationale - Existing Associated Airspace

- Bomb Ranges (0.50)
  - Limited in number, key to numerous training event requirements both in numbers and frequency
  - Impacts of encroachment difficult to mitigate
- Restricted Airspace (0.40)
  - More numerous and available than bomb ranges, but numbers and frequency of training requirements high
  - Impacts of encroachment can be mitigated only slightly by using other areas at higher tempo

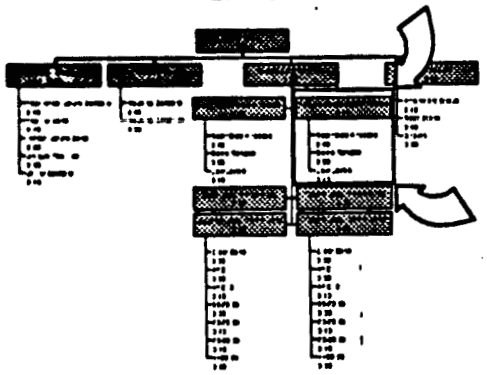
Sec II Drill Down

Level 4 Rationale - Existing Associated Airspace

- Low Levels (0 10)
  - Number of routes are high and number and frequency of training less than in other restricted airspace/MOAs or bomb ranges
  - Impacts of encroachment can be largely mitigated by using other available routes

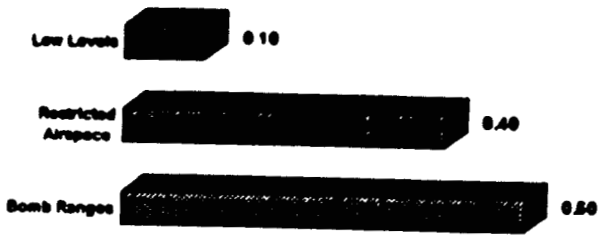
Drill Down Weights - Section II

BRAC '95



Drill Down Weights - Section II

Level 4 - Future Associated Airspace



Weights Determined by XOFC

Sec II Drill Down

Level 4 Rationale - Future Associated Airspace

- Bomb Ranges (0.50)
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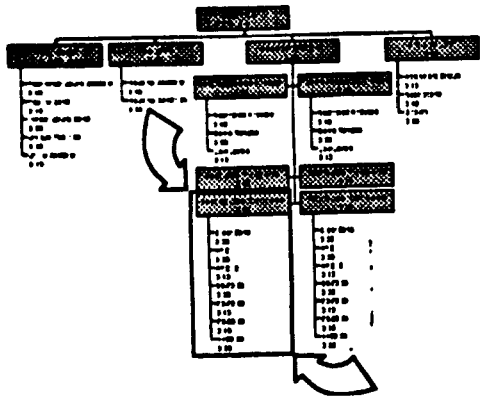
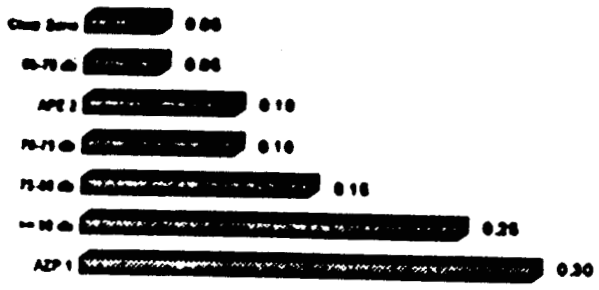
Drill Down Weights - Section II

BRAC '95



Drill Down Weights - Section II

Level 4 - Existing Local Community



Weights Determined by CEIP

Sec II Drill Down

Level 4 Rationale - Existing Local Community

- APZ 1 (0.30)
  - Significant number of accidents
  - Residential development not compatible
- ≥ 80 db (0.25)
  - Potential hearing damage
  - Residential development not compatible
- 75-80 db (0.15)
  - Potential hearing damage
  - Residential development not compatible
- APZ 2 (0.10)
  - Fewer Number of accidents
  - Low density residential acceptable

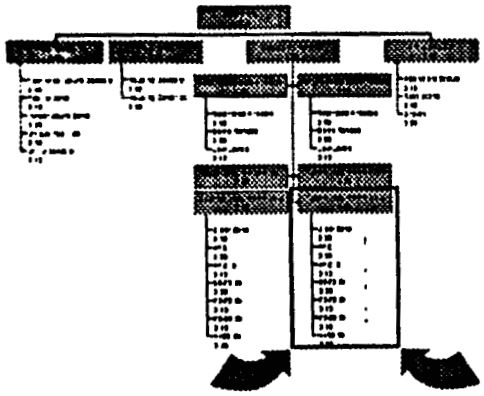
Sec II Drill Down

Level 4 Rationale - Existing Local Community

- 70-75 db (0.10)
  - Noise annoyance
  - Sound attenuated residential acceptable
- 65-70 db (0.05)
  - Less noise annoyance
  - Sound attenuated residential acceptable
- Clear Zone (0.05)
  - Most are owned by the Air Force

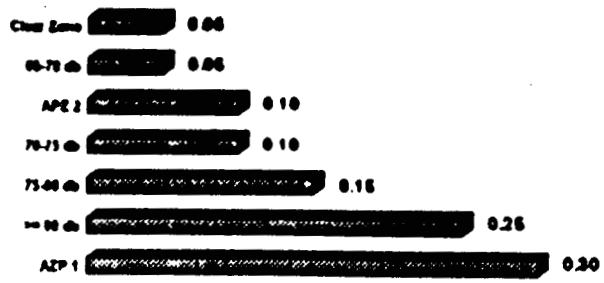
Drill Down Weights - Section II

BRAC '95



Drill Down Weights - Section II

Level 4 - Future Local Community



Weights Determined by CEVP

Sec II Drill Down

Level 4 Rationale - Future Local Community

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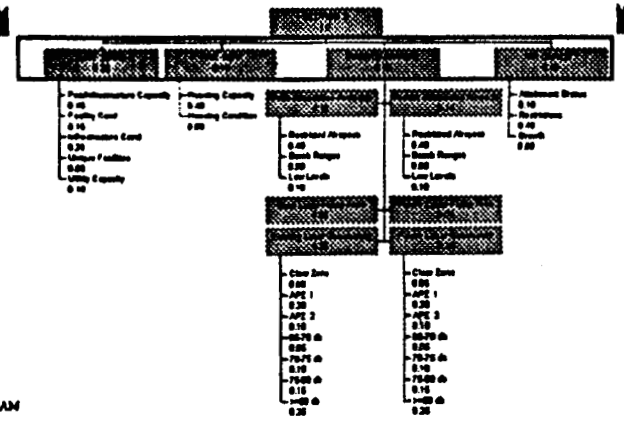
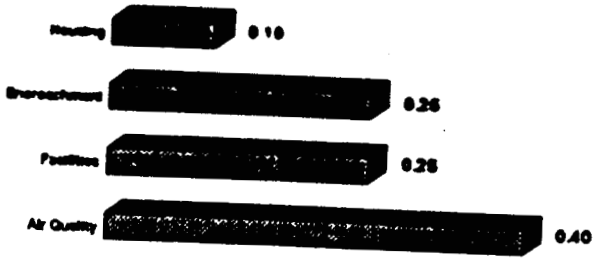
Drill Down Weights - Section II

BRAC '95



Sec II Drill Down
Level 2



Sec II Drill Down
Level 2 Rationale

- Air Quality (0.40)
  - Strong regulatory and legal implications
  - Conformity rules can prevent future growth/ force structure realignments without tradeoffs
- Encroachment (0.25)
  - Can limit flying and other base operations
  - Encroachment is hard to control
- Facilities: Base (0.25)
  - Facilities are a major component of the operational mission
  - Facilities in excellent condition cost less to maintain (cost of facilities considered in Sec IV)

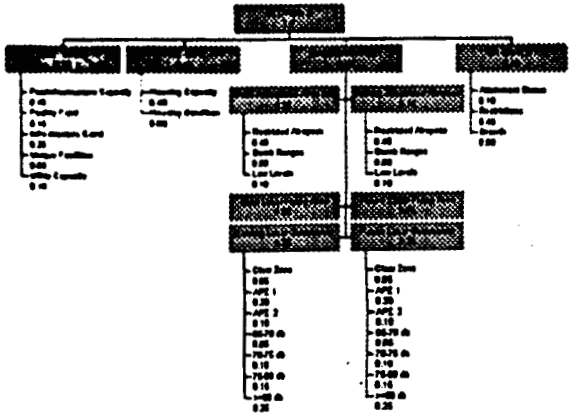
Sec II Drill Down

Level 2 Rationale (cont'd)

- Facilities - Housing (0.10)
  - Housing requirements can be met either through construction or absorption by communities
  - Cost of facilities considered in Sec IV

Drill Down Weights - Section II

BRAC '95



CLEAN AIR ACT

GENERAL CONFORMITY RULE

presented by

Lieutenant Colonel George H. Ledbetter
Chief, Compliance Branch
Environmental Law and Litigation Division
Air Force Legal Service Agency

CAA-90 TERMS

CRITERIA POLLUTANTS (CO, NO2, SO2, OZONE, PB, PM-10)

NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS)

ATTAINMENT -- NONATTAINMENT -- MAINTENANCE AREAS

STATE IMPLEMENTATION PLANS (SIP) OR FEDERAL IMPLEMENTATION PLANS (FIP)

CONFORMITY WITH PURPOSE OF PLAN

CLEAN AIR ACT

GENERAL CONFORMITY RULE

Clean Air Act, 42 USC § 176(c) provides a Federal Prohibition that:

- No department, agency, or instrumentality of the federal government shall engage in, support in any way or provide financial assistance for, license or permit, or approve, any activity which does not conform to an implementation plan [SIP] after it has been approved or promulgated under 42 USC § 7410

- The assurance of conformity . . . shall be an affirmative responsibility of the head of such department, agency, or instrumentality

APPLICABILITY OF CONFORMITY RULE

Rule applies to: nonattainment areas
maintenance areas

- NOTE: EPA stated, in preamble to final rule, intention to issue a supplemental notice of proposed rulemaking dealing with conformity requirements in attainment areas

  -- Current litigation by environmental groups to force EPA to apply the rule to attainment areas

- Total emissions form all sources (mobile, stationary, area) that exceed de minimis levels

- Regionally significant actions

  -- Even if below threshold, if emissions equal to 10 percent or more of area's total emissions for that pollutant must do conformity analysis

SUMMARY

ALL FEDERAL ACTIVITIES FALL INTO ONE OF THE FOLLOWING CATEGORIES

- DO NOT REQUIRE FORMAL WRITTEN CONFORMITY DETERMINATION BECAUSE THEY ARE (1) SHOWN TO BE DE MINIMIS OR (2) EXEMPT BY TERMS OF THE RULE

- IF ACTION DOES NOT CONFORM -- (1) MUST BE MITIGATED TO CONFORM OR (2) STATE GOVERNOR'S OFFICE MUST COMMIT TO EPA IN WRITING TO TAKE APPROPRIATE SIP ACTIONS TO ACCOMMODATE THE ACTION

- ALL OTHER FEDERAL ACTIVITIES ARE PROHIBITED

CLEAN AIR ACT OF 1990

Criteria Pollutants - CO, Pb, NO2, O3 (precursors-NOx, VOC), PM-10, SO2

- To be designated as a criteria pollutant the substance must affect human health or welfare and be pervasive in the environment

National Ambient Air Quality Standards (NAAQS)

- Limits on concentrations of the criteria pollutants set to protect human health and welfare

Attainment Areas, Non-attainment Areas, Maintenance Areas

- Approximately 85 million americans live in areas designated by the EPA as having air which is unhealthy to breath

- Attainment areas have well establish and quite restrictive programs to ensure violations of the NAAQS do not occur

- Non-attainment areas must be brought into attainment through state programs

State Implementation Plans (SIP)

- States must submit for approval by EPA plans which are to bring into attainment all areas

§176(c)(1) of the Clean Air Amendments of 1990 - General Conformity

- Prohibits any Federal activity negatively affecting the efforts of the states to ensure attainment and maintenance of NAAQS

Lt Col Ledbetter/AFLSA/JACE/703-696-9166/16 Aug 94

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DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

30 AUG 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 17 August 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen Tenoso, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF

b. Other key attendees:

Col Mayfield, AF/RTR
Col Walters, AF/PE
Col McLoughlin, AF/RE
Lt Col Rodefer, AF/XOFC
Mr. Kelly, AF/DPP
Maj Johnson, AF/XOFM

The meeting was called to order by Mr. Boatright. Lt Col Donnalley, AF/RTR, presented some administrative matters relating to the elimination of subelement III.1.H - Accommodate Contingency Mobilization, using the slide at Atch 1. He recommended deletion of this subelement since this data was adequately captured in another criterion subelement. The BCEG approved the change.

Mr. Kelly, AF/DPP, briefed the Criterion VII issues remaining from the BCEG review, using the slides at Atch 2. The hospital bed ratio grade for Brooks AFB was changed to Green after review. A review of the Colorado Springs medical data revealed the answers were correct as briefed. The grade for Eglin AFB Adult Education was changed to Green after a recalculation of the Eglin and Hurlburt data. Barksdale's grade for winter sports was changed

to Red after the requested review determined that Duck Hunting was not acceptable as a winter sport. The review confirmed that the grade of Yellow was correct for Peterson AFB for winter sports.

Mr. Kelly proposed a change to the housing subelement and grading filters after the review requested by the BCEG. Affordability was based on the national housing mean price. Availability was changed to reflect suitability of housing based on responses to the Variable Housing Allowance survey. The filters for grading reflect the range of responses received in the survey. The BCEG approved both the reviewed grades and the subelements and grading filters as briefed.

Lt Col Rodefer, AF/XOFC, and Maj Johnson, AF/XOFM, briefed the proposed weights for Criterion I, using the slides at Atch 3. As a starting point, Mr. Boatright requested that the Large Aircraft analysis include an evaluation of all bases against a bomber, tanker, and airlift filter, with a resultant tiering of bases to include a separate tiering or relative ranking for each of the three filters.

The BCEG discussed the usefulness of the Force Structure subelement. While this subelement would rate bases lower whose force structure was going away across the Air Force, this factor is better captured in Criterion IV, in that it is cheaper to close this installation than one whose force structure must be moved. Therefore, the BCEG agreed that, if it is adequately captured in cost analysis, it ought not to be captured twice.

After a discussion, the BCEG voted to change the proposed weighting on runway/taxiway/apron support to identical weights for all missions. After review and discussion, the proposed weights for Small Aircraft and Bombers screening under Operational Effectiveness were approved. The Divert Airfield subelement was removed under the Geographical Position screen for Tankers and Airlift, since this was not a factor for those aircraft or missions. A change to the Mobility/Deployability subelement was briefed and approved by the BCEG.

After further discussion, the BCEG requested an overall review of Criterion I subelements and weighting for comparison and consistency purposes before final approval of the Criterion I subelements. All specific changes approved in discussion were to be included in the review. The BCWG was tasked to prepare this information.

There being no further matters to discuss, the meeting was adjourned at 1300. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS:
- Dover AFB Water Quality grade
- Pipeline Capability
- Fuel Storage and Capacity issues
- Criterion I subelements

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Admin Slides
2. Crit VII Follow-Up
3. Crit I Weighting

DISTRIBUTION:
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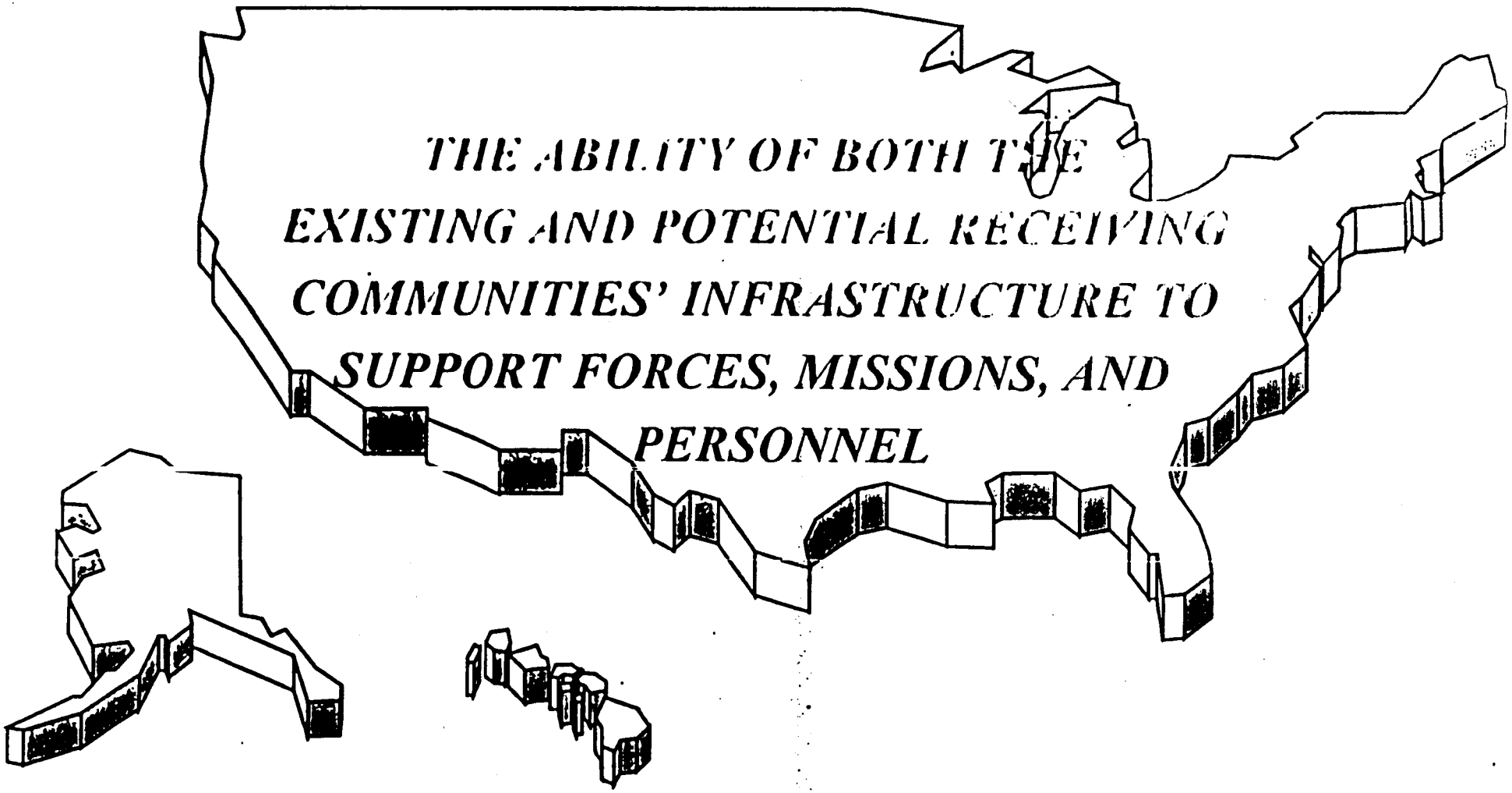
AF/RE
NGB/CF
AF/LGM

Base Closure Executive Group

Administrative

- Criteria Sub-element Elimination
  - III.1.H Accomodate Contingency Mobilization
    - Criteria Sub Element III.1.A modified to capture this data
    - Deals only with parking area captured in Criterion II
    - Does not affect BCEG approved Weights

BRAC 95 - QUESTIONNAIRE SECTION VII CRITERIA



ATCH 2

CRITERIA VII: COMMUNITY SUPPORT WRAP-UP

BASED ON BCEG ANALYSIS OF DATA

- **MEDICAL**
- **EDUCATION**
- **OUTDOOR WINTER SPORTS**

SUB-ELEMENT CRITERIA REDIRECT: **HOUSING**

MEDICAL

OUTSTANDING ISSUES

RATIO OF HOSPITAL BEDS

INCONSISTENCY OF DATA - SAN ANTONIO BASES

- BROOKS: RED; KELLY AND RANDOLPH: GREEN
- DATA FOR BROOKS INCORRECT
- ALL : GREEN (4.0 PER 1000 PEOPLE)

ACCURACY OF DATA - COLORADO SPRINGS BASES

- DATA CORRECT
- ALL: RED (3.0 PER 1000 PEOPLE)

EDUCATION

OUTSTANDING ISSUE

ADULT EDUCATION

INCONSISTENCY IN DATA FOR HURLBERT & EGLIN

- HURLBERT - GREEN EGLIN - RED
- ERROR MADE IN REPORTING OF DATA
- RECALCULATION SHOWS BOTH TO BE GREEN (<25 MILES)
  - --VOCATIONAL/TECHNICAL
  - --UNDERGRADUATE EDUCATION
  - --GRADUATE EDUCATION

RECREATION SPORTS

OUTSTANDING ISSUES

OUTDOOR WINTER SPORTS

ACCURACY OF DATA - BARKSDALE

- GREEN BASED ON DUCK HUNTING
- UNACCEPTABLE WINTER SPORT
- RED BASED ON NEAREST - FACILITY (> 2.5 HRS TO FACILITY)

ACCURACY OF DATA - COLORADO SPRINGS BASE

- YELLOW BASED ON NEAREST FACILITY
- DATA VERIFIED AS ACCURATE

OPTION: AFFORDABLE

CHANGE THE QUESTION AND CRITERION

QUESTION:

OLD ---IS IT AFFORDABLE?

NEW---IS HOUSING CONSIDERED <u>AFFORDABLE</u> BASED ON CURRENT VARIABLE HOUSING ALLOWANCE INDICATORS ?

CRITERION:

- GREEN - ≤ 80% NATIONAL HOUSING MEAN PRICE
- YELLOW - > 80% AND < 120% NATIONAL MEAN PRICE
- RED - ≥ 120% NATIONAL MEAN PRICE

HOUSING

BRAC 93 USED HOUSING MARKET ANALYSIS

RESULTS OF BRAC 95 FAILED COMMON SENSE REVIEW

- HIGH COST AREAS -- GREEN
- LOW COST AREAS -- RED

REVIEW RELEVANCY OF DATA TO SUB-ELEMENT BEING MEASURED

CONCLUSION: VHA DATA MORE RELEVANT

SUITABLE

VHA/HOUSING ALLOWANCE DATA SURVEY
QUESTION: CONSIDERING THE FOLLOWING **DO YOU FEEL THE HOUSING YOU LIVE IN IS SUITABLE OR UNSUITABLE?**

- **COST**
- **ADEQUATE UTILITIES**
- **SOUND STRUCTURAL CONDITIONS**
- **ADEQUATE EQUIPMENT**
- **HEALTH AND SAFETY OF NEIGHBORHOOD**
- **ENOUGH BEDROOMS**
- **ADEQUATE UNIT DESIGN**
- **YOUR INCOME**

AF MEAN RESPONSE: YES - 90%; NO -10%

RECOMMENDATION

- BCEG ADOPT THE PROPOSED OPTIONS
  - USE VHA DATA
  - MODIFY QUESTIONS AND CRITERIA

- ABANDON <u>USE OF HOUSING MARKET ANALYSIS</u> DATA FOR RATING CRITERIA VII: COMMUNITY SUPPORT

OPTION: SUITABLE

CHANGE THE QUESTION AND CRITERION

QUESTION:

OLD--- IS IT AVAILABLE?

NEW---IS HOUSING CONSIDERED <u>SUITABLE</u> BASED ON CURRENT VARIABLE HOUSING ALLOWANCE INDICATORS ?

CRITERION:

- GREEN - ≤ 5% INDICATED HOUSING UNSUITABLE
- YELLOW - >5% AND < 15% INDICATED HOUSING UNSUITABLE
- RED - ≥ 15% INDICATED HOUSING UNSUITABLE

CRITERION I WEIGHTING

WEIGHTING CRITERION I: CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE

BRIEFING BY: LT COLONEL KARL RODEFER/COMBAT FORCES DIVISION
MAJOR RICH JOHNSTON/MOBILITY FORCES DIVISION

CRITERION I WEIGHTING

OVERVIEW

- ELEMENT WEIGHTING
  - FORCE STRUCTURE
  - OPERATIONS EFFECTIVENESS
  - ASSOCIATED AIRSPACE
  - RUNWAY/TAXIWAY/APRON
- SUB ELEMENT WEIGHTING
  - SMALL AIRCRAFT BASES
  - LARGE AIRCRAFT BASES
    - BOMBER BASES
    - TANKER BASES
    - AIRLIFT BASES
- RECOMMENDATIONS

CRITERION I WEIGHTING

BASIC PREMISE

- POTENTIAL FOR LOST SORTIES = MOST OPERATIONAL IMPACT
- POTENTIAL FOR DEGRADED MISSION EFFECTIVENESS = MODERATE OPERATIONAL IMPACT
- OTHER POTENTIAL IMPACTS = LESS OPERATIONAL IMPACT

CRITERION I WEIGHTING

CRITERION I PROPOSED CHANGE TO HIERARCHY TREE

NOTIONAL (FIGHTER)

- FORCE STRUCTURE
  - PRIMARY MISSION
  - SECONDARY MISSION
- OPERATIONAL EFFECTIVENESS
  - OEO LOCATION
  - TRNG AREAS
    - ALTERNATE
    - DIVERT
    - CEIL/VIS
    - FR FREQ
    - XWIND
    - ATC DELAYS
    - RUNWAYS
    - SUPER ACBT MOA
    - OTHER ACBT MOA
    - LOW ALT MOA
    - SCORED RANGE
    - BC RANGE
    - GRND FORCE
    - ACMI
    - FULL SCALE WD
    - VR/IR RTEs
  - AIRSPACE GROWTH
  - COMP FORCE TRNG
- ASSOCIATED AIRSPACE
  - EXISTING
    - MOA/RANGES
    - VR/IR RTEs
  - FUTURE
    - MOA/RANGES
    - VR/IR RTEs
- RUNWAY TAXIWAY APRON
  - FIGHTER MISSION
  - BOMBER MISSION
  - TANKER MISSION
  - AIRLIFT MISSION

CRITERION I WEIGHTING

ELEMENT WEIGHTING

	FORCE STRUCTURE	OPERATIONS EFFECTIVENESS	ASSOCIATED AIRSPACE	RUNWAY TAXIWAY/APRON
PROPOSED WEIGHTS	10%	60%	20%	10%

- FORCE STRUCTURE CAPTURED IN BCEG CAPACITY ANALYSIS AND, TO EXTENT AFFORDABLE (CAPTURED IN CRITERIA V: COST TO CLOSE), AF SHOULD BE WILLING TO REALIGN FORCE STRUCTURE TO KEEP BEST BASES -- MINIMAL IMPORTANCE
- OPERATIONS EFFECTIVENESS -- HOW GOOD IS IT? -- MORE IMPORTANT
- ASSOCIATED AIRSPACE -- IS IT GOOD ENOUGH? -- LESS IMPORTANT
- RUNWAY/TAXIWAY/APRON FOR OTHER MSN -- MIN IMPORTANCE

CRITERION I WEIGHTING

SUB ELEMENT WEIGHTING

FORCE STRUCTURE

	PRIMARY MISSION	OTHER MISSIONS
PROPOSED WEIGHTS	50%	50%

- BASE MUST SUPPORT ALL FLYING MISSIONS ASSIGNED EQUALLY

BCEG CLOSE HOLD

CRITERION I WEIGHTING

SUB ELEMENT WEIGHTING

ASSOCIATED AIRSPACE

	EXISTING AVAILABILITY ENCROACH.	FUTURE AVAILABILITY ENCROACH.
PROPOSED WEIGHTS	67%	33%

- EXISTING AVAILABILITY/ENCROACHMENT MORE ACCURATELY DETERMINABLE AND RECOMMENDED AS MORE ACCURATE DISCRIMINATOR THAN FUTURE AVAILABILITY/ENCROACHMENT
- RECOMMEND 2:1 WEIGHTING

BCEG CLOSE HOLD

7 8/30/94

BCEG CLOSE HOLD

CRITERION I WEIGHTING

SUB ELEMENT WEIGHTING

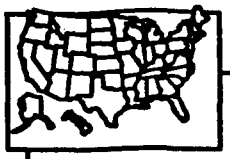
RUNWAY/TAXIWAY/APRON SUPPORT

	FIGHTER	BOMBER	TANKER	AIRLIFT
PROPOSED WEIGHTS	12.5%	37.5%	25%	25%

- BOMBER MISSION TENDS TO BE MOST DISCRIMINATING, FIGHTER MISSION LEAST
- RECOMMEND 3 2 1 WEIGHTING
  BOMBERS TANKER/AIRLIFT FIGHTERS

BCEG CLOSE HOLD

8 8/30/94



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CRITERION I WEIGHTING

SMALL AIRCRAFT

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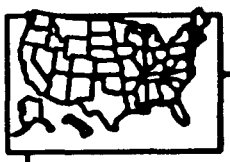

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CRITERION I WEIGHTING

CRITERION I PROPOSED CHANGE TO HIERARCHY TREE

FIGHTER MISSION

- FORCE STRUCTURE
  - PRIMARY MISSION
  - SECONDARY MISSION
- OPERATIONAL EFFECTIVENESS
  - GEO LOCATION
  - TRAIN AREAS
  - AIRSPACE GROWTH
  - GROUP FORCE TRAIN
- ASSOCIATED AIRSPACE
  - EXISTING
    - MOA/RANGES
    - VR/IR RTEs
  - FUTURE
    - MOA/RANGES
    - VR/IR RTEs
- RUNWAY TAXIWAY APRON
  - FIGHTER MISSION
  - BOMBER MISSION
  - TANKER MISSION
  - AIRLIFT MISSION

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CRITERION I WEIGHTING

SMALL AIRCRAFT

SUB ELEMENT WEIGHTING

EXISTING AND FUTURE ASSOCIATED AIRSPACE AVAILABILITY

	MOAs/RANGES	MTRs
PROPOSED WEIGHTS	67%	33%

- MOA/RANGE AVAILABILITY JUDGED TWICE AS IMPORTANT AS MTRs
  - -- MORE TRAINING EVENTS REQUIRE MOAs/RANGE ACCESS
  - -- GENERALLY TRAINING IN MOAs/RANGES HIGHER FIDELITY THAN ON MTRs
- RECOMMEND 2:1 WEIGHTING

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CRITERION I WEIGHTING

SMALL AIRCRAFT

SUB ELEMENT WEIGHTING

OPERATIONAL EFFECTIVENESS

	[illegible]	[illegible]	POTENTIAL FOR GROWTH	COMPOSITE FORCE TRAIN
PROPOSED WEIGHTS	50%	25%	12.5%	12.5%

- GEOGRAPHIC POSITION SUPPORTS MISSION INCLUDES MANY ELEMENTS THAT DIRECTLY IMPACT ON MISSION LOSS RATES (WX, RUNWAY/DIVERT AIRFIELD INFO) -- MOST IMPACT ON OPS
- TRAINING AIRSPACE AVAILABILITY/QUALITY DIRECTLY IMPACTS EFFECTIVENESS OF TRAINING SORTIES -- NEXT MOST IMPACT
- POTENTIAL FOR GROWTH & ACCESS TO COMPOSITE FORCE TRAINING OPPORTUNITIES NICE BUT LEAST DIRECT IMPACT

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CRITERION I WEIGHTING

SMALL AIRCRAFT SUB ELEMENT WEIGHTING

GEOGRAPHIC LOCATION SUPPORTS MISSION

	ALTERNATE AIRFIELD	DIVERT AIRFIELD	CEILING & VISIBILITY	FREEZING PRECIP	CROSSWIND	ATC DELAYS	AVAILABLE RUNWAYS
PROPOSED WEIGHTS	10%	15%	30%	10%	10%	10%	15%

- WEATHER IMPACTS SORTIE LOSS RATES -- MOST IMPACT ON OPS
- RUNWAY AVAILABILITY AND DIVERT AIRFIELD AVAILABILITY ALSO CRITICAL TO FIGHTER OPS BUT ESSENTIALLY INTERRELATED SO SUM OF THE TWO SHOULD BE EQUAL WEIGHTED TO CEILING & VIS
- ALTERNATE AIRFIELD PROXIMITY, FREEZING PRECIP, CROSSWIND, AND ATC DELAYS TEND TO IMPACT OPS LESS AND WEIGHTED HALF OF CEILING & VIS

CRITERION I WEIGHTING

SMALL AIRCRAFT SUB ELEMENT WEIGHTING

TRAINING AREAS

	SUPERSONIC ACBT	OTHER ACBT	LOW MOAs	SCORABLE RANGES	BC RANGE	GROUND FORCES	ACMI	FULL SCALE WEAPONS DEL	RAVE ETTs
PROPOSED WEIGHTS	16%	7.5%	15%	16%	7.5%	7.5%	15%	7.5%	8%

- HIGHEST FIDELITY/NUMBER OF TRAINING EVENTS OCCURS IN SUPERSONIC ACBT AIRSPACE, LOW ALTITUDE MOAs (SAT ATTACKS/LOW ALT INTCPTS), ON SCORABLE RANGES, ON ACMI RANGE
- RECOMMEND 2:1 WEIGHTING FOR THOSE VS REMAINING ELEMENTS

CRITERION I WEIGHTING

LARGE AIRCRAFT

CRITERION I WEIGHTING

CRITERION I PROPOSED CHANGE TO HIERARCHY TREE

LARGE AIRCRAFT

- FORCE STRUCTURE
  - PRIMARY MISSION
  - SECONDARY MISSION
- OPERATIONAL EFFECTIVENESS
  - BOMBER
  - TANKER
  - AIRLIFT
    - OBO LOCATION
    - TRNG AREAS
    - AIRSPACE GROWTH
      - ALTERNATE
      - CEIL/VIS
      - FR FREQ
      - TWND
      - ATC DELAYS
      - RUNWAYS
      - LOW ALT MTN
      - SCORED RANGE
      - DIST TO TTRC
      - BC RANGE
      - FULL SCALE WD
      - VR/IR RTEs
- ASSOCIATED AIRSPACE
  - EXISTING
    - MOA/RANGES
    - VR/IR RTEs
  - FUTURE
    - MOA/RANGES
    - VR/IR RTEs
- RUNWAY TAXIWAY APRON
  - FIGHTER MISSION
  - BOMBER MISSION
  - TANKER MISSION
  - AIRLIFT MISSION

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CRITERION I WEIGHTING

LARGE AIRCRAFT BASES
OPERATIONS EFFECTIVENESS

	BOMBER MISSION	AIRLIFT MISSION	TANKER MISSION
PROPOSED WEIGHTS	17%	50%	33%

- AIRLIFT GEOGRAPHICAL POSITIONING CRITICAL TO OPS EFFECTIVENESS
- TANKERS GEOGRAPHICAL POSITIONING IMPORTANT BUT NOT CRITICAL TO OPS EFFECTIVENESS
- BOMBER GEOGRAPHICAL POSITIONING COMPARATIVELY IRRELEVANT TO OPS EFFECTIVENESS
- RECOMMEND 3:2:1 AIRLIFT:TANKER:BOMBER MISSION WEIGHTING

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CRITERION I WEIGHTING

LARGE AIRCRAFT BASES
OPERATIONS EFFECTIVENESS

	PRIMARY MISSION	OTHER MISSIONS
PROPOSED WEIGHTS	67%	16.5% EACH

- PRIMARY ASSIGNED MISSION CRITICAL TO OPERATIONS EFFECTIVENESS AT BASE
- CAPABILITY TO SUPPORT OTHER MISSIONS NICE TO HAVE BUT NOT ESSENTIAL TO OPERATIONS EFFECTIVENESS OF BASE
- RECOMMEND 4:1 WEIGHTING

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CRITERION I WEIGHTING

LARGE AIRCRAFT BASES OPERATIONS EFFECTIVENESS

	BOMBER WT	TANKER WT	AIRLIFT WT
BASE A – ASSIGNED MSN BOMBER	67%	16.5%	16.5%
BASE B – ASSIGNED MSN TANKER	16.5%	67%	16.5%
BASE C – ASSIGNED MSN AIRLIFT	16.5%	16.5%	67%

CRITERION I WEIGHTING

BOMBERS

CRITERION I WEIGHTING

CRITERION I PROPOSED CHANGE TO HIERARCHY TREE

BOMBER MISSION

- FORCE STRUCTURE
  - PRIMARY MISSION
  - SECONDARY MISSION
- OPERATIONAL EFFECTIVENESS
  - BOMBER
    - GEO LOCATION
    - TRNG AREAS
    - AIRSPACE GROWTH
  - TANKER
  - AIRLIFT
- ASSOCIATED AIRSPACE
  - EXISTING
    - MOA/RANGES
    - VR/IR RTEs
  - FUTURE
    - MOA/RANGES
    - VR/IR RTEs
- RUNWAY TAXIWAY APRON
  - FIGHTER MISSION
  - BOMBER MISSION
  - TANKER MISSION
  - AIRLIFT MISSION

- ALTERNATE
- CEIL VIS
- FR PR SCIP
- XWIND
- ATC DELAYS
- RUN WAYS
- LOW ALT MOA
- SCOR ED RANGE
- DIST TO TTRC
- BC ANGE
- FULL SCALE WD
- VR/IR RTEs

CRITERION I WEIGHTING

LARGE AIRCRAFT--BOMBERS

SUB ELEMENT WEIGHTING

EXISTING AND FUTURE ASSOCIATED AIRSPACE AVAILABILITY

	MOAs/RANGES	MTRs
PROPOSED WEIGHTS	50%	50%

- MTRs AND MOAs/RANGES EQUALLY IMPORTANT TO BOMBER TRAINING
- RECOMMEND EQUAL WEIGHTING

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CRITERION I WEIGHTING

LARGE AIRCRAFT--BOMBERS

SUB ELEMENT WEIGHTING

OPERATIONAL EFFECTIVENESS

	GEOGRAPHIC POSITION SUPPORTS MISN	TRAINING AIRSPACE SUPPORT MISN	POTENTIAL FOR GROWTH
PROPOSED WEIGHTS	60%	30%	10%

- GEOGRAPHIC POSITION SUPPORTS MISSION INCLUDES MANY ELEMENTS THAT DIRECTLY IMPACT ON MISSION LOSS RATES (WX, RUNWAY/DIVERT AIRFIELD INFO) -- MOST IMPACT ON OPS
- TRAINING AIRSPACE AVAILABILITY/QUALITY DIRECTLY IMPACTS EFFECTIVENESS OF TRAINING SORTIES -- NEXT MOST IMPACT
- POTENTIAL FOR GROWTH HAS MINIMAL DIRECT IMPACT ON OPS DUE TO RANGE AND SORTIE LENGTH OF BOMBER MISSIONS

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CRITERION I WEIGHTING

LARGE AIRCRAFT--BOMBERS

SUB ELEMENT WEIGHTING

GEOGRAPHIC LOCATION SUPPORTS MISSION

	ALTERNATE AIRFIELD	WEATHER IMPACT	ATC DELAYS	AVAILABLE RUNWAYS
PROPOSED WEIGHTS	10%	53%	10%	27%

- ALTERNATE AIRFIELD PROXIMITY AND ATC DELAYS TEND TO IMPACT EFFECTIVENESS OF MISSIONS (SHORTEN DURATION DUE TO HIGHER BINGO FUELS/LATE TAKEOFF) -- LEAST IMPACT ON OPS
- AVAILABLE RUNWAYS (PARALLEL) DOES NOT IMPACT SORTIE LOSS -- MODERATE IMPACT ON OPS
- WEATHER DIRECT IMPACT TO LOST SORTIES -- MOST IMPACT TO OPS
- RECOMMEND MINIMAL WEIGHTING FOR ALTERNATE AND ATC DELAYS AND 2:1 WEIGHTING FOR WEATHER IMPACT VS RUNWAYS

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CRITERION I WEIGHTING

LARGE AIRCRAFT--BOMBERS

SUB ELEMENT WEIGHTING

WEATHER IMPACT ON MISSION

	CEILING & VISIBILITY	FREEZING PRECIP	CROSSWIND
PROPOSED WEIGHTS	40%	40%	20%

- CEILING & VISIBILITY AND FREEZING PRECIPITATION CAN DIRECTLY IMPACT SORTIE LOSS RATES -- MOST IMPACT ON OPS
- CROSSWIND COMPONENT -- ALTHOUGH CAN CAUSE SORTIE LOSS, FREQUENCY OF SORTIES LOST TO CROSSWINDS FAR LESS THAN OTHER TWO -- LESS IMPACT ON OPS

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CRITERION I WEIGHTING

LARGE AIRCRAFT--BOMBERS

SUB ELEMENT WEIGHTING

TRAINING AREAS

	LOW MOAs	SCORABLE BOMBING RANGES	DISTANCE TO TTRC	EC RANGE	FULL SCALE WEAPONS DEL	IR/VR RTEs
PROPOSED WEIGHTS	7%	21%	13%	13%	13%	33%

- HIGHEST FIDELITY/NUMBER OF TRAINING EVENTS OCCURS ON IR/VR ROUTES -- MOST IMPACT TO OPS
- SCORABLE BOMBING RANGE ALSO HIGH FIDELITY, FEWER TRAINING EVENTS -- SIGNIFICANT IMPACT TO OPS
- LOWER FIDELITY/NUMBER OF TRAINING EVENTS OCCURS ON TTRC, EC RANGES, AND PERFORMING FULL SCALE WEAPONS DELIVERY -- MODEST IMPACT TO OPS
- LOW MOAs SELDOM USED -- MINIMAL IMPACT TO OPS
- RECOMMEND 5:3:2:1 WEIGHTING FOR ELEMENTS RESPECTIVELY

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CRITERION I WEIGHTING

TANKERS

CRITERION I WEIGHTING

CRITERION I PROPOSED CHANGE TO HIERARCHY TREE

TANKER MISSION

- FORCE STRUCTURE
  - PRIMARY MISSION
  - SECONDARY MISSION
- OPERATIONAL EFFECTIVENESS
  - BOMBER
  - TANKER
    - GEO LOCATION
      - ALTERNATE
      - DIVERT
      - CEIL/VIS
      - PR PERCEP
      - TWIND
      - ATC DELAYS
      - TANKER SATURATION
      - REFUELING 100 700 NM
      - RECEIVER DENSITY
  - AIRLIFT
- ASSOCIATED AIRSPACE
  - EXISTING
    - MOA/RANGES
    - VR/IR RTEs
  - FUTURE
    - MOA/RANGES
    - VR/IR RTEs
- RUNWAY TAXIWAY APRON
  - FIGHTER MISSION
  - BOMBER MISSION
  - TANKER MISSION
  - AIRLIFT MISSION

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CRITERION I WEIGHTING

LARGE AIRCRAFT--TANKERS

SUB ELEMENT WEIGHTING

EXISTING AND FUTURE ASSOCIATED AIRSPACE AVAILABILITY

	MOAs/RANGES	MTRs
PROPOSED WEIGHTS	33%	67%

- MTR AVAILABILITY JUDGED TWICE AS IMPORTANT AS MOAs/RANGES
  - -- MORE TRAINING EVENTS REQUIRE MTR ACCESS
  - -- GENERALLY TRAINING ON MTRs HAVE HIGHER FIDELITY THAN IN MOAs/RANGES
- RECOMMEND 2:1 WEIGHTING

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CRITERION I WEIGHTING

LARGE AIRCRAFT--TANKERS

SUB ELEMENT WEIGHTING

OPERATIONAL EFFECTIVENESS - GEOGRAPHIC POSITION SUPPORTS MISSION

	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
PROPOSED WEIGHTS	7%	0%	13%	7%	7%	13%	27%	13%	13%

- TANKER SATURATION KEY TO TRAINING EFFECTIVENESS -- MOST IMPACT TO OPS
- CEILING & VISIBILTY, REFUELING W/1 700 NM, RECEIVER DENSITY, AND ATC DELAYS -- LESS IMPACT TO OPS
- ALTERNATE AIRFIELD MINIMAL IMPACT AND DIVERT FIELD PROXIMITY NEGLIGIBLE IMPACT TO LARGE A/C WITH HIGH FUEL LOADS

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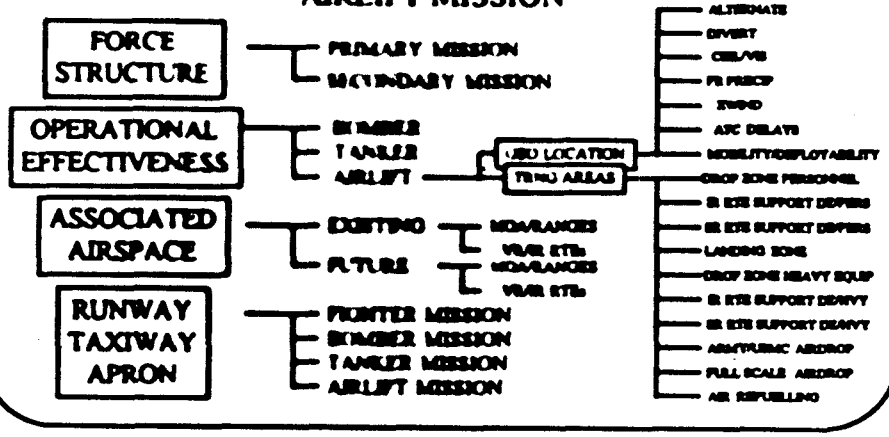
CRITERION I WEIGHTING

AIRLIFT

CRITERION I WEIGHTING

CRITERION I PROPOSED CHANGE TO HIERARCHY TREE

AIRLIFT MISSION



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CRITERION I WEIGHTING

LARGE AIRCRAFT--AIRLIFT

SUB ELEMENT WEIGHTING

EXISTING AND FUTURE ASSOCIATED AIRSPACE AVAILABILITY

	MOAs/RANGES	MTRs
PROPOSED WEIGHTS	33%	67%

- MTR AVAILABILITY JUDGED TWICE AS IMPORTANT AS MOAs/RANGES
  - -- MORE TRAINING EVENTS REQUIRE MTR ACCESS
  - -- GENERALLY TRAINING IN MTRs HIGHER FIDELITY THAN IN MOAs/RANGES
- RECOMMEND 2:1 WEIGHTING

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CRITERION I WEIGHTING

LARGE AIRCRAFT--AIRLIFT

	GEOGRAPHIC POSITION SUPPORTS MISSION	[illegible]
PROPOSED WEIGHTS	67%	33%

- GEOGRAPHIC POSITION SUPPORTS MISSION INCLUDES MANY ELEMENTS THAT DIRECTLY IMPACT ON MISSION LOSS RATES (WX, ALTERNATE AIRFIELD, AND MOBILITY/DEPLOYABILITY -- MOST IMPACT ON OPS
- TRAINING AIRSPACE AVAILABILITY/QUALITY DIRECTLY IMPACTS EFFECTIVENESS OF TRAINING SORTIES -- LESSER IMPACT ON OPS
- RECOMMEND 2 1 WEIGHTING

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CRITERION I WEIGHTING

LARGE AIRCRAFT--AIRLIFT
SUB ELEMENT WEIGHTING
GEOGRAPHIC LOCATION SUPPORTS MISSION

	ALTERNATE AIRFIELD	DIVERT AIRFIELD	CEILING & VISIBILITY	FREEZING PRECIP	XWIND	ATC DELAYS	MOBILITY/ DEPLOY
PROPOSED WEIGHTS	7%	0%	13%	7%	7%	13%	53%

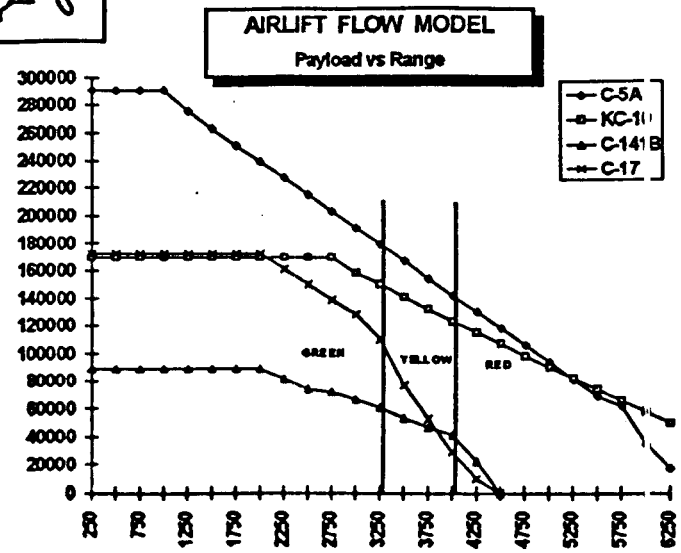
- AIRLIFT REAL WORLD DAILY MISSION -- MOBILITY/DEPLOYABILITY INDICATE CARGO/PAX DELIVERY CAPABILITY -- MOST IMPACT ON OPS
- CEILING & VISIBILITY AND ATC DELAYS -- NEXT MOST IMPACT ON OPS
- ALTERNATE AIRFIELD, FREEZING PRECIPITATION, AND CROSS WINDS LESS IMPACT TO OPS (DIVERT AIRFIELD PROXIMITY NEGLIGIBLE) -- LEAST IMPACT ON OPS

CRITERION I WEIGHTING

LARGE AIRCRAFT--AIRLIFT
SUB ELEMENT WEIGHTING
MOBILITY/DEPLOYABILITY (DIRECT INPUT)

- MOBILITY/DEPLOYABILITY
  - -- GREEN = OPTIMUM DEPLOYABLE RANGE
  - -- YELLOW = REDUCED DEPLOYABLE RANGE, REQUIRES INTERMEDIATE STOPOVERS
  - -- RED = PRESENTS DIFFICULT RANGE AND LOAD RESTRICTIONS
- RECOMMENDATION (BASE GRADE ON RANGE TO MILDENHALL AND HICKAM)
  - -- GREEN $\leq$ 3250 NMs
  - -- YELLOW > 3250 NMs AND $\leq$ 4000 NMs
  - -- RED > 4000 NMs
- BASED UPON MOBILITY ANALYSIS SUPPORT SYSTEM (MOSS) ON KC-10, C-5, AND C-141 AIRCRAFT

CRITERION I WEIGHTING



CRITERION I WEIGHTING

LARGE AIRCRAFT--AIRLIFT SUB ELEMENT WEIGHTING

TRAINING AREAS

PROPOSED WEIGHTS	8%	7%	7%	8%	14%	7%	7%	27%	7%	8%

- HIGHEST FIDELITY OF TRAINING OCCURS JOINTLY WITH ARMY/USMC AND WITH DZ FORM/HEAVY EQUIPMENT AND AIRDROP EMPLOYMENT -- MOST IMPACT ON OPS
- LZ PROXIMITY, AIR REFUELING ROUTES, FULL SCALE AIRDROP RANGE, DZ FORM/PERSONNEL AND IR/SR RTE SUPPORT OF DZs -- LEAST IMPACTING ON OPS
- RECOMMEND 4:2:1 WEIGHTING

CRITERION I WEIGHTING

RECOMMENDATION:

ACCEPT RECOMMENDED WEIGHTS
AS MODIFIED DURING THE BRIEFING

CRITERION I WEIGHTING

WEIGHTING
MULTI-MISSION BASES

- MULTI-MISSION SMALL/LARGE(PRIMARY MSN/OTHER MISSION) OR LARGE/SMALL AIRCRAFT BASES
  - --RECOMMEND BASE BE RATED AS PRIMARY MISSION BASE WITH SECONDARY MISSION IMPACTING "ABILITY TO SUPPORT OTHER MISSION" RATING
- MULTI-MISSION LARGE/LARGE OR SMALL/SMALL AIRCRAFT BASES
  - --RECOMMEND WEIGHTING ALL MISSIONS EQUALLY IF COMPOSITE/MOBILITY WING OTHERWISE RATE BY PRIMARY MISSION

CRITERION I WEIGHTING

CRITERION I HIERARCHY TREE

- FORCE STRUCTURE
  - PRIMARY MISSION
  - SECONDARY MISSION
- OPERATIONAL EFFECTIVENESS
  - FIGHTER
  - BOMBER*
  - TANKER*
  - AIRLIFT*
    - GEO LOCATION
      - ALTERNATE
      - DIVERT
      - WEATHER
        - CEIL/VIS
        - FR PRECIP
        - XWIND
      - ATC DELAYS
      - RUNWAYS
    - TRNG AREAS
      - SUPER ACIST MOA
      - OTHER ACIST MOA
      - LOW ALT MOA
      - SCORED RANGE
      - BC RANGE
      - GROUND FORCE
      - ACME
      - FULL SCALE WD
      - VR/IR RTEs
    - AIRSPACE GROWTH
    - COMP FORCE TRNG
- ASSOCIATED AIRSPACE
  - EXISTING
    - MOA/RANGES
    - VR/IR RTEs
  - FUTURE
    - MOA/RANGES
    - VR/IR RTEs
- RUNWAY TAXIWAY APRON
  - FIGHTER MISSION
  - BOMBER MISSION
  - TANKER MISSION
  - AIRLIFT MISSION

* EACH MISSION TYPE HAS TREE STRUCTURE SIMILAR TO FIGHTERS

CRITERION I WEIGHTING

SMALL AIRCRAFT SUB ELEMENT WEIGHTING

WEATHER IMPACT ON MISSION

	CEILING & VISIBILITY	FREEZING PRECIP	CROSSWIND
PROPOSED WEIGHTS	50%	33%	17%

- CEILING & VISIBILITY DIRECTLY IMPACT SORTIE LOSS RATES -- MOST IMPACT ON OPS
- FREEZING PRECIPITATION NEXT MOST IMPACT ON OPS
- CROSSWIND COMPONENT -- LEAST IMPACT ON OPS
- RECOMMEND 3 2 1 WEIGHTING

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CRITERION I WEIGHTING

LARGE AIRCRAFT--AIRLIFT
SUB ELEMENT WEIGHTING
WEATHER IMPACT ON MISSION

	CEILING & VISIBILITY	FREEZING PRECIP	CROSSWIND
PROPOSED WEIGHTS	40%	30%	30%

- CEILING & VISIBILITY DIRECTLY IMPACT SORTIE LOSS RATES -- MOST IMPACT ON OPS
- FREEZING PRECIP AND CROSSWIND COMPONENT -- ALTHOUGH CAN CAUSE SORTIE LOSS, FREQUENCY OF SORTIES LOST TO CROSSWINDS FAR LESS THAN OTHER TWO -- LESS IMPACT ON OPS

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CRITERION I WEIGHTING

LARGE AIRCRAFT--TANKERS
SUB ELEMENT WEIGHTING
WEATHER IMPACT ON MISSION

	CEILING & VISIBILITY	FREEZING PRECIP	CROSSWIND
PROPOSED WEIGHTS	40%	30%	30%

- CEILING & VISIBILITY CAN DIRECTLY IMPACT SORTIE LOSS RATES -- MOST IMPACT ON OPS
- FREEZING PRECIP AND CROSSWIND COMPONENT -- FREQUENCY OF SORTIES LOSS LESS THAN CEILING & VISIBILITY -- LESS IMPACT ON OPS

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DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 3 0 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 18 August 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen McGinty, AF/DPP
Maj Gen Closner, AF/RE
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF

b. Other key attendees:

Col Newell, AF/XOO
Col Walters, AF/PE
Col Stewart, AF/LGM
Col Mayfield, AF/RTR
Lt Col Rodefer, AF/XOFC
Lt Col Gamache, AF/LGM
Mr. Kelly, AF/DPP

The meeting was called to order by Mr. Boatright. He discussed the previous day's direction on the analysis of large aircraft. Previously, the BCEG had agreed to receive an evaluation of all large aircraft as screened against three filters: bomber, tanker, and airlift missions. The result of this would be three tiers of large aircraft bases reflecting their relative merit for each of these missions. An alternative to this approach would be an evaluation of operational effectiveness resulting from a composite of the three missions. Lt Col Plummer then described these alternative approaches, using the slides at Atch 1. The composite approach would combine the grades for each of the three filters using a weighting scheme which emphasizes the current mission accomplished by a base, credits the other two missions, and rolls up those grades into a single operations effectiveness grade. The BCEG approved a motion that

the Secretary should be provided both the individual screen results and the composite grade, to provide maximum information to support decisions on closures and realignments.

Mr. Boatright then discussed COBRA analysis in light of the force structure reduction discussion from the previous day. The previous year's level playing field COBRA did not include the factor of whether a base's force structure was being retired. In order to accommodate the impact of force structure retirements, this year's level playing field COBRA will not include cost of relocating force structure that is being reduced across the Air Force. In other words, COBRA will assume that force structure reductions occur at bases which are being closed.

Lt Col Rodefer then briefed a comparison of Criterion I subelements and weighting, using the material at Atch 2. The slides show the weight of each subelement within its level as well as relative to the entire criterion. Lt Col Rodefer recommended that the Training Airspace subelement for Small Aircraft be increased from 25 to 40 percent. The BCEG postponed resolution of this issue. On the Tanker subelements, the BCEG approved elimination of the MTR portion of Associated Airspace.

After discussion, the BCEG approved a weighting for the composite Large Aircraft rollup of 70 percent to the current mission performed by a base, and 15 percent each to the remaining large aircraft missions. The BCEG then approved overall Criterion I weighting as follows:

Criterion I	
Operations Effectiveness:	70
Associated Airspace	20
Runway/Taxiway/Apron	10

Mr. Kelly presented the Criterion VII grading reflecting the changes as approved by the BCEG. He noted that Warner Robins AFB was changed from Green to Yellow for a theme park, since their submission of the Air Force museum was disapproved in favor of Six Flags Over Georgia. Eglin and Hurlburt reflected a Green grade for the Sports Arena subelement, using the same arena. The BCEG approved the changes to the Housing subelement resulting from the newly adopted subelements and grading filters.

Lt Col Gamache, AF/LGM, briefed the grading for Criterion III based on the approved weights. The BCEG objected to the grading on the Wide Body Operations, noting that handling equipment availability should not be dispositive of the grade. The BCWG was directed to examine this issue. The BCEG also directed the BCWG to check the grade for Grand Forks for Category 1.1 Munition Storage Capacity, and the grade for a Hot Cargo Pad at Holloman AFB.

There being no further matters to discuss, the meeting was adjourned at 1235. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS:
Dover AFB Water Quality grade
Pipeline Capability
Fuel Storage and Capacity issues
Increase in Training Airspace Weighting
Wide Body Operations subelement grading
Criterion III grades - Grand Forks, Holloman

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

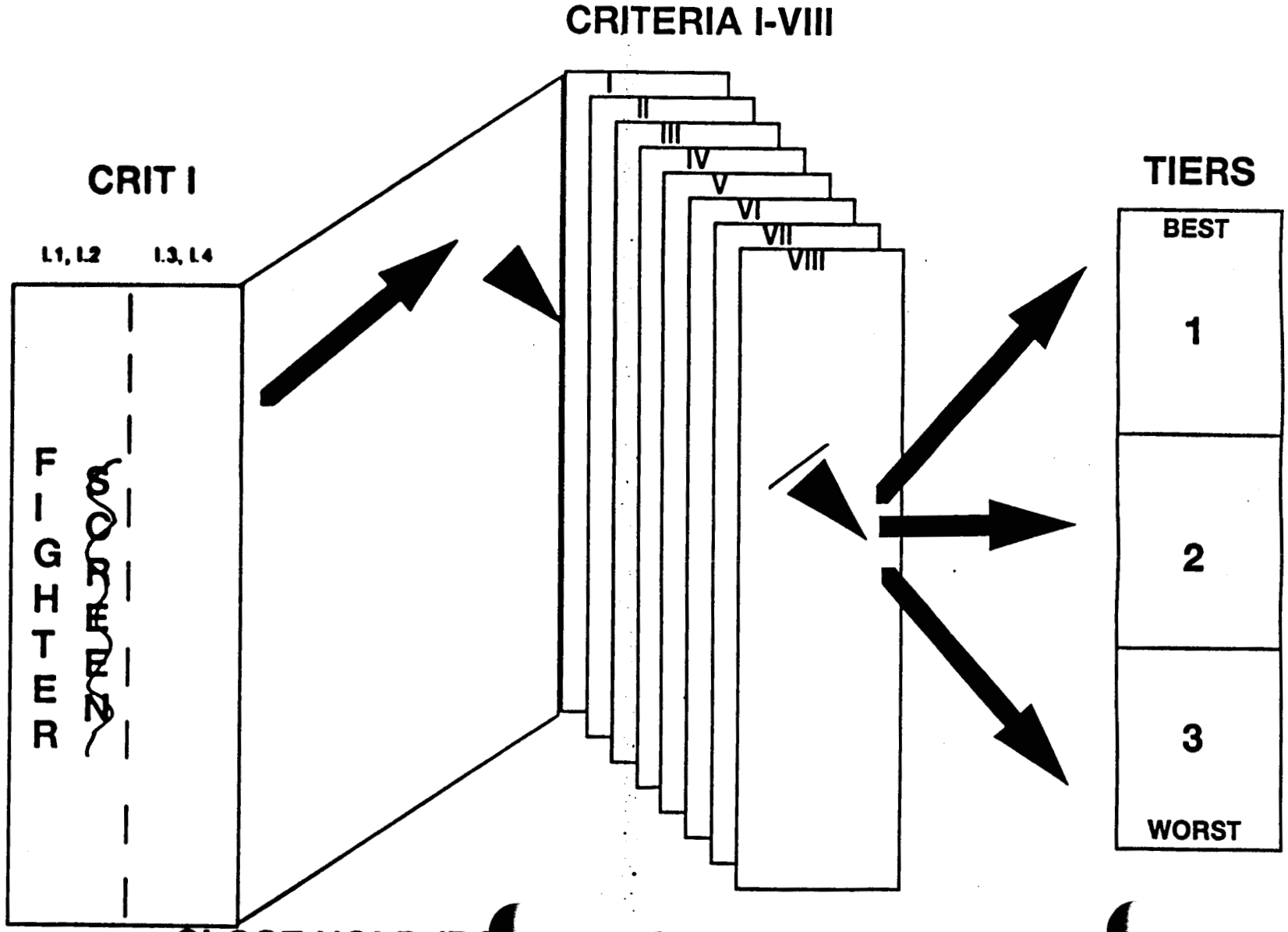
JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Analysis Method
2. Crit I Overview

DISTRIBUTION:
SAF/FM
SAF/GCN
SAF/AQX
SAF/MIQ
AF/RT
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM

CLOSE HOLD (BCEG/BCEG STAFF ONLY)

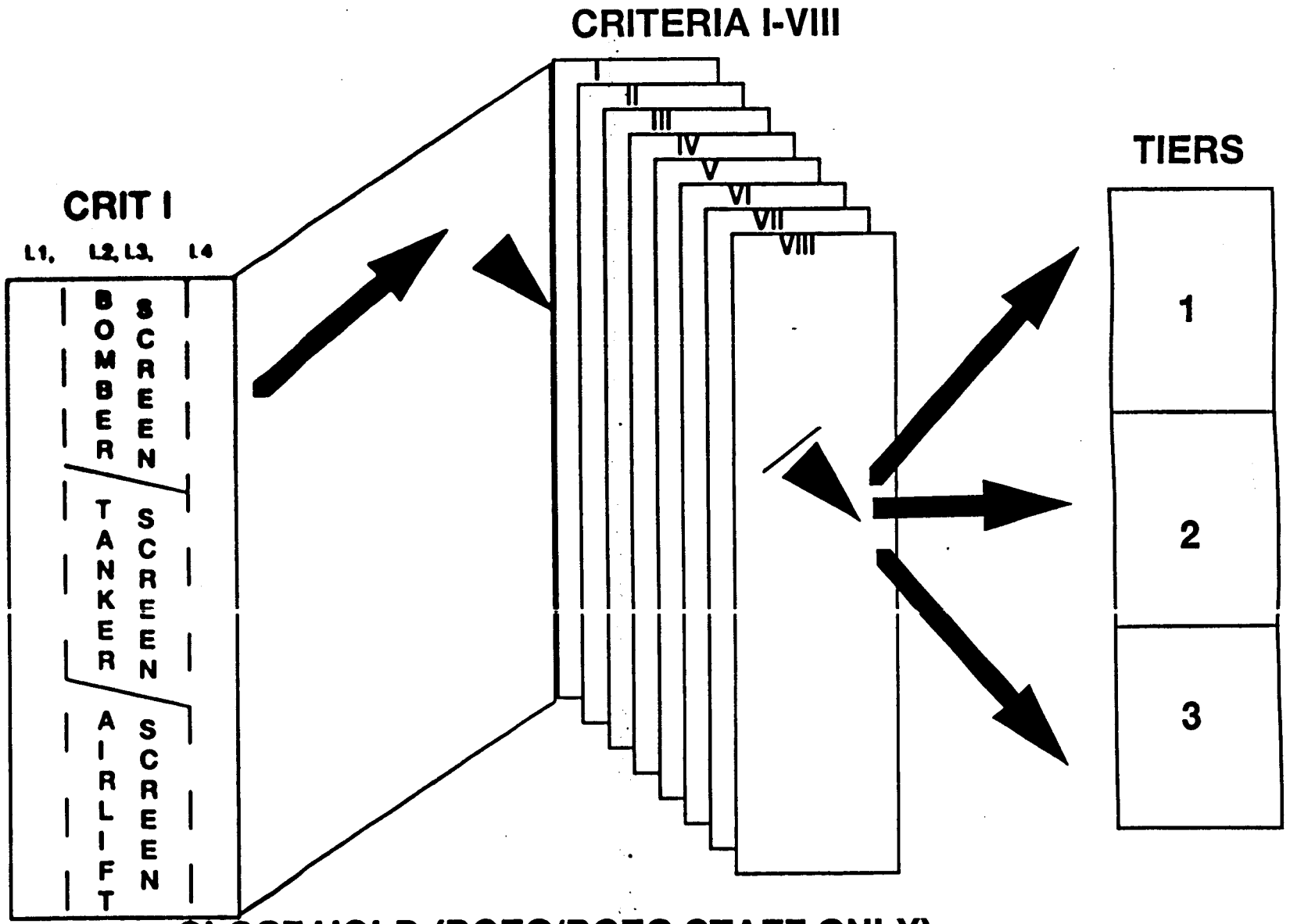
ANALYSIS METHODOLOGY
SMALL AIRCRAFT CATEGORY



CLOSE HOLD (BCEG/BCEG STAFF ONLY)

ATCH 1

ANALYSIS METHODOLOGY
LARGE AIRCRAFT CATEGORY



ANALYSIS METHODOLOGY
LARGE AIRCRAFT CATEGORY

~~CRITERIA I OPS EFFECTIVENESS~~

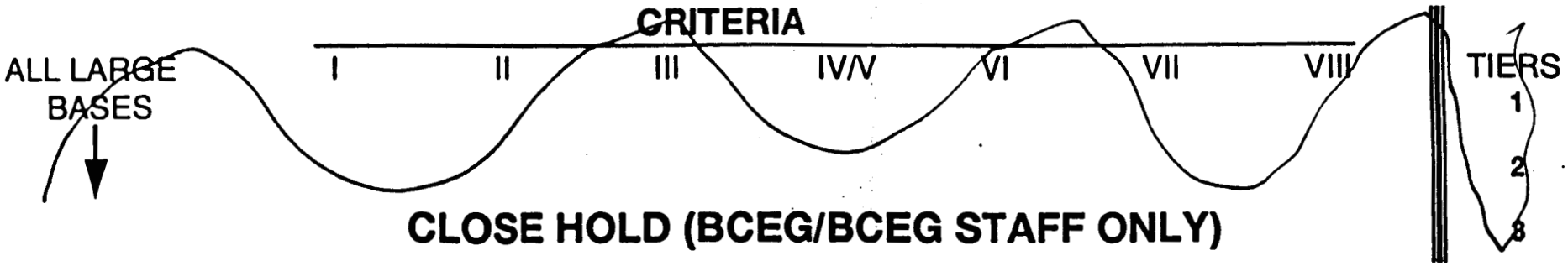
	AIRLIFT	BOMBER	TANKER	OVERALL
AIRLIFT BASE "A"				
BOMBER BASE "B"				
TANKER BASE "T"				

	FIGHTER	
FIGHTER BASE "F"	100%	

ANALYSIS METHODOLOGY
LARGE AIRCRAFT CATEGORY
BOMBER SCREEN

~~CRITERIA I OPS EFFECTIVENESS~~

	AIRLIFT	BOMBER	TANKER	OVERALL
AIRLIFT BASE "A"		100%		
BOMBER BASE "B"		100%		
TANKER BASE "T"		100%		



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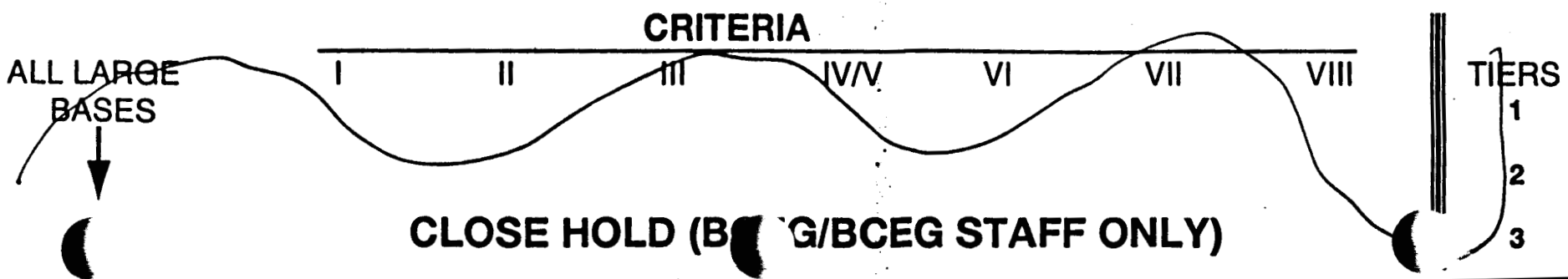
ANALYSIS METHODOLOGY
LARGE AIRCRAFT CATEGORY
AIRLIFT SCREEN

~~CRITERIA I OPS EFFECTIVENESS~~

	AIRLIFT	BOMBER	TANKER	OVERALL
AIRLIFT BASE "A"	100%			
BOMBER BASE "B"	100%			
TANKER BASE "T"	100%			



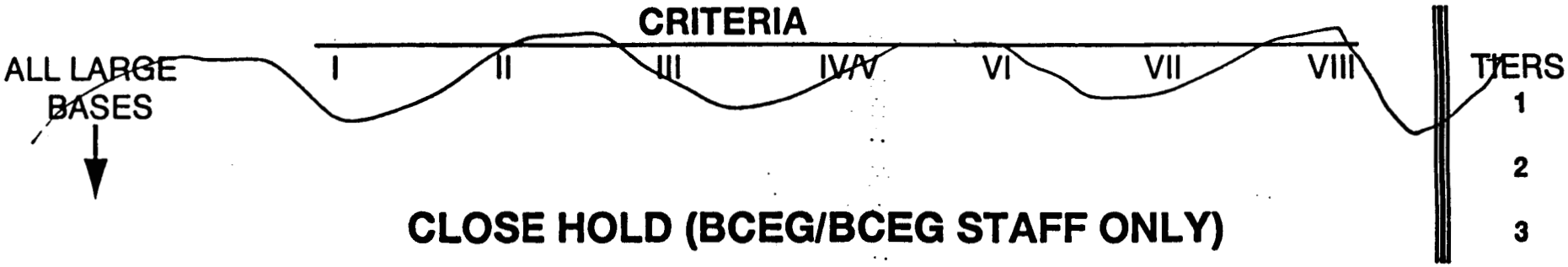
CLOSE HOLD (BCEG/BCEG STAFF ONLY)

CLOSE HOLD (BCEG/BCEG STAFF ONLY)

ANALYSIS METHODOLOGY
LARGE AIRCRAFT CATEGORY
TANKER SCREEN

~~CRITERIA I OPS EFFECTIVENESS~~

	AIRLIFT	BOMBER	TANKER	OVERALL
AIRLIFT BASE "A"			100%	
BOMBER BASE "B"			100%	
TANKER BASE "T"			100%	



CLOSE HOLD (BCEG/BCEG STAFF ONLY)

CL(IOLD -- BCEG ONLY CRITERION WF TING -- CRITERIA I

SMALL AIRCRAFT BASES					
FORCE STRUCTURE	PRIMARY MISSION	0.00	0.00		
	SECONDARY MISSION	0.00	0.00		
FORCE STRUCTURE	0.00				
OPERATIONS EFFECTIVE		GEOGRAPHIC POSITION	ALT AFLD	0.10	0.04
			DIVERT AFLD	0.15	0.05
			CEIL & VIS	0.30	0.11
			FRZ PRECIP	0.10	0.04
			CROSS WIND	0.10	0.04
			ATC DELAY	0.10	0.04
			AVAIL RNWYS	0.15	0.05
		GEOGRAPHIC POSITION	0.50		
		TRAINING AIRSPACE	SUPER ACBT	0.16	0.03
			OTHER ACBT	0.08	0.01
			LOW MOAs	0.15	0.03
			SCORED RANGE	0.16	0.03
			EC RANGE	0.08	0.01
			GROUND FORCES	0.08	0.01
			ACMI RANGE	0.15	0.03
			FSWD RANGE	0.08	
			IR/VR ROUTES	0.08	0.01

		TRAINING AIRSPACE	0.25		
		GROWTH POTENTIAL	0.13	0.09	
		COMPOSITE FORCE TRNG	0.13	0.09	
		1.00			
OPERATIONS EFFECTIVE	0.70				
ASSOCIATED AIRSPACE	EXISTING AVAIL.	MOAs RANGE	0.50	0.07	
		MTRs	0.50	0.07	
	EXISTING AVAIL	0.67			
	FUTURE AVAIL.	MOAs RANGE	0.50	0.03	
		MTRs	0.50	0.03	
	FUTURE AVAIL.	0.33			
ASSOCIATED AIRSPACE	0.20				
PAVEMENTS	FIGHTER	0.25	0.03		
	BOMBER	0.25	0.03		
	TANKER	0.25	0.03		
	AIRLIFT	0.25	0.03		
PAVEMENTS TOTAL	0.10				
SMALL A/C TOTAL	1.00				

ATCH

LARGE AIRCRAFT BASES -- BOMBERS											
FORCE STRUCTURE	PRIMARY MISSION	0.00	0.00			ASSOCIATED AIRSPACE	EXISTING AVAIL.	MOAs RANGE	0.67	0.09	
	SECONDARY MISSION	0.00	0.00					MTRs	0.33	0.04	
FORCE STRUCTURE	0.00						EXISTING AVAIL	0.67			
OPERATIONS EFFECTIVE		GEOGRAPHIC POSITION	ALT AFLD	0.10	0.06		FUTURE AVAIL.	MOAs RANGE	0.67	0.04	
			CEIL & VIS	0.25	0.15			MTRs	0.33	0.02	
			FRZ PRECIP	0.15	0.09		FUTURE AVAIL.	0.33			
			CROSS WIND	0.15	0.09	ASSOCIATED AIRSPACE	0.20				
			ATC DELAYS	0.10	0.06	PAVEMENTS	FIGHTER	0.25	0.03		
			AVAIL. RUNWAY	0.25	0.15		BOMBER	0.25	0.03		
		GEOGRAPHIC POSITION	0.60				TANKER	0.25	0.03		
		TRAINING AIRSPACE	LOW MOAs	0.07	0.01		AIRLIFT	0.25	0.03		
			SCORED RANGE	0.21	0.04	PAVEMENTS TOTAL	0.10				
			DIST TO TTRC	0.13	0.03	BOMBER TOTAL	1.00				
			EC RANGE	0.13	0.03						
			FSWD RANGE	0.13	0.03						
			IR/VR ROUTES	0.33	0.07						
		TRAINING AIRSPACE	0.30								
		GROWTH POTENTIAL	0.10	0.07							
	BOMBER MISSION	1.00									
OPERATIONS EFFECTIVE	0.70										

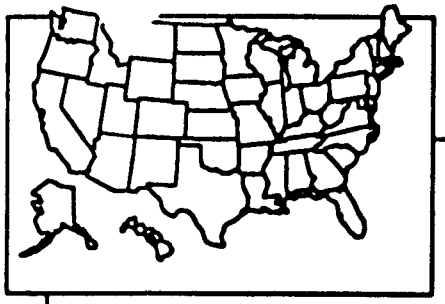
CL(IOLD -- BCEG ONLY CRITERION WI :ING -- CRITERIA I

LARGE AIRCRAFT BASES -- AIRLIFT					
FORCE STRUCTURE	PRIMARY MISSION	0.00	0.00		
	SECONDARY MISSION	0.00	0.00		
FORCE STRUCTURE	0.00				
OPERATIONS EFFECTIVE		GEOGRAPHIC POSITION	ALT AIRFIELD	0.07	0.03
			CEIL & VIS	0.13	0.06
			FRZ PRECIP	0.07	0.03
			CROSS WIND	0.07	0.03
			ATC DELAYS	0.13	0.06
			DEPLOY MOBILIT	0.53	0.25
		GEOGRAPHIC POSITION	0.67		
		TRAINING AIRSPACE	DZ PERS	0.07	0.02
			DZ PERS IR RTEs	0.07	0.02
			DZ PERS SR RTEs	0.07	0.02
			LANDING ZONES	0.07	0.02
			DZ HVY EQUIP	0.14	0.03
			DZ HVY IR	0.07	0.02
			DZ HVY SR	0.07	0.02
			ARMY/M C AIRDR	0.27	0.06
			FS AIRDROP	[illegible]	
			PROX TO	[illegible]	

		TRAINING AIRSPACE	0.33		
OPERATIONS EFFECTIVE	0.70				
ASSOCIATED AIRSPACE	EXISTING AVAIL.	MOAs RANGE	0.33	0.04	
		MTRs	0.67	0.09	
	EXISTING AVAIL	0.67			
	FUTURE AVAIL.	MOAs RANGE	0.33	0.02	
		MTRs	0.67	0.04	
	FUTURE AVAIL.	0.33			
ASSOCIATED AIRSPACE	0.20				
PAVEMENTS	FIGHTER	0.25	0.03		
	BOMBER	0.25	0.03		
	TANKER	0.25	0.03		
	AIRLIFT	0.25	0.03		
PAVEMENTS TOTAL	0.10				
AIRLIFT TOTAL	1.00				

LARGE AIRCRAFT BASES -- TANKER					
FORCE STRUCTURE	PRIMARY MISSION	0.00	0.00		
	SECONDARY MISSION	0.00	0.00		
FORCE STRUCTURE	0.00				
OPERATIONS EFFECTIVE	1.2.2	GEOGRAPHIC POSITION	ALT AIRFIELD	0.07	0.05
			CEIL & VIS	0.13	0.09
			FRZ PRECIP	0.07	0.05
			CROSS WIND	0.07	0.05
			ATC DELAYS	0.13	0.09
			TANKER SATUR	0.27	0.19
			REFUEL W/I 700	0.13	0.09
			RCVR DENSITY	0.13	0.09
		GEOGRAPHIC POSITION	1.00		
OPERATIONS EFFECTIVE	0.70				
ASSOCIATED AIRSPACE	EXISTING AVAIL.	MOAs RANGE	1.00	0.13	
		MTRs	0.00	0.00	
	EXISTING AVAIL	0.67			
	FUTURE AVAIL.	MOAs RANGE	1.00	0.07	
		MTRs	0.00	0.00	
	FUTURE AVAIL.	0.33			
ASSOCIATED AIRSPACE	0.20				

PAVEMENTS	FIGHTER	0.25	0.03		
	BOMBER	0.25	0.03		
	TANKER	0.25	0.03		
	AIRLIFT	0.25	0.03		
PAVEMENTS	0.10				
TANKER TOTAL	1.00				

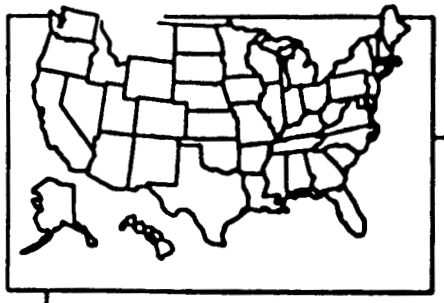


CRITERION I WEIGHTING

CRITERION I PROPOSED CHANGE TO HIERARCHY TREE

- FORCE STRUCTURE
  - PRIMARY MISSION
  - SECONDARY MISSION
- OPERATIONAL EFFECTIVENESS
  - GEO LOCATION
    - ALTERNATE
    - DIVERT
    - CEIL/VIS
    - FR PRECIP
    - XWIND
    - ATC DELAYS
    - RUNWAYS
  - TRNG AREAS
    - SUPER ACBT MOA
    - OTHER ACBT MOA
    - LOW ALT MOA
    - SCORED RANGE
    - EC RANGE
    - GRND FORCE
    - ACMI
    - FULL SCALE WD
    - VR/IR RTEs
  - AIRSPACE GROWTH
  - COMP FORCE TRNG
- ASSOCIATED AIRSPACE
  - EXISTING
    - MOA/RANGES
    - VR/IR RTEs
  - FUTURE
    - MOA/RANGES
    - VR/IR RTEs
- RUNWAY TAXIWAY APRON
  - FIGHTER MISSION
  - BOMBER MISSION
  - TANKER MISSION
  - AIRLIFT MISSION

FIGHTER MISSION

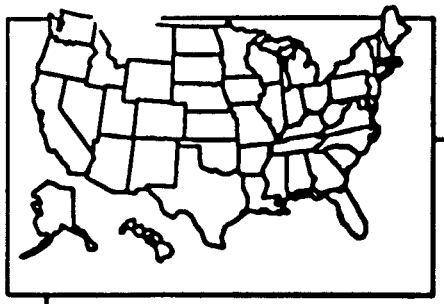


CRITERION I WEIGHTING

CRITERION I PROPOSED CHANGE TO HIERARCHY TREE

BOMBER MISSION

- FORCE STRUCTURE
  - PRIMARY MISSION
  - SECONDARY MISSION
- OPERATIONAL EFFECTIVENESS
  - BOMBER
    - GEO LOCATION
      - ALTERNATE
      - CEIL/VIS
      - FR PRECIP
      - XWIND
      - ATC DELAYS
      - RUNWAYS
    - TRNG AREAS
      - LOW ALT MOA
      - SCORED RANGE
      - DIST TO TTRC
      - EC RANGE
      - FULL SCALE WD
      - VR/IR RTEs
    - AIRSPACE GROWTH
  - TANKER
  - AIRLIFT
- ASSOCIATED AIRSPACE
  - EXISTING
    - MOA/RANGES
    - VR/IR RTEs
  - FUTURE
    - MOA/RANGES
    - VR/IR RTEs
- RUNWAY TAXIWAY APRON
  - FIGHTER MISSION
  - BOMBER MISSION
  - TANKER MISSION
  - AIRLIFT MISSION

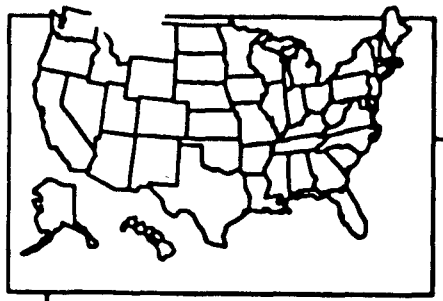


CRITERION I WEIGHTING

CRITERION I PROPOSED CHANGE TO HIERARCHY TREE

TANKER MISSION

- FORCE STRUCTURE
  - PRIMARY MISSION
  - SECONDARY MISSION
- OPERATIONAL EFFECTIVENESS
  - BOMBER
  - TANKER
    - GEO LOCATION
      - ALTERNATE
      - DIVERT
      - CEIL/VIS
      - FR PRECIP
      - XWIND
      - ATC DELAYS
      - TANKER SATURATION
      - REFUELING W/I 700 NM
      - RECEIVER DENSITY
  - AIRLIFT
- ASSOCIATED AIRSPACE
  - EXISTING
    - MOA/RANGES
    - VR/IR RTEs
  - FUTURE
    - MOA/RANGES
    - VR/IR RTEs
- RUNWAY TAXIWAY APRON
  - FIGHTER MISSION
  - BOMBER MISSION
  - TANKER MISSION
  - AIRLIFT MISSION



CRITERION I WEIGHTING

CRITERION I PROPOSED CHANGE TO HIERARCHY TREE

AIRLIFT MISSION

- FORCE STRUCTURE
  - PRIMARY MISSION
  - SECONDARY MISSION
- OPERATIONAL EFFECTIVENESS
  - BOMBER
  - TANKER
  - AIRLIFT
    - GEO LOCATION
    - TRNG AREAS
- ASSOCIATED AIRSPACE
  - EXISTING
    - MOA/RANGES
    - VR/IR RTEs
  - FUTURE
    - MOA/RANGES
    - VR/IR RTEs
- RUNWAY TAXIWAY APRON
  - FIGHTER MISSION
  - BOMBER MISSION
  - TANKER MISSION
  - AIRLIFT MISSION

- ALTERNATE
- DIVERT
- CEIL/VIS
- FR PRECIP
- XWIND
- ATC DELAYS
- MOBILITY/DEPLOYABILITY
- DROP ZONE PERSONNEL
- IR RTE SUPPORT DZ/PERS
- SR RTE SUPPORT DZ/PERS
- LANDING ZONE
- DROP ZONE HEAVY EQUIP
- IR RTE SUPPORT DZ/HVY
- SR RTE SUPPORT DZ/HVY
- ARMY/USMC AIRDROP
- FULL SCALE AIRDROP
- AIR REFUELLING

2

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

19 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 23 August 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen Tenoso, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Col Walters, AF/PE
Mr. Goldstein, AF/RT
Mr. Stewart, AF/LGM
Ms. Ross, AF/LGM
Lt Col Rodefer, AF/XOFC

The meeting was called to order by Mr. Boatright, who related the results of a meeting with Mr. Gotbaum, ASD(ES), concerning the Joint Cross-Service Groups. The Air Force has agreed to provide its banding of depot installations to the Depot JCSG by September 15th, and the banding of other JCSG installations to the JCSGs by October 7th. The need for the new COBRA program and the method and data for Criterion VI, Economic Impact, were stressed to Mr. Gotbaum. Mr. Boatright noted that the differences in the Air Force process relative to the Army and Navy processes regarding the determination of a military value (banding of installations) placed a greater burden on the Air Force, but reasserted the need to resist changing the Air Force process.

Maj Gen Tenoso presented a clarification of the impact of a delay in the acquisition of the JPATS aircraft on the UPT consolidation efforts with the Navy and the UPT JCSG. In his opinion, while the operational aspects of consolidation might differ from that envisioned with JPATS capability, the overall requirement for capacity would not be substantially affected.

Lt Col Donnalley, AF/RTR, presented a response to the BCEG request for a review of the Dover AFB potable water question under Criterion VIII, using the slide at Atch 1. Although the data has changed based on the review, the overall grade for the subelement did not change. The BCEG approved the change. Ms. Ross, AF/LGM, presented a reevaluation of the question and grading filters for the Wide Body Operations subelement in Criterion III, using the slides at Atch 2. The question assumes normal ground time for the operations listed. The BCEG noted that a data call was required to provide a response to this question, and approved the data call, subelement, and grading filters.

Lt Col Rodefer, AF/XOFC, briefed the Criterion I weighting for the small aircraft category and the large aircraft category including tanker, airlift, and bomber screens, using the slides at Atch 3. After discussing the appropriateness of the weighting for Runway/Taxiway/Apron, Ceiling and Visibility, Geographical Location, Training Airspace, and Mobility/Deployability subelements, the BCEG approved the weights as briefed. The BCEG noted that the primary mission for purposes of the large aircraft category composite analysis is the current mission accomplished by the base.

Mr. Stewart, AF/LGM, briefed a proposed method for grading the relative value of depot facilities, using the slides at Atch 4. The BCEG discussed the standard definitions, noting that the working definitions are those approved by the DoD JCSG for Depots. The other Military Departments may interpret these definitions differently, however, and some terms such as Last Source and Peculiar Capacity may be defined differently. Mr. Orr noted that capacity was based on an eight hour per day, forty hour per week shift.

The BCEG discussed the Depot Analysis Summary recommendation. Mr. Boatright explained that Criteria IV and V would never have a color grade assigned as reflected on the slide. There was a discussion of the propriety of including two Criterion I grades, and the advantages and disadvantages of aggregating the operational and depot grades into a single grade. The BCEG noted that whatever method is approved here could also apply to the Lab and Test and Evaluation installation analysis.

The BCEG also addressed the method for determining the operational grade for the depot installations. One option would include analysis of the depot installation against all mission screens under Criterion I. This analysis would provide a rating of the flexibility of the depot to provide operational capability. Another approach would use a composite rating, giving weight to the current mission of the installation. After discussion, the BCEG postponed resolution of both the operational grade and the overall Criterion I grade for depots, and directed the BCWG to develop proposals for consideration.

Mr. Stewart then described the weighting for the Commodity and Cost factors. The BCEG noted that a Wage Grade 11/ Step 3 laborer represented a standard, blue collar worker, providing a comparison of labor costs at different installations. In addition, Mr. Orr stated that the JCSG compared only the labor rate because of irreconcilable cost data among the Military

Departments. Within the Air Force, common cost data allowed comparison of operating costs per labor hour as well.

Turning to commodities, a weighting of each commodity on a 1, 2, or 3 scale was based on its percentage of total core (wartime) workload. The BCEG noted that the commodities were the same as those used by the JCSG, with some aggregation. Mr. Orr also explained that core was based on 1996 figures, since core must be determined by year. Depot support for force structure which is programmed for elimination will be captured in cost data, since that work will not require relocation. Although this will not be part of level playing field COBRA, it will be part of the final, detailed COBRA.

A typographical error was noted on the Measures of Merit Methodology slide under CORE Workload. The final line should read Total AF Depot CORE/Total AF Core. In addition, AMARC would be removed from the summary slide, since it will be evaluated against Small Aircraft under Davis-Monthan AFB, not depot installations. Finally, the word "ranking" was changed to "rating" in the Conclusion slide, since no ranking of installations is accomplished in the Air Force process. After discussion, the BCEG voted to approve the method, measures of merit, and weighting of subelements as briefed.

There being no further matters to discuss, the meeting was adjourned at 1230. The next BCEG meeting will be at the call of the Co-Chairmen.

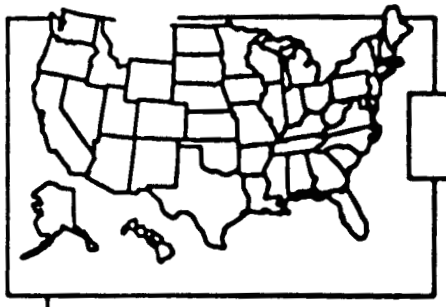
OPEN ITEMS: Pipeline and Fuel Storage Capacity Issues
Criterion I Rollup of Ops and Depot Grades
Operational Grade for Depot Bases

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Dover AFB Water
2. Wide Body Ops
3. Crit I Subelements
4. Depot Analysis

DISTRIBUTION:
SAF/FM
SAF/GCN
SAF/AQX
SAF/MIQ
AF/RT
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE



'95 AF Base Closure Executive Group

ADMINISTRATIVE

- *SECTION VIII*
  - ***Dover AFB review on Potable Water question***
    - *Data changed slightly no stoplight change*

ATCH

/94

BRAC 95 Questionnaire

Question III.1.B - Wide Body Aircraft

- Current Question
  - Can airfield handle wide-body aircraft operations (C-5, KC-10's, E-3A, 747's transient operations, i.e., park load, fuel)? (Yes/No)
- BCEG asked LGMM to determine whether the question provided relevant information
  - Differentiate between aircraft
  - Discount MHE/load crews as limiting factors

ATCH 2

BRAC 95 Questionnaire

Proposed Change to Question III.1.B

Does your airfield have the capability to handle wide body aircraft transient operations (C-5, KC-10s, 747s)? Consider physical capacity to land, taxi, park, fuel, load, and takeoff fully loaded. Assume MHE and load crews would be provided from another installation if they are not now physically present at your base

Aircraft Type	Land (Y/N)	Taxi (Y/N)	Park (Y/N)	Fuel (Y/N)	Load (Y/N)	Limitations
C-5						
KC-10						
747						

Runway Length	ft.
Runway Width	ft.
Parking Apron	sq ft.
PCN #	

Note: Do not include material handling equipment or load crews as limiting factors in answering this question.

BRAC 95 Questionnaire

Proposed Criteria for Question III.1.B

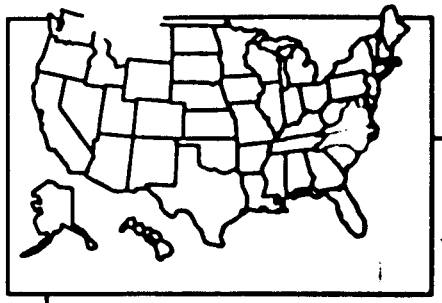
■ Question

Does your airfield have the capability to handle wide body aircraft transient operations (C-5, KC-10s, 747s)? Consider physical capacity to land, taxi, park, fuel, load, and takeoff fully loaded. Assume MHE and load crews would be provided from another installation if they are not now physically present at your base

■ Criteria

Can airfield handle wide-body operations?

- Can park, load, and fuel, three wide body aircraft types
- Can park, load, and fuel, one to two different wide-body aircraft
- Cannot handle wide-body aircraft

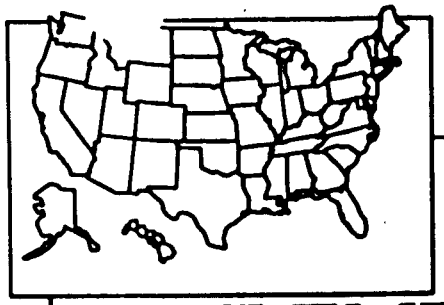


CRITERION I WEIGHTING

WEIGHTING CRITERION I: CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DoD TOTAL FORCE

BRIEFING BY: LT COLONEL KARL RODEFER/COMBAT FORCES DIVISION
MAJOR RICH JOHNSTON/MOBILITY FORCES DIVISION

ATCH 3



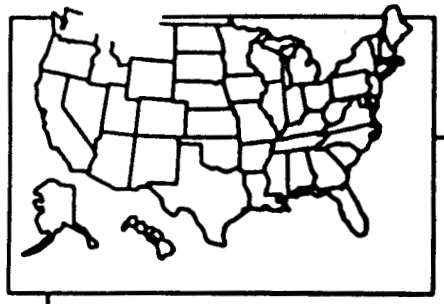
CRITERION I WEIGHTING

CRITERION I PROPOSED ELEMENT/SUB-ELEMENT WEIGHTING

SMALL AIRCRAFT BASES -- FIGHTER MISSION

- **OPERATIONAL EFFECTIVENESS 70%**
  - GEO LOCATION 50%(0.35)
    - ALTERNATE 10%(0.04)
    - DIVERT 15%(0.05)
    - CEIL/VIS 30%(0.11)
    - FR PRECIP 10%(0.04)
    - XWIND 10%(0.04)
    - ATC DELAYS 10%(0.04)
    - RUNWAYS 15%(0.05)
  - AIRSPACE GROWTH 5%(0.04)
  - COMP FORCE TRNG 5%(0.04)
  - TRNG AREAS 40%(0.28)
    - SUPER ACBT MOA 16%(0.04)
    - OTHER ACBT MOA 8%(0.02)
    - LOW ALT MOA 15%(0.04)
    - SCORED RANGE 16%(0.04)
    - EC RANGE 8%(0.02)
    - GRND FORCE 8%(0.02)
    - ACMI 15%(0.04)
    - FULL SCALE WD 8%(0.02)
    - VR/IR RTEs 8%(0.02)
- **ASSOCIATED AIRSPACE 20%**
  - EXISTING 67%(0.13)
    - MOA/RANGES 67%(0.09)
    - VR/IR RTEs 33%(0.04)
  - FUTURE 33%(0.07)
    - MOA/RANGES 67%(0.04)
    - VR/IR RTEs 33%(0.02)
- **RUNWAY TAXIWAY APRON -- 10%**
  - FIGHTER MISSION 25%(0.03)
  - BOMBER MISSION 25%(0.03)
  - TANKER MISSION 25%(0.03)
  - AIRLIFT MISSION 25%(0.03)

XX% ELEMENT WEIGHT
0.YY ELEMENT IMPACT



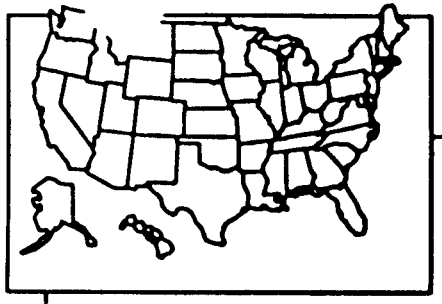
CRITERION I WEIGHTING

CRITERION I PROPOSED ELEMENT/SUB-ELEMENT WEIGHTING

LARGE AIRCRAFT BASES -- BOMBER MISSION

- OPERATIONAL EFFECTIVENESS 70%
  - BOMBER
    - GEO LOCATION 60%(0.42)
      - ALTERNATE 10%(0.06)
      - CEIL/VIS 25%(0.15)
      - FR PRECIP 15%(0.09)
      - XWIND 15%(0.09)
      - ATC DELAYS 10%(0.06)
      - RUNWAYS 25%(0.15)
    - AIRSPACE GROW 10%(0.07)
    - TRNG AREAS 30%(0.21)
      - LOW ALT MOA 7%(0.01)
      - SCORED RANGE 21%(0.04)
      - DIST TO TTRC 13%(0.03)
      - EC RANGE 13%(0.03)
      - FULL SCALE WD 13%(0.03)
      - VR/IR RTEs 33%(0.07)
  - TANKER
  - AIRLIFT
- ASSOCIATED AIRSPACE 20%
  - EXISTING 67%
    - MOA/RANGES 50%(0.07)
    - VR/IR RTEs 50%(0.07)
  - FUTURE 33%
    - MOA/RANGES 50%(0.03)
    - VR/IR RTEs 50%(0.03)
- RUNWAY TAXIWAY APRON -- 10%
  - FIGHTER MISSION 25%(0.03)
  - BOMBER MISSION 25%(0.03)
  - TANKER MISSION 25%(0.03)
  - AIRLIFT MISSION 25%(0.03)

XX% ELEMENT WEIGHT
0.YY ELEMENT IMPACT



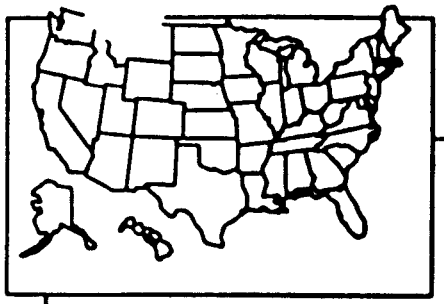
CRITERION I WEIGHTING

CRITERION I PROPOSED ELEMENT/SUB-ELEMENT WEIGHTING

LARGE AIRCRAFT BASES -- TANKER MISSION

- OPERATIONAL EFFECTIVENESS 70%
  - BOMBER
  - TANKER
    - GEO LOCATION 100%(0.70)
      - ALTERNATE 7%(0.05)
      - CEIL/VIS 13%(0.09)
      - FR PRECIP 7%(0.05)
      - XWIND 7%(0.05)
      - ATC DELAYS 13%(0.09)
      - TANKER SAT 27%(0.19)
      - REFUEL W/I 700 NM 13%(0.09)
      - RECEIVER DENSITY 13%(0.09)
  - AIRLIFT
- ASSOCIATED AIRSPACE 20%
  - EXISTING 67%(0.13)
    - MOA/RANGE 100%(0.13)
  - FUTURE 33%(0.07)
    - MOA/RANGES 100%(0.07)
- RUNWAY TAXIWAY APRON--10%
  - FIGHTER MISSION 25%(0.03)
  - BOMBER MISSION 25%(0.03)
  - TANKER MISSION 25%(0.03)
  - AIRLIFT MISSION 25%(0.03)

XX% ELEMENT WEIGHT
0.YY ELEMENT IMPACT



CRITERION I WEIGHTING

CRITERION I PROPOSED ELEMENT/SUB-ELEMENT WEIGHTING

LARGE AIRCRAFT BASES -- AIRLIFT MISSION

- OPERATIONAL EFFECTIVENESS 70%
  - BOMBER
  - TANKER
  - AIRLIFT
    - GEO LOCATION 67%(0.47)
      - ALTERNATE 7%(0.03)
      - CEIL/VIS 13%(0.06)
      - FR PRECIP 7%(0.03)
      - XWIND 7%(0.03)
      - ATC DELAYS 13%(0.06)
      - MOBILITY/ 53%(0.25)
    - TRNG AREAS 33%(0.23)
      - DROP ZONE PERS 7%(0.02)
      - IR RTE DZ/PERS 7%(0.02)
      - SR RTE DZ/PERS 7%(0.02)
      - LANDING ZONE 7%(0.02)
      - DROP ZONE HVY EQ 14%(0.03)
      - IR RTE DZ/HVY 7%(0.02)
      - SR RTE DZ/HVY 7%(0.02)
      - ARMY/MC AIRDROP 27%(0.06)
      - FULL SC AIRDROP 7%(0.02)
      - AIR REFUELING 7%(0.02)
- ASSOCIATED AIRSPACE 20%
  - EXISTING 67%(0.13)
    - MOA/RANGES 33%(0.04)
    - VR/IR RTEs 67%(0.09)
  - FUTURE 33%(0.07)
    - MOA/RANGES 33%(0.02)
    - VR/IR RTEs 67%(0.04)
- RUNWAY TAXIWAY APRON--10%
  - FIGHTER MISSION 25%(0.03)
  - BOMBER MISSION 25%(0.03)
  - TANKER MISSION 25%(0.03)
  - AIRLIFT MISSION 25%(0.03)

XX% ELEMENT WEIGHT/0.YY ELEMENT IMPACT

CRITERION I WEIGHTING

CRITERION I PROPOSED ELEMENT/SUB-ELEMENT WEIGHTING

LARGE AIRCRAFT BASES -- ALL MISSIONS

OPERATIONAL EFFECTIVENESS 70%

- PRIMARY MISSION OPS EFFECTIVENESS 70%(0.49)
- OTHER MISSION OPS EFFECTIVENESS 15%(0.10)
- OTHER MISSION OPS EFFECTIVENESS 15%(0.10)

ASSOCIATED AIRSPACE 20%

- EXISTING 67%(0.13)
- FUTURE 33%(0.07)

RUNWAY TAXIWAY APRON -- 10%

- FIGHTER MISSION 25%(0.03)
- BOMBER MISSION 25%(0.03)
- TANKER MISSION 25%(0.03)
- AIRLIFT MISSION 25%(0.03)

XX% ELEMENT WEIGHT
0.YY ELEMENT IMPACT

CRITERION I WEIGHTING

RECOMMENDATION:

ACCEPT RECOMMENDED WEIGHTS

Depot Value Process

Mr.. Maurice Stewart
Maintenance Policy Division
Directorate of Maintenance
DCS/LOGISTICS

ATCH 4

Depot Working Definitions

- **<u>CORE</u>-An integral part of depot maintenance skills and resources base that shall be maintained within depot activities to meet contingency requirements to support the JCS two MRC scenario**

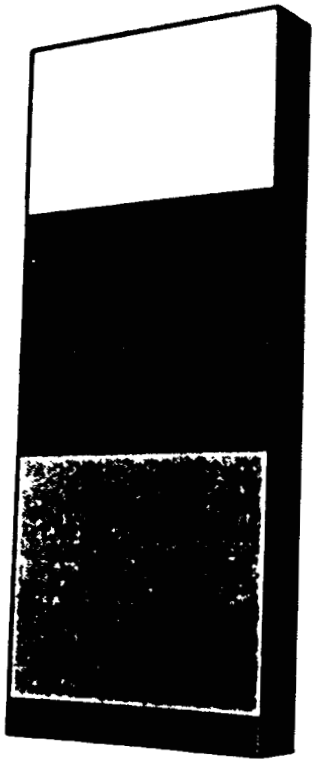
- **<u>CAPACITY</u>-Is basically a measure of available equipment, facilities, and operating hours**

Depot Working Definitions

- Capability-Concerns itself with the workforce size and skill

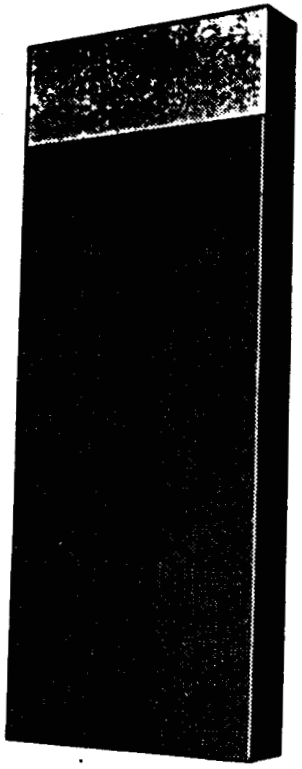
Workload/Capacity Makeup

Workload



- Above Core
- Other Services
- FMS
- Last Source
- Core
- Peculiar Core

Capacity



- Maximum
- Current

Overview

- Depot Analysis Summary
- Criteria
  - Depot Analysis
  - Measures Of Merit
  - Measures Of Merit Methodology
  - Depot Value Summary
- Conclusion

Depot Analysis Summary

CRITERIA	GRADE
I	OPS / DEPOT
II	-
III	
IV	-
V	
VI	-
VII	+
VIII	+

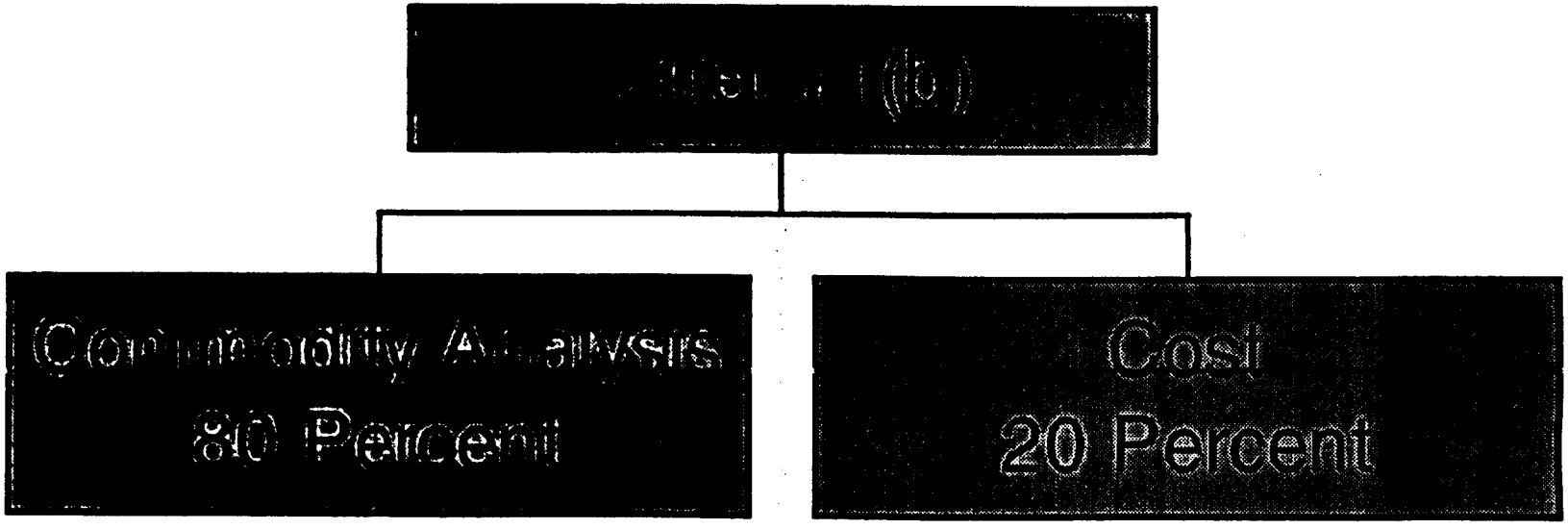
BCEG
VOTE

TIERS
1
2
3

COBRA
- COST AND MANPOWER IMPLICATIONS (IV)
- RETURN ON INVESTMENT (V)

COBRA
CLOSURE COST
$793M
SAVINGS $105
PAYBACK = 7.5 yrs

Criteria



Cost

- Cost ***(Max 20 Pts)***
  - Labor Rate Differential (WG 11/3 Wage Rate)
  - Annual Operating Cost Per Direct Labor Hour

Depot Analysis- Base A Commodity

	40% M1	30% M2	10% M3	10% M4	10% M5	ROLL-UP	
3 TNUR TRANS BOMBER							
3 ENGINE							
3 ALL SOFTWARE							
3 FIGHTER							
3 AVIONICS							
3 GROUND CE							
2 AC/T STRUCTURES							
2 AC/T OTHER							
2 INSTRUMENTS							
2 ALL MISSILES							
2 HYF/PNEUMATIC							
2 LANDING GEAR							
2 TMDE							
2-COMMAND CNTRL AC							
1 OTHER GEN PURPOSE							
1 MUNITIONS/ORDNANCE							
1-PROPELLERS							
[illegible]							
1-OTHER							
1-GROUND GEN PURP							
1-VEHICLE COMPONENTS							
1-GROUND MUNITIONS							
TOTAL							

Measures of Merit

- M1 - CAPACITY (40%)
- M2 - CORE WORKLOAD (30%)
- M3 -UNIQUE/PECULIAR CORE WORKLOAD, CAPABILITY AND CAPACITY (10%)
- M4 - UNIQUE / PECULIAR CORE WORKLOAD TEST FACILITY (10%)
- M5 - OTHER WORKLOAD (10%)

Measures Of Merit Methodology

- Capacity (Max *40 pts*)
  - % Current Capacity of AF CORE Capability (*20 pts*)
    - Capacity Index/Total AF CORE Capabilities
  - % of Max Potential Capacity (MPC) of Total AF CORE Capability (*20 pts*)
    - MPC /Total Service CORE Capabilities
- CORE Workload/CORE Capabilities
  - % CORE Workload/Total Workload *(10 pts)*
  - Total AF Depot CORE/Total AF CORE *(20 pts)*

Measures of Merit Methodology

- Unique/Peculiar CORE Workloads, Capabilities & Capacities ***(Max 10 pts)***
  - % Unique & Peculiar AF CORE Workload
    - Unique & Peculiar/ Total AF CORE Workload
- Unique & Peculiar CORE Workload Test Facilities ***(Max 10 pts)***
  - Unique & Peculiar Test ***Facilities*** Related To This Commodity

Measure Of Merit Methodology

- OTHER WORKLOADS ***(Max 10 pts)***
  - % Last Source workload of Total Above Core Workload (*6 pts*)
    - Last Source/Total Above Core Workload
  - % Other Workloads From Outside Service Of Total Core (*4 pts*)
    - FMS + INTERSERVICE Above Core + Other Agency Above Core/Total Above Core

Depot Value Summary

	TINKER	ROBINS	McCLELLAN	KELLY	HILL	AMARC	REQUIRED CAPACITY (INSTALLATION)
3-TRNR TRANS BOMBER							
3-ENGINE							
3-ALL SOFTWARE							
3-FIGHTER							
3-AVIONICS							
3-GROUND CE							
2-ACFT STRUCTURES							
2-ACFT OTHER							
2-INSTRUMENTS							
2-ALL MISSILES							
2-HYD/PNEUMATIC							
2-LANDING GEAR							
2-TMDE							
2-COMMND CONTRL AC							
1-OTHER GEN PURP							
1-MUNITIONS/ORDANCE							
1-PROPELLERS							
1-APUs							
1-OTHER							
1-GROUND GENERATORS							
1-VEHICLE COMPONENTS							
1-GROUND MUNITIONS							
COMPOSITE							
COST							
DEPOT TOTAL							

Conclusion

- We Believe This Depot ~~Ranking~~ Rating Approach is:
  - Sound
  - Auditable
  - Defendable

3

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

12 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 29 August 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Maj Gen McGinty, AF/DPP
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Col Mayfield, AF/RTR
Col Newell, AF/XOO
Col Stewart, AF/LGMM
Mr. Stewart, AF/LGM

The meeting was called to order by Mr. Boatright. Maj Gen Blume indicated that the Working Group is developing an approach to the depot analysis. Lt Col Donnalley presented several data changes resulting from audit review and presented several items the BCEG had requested to review, using the slides at Atch 1. The BCEG approved the changes.

Mr. Stewart, AF/LGM, presented two options on combining the operations and depot scores for Criterion I for the depot category, using the slides at Atch 2. The BCEG noted that the slide on Option 2 improperly showed a rollup for depot and operations for Criteria II - VIII, and directed that the slide be corrected. Although desiring to develop a common approach for depots, laboratories, and test and evaluation facilities, the BCEG noted that the lack of any operations capability at several of the laboratory sites would make this difficult to achieve. After discussion, the BCEG voted to adopt a rollup of the depot and operations capabilities of a depot installation using a 70 percent weight on the depot score and a 30 percent weight on the operations score, producing a single color grade for Criterion I. A different approach may be developed if evaluation of lab and test and evaluation facilities is necessary.

Mr. Stewart briefed an administrative error on the Depot Analysis charts shown at the previous BCEG. The measure of merit charts showed a point score for some measures. Instead, a percentage score will be used for all commodity measures of merit. The BCEG approved this correction. A discussion of the progress of the depot evaluation revealed that the Working Group was developing a computer driven analytical tool for the depot grading. The BCEG directed that an audit be accomplished to ensure this tool is accurate and reliable.

Lt Col O'Neill, AF/RTT, briefed some preliminary assumptions for the COBRA analysis of depot facilities, using the slides at Atch 3. The assumptions were developed in the AFMC 21 analysis conducted by Air Force Materiel Command earlier this year. The BCEG noted serious inconsistencies and deficiencies in the assumptions briefed, and directed the LG and XO communities to review any assumptions for receiver locations for reasonableness. In general, the BCEG directed that the COBRA model would move all facilities off a base for the level playing field, regardless of cost, as long as there was no vital and irreplaceable operational or functional capability that could not be duplicated at any other installation. In addition, the BCEG directed that force structure slated for drawdown across the Air Force will be presumed to come from a depot with like force structure. This is consistent with the level playing field COBRA assumptions for force structure at operational bases.

There being no further matters to discuss, the meeting was adjourned at 1225. The next BCEG meeting will be at the call of the Co-Chairmen.

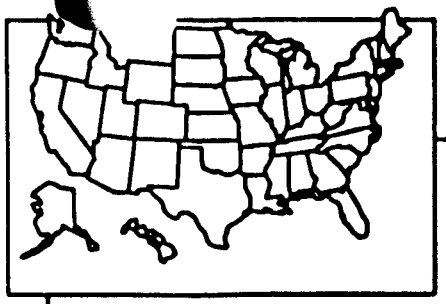
OPEN ITEMS: Criterion I Operations Scoring for Depot Facilities
Audit of Depot Grading Computer Tool
Assumptions for Depot Level Playing Field COBRA

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Admin matters
2. Depot Analysis
3. COBRA Assumptions

DISTRIBUTION:
SAF/FM
SAF/GCN
SAF/AQX
SAF/MIQ
AF/RT
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM

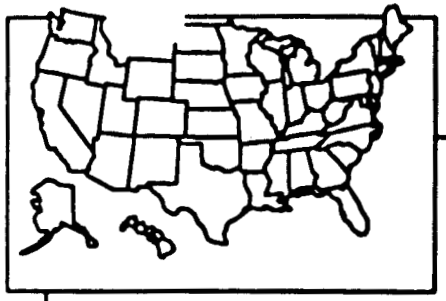


Base Closure Executive Group

ADMINISTRATIVE

- Data Corrections
  - Identified by USAF Audit Agency
  - Base and MAJCOM generated corrections
  - Changes do not alter Color code grades
- Open BCEG data questions Criterion III
  - Grand Forks weapons storage area
  - Holloman's dedicated hot cargo pad
  - Pipeline/fuel capacity overall

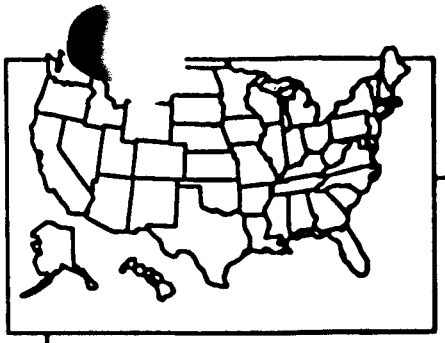
ATCH 1



Base Closure Executive Group

Data Corrections

- Total Fuel pits
  - Dover to 28
  - Edwards to 12
  - Tinker to 31



Base Closure Executive Group

Open Issues

- Grand Forks WSA
  - Confirmed 1.1 Storage capacity of 708,560 lbs
  - No color code change warrented
- Holloman Hot Cargo Pad
  - Utilize taxiway
  - no dedicated sited Hot cargo pad
  - No color code change warrented
- Pipeline / Fuel storage questions
  - New questions added to prevent confusion of 93
  - Specific question added on continuous service from the primary source

Depot Analysis

Option 1

CRITERIA	GRADE	
I	DEPOT	Ops
	70%	30%
II	-	
III		
IV		
V		
VI		
VII	-	
VIII	+	

BCEG *VOTE*

TIERS
1
2
3

Depot Analysis

Option 2

CRITERIA	OPS	DEPOT VALUE	ROLL-UP
I			
II			
III			
IV			
V			
VI			
VII			
VIII			

BCEG VOTE

TIERS
1
2
3

Selection of Notional Real World Receiver Bases for Depots

- Level playing field assumptions by base
  - Assumptions (AFMC 21)
  - Depot Moves (AFMC 21)
  - Force Structure Moves
- Serve as a basis for level playing field COBRA
- Results to be briefed to BCEG

Selection of Notional Real World Receiver Bases for Depots

Hill AFB

- Assumptions
  - ICBM workload and munitions remain at Hill
- Depot Moves
  - ALCM - Tinker
  - Landing Gear/Wheels/Brakes - Tinker
  - C-130 - Robins
  - Armament - Robins
  - Photo-Recon - Robins
  - F-4 - Kelly
  - STAMP/STRAPP - Kelly
  - Trainers/Simulators - Kelly

ATCH 3

Selection of Notional Real World Receiver Bases for Depots

Hill AFB (Continued)

- Force Structure Moves
  - » 54 F-16 (Active)
    - 36 - Cannon
    - 18 - Shaw
  - » 12 F-16 (Reserve)
    - 12 - New Orleans

Kelly AFB

- Assumptions
  - » AFIC remains stand alone
- Depot Moves
  - » C-17 - Robins
  - » C-5 and aircraft related (C-5) - Tinker
  - » Engines - Tinker
  - » Software (C-5 and C-17) - Tinker
  - » Proven Aircraft Management - Tinker
  - » Fuels Management - Tinker
  - » SE/ATE - Hill
  - » Nuclear related - Hill
  - » Aircraft related - Robins
  - » Software - Robins

Kelly AFB

- Force Structure Moves
  - » 12 F-16 (Guard)
    - » 12 - Bergstrom
  - » 14 C-141 (Reserve)
    - » 8 - Travis
    - » 6 - Westover

McClellan AFB

- Assumptions
  - » Nuclear facilities will be shut down
- Depot Moves
  - » F-111 - Hill
  - » A-10 - Hill
  - » C-135 - Tinker
  - » F-15 - Robins
  - » Related (A-10, F-111 & F-15) - 90% to Hill & 10 % to Robins
  - » Avionics (F-111) - Hill
  - » Command, Control, Communications Electronics, & Intelligence - Hill

McClellan AFB

- Depot Moves (Continued)
  - » Electronic components and Electronic SE - Hill
  - » Electo / Mechanical - Hill
  - » Hydraulics - Tinker
  - » Instruments - Tinker
  - » Software (F-111) - Hill
  - » F-117 Management - Tinker
  - » F-22 Management - Robins
  - » Det 42 Management - Tinker
  - » Tech Operations Division - Offutt
- Force Structure Moves
  - » 4th AF - March

Robins AFB

- Assumptions
  - » None
- Depot Moves
  - » TBD
- Force Structure Moves
  - » 8 B-1 (Guard)
    - • 8 - Ellsworth
  - » 8 E-8 (Active)
    - • 8 - Beale
  - » 2 EC-135 (Active)
    - • 2 - Beale
  - » 12 KC-135 (Active)
    - • 12 - Charleston

Selection of Notional Real World Receiver Bases for Depots

Tinker AFB

- Assumptions
  - » None
- Depot Moves
  - » AFMC workload to other ALCs
  - » JMEMS - Eglin
- Force Structure Moves
  - » 22 E-3 (Active)
    - 22 - Basis
  - » 4 T-38 (Active)
    - 4 - Basis
  - » 1 EC-135 (Active)
    - 1- Basis
  - » 8 KC-135 (Reserve)
  - » 8 - MacDill
  - » 23 E-3 - Navy TACAMO
    - Base X - Replicate Tinker facilities

4

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

19 SEP 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Maj Gen Blume, SAF/MII, at 1030 hours on 1 September 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. McCall, SAF/MIQ
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Mr. Heady, SAF/GCN
Col Mayfield, AF/RTR
Col Newell, AF/XOO
Mr. Mleziva
Lt Col Pitcher, LGM
Maj Richardson, AF/RTR
Lt Col Rodefer, AF/XOFM

Mr. Mleziva from the Air Force Laboratory Joint Cross-Service Working Group briefed a proposed method of analysis for laboratories, if the JCSG decides not to provide functional values for laboratory activities, using the slides at Atch 1. He noted the differences inherent in a cross-service comparison of laboratories and an intra-Air Force analysis. The BCEG noted that the statements on page 1 of the slides were incorrect in that all eight criteria were the "drivers" for installation closures, while the DoD process would not develop closures but only "alternatives." The Air Force process compares installations with similar missions while the JCSGs compare functions and activities not total installations.

A concern was expressed over the proposed "Priority" subelement and its data sources. The Working Group was directed to develop a recommendation on measurement and certification

of data intended to form the basis for this subelement. An additional concern noted was the need for filters or grading criteria for the various proposed subelements. These should result in grades expressed as either numbers or colors.

The BCEG then discussed the ability to roll up a lab and operations value where a laboratory exists on an operational base. In the depot subcategory, these values were rolled into an overall Criterion I value for the installation. In laboratories, however, there are facilities with no operational capability. As a result, an Operations score applied to some but not others will have the potential to skew the analysis if a mathematical rollup is used. After discussion, the BCEG determined that two grades will be produced at the Criterion I level for laboratories, some of which will be N/A.

The BCEG noted that only those bases in the Laboratory subcategory will be evaluated using this method. For laboratory facilities located on bases categorized differently, the tiering value reported to the Laboratory JCSG will reflect the tiering within that subcategory, such as small or large aircraft. The BCEG then discussed the proposed weighting of the five subelements listed, and determined that the value of personnel and location were not given sufficient weighting. The basis for this determination is that the highly skilled scientific teams which have been developed at a laboratory, and the support from local geographic elements, are crucial to the success of the lab mission. Closure of a laboratory will disrupt these teams for several years. After discussion, the BCEG assigned weights as follows:

Priority	25 percent
Workload	25 percent
Personnel	25 percent
Facilities and Equipment	10 percent
Location	15 percent

Lt Col Pitcher, AF/LGM, presented the level playing field assumptions for depot COBRA analysis, using the slides at Atch 2. The moves were based on the AFMC 21 study's assumptions for closure of only one depot. Unlike the more comprehensive COBRA analysis options, these moves were based on a set of assumptions as detailed in the slides, and will be used only for level playing field comparison. The BCEG approved the assumed moves as briefed.

Maj Richardson, AF/RTR, briefed the assumed moves for COBRA analysis of ARC units located at depot installations, using the slides at Atch 3. The BCEG noted that the "realistic" moves as briefed on the slides have no relevance to the process at this point and would be ignored. Lt Col Rodefer, AF/XOFC, briefed the level playing assumptions for active duty operational units located at depot installations, using the slides at Atch 4. The BCEG noted that the cost to replicate the Navy TACAMO facilities at Tinker should be included as a COBRA cost, since they could make no beddown assumptions for that unit. After discussion, the BCEG approved the ARC and active duty assumptions for COBRA.

The BCEG then discussed options for evaluating the operational portion of depot facilities, using the slides at Atch 5. While an equal weighting of all operational mission capabilities would provide information on the operational flexibility of the depot installation, a priority given to the current mission would give credit to the missions for which the operational facilities have

been developed, and would be consistent with the operational subcategory evaluations. After discussion, the BCEG postponed resolution of this matter until further study could be made.

There being no further matters to discuss, the meeting was adjourned at 1255. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: Criterion I Operations Scoring for Depot Facilities
Details of Lab Activity Analysis, including Priority subelement

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Lab Analysis
2. COBRA Assumptions
3. ARC Assumptions
4. Active Duty Assumptions
5. Depot Ops Value

DISTRIBUTION:
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SAF/AQX
SAF/MIQ
AF/RT
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM

Air Force Laboratory/ Product Center ("Lab") Bases/Installations

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AF/DoD Process Comparison

- Air Force Process Compares the Relative Value of Dissimilar Air Force Functional Activities
  - Closure Largely Driven by Cost to Relocate and Other Mission Considerations
- Department of Defense Process Compares the Relative Value of Similar Service Functional Activities
  - Closure Largely Driven by a Preponderance of Lower Rating Functional Activities

ATCH 1

LJCSG vs AF Only Evaluation

LJCSG	A	AF	N
CSF 1	25	85	67
CSF 2	89	45	56
CSF 3	51	36	78

AF Only	AF	AF	AF
CSF 1	92	--	--
CSF 2	--	53	--
CSF 3	--	--	24

"Lab" Bases/Installations

- Some Have Operational Components/Potential
  - e.g., Kirtland AFB
- Some Have Multiple "Lab" Activities
  - e.g., Wright-Patterson AFB (WPAFB)
    - Wright Laboratory
    - Armstrong Laboratory
    - Aeronautical System Center
- Some "Lab" Activities Are Involved in Multiple Common Support Functions
  - e.g., Wright Laboratory at WPAFB
    - Air Vehicles
    - Materials
- Some "Lab" Activities Are On Bases in Other BCEG Categories
  - e.g., Armstrong Lab at Tyndall AFB

"Lab" Functional Matrix

Installation	Agency	Lab
WPAFB (Opt)	ASC	Air Vehicles - Fixed - Structure Air Vehicles - Fixed - Propulsion Air Vehicles - Fixed - Avionics Air Vehicles - Fixed - Flight Subsystems
	WL	Air Vehicles - Fixed - Structure Air Vehicles - Fixed - Propulsion Air Vehicles - Fixed - Avionics Air Vehicles - Fixed - Flight Subsystems Advanced Materials
	AL	Human Systems
Los Angeles AFB	SMC	Space Systems - Launch Vehicles Space Systems - Satellites Space Systems - Ground Control Systems
Hanscom AFB	ESC	C4I Systems - Airborne C4I C4I Systems - Fixed Ground-Based C4I C4I Systems - Ground Mobile C4I
	RL	Electronic Devices
	PL	Space Systems - Satellites
Brooks AFB	AL	Human Systems Training Systems Manpower & Personnel
	HSC	Human Systems Training Systems
Kirtland AFB (Opt)	PL	Space Systems - Launch Vehicles Space Systems - Satellites Space Systems - Ground Control Systems
Rome	RL	Electronic Devices

Measures of Merit/Weights

- **Priority** 25%
  - Requirement
  - Air Force Role
  - Degree of Outsourcing
- **Workload** 25%
  - Number of Major Programs
  - Direct Funding/Other Obligation Authority
  - Work Years
- **Personnel** 20%
  - Total Number/Type
  - Education/Experience
  - Quality
- **Facilities and Equipment** 20%
  - Replacement Cost
  - Square Footage
- **Location** 10%
  - Geographical/Climatological Features
  - Proximity to Mission Related Activities
  - Environmental Constraints
  - Special Support Infrastructure

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Criteria for Common Support Functions (CSFs)

Air Force Priority	Answers		
• Does the Air Force Budget For CSF?	Y	Y	Y
• Does the Air Force Need to be Preeminent in the CSF?	N	Y	Y
• Does the Air Force Need In-House Capability for this CSF?	N	N	Y
Resulting CSF Priority *	3	2	1

* 1 is Highest AF Priority – 3 is Lowest

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"Lab" Common Support Functions

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]				
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LAB MEASURES

LJCSG DATA CALL ELEMENTS	LJCSG	AF
Location		
3.0: INTERCONNECTIVITY	3.0: YES	3.0: YES
3.1.1: GEOGRAPHIC/CLIMATOLOGICAL FEATURES	3.1.1: YES	3.1.1: YES
3.1.2: LICENSES & PERMITS	3.1.2: NO	3.1.2: NO
3.1.3: ENVIRONMENTAL CONSTRAINTS	3.1.3: YES	3.1.3: YES
3.1.4: SPECIAL SUPPORT INFRASTRUCTURE	3.1.4: YES	3.1.4: YES
3.1.5: PROXIMITY TO MISSION RELATED ORGANIZATIONS	3.1.5: NO	3.1.5: YES
Personnel		
3.2.1: TOTAL PERSONNEL BY TECHNICAL, MANAGEMENT, OTHER AND BY GOVT (CIV,MIL), ON-SITE FFRDC, AND ON-SITE SETA	3.2.1: YES	3.2.1: YES + OFF-SITE FFRDC
3.2.2: EDUCATION OF GOVT PERSONNEL	3.2.2: YES	3.2.2: YES
3.2.3: YEARS OF EXPERIENCE FOR GOVT TECHNICAL PERSONNEL	3.2.3: YES	3.2.3: YES
3.2.4.1: PATENTS AWARDED FOR GOVT PERSONNEL	3.2.4.1: YES	3.2.4.1: YES
3.2.4.2: PAPERS PUBLISHED IN PEER JOURNALS	3.2.4.2: YES	3.2.4.2: YES

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LAB MEASURES (CONT'D)

LJCSG DATA CALL ELEMENTS	LJCSG	AF
Work Load		
3.3.1.1 FY1993 ACTUAL WORKS ENGINEER OUT BY LIFE CYCLE (S&T, EMD DEV AND ISD AND BY GOVT (CIV,MIL), ON-SITE FFRDC, AND ON-SITE SETA	3.3.1.1 NO	3.3.1.1 YES
3.3.1.2 DIVISION OF PROGRAMS BY ACAT	3.3.1.2 YES	3.3.1.2 YES
3.3.1.3 IN-SERVICE ENGINEERING EFFORTS	3.3.1.3 YES	3.3.1.3 NO
3.3.2.1 PROJECTED DIRECT FUNDING	3.3.2.1 NO	3.3.2.1 YES
3.3.2.2 PROJECTED OTHER GOVERNMENTAL AUTHORITY, FY1994-1997	3.3.2.2 NO	3.3.2.2 YES
Facilities/Equipment		
3.4.1 MAJOR CDP FACILITIES / EQUIPMENT	3.4.1 YES	3.4.1 YES
3.5.1 EXPANSION POTENTIAL	3.5.1 NO	3.5.1 NO
3.5.1.1/3.5.1.2 ABILITY TO ADDING ADDITIONAL CDP WORKS	3.5.1.1: NO 3.5.1.2 NO	3.5.1.1: NO 3.5.1.2 NO
3.5.1.3 IMPACT OF WILDER	3.5.1.3 NO	3.5.1.3 NO
3.5.2 LAND USE	3.5.2 YES	3.5.2 YES
3.5.3 UTILITIES	3.5.3 NO	3.5.3 NO

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Activity Functional Value

Summary

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WPAFB	ASC							
	WL							
	AL							
Los Angeles AFB	SMC							
Hanscom AFB	ESC							
	RL							
	[illegible]							
Brooks AFB	AL							
	SMC							
Kirtland AFB	[illegible]							
Rome	RL							

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"Lab" Functional Value

Summary

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
WPAFB							
Los Angeles AFB							
Hanscom AFB							
Brooks AFB							
Kirtland AFB							
Rome							

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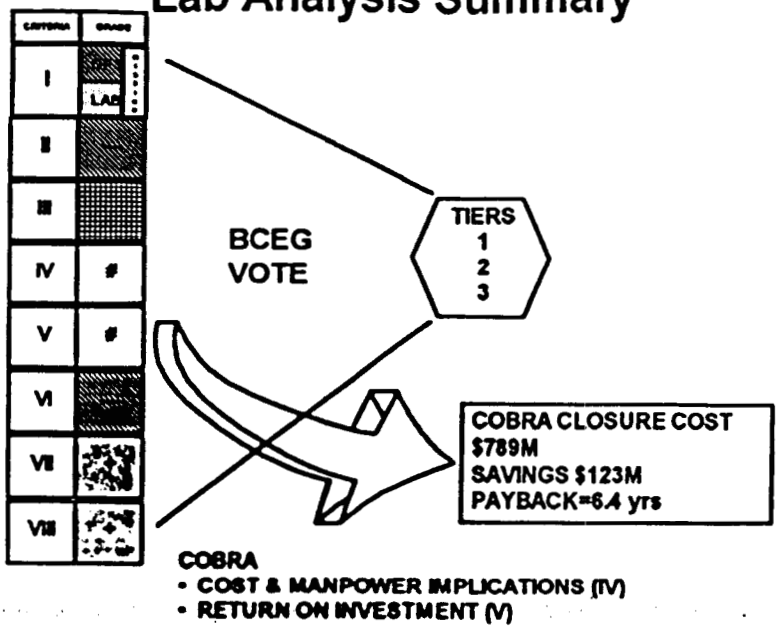
Lab Analysis Summary



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Summary

- "Lab" Rating Process Provides Air Force Functional Value of:
  - "Lab" Activities
  - "Lab" Bases/Installations
- Process is Auditable and Defendable
- Process Can be Adapted to Consider Joint Cross-Service Functional Values Which Could be Compared at the Activity Level

Level Playing Field Assumptions

- Assumptions Approved by BCEG
- Depot Moves (AFMC 21 Baseline)
- Excess Capacity Maximized Prior to Costing New Facilities
- Programmed Air Force Force Structure Drawdowns Sourced From Level Playing Field Base
- Serve As a Basis for Level Playing Field COBRA
- Results to Be Briefed to BCEG

AFMC 21 Assumptions

- Consistent with BRAC criteria/process
  - Certified data
- Consider all installations
  - Equally, individually, in Pairs
- Tenants moved to "Base X" 1000 miles distant
- Baselines
  - FY 93 Workload Review Projections for FY 96
  - FY 93 Manpower Projections for FY01

ATCH 2

AFMC Consolidation Philosophy

- Consolidate to most comparable commodity
  - Minimize disruption in operations support
  - Minimize costs
- Dual sourced workloads
  - Consolidated to largest remaining source
- Single sourced workloads
  - Moved to closest related commodity group
- Depot Maintenance separated from system management
  - Consolidated to remaining center

Tinker AFB

- Assumptions
  - Complete Closure
- Depot Moves
  - B-1 - Robins
  - B-2 - McClellan
  - B-52 - Kelly
  - KC-135 - Kelly
  - E-3 - McClellan
  - Engine Inst. - McClellan
  - Pneumatics - McClellan
  - Oxygen Systems - Hill

Robins AFB

- Assumptions
  - Complete Closure
- Depot Moves
  - F-15 - McClellan
  - C-141 - Kelly
  - J-Stars - Tinker
  - C-130 - Hill (includes SOF mgt)
  - Avionics/EW - McClellan
  - Vehicle Mgt - McClellan
  - Gyros - Hill

Kelly AFB

- Assumptions
  - Complete closure
  - AFIC remains attached to Lackland
- Depot Moves
  - C-17 - Robins
  - C-5 - Tinker
  - Engines - Tinker
  - Support Equip / Automatic Test Equip - Hill
  - Special Weapons - Hill
  - Proven Aircraft Mgt - Tinker
  - Fuels Mgt - Tinker

McClellan AFB

- Assumptions
  - Complete closure
  - Nuclear facility shut down - nuclear material stored in place
- Depot Moves
  - F-111 - Hill
  - A-10 - Hill
  - KC-135 - Tinker
  - F-15 - Robins
  - C^3I - Hill
  - Electrical Components and Electronic SE - Hill

McClellan AFB
(Continued)

- Depot Moves
  - Electo/Mechanical - Hill
  - Hydraulics - Tinker
  - Flight Control Instruments - Tinker
  - F-117 Mgt - Tinker
  - F-22 Mgt - Robins
  - Det 42 Mgt - Tinker

Hill AFB

- Assumptions
  - Complete Closure
- Depot Moves
  - F-16 - McClellan
  - C-130 - Robins
  - ICBM - Tinker
    - ✔ Issues: Storage facilities
      Integration Spt Facility (Silos) START mplications
  - Landing Gear/Wheels/Brakes - Tinker
  - ✔ Munitions - Kelly/Kirkland
    - Issue: Wartime STAMP/STRAPP limitations from single POE

✔ Differs from AFMC 21 Study

Hill AFB
(Continued)

- DEPOT Moves
  - Armament - Robins
  - Photo Recon - Robins
  - Trainers/Simulators - Kelly
  - F-4 Mgt - Kelly
  - Maverick Missile Mgt - Robins

AIR FORCE BCEG ANALYSIS

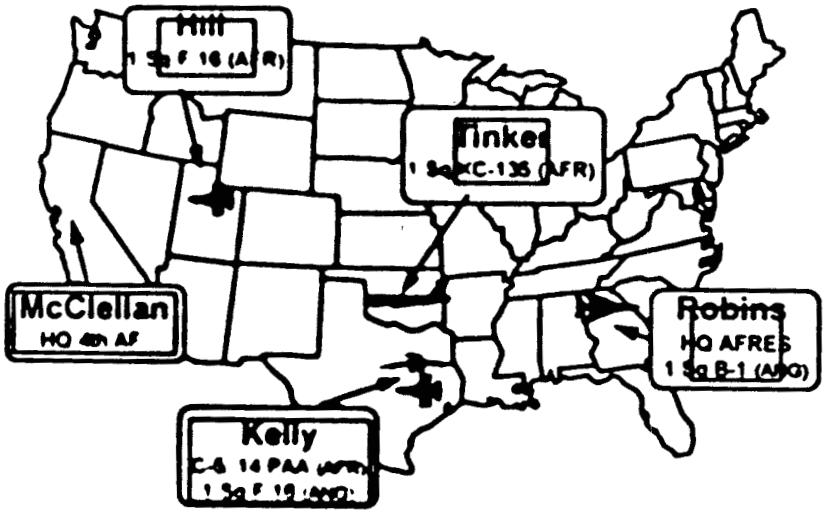
ARC OPTIONS FOR DEPOT CLOSURES

BCEG CLOSE HOLD

1

AIR FORCE BCEG ANALYSIS

ARC/DEPOT INSTALLATIONS



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ATCH 3

AIR FORCE BCEG ANALYSIS

ARC OPTIONS FOR DEPOT CLOSURES

Hill AFB (F-16)

1) Replace New Orleans F-16s Drawdown With Hill F-16s

2) Realistically, Realign Hill AFB to an ARB
   - » Realign Bergstrom F-16s to Hill ARB

BCEG CLOSE HOLD

AIR FORCE BCEG ANALYSIS

ARC OPTIONS FOR DEPOT CLOSURES (Cont)

Kelly AFB (C-5A and ANG F-16)

1) COBRA Level Playing Field Complete Closure
   - » Realign the 14 AFR C-5s, 7 PAA to Travis and Westover
   - » Realign the AFR Medical Units to Lackland
   - » Realign the 12 ANG F-16 to Bergstrom

2) Realistically, Units Remain
   - » Tenants to Lackland with ARC Running the Airfield
   - » Bring in Another AFRES Unit (i.e. Carswell KC-135s)

BCEG CLOSE HOLD

AIR FORCE BCEG ANALYSIS

ARC OPTIONS FOR DEPOT CLOSURES (Cont)

McClellan AFB (HQ 4th AF)

1) Realign HQ 4th AF to March

BCEG CLOSE HOLD

AIR FORCE BCEG ANALYSIS

ARC OPTIONS FOR DEPOT CLOSURES (Cont)

Robins AFB (HQ AFRES and ANG B-1s)

- Realign HQ AFRES to Dobbins
- ANG B-1 to Ellsworth

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AIR FORCE BCEG ANALYSIS

ARC OPTIONS FOR DEPOT CLOSURES (Cont)

Tinker AFB (KC-135)

1) Realign KC-135Rs to March
2) Realistically, Realign KC-135Rs to MacDill
   - » Improves SE Tanker/Reciever Balance
   - » Tenant on an Active Duty Base with a DoC Airfield

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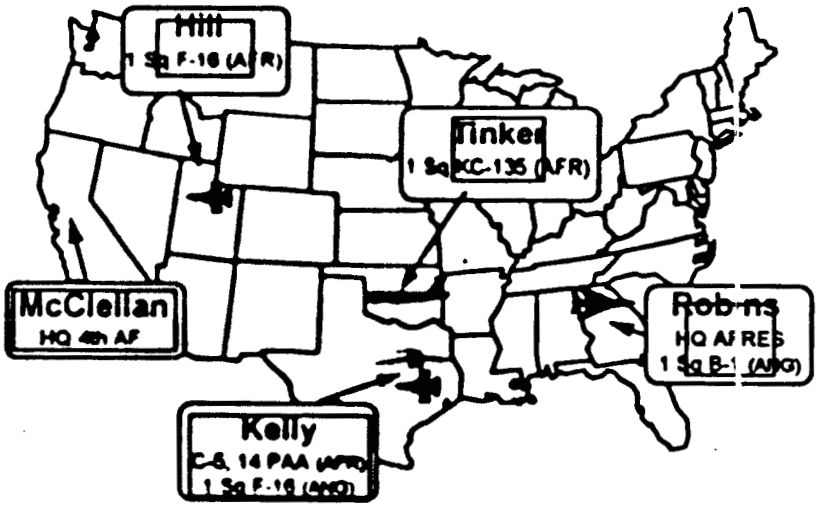
7

AIR FORCE BCEG ANALYSIS

ARC/DEPOT INSTALLATIONS



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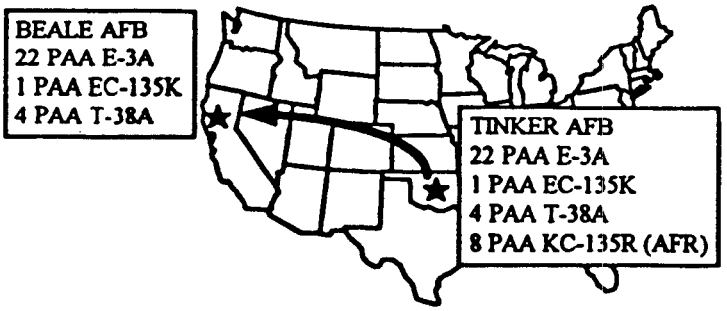
8

BCDG CLOSE HOLD

DEPOT FLYING MISSION OPS VALUE

DEPOT CLOSURE -- ACTIVE COMPONENT FLYING FORCE STRUCTURE RELOCATION



BCEG CLOSE HOLD

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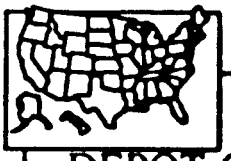
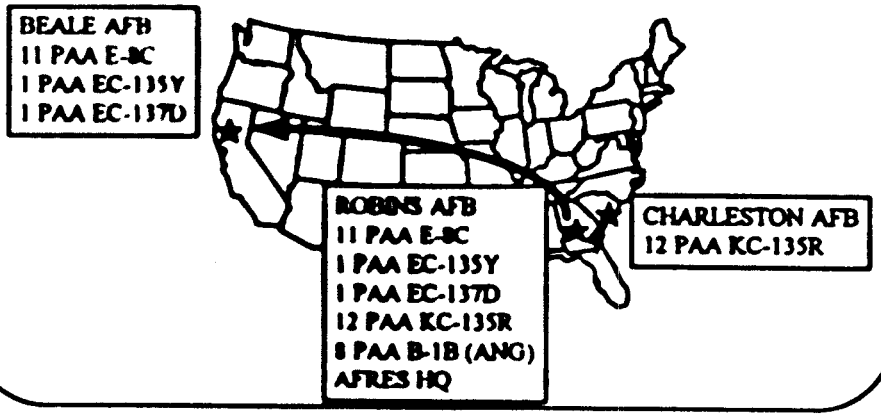


BCDG CLOSE HOLD

DEPOT FLYING MISSION OPS VALUE

DEPOT CLOSURE -- ACTIVE COMPONENT FLYING FORCE STRUCTURE RELOCATION



BCEG CLOSE HOLD

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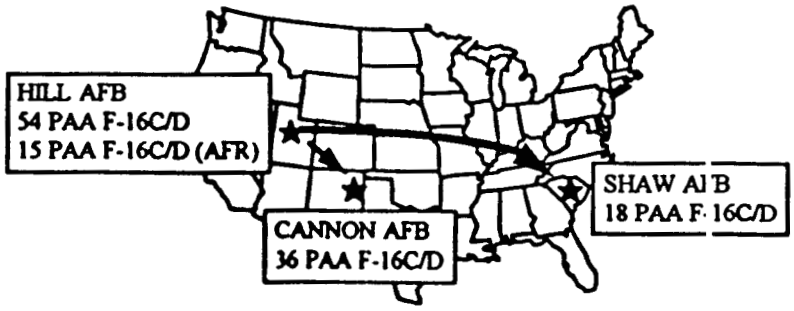
ATCH 4

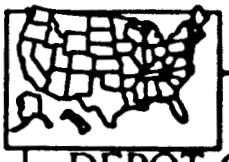
BCDG CLOSE HOLD

DEPOT FLYING MISSION OPS VALUE

DEPOT CLOSURE -- ACTIVE COMPONENT
FLYING FORCE STRUCTURE RELOCATION



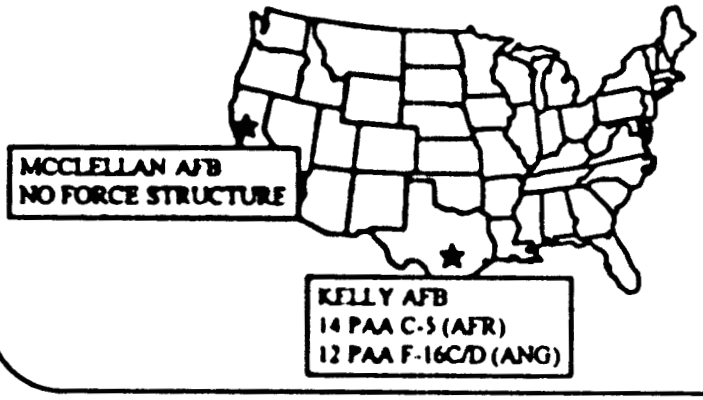
BCEG CLOSE HOLD



BCDG CLOSE HOLD

DEPOT FLYING MISSION OPS VALUE

DEPOT CLOSURE -- ACTIVE COMPONENT
FLYING FORCE STRUCTURE RELOCATION



BCEG CLOSE HOLD

BCDG CLOSE HOLD

DEPOT FLYING MISSION OPS VALUE

DEPOTS & LABS

OPERATIONS EFFECTIVENESS
WEIGHTING DIFFERENT MISSION AREAS

TWO OPTIONS FOR CONSIDERATION:

- EQUAL WEIGHTING: 25% FIGHTER FILTER
  25% BOMBER FILTER
  25% TANKER FILTER
  25% AIRLIFT FILTER

- EMPHASIZED CURRENT ASSIGNED MISSION:

  70% CURRENT ASSIGNED MISSION
  10% EACH TO OTHER THREE FILTERS

BCEG CLOSE HOLD

BCDG CLOSE HOLD

DEPOT FLYING MISSION OPS VALUE

DEPOTS & LABS

OPERATIONS EFFECTIVENESS
WEIGHTING DIFFERENT MISSION AREAS

- EMPHASIZE CURRENT ASSIGNED MISSION RECOMMEND BASES BE CONSIDERED AS FOLLOWS:

HILL	SMALL AIRCRAFT (FIGHTER FILTER)
TINKER	LARGE AIRCRAFT (TANKER FILTER)
MCCLELLAN	LARGE AIRCRAFT (TANKER FILTER)
KELLEY	LARGE AIRCRAFT (AIRLIFT FILTER)
ROBINS	LARGE AIRCRAFT (TANKER FILTER)

BCEG CLOSE HOLD

ATCH 5

5

5

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

19 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 6 September 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Mr. Myers, AF/CEP
Col Newell, AF/XOO
Col Mayfield, AF/RTR
Maj Richardson, AF/RTR
Lt Col Black, AF/RTR

The meeting was called to order by Mr. Boatright. Maj Richardson, AF/RTR, briefed the need for a supplemental data call on ARC installations, using the slides at Atch 1. The BCEG approved the data call.

Lt Col Black, AF/RTR, briefed preliminary issues relating to the depot analysis, using the slides at Atch 2. At issue was the use of color grades for the commodities at each depot, and their rollup into an overall depot commodity subelement grade. Unlike other bases and criteria, the depot grades for commodities are capable of being carried forward as numbers. As proposed, the individual commodities are given a color grade based on a standard distribution of the measure of merit scores compared to the same commodity for the other depots. This assignment of colors has the affect of leveling the scores.

A means of correcting for this leveling is the use of a standard deviation method of assigning overall color grades. This method would assign a Green color to those scores above the mean, a Green Minus to those within one standard deviation below the mean, and a Yellow to those more than one standard deviation below the mean. Another alternative would be to force a color distribution from Red to Green across the scores to provide a wider distribution. After discussion, the BCEG elected to use a system based on the application of a standard deviation method to the numerical grades which applies a Green, Green Minus, or Yellow grade as described previously.

The BCEG then discussed the need to consider how personnel cuts mandated by the National Performance Review will affect the costs and savings for COBRA. They concluded that they needed recommendations from the Working Group on this topic, and tasked the BCWG to provide that prior to COBRA analysis.

There being no further matters to discuss, the meeting was adjourned at 1205. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: Criterion I Operations Scoring for Depot Facilities
Details of Lab Activity Analysis, including Priority subelement
COBRA Analysis of personnel costs and savings

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachment
1. ARC Data Call
2. Depot Analysis Issues

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AF/LGM

AIR FORCE BCEG ANALYSIS

SUPPLEMENTAL ARC DATA CALL

AIR NATIONAL GUARD

AIR FORCE RESERVE

1

AIR FORCE BCEG ANALYSIS

PROPOSED ARC DATA CALL

- Weakness in Current Questionnaire
  - AFRES Unique O&M Billeting Cost
  - Personnel Retention and Recruiting
  - Unit Participation
  - Collocated Unit BOS Breakdown
- Supplemental Questions to Section IX
  - 4 Questions to Capture 9 Data Points
  - Readily Available in Unit and/or MAJCOM Databases
  - Suspense 20 Sept for End of Oct Analysis

2

ATCH 1

AIR FORCE BCEG ANALYSIS

INSTALLATION BILLETING

Current Question

IX3. Available dormitory space will house what percentage of population requiring billets?

Proposed Additions

IX.3.A. % of reservist/guardsmen requiring billeting during drill weekends?

IX.3.B. % of drill billeting requirements met by using commercial billeting establishments (contract billeting)?

AIR FORCE BCEG ANALYSIS

PERSONNEL RETENTION

Proposed New Question

IX.16 (Added). Using data from the past two fiscal years, what is the average base AFRES/ANG retention rate? (Note any one time events, such as unit moves and/or weapon system conversions, that may have account for abnormalities).

AIR FORCE BCEG ANALYSIS

UNIT PARTICIPATION

Proposed New Question

IX.15 (Added). What was the average number of Title 10 and/or Title 32 active duty days unit reservist/guardsmen participated beyond Annual Tours and Drills periods for FY92, FY93, and FY94 (est.)? (Do not include training periods)

AIR FORCE BCEG ANALYSIS

BOS BREAKOUT

Proposed New Question

IX.16 (Added) Are there other Government aviation units collocated on the airfield? If yes; then who provides the following base operating support?

- A. POL - Host, Tenant, Separate, Joint facilities, or Civil/Contract
- B. Security - Host, Tenant, Separate, or Joint facilities
- C. Base Supply - Host, Tenant, Separate , or Joint facilities
- D. Tower/ATC - Host, Tenant, Separate, Joint facilities, or Civil/Contract
- E. Base CE - Host, Tenant, Separate, or Joint facilities.

AIR FORCE BCEG ANALYSIS

RECOMMENDATION

- BCEG Direct the Proposed ARC Data Call Using the Proposed Questions
- AF/RT Sign the Tasking Memorandum

DEPOT VALUE ANALYSIS
ADMIN

BCEG DEPOT ANALYSIS
QUESTION

- Depots are compared across commodity lines
  - Numerical scores are awarded based on measures of merit
- When should scores roll to colors?
  - Is the loss of fidelity with an early roll-up acceptable?

PROS

- Scores are "normalized" at the commodity level rolling into a color. Colors are then weighted to calculate final roll-up

CONS

- Loss of fidelity makes overall scores indistinguishable
- Difficult to distinguish Better from Best.

ATCH 2

б

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

19 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 7 September 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Maj Gen Tenoso, AF/XOO
Mr. Blanchard, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Brig Gen Weaver, NGB/CF

b. Other key attendees:

Col Walters, AF/PE
Col Hargis, AF/RE
Col Mayfield, AF/RTR
Mr. Myers, AF/CEP
Mr. Reinertson, AF/CEV
Mr. Carrillo, AF/CEV
Lt Col Rodefer, AF/XOFC

The meeting was called to order by Mr. Boatright. Lt Col Rodefer, AF/XOFC, briefed the small aircraft active duty realignment assumptions for the level playing field COBRA, using the slides at Atch 1. The realignments of force structure represent reasonable force beddowns constrained by the requirement to use existing excess capacity and robust capability. Where alternative moves existed, the lowest cost alternative was selected. In addition, force structure commonality of such aspects as engines and avionics was maximized.

The BCEG noted a need for guidance on the issue of squadron size and number of units for operational efficiency and mission capability. They requested such a policy reflecting Air Force senior leadership's views be obtained by the operational community to guide BRAC decisions. Regarding Tyndall AFB, Lt Col Rodefer noted that the drones should be placed in

a cantonment and operated out of that location because of range limitations. He also noted that the slide should reflect F-15 rather than F-16 aircraft. After discussion, the BCEG approved the notional moves for use in the level playing field COBRA analysis.

Mr. Myers, AF/CEP, introduced the Criterion II analysis for depots. Mr. Carrillo, AF/CEV, began with the presentation of a proposal to change the Air Quality analysis, using the slides at Atch 2. The BCEG noted that the titles "Weight" and "Block Value" on the grading worksheet were misleading, and directed that "Weight" be changed to "Value" and "Block Value" be changed to "Block Total." They also noted that, although the question is numbered under Section VIII, the Air Quality subelement will be considered in Criterion II. The new subelements, questions, and filters were approved by the BCEG.

Mr. Myers then briefed the Criterion II grades for the depot facilities. The BCEG noted discrepancies in the reporting of unique facilities by the installations, and directed that this data be reviewed by bases and MAJCOMs for consistency and accuracy. With regard to Facility Condition, the BCEG inquired as to whether a "zero" grade represents no Condition 1 facilities or no such facilities. They also requested that grades be reviewed where the standard deviation is greater than the mean.

Mr. Reinertson, AF/CEV, briefed encroachment issues, using the slides at Atch 3. After presentation, the BCEG approved the filters used by CEV to develop the grades for this section. The BCEG noted that Reserve and Guard units located on civilian airports would have no AICUZ data, and determined that this would not be graded. Those units located on Reserve or Guard bases, however, would have Encroachment evaluated. During the review of the data, the BCEG noted an error on the Kelly AFB Clear Zone grade for future encroachment. This grade should be Green. Mr. Carrillo then briefed the Air Quality portion of the Criterion II grades for depot installations.

There being no further matters to discuss, the meeting was adjourned at 1300. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: Criterion I Operations Scoring for Depot Facilities
Details of Lab Activity Analysis, including Priority subelement
COBRA Analysis of personnel costs and savings
Unique facilities grading
Facility condition grade issues
Squadron size and number of units

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachment
1. Small Aircraft Assumptions
2. Clean Air Quality Subelements
3. Encroachment Grading

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AF/LGM

BCEG CLOSE HOLD

CRITERIA I COBRA ASSUMPTIONS

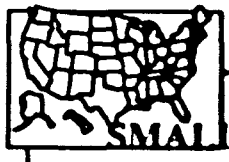
SMALL AIRCRAFT BASE FORCE STRUCTURE REALIGNMENT ASSUMPTIONS FOR BCEG COBRA ANALYSIS

LT COLONEL KARL RODEFER

AF/XOFC

COMBAT FORCES DIVISION

BCEG CLOSE HOLD

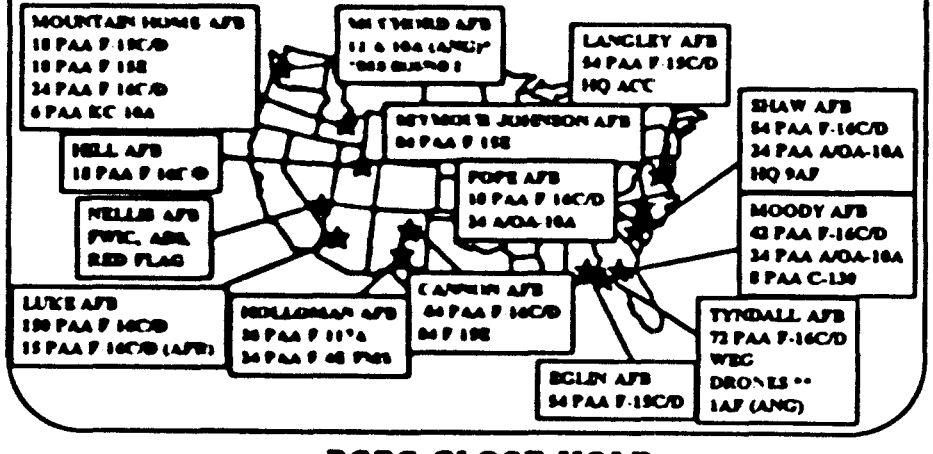


BCEG CLOSE HOLD

CRITERIA I COBRA ASSUMPTIONS

SMALL AIRCRAFT – ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

ASSUMED FY 01/4 FORCE STRUCTURE



BCEG CLOSE HOLD

ATCH

CRITERIA I COBRA ASSUMPTIONS

SMALL AIRCRAFT – ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

BRAC 93 TO BRAC 95 US-BASED FORCE REDUCTIONS

MDS	FY99/4 BUSH PB	FY01/4 FY96 POM	DELTA
F-15	220	208	-12
F-15E	107	104	-3
F-117	45	45	0
F-111	78	6	-72
F-4G	18	0	-18
F-16	412	456	+44
A/OA-10	152	146	-6
TOTAL	1032	965	-67

CRITERIA I COBRA ASSUMPTIONS

SMALL AIRCRAFT – ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

BRAC 93 TO BRAC 95 US-BASED FORCE REDUCTIONS

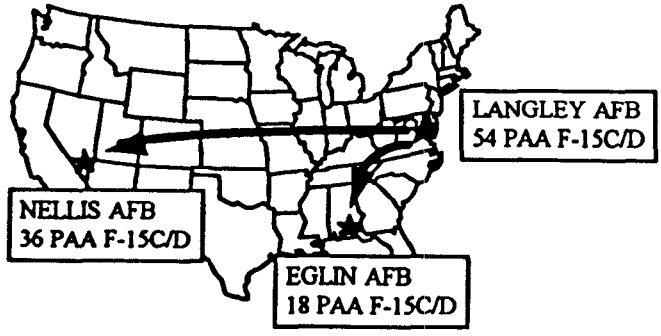
- ALL FIGHTER AIRCRAFT MDSs STRAIGHTLINED FROM FY 97/4 THROUGH END OF FYDP (FY 01/4)
- FORCE STRUCTURE SHOWN IN SUCCEEDING SLIDES IS FY 97/4-FY 01/4 FORCE STRUCTURE
- ERGO: ALL FORCE STRUCTURE MUST BE COSTED TO MOVE

BCEG CLOSE HOLD

CRITERIA I COBRA ASSUMPTIONS

SMALL AIRCRAFT – ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

LANGLEY AFB, VA



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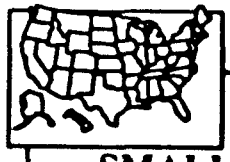
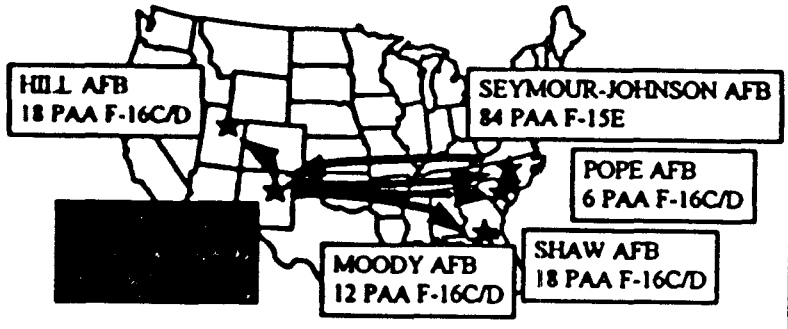


BCEG CLOSE HOLD

CRITERIA I COBRA ASSUMPTIONS

SMALL AIRCRAFT – ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

SEYMOUR-JOHNSON AFB, NC



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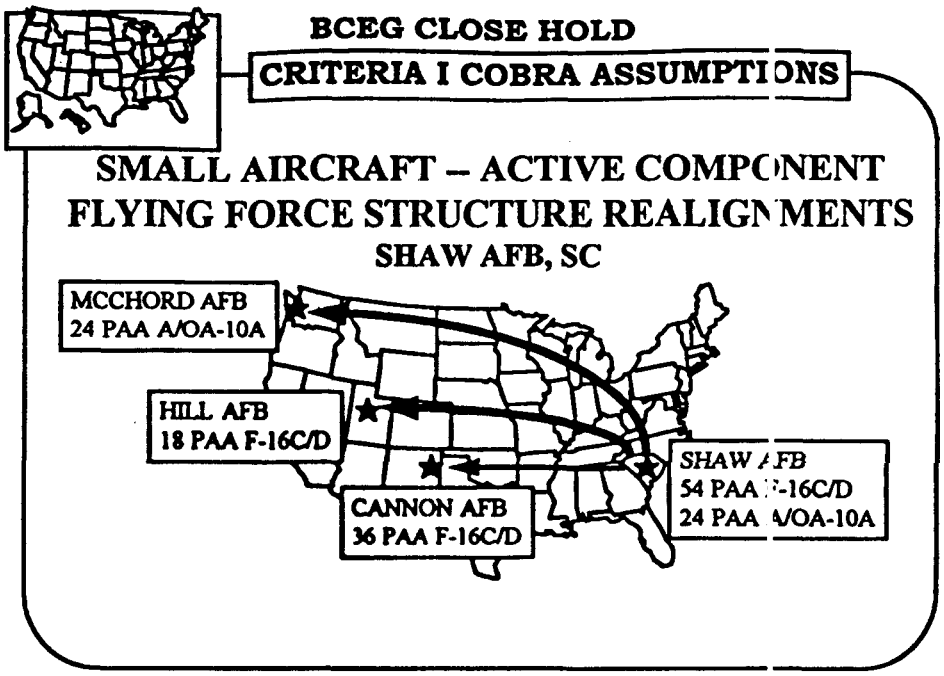
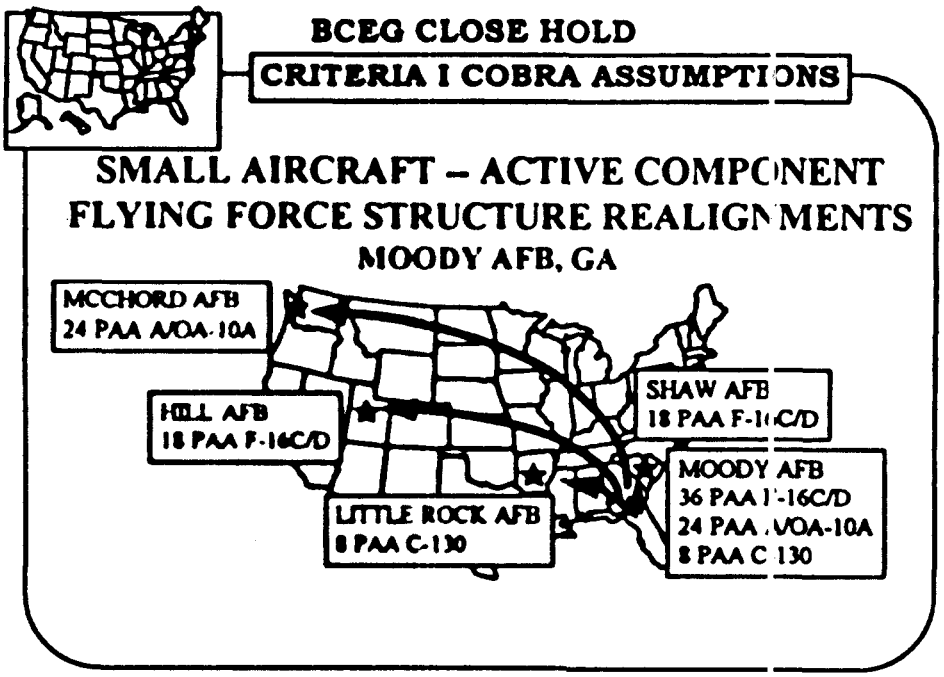

BCEG CLOSE HOLD
CRITERIA I COBRA ASSUMPTIONS
SMALL AIRCRAFT – ACTIVE COMPONENT
FLYING FORCE STRUCTURE REALIGNMENTS
SHAW AFB, SC
MCCHORD AFB
24 PAA A/OA-10A
HILL AFB
18 PAA F-16C/D
CANNON AFB
36 PAA F-16C/D
SHAW AFB
54 PAA F-16C/D
24 PAA A/OA-10A
BCEG CLOSE HOLD

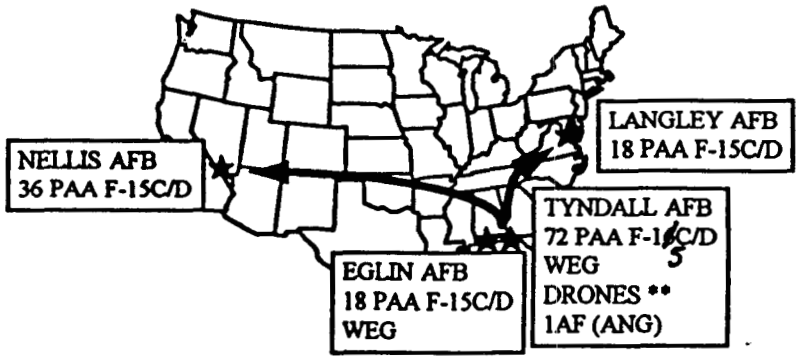

BCEG CLOSE HOLD
CRITERIA I COBRA ASSUMPTIONS
SMALL AIRCRAFT – ACTIVE COMPONENT
FLYING FORCE STRUCTURE REALIGNMENTS
MOODY AFB, GA
MCCHORD AFB
24 PAA A/OA-10A
HILL AFB
18 PAA F-16C/D
LITTLE ROCK AFB
8 PAA C-130
SHAW AFB
18 PAA F-16C/D
MOODY AFB
36 PAA F-16C/D
24 PAA A/OA-10A
8 PAA C 130
BCEG CLOSE HOLD

BCEG CLOSE HOLD

CRITERIA I COBRA ASSUMPTIONS

SMALL AIRCRAFT – ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

TYNDALL AFB, FL



BCEG CLOSE HOLD

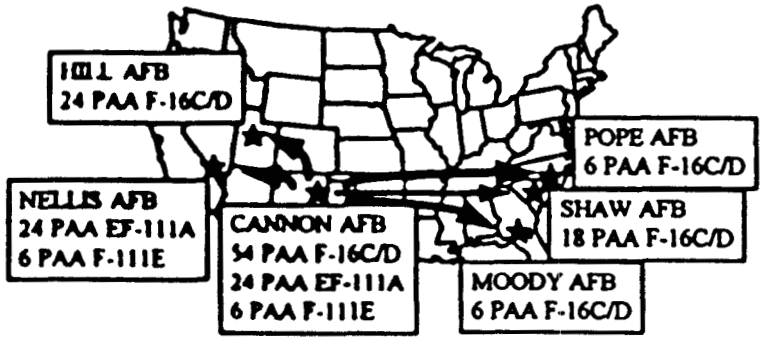
9 9/7/94

BCEG CLOSE HOLD

CRITERIA I COBRA ASSUMPTIONS

SMALL AIRCRAFT – ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

CANNON AFB, NM



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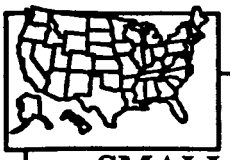
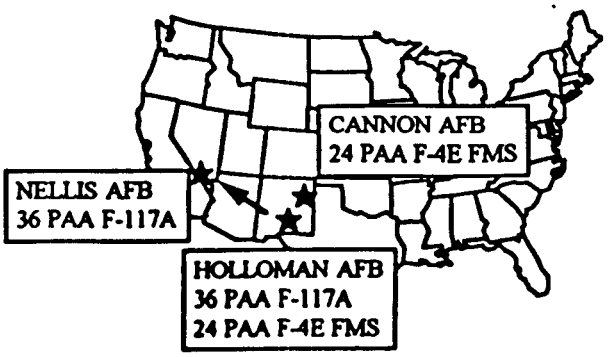


BCEG CLOSE HOLD

CRITERIA I COBRA ASSUMPTIONS

SMALL AIRCRAFT – ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

HOLLOMAN AFB, NM



BCEG CLOSE HOLD

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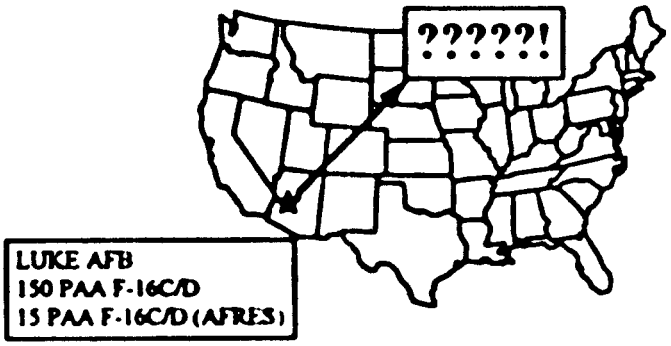
BCEG CLOSE HOLD

CRITERIA I COBRA ASSUMPTIONS

SMALL AIRCRAFT – ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

LUKE AFB, AZ



BCEG CLOSE HOLD

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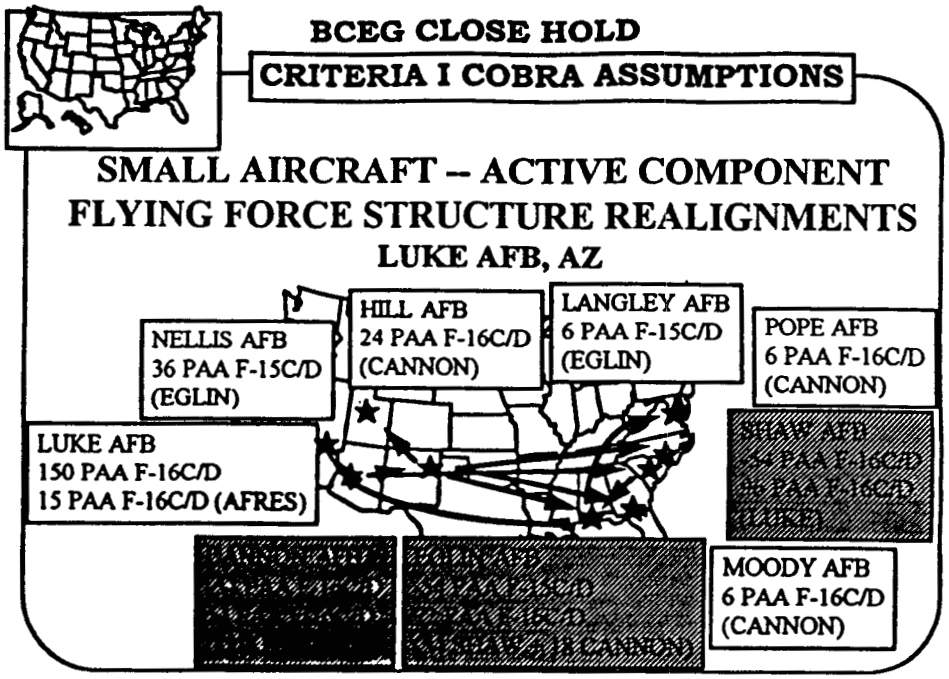
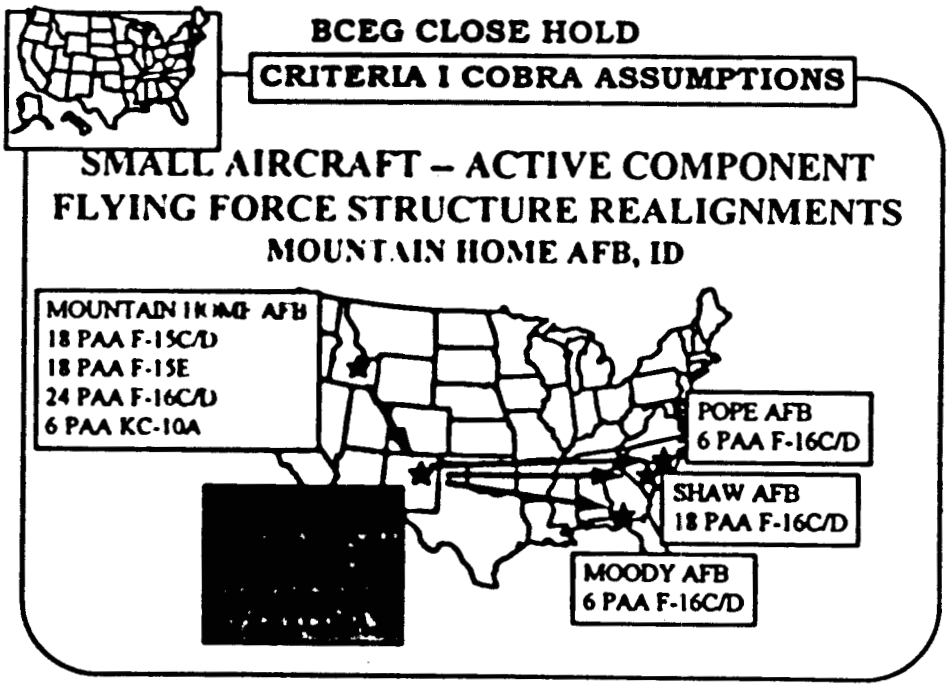

BCEG CLOSE HOLD
CRITERIA I COBRA ASSUMPTIONS
SMALL AIRCRAFT -- ACTIVE COMPONENT
FLYING FORCE STRUCTURE REALIGNMENTS
LUKE AFB, AZ
NELLIS AFB
36 PAA F-15C/D
(EGLIN)
HILL AFB
24 PAA F-16C/D
(CANNON)
LANGLEY AFB
6 PAA F-15C/D
(EGLIN)
POPE AFB
6 PAA F-16C/D
(CANNON)
LUKE AFB
150 PAA F-16C/D
15 PAA F-16C/D (AFRES)
MOODY AFB
6 PAA F-16C/D
(CANNON)
BCEG CLOSE HOLD


BCEG CLOSE HOLD
CRITERIA I COBRA ASSUMPTIONS
SMALL AIRCRAFT – ACTIVE COMPONENT
FLYING FORCE STRUCTURE REALIGNMENTS
MOUNTAIN HOME AFB, ID
18 PAA F-15C/D
18 PAA F-15E
24 PAA F-16C/D
6 PAA KC-10A
POPE AFB
6 PAA F-16C/D
SHAW AFB
18 PAA F-16C/D
MOODY AFB
6 PAA F-16C/D
BCEG CLOSE HOLD

CRITERIA I COBRA ASSUMPTIONS

SMALL AIRCRAFT – ACTIVE COMPONENT
FLYING FORCE STRUCTURE REALIGNMENTS

RECOMMENDATION

BCEG ADOPT BRIEFED REALIGNMENTS
FOR USE IN COBRA ANALYSIS

ATTAINMENT

GREEN = Attainment for Ozone AND Carbon Monoxide AND Particulate Matter 10

YELLOW = Maintenance OR Nonattainment at Marginal OR Moderate levels for Ozone OR Carbon Monoxide OR Particulate Matter 10

RED = Nonattainment at Serious OR Severe OR Extreme for Ozone OR Carbon Monoxide OR Particulate Matter 10

RESTRICTIONS

GREEN = No Restrictions

YELLOW = Nature of special actions impacting operations with weighted score ≥ 40 for one special action, ≥ 30 for two actions, ≥ 20 for three actions, or lower score

RED = Restrictions for on/off base activities due to air quality considerations AND requirement for implementation of emission reductions. Nature of special actions impacting operations with weighted score ≥ 50 for one action, ≥ 40 for two actions, ≥ 30 for three actions

FUTURE GROWTH

GREEN = Ozone AND Carbon Monoxide in Attainment

YELLOW = Ozone OR Carbon Monoxide is Maintenance OR Nonattainment at Marginal AND No Quantitative limits on Carbon Monoxide

OR

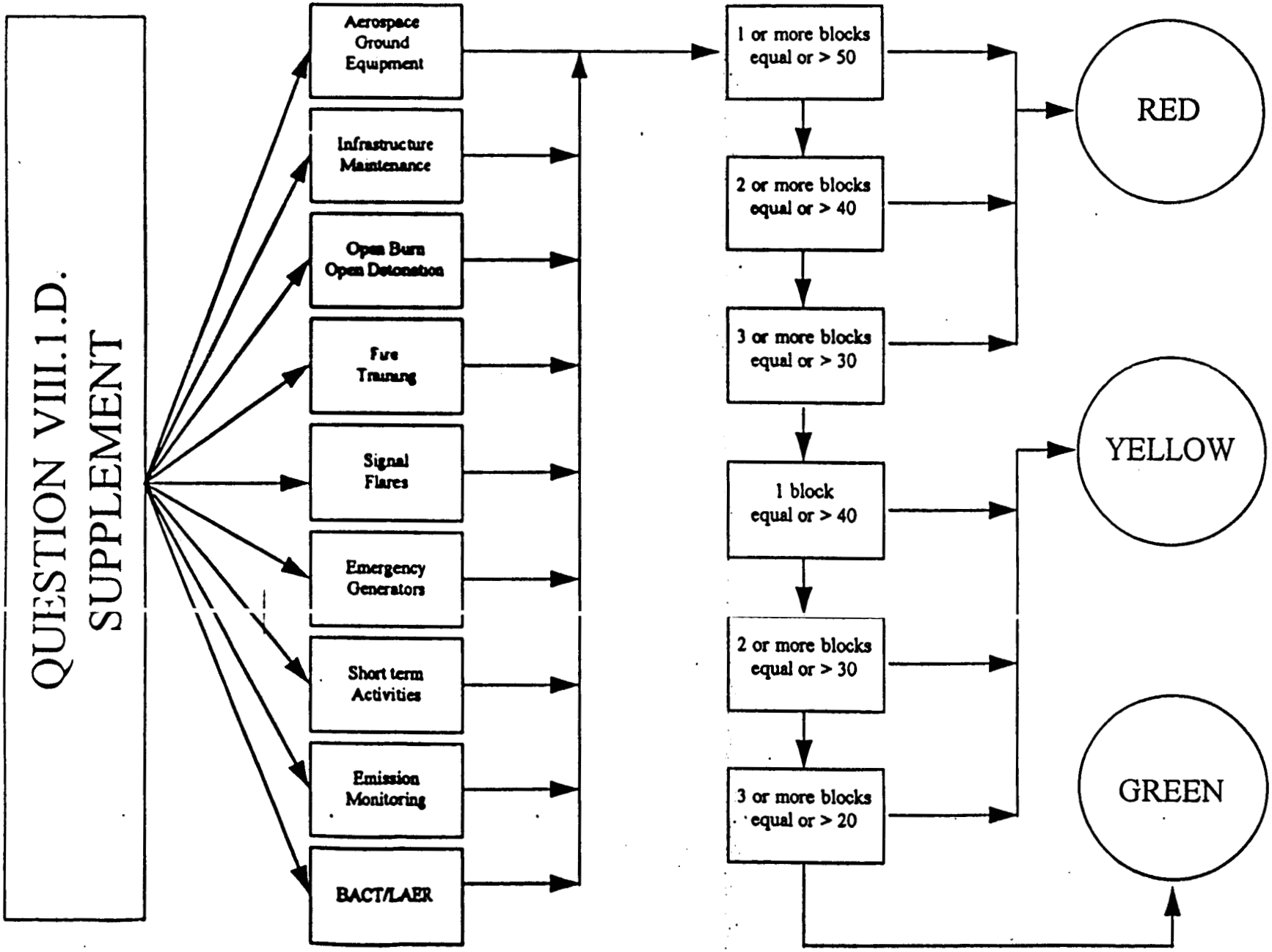
Ozone in Nonattainment at ≥ Moderate AND Total Volatile Organic Compounds ≥ 10% AND Total Nitrogen Oxides ≥ 20%

RED = Ozone OR Carbon Monoxide is in Nonattainment at Moderate OR Serious OR Severe OR Extreme OR have quantitative limits on Carbon Monoxide OR Total Volatile Organic Compounds < 10% OR Total Nitrogen Oxides < 20%

7 Sep 94

ATCH 2

The supplement has 9 blocks to evaluate the restrictiveness of Air Quality Regulations to base activities.



QUESTION VIII.1.D. SUPPLEMENT
FOR

_____
(NAME OF INSTALLATION)

		CHECK (✓) IF YES	CHECK (✓) IF NO
Block 1.	Aerospace Ground Equipment		
1.	Does the state or local air quality regulatory agency regulate or *conditionally* exempt the operation of portable internal combustion engine (ICE) equipment, to include aerospace ground equipment?		
2.	Does the regulatory agency require permits for AGE or portable ICE?		
3.	Does the regulatory agency require the base to *limit* the hours of operation of the AGE *or* require emission offsets?		
4.	Does the regulatory agency require retrofit emission controls for AGE?		
Block 2.	Infrastructure Maintenance / Public Works		
1.	Does the state or local air quality regulatory agency regulate or *conditionally* exempt small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.)?		
2.	Does the agency *limit* the hours of these activities?		
3.	Does the agency require periodic fuel analysis or emission testing of equipment used to support these activities?		
4.	Does the agency require emission offsets for these activities?		
Block 3.	Open Burn/Open Detonation		
1.	Does the state or local air quality regulatory agency *prohibit* open burn/open detonation (OB/OD) or training?		
2.	Does the state or local air quality regulatory agency regulate or *conditionally* exempt OB/OD operations or training?		
3.	Does the agency *limit* the number of detonations to keep the exemption?		
4.	Does the agency require periodic emission testing?		
Block 4.	Fire Training		
1.	If the state or local air quality regulatory agency regulates or *conditionally* exempts fire training activities that produce smoke, do the agency requirements *exceed* the fire training and/or controlled burn requirements for local public fire agencies?		
2.	Does the agency *prohibit* fire training activities that produce smoke?		
Block 5.	Signal Flares		
1.	Does the state or local air quality regulatory agency prohibit the use of signal flares for search & rescue training *or* operations?		
Block 6.	Emergency Generators		
1.	Does the state or local air quality regulatory agency regulate or *conditionally* exempt emergency operation of generators or engines?		
2.	Does the agency *limit* the hours of emergency operation of generators?		
3.	Does the agency require periodic fuel analysis or emission testing of emergency generators?		

	QUESTION VIII.1.D. SUPPLEMENT FOR _____ (NAME OF INSTALLATION)	CHECK (✓) IF YES	CHECK (✓) IF NO
Block 6. (cont)	Emergency Generators (*continued*)		
4.	If the emergency operation of generators exceeds the exemption threshold, does the agency require an air quality operating permit?		
a.	Does the agency require emission offsets?		
Block 7.	Short-term Activities		
1.	Does the state or local air quality regulatory agency regulate or *conditionally* exempt short-term (12 months or less) activities (i.e., air shows, exercises, construction or emergency actions.)?		
2.	Does the agency *limit* the hours of operation for short-term activities ?		
3.	Does the agency require periodic fuel analysis, emission testing or require offsets?		
4.	Are any of these activities prohibited?		
Block 8.	Monitoring		
1.	Does the state or local air quality regulatory agency have continuous emissions monitoring (CEM) requirements for any sources at the base which *exceed* the Federal New Source Performance Standards (NSPS) requirements?		
Block 9.	BACT/LAER		
	Do the state or local air quality BACT/LAER emission thresholds (excluding lead) *exceed* the Federal Clean Air Act requirements?		

Block Number	Weighted Evaluation Criteria for Question VIII.1.D. Supplement	Weight Value	Block Max Total
Block 1	Aerospace Ground Equipment		Block 1
1.	Does the state or local air quality regulatory agency regulate or *conditionally* exempt the operation of portable internal combustion engine (ICE) equipment, to include aerospace ground equipment?	20	
2.	Does the regulatory agency require permits for such units?	10	
3.	Does the regulatory agency require the base to modify the hours of operation of the AGE?	20	
4.	Does the regulatory agency require retrofit controls for AGE?	30	
Block 2	Infrastructure Maintenance / Public Works		Block 2
1.	Does the state or local air quality regulatory agency regulate or *conditionally* exempt small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.)?	5	
2.	Does the agency *limit* the hours of these activities?	10	
3.	Does the agency require periodic fuel analysis or emission testing of equipment used to support these activities?	10	
4.	Does the agency require emission offsets for these activities?	10	
Block 3	Open Burn/Open Detonation		Block 3
1.	Does the state or local air quality regulatory agency prohibit open burn/open detonation (OB/OD) or training?	15	
2.	Does the state or local air quality regulatory agency regulate or *conditionally* exempt OB/OD operations or training?	5	
3.	Does the agency *limit* the number of detonations to keep the exemption?	5	
4.	Does the agency require periodic emission testing?	5	
Block 4	Fire Training		Block 4
1.	If the state or local air quality regulatory agency regulates or *conditionally* exempts fire training activities that produce smoke, do the agency requirements *exceed* the fire training and/or controlled burn requirements for local public fire agencies?	20	
2.	Does the agency prohibit fire training activities that produce smoke?	20	
Block 5	Signal Flares		Block 5
1.	Does the state or local air quality regulatory agency prohibit the use of signal flares for search & rescue training or operations?	20	
Block 6	Emergency Generators		
1.	Does the state or local air quality regulatory agency regulate or *conditionally* exempt emergency operation of generators or engines?	10	
2.	Does the agency *limit* the hours of emergency operation of generators?	20	
3.	Does the agency require periodic fuel analysis or emission testing of emergency generators?	10	
4.	If the emergency operation of generators exceeds the exemption threshold, does the agency require an air quality operating permit?	5	
5.	Does the agency require emission offsets?	10	
Block 7	Short-Term Activities		Block 7
1.	Does the state or local air quality regulatory agency regulate or *conditionally* exempt short-term (12 months or less) activities (i.e., air shows, exercises, construction or emergency actions.)?	10	
2.	Does the agency *limit* the hours of operation for short term activities?	20	
3.	Does the agency require periodic fuel analysis, emission testing or require offsets?	10	
4.	Are any of these activities prohibited?	20	
Block 8	Monitoring		Block 8
1.	Does the state or local air quality regulatory agency have continuous emissions monitoring (CEM) requirements for any sources at the base which *exceed* the Federal New Source Performance Standards (NSPS) requirements?	20	
Block 9	BACT/LAER		Block 9
1.	Do the state or local air quality BACT/LAER emission thresholds (excluding lead) *exceed* the Federal Clean Air Act requirements?	20	

ENCROACHMENT DATA SOURCES

- Air Installation Compatible Use Zone Studies
  - Current AICUZ Reports
  - Draft AICUZ Reports (Being Updated)
- Environmental Impact Analysis Documents
  - Base Realignments and Closure
  - Other Realignments and Beddowns

ENCROACHMENT FILTERS

CLEAR ZONES

Incompatible development in clear zone?	NO - GREEN
	YES - RED

Atch 3

ENCROACHMENT FILTERS

GREEN - OFF-BASE DEVELOPMENT GENERALLY COMPATIBLE.

(0-5% INCOMPATIBLE DEVELOPMENT)

YELLOW - OFF-BASE DEVELOPMENT INCOMPATIBLE IN SOME LIMITED AREAS.

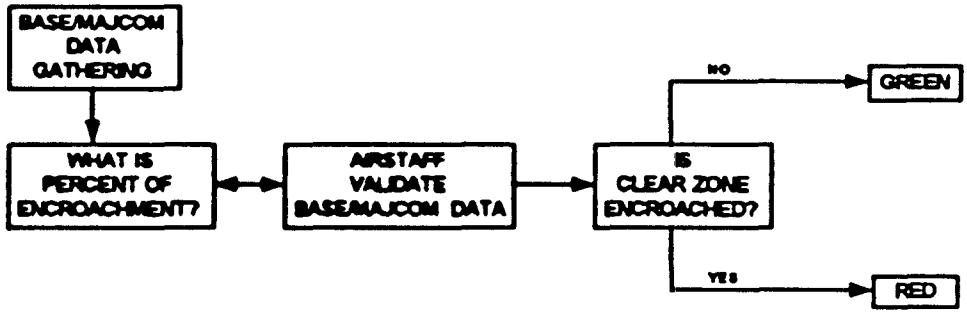
(>5%-10% INCOMPATIBLE DEVELOPMENT)

RED - OFF-BASE DEVELOPMENT SIGNIFICANTLY INCOMPATIBLE.

(>10% INCOMPATIBLE DEVELOPMENT)

ENCROACHMENT FILTERS DECISION TRACK

CLEAR ZONES



ENCROACHMENT FILTERS

ACCIDENT POTENTIAL
ZONES AND NOISE
ZONES

GREEN - OFF-BASE DEVELOPMENT GENERALLY COMPATIBLE.

(0-5% INCOMPATIBLE DEVELOPMENT)

YELLOW - OFF-BASE DEVELOPMENT INCOMPATIBLE IN SOME LIMITED AREAS.

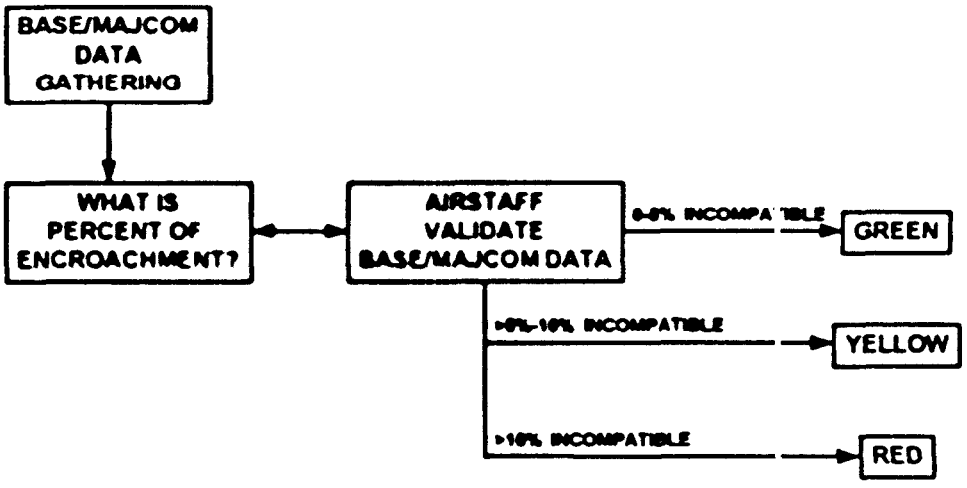
(>5%-10% INCOMPATIBLE DEVELOPMENT)

RED - OFF-BASE DEVELOPMENT SIGNIFICANTLY INCOMPATIBLE.

(>10% INCOMPATIBLE DEVELOPMENT)

ENCROACHMENT FILTERS DECISION TRACK

ACCIDENT POTENTIAL ZONES AND NOISE ZONES



DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

19 OCT 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 8 September 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen Tenoso, AF/XOO
Mr. Blanchard, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Mr. Goldstayn
Col Mayfield, AF/RTR
Col Walters, AF/PE
Col Zeimet, AF/PER
Mr. Mleziva

The meeting was called to order by Maj Gen Blume. Col Zeimet, AF/PEM, briefed the Air Force's civilian manpower reductions, using the slides at Atch 1. The total reduction of civilian positions across the FYDP includes a programmatic reduction and a non-programmatic reduction. The BRAC decisions will help define where the non-programmatic cuts will be taken. Normal RIF and separation incentives have been funded through the FYDP, but any additional RIFs resulting from the concentration of job losses at BRAC-closed locations will be a BRAC expense. Mr. Boatright noted that our recommendations to the Commission will show credit for savings associated with reductions in civilian positions resulting from BRAC recommendations, even though the reductions will not be additive to the reduction in the civilian end strength

reflected in the FYDP. It has been fully acknowledged within DoD that BRAC recommendations will be a primary source for achieving the non-programmatic FYDP projected reductions

For the level playing field COBRA, FY 97/4 will be used as the baseline for personnel positions. For the final COBRA, major commands must adjust the current numbers for FY 97/4 to account for planned reductions that are not currently laid in. This will give a more refined COBRA analysis.

Mr. Goldstayn briefed the proposed method of analysis for a functional value of Test and Evaluation bases which will be used in both the Air Force analysis and to provide a tiering of the T&E bases to the JCSG. Of the bases for which the JCSG requires a "military value," Arnold and Edwards have been excluded based on mission and geographic uniqueness. UTTR will be given the tiering of Hill AFB as a depot base; Holloman, Hurlburt, and Tyndall will be given their tiering as small aircraft bases; and AFEWS and REDCAP will not be given a value since they are not military installations. This is based on the SECAF approved categorization of bases. The BCEG noted an error in the slide's reference to CSAF direction, and directed it be struck. Eglin AFB is the only base that requires evaluation for tiering under the T&E category.

The analysis of the T&E function under Criterion I for the T&E category will be based on the JCSG evaluation scheme with slight changes. The grading will be based on the JCSG weights and data, with some of the questions and grading filters altered to strengthen the Air Force analysis. The BCEG noted the Open Air Range subelement was left off the "Measures" slide, and that "Ownership" of Critical Air/Land/Sea Space should reflect "Control" in the grading since this is the important factor. The slide should reflect the correction.

Weighting recommended by AF/TE for the three T&E missions or resources (Armament/Weapons, EC, and Air Vehicles) will give 70% to the primary mission and 30% to the secondary mission(s). After a color grade for the T&E functional value is determined, a 70/30 weighting will be used for the T&E versus Aircraft Operations score to arrive at an overall Criterion I grade. The Aircraft Operations grade will be determined by the same method as the Depot Operations grade. The BCEG approved the method of analysis and weights as briefed and the use of the JCSG grading guidelines

Mr. Mleziva presented a follow up on the remaining issues for Lab/Product Center analysis, using the slides at Atch 3 He briefed that SAF/AQ would provide an expert evaluation of the "Priority" subelements of need for Air Force preeminence and need for in-house capability. While the BCEG approved the source of the answer for this question, they directed that a range of priorities rather than a Yes/No answer to this be provided.

The BCEG also objected to range scores that did not provide for a Red possibility, and directed that a better grading scheme be developed. The BCEG also noted that using pluses and minuses at this early grading level was inconsistent with other process, but approved the limited use requested. Finally, the BCEG directed that a standard deviation approach be used where there were no objective standards for grading filters.

The BCEG then addressed the evaluation of the operational element of the depot, lab, and T&E facilities under Criterion I The BCEG agreed to use the approach as described on the slide at Atch 4. Bases will be evaluated against the small aircraft Criterion I subelements and the

bomber, tanker, and airlift screens for the large aircraft subelement, and each ranking will be given equal weighting in rolling up the four grades into an overall Operational grade.

There being no further matters to discuss, the meeting was adjourned at 1245. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: Lab Activity Analysis grading criteria
Unique facilities grading
Facility condition grade issues
Squadron size and number of units

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Manpower briefing
2. T&E Analysis
3. Lab Follow-Up
4. Ops evaluation

DISTRIBUTION:
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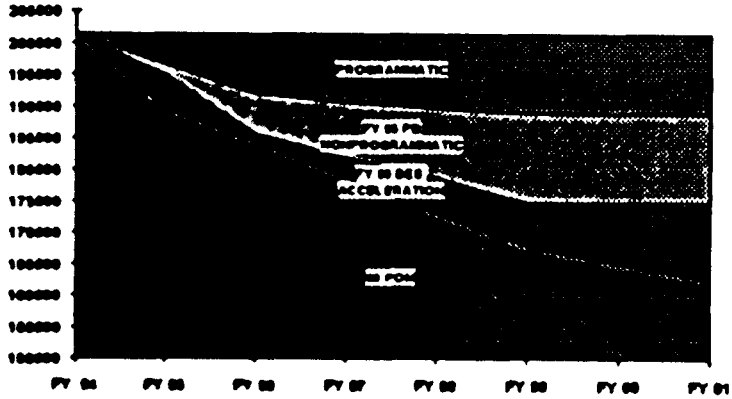
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM

AIR FORCE CIVILIANS

- End Strength Reducing From 201521 to 162767 by FY 01
  - -12500 Reduced via Programmatic Means
  - -26200 Reduced via Non-Programmatic Action
- Base Closures Will Help Define -26200 Cut
- Civilian Pay Has Been Cut Thru FYDP
  - Normal Incentive/RIF Costs Funded Thru FYDP
  - Costs Due To Base Closure Additional RIF Action Not Funded
  - Civilian Pay Not Available To Pay BRAC Costs

CIVILIAN MANPOWER

Total Air Force



	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 01
04 Baseline	201521	201521	201521	201521	201521	201521	201521	201521
PROM'D	0	[illegible]	[illegible]	-10728	-11612	-12370	-12478	-12514
05 PB NONPROM	0	[illegible]	[illegible]	[illegible]	-11020	-14146	-14033	-13998
06 BES ACCEL	0	[illegible]	-1270	-3021	-5662	[illegible]	[illegible]	-12242
06 BES	201521	[illegible]	184474	178945	173307	168124	165311	162767

ATCH

Air Force Test & Evaluation (T&E) Bases

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AF/DoD Process Comparison

- Air Force Process Compares the Relative Qualitative Value of Non-Excluded Bases to Satisfy Air Force T&E Requirements in Areas That Have Cross-Service Potential
- Department of Defense Process Compares the Relative Quantitative Value of Service Functional Activities to Satisfy DoD T&E Requirements in Areas That Have Cross-Service Potential

ATCH 2

T&E Bases

- Arnold AFB is excluded
- Edwards AFB is excluded
  - Phillips Lab has an activity on base
  - UTTR should be treated as part of BCEG assessment of Hill AFB
- Eglin AFB
  - Wright Lab and ASC have activities on base
  - Test activities at Holloman AFB should be treated as part of the BCEG assessment of Holloman as a small A/C base
  - Hurlbert Field is wholly contained on Eglin AFB and will be evaluated ~~(per OOAF direction)~~ as a small A/C base
  - Test air and water space at Tyndall should be treated as part of the the BCEG assessment of Eglin AFB
- AFEWS/REDCAP are not government installations and should not be treated by the BCEG
  - Will be included in the JCSG analysis

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T&E Functional Matrix

Base	Activity	"T&E" Functions	"Lab" CSFs
Arnold AFB	Excluded		
Edwards AFB (OPS)	T&E	Excluded	
	Phillips Lab	N/A	Launch Vehicles
Eglin AFB 33rd FW Navy EOD [illegible] Navy Land Survival School Army Rangers USAF Air Warfare Center AFSOC-Hurlburt	T&E	Armaments/Wpns Elec Combat Air Vehicles	N/A
	Wright Lab	N/A	Convntl Missile/Rckts Cruise Missiles Guided Projectiles Bombs Guns & Ammo
	ASC	N/A	Convntl Missile/Rckts Cruise Missiles Guided Projectiles Bombs Guns & Ammo

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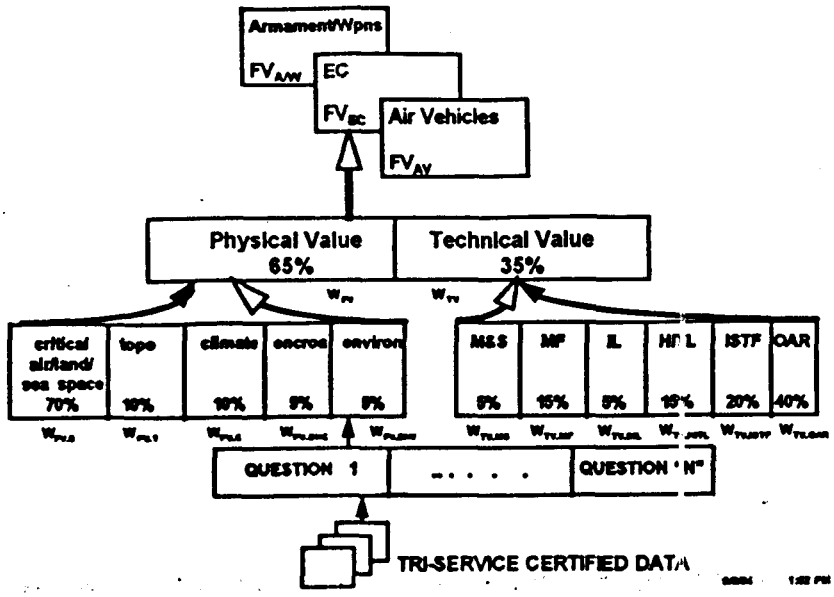
Measures of Merit/Weights



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"T&E" Measures

Physical Value	T&E JCSG	Air Force
•Critical Air/Land/Sea Space	Yes	Yes (ownership)
•Topography	Yes	Yes control
•Climatology	Yes	Yes
•Encroachment	Yes	Yes
•Environmental	Yes	Yes
Technical Value		
•Modelling and Simulation	Yes	Yes (+)
•Measurement Facilities	Yes	Yes (+)
•Systems Integration Lab	Yes	Yes (+)
•Hardware-in-The-Loop	Yes	Yes (+)
•Installed System Test Facility	Yes	Yes (+)
•Open Air Range	Yes	Yes (+)

(+) more stringent requirements

T&E Weights

- Primary T&E mission twice as important as secondary test missions
  - Primary mission – 70%
  - Secondary mission(s) – 30%
- Primary mission and percentage for individual secondary missions established by AF/TE

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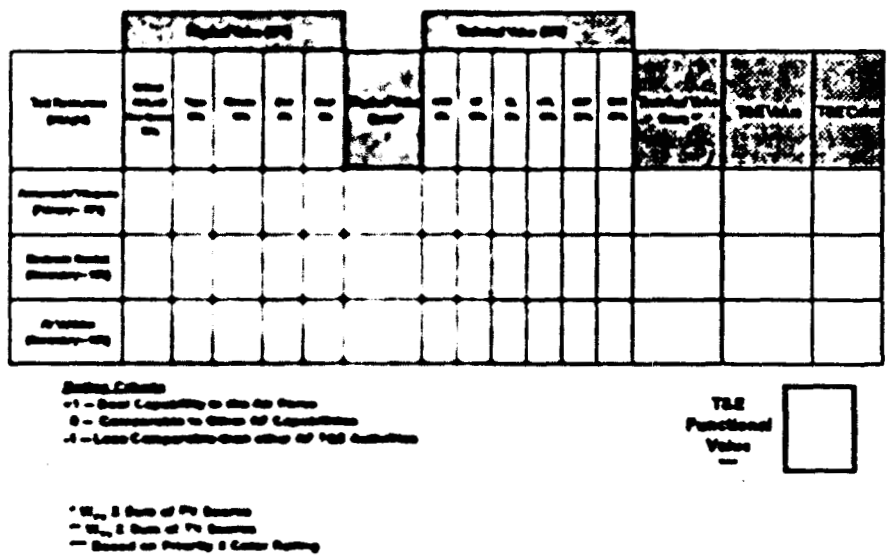
T&E Mission Assessment (Eglin)



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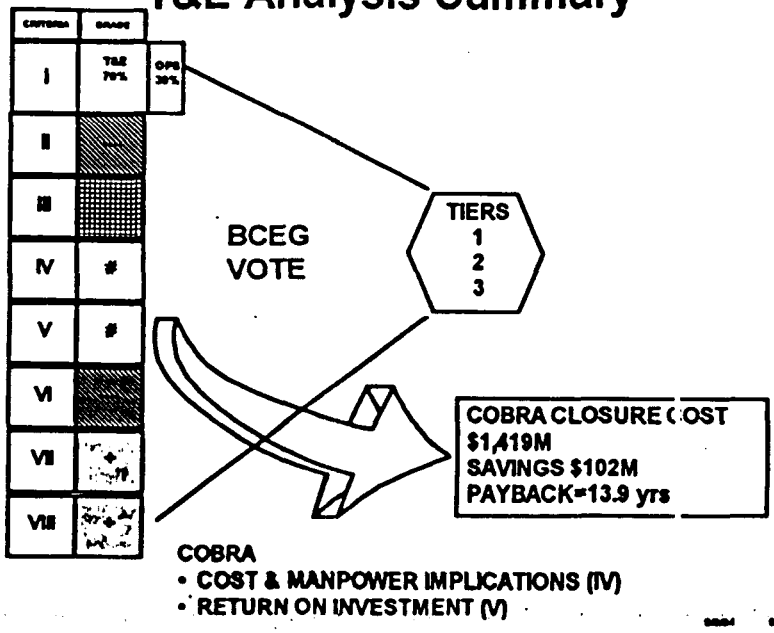
T&E Analysis Summary



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Summary

- T&E Rating Process Supports a Determination of The Installation Value of Eglin AFB
- Process Is Auditable and Defendable
- Process Can Readily Be Adapted To Consider Joint Cross-Service Functional Value at the Activity Level

Air Force Laboratory/Product Center Follow Up Briefing

8 Sep 1994
Matt Mieziva
AF Lab Team Chief

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Agenda

- "Priority" Action Item
- Sub-Measure Weights
- Sub-Measure Scoring

ATCH

"Priority" Action Items

- Action Item: Identify source for:
  - Need for AF pre-eminence
  - Need for AF in-house capability
- Solution: Written determination by SAF/AQ
  - Independent assessment by functional experts
  - Integrated by SAF/AQ

Sub-Measure Weights/Scores

- Guidelines
  - Sub-measure weights total 1.0
  - Balance Lab-Product Center weights
  - Score (R/Y/G) sub-measure at activity level using "rolled up" common support function data (e.g. average education for the activity vice for the CSF)
  - Score (R/Y/G) installation by weighting activities score by activities' percentage of installation total workyears
  - Standard BCEG color/number scoring (e.g. Green = +1)

Sub-Measure Scores/Weights

Measure	Score	Weight
Priority (25%)		
•Included in AF Budget	Yes - G No - Y	.4
•Need for AF Pre-eminence	Yes - G No - Y	.3
•Need for AF In-House Capability	Yes - G No - Y	.3
Workload (25%)		
•FY93 Actual WorkYears	Product Center / Lab >=2000 / >=1000 G >=1500 / >=750 G- >=1000 / >=500 Y+ >=500 / >=250 Y >500 / >250 Y-	.3
•# Programs by ACAT (Prod Center) (ACAT I=3, II=2, All Others=1) (Labs = N/A)	Raw Score >=20 G >=20 G- >=15 Y+ >=10 Y >10 Y-	.3
•Direct Funding & Other OA (Total $ Per Gov't Person)	Raw Score >=$10M/person G >=$7.5M/person G- >=$5.0M/person Y+ >=$2.5M/person Y >$2.5M/person Y-	.4

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Sub-Measure Scores/Weights

Measure	Score	Weight
Personnel (25%)		
•Total Personnel	Product Center / Lab >=2000 / >=1000 G >=1500 / >=750 G- >=1000 / >=500 Y+ >=500 / >=250 Y >500 / >250 Y-	.3
•Gov't Personnel Education (Years) (Technical and Management)	>=17 G >=15 G- >=13 Y+ >=11 Y >11 Y-	.2
•Gov't Technical Personnel Experience (Years)	>=15 G >=13 G- >=11 Y+ >=9 Y >9 Y-	.2
•Patent's Awarded to Gov't Personnel (#Yearly/100 Gov't Technical Persons) (Labs Only – Product Centers – N/A)	>=1.50 G >=1.25 G- >=1.00 Y+ >=0.75 Y >0.75 Y-	.15
•Papers Published in Peer Journals (#Yearly/Gov't Technical Person) (Labs Only – Product Centers – N/A)	>=2.5 G >=2.0 G- >=1.5 Y+ >=1.0 Y >1.0 Y-	.15

Sub-Measure Scores/Weights

Measure	Score		Weight
Facilities and Requirements (10%)			
•Major Facilities/Equipment (>$10M)	>=$100M	G	.2
	>=$75M	G-	
	>=$50M	Y+	
	>=$25M	Y	
	<$25M	Y-	
•Land Use (Buildable Acres) (>10 Non-Weapons CSFs >50 Weapon CSFs)	Yes – G		.2
	No – Y		
•Location (15%)			
•Interconnectivity (Across all CSFs) (Quartile by # of activities)	Top	G	.2
	Second	G-	
	Third	Y+	
	Fourth	Y	
•Geographic/Climatological Features	Yes – G		.2
	No – G-		
•Environmental Constraints	None – G		.2
	Yes – Y		
•Special Support Infrastructure	Yes – G		.2
	No – G-		
•Proximity to Mission Related Organizations (Across all CSFs) (Quartile by # of activities)	Top	G	.2
	Second	G-	
	Third	Y+	
	Fourth	Y	

Summary

- Adding Mesa, AZ (formerly Williams AFB) to infrastructure list
  - Only source of data
- Plan to start scoring 12 Sep 94
- Need BCEG approval of weights/scores

DEPOTS & LABS & T&E

OPERATIONS EFFECTIVENESS
WEIGHTING DIFFERENT MISSION AREAS

- **BCEG RECOMMENDED WEIGHTING CRITERIA ONE**
  - **•70% FOR DEPOT/LABS/T&E**
  - **•30% OPERATIONS**
    - **•25% SMALL AIRCRAFT**
    - **•25% BOMBER**
    - **•25% TANKER**
    - **•25% AIRLIFT**

ATCH 1

8

8

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

19 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 9 September 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Mr. Blanchard, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Col Mayfield, AF/RTR
Col Walters, AF/PE
Col Newell, AF/XOO
Col Kraus, AF/AQX
Col Hargis, AF/RE
Mr. Mleziva
Lt Col Rodefer, AF/XOFC

The meeting was called to order by Maj Gen Blume. Mr. Mleziva presented the changes to the Lab analytical method as directed by the BCEG, using the slides at Atch 1. They proposed a grading method based on standard deviation which provided a Green grade for a score above the mean, Yellow for a score equal to or less than one standard deviation below the mean, and Red for a score more than one standard deviation from the mean. The BCEG noted that Green should be used for a score equal to or greater than the mean. The BCEG approved this method, but noted that it differed from the Depot standard deviation grading method. It was requested that the Depot method be examined once again for consistency. The BCEG approved the grading method and the other changes as briefed.

Lt Col Rodefer, AF/XOFC, briefed the Operations subelement of the Depot Category bases using the computer database. During his overview of the grades, several items were raised as questionable. Specifically, the BCEG asked that the UTTR capability be examined for applicability for Hill AFB. In addition, the use of Ft Sam Houston as a resource for composite training was addressed. The Dugway Army facility was questioned as to its ability to provide joint training. Additional questions were asked about the criteria by which facilities qualified as ranges or training areas.

Some underlying assumptions were explained. Eglin range was not considered available because of its dedication to test rather than training. In addition, airspace growth potential, although reported by many bases, was rejected by the Air Staff since it was speculative. Only when current applications were being processed to increase available ranges or MOA's did the Air Staff give credit for an increase. The BCEG accepted these assumptions, but because of the questions about the data in the other areas, the BCEG directed the BCWG to reexamine this data and the filters and present it again. The BCEG also examined the Runway/Taxiway/Apron grades for this subelement. The BCEG accepted the scores but asked for clarification on Tinker AFB's apron grade.

There being no further matters to discuss, the meeting was adjourned at 1155. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: Unique facilities grading
Facility condition grade issues
Squadron size and number of units
Operations subelement questions
Tinker AFB apron score

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachment
Lab Follow-Up

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AF/CE
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AF/RE
NGB/CF
AF/LGM

Air Force Laboratory/Product Center Follow Up Briefing

9 Sep 1994
Matt Mleziva
AF Lab Team Chief

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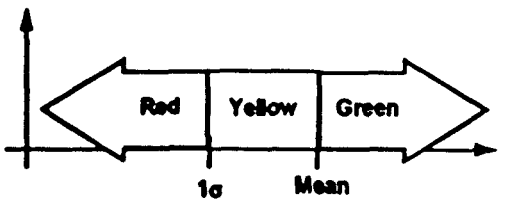
Agenda

- Confirm directed changes
- Approve weights/scoring

ATCH 1

Standard Deviation Scoring

- Develop standard deviation and mean
- If Activity Value is
  - Above mean: G
  - Within or equal to one standard deviation below mean: Y
  - More than one deviation below mean: R



Sub-Measure Scores/Weights

Measure	Score	Weight
Priority (20%)		
Included in AF Budget	Yes - G No - R	.4
Need for AF Pre-eminence	[illegible]	.3
Need for AF In-House Capability	[illegible]	.3
Workload (20%)		
FY98 Actual Work/Years	Standard Deviation (Separate for AF Labs and Product Centers)	.3
# Programs by ACAT (Prod Center) (ACAT I=4, II=3, All Others=1) (AF Labs = N/A)	Standard Deviation	.3
Direct Funding & Other GA (Total $ Per Gov't Person)	Standard Deviation (Separate for AF Labs and Product Centers)	.4

Sub-Measure Scores/Weights

Measure	Score		Weight
Personnel (25%)			
•Total Personnel	Standard Deviation (Separate for AF Labs and Product Centers)		.3
•Gov't Personnel Education (Years) (Technical and Management)	>=17 >=16 >=15 >=14 >=13 <13	G G- Y+ Y Y- R	.2
•Gov't Technical Personnel Experience (Years)	>=15 >=13 >=11 >=9 >=8 <8	G G- Y+ Y Y- R	.2
•Patent's Awarded to Gov't Personnel (#Year/100 Gov't Technical Persons) (Labs Only – Product Centers – N/A)	Standard Deviation		.15
•Papers Published in Peer Journals (#Year/Gov't Technical Person) (Labs Only – Product Centers – N/A)	Standard Deviation		.15

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Sub-Measure Scores/Weights

Measure	Score		Weight
Facilities and Equipment (10%)			
•Major Facilities/Equipment (>$1000)	Standard Deviation		.3
•Land Use (Buildable Acres) (>10 Non-Weapons C&Ps) (>50 Weapon C&Ps)	Yes – G No – Y		.3
•Location (15%)			
•Interoperability (Across all C&Ps) (Quartile by # of activities)	Top Second Third Fourth	G G- Y R	.25
•Geographic/Climatological Features	Yes – G No – R		.25
•Special Support Infrastructure	Yes – G No – R		.25
•Proximity to Mission Related Organizations (Across all C&Ps) (Quartile by # of activities)	Top Second Third Fourth	G G- Y R	.25

Summary

Request BCEG approval of weights and scores

9

9

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

12 OCT 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 0800 hours on 12 September 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Col Mayfield, AF/RTR
Col Pease, AF/XOO
Col Walters, AF/PE
Lt Col Rodefer, AF/XOFC
Lt Col Pitcher, AF/LGMM
Mr. Scovell, SAF/FMCCA

The meeting was called to order by Mr. Boatright. Lt Col Rodefer, AF/XOFC, presented the operations data for the depot bases using the computer database. In response to questions raised in an earlier briefing, he noted that the UTTR did provide support to Hill AFB, and that the data was changed accordingly. He noted that since the prior briefing he had verified the database with ACC and with the Army on their respective portions, as well as confirming that the grading criteria were appropriate. After reviewing the specific questions raised by the BCEG, he reported that Ft Sam Houston did not provide joint training support, and that although this information was in the database, it was not used for scoring. Dugway Army post in Utah

was confirmed to provide joint training capability. McMullen range was confirmed as not supporting Full Scale Weapons Delivery.

During the review, an error was identified on Kelly and McClellan's grade for Airspace/Training Growth Potential. This item was reviewed and should have been changed to Yellow. After extensive review of the grades for these subelements, the BCEG accepted the grades, noting the requirement to change Kelly and McClellan as briefed.

Lt Col Pitcher, AF/LGMM, briefed the Depot Value Analysis. He first presented some administrative issues relating to the grading, using the slides at Atch 1. Based on an extensive review of the data by the BCWG, it was noted that the commodities "Other Capacity," after removal of AMARC, and "Ground Vehicle Components" did not amount to any significant amount of workload. Accordingly, the BCWG recommended that these commodities be excluded from grading, despite their use in the JCSG. The BCEG concurred.

Lt Col Pitcher then addressed the issue of the color grades to be assigned to the standard deviation scored questions, as requested by the BCEG in the last meeting. The BCEG noted that Air Force depots are generally considered to be high quality, which would favor use of the grading under which no Red grades would result. On the other hand, it was noted that Red does not mean bad, but instead indicates only the lowest position on a range of scores. In addition, a scale with potential for a Red grade provides more discrimination, and is consistent with the Lab and Test and Evaluation groups' scoring. After discussion, the BCEG voted to use a standard deviation scoring system which provides a Green for scores equal to or greater than the mean, Yellow for scores within one standard deviation below the mean to include minus one standard deviation, and Red for scores below minus one standard deviation. Plus and minus grades are obtained using the scale depicted on the chart at Atch 1.

Lt Col Pitcher then briefed the grades for the depots, using the slides at Atch 2. He began by reviewing the Measures of Merit for depot analysis. He noted that some of the wording on the measures of merit had been clarified. "Total Service Core" had been changed to "Total Air Force Core Capability." The final subelement of the second measure had been changed to "Core divided by Total Core in the Air Force." He then explained some terms used in the slides. The term "Maximum Potential Capacity" envisions adding people but doesn't add facilities, much like robusting operational units. "Unique" refers to being the sole source in the Air Force, while "Peculiar" refers to the only capability in DoD. The BCEG approved the Measures of Merit as modified.

After a discussion of the weighting of the commodities, the BCEG then asked for an explanation of the colors as applied to the commodities. Lt Col Pitcher stated that the colors were not used for any rollup of grades, but instead were a color depiction of the grade for that commodity at that depot relative to the other depots. The color is based on a linear relationship that provides a Green for the highest score and a Red for the lowest, and assigns a color to every score in between based on its position relative to the high and low. Although these colors are not used for grading depots, the colors will result in an easier comparison of commodities when examining appropriate realignment of workload later. Mr. Boatright noted that the column headings and the absence of the total weighted scores could be confusing. The BCEG directed that the color column be separated, and that the weighted scores be listed in a column with the sum at the bottom, representing the overall commodities grade for the depot.

The BCEG then examined all the scores by commodity for each depot. The BCEG noted that diversity of capability generally results in a higher grade for the depot, although the weighting does give appropriate credit to those commodities representing a high proportion of Air Force workload. A blank score for Kelly AFB, M2, for the munitions/ordinance grade was noted. The BCEG confirmed that this was a zero score, and that all totals were correct.

Turning to the Cost subelement, there were some questions on the calculations presented. The BCEG directed the BCWG to reexamine these figures and the grades assigned.

The BCEG then requested a briefing on the COBRA assumptions prior to reviewing the COBRA data, so that they could confirm these are the assumptions they wish to use. The BCWG was directed to provide this briefing. The BCEG then recessed at 1115 for lunch.

The BCEG reconvened at 1235. They first reviewed the corrected grades for Kelly and McClellan for airspace/training area and approved those corrections. Mr. Scovell then briefed the COBRA assumptions, using the slide at Atch 3. He noted that the AFMC 21 study was the basis for a portion of the COBRA inputs, but that transportation costs and interim production support costs were recalculated using a consistent method and consistent factors. HQ USAF functional experts will provide input on other areas of the COBRA model, as noted.

The BCEG noted a concern that the number of non-Air Force tenants at bases were not included in the costs. After a discussion of the ability to account for these costs, the BCEG determined that if an organization included 500 or more persons, it would be included in level playing field COBRA analysis, and that similar organizations at other depot bases would also be included. DISA organizations were not included since these would be similar for all depots and would not affect relative costs. In addition, DFAS organizations were not included since all of these are either planned to be centralized off of these bases within the BRAC time period or would be cantoned if the base were closed.

The BCEG noted that the COBRA analysis on actual proposed closures and realignments will includes refinements for both realistic moves and cost estimates but that the assumptions for level playing field COBRA would adequately capture the relative costs of closure for each installation.

There being no further matters to discuss, the meeting was adjourned at 1335. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: Unique facilities grading
Facility condition grade issues
Squadron size and number of units
Operations subelement questions
Tinker AFB apron score
Depot commodity score corrections
Depot cost subelements verification

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Depot Analysis issues
2. Depot Grade Analysis
3. COBRA Assumptions

DISTRIBUTION:
SAF/FM
SAF/GCN
SAF/AQX
SAF/MIQ
AF/RT
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM

DEPOT VALUE ANALYSIS

LT COL PITCHER
BRIEFER

ATCH 1

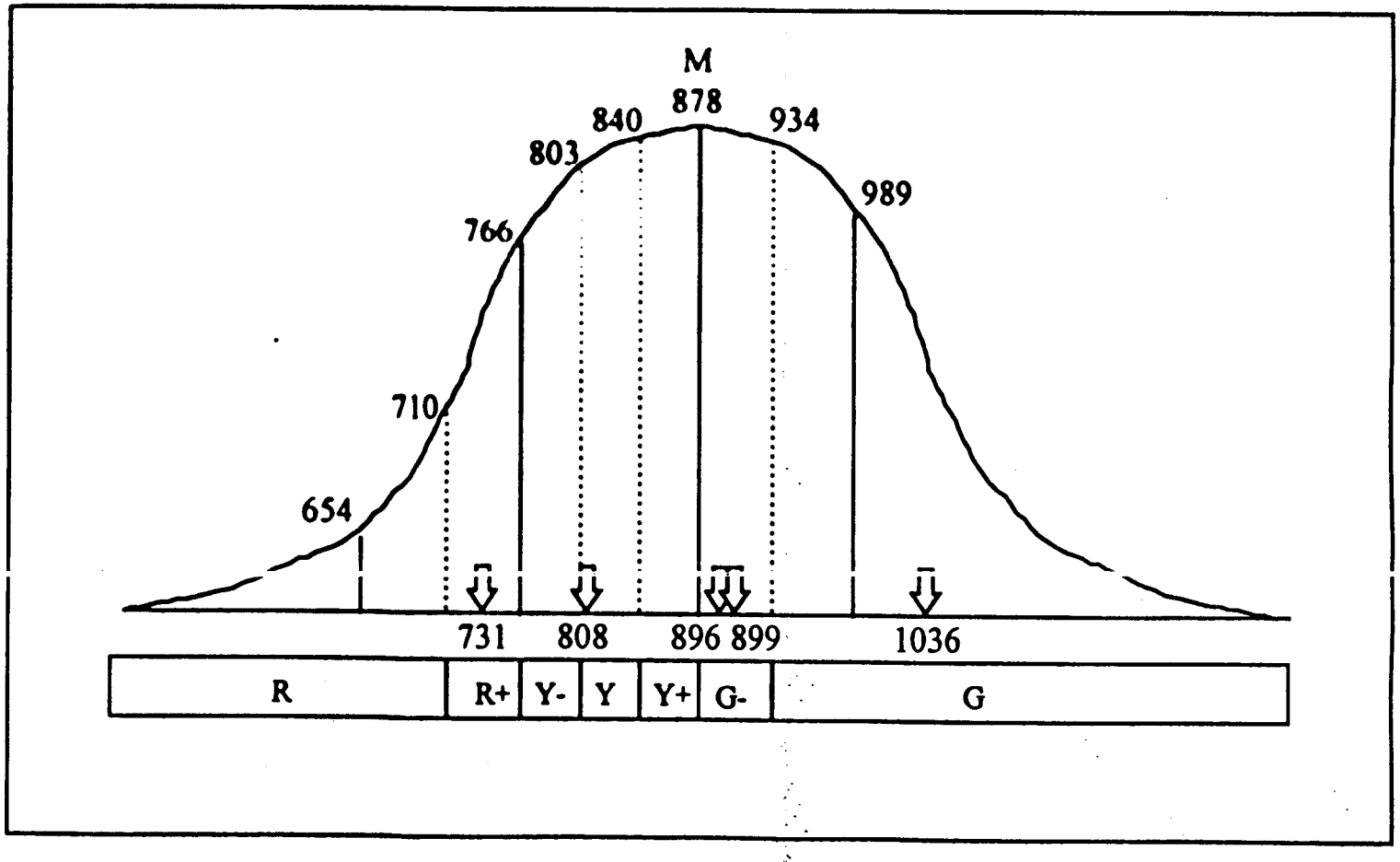
COMMODITY CRITICALITY

SORTED BY AMOUNT OF CORE

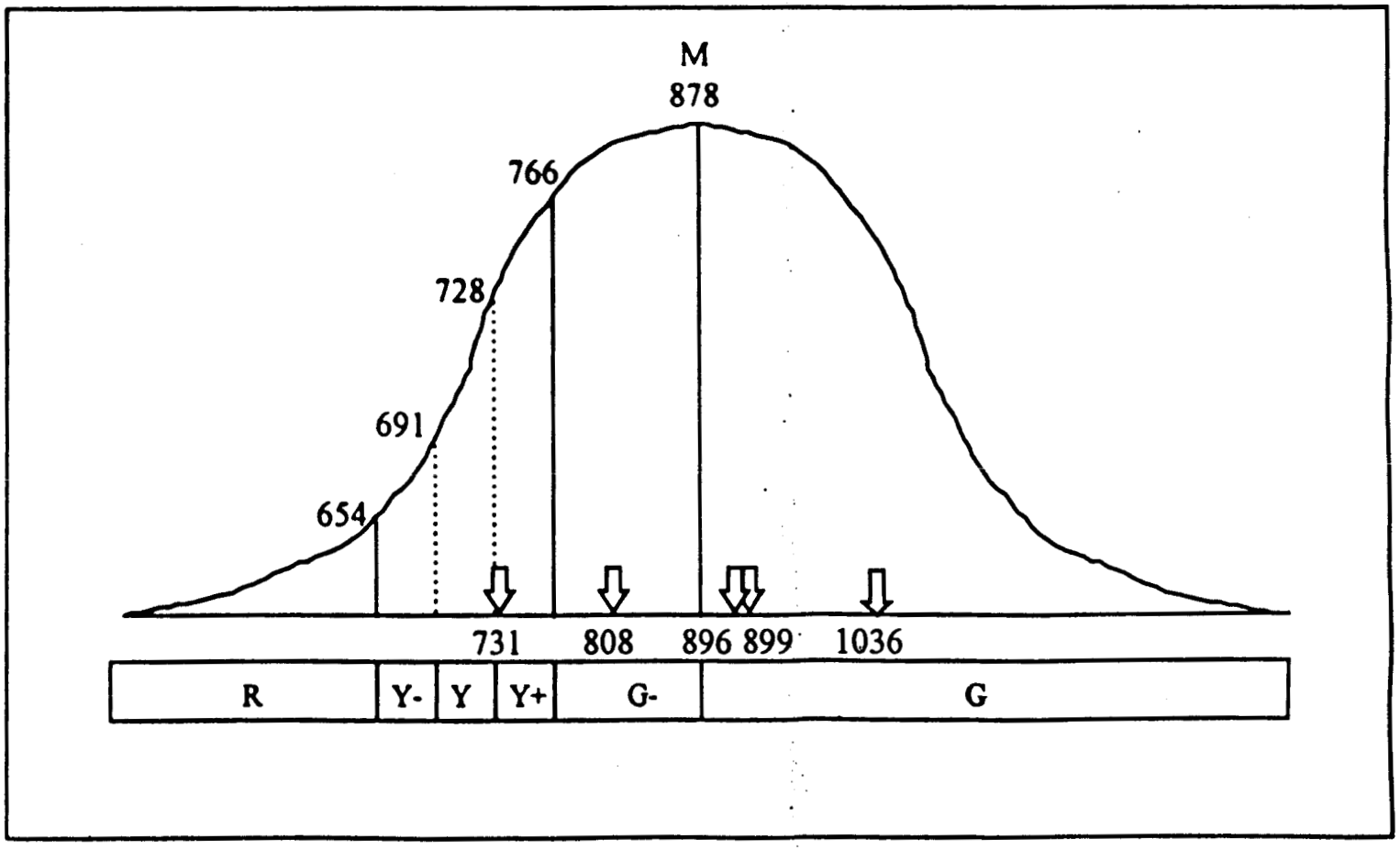
(AF commodity core as a percentage of total core)

CATEGORY	% CORE	
• TRANSPORT, TANKER, BOMBER	22.5	
• ENGINES	18.3	
• SOFTWARE (ALL)	11.8	3
• FIGHTERS	8.3	
• AVIONICS	7.4	
• GROUND COMM / ELECTRONICS	6.6	5%
• STRUCTURES (AIRCRAFT)	4.6	
• COMPONENTS-AIRCRAFT (OTHER)	4.2	
• INSTRUMENTS	3.8	
• MISSILES (ALL)	3.3	2
• HYDRAULICS / PNEUMATICS	2.7	
• LANDING GEAR	1.5	
• TMDE	1.4	
• CMD & CNTRL AIRCRAFT	1.1	1%
• GEN PURPOSE EQUIP (OTHER)	.5	
• MUNITIONS / ORDNANCE (AVIATION)	.5	
• PROPELLERS	.4	
• APUs	.4	1
OTHER (AMARC STORAGE)	.4	<.1 % CORE
• GROUND GENERATORS	.2	
GROUND VEHICLE COMPONENTS	.02	<.1 % CORE

COMMODITY SCORE DISTRIBUTION



COMMODITY SCORE DISTRIBUTION

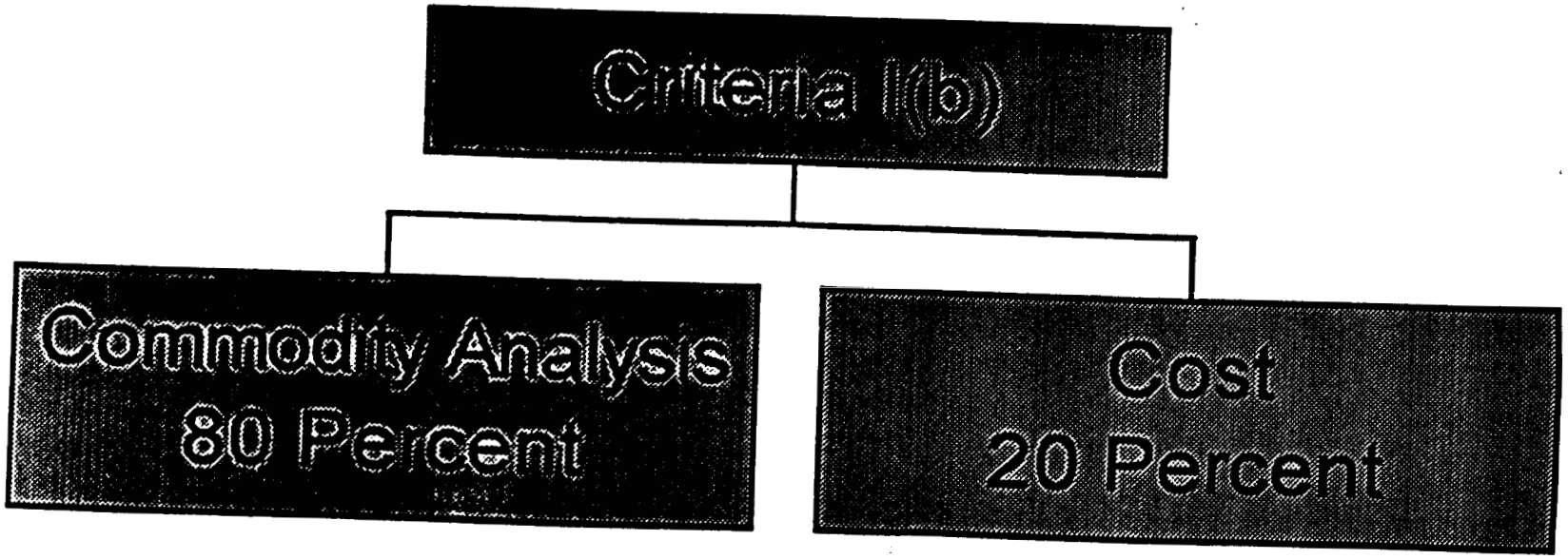


DEPOT VALUE ANALYSIS

LT COL PITCHER
BRIEFER

ATCH

CRITERIA



MEASURES OF MERIT METHODOLOGY

- **Capacity *(40%)***
  - **% Current Capacity of AF Core Capability *(20 pts)***
    - **Capacity Index / Total Core Capabilities in the Air Force**
  - **% of Max Potential Capacity (MPC) of Total AF Core Capability *(20 pts)***
    - **MPC / Total CORE Capabilities in the Air Force**
- **Core Workload & Core Capabilities *(30%)***
  - **% Core Workload *(10 pts)***
    - **Core / Total Workload**
  - **%Total Core in the Air Force *(20 pts)***
    - **CORE / Total CORE in the Air Force**

MEASURES OF MERIT METHODOLOGY

- **Unique & Peculiar Core Workloads *(10%)***
  - % Unique & Peculiar Core Workload at this Depot *(10 pts)*
    - Unique & Peculiar Core / Total Core Workload in the Air Force

- **Unique & Peculiar Core Workload Test Facilities *(10%)***
  - Unique & Peculiar Core Workload Test Facilities Related to this Commodity *(10 pts)*
    - Scored by Functional Experts

MEASURE OF MERIT METHODOLOGY

- **Other Workloads *(10%)***
  - **% Last Source Workload of Total Above Core Workload *(6 pts)***
    - **Last Source / Total Above Core Workload**
  - **% Other Workloads From Outside Service of Total Core *(4 pts)***
    - **FMS + Interservice Above Core + Other Agency Above Core / Total Above Core Workload**

COMMODITY CRITICALITY

SORTED BY AMOUNT OF CORE

(AF commodity core as a percentage of total core)

CATEGORY	CORE %	
• TRANSPORT, TANKER, BOMBER	22.5	3
• ENGINES	18.3	
• SOFTWARE (ALL)	11.8	
• FIGHTERS	8.3	
• AVIONICS	7.4	
• GROUND COMM / ELECTRONICS	6.6	
• STRUCTURES (AIRCRAFT)	4.6	5.0 %
• COMPONENTS-AIRCRAFT (OTHER)	4.2	
• INSTRUMENTS	3.8	2
• MISSILES (ALL)	3.3	
• HYDRAULICS / PNEUMATICS	2.7	
• LANDING GEAR	1.5	
• TMDE	1.4	
• CMD & CNTRL AIRCRAFT	1.1	1.0 %
• GEN PURPOSE EQUIP (OTHER)	.5	
• MUNITIONS / ORDNANCE (AVIATION)	.5	1
• PROPELLERS	.4	
• APUs	.4	
• GROUND GENERATORS	.2	

COMMODITY EVALUATION BETWEEN DEPOTS

Each commodity was evaluated across all depots using a linear relationship of each depot's commodity score within the range of all depot scores for that commodity.

DEPOT TOTAL FV SCORING

COLOR	VALUE	RANGE
GREEN	+1	+.835 to +1.0
GREEN -	+.67	+.5 to +.8349
YELLOW +	+.33	+.165 to +.499
YELLOW	0	-.1649 to +.1649
YELLOW -	-.33	-.499 to -.165
RED +	-.67	-.8349 to -.5
RED	-1	-1.0 to -.835

DEPOT ANALYSIS
TINKER AFB (OC-ALC)

COMMODITY GROUPS	40% M1	30% M2	10% M3	10% M4	10% M5		ROLL-U
3-TANKER, TRANS, BOMBER	22	17	0	0	0	39	
3-ENGINE	31	20	0	1	0	52	
3- ALL SOFTWARE	8	12	0	0	0	20	
3-FIGHTER	4	0	0	0	0	4	
3-AVIONICS	2	11	0	1	0	14	
3-GROUND CE	0	0	0	0	0	0	
2-AIRCRAFT STRUCTURES	17	17	0	0	0	34	
2-AIRCRAFT COMPONENTS (OTHER)	19	11	0	1	0	31	
2-INSTRUMENTS	10	16	0	0	0	26	
2-ALL MISSILES	0	0	0	0	0	0	
2-HYDRAULIC/PNEUEMATICS	27	16	1	5	0	49	
2-LANDING GEAR	0	0	0	0	0	0	
2-TMDE	1	0	0	0	0	1	
2-CMD & CNTRL AIRCRAFT	40	29	0	0	0	69	
1-GEN PURPOSE (OTHER)	0	0	0	0	0	0	
1-MUNITIONS/ORDANANCE (AVIATION)	0	0	0	0	0	0	
1-PROPELLERS	0	0	0	0	0	0	
1-APUs	0	0	0	0	0	0	
1-GROUND GENERATORS	0	0	0	0	0	0	
WEIGHTED ROLL-UP FOR TINKER							808

DEPOT ANALYSIS
HILL AFB (OO-ALC)

COMMODITY GROUPS	40% M1	30% M2	10% M3	10% M4	10% M5		ROLL-U
3-TANKER, TRANS, BOMBER	5	12	0	0	0	17	
3-ENGINE	1	1	0	0	0	2	
3- ALL SOFTWARE	12	15	1	0	0	28	
3-FIGHTER	35	17	0	1	4	57	
3-AVIONICS	9	14	0	1	0	24	
3-GROUND CE	0	0	0	0	0	0	
2-AIRCRAFT STRUCTURES	12	10	0	0	5	27	
2-AIRCRAFT COMPONENTS (OTHER)	24	14	0	1	0	39	
2-INSTRUMENTS	4	12	0	1	0	17	
2-ALL MISSILES	40	20	5	3	6	74	
2-HYDRAULIC/PNEUMATICS	2	10	0	0	0	12	
2-LANDING GEAR	40	30	8	0	0	78	
2-TMDE	0	0	0	0	0	0	
2-CMD & CNTRL AIRCRAFT	0	0	0	0	0	0	
1-GEN PURPOSE (OTHER)	37	0	0	0	0	37	
1-MUNITIONS/ORDANCE (AVIATION)	40	30	0	7	0	77	
1-PROPELLERS	0	0	0	0	0	0	
1-APUs	28	14	0	2	0	44	+
1-GROUND GENERATORS	0	0	0	0	0	0	
WEIGHTED ROLL-UP FOR HILL							1036

DEPOT ANALYSIS
KELLY AFB (SA-ALC)

COMMODITY GROUPS	40% M1	30% M2	10% M3	10% M4	10% M5		ROLL-UP
3-TANKER, TRANS, BOMBER	19	11	1	4	0	35	
3-ENGINE	39	17	1	4	2	63	
3- ALL SOFTWARE	3	11	0	0	1	15	
3-FIGHTER	0	0	0	0	0	0	
3-AVIONICS	2	4	0	0	0	6	
3-GROUND CE	0	0	0	0	0	0	
2-AIRCRAFT STRUCTURES	5	3	1	0	0	9	
2-AIRCRAFT COMPONENTS (OTHER)	17	11	0	1	0	29	
2-INSTRUMENTS	0	7	0	0	0	7	
2-ALL MISSILES	7	7	0	1	0	15	
2-HYDRAULIC/PNEUEMATICS	0	10	0	0	0	10	
2-LANDING GEAR	1	10	0	0	0	11	
2-TMDE	40	29	0	0	0	69	
2-CMD & CNTRL AIRCRAFT	0	0	0	0	0	0	
1-GEN PURPOSE (OTHER)	0	0	0	0	0	0	
1-MUNITIONS/ORDANANCE (AVIATION)	0	Ø	0	0	0	0	
1-PROPELLERS	0	0	0	0	0	0	
1-APUs	40	24	0	8	2	74	
1-GROUND GENERATORS	0	0	0	0	0	0	
WEIGHTED ROLL-UP FOR KELLY							731

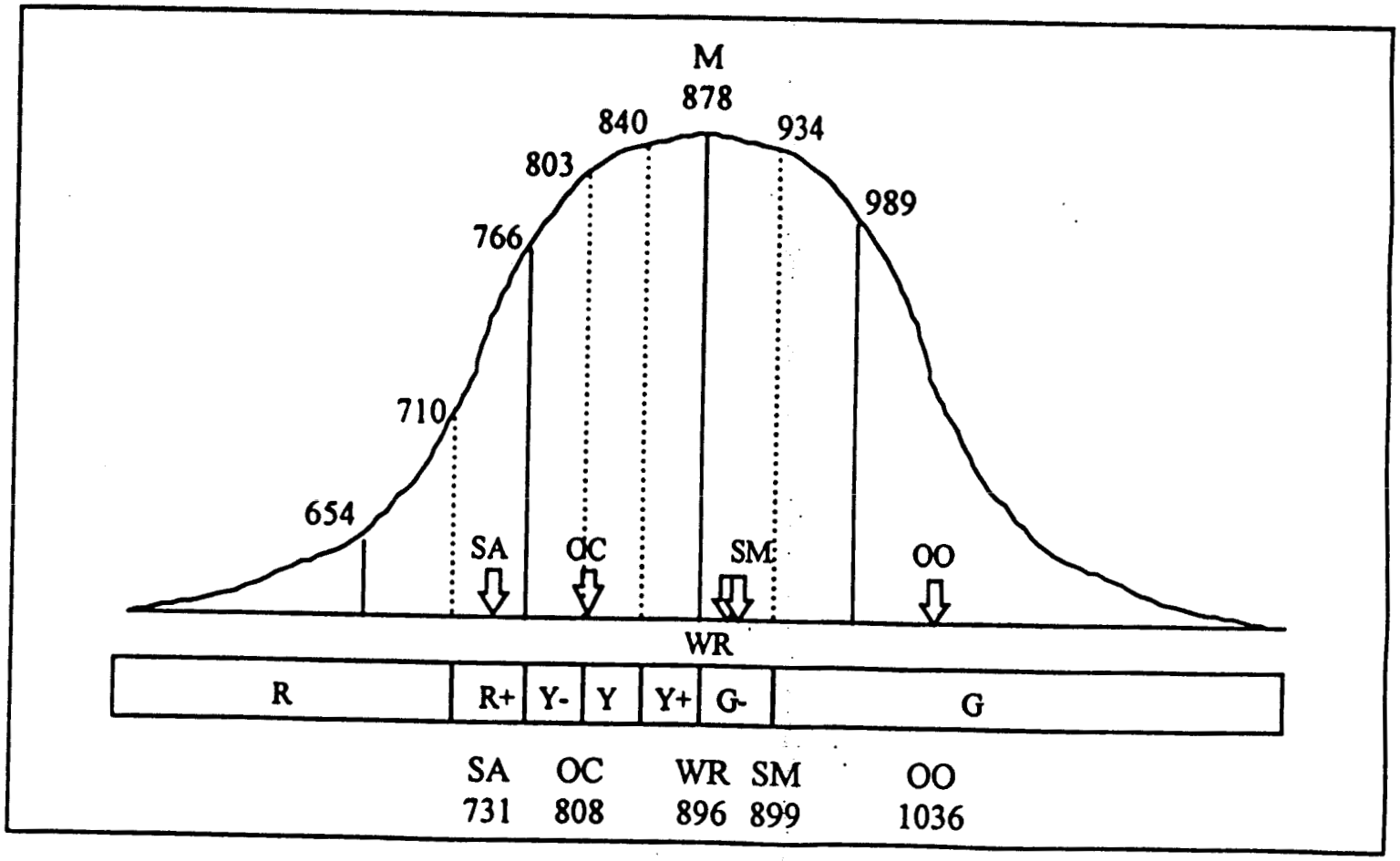
DEPOT ANALYSIS
MCCLELLAN AFB (SM-ALC)

COMMODITY GROUPS	40% M1	30% M2	10% M3	10% M4	10% M5		ROLL-U
3-TANKER, TRANS, BOMBER	9	10	0	0	0	19	
3-ENGINE	0	0	0	0	0	0	
3- ALL SOFTWARE	10	10	0	0	0	20	
3-FIGHTER	29	16	0	3	0	48	
3-AVIONICS	8	14	0	0	0	22	
3-GROUND CE	40	27	5	4	1	77	
2-AIRCRAFT STRUCTURES	19	13	1	1	0	34	
2-AIRCRAFT OTHER	0	0	0	0	0	0	
2-INSTRUMENTS	9	15	0	0	0	24	
2-ALL MISSILES	0	0	0	0	0	0	
2-HYDRAULIC/PUEMATICS	34	23	6	3	0	66	
2-LANDING GEAR	0	0	0	0	0	0	
2-TMDE	0	0	0	0	0	0	
2-CMD & CNTRL AIRCRAFT	0	0	0	0	0	0	
1-GEN PURPOSE (OTHER)	26	0	0	0	0	26	
1-MUNITIONS/ORDANANCE (AVIATION)	0	0	0	0	0	0	
1-PROPELLERS	0	0	0	0	0	0	
1-APUs	0	0	0	0	0	0	
1-GROUND GENERATORS	40	27	0	0	0	67	
WEIGHTED ROLL-UP FOR McCLELLAN							899

DEPOT ANALYSIS
ROBINS AFB (WR-ALC)

COMMODITY GROUPS	40% M1	30% M2	10% M3	10% M4	10% M5		ROLL-UP
3-TANKER, TRANS, BOMBER	20	16	0	0	0	36	
3-ENGINE	0	0	0	0	0	0	
3-ALL SOFTWARE	20	17	3	0	0	40	
3-FIGHTER	20	12	0	0	0	32	
3-AVIONICS	23	22	6	7	0	58	
3-GROUND CE	0	10	0	0	0	10	
2-AIRCRAFT STRUCTURES	29	17	0	0	0	46	
2-AIRCRAFT COMPONENTS (OTHER)	15	18	0	0	0	33	
2-INSTRUMENTS	10	16	1	0	0	27	
2-ALL MISSILES	1	12	0	0	0	13	
2-HYDRAULIC/PNEUMATICS	0	10	0	0	0	10	
2-LANDING GEAR	0	10	0	0	0	10	
2-TMDE	0	0	0	0	0	0	
2-CMD & CNTRL AIRCRAFT	0	0	0	0	0	0	
1-GEN PURPOSE (OTHER)	0	0	0	0	0	0	
1-MUNITIONS/ORDANANCE (AVIATION)	0	10	0	0	0	10	
1-PROPELLERS	40	30	10	0	0	80	
1-APUs	0	0	0	0	0	0	
1-GROUND GENERATORS	0	0	0	0	0	0	
WEIGHTED ROLL-UP FOR ROBINS							896

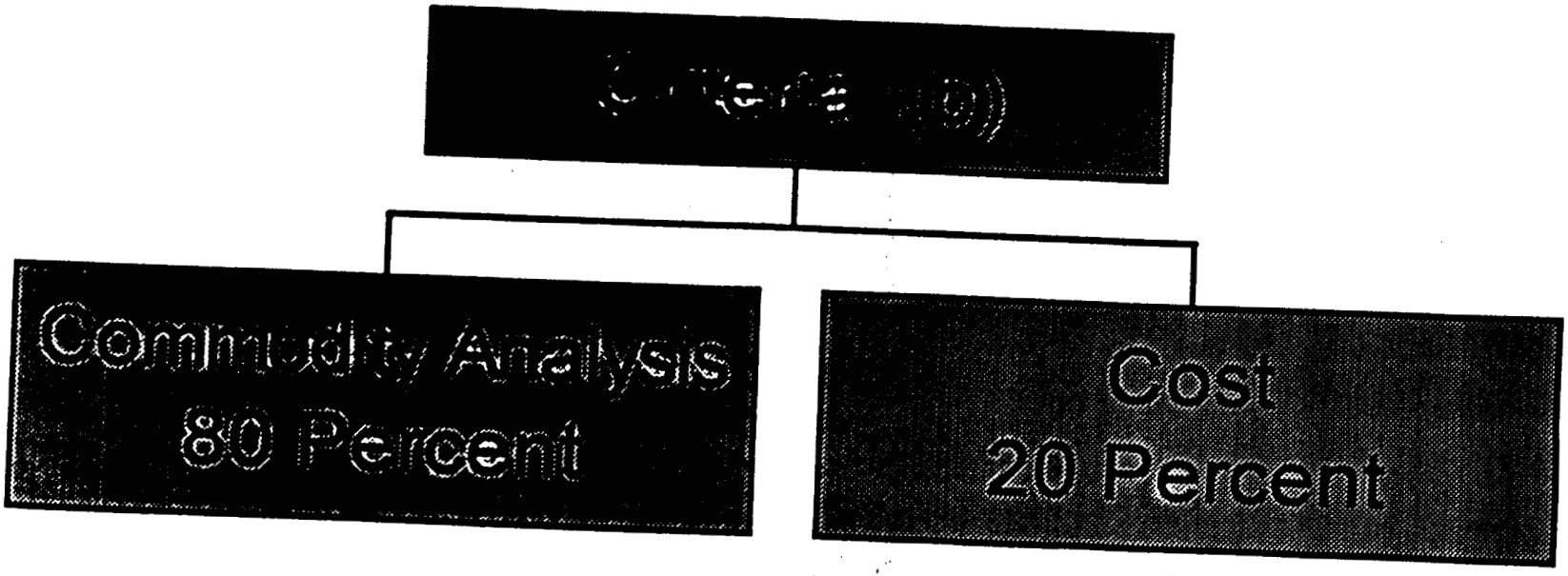
COMMODITY SCORE DISTRIBUTION



DEPOT VALUE COMMODITY SUMMARY

COMMODITY GROUPS	OC	OO	SA	SM	WR
3-TANKER, TRANS, BOMBER					
3-ENGINE					
3- ALL SOFTWARE					
3-FIGHTER					
3-AVIONICS				-	
3-GROUND CE					
2-AIRCRAFT STRUCTURES				+	
2-AIRCRAFT COMPONENTS (OTHER)			+		
2-INSTRUMENTS					
2-ALL MISSILES					
2-HYDRAULIC/PNEUEMATICS	+				
2-LANDING GEAR					
2-TMDE					
2-CMD & CNTRL AIRCRAFT					
1-GEN PURPOSE (OTHER)				+	
1-MUNITIONS/ORDANANCE (AVIATION)					
1-PROPELLERS					
1-APUs		+			
1-GROUND GENERATORS					
COMMODITY ROLL-UP 80%	808	1036	731	899	896

CRITERIA



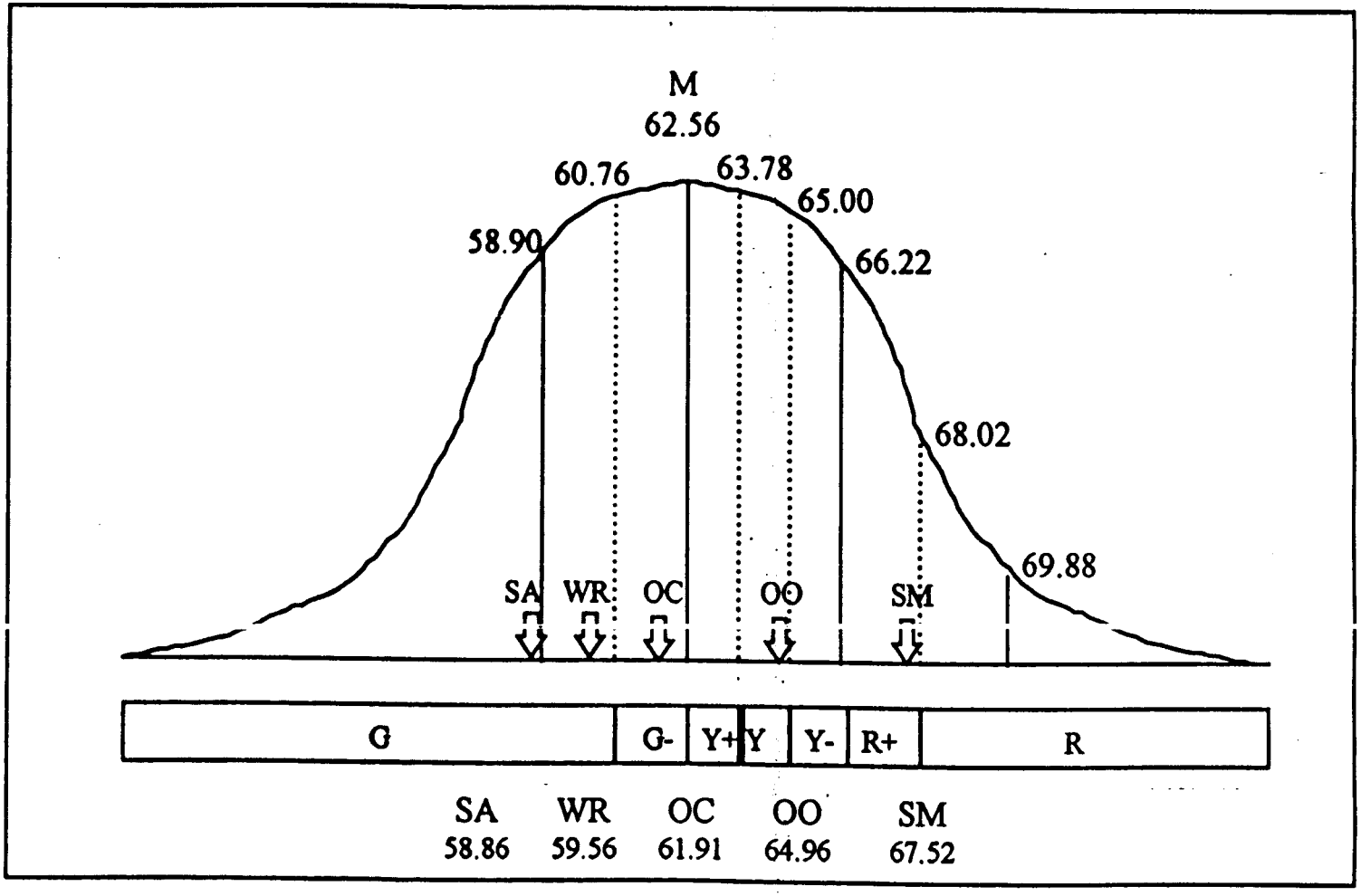
OTHER FACTORS (COST)

- Annual Operating Costs Per Hour (50%)
- Labor Rates (50%)
  - * Responses to both elements evaluated using linear relationship of the depot's reported costs within the range of total costs reported by all depots.

OTHER FACTORS (COST)

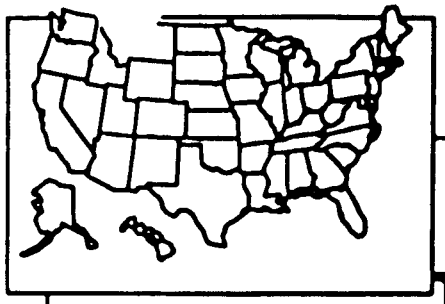
	OC	OO	SA	SM	WR
ANNUAL OPERATING COST ($) / HR	46.54	49.49	45.67	50.18	45.85
LOCAL WAGE RATE (WG-11 ST4)	15.37	15.47	13.19	17.34	13.71
COST TOTAL (20%)	61.91	64.96	58.86	67.52	59.56

COST DISTRIBUTION



DEPOT VALUE SUMMARY

COMMODITY GROUPS	OC	OO	SA	SM	WR
3-TANKER, TRANS, BOMBER					
3 ENGINE					
3-ALL SOFTWARE					
3 FIGHTER					
3 AVIONICS					
3 GROUND CE					
2 AIRCRAFT STRUCTURES					
2-AIRCRAFT COMPONENTS (OTHER)					
2 INSTRUMENTS					
2-ALL MISSILES					
2-HYDRAULIC/PNEUMATICS					
2-LANDING GEAR					
2-TMDE					
2-CMD & CNTRL AIRCRAFT					
1-GEN PURPOSE (OTHER)					
1-MUNITIONS/ORDANANCE (AVIATION)					
1-PROPELLERS					
1-APUs					
1-GROUND GENERATORS					
COMMODITY ROLL-UP 80%	808	1036	731	899	896
OTHER FACTORS (COST) 10%	$ 61.91	$ 64.96	$ 58.86	$ 67.52	$ 59.56
DEPOT VALUE COMPOSITE ROLL-UP		−	−	+	−



DEPOT COMPARISON

DEPOT CRITERIA IV & V

- AFMC DATA /METHODS USED
  - Distribution of depot workload
  - Depot MILCON and MFH
  - "Unique" Costs
  - Transportation Cost*
  - Interim Production Support Cost*
- HQ USAF DATA
  - Force Structure Movement
  - Manpower
  - Force Structure MILCON and MFH
- STANDARD FACTORS

*Recalculated using consistent factors

ATCH 3

0

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

14 OCT 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 0800 hours on 13 September 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees

Mr Blanchard, AF/DPP
Col Mayfield, AF/RTR
Col Pease, AF/XOO
Col Kraus, SAF/AQ
Lt Col Pitcher, AF/LGMM
Mr. Schoenecker, AF/CEVP
Lt Col Donnalley, AF/RTR
Mr. Scovell, SAF/FMCCA

The meeting was called to order by Mr. Boatright. Lt Col Pitcher presented a follow-up to the Depot Analysis, using the slides at Atch 1. He presented the different format for tallying depot commodities scores as directed by the BCEG and the comparative colors for each commodity score. The overall colors are derived by applying a standard deviation to the depot total scores, which result from summing the weighted commodity scores. The BCEG once again noted the Munitions commodity for Kelly AFB showed a zero for M2; this should be a zero.

Lt Col Pitcher noted that an error in calculation had been discovered that changed the Kelly AFB overall score from 731 to 730. For the Cost element, the colors were based on a standard deviation of the overall cost and wage rate subelements, and all calculations were verified correct. After a review, the BCEG approved the scores and overall color grades for the depot functions as briefed.

Lt Col Donnalley then briefed a change to the data for Criterion II, Unique Facilities, for Hill AFB, using the slide at Atch 2. The grade for Hill AFB will be changed to Green as a result of the data, since they do have unique facilities. The BCEG then examined the rollup of scores for both depot and operations subelements for Criterion I for all the bases in the Depot Subcategory.

Mr. Schoenecker, AF/CEVP, presented the Criterion VI analysis method as directed by the Economic Impact JCSG, using the slides at Atch 3. The analysis takes into account current actions as well as cumulative impacts from past BRAC actions of all DoD departments and agencies that have not yet been implemented. While the Air Force will consider only Air Force proposed BRAC 95 actions, DoD will examine cumulative BRAC 95 actions across DoD after all recommendations are given to them.

On the example slide, the BCEG noted inaccuracies in some of the column explanations, and directed that they be fixed. The BCEG also requested a clarification on whether the Column IV total should include tenants on the base, and an explanation of the rationale if DoD wants to exclude tenants from this number. The BCEG then approved a display of the Criterion VI information which will show Total Job Loss and the current impact or, if applicable, the cumulative impact, as a percentage. In addition, the BCEG will examine the historical data regarding the past employment data, with a report of the last three years' average unemployment in addition to the ten-year average. The BCEG then recessed at 1000, and reconvened at 1435.

Mr. Schoenecker presented the Criterion VI scores for Depot Subcategory bases, using the slides at Atch 4. He first related that OSD did not intend to include tenants in the numbers for Total Job Loss under Column IV. OSD is considering this issue, however, and may issue guidance prior to the final analysis being completed. The BCEG questioned the contract personnel equivalent number, and asked AF/PE to confirm these numbers. In addition, the BCEG questioned the Tinker total job loss number, since it was considerably higher than the other bases. The BCEG then approved the Criterion VI data, subject to the requested reviews.

Mr. Scovell presented the COBRA data (Criteria IV and V) for the Depot Subcategory bases, using the slide at Atch 5. He explained the significance of each number. He noted that these costs are lower than those reported in the BRAC 93 analysis. He attributed this to the use of a much smaller discount rate for Return of Investment, and a much better analysis of cost, including construction. He then discussed some of the one-time cost drivers at the various bases. After discussion and review, the BCEG approved the COBRA data as briefed.

Mr. Wolff then presented an explanation of the cost of military family housing, using the information in Atch 6. He noted that contingency and SIOH should be deducted and Infrastructure Cost was captured elsewhere in COBRA. As a result, the cost of housing was $92,350 per unit.

The BCEG then reviewed the scores and information for all eight criteria for the bases in the depot subcategory and discussed items of importance for consideration as the members voted. Mr. Boatright noted the priority given to the first four criteria and suggested particular attention be paid to Criterion I because it represented the comparative value of each of these bases to support both depot and flying operations. He then suggested the cost criteria be given emphasis because of the high cost of closure for bases hosting Air Logistics Centers and because of the considerable difference in these comparative costs within this category. The BCEG members noted that it would be desirable to retain one of the primary engine commodity depots, as depicted by the commodity grades on the depot analysis. An additional factor was the availability of water, and other environmental factors.

The BCEG members then voted by secret written ballot. Each base could be given either a 3, 2, or 1 vote, with a three representing a vote to place the base in the top tier for retention. The votes for each base were then totalled and displayed for the members. Based on the votes received by each base, the following tiers were produced:

Top Tier:	Hill AFB Tinker AFB
Middle Tier:	Robins AFB
Bottom Tier:	Kelly AFB McClellan AFB

Bases are placed in the tier alphabetically, and there is no ranking of bases within a tier. The BCEG approved the tiers by vote.

There being no further matters to discuss, the meeting was adjourned at 1630. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: Unique facilities grading
Facility condition grade issues
Squadron size and number of units
Tinker AFB apron score
Contract Personnel numbers for Criterion VI

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Depot Analysis
2. Depot scores
3. Crit VI Method
4. Depot Crit VI data
5. Depot COBRA
6. MFH Cost

DISTRIBUTION:
SAF/FM
SAF/GCN
SAF/AQX
SAF/MIQ
AF/RT
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM

DEPOT VALUE ANALYSIS

LT COL PITCHER
BRIEFER

ATCH 1

DEPOT ANALYSIS
TINKER AFB (OC-ALC)

COMMODITY GROUPS	40%M 1	30% M2	10% M3	10% M4	10% M5	Raw Score	Weighted Score	Comparative Color
3-TANKER, TRANS, BOMBER	22	17	0	0	0	39	118	
3-ENGINE	31	20	0	1	0	52	156	
3- ALL SOFTWARE	8	12	0	0	0	20	60	
3-FIGHTER	4	0	0	0	0	4	12	
3-AVIONICS	2	11	0	1	0	14	42	
3-GROUND CE	0	0	0	0	0	0	0	
2-AIRCRAFT STRUCTURES	17	17	0	0	0	34	68	+
2-AIRCRAFT COMPONENTS (OTHER)	19	11	0	1	0	31	62	
2-INSTRUMENTS	10	16	0	0	0	26	52	
2-ALL MISSILES	0	0	0	0	0	0	0	
2-HYDRAULIC/PNEUEMATICS	27	16	1	5	0	49	98	+
2-LANDING GEAR	0	0	0	0	0	0	0	
2-TMDE	1	0	0	0	0	1	2	
2-CMD & CNTRL AIRCRAFT	40	29	0	0	0	69	138	
1-GEN PURPOSE (OTHER)	0	0	0	0	0	0	0	
1-MUNITIONS (AVIATION)	0	0	0	0	0	0	0	
1-PROPELLERS	0	0	0	0	0	0	0	
1-APUs	0	0	0	0	0	0	0	
1-GROUND GENERATORS	0	0	0	0	0	0	0	
TOTAL							808	

DEPOT ANALYSIS
HILL AFB (OO-ALC)

COMMODITY GROUPS	40% M1	30% M2	10% M3	10% M4	10% M5	Raw Score	Weighted Score	Comparative Color
3-TANKER, TRANS, BOMBER	5	12	0	0	0	17	51	
3-ENGINE	1	1	0	0	0	2	6	
3- ALL SOFTWARE	12	15	1	0	0	28	84	
3-FIGHTER	35	17	0	1	4	57	171	
3-AVIONICS	9	14	0	1	0	24	72	-
3-GROUND CE	0	0	0	0	0	0	0	
2-AIRCRAFT STRUCTURES	12	10	0	0	5	27	54	
2-AIRCRAFT COMPONENTS (OTHER)	24	14	0	1	0	39	78	
2-INSTRUMENTS	4	12	0	1	0	17	34	
2-ALL MISSILES	40	20	5	3	6	74	148	
2-HYDRAULIC/PNEUMATICS	2	10	0	0	0	12	24	
2-LANDING GEAR	40	30	8	0	0	78	156	
2-TMDE	0	0	0	0	0	0	0	
2-CMD & CNTRL AIRCRAFT	0	0	0	0	0	0	0	
1-GEN PURPOSE (OTHER)	37	0	0	0	0	37	37	
1-MUNITIONS (AVIATION)	40	30	0	7	0	77	77	
1-PROPELLERS	0	0	0	0	0	0	0	
1-APUs	28	14	0	2	0	44	44	+
1-GROUND GENERATORS	0	0	0	0	0	0	0	
TOTAL							1036	

DEPOT ANALYSIS
KELLY AFB (SA-ALC)

COMMODITY GROUPS	40% M1	30% M2	10% M3	10% M4	10% M5	Raw Score	Weighted Score	Comparative Color
3-TANKER, TRANS, BOMBER	19	11	1	4	0	35	105	
3-ENGINE	39	17	1	4	2	63	189	
3- ALL SOFTWARE	3	11	0	0	1	15	45	
3-FIGHTER	0	0	0	0	0	0	0	
3-AVIONICS	2	4	0	0	0	6	18	
3-GROUND CE	0	0	0	0	0	0	0	
2-AIRCRAFT STRUCTURES	5	3	1	0	0	9	18	
2-AIRCRAFT COMPONENTS (OTHER)	17	11	0	1	0	29	58	
2-INSTRUMENTS	0	7	0	0	0	7	14	
2-ALL MISSILES	7	7	0	1	0	15	30	
2-HYDRAULIC/PNEUEMATICS	0	10	0	0	0	10	20	
2-LANDING GEAR	1	10	0	0	0	11	22	
2-TMDE	40	29	0	0	0	69	138	
2-CMD & CNTRL AIRCRAFT	0	0	0	0	0	0	0	
1-GEN PURPOSE (OTHER)	0	0	0	0	0	0	0	
1-MUNITIONS (AVIATION)	0	0	0	0	0	0	0	
1-PROPELLERS	0	0	0	0	0	0	0	
1-APUs	40	23	0	8	2	73	73	
1-GROUND GENERATORS	0	0	0	0	0	0	0	
TOTAL							730	

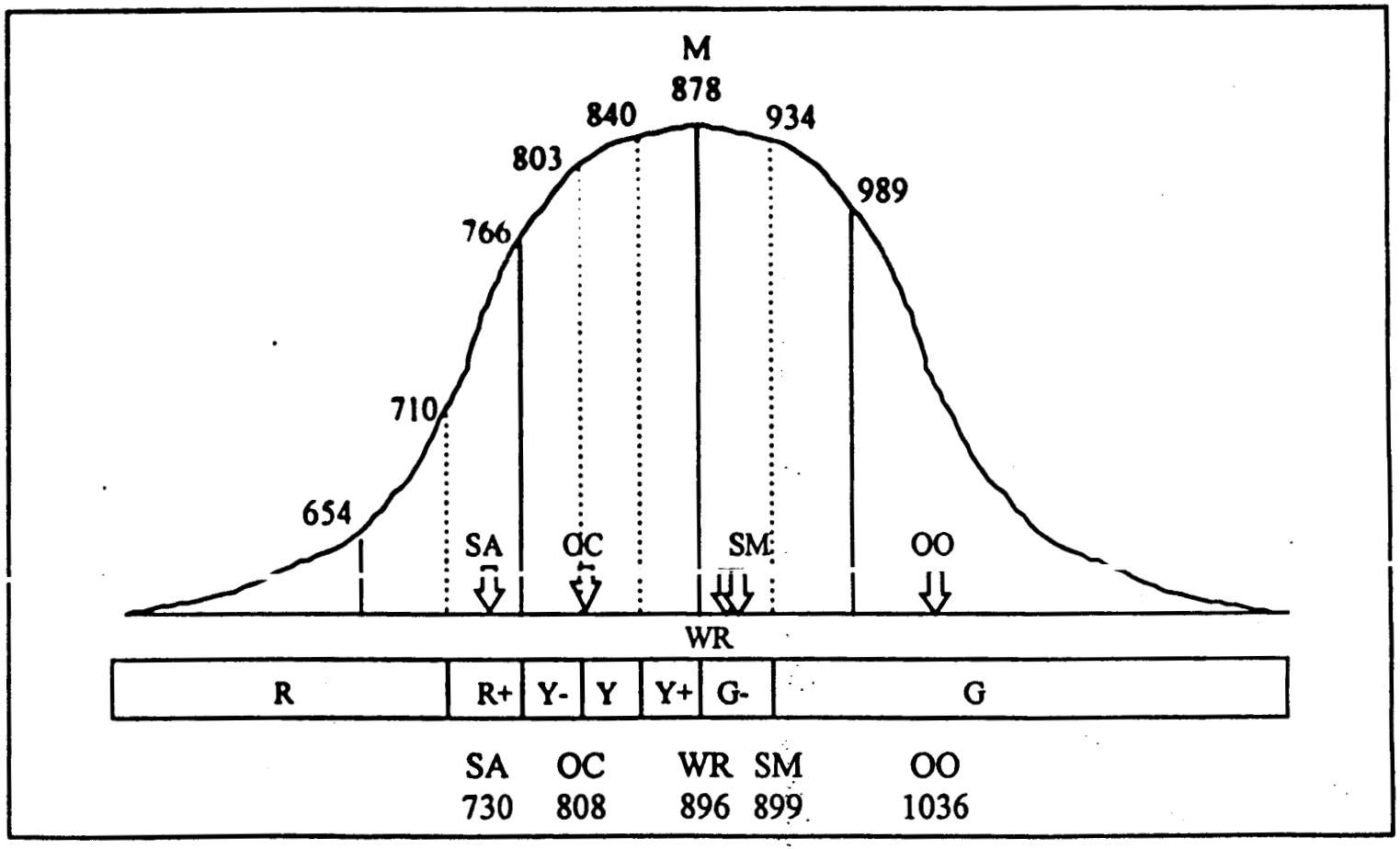
DEPOT ANALYSIS
MCCLELLAN AFB (SM-ALC)

COMMODITY GROUPS	40% M1	30% M2	10% M3	10% M4	10% M5	Raw Score	Weighted Score	Comparative Color
3-TANKER, TRANS, BOMBER	9	10	0	0	0	19	57	
3-ENGINE	0	0	0	0	0	0	0	
3- ALL SOFTWARE	10	10	0	0	0	20	60	
3-FIGHTER	29	16	0	3	0	48	144	
3-AVIONICS	8	14	0	0	0	22	66	-
3-GROUND CE	40	27	5	4	1	77	231	
2-AIRCRAFT STRUCTURES	19	13	1	1	0	34	68	+
2-AIRCRAFT OTHER	0	0	0	0	0	0	0	
2-INSTRUMENTS	9	15	0	0	0	24	48	
2-ALL MISSILES	0	0	0	0	0	0	0	
2-HYDRAULIC/PNUEMATICS	34	23	6	3	0	66	132	
2-LANDING GEAR	0	0	0	0	0	0	0	
2-TMDE	0	0	0	0	0	0	0	
2-CMD & CNTRL AIRCRAFT	0	0	0	0	0	0	0	
1-GEN PURPOSE (OTHER)	26	0	0	0	0	26	26	+
1-MUNITIONS (AVIATION)	0	0	0	0	0	0	0	
1-PROPELLERS	0	0	0	0	0	0	0	
1-APUs	0	0	0	0	0	0	0	
1-GROUND GENERATORS	40	27	0	0	0	67	67	
TOTAL							899	

DEPOT ANALYSIS
ROBINS AFB (WR-ALC)

COMMODITY GROUPS	40% M1	30% M2	10% M3	10% M4	10% M5	Raw Score	Weighted Score	Comparative Color
3-TANKER, TRANS, BOMBER	20	16	0	0	0	36	108	
3-ENGINE	0	0	0	0	0	0	0	
3- ALL SOFTWARE	20	17	3	0	0	40	120	
3-FIGHTER	20	12	0	0	0	32	96	
3-AVIONICS	23	22	6	7	0	58	174	
3-GROUND CE	0	10	0	0	0	10	30	
2-AIRCRAFT STRUCTURES	29	17	0	0	0	46	92	
2-AIRCRAFT COMPONENTS (OTHER)	15	18	0	0	0	33	66	
2-INSTRUMENTS	10	16	1	0	0	27	54	
2-ALL MISSILES	1	12	0	0	0	13	26	
2-HYDRAULIC/PNEUMATICS	0	10	0	0	0	10	20	
2-LANDING GEAR	0	10	0	0	0	10	20	
2-TMDE	0	0	0	0	0	0	0	
2-CMD & CNTRL AIRCRAFT	0	0	0	0	0	0	0	
1-GEN PURPOSE (OTHER)	0	0	0	0	0	0	0	
1-MUNITIONS (AVIATION)	0	10	0	0	0	10	10	
1-PROPELLERS	40	30	10	0	0	80	80	
1-APUs	0	0	0	0	0	0	0	
1-GROUND GENERATORS	0	0	0	0	0	0	0	
TOTAL							896	

COMMODITY SCORE DISTRIBUTION



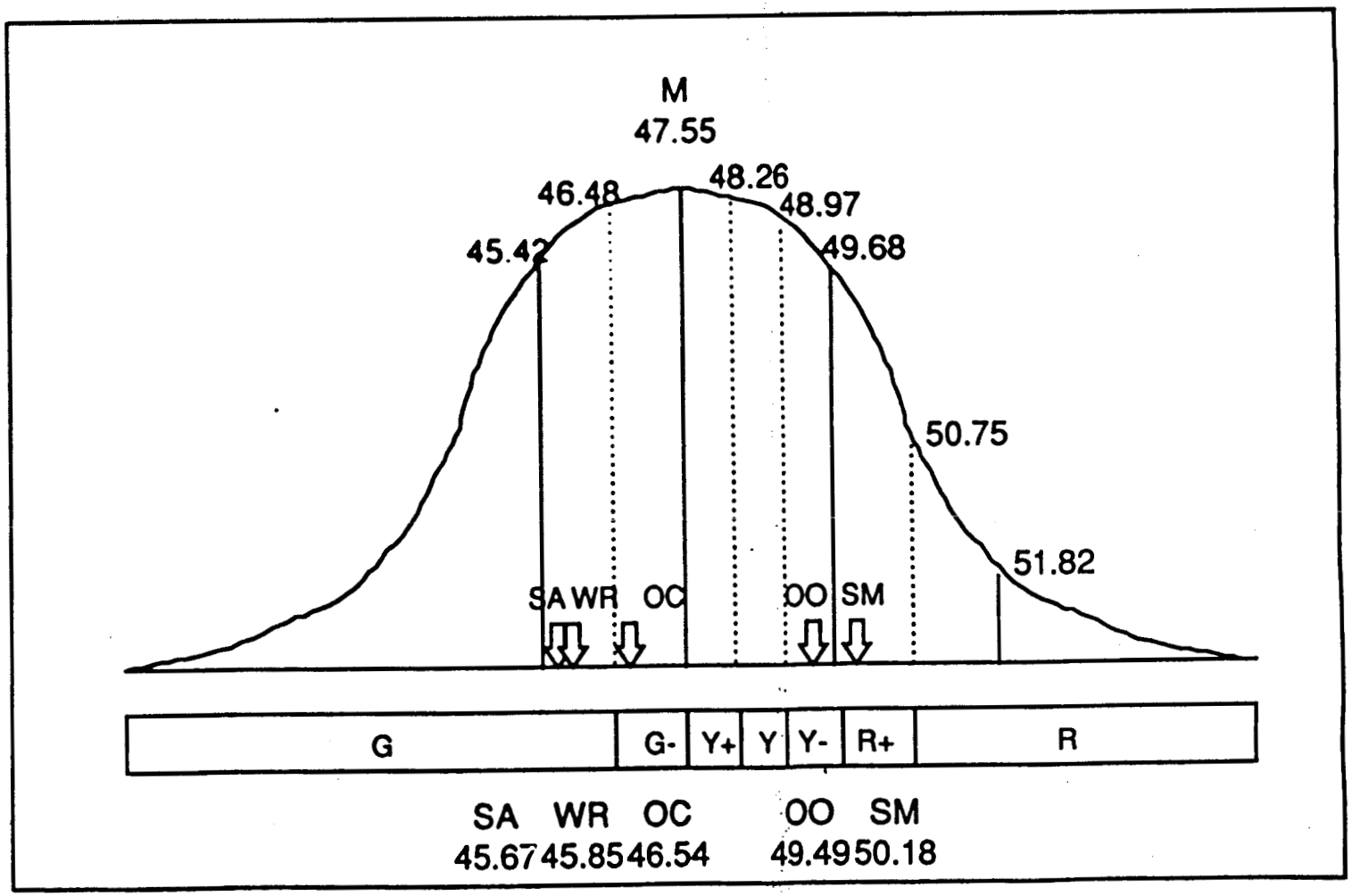
DEPOT VALUE COMMODITY SUMMARY

	[illegible] AFB (OC-ALC)		HILL AFB (OO-ALC)		KELLY AFB (OO-ALC)		McCLELLAN AFB (SM-A[illegible]		ROBINS AFB (OO-ALC)	
COMMODITY GROUPS	Weighted Score	Comparative Color	Weighted Score	Comparative Color	Weighted Score	Comparative Color	Weighted Score	Comparative Color	Weighted Score	Comparative Color
3-TANKER, TRANS, BOMBER	118		51		105		57		108	
3-ENGINE	156		6		189		0		0	
3-ALL SOFTWARE	60		84		45		60		120	
3-FIGHTER	12		171		0		144		96	
3-AVIONICS	42		72		18		66		174	
3-GROUND CE	0		0		0		231		30	
2-AIRCRAFT STRUCTURES	68		54		18		68		92	
2-AIRCRAFT COMPONENTS (OTHER)	62		78		58		0		66	
2-INSTRUMENTS	52		34		14		48		54	
2-ALL MISSILES	0		148		30		0		26	
2-HYDRAULIC/PNEUEMATICS	98		24		20		132		20	
2-LANDING GEAR	0		156		22		0		20	
2-TMDE	2		0		138		0		0	
2-CMD & CNTRL AIRCRAFT	138		0		0		0		0	
1-GEN PURPOSE (OTHER)	0		37		0		26		0	
1-MUNITIONS (AVIATION)	0		77		0		0		10	
1-PROPELLERS	0		0		0		0		80	
1-APUs	0		44		74		0		0	
1-GROUND GENERATORS	0		0		0		67		0	
COMMODITY ROLL-UP 80%	808		1036		731		899		896	

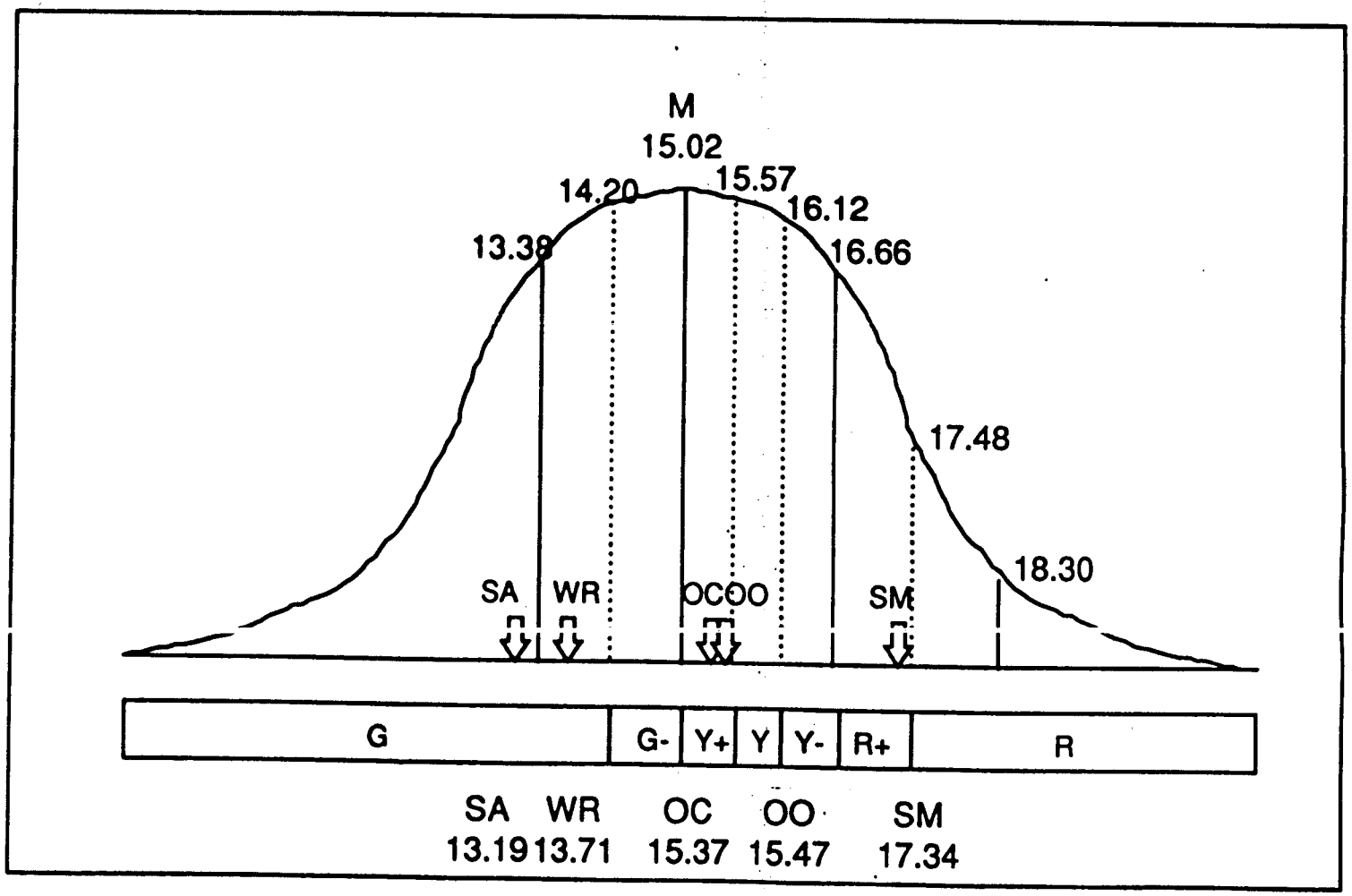
OTHER FACTORS (COST)

- Annual Operating Costs Per Hour (50%)
- Labor Rates (50%)
  - * Responses to both elements evaluated using linear relationship of the depot's reported costs within the range of total costs reported by all depots.

AOC Distribution



LWR Distribution



OTHER FACTORS (COST)

	OC	OO	SA	SM	WR
ANNUAL OPERATING COST ($) / HR	46.54	49.49	45.67	50.18	45.85
LOCAL WAGE RATE(WG-11 ST4)	15.37	15.47	13.19	17.34	13.71
	+	+			
COST TOTAL (20%)					
COST TOTAL (20%)					

DEPOT VALUE SUMMARY

	TINKER AFB (OC-ALC)		HILL AFB (OO-ALC)		KELLY AFB (SA-ALC)		McCLELLAN AFB (SM-ALC)		ROBINS AFB (WR-ALC)	
COMMODITY GROUPS	Weighted Score	Comparative Color	Weighted Score	Comparative Color	Weighted Score	Comparative Color	Weighted Score	Comparative Color	Weighted Score	Comparative Color
3-TANKER, TRANS, BOMBER	118		51		105		57		108	
3-ENGINE	156		6		189		0		0	
3-ALL SOFTWARE	60		84		45		60		120	
3-FIGHTER	12		171		0		144		96	
3-AVIONICS	42		72		18		66		174	
3-GROUND CE	0		0		0		231		30	
2-AIRCRAFT STRUCTURES	68	+	54		18		68	+	92	
2-AIRCRAFT COMPONENTS (OTHER)	62		78		58	+	0		66	
2-INSTRUMENTS	52		34		14		48		54	
2-ALL MISSILES	0		148		30		0		26	
2-HYDRAULIC/PNEUEMATICS	98	+	24		20		132		20	
2-LANDING GEAR	0		156		22		0		20	
2-TMDE	2		0		138		0		0	
2-CMD & CNTRL AIRCRAFT	138		0		0		0		0	
1-GEN PURPOSE (OTHER)	0		37		0		26	+	0	
1-MUNITIONS (AVIATION)	0		77		0		0		10	
1-PROPELLERS	0		8		0		0		80	
1-APUs	0		44	+	73		0		0	
1-GROUND GENERATORS	0		0		0		67		0	
COMMODITY ROLL-UP 80%	808		1036		730		899		896	
OTHER FACTORS (COST) 20%										
DEPOT VALUE COMPOSITE ROLL-UP					-		+			

ADMIN REMARKS

- DATA CALL NUMBER 6
  - HILL RESULTS
    - HAS UNIQUE FACILITIES
    - WILL CHANGE GRADE UNDER UNIQUE FACILITIES
    - WILL NOT ALTER THE OVERALL CRITERION II COLOR CODE
    - BCEG ACCEPT CHANGE TO HILL UNIQUE FACILITIES DATA

ATCH

BRAC 95

ECONOMIC IMPACTS

(CRITERIA VI)

Briefer
Mr Lee Schoenecker

ATCH

BRAC 95 OSD GUIDANCE ON ECONOMIC IMPACTS (CRITERION VI)

- Approved by Joint Cross-Service Group on Economic Impact
- Issued by DASD (ER & BRAC) Bayer on 4 Apr 94
  - Provides for one system
  - Requires military departments to identify total potential job change in the economic area (county or multi-county)
  - Requires military departments to measure economic impacts by total potential job loss as a percent of economic area employment

BRAC 95 OSD GUIDANCE ON ECONOMIC IMPACTS (CRITERION VI)

(Continued)

- ♦♦Requires military departments to review historic economic data provided by OSD
- ♦♦Requires cross-services cumulative economic impact if applicable
- ♦OSD system now becoming available

NATURE OF OSD SYSTEM

- Based on Air Force military and civilian manpower FY97/4 figures and Air Force FY 93 contract figures, the OSD system provides job impact data for potential closures, realignments, and gainers
- OSD system also includes various background data such as past per capita income growth and average unemployment rate
- Most data comes from nationally-recognized source documents and files as developed by Labor/BLS, Commerce/Bureau of the Census, and Commerce/Bureau of Economic Analysis

HOW AIR FORCE WILL USE OSD SYSTEM

- We will provide information to BCEG showing
  - One table of closure economic impacts for each category of bases
  - One table of OSD-developed historic economic data for each category of bases

Proposed presentation

ECONOMIC AREA IMPACT TABLE I: BASIC FACTS AND POTENTIAL CLOSURE IMPACTS

I	II	III	IV	V	VI	VII	VIII	IX	X
AIR FORCE BASE	ECONOMIC AREA	BLS 1993 EMPLOYMENT	TOTAL DIRCET AIR FORCE (MIL & CIV) JOB LOSS	INDIRECT MULTIPLIER	TOTAL INDIRECT JOB LOSS	TOTAL JOB LOSS	JOB IMPACT AS % OF 93 BLS EMPLOY	TOTAL CUMULATIVE (MIL & CIV) JOB LOSS	CUMULATIVE IMPACT AS PERCENT OF 1993 BLS EMPLOY
Base A	Pikes City, MSA	533,312	(14,332)	0.9	(12,899)	(27,221)	-4.9%		
Base B	Hands Area, MSA	277,830	(11,260)	0.5	(5,630)	(16,890)	-6.1%		
Base C	Point Brown,MSA	602,596	(9,313)	0.6	(5,878)	(15,191)	-2.5%	(18,290)	-3.1%
Base D	Hewley, MSA	473,337	(8,512)	0.7	(5,958)	(14,470)	-3.1%	(19,511)	-4.2%
Base E	Crenshaw, MSA	191,620	(6,692)	0.6	(4,015)	(10,707)	-5.6%		

Column I is the Air Force base

Column II is the name of the county or multi-county economic area against which all numbers and measures in this table relate.

Column III is the 1993 overall employment base for the economic area. These figures were gathered from the U.S. Department of Commerce, Bureau of Labor Statistics, by the Logistics Management Institute (LMI), the OSD contractor for base closure.

Column IV is the number of Air Force jobs -- military, civilian, and base-support contractor man-year equivalents -- lost because of closure.

Column V is the multiplier used to determine indirect retail, financial, and other service industry jobs lost due to closure as well as off-base jobs lost which provide goods and services to the Air Force base. These multipliers were developed by the LMI from federal and non-federal sources as well as their own past studies.

Column VI is the indirect total job loss determined by applying the multiplier under column V against the total number of direct Air Force jobs lost under column IV.

Column VII is the total job loss -- direct and indirect -- due to closure and it is determined by adding columns IV and VI.

Column VIII is the percentage of the 1993 employment base lost in the economic area because of Air Force closure and is determined by dividing column VII into column III.

Column IX is the cumulative total job loss -- all military departments and the Defense Logistics Agency -- due to closure. It is determined by adding total job losses due to Air Force closure under column VII to the job losses scheduled after 30 September 1994 by other military departments and the DLA because of either BRAC 89, 91 or 93 actions.

Column X is the cumulative percentage of the 1993 employment base lost in the economic area because of total military department and DLA losses determined by dividing column IX into column III.

Proposed presentation

ECONOMIC AREA IMPACT TABLE II: HISTORICAL INFORMATION

I	II	III	IV	V	VI	VII	VIII
AIR FORCE BASE	ECONOMIC AREAPOPULATION	1992 CENSUS OF INCOME	1984-91 1991 PER CAPITA	1984-1993, AVERAGE ANNUAL % INCREASE IN PER CAPITA INCOME	AVERAGE JOB GROWTH PER YEAR	AVERAGE 10-YEAR UNEMPLOY RATE	AVERAGE 1993 UNEMPLOY RATE
Base A	Pikes City, MSA	1,119,654	$17,262	5.9%	14,264	5.3%	5.0%
Base B	Hands Area, MSA	573,324	$16,246	5.3%	5,336	6.4%	6.2%
Base C	Point Brown,MSA	1,236,313	$18,906	5.7%	13,560	6.5%	6.9%
Base D	Hewley, MSA	937,654	$17,665	5.9%	12,365	6.2%	7.5%
Base E	Crenshaw, MSA	376,512	$15,887	4.8%	3,273	7.0%	9.5%

Column I is the Air Force base.

Column II is the name of the county or multi-county economic area against which all numbers and measures in this table relate.

Column III is the 1992 Department of Commerce, Bureau of the Census Population Estimates for the economic area. Data was gathered by the Logistics Management Institute (LMI), the OSD contractor, from the Department of Commerce, Bureau of Economic Analysis data files.

Column IV is the 1991 per capita income figure as gathered by LMI from Bureau of Economic Analysis data files.

Column V is the average annual percentage per capita income growth for the period, 1984-91, as determined by LMI using Bureau of Economic Analysis data files.

Column VI is the average annual employment base growth for the period, 1984-93. It was developed by LMI from information in the Department of Labor, Bureau of Labor Statistics data files.

Column VII is the 10-year, 1984-93, average annual unemployment rate as determined by AF/CEVP from year by year information gathered by LMI from Bureau of Labor Statistics data files.

Column VIII is the 1993 average unemployment rate as gathered by LMI from Bureau of Labor Statistics data files

Recommendation

- BCEG Accept AF methodology for presentation of the Joint Economic data for criterion VI

ECONOMIC AREA IMPACT TABLE I:
BASIC FACTS AND POTENTIAL CLOSURE IMPACTS

I AIR FORCE BASE	II ECONOMIC AREA	III BLS 1993 EMPLOY	IV TOTAL AIR FORCE MIL & CIV JOB LOSS	V INDIR MULTIP	VI INDIRECT JOB LOSS	VII TOTAL JOB LOSS	VIII JOB IMPACT AS % OF 93 BLS EMPLOY	IX TOTAL CUMULATIVE (MIL & CIV) JOB LOSS	X CUMULATIVE IMPACT AS % OF 93 BLS EMPLOY
Hill	Salt Lake City-Ogden, UT MSA	566,518	(19,175)	1.6	(30,680)	(49,855)	-8.8%		
Kelly	San Antonio, TX MSA	643,206	(20,429)	1.6	(32,686)	(53,115)	-8.3%		
McClellen	Sacramento, CA PMSA	627,813	(12,943)	1.6	(20,709)	(33,652)	-5.4%	(36,317)	-5.8%
Robins	Macon, GA MSA	131,511	(19,897)	1.1	(21,887)	(41,784)	-31.8%		
Tinker	Oklahoma City, OK MSA	470,531	(28,750)	1.5	(43,125)	(71,875)	-15.3%		

Column I is the Air Force base.

Column II is the name of the county or multi-county economic area against which all numbers and measures in this table relate.

Column III is the 1993 overall employment base for the economic area. These figures were gathered from the U.S. Department of Commerce, Bureau of Labor Statistics, by the Logistics Management Institute (LMI), the OSD contractor for base closure.

Column IV is the number of Air Force jobs -- military, civilian, and base-support contractor man-year equivalents -- lost because of closure.

Column V is the multiplier used to determine indirect retail, financial, and other service industry jobs lost due to closure as well as off-base jobs lost which provide goods and services to the Air Force base. These multipliers were developed by the LMI from federal and non-federal sources as well as their own past studies.

Column VI is the indirect total job loss determined by applying the multiplier under column V against the total number of direct Air Force jobs lost under column IV.

Column VII is the total job loss -- direct and indirect -- due to closure and it is determined by adding columns IV and VI.

Column VIII is the percentage of the 1993 employment base lost in the economic area because of Air Force closure and is determined by dividing column VII into column III.

Column IX is the cumulative total job loss -- all military departments and the Defense Logistics Agency -- due to closure. It is determined by adding total job losses due to Air Force closure under column VII to the job losses scheduled after 30 September 1994 by other military departments and the DLA because of either BRAC 89, 91 or 93 actions.

Column X is the cumulative percentage of the 1993 employment base lost in the economic area because of total military department and DLA job losses and it is determined by dividing column IX into column III.

ATCH 4

ECONOMIC AREA IMPACT TABLE II: HISTORICAL INFORMATION

I AIR FORCE BASE	II ECONOMIC AREA	III 1992 CENSUS OF POP	IV 1991 PER CAPITA INCOME	V 1984-91 AVG ANN % INCREASE PER CAPITA INCOME	VI 1984 -93 AVG JOB GROWTH PER YEAR	VII AVG 10-YR UNEMPLOY RATE	VIII AVG 1993 UNEMPLOY RATE
Hill	Salt Lake City-Ogden, UT MSA	1,130,487	$15,686	7.7%	(14,859)	4.8%	3.6%
Kelly	San Antonio, TX MSA	1,378,138	$15,950	4.0%	(13,745)	6.3%	5.6%
McClellen	Sacramento, CA PMSA	1,423,385	$19,540	5.3%	(14,158)	6.6%	8.3%
Robins	Macon, GA MSA	296,926	$16,610	6.0%	(1,843)	5.7%	5.8%
Tinker	Oklahoma City, OK MSA	986,757	$16,799	3.4%	(1,265)	5.6%	5.0%

Column I is the Air Force base.

Column II is the name of the county or multi-county economic area against which all numbers and measures in this table relate.

Column III is the 1992 Department of Commerce, Bureau of the Census Population Estimates for the economic area. Data was gathered by the Logistics Management Institute (LMI), the OSD contractor, from the Department of Commerce, Bureau of Economic Analysis data files.

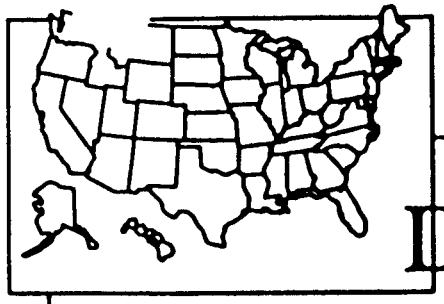
Column IV is the 1991 per capita income figure as gathered by LMI from Bureau of Economic Analysis data files.

Column V is the average annual percentage per capita income growth for the period, 1984-91, as determined by LMI using Bureau of Economic Analysis data files.

Column VI is the average annual employment base growth for the period, 1984-93. It was developed by LMI from information in the Department of Labor, Bureau of Labor Statistics data files.

Column VII is the 10-year, 1984-93, average annual unemployment rate as determined by AF/CEVP from year by year information gathered by LMI from Bureau of Labor Statistics data files.

Column VIII is the 1993 average unemployment rate as gathered by LMI from Bureau of Labor Statistics data files



DEPOT ANALYSIS

DEPOT CRITERIA IV & V

	ONE TIME COST	20 YR NPV	STEADY SAVINGS	MANPOWER SAVINGS	ROI
HILL	1,409	514	70	1,450	30
KELLY	653	(179)	70	1,492	10
MCCLELLAN	514	(609)	96	1,756	5
ROBINS	1,011	133	75	1,744	18
TINKER	1,312	633	56	1,390	42

DEPOT ANALYSIS

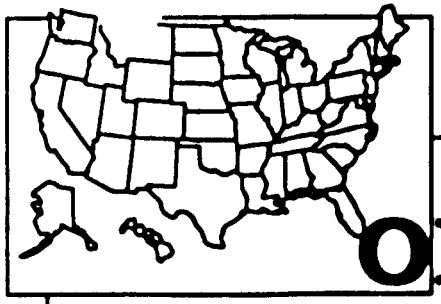
ONE-TIME COST DRIVERS
HILL
(FY 96 $ M)

CONSTRUCTION

- DEPOT: $587
- OTHER MISSION: $47
- MFH: $54

TRANSPORT OF EQUIPMENT AND INVENTORY: $404

IPS AND PRODUCTIVITY LOSS: $72



DEPOT ANALYSIS

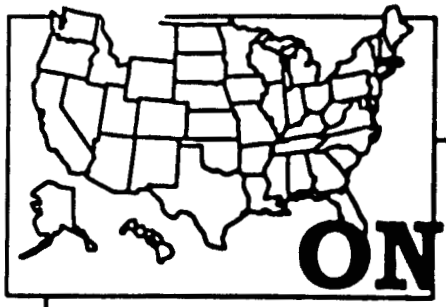
ONE-TIME COST DRIVERS
KELLY
(FY 96 $ M)

CONSTRUCTION

- DEPOT: $60
- OTHER MISSION: $45
- MFH: N/A

TRANSPORT OF EQUIPMENT AND INVENTORY: $168

IPS AND PRODUCTIVITY LOSS: $90



DEPOT ANALYSIS

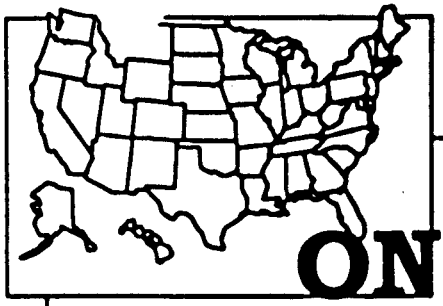
ONE-TIME COST DRIVERS
McCLELLAN
(FY 96 $ M)

CONSTRUCTION

- DEPOT: $47
- OTHER MISSION: N/A
- MFH: N/A

TRANSPORT OF EQUIPMENT AND INVENTORY: $112

IPS AND PRODUCTIVITY LOSS: $84



DEPOT ANALYSIS

ONE-TIME COST DRIVERS ROBINS

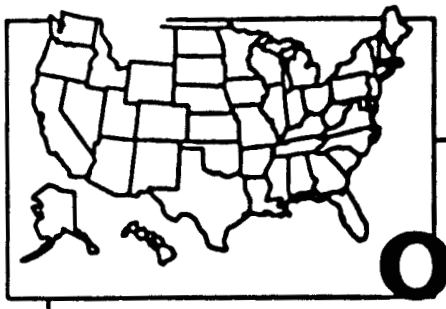
(FY 96 $ M)

CONSTRUCTION

- DEPOT: $119
- OTHER MISSION: $60
- MFH: $27

TRANSPORT OF EQUIPMENT AND INVENTORY: $219

IPS AND PRODUCTIVITY LOSS: $109



DEPOT ANALYSIS

ONE-TIME COST DRIVERS TINKER

(FY 96 $ M)

CONSTRUCTION

- DEPOT: $80
- OTHER MISSION: $275
- MFH: $348

TRANSPORT OF EQUIPMENT AND INVENTORY: $144

IPS AND PRODUCTIVITY LOSS: $110

HOUSING COST PER UNIT

House $61 NSF • 1350 (Avg Size House) = $ 82,350

Garage	= $	10,000
Landscaping	= $	4,000
Common Area (Rec)	= $	2,500
Pavements	= $	4,000
Site Preparation	= $	5,000
~~Extends Utilities~~	= $	8,000
~~Cont (5%)~~	= $	~~5,800~~
~~SIOH (5.5%)~~	= $	~~6,700~~
	$	128,350 Total per house

$92,350 House

$23,500 → Infrastructure

5% Cont + 5.5% SIOH

ATCH 6

The attached record represents the grades for each of the eight criteria as reviewed by the BCEG before voting on tiers for each category. Attachment of these grades was requested by Air Force Audit Agency, and approved by the BCEG during the BCEG meeting of December 7, 1994.

J. BRYAN ECHOLS, Lt Col, USAF
BCEG Recorder

Attachment

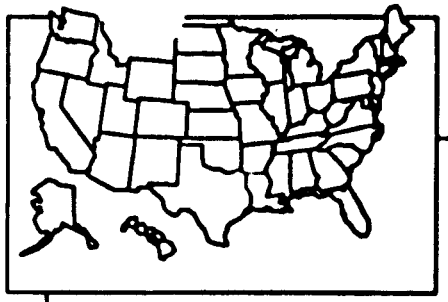
Snapshot - Depot (20 Sep)

Base Name	I	II	III	IV	V	VI	VII	VIII
Hill AFB	Green -	Yellow +	Green -	1,409/ 514	30	38,748 (6.8%)	Green -	Yellow +
Kelly AFB	Yellow	Green -	Yellow +	653/-179	10	41,125 (6.4%)	Green -	Red +
McClellan AFB	Yellow +	Yellow +	Yellow +	514/-609	5	32,438 (5.2%)*	Yellow	Yellow +
Robins AFB	Green -	Green -	Green	1,011/ 133	18	32,004 (24.3%)	Green -	Yellow +
Tinker AFB	Yellow +	Green -	Green	1,312/ 633	42	47,590 (10.1%)	Green -	Yellow +

1

Attachments
1. Admin Notes
2. Depot grade change
3. Lab and T&E Assumptions
4. Active Duty moves
5. ARC moves
6. AF/CE issues

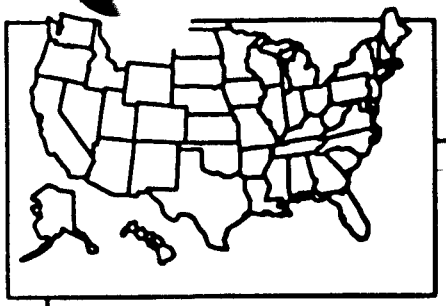
DISTRIBUTION:
SAF/FM
SAF/GCN
SAF/AQX
SAF/MIQ
AF/RT
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM



Base Closure Executive Group

Administrative

- **The Data base is locked**
  - **For Audit purposes**
  - **Changes can only be made to the data base with BCEG approval per AF Internal Control Plan**
  - **Data Calls initiated by the BCEG**
    - **eg wide body aircraft question**
    - **new air quality questions**
    - **unique facility review**



Base Closure Executive Group

Administrative

- **Unique facilities problems**
  - **Used same name for multiple unique facilities**
    - **add "letter identifiers to each facility"**
- **Westover AFB**
  - **Wording change to Threatened endangered species**
  - **No grade change**

Administrative Change
Depot Operations -- Criterion Ib

- Affected Center / Commodity: OO-ALC (Only) / Missiles

Measures of Merit	II	IV
Previous Score	20	3
Corrected Score	28	10

- Effect on Commodity weighted rollup score
  - Previous: 1036, Corrected: 1066
- IMPACT: No color changes in missile commodity or any other areas of the depot analysis

AFMC 21 Assumptions

- Consistent with BRAC Criteria/Process
  - Certified Data
- Consider All Installations
  - Equally, Individually
- Tenants Moved to "Base X" 1000 Miles Distant

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Level Playing Field Assumptions

- Assumptions Approved by BCEG
- AF Laboratory/Product Center/T&E Center Moves (AFMC 21 Baseline)
- Move Laboratory Programs at the Laboratory Directorate Level
  - Does Not Apply to Geographically Separated Portions of Directorates or Geographically Separated Directorates
- Use AFMC Program Master List to Identify Product Center Program Moves
- Use Center Mission Statements to Identify T&E Workload Moves

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ATCH 3

AFMC Consolidation Philosophy

- Geographically Consolidate Laboratory Directorates to the Laboratory Headquarters Location
- Collocate Laboratories and Product Centers
- Consolidate Product Center and Air Logistic Center Program Management - Integrated Weapon System Management (IWSM)
- Consolidate into Integrated Weapon Centers
  - E.g., Eglin AFB has Armament Laboratory/Product Center/T&E Functions

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WRIGHT-PATTERSON AFB

- Assumption: Complete Closure
- AF Laboratory/Product Center Moves
  - Aeronautical Systems Center's (ASC) acquisition functions transferred to the corresponding IWSM Air Logistics Centers
  - Wright Laboratory and the Armstrong Laboratory Crew System Directorate moved to Eglin AFB
  - The Armstrong Laboratory's Human Resources and Occupational and Environmental Health Directorates relocated to Brooks AFB
  - HQ AFMC relocated to Tinker AFB

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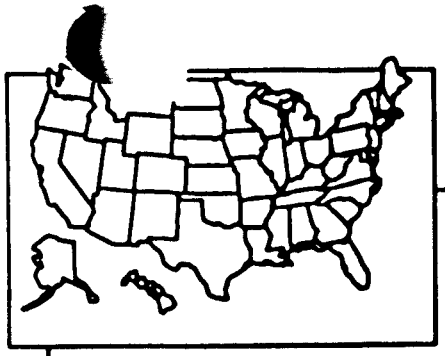


CRITERIA I COBRA ASSUMPTIONS

COBRA ASSUMPTIONS
T&E AND LABS
REALIGNMENTS

CRITERIA I COBRA ASSUMPTIONS

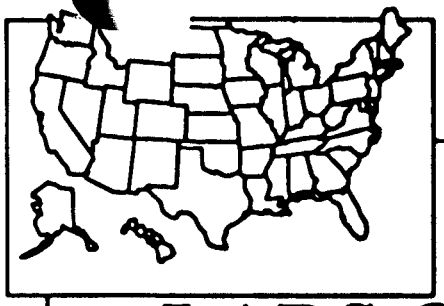
T&E CLOSURE -- ACTIVE COMPONENT FLYING FORCE STRUCTURE RELOCATION

NELLIS AFB
36 PAA F-15C/D
ACC TEST
TAWC

EGLIN AFB
54 PAA F-15C/D
AFMC TEST (5 F-15, 2 F-15E, 24 F-16, 2 EF-111)
ACC TEST (6 F-15, 1 F-15E, 11 F-16)
TAWC

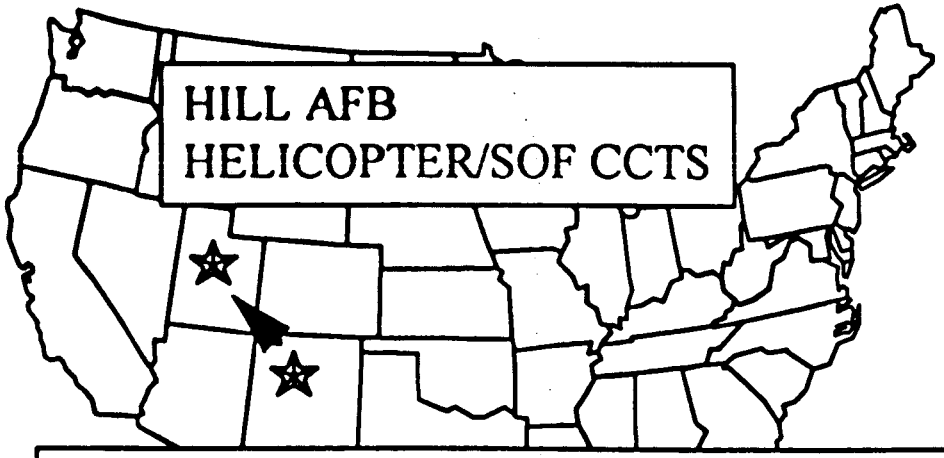
EDWARDS AFB
AFMC TEST

LANGLEY AFB
18 PAA F-15C/D

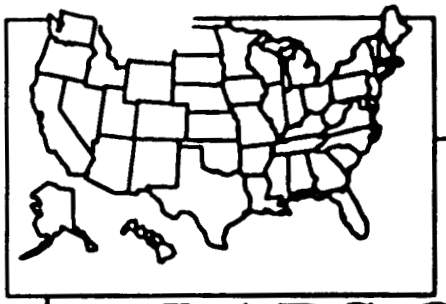


CRITERIA I COBRA ASSUMPTIONS

LABS CLOSURE -- ACTIVE COMPONENT FLYING FORCE STRUCTURE RELOCATION

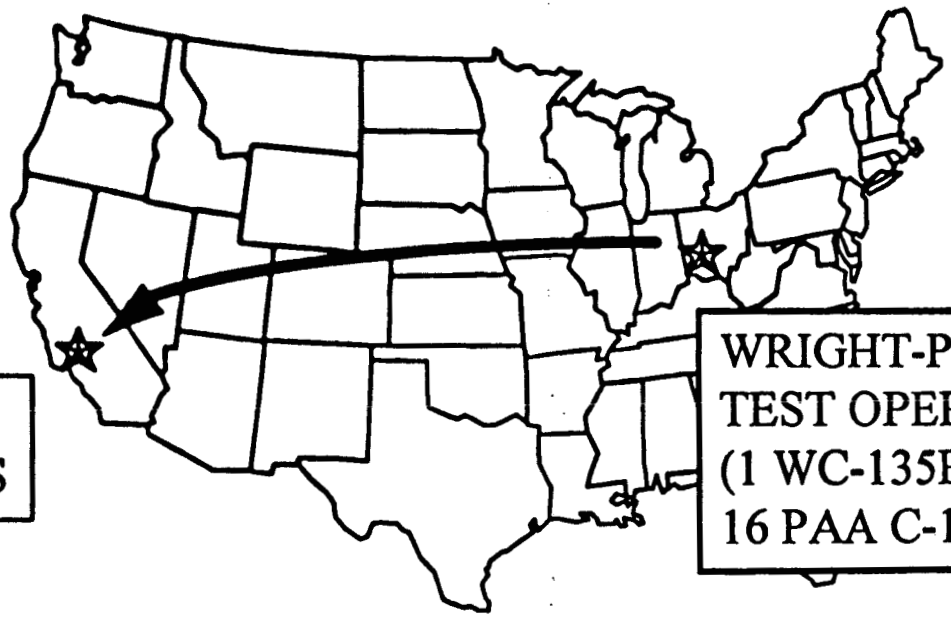


KIRTLAND AFB
HELICOPTER/SOF CCTS
(4 UH-1, 7 HH-60, 11 T/MH-53, 8 H/MC-130)
15 F-16C/D (ANG)



CRITERIA I COBRA ASSUMPTIONS

LABS CLOSURE -- ACTIVE COMPONENT FLYING FORCE STRUCTURE RELOCATION



EDWARDS AFB
TEST OPERATIONS

WRIGHT-PATTERSON AFB
TEST OPERATIONS
(1 WC-135B, MTC-141)
16 PAA C-141 (AFR)

AIR FORCE BCEG ANALYSIS

ARC COBRA
LEVEL PLAYING FIELD FOR T&E and LABS

AIR FORCE BCEG ANALYSIS

ARC PROPOSED INPUTS

KIRTLAND (ANG F-16 Sq)

- Remain in Cantonment on Joint Use Civil Airfield

EGLIN (AFR AC-130 Sq)

1. Realign Eglin Aux 3 (Duke Afld) to Hurlburt

OR

2. Realign to Dobbins ARB

WRIGHT-PATTERSON (2 AFR C-141 Sqs)

- 16 C-141s Realign to March

#ARC Administrative Units Realign to Base X

Comparison of Current to "Null" Option

Small Aircraft

BASE	CURRENT		"NULL"	
	COMP SCORE	BASE RATING	COMP SCORE	BASE RATING
Cannon	80	1	81	1
Davis Monthan	88	1	88	1
Holloman	116	5	101	5
Hurlburt	104	3	73	3
Langley	102	3	75	3
Luke	110	5	89	5
Moody	126	5	81	5
Mt Home	80	1	80	1
Seymour Johnson	102	3	72	3
Shaw	132	5	87	5
Tyndall	106	5	84	5

Condition Code

Recommendation

- Choose option 2: Assign nulls
- Reflects a more accurate method of comparison

CLOSE HOLD - BCEG BCEG STAFF ONLY

Section I - Tinker Pavements

- Can support Fighter/Tanker/Airlift missions
- Cannot support Bomber mission
- HQ AFMC reviewed and stands by data
  - Apron not able to support 15,000 passes @ 450,000 #'s
  - OPS tempo and acft weights not same as typical bomber base
  - B-52s received routinely for depot maintenance
    - Acft weights low - no bombs
  - B-52s perform limited number of functional flight tests
- 15,000 passes @ 450K lbs would cause the pavements to fail prematurely

CLOSE HOLD - BCEG/BCEG STAFF ONLY

DEPOTS - CE FEEDBACK

- Condition Codes
- Tinker Pavements

CLOSE HOLD - BCEG/BCEG STAFF ONLY

Condition Codes

- **ISSUE:** Whether or not to give credit to category codes that do not exist on a base when rating facility condition
- **Options:**
  - 1: Use existing condition code rating method
  - 2: Assign nulls to category code conditions for bases with no facilities in the category code

ATCH 6

Condition Code

Current Rating Method
(Option 1)

- Assigns 0% for condition code when base does not have any facilities
  - Base receives a weight of 3 or 1 depending on the mean
  - Result: Base with no capacity receives credit for condition
- Pros:
  - Weights have little impact on resulting base ratings
- Cons:
  - Bases without facilities get credit (3 or 1) for condition of non-existent facilities

Condition Code

Use "Nulls"
(Option 2)

- Assign nulls to category code conditions for bases with no facilities in the category code
- Pros:
  - No weight given to bases without facilities
  - More accurate method of comparison
- Cons:
  - Programming required to change computer model
  - Need to rerun all CE facilities data

2

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

11 OCT 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 15 September 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen Tenoso, AF/XOO
Mr. Blanchard, AF/DPP
Mr. Orr, AF/LGM
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees

Mr. Goldstayn, AF/BCWG
Col Mayfield, AF/RTR
Mr. Myers, AF/CEP
Col Walters, AF/PE
Maj Richardson, AF/RTR

The meeting was called to order by Mr. Boatright. Mr. McCall presented an overview of the need to maintain airspace and ranges to accommodate future training and operations. He referred to potential challenges to this critical resource and recommended we avoid any perception that the closure or realignment of bases necessarily reduces the Air Force need for ranges and airspace currently associated with those bases. The BCEG agreed that these concerns were valid and that range and airspace resources were not normally related directly to an individual base.

Mr. Myers, AF/CEP, presented a report on the impact for depot bases of the change in facility condition evaluation, using the slides at Atch 1. He noted that although one depot base

had a subelement grade change, no overall grade or criterion grade was changed. He also presented a potential problem with the accuracy of the military family housing capacity data. This results from the presence of new, more accurate studies at some installations compared to an older analysis method for the majority of bases. In general, the new method, which incorporates a larger commuting area due to OSD guidance, will result in smaller housing deficits than the older method. In addition, there were some concerns over the responses from a few specific bases. This may lead to questionable conclusions in the Criterion II analysis and may affect some military family housing cost in the COBRA cost estimates.

The BCEG discussed the problems associated with not considering this data and alternatively with using data from different housing surveys. After some debate, the BCEG agreed to use the current data, and directed AF/CE to review the data once again for inconsistencies. For COBRA analysis, the BCEG requested a separate breakout of military housing costs, and will closely review those costs for accuracy, including a discussion of which method was used to gather the data.

Maj Gen Blume introduced an issue that had been postponed earlier in the process concerning the grades assigned to runway related questions at bases that have no runway. The two options are to grade the questions Red or to provide a "Not Applicable" grade. Use of the Red grade was viewed by the BCEG as preferable in that it appropriately accounts for the greater capability of a base with a runway, even where that runway is not essential to the current mission of the base. Providing a "N/A" grade would actually penalize a base with a lower grade for a runway versus a base with no runway at all. After some discussion, the BCEG voted to report grades for runway questions as Red in Criteria II and III, and to provide an Operational Criterion I subelement grade of Red if the base has no runway. Information will also be provided, however, that highlights that the base received a Red because of a lack of a runway, for consideration by the BCEG members in their analysis.

Maj Richardson, AF/RTR, presented a follow-up briefing on the level playing field assumptions for Eglin AFB, using the slides at Atch 2. The BCEG rejected the proposal to retain the hospital at Eglin, since this is inconsistent with DoD policy. The BCEG approved the other proposals.

Mr. Goldstayn, AF/BCWG, presented a detailed proposal for grading the T&E portion of the Criterion I grade for the T&E bases. The BCEG approved the analysis method as presented. The BCEG then went into Executive Session to discuss the briefing to SECAF regarding the Depot Subcategory bases.

There being no further matters to discuss, the meeting was adjourned at 1300. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: Squadron size and number of units
Contract Personnel numbers for Criterion VI
Los Angeles AFB closure assumptions

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. CE Issues
2. Eglin Reserve Assumptions
3. T&E Analysis

DISTRIBUTION:
SAF/FM
SAF/GCN
SAF/AQX
SAF/MIQ
AF/RT
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM

CE ISSUES

- Change in Condition Codes Rating System - Impact on Depots
- Delete Military Housing Capacity Subcriteria

Impact on Fac Condition - Building Rating When Using "Nulls"

	FORMER SCORING METHOD				
BASE	COMP SCORE	MEAN COND	STDDEV COND	-1 STDDEV	BASE RATING
Hill	114	108.00	20.78	87.22	6
Kelly	108	108.00	20.78	87.22	3
McClellan	108	108.00	20.78	87.22	3
Robins	136	108.00	20.78	87.22	6
Tinker	78	108.00	20.78	87.22	1

	ASSIGNING "NULLS"				
BASE	COMP SCORE	MEAN COND	STDDEV COND	-1 STDDEV	BASE RATING
Hill	91	85.80	13.83	71.97	6
Kelly	82	85.80	13.83	71.97	3
McClellan	86	85.80	13.83	71.97	3
Robins	104	85.80	13.83	71.97	6
Tinker	68	85.80	13.83	71.97	1

ATCH 1

Impact on Depot's Overall Fac Base Rating When Deleting Housing Capacity

BASE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hill	G	Y1	Y2	Y2	Y2
Kelly	G	G	Y2	G	G
McClellan	Y	G	G	Y2	Y2
Robins	G	G2	G	G	G
Tinker	Y2	G	G	G	G

BASE RATING AFTER GIVING "HALL" VALUES NO SCORE
NO CHANGE

Hill	G	Y	Y2	Y2	Y2
Kelly	G	G	Y2	G	G
McClellan	Y	G	G	Y2	Y2
Robins	G	G	G	G	G
Tinker	Y2	G	G	G	G

MFH CAPACITY

- Recommendation: Delete MFH Capacity from BCEG analysis for all bases
- Do not want to make closure decisions using questionable MFH data

AIR FORCE BCEG ANALYSIS

LEVEL PLAYING FIELD FOR T&E and LABS FOLLOW UP

Major Robert Richardson
AF/RTR

1

AIR FORCE BCEG ANALYSIS

EGLIN AFB

- Eglin BOS Support of Hurlburt
  - Airspace and Range Control
  - Regional Hospital
  - CPO and other Base Admin Support
  - Eglin Aux 3 (Duke Field) ASOC Mission
- Level Playing Field Proposal
  - Airspace & Ranges Transfer to Hurlburt
  - Cost RAPCON for Hurlburt
  - Regional Hospital in Cantonment
  - Duke Field Transfers to Hurlburt with BOS and AFR Unit
    - AFR Support of Hurlburt ASOC
    - Operational Security
    - Distance to AC-130 Ranges

2

ATCH 2

CLOSE HOLD - BCEG/BCEG STAFF ONLY

Impact on Depot's Fac Base Rating When Using "Nulls"

BASE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	OVERALL
Hill	G	G	G	G	G	G
Kelly	G	Y	G	G	G	G
McClellan	G	Y+	G	G	G	Y
Robins	Y	G	G	G	G	G-
Tinker	G	G	G	G	G	Y+

BASE RATING AFTER GIVING "NULL" VALUES NO SCORE
NO CHANGE

Hill	G	G	G	G	G	G
Kelly	G	Y	G	G	G	G
McClellan	G	G	G	G	G	Y
Robins	Y	G	G	G	G	G-
Tinker	G	G	G	G	G	Y+

CLOSE HOLD - BCEG/BCEG STAFF ONLY

Impact on Depot's Overall Fac Base Rating When Using "Nulls"

BASE	FAC - BASE (25%)	FAC - HOUSING (15%)	ENCROACHMENT (25%)	AIR QUALITY (40%)	OVERALL
Hill	G	Y+	Y+	Y+	Y+
Kelly	G	G-	Y+	G-	G-
McClellan	Y	G-	G-	Y+	Y
Robins	G-	R+	G	G-	G-
Tinker	Y+	G	G-	G-	G-

BASE RATING AFTER GIVING "NULL" VALUES NO SCORE
NO CHANGE

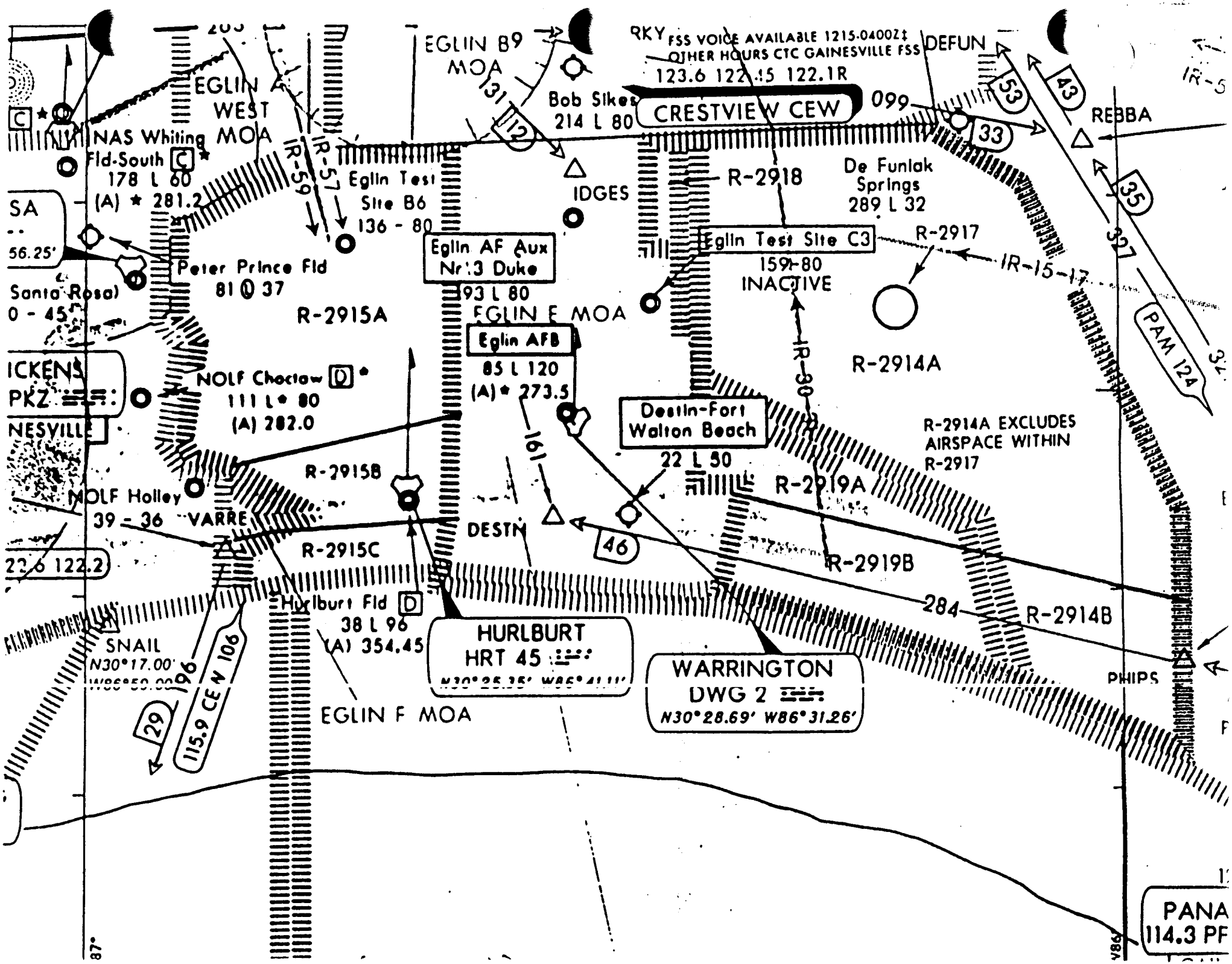
Hill	G	Y+	Y+	Y+	Y+
Kelly	G	G-	Y+	G-	G-
McClellan	Y	G-	G-	Y+	Y
Robins	G-	R+	G	G-	G-
Tinker	Y+	G	G-	G-	G-

MFH CAPACITY

- ISSUE Source document gives questionable/ inconsistent data in some cases

SEC II, QUESTION II.1.C.1.d
Projected MFH Surplus/Deficit

- "FY 95/4 projected net housing deficit or surplus of units, for officers and enlisted, (extrapolate to FY 95 if necessary) using validated Market Analysis. Indicate deficit units with a negative sign. Include any realignment (missions added or subtracted) actions unaccounted for in the Market Analysis. If Market Analysis is not available, use most recent Housing Survey data."


EGLIN B9 MOA
RKY
FSS VOICE AVAILABLE 1215-0400Z‡
OTHER HOURS CTC GAINESVILLE FSS
123.6 122.15 122.1R
DEFUN
EGLIN A WEST MOA
Bob Sikes
214 L 80
CRESTVIEW CEW
099
REBBA
NAS Whiting Fld-South
178 L 60
(A) ★ 281.2
IR-59
IR-57
Eglin Test Site B6
136 - 80
IDGES
R-2918
De Funlak Springs
289 L 32
Eglin AF Aux Nr 3 Duke
93 L 80
Eglin Test Site C3
159-80
INACTIVE
R-2917
IR-15-17
Peter Prince Fld
81 0 37
Santa Rosa
0 - 45
R-2915A
EGLIN E MOA
Eglin AFB
85 L 120
(A) ★ 273.5
R-2914A
PAM 124
NOLF Choctaw
111 L ★ 80
(A) 282.0
Destin-Fort Walton Beach
22 L 50
R-2914A EXCLUDES AIRSPACE WITHIN R-2917
R-2915B
R-2919A
NOLF Holley
39 - 36
VARRE
DESTIN
R-2915C
R-2919B
Hurlburt Fld
38 L 96
(A) 354.45
284
R-2914B
SNAIL
N30°17.00'
HURLBURT
HRT 45
WARRINGTON
DWG 2
N30°28.69' W86°31.26'
PHIPS
EGLIN F MOA
115.9 CE N 106
PANA
114.3 PF

1995 AIR FORCE BASE QUESTIONNAIRE

EGLIN AFB FL

I.1.B.

List units supported.	Unit location.	Remote or geographically separated?	List type of support provided to above.
→ 20 Surveillance Sq	Site C-6, Eglin AFB, FL	REM	Full Base Operations Support (BOS)
23-Jun-94		2	
→ 16 Special Operations Wing	Hurlburt Field, FL	REM	Claims processing; Civilian pay; Information Mgt, CPO; Aircraft Maint; Audio-Visual; Comm; Confinement; Base Comprehensive Plan; Realty; Range Operations; Laundry; Medical; Personal Property Movement
313 Tech Trng Sq	Corry Station, Pensacola FL	GSU	Social Actions; Police Services; Information Mgt; Confinement; Education Services; Finance; Health Services Supply; Legal; Military Personnel; Contracting.
502 LSS	Eglin AFB Rec Site	REM	Full BOS
→ 919 SOW	Duke Field, FL	REM	Full BOS
Fort Rucker	Eglin AFB Rec Site, FL	REM	Full BOS
6 Ranger Bn	Camp Rudder, FL	REM	Full BOS
Coast Guard Station	Destin FL	REM	Full BOS

MFH CAPACITY

- History
- Old vs New HMA Methodology
  - Old HMA: subjective estimate; surveys and interviews, penetration rate
  - New HMA: objective determination; hard data, local experts, excess off-base housing
  - DoD criteria change: 30 min to 60 minute commute
- New HMA completed at only 21% of bases
  - Significant change: 14 of 15 bases result in 50-75% deficit reduction

MFH CAPACITY

- Examples
  - Hill AFB: old HMA deficit 1256; new HMA deficit 20
  - McChord AFB: old HMA deficit 756; new HMA deficit 208
  - Hurlburt AFB: old HMA deficit 1729; new HMA deficit 697, but... Eglin AFB shows surplus 77
- Questionable data at 79% of bases
  - Shaw AFB: 697 deficit, unit moves not considered
  - Randolph and Lackland AFB's varied from DoD criteria
  - 26 new HMA due by end of 1994

MFH CAPACITY

- Options
  - Delete MFH Capacity
    - pro's removes questionable data
      corrects analysis inconsistency
      level a playing field
    - con change to computer program
  - Do nothing
    - pro same base capacity process as last round
    - con's questionable data
      inconsistent analysis methodologies

Impact on Depot's Fac Housing Rating When Deleting Housing Capacity

BASE	HOUSING - CAP (MFH)	HOUSING - CONDITION (BRM)	OVERALL
Hill	[illegible]	Y	Y+
Kelly	[illegible]	G	G-
McClellan	[illegible]	G	G-
Robins	[illegible]	R	R+
Tinker	[illegible]	G	G

BASE RATING AFTER DELETING HOUSING CAPACITY

Hill	Y	Y
Kelly	G	G
McClellan	G	G
Robins	R	R
Tinker	G	G

Air Force
Test & Evaluation (T&E)
Bases

FOR OFFICIAL USE ONLY - WORKING DRAFT

T&E Functional Matrix

Base	Activity	"T&E" Functions	"Lab" CSFs
Arnold AFB	Excluded		
Edwards AFB (OFTA)	TSS	Excluded	
	Phillips Lab	N/A	Launch Vehicles
Eglin AFB 32nd FW Navy [illegible] Navy Land Survival School Army Rangers USAF Air Warfare Center AFSOC-Hurlburt	TSS	Armaments/Ships Elec Combat Air Vehicles	N/A
	Wright Lab	N/A	Covert Missile/Rc-ts Cruise Missiles Guided Projectiles Bombs Guns & Ammo
	ASC	N/A	Covert Missile/Rc-ts Cruise Missiles Guided Projectiles Bombs Guns & Ammo

ATCH 3

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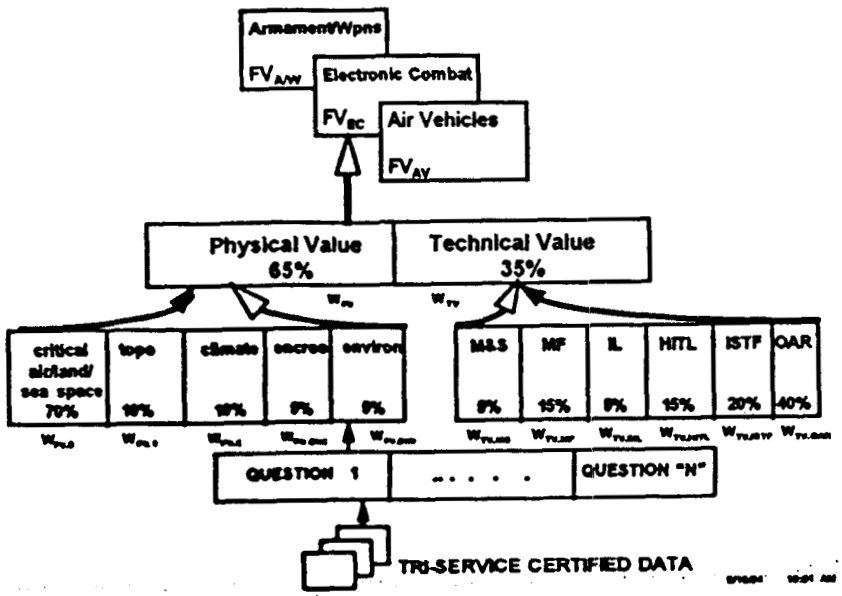
Measures of Merit/Weights



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"T&E" Measures

Physical Value	T&E JCSG	Air Force
•Critical Air/Land/Sea Space	Yes	Yes (control)
•Topography	Yes	Yes
•Climatology	Yes	Yes
•Encroachment	Yes	Yes
•Environmental	Yes	Yes
Technical Value		
•Modeling and Simulation	Yes	Yes (+)
•Measurement Facilities	Yes	Yes (+)
•Systems Integration Lab	Yes	Yes (+)
•Hardware-In-The-Loop	Yes	Yes (+)
•Installed System Test Facility	Yes	Yes (+)
•Open Air Ranges	Yes	Yes (+)

More Stringent Requirements

Differences between AF and JCSG process (Air Vehicles)

- Physical Value Scoring
  - Critical Air/Land/Sea Space
    - Change from "Available space" to "Controlled space"
    - Total score per question goes from "0-Max" instead of "0-Threshold"
  - Environment
    - Assess the environmental impact to the test mission at the activity level
      - "Rolls up" facility level impacts to the activity level and does not consider impacts to the base that do not affect the test mission
- Technical Value Scoring
  - Open Air Ranges (OAR)
    - Change from "Available runway, ramp area, hangar space" to "Activity's runway, etc."
      - Emphasize ownership/control

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Differences between AF and JCSG process (Armament/Weapons)

- Physical Value Scoring
  - Critical Air/Land/Sea Space
    - Change from "Available space" to "Controlled space"
    - Total score per question goes from "0-Max" instead of "0-Threshold"
  - Environment
    - Assess the environmental impact to the test mission at the activity level
      - "Rolls up" facility level impacts to the activity level and does not consider impacts to the base that do not affect the test mission
- Technical Value Scoring
  - Digital Models and Simulation (DM&S)
    - Include a question to rate the breadth of Digital Modeling and Simulation capability (e.g. 6-DOF performance/lethality/vulnerability/computational fluid dynamics)
    - Redistribute points to the revised number of questions with emphasis on breadth

Differences between AF and JCSG process
(Armament/Weapons)

- Technical Value (con't)
  - Measurement Facilities (MF)
    - » Delete directed energy weapons – Army peculiar
    - » Split Sensor guidance/control and target signature characterization into separate questions
      - • Depicts different technical capabilities
    - » Redistribute points to the revised number of questions on target/signature background
  - Open Air Ranges (OAR)
    - » Award points based on actual (vice potential) tests conducted
    - » Score per question goes from "0-Max" instead of "Yes/No"

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Differences between AF and JCSG process
(Electronic Combat)

- Physical Value Scoring
  - Critical Air/Land/Sea Space
    - » Change from "Available space" to "Controlled space"
    - » Total score per question goes from "0-Max" instead of "0-Threshold"
  - Environment
    - » Assess the environmental impact to the test mission at the activity level
      - • "Rolls up" facility level impacts to the activity level and does not consider impacts to the base that do not affect the test mission
- Technical Value Scoring
  - All Categories
    - » Emphasize question on ability to do Special Access or Top Secret work
      - • Essential for doing highest priority EC work
    - » De-emphasize question on "specialized facilities"
      - • Highly subjective

Differences between AF and JCSG process
(Electronic Combat)

- Technical Value (con't)
  - Installed Systems Test Facilities
    - Redistribute points from "specialized facilities, etc." questions to emphasize questions on RF/MMW capability
  - Open Air Ranges
    - Emphasize interactive threat capability (closed-loop)
      - Greater fidelity
    - De-emphasize geographic dispersion of threat simulators
      - Question not specific enough
      - Redistribute points to emphasize questions on spectra available to test against
        - Greater fidelity

T&E Mission Assessment
(Example)

Test Resources (Weight)	Operational Value (50%)					Operational Value Score*	Technical Value (50%)						Technical Value Score**	Test Resource Value	Test Resource Color
	Critical Mission 30%	Type 10%	Climate 10%	Error 5%	Error 5%		MMW 5%	MF 10%	EOL 5%	HITL 10%	SSTF 20%	OAR 40%			
Armament Weapons (Primary – 50%)	50	42	75	70	50	59.6	30	60	87	84	55	70	73.7	74.2	G
Electronic Combat (Secondary – 50%)	50	65	30	30	30	50.3	30	62	65	70	50	60	54.8	51.8	G-
Air Vehicles (Secondary – 50%)	14	52	40	67	52	35.5	40	70	63	55	42	52	55.9	4[illegible].4	Y

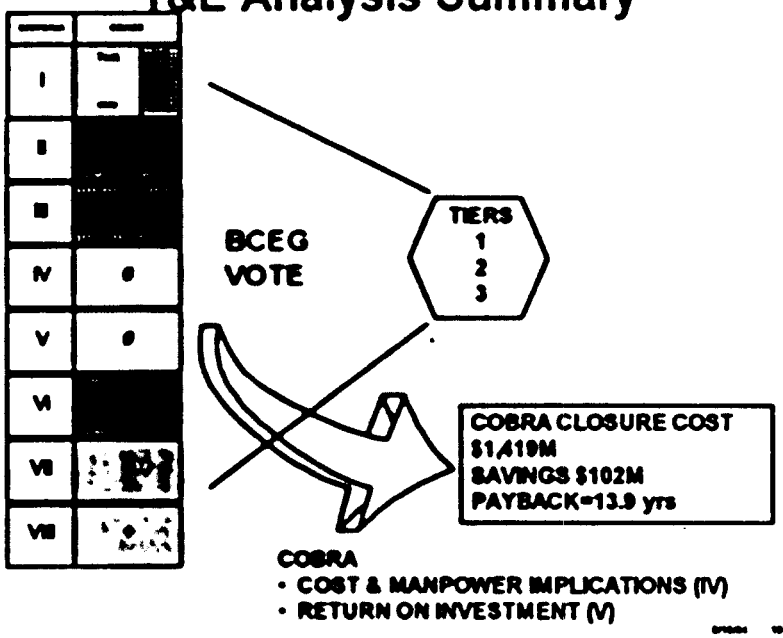
T&E Activity Value Color ***

* Sum of weighted PV Sources
** Sum of weighted PV Sources
*** Based on "Red-Up"

Government Test Activities

- AEDC is militarily unique – cannot readily be compared to flight test activities
  - National space test capability
  - DoD consolidated site for full scale wind tunnel air vehicle and propulsion testing
- AF bases capable of conducting air and ground testing in one or more of the JCSG T&E functional areas (Air Vehicles/ Armaments and Weapons/Electronic Combat) can be compared
  - Edwards AFB
  - Eglin AFB
  - Holloman AFB
  - Hill AFB (Utah Test and Training Range)

T&E Analysis Summary



Recommendations

- Approve changes in points for measures
- Approve process for scoring, "roll-up", anc color determination

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

OCT 1 1 1994

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Maj Gen Blume, AF/RT, at 1100 hours on 19 September 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Maj Gen Tenoso, AF/XOO
Mr. Blanchard, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Col Mayfield, AF/RTR
Col Hargis, AF/RE
Col Walters, AF/PE
Mr. Heady, SAF/GCN

The meeting was called to order by Maj Gen Blume. He advised the BCEG that the Air Force had been advised by the T&E JCSG of a delay in providing functional value. He indicated that we would likely hold off on the Air Force effort to develop its own functional value for T&E bases until it appeared that the T&E JCSG either would not provide a functional value, or would provide it too late for effective use in the Air Force process.

Dr. Wolff presented the problem of using the standard deviation methodology under Criterion II for facility scoring of the Laboratory, when due to the previous exclusion decisions only Eglin remained in the category. He recommended using the Edwards AFB and Arnold AFB scores for comparison only under Criterion II. The BCEG approved this approach.

The BCEG then readdressed the effect on laboratory category bases of providing a Red grade for runway related questions when the base had no runway. The BCEG continued to accept the philosophy that a base with a runway has more value to the Air Force than one without a runway and agreed that the grading should capture this difference. At the same time, the BCEG recognized that runway issues are less important for the Laboratory category than other categories. After discussion, the BCEG voted to change the weighting for the subelement under Criterion II for the Laboratory category only. The revised weighting will reduce the impact of Encroachment, and will be as follows:

Facilities Base	.40
Facilities MFH	.10
Encroachment	.10
Air Quality	.40

The BCEG reaffirmed using a Red grade on those subelements which are related to a runway where the base has no runway.

There being no further matters to discuss, the meeting was adjourned at 1230. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: Squadron size and number of units
Contract Personnel numbers for Criterion VI
Los Angeles AFB closure assumptions

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

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AF/LGM

5

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

OCT 1 1 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 21 September 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Brig Gen McCarthy, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Col Mayfield, AF/RTR
Col Walters, AF/PE
Lt Col Rodefer, AF/XOFC
Maj Richardson, AF/RTR
Maj Kring, AF/RTR

The meeting was called to order by Mr. Boatright. Lt Col Rodefer, AF/XOFC, briefed small aircraft COBRA assumptions for Davis-Monthan AFB, using the slide at Atch 1. The AMARC facility will remain in operation and a contractor operated runway will be necessary to service the AMARC. The BCEG approved the assumptions for the level playing field COBRA as briefed.

Maj Richardson and Maj Kring, AF/RTR, briefed the ANG and Reserve assumptions for the large and small aircraft subcategories for use in the COBRA level playing field analysis, using the slides at Atch 2. The BCEG reviewed the proposals and directed the following selections of options and changes:

a. Delete option 3 from Tyndall, other moves as briefed

b. Langley: Move to Seymour Johnson

c. Davis - Monthan: Realign to Tucson IAP

d. Seymour Johnson: Realign to March

e. Whiteman: Realign to New Orleans

f. Little Rock: Move to Little Rock Municipal

The BCEG also directed that the move for the McGuire ANG unit be examined to avoid the creation of a cantonment, including possibly moving to Atlantic City. The BCEG approved all other assumptions as briefed or corrected.

Dr. Wolff related that the issues of tenant activities and contractor equivalent positions for Economic Impact under Criterion VI were being addressed by discussing these items with the Army and Navy for consistency and then requesting final guidance from the Economic Impact JCSG.

There being no further matters to discuss, the meeting was adjourned at 1120. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: McGuire ANG assumptions
Squadron size and number of units
Contract Personnel numbers for Criterion VI
Los Angeles AFB closure assumptions
Hanscom AFB Unique Facilities
Kirtland AFB Facility Condition
Rome Lab Housing grades
Laboratory Air Quality grades

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. Davis-Monthan moves
2. ANG/Reserve moves

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SAF/FM
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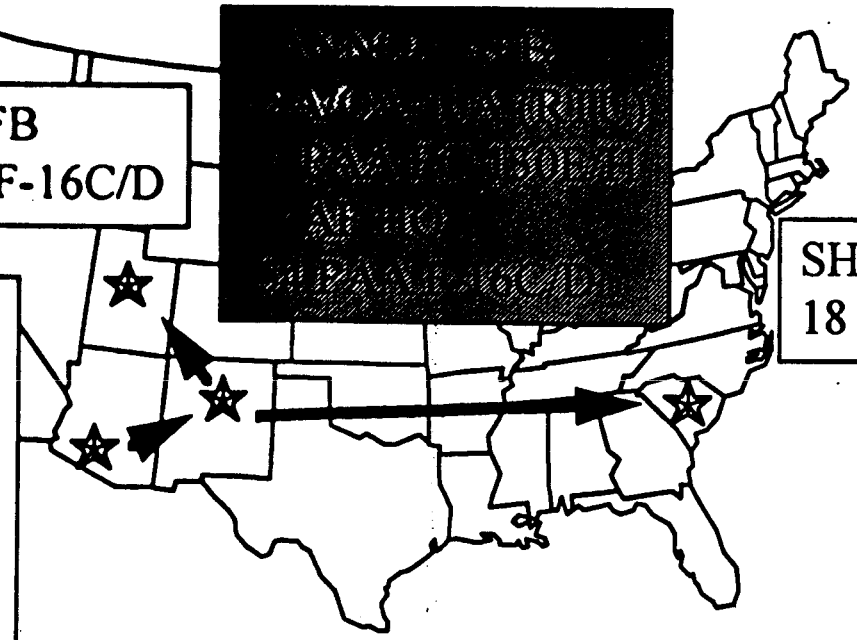
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM

CRITERIA I COBRA ASSUMPTIONS

SMALL AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

DAVIS-MONTHAN AFB, AZ



HILL AFB
36 PAA F-16C/D

SHAW AFB
18 PAA F-16C/D

DAVIS-MONTHAN AFB
68 PAA A/OA-10A (RTU)
16 PAA EC-130E/H
5 PAA HH-60G (ARC)
12 AF HQ
AMARC (CANTONMENT)

ATCH 1

AIR FORCE BCEG ANALYSIS

ARC COBRA LEVEL PLAYING FIELD FOR LARGE AND SMALL ACFT CATEGORIES

AIR NATIONAL GUARD

AIR FORCE RESERVE

ATCH 2

AIR FORCE BCEG ANALYSIS

SMALL AIRCRAFT CATEGORY ANG/1ST AF

- **ALERT DETACHMENTS / SOCC**

TYNDALL AFB

1. Move to Eglin (Warm site)
2. SEADS combine with NEADS at Griffiss
3. NEADS combine with SEADS at Tyndall
4. HQ 1st AF Move to NORAD/Cheyenne MT

HOLLOMAN AFB

1. New Orleans

LANGLEY AFB (Warm Site)

1. Seymour Johnson
2. McEntire
3. Shaw

SMALL AIRCRAFT CATEGORY

DAVIS-MONTHAN (5 AFR HH-60)

1. Realign to Tucson IAP with ANG
2. Consolidate Unit with Portland or Homestead

LUKE (AFR F-16 Sq)

– Inactivate Luke and Transfer Program to New Orleans

SEYMOUR-JOHNSON (AFR KC-135R Sq)

1. Realign to March
2. Realign to Dobbins

AIR FORCE BCEG ANALYSIS

LARGE AIRCRAFT CATEGORY (AFRES)

All AFR Assoc Units move with AD Force Structure

BARKSDALE (AFR B-52 Sq and A/OA-10 Sq)

- B-52s Realign with AD Force Structure
- A/OA-10s Realign to Whiteman

BEALE (AFR KC-135 Sq)

- Realign to March

WHITEMAN (AFR OA-10 Sq)

- Realign to New Orleans
- Realign to Barksdale

AIR FORCE BCEG ANALYSIS

LARGE AIRCRAFT CATEGORY (ANG)

FAIRCHILD (ANG KC-135E Sq)

- Move to McChord

LITTLE ROCK (ANG C-130 Sq)

- Realign to
  1. Little Rock Muni (Adams Field)
  2. Fort Smith (2 Units, Poor Recruiting, No Excess Capacity, High Milcon)

MALMSTROM (ANG KC-135E Sq)

- Unit Remains at Great Falls IAP

McCONNELL (ANG B-1 Sq)

- Move to Forbes

McGUIRE (2-ANG KC-135 Sq)

- Remain in Cantonment

AIR FORCE BCEG ANALYSIS

LARGE AIRCRAFT CATEGORY ANG/1ST AF

- **ALERT DETACHMENTS / SOCC**

CHARLESTON AFB

1. Seymour Johnson

McCHORD AFB

1. Alert warm site moves to Kingsley Field
2. WADS moves to Kingsley Field

RECOMMENDATION

- BCEG Approve ARC Proposed Realignments for the Large and Small Acft Categories

6

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION 12 OCT 1994

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Maj Gen Blume, AF/RT, at 1050 hours on 26 September 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Brig Gen McCarthy, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE

b. Other key attendees:

Col Mayfield, AF/RTR
Col Walters, AF/PE
Lt Col Rodefer, AF/XOFC

The meeting was called to order by Maj Gen Blume. Lt Col Rodefer, AF/XOFC, briefed developments in the B-52 force structure resulting from legislation and the Nuclear Policy Review, using the slide at Atch 1. Although the Nuclear Policy Review did not change the programmed Air Force B-52 force structure across the FYDP, current proposed legislation may result in an increase of B-52 total aircraft (TAI) to as much as 94 aircraft. As a result, the Air Force may determine to increase the programmed force structure through the FYDP. This number of aircraft could not be consolidated on any base and the excess capacity of large aircraft bases would be reduced by one base. Using the higher number would also require moving more aircraft under the level playing field COBRA analysis. After discussion, the BCEG determined that a COBRA analysis would be generated using both the programmed force structure and the maximum number force structure. At the time at which the COBRA results will be examined, the BCEG will determine which number to use.

Lt Col Rodefer then briefed the COBRA assumptions for the UPT bases, using the slides at Atch 2. After noting that the T-1 aircraft would not be placed at Shepperd AFB, the BCEG directed that those aircraft be equally divided among the remaining UPT bases, contrary to the briefing slides. The BCEG accepted the assumptions with those changes.

Lt Col Rodefer then briefed additional COBRA assumptions for some small aircraft bases, using the slides at Atch 3. The BCEG noted that the Red Horse unit from Hurlburt should go to Beale AFB as well, but questioned whether this was smart operationally. The BCEG requested an east coast base be examined for the move. Lt Col Rodefer noted that the number of F-15 aircraft moving from Luke AFB to Langley AFB was corrected to show 18 aircraft. For Mt Home AFB, he noted that the 6 B-1s were not previously included since they were to be based at Ellsworth, but now must be moved to Cannon AFB for purposes of the COBRA assumptions. The BCEG approved these changes and the other briefed changes with the exception of the Hurlburt Special Operations movement.

Lt Col Rodefer then reviewed the Criterion I scores for small aircraft bases, using the computer database display. The BCEG requested that the MOA grades for Luke AFB be reviewed for accuracy.

There being no further matters to discuss, the meeting was adjourned at 1240. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS: Hurlburt Special Operations COBRA movement
Luke MOA scores
McGuire ANG assumptions
Squadron size and number of units
Contract Personnel numbers for Criterion VI
Los Angeles AFB closure assumptions
Hanscom AFB Unique Facilities
Kirtland AFB Facility Condition
Rome Lab Housing grades
Laboratory Air Quality grades

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachments
1. B-52 review
2. UPT COBRA
3. Small Aircraft redirect

DISTRIBUTION:
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SAF/GCN
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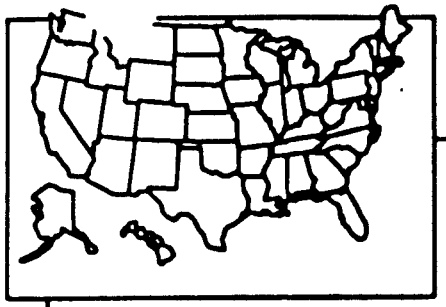
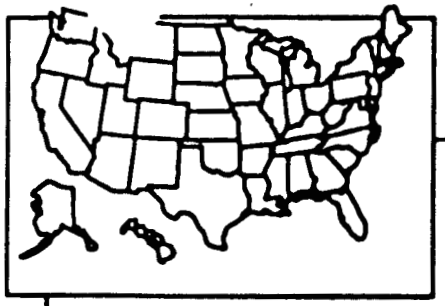
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM



COBRA ASSUMPTIONS

UPDATE

- NUCLEAR POLICY REVIEW
- BOMBER BUY BACK



COBRA ASSUMPTIONS

JOINT CROSS SERVICING UPT FORCE STRUCTURE REALIGNMENT ASSUMPTIONS FOR BCEG COBRA ANALYSIS

LT COLONEL KARL RODEFER

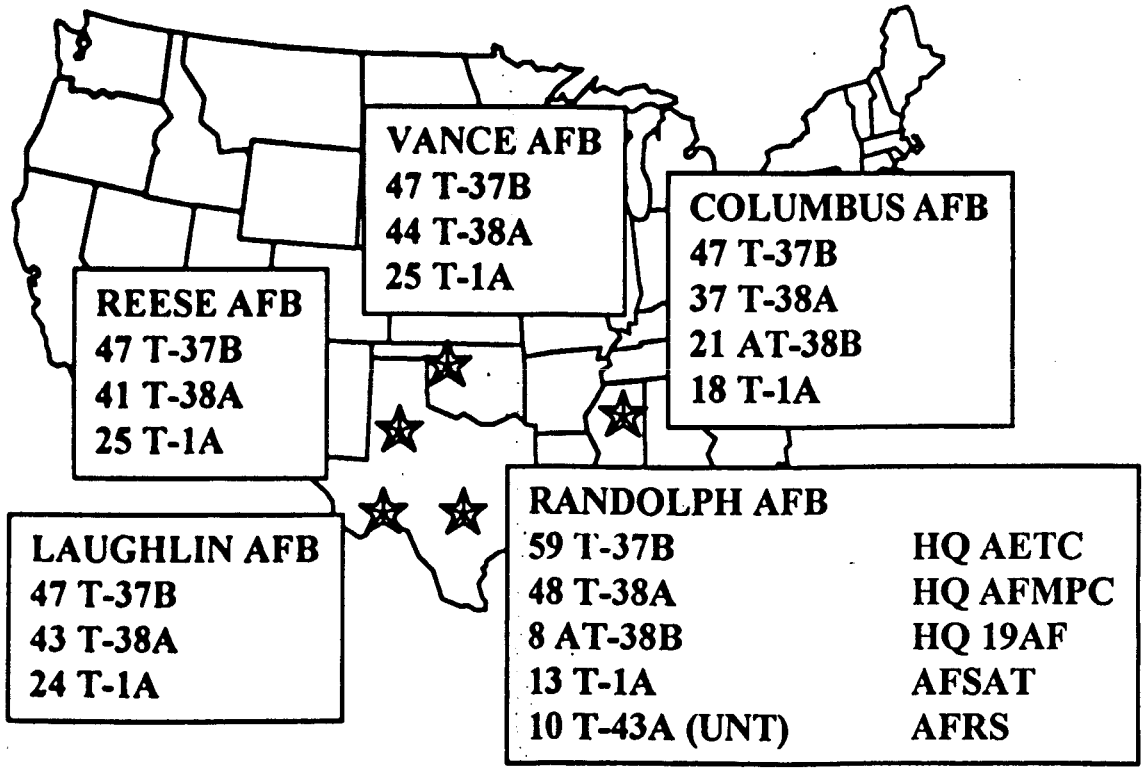
AF/XOFC

COMBAT FORCES DIVISION

ATCH 2

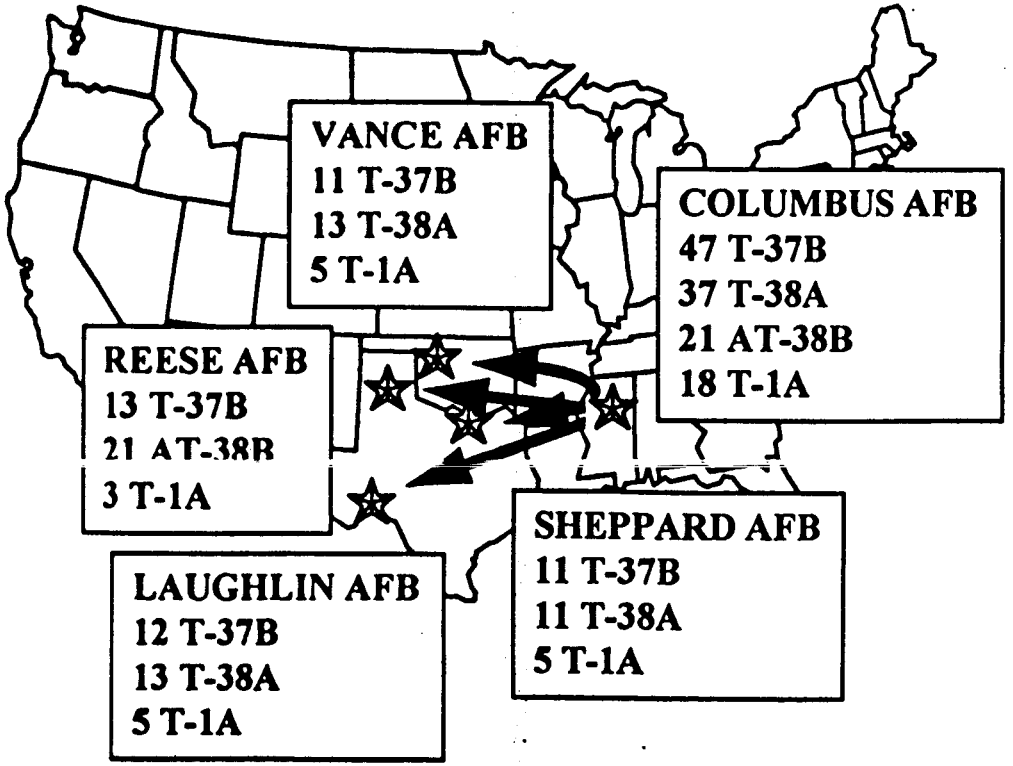
COBRA ASSUMPTIONS

JOINT CROSS SERVICING UPT BASES
FLYING FORCE STRUCTURE REALIGNMENTS
ASSUMED FY 97/4 FORCE STRUCTURE



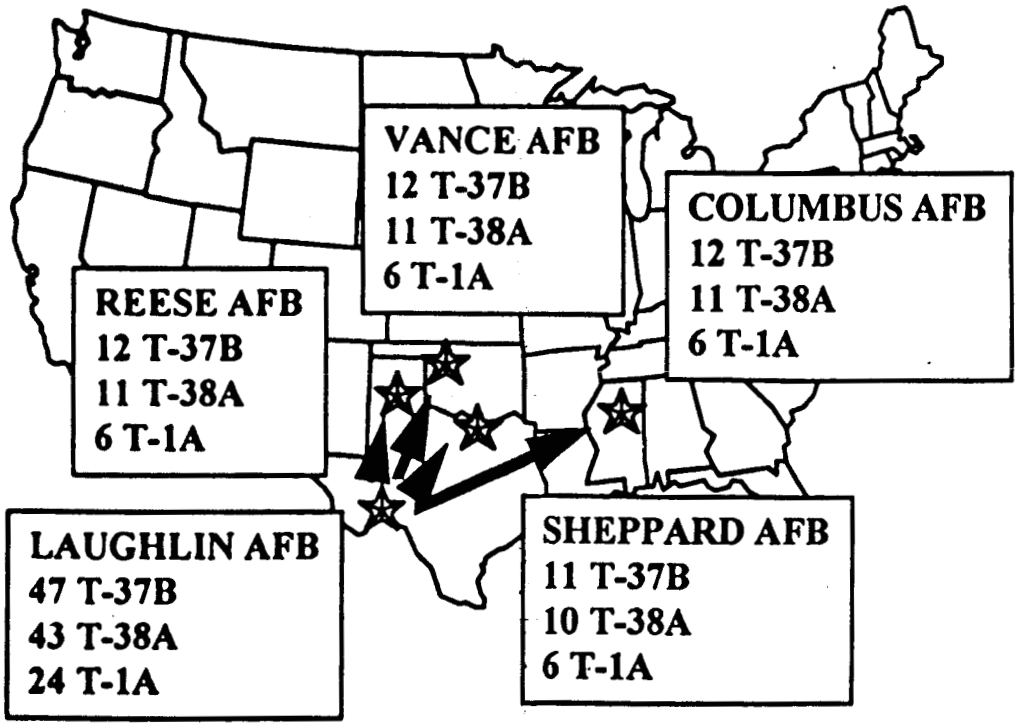
COBRA ASSUMPTIONS

JOINT CROSS SERVICING UPT BASES
FLYING FORCE STRUCTURE REALIGNMENTS
COLUMBUS AFB, MS



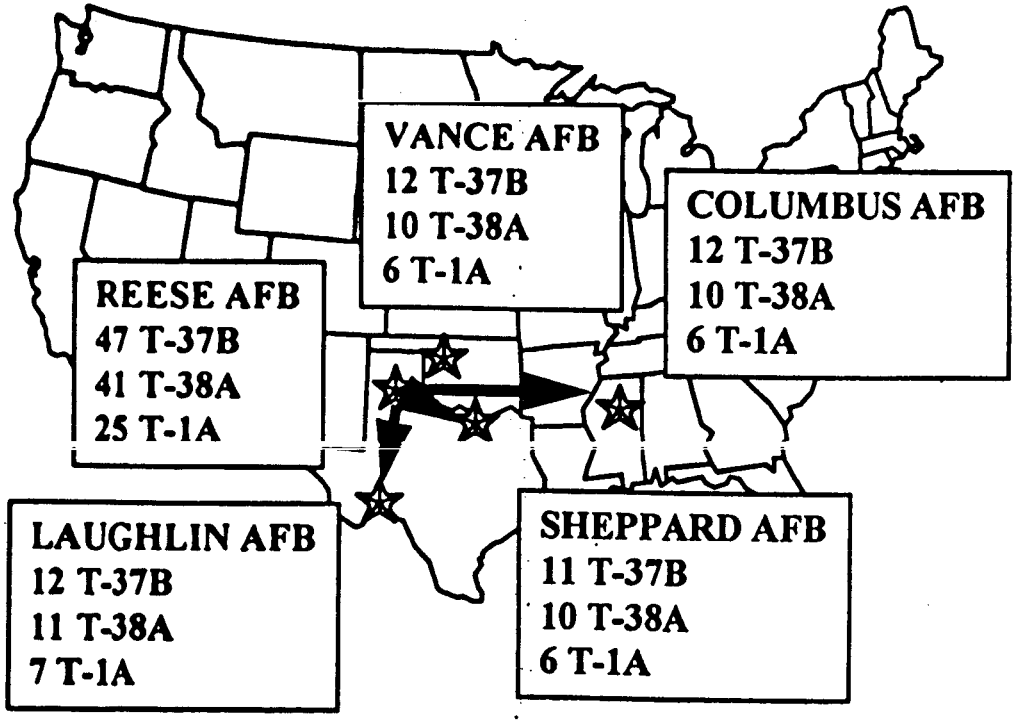
COBRA ASSUMPTIONS

JOINT CROSS SERVICING UPT BASES
FLYING FORCE STRUCTURE REALIGNMENTS
LAUGHLIN AFB, TX



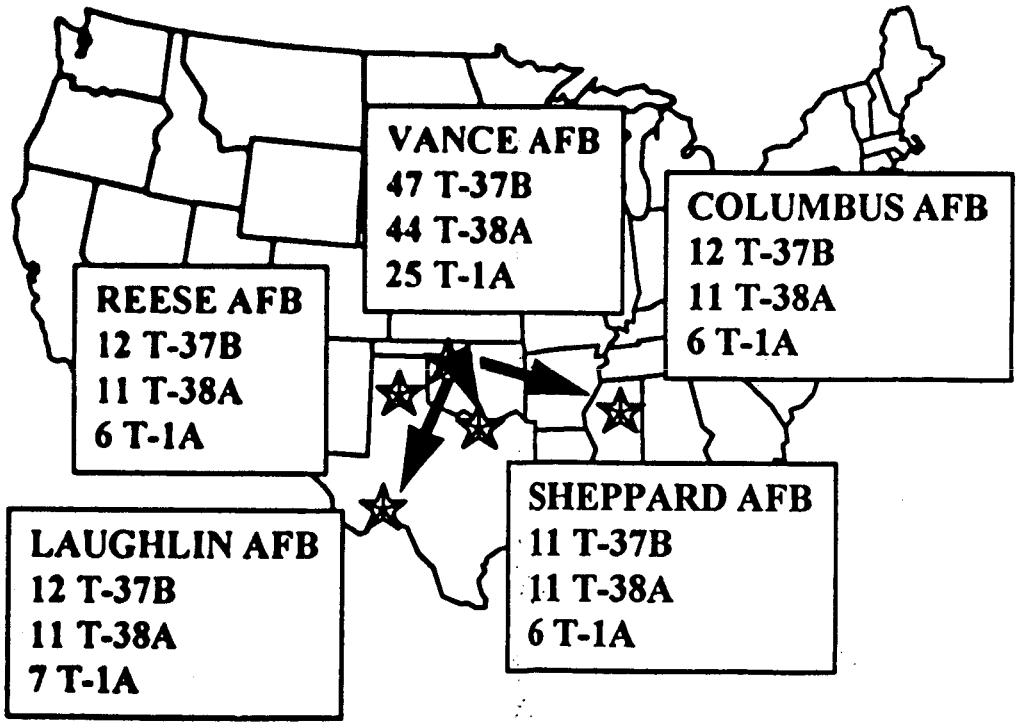
COBRA ASSUMPTIONS

JOINT CROSS SERVICING UPT BASES
FLYING FORCE STRUCTURE REALIGNMENTS
REESE AFB, TX



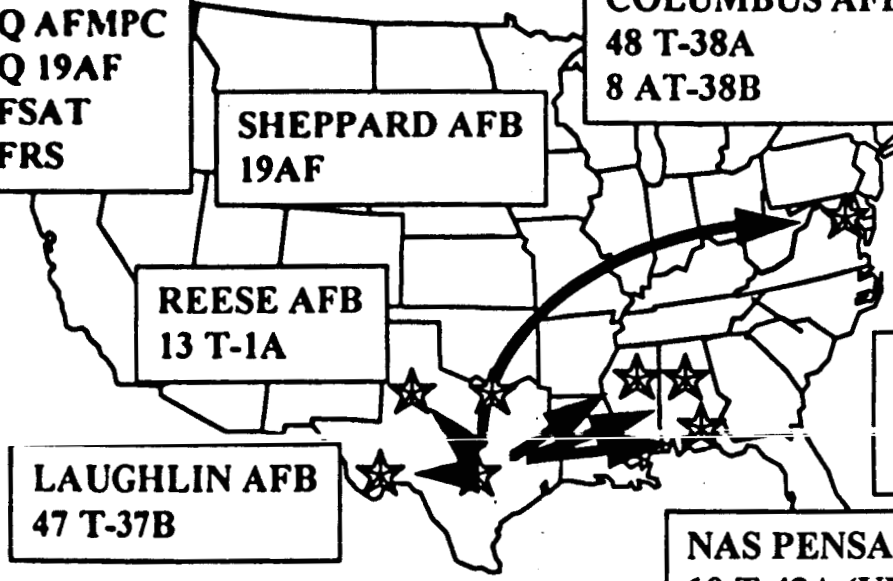
COBRA ASSUMPTIONS

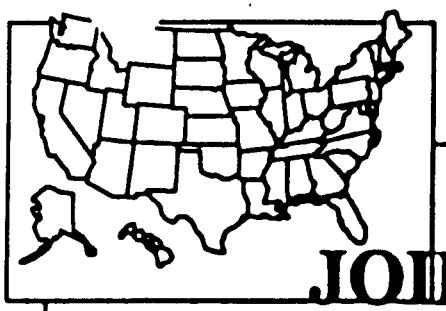
JOINT CROSS SERVICING UPT BASES
FLYING FORCE STRUCTURE REALIGNMENTS
VANCE AFB, OK



COBRA ASSUMPTIONS

JOINT CROSS SERVICING UPT BASES
FLYING FORCE STRUCTURE REALIGNMENTS
RANDOLPH AFB, TX

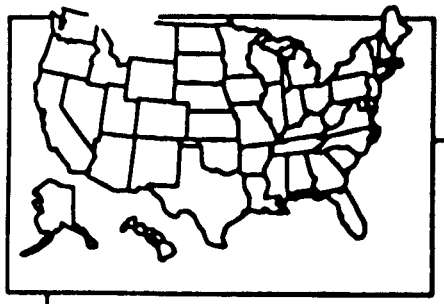




COBRA ASSUMPTIONS

JOINT CROSS SERVICING UPT BASES
FLYING FORCE STRUCTURE REALIGNMENTS
RECOMMENDATION

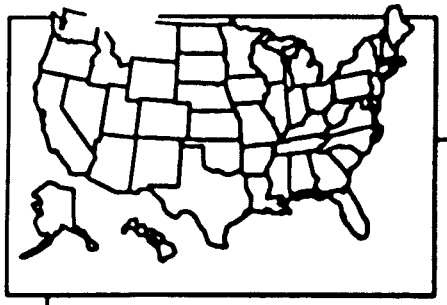
BCEG APPROVE RECOMMENDED JOINT CROSS SERVICING UPT BASES COBRA ASSUMPTIONS AS BRIEFED AND AMENDED



COBRA ASSUMPTIONS

SMALL AIRCRAFT CATEGORY REDIRECT

ATCH 3



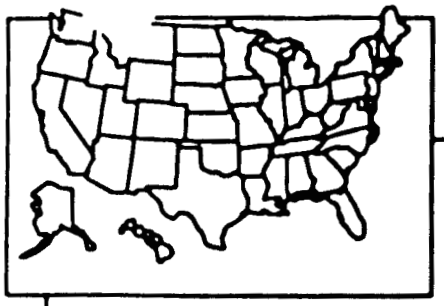
COBRA ASSUMPTIONS

SMALL AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

HURLBURT AFB, FL

BEALE AFB
HQ AFSOC
12 AC-130U
6 MC-130E
10 MC-130H
22 MH-53J
8 MH-60G
MISC SOF ACTIVITIES

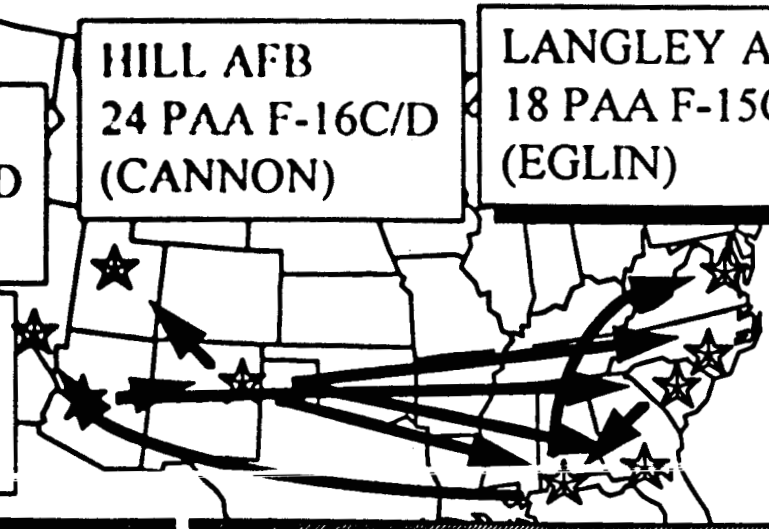
HURLBURT AFB
HQ AFSOC
12 AC-130U
6 MC-130E
10 MC-130H
22 MH-53J
8 MH-60G
MISC SOF ACTIVITIES
RED HORSE



COBRA ASSUMPTIONS

SMALL AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

LUKE AFB, AZ



NELLIS AFB
36 PAA F-15C/D
(EGLIN)

HILL AFB
24 PAA F-16C/D
(CANNON)

LANGLEY AFB
18 PAA F-15C/D
(EGLIN)

POPE AFB
6 PAA F-16C/D
(CANNON)

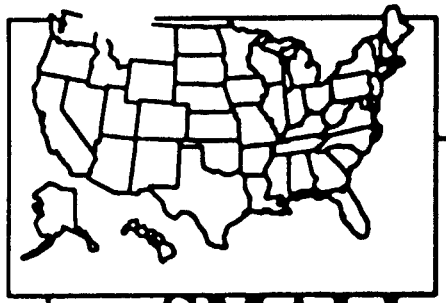
LUKE AFB
150 PAA F-16C/D
15 PAA F-16C/D (AFRES)

SHAW AFB
-54 PAA F-16C/D
96 PAA F-16C/D
(LUKE)

[redacted]

[redacted]

MOODY AFB
6 PAA F-16C/D
(CANNON)

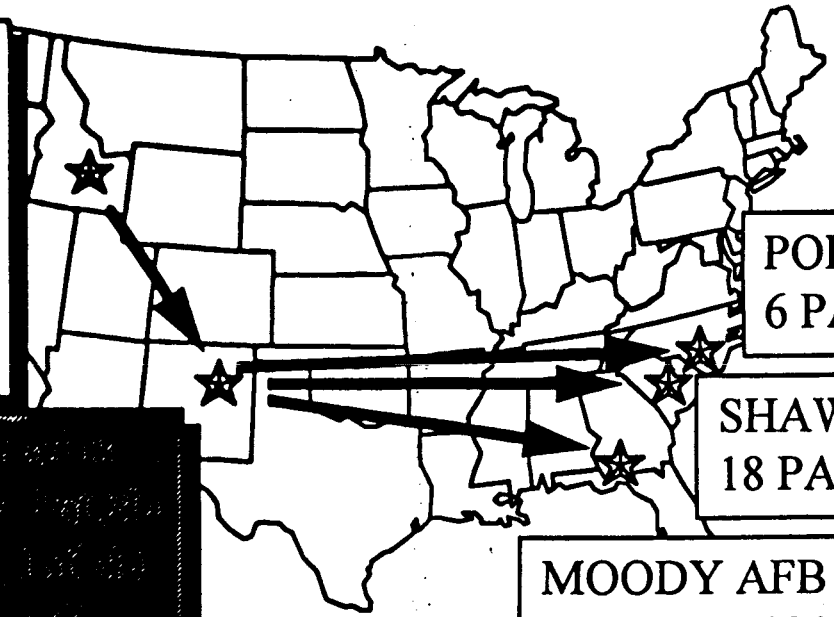


COBRA ASSUMPTIONS

SMALL AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

MOUNTAIN HOME AFB, ID

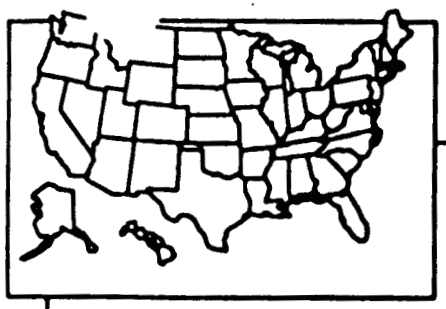
MOUNTAIN HOME AFB
18 PAA F-15C/D
18 PAA F-15E
24 PAA F-16C/D
6 PAA KC-10A
6 B-1B



POPE AFB
6 PAA F-16C/D

SHAW AFB
18 PAA F-16C/D

MOODY AFB
6 PAA F-16C/D

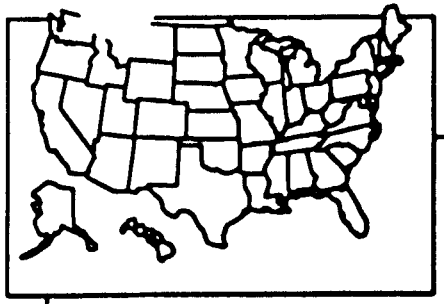


COBRA ASSUMPTIONS

SMALL AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

MISC TENANT UNIT MOVES

LANGLEY: ACC HQ	REALIGNS TO OFFUTT
SHAW: 9AF HQ	REALIGNS TO SEYMOUR
HOLLOMAN: SLED TRACK	CANTONEMENT



COBRA ASSUMPTIONS

SMALL AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

RECOMMENDATION

BCEG APPROVE RECOMMENDED ADDITIONS TO ORIGINAL COBRA ASSUMPTIONS

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DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

OCT 1 1 1994

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 27 September 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Brig Gen McCarthy, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Durante, SAF/AQX
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF

b. Other key attendees:

Col Mayfield, AF/RTR
Col Walters, AF/PE
Col McLoughlin, AF/REX
Lt Col Rodefer, AF/XOFC
Mr. Myers, AF/CEP
Mr. Carillo, AF/CEVP

The meeting was called to order by Mr Boatright. Mr. Myers, AF/CEP, presented a review of the Facility and Housing subelements of Criterion II grades for Undergraduate Flying Training (UFT) bases, using the computer database display. Several questions were raised on the Laughlin AFB building condition grades, utility capacity, housing capacity, and infrastructure. The Laughlin AFB grades will be reviewed. In addition, the BCEG questioned the use of a standard deviation method on grading the Utility Capacity subelement, and directed the BCWG to study this issue.

Lt Col Rodefer, AF/XOFC, then reviewed the Encroachment subelement of Criterion II. After noting that the Bomb Ranges/Drop Zones subelement held no relevance to the UFT subcategory, the BCEG directed it be removed from the UFT grading. Mr. Carillo, AF/CEVP, briefed the Air Quality subelement of Criterion II.

The BCEG then discussed the need to establish a process for incorporating the UPT JCSG product into the Air Force analysis process. The BCEG directed the BCWG to establish a group to consider this question.

There being no further matters to discuss, the meeting was adjourned at 1215. The next BCEG meeting will be at the call of the Co-Chairmen.

OPEN ITEMS:

Laughlin building condition report
Laughlin utility and housing capacity
Utility capacity grading scheme
Including UPT JCSG product in AF analysis
Hurlburt Special Operations COBRA movement
Luke MOA scores
McGuire ANG assumptions
Squadron size and number of units
Contract Personnel numbers for Criterion VI
Los Angeles AFB closure assumptions
Hanscom AFB Unique Facilities
Kirtland AFB Facility Condition
Rome Lab Housing grades
Laboratory Air Quality grades

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

DISTRIBUTION:
SAF/FM
SAF/GCN
SAF/AQX
SAF/MIQ
AF/RT
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM

8

8

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

12 OCT 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR SEE DISTRIBUTION

FROM: SAF/MII

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Meeting

The AF/BCEG meeting was convened by Mr Boatright, SAF/MII, at 1030 hours on 28 September 1994, in Room 5D1027, the Pentagon. The following personnel were in attendance:

a. AF/BCEG members:

Mr. Boatright, SAF/MII, Co-Chairman
Maj Gen Blume, AF/RT, Co-Chairman
Mr. Beach, SAF/FM
Mr. McCall, SAF/MIQ
Brig Gen McCarthy, AF/XOO
Maj Gen McGinty, AF/DPP
Mr. Orr, AF/LGM
Dr. Wolff, AF/CE
Mr. Kuhn, SAF/GCN
Brig Gen Weaver, NGB/CF
Brig Gen Bradley, AF/RE
Brig Gen Heflebower, AF/PE

b. Other key attendees

Col Mayfield, AF/RTR
Col Pease, AF/XOO
Mr. Myers, AF/CEP
Lt Col Rodefer, AF/XOFC
Maj Johnston, AF/XOFM

The meeting was called to order by Maj Gen Blume. Mr. Orr suggested that the need to retain Weapon Storage Areas (WSAs) when considering military construction for level playing field COBRA required further study. The BCEG requested the BCWG to examine this matter and make recommendations on minimum WSA requirements.

Maj Johnston, AF/XOFM, and Lt Col Rodefer, AF/XOFC, briefed assumed moves to support level playing field COBRA analysis for the Large Aircraft subcategory, using the slides at Atch 1. In addition to the briefed moves, the following additions and changes were made by the BCEG:

a. The Blood Bank at McGuire AFB would move to Charleston AFB.

b. The Aerial Port and Mortuary at Dover AFB would move to Charleston AFB.

c. The C4I unit at Scott AFB would move to Kirtland.

d. HQ AMC and TRANSCOM would move to Offutt AFB.

e. The Fairchild Survival School would move to the Air Force Academy.

f. The Whiteman B-2s would move to Grand Forks AFB or Minot AFB, depending on which is low cost and whether the move complies with the START treaty.

In addition to the above, the BCWG was directed to verify our level playing field COBRA assumption that closure of a missile base would not require any BRAC funding for missile force structure relocation. Finally, the BCEG directed the use of the programmed force structure for the B-52 force despite legislative language that may cause this number to be increased later, since it is speculative and may not last throughout the FYDP.

There being no further matters to discuss, the meeting was adjourned at 1135. The next BCEG meeting will be at the call of the Co-Chairmen.

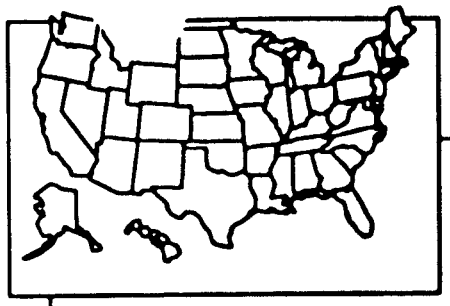
OPEN ITEMS:
Laughlin building condition report
Laughlin utility and housing capacity
Utility capacity grading scheme
Including UPT JCSG product in AF analysis
Hurlburt Special Operations COBRA movement
Luke MOA scores
McGuire ANG assumptions
Squadron size and number of units
Contract Personnel numbers for Criterion VI
Los Angeles AFB closure assumptions
Hanscom AFB Unique Facilities
Kirtland AFB Facility Condition
Rome Lab Housing grades
Laboratory Air Quality grades

JAY D. BLUME, JR., Maj Gen, USAF
Co-Chairman

JAMES F. BOATRIGHT
Co-Chairman

Attachment
COBRA Large Aircraft Moves

DISTRIBUTION:
SAF/FM
SAF/GCN
SAF/AQX
SAF/MIQ
AF/RT
AF/CE
AF/PE
AF/DPP
AF/XOO
AF/RE
NGB/CF
AF/LGM



COBRA ASSUMPTIONS

LARGE AIRCRAFT BASE FORCE STRUCTURE REALIGNMENT ASSUMPTIONS FOR BCEG COBRA ANALYSIS

LTCOL KARL RODEFER

MAJOR RICHARD JOHNSTON

AF/XOFM

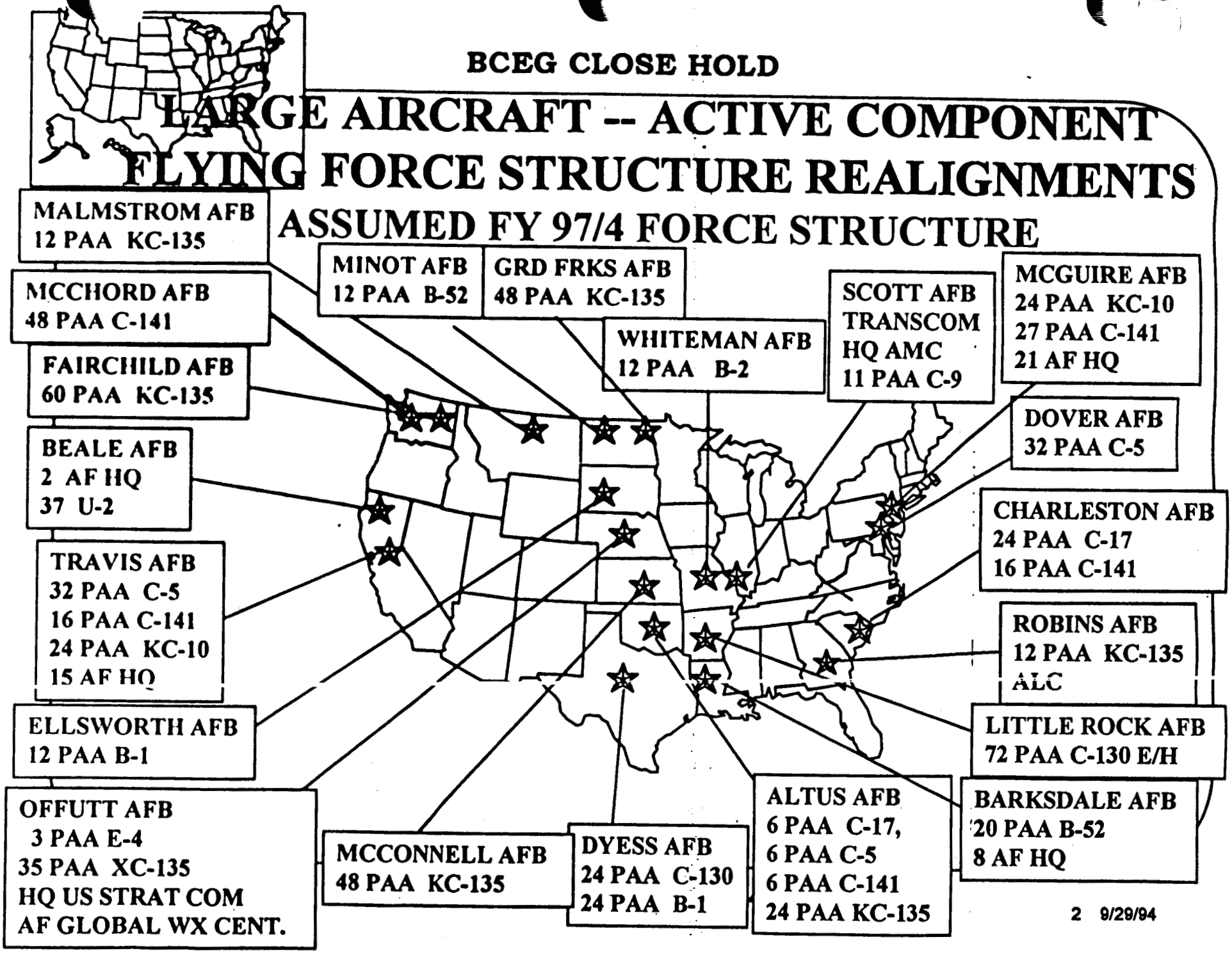
MOBILITY FORCES DIVISION

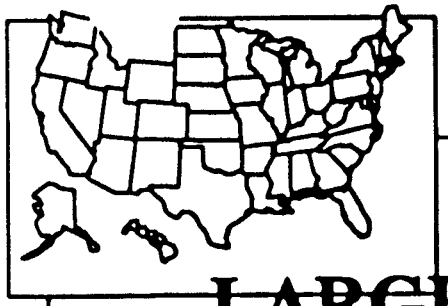
C:\COB_AS97.PPT

BCEG CLOSE HOLD

LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

ASSUMED FY 97/4 FORCE STRUCTURE





LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

- FORCE STRUCTURE SHOWN IN SUCCEEDING SLIDES IS FY 97/4
- FORCE STRUCTURE REALIGNMENTS FACTORED
  - PROJECTED FORCE STRUCTURE MOVES
  - CAPACITY ANALYSIS

LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

McGUIRE AFB, NJ

McGUIRE AFB
24 PAA KC-10
27 PAA C-141
21 AF HQ

DOVER AFB
12 PAA KC-10
21 AF HQ

CHARLESTON AFB
12 PAA KC-10
27 PAA C-141

LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

DOVER AFB, MD

DOVER AFB
32 PAA C-5

McGUIRE AFB
16 PAA C-5

CHARLESTON AFB
16 PAA C-5

LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

CHARLESTON AFB, SC

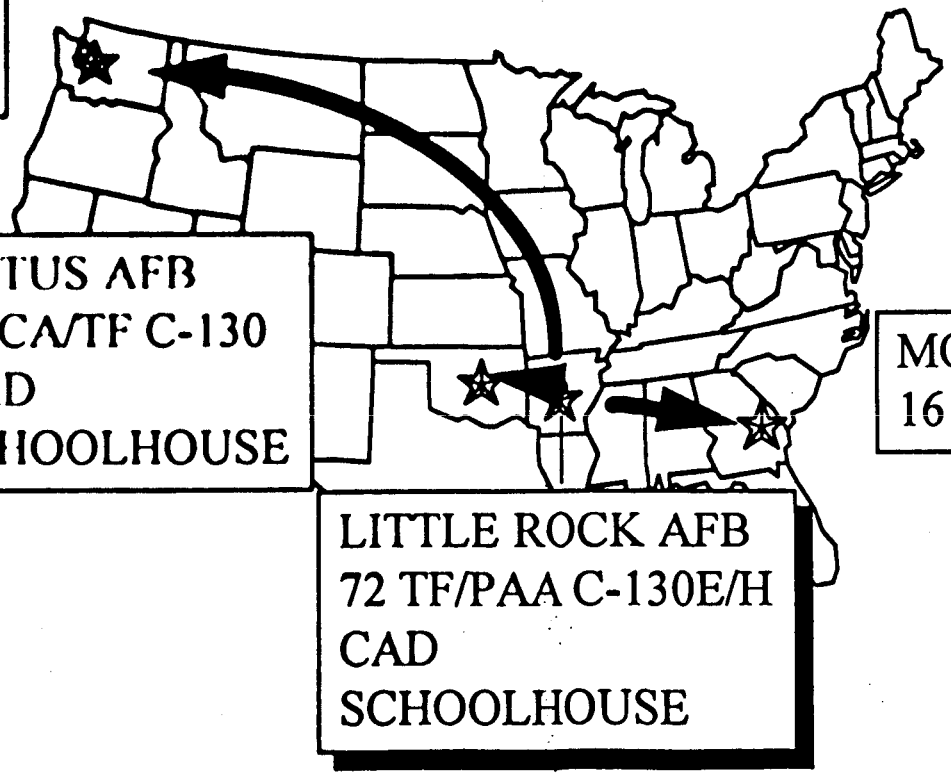
McCHORD AFB
12 PAA C-17

McGUIRE AFB
12 PAA C-17
16 PAA C-141

CHARLESTON AFB
24 PAA C-17
16 PAA C-141

LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

LITTLE ROCK AFB, AR



LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

ALTUS AFB, OK

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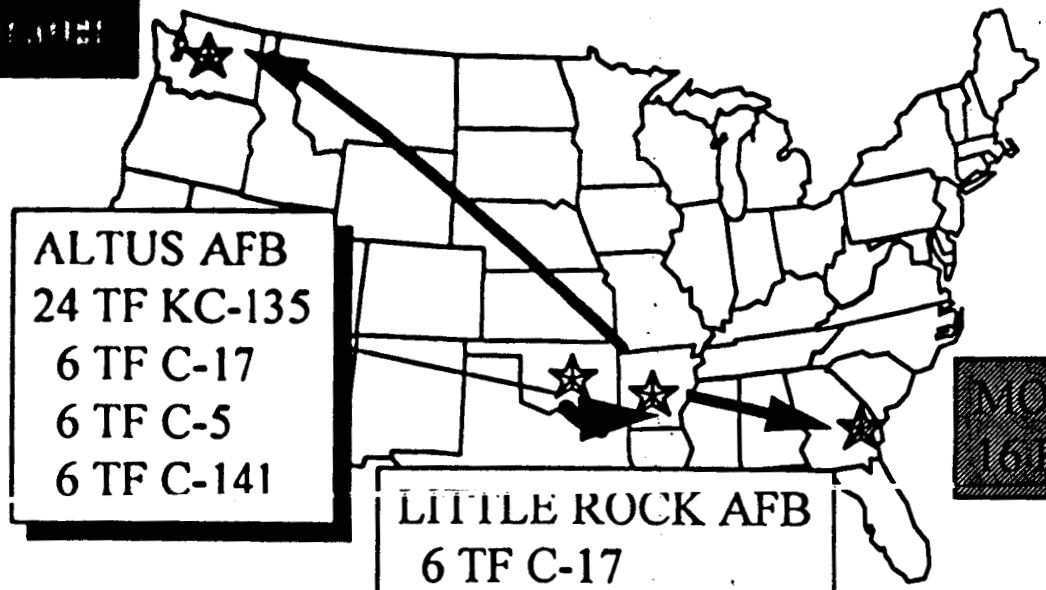
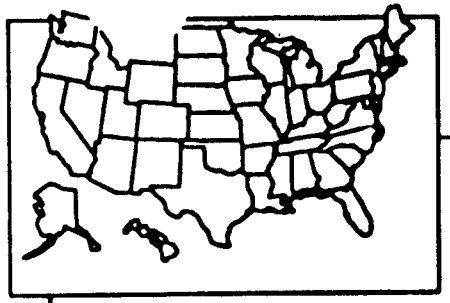


ALTUS AFB
24 TF KC-135
6 TF C-17
6 TF C-5
6 TF C-141

LITTLE ROCK AFB
6 TF C-17
6 TF C-5
6 TF C-141
24 TF KC-135
-30 PAA C-130E/H

MOODY AFB
16PAA C-130E



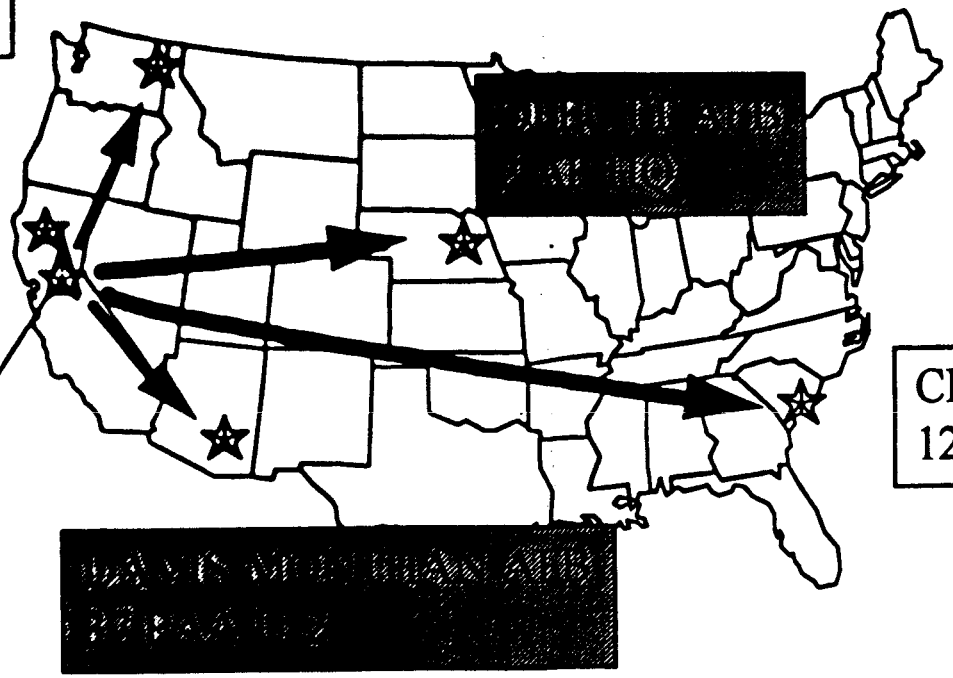
LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

TRAVIS AFB, CA

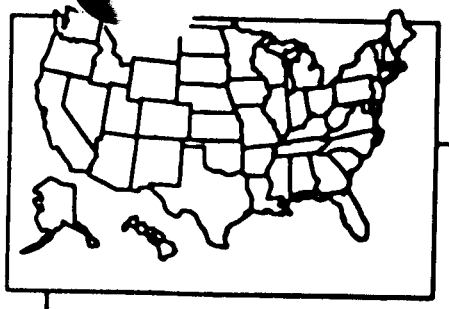
FAIRCHILD AFB
12 PAA KC-10

BEALE AFB
32 PAA C-5
16 PAA C-141
15 AF HQ

TRAVIS AFB
32 PAA C-5
24 PAA KC-10
16 PAA C-141
15 AF HQ

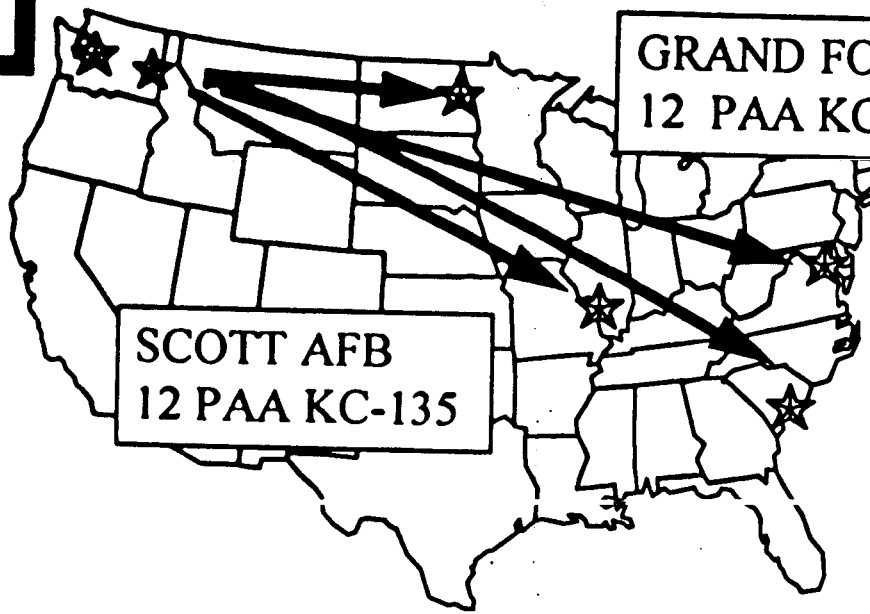


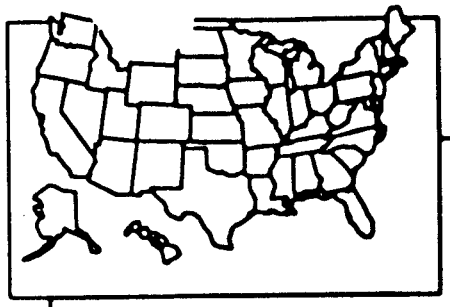
CHARLESTON AFB
12 PAA KC-10



LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

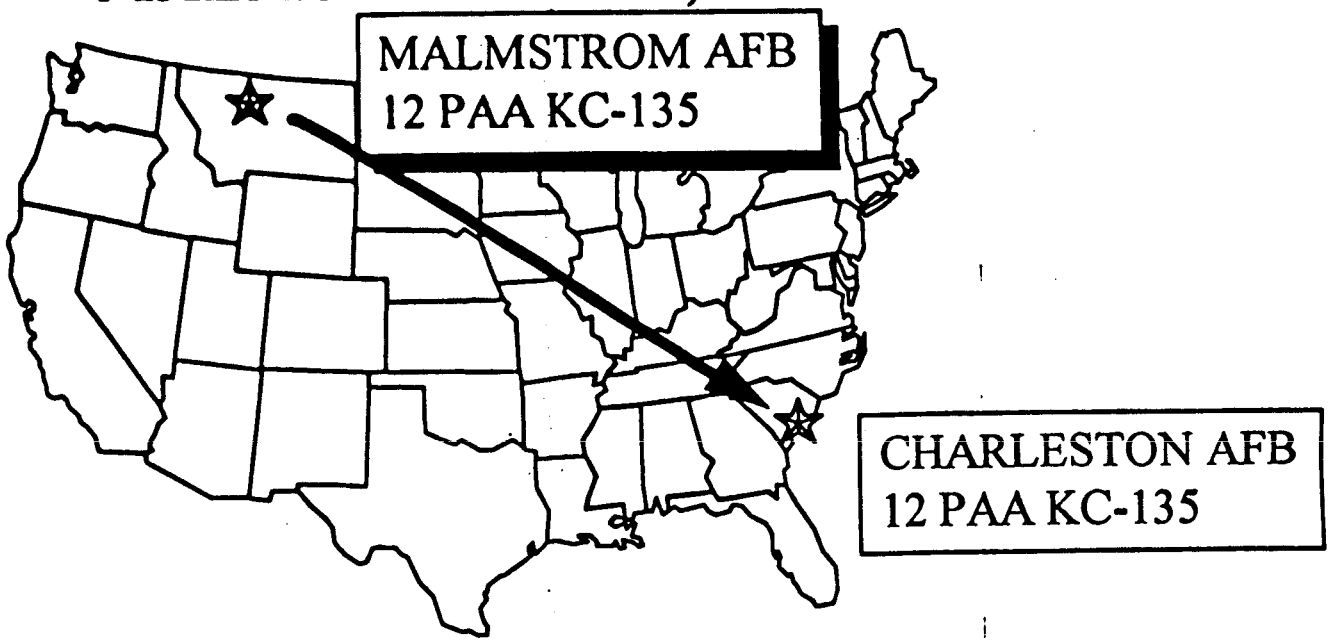
FAIRCHILD AFB, WA





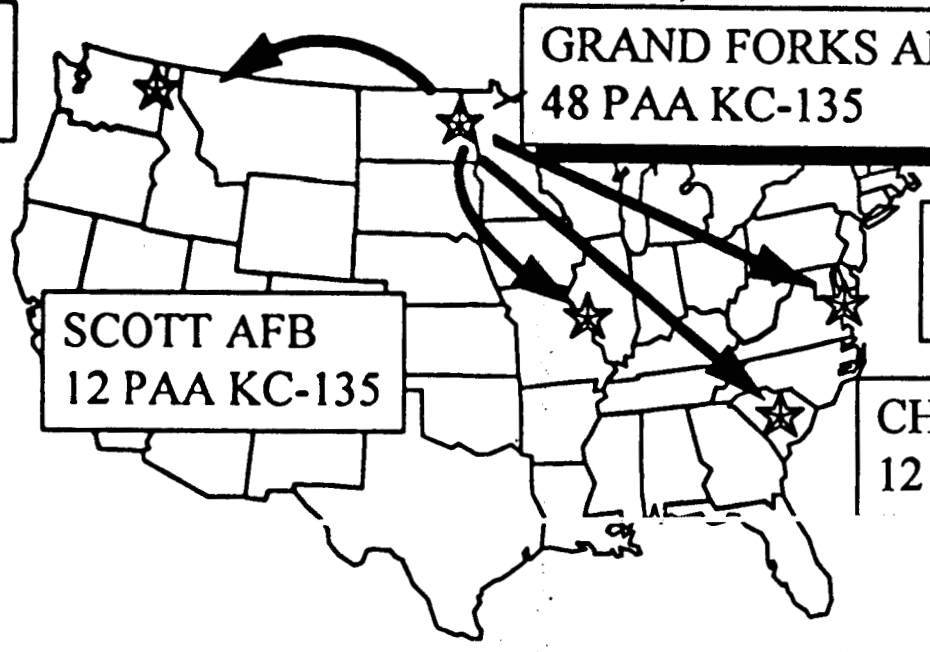
LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

MALMSTROM AFB, MT



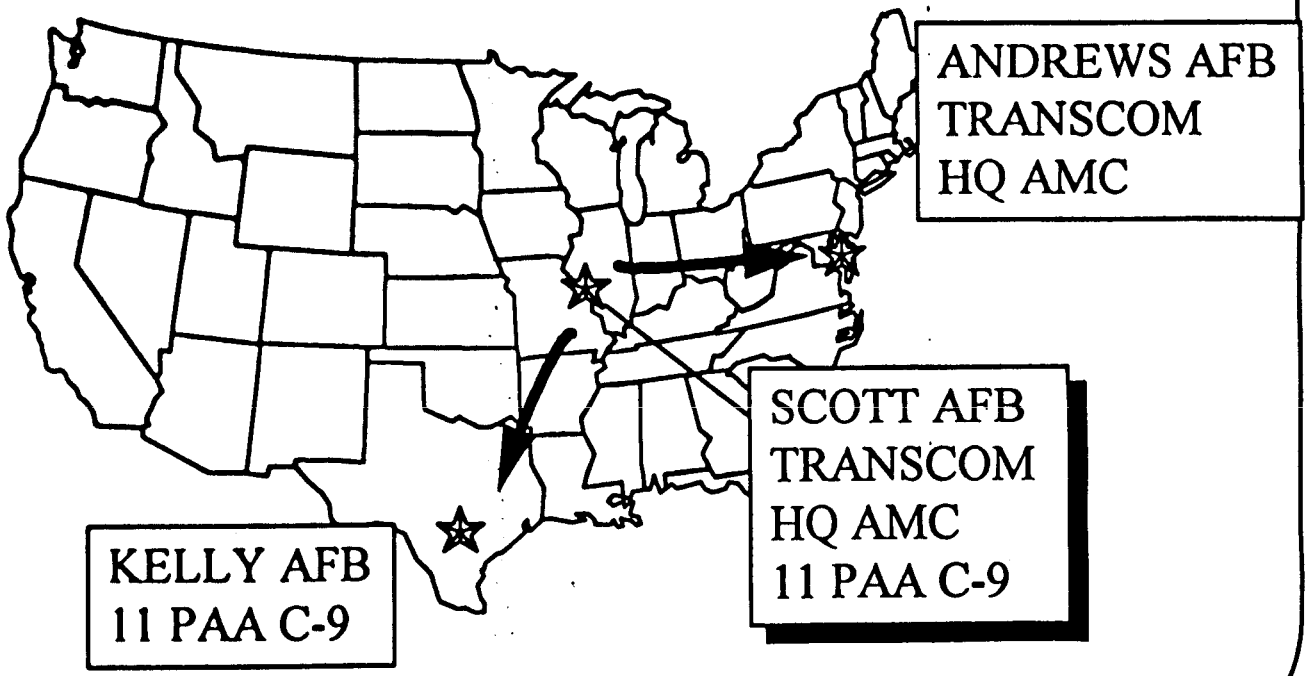
LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

GRAND FORKS AFB, ND



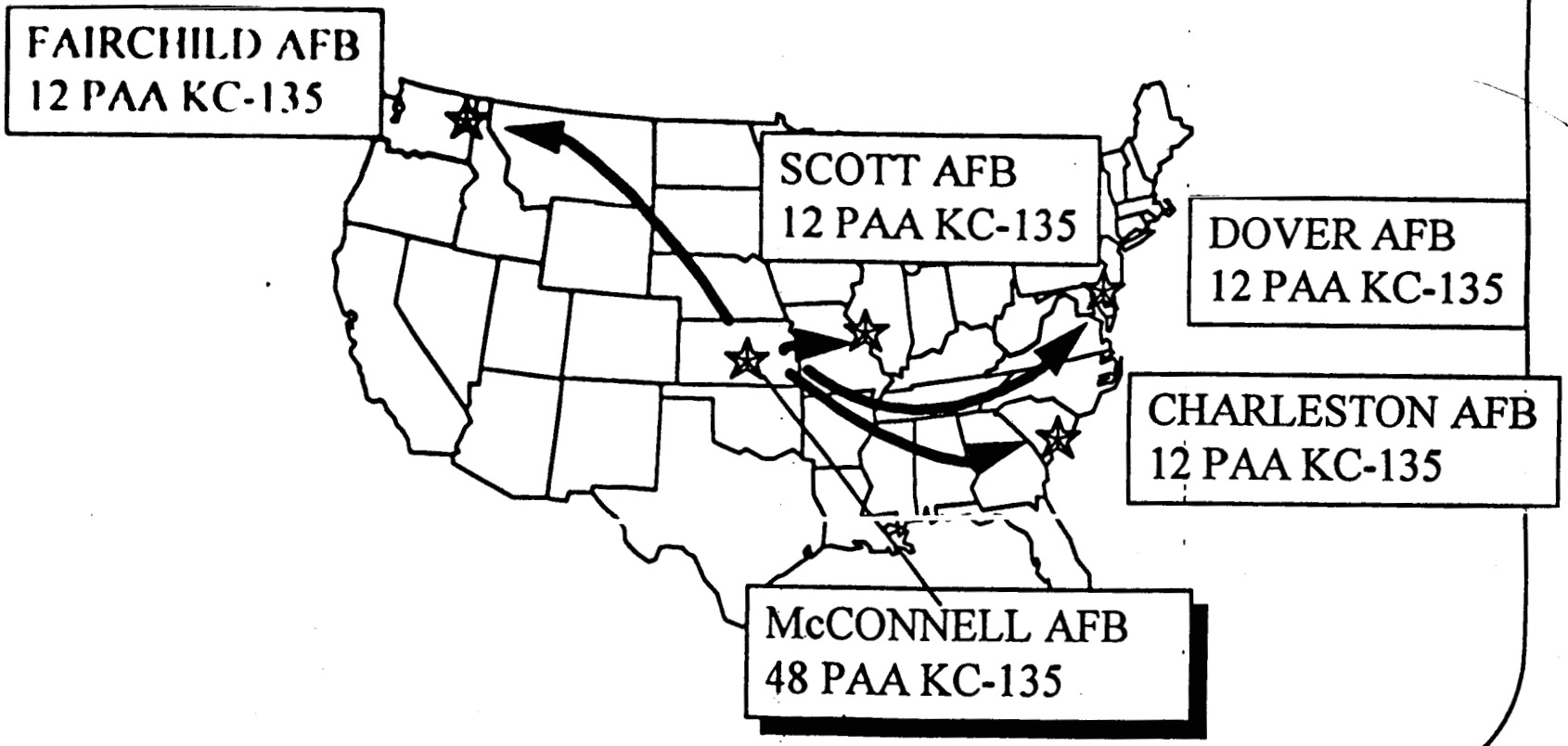
LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

SCOTT AFB, IL



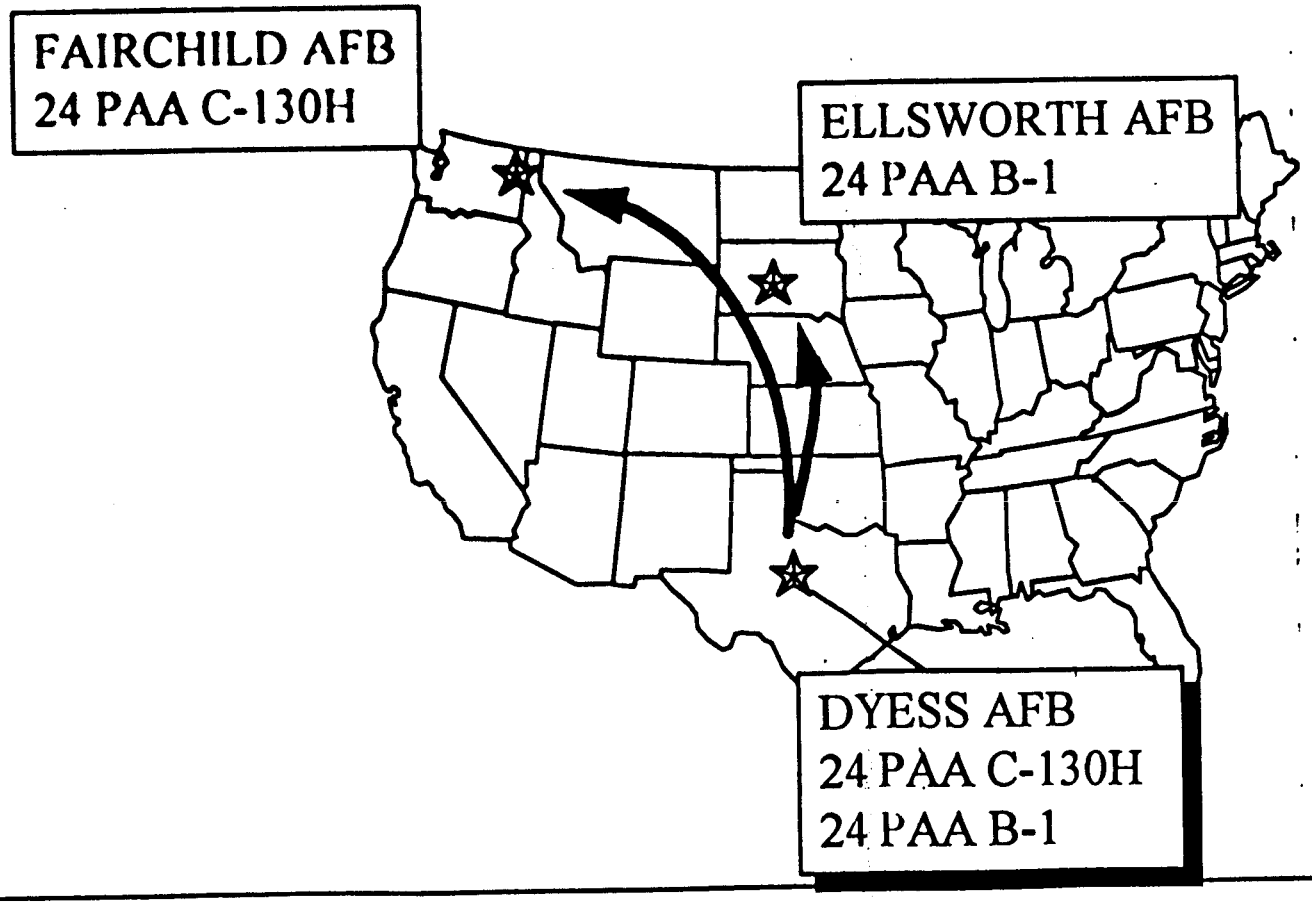
LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

McCONNELL AFB, KS



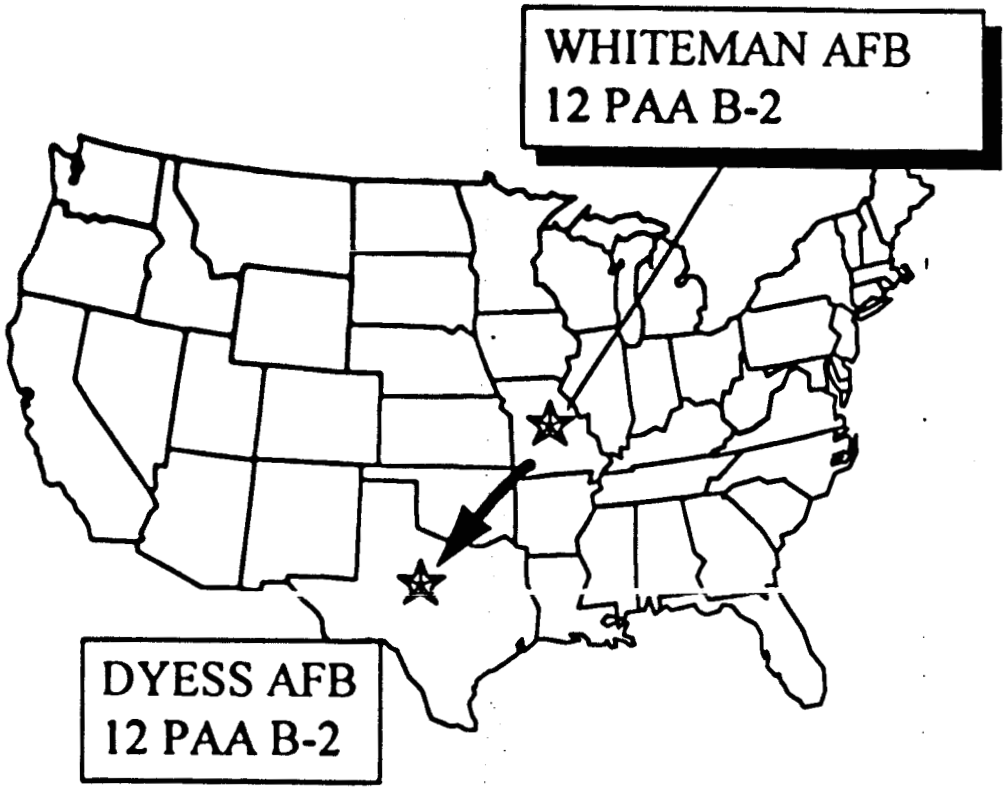
LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

DYESS AFB, TX



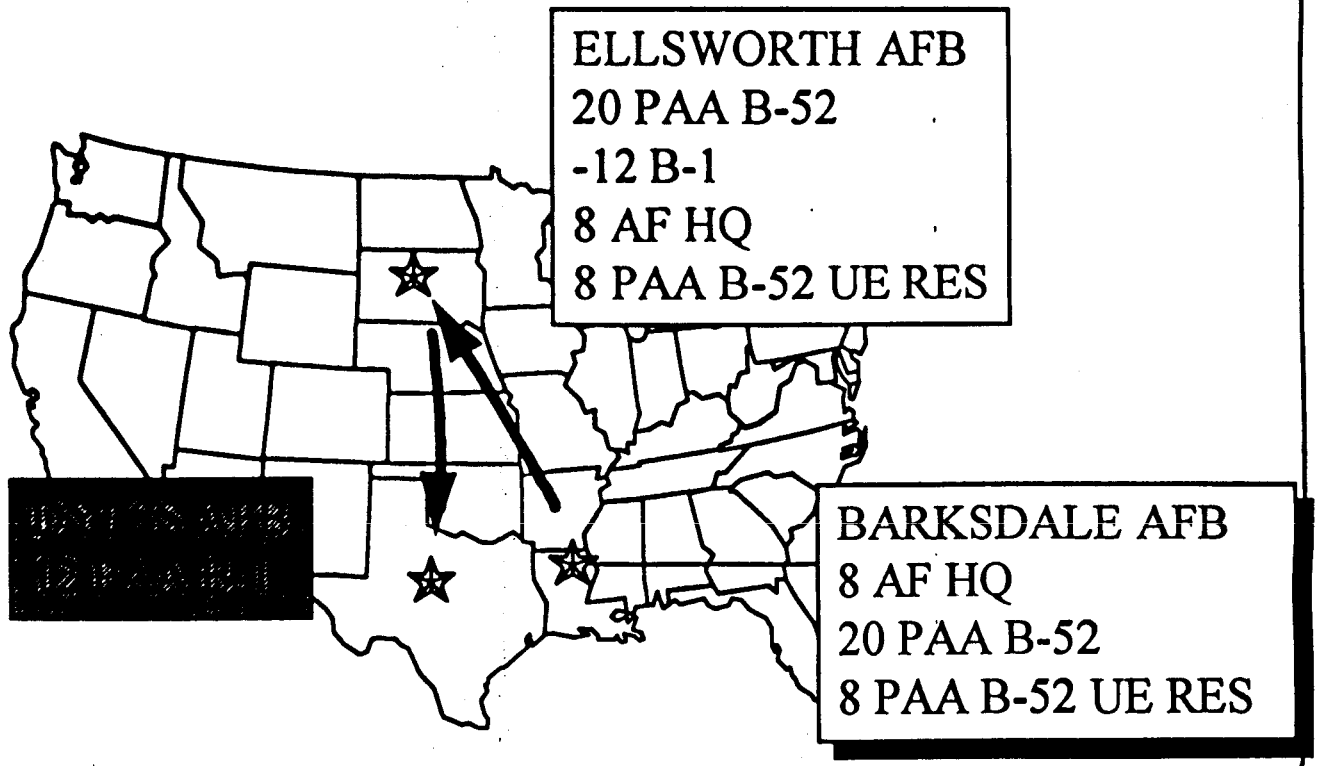
LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

WHITEMAN AFB, MO



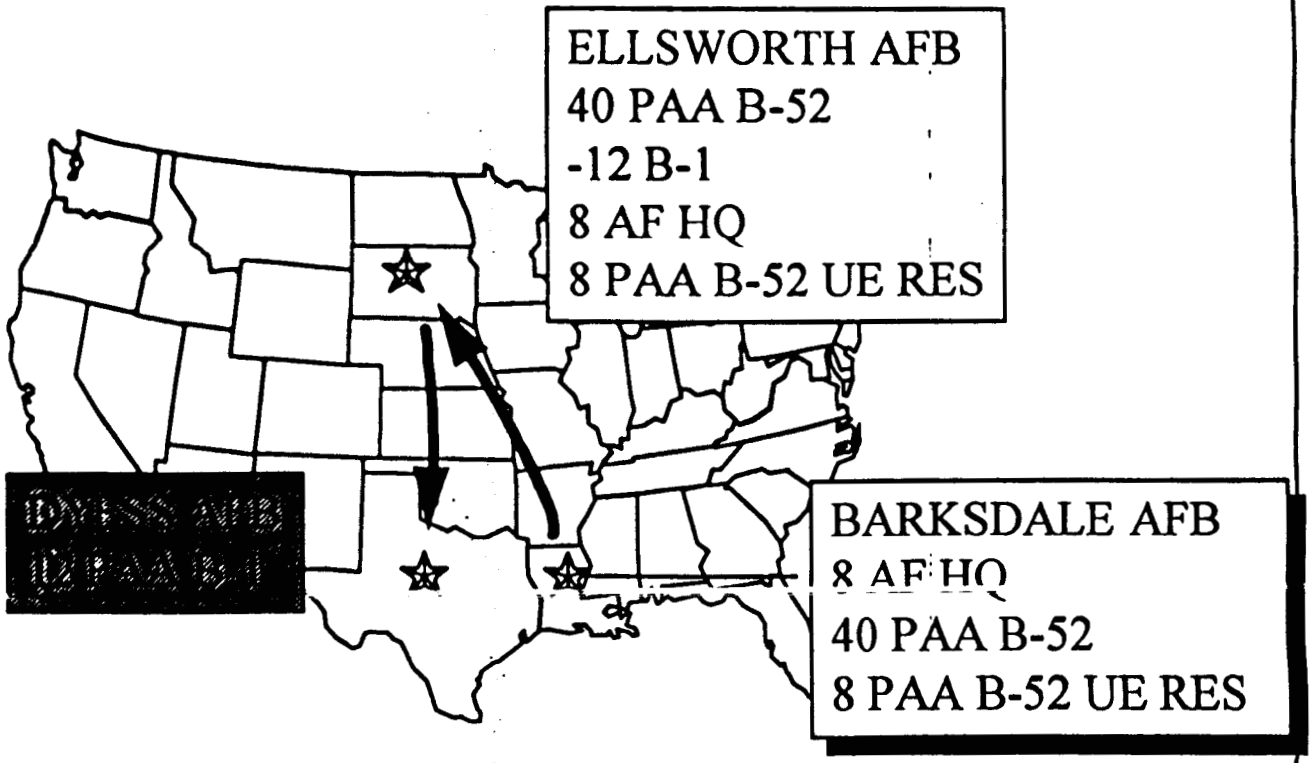
LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

BARKSDALE AFB, LA (POM)



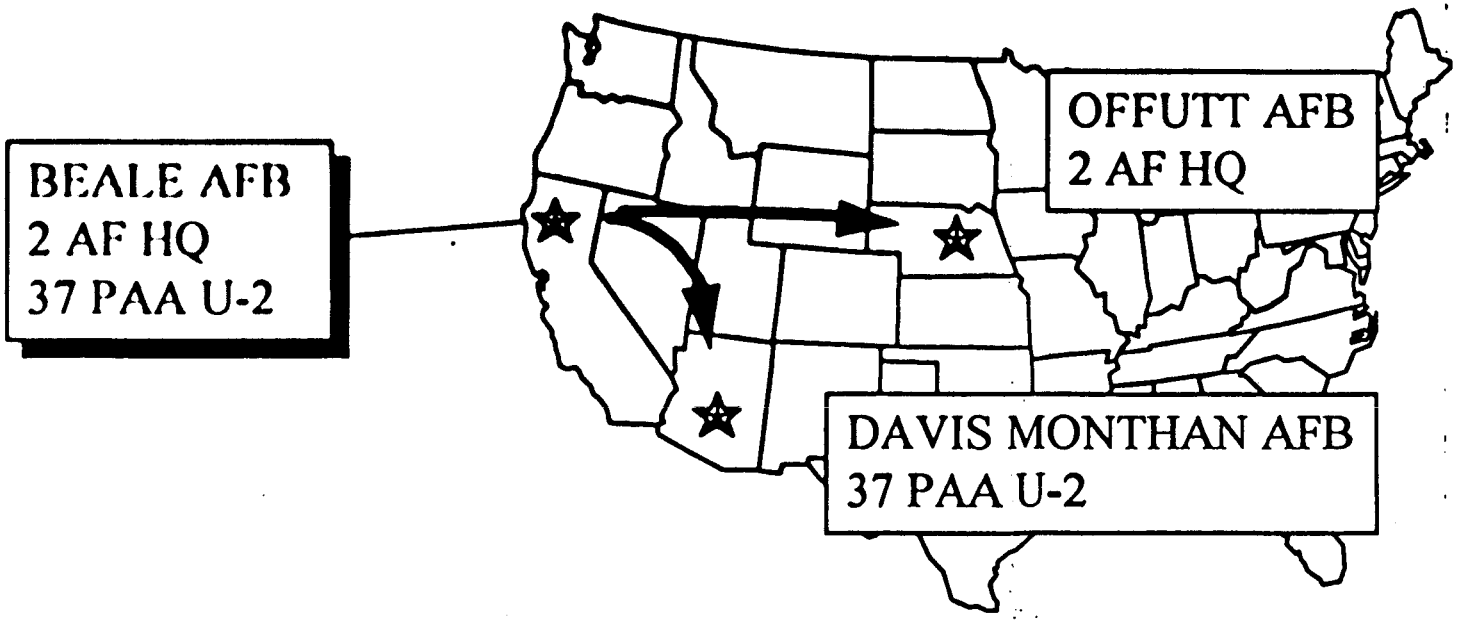
LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

BARKSDALE AFB, LA (BUY BACK)



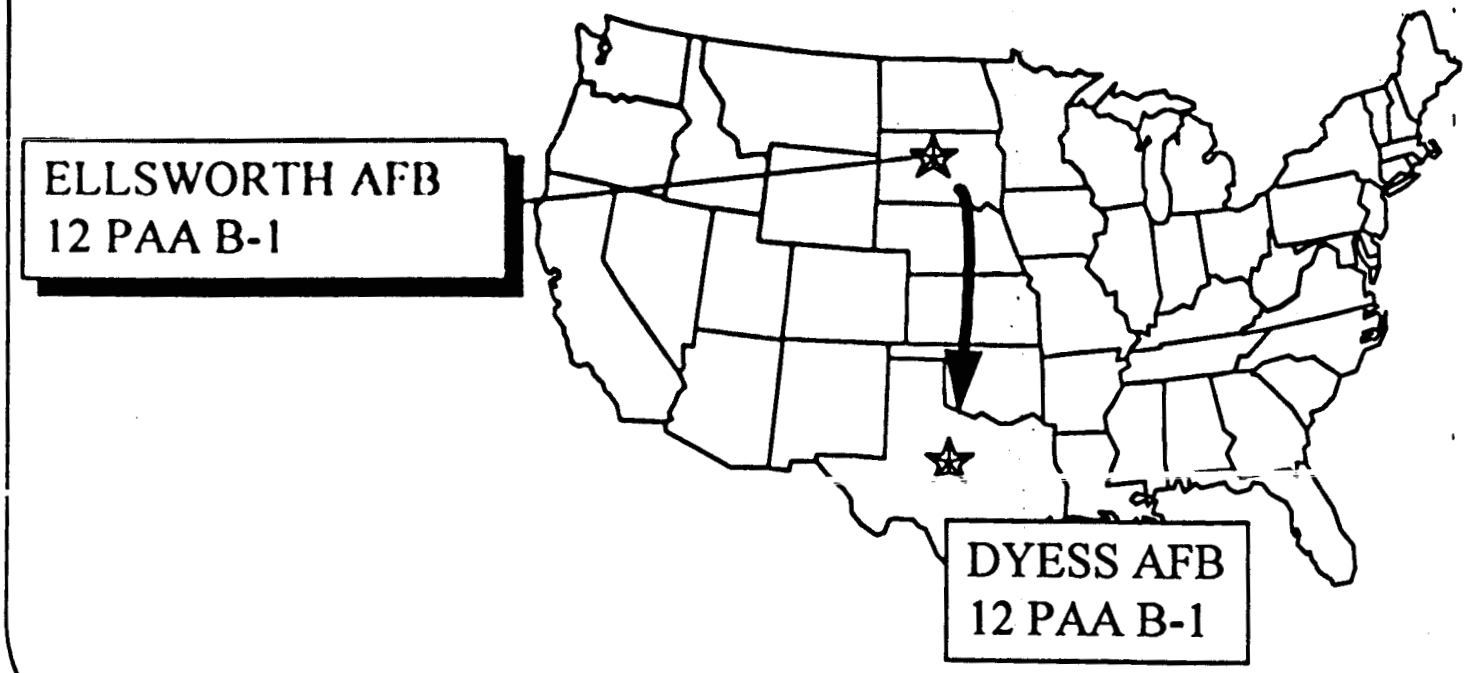
LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

BEALE AFB, CA



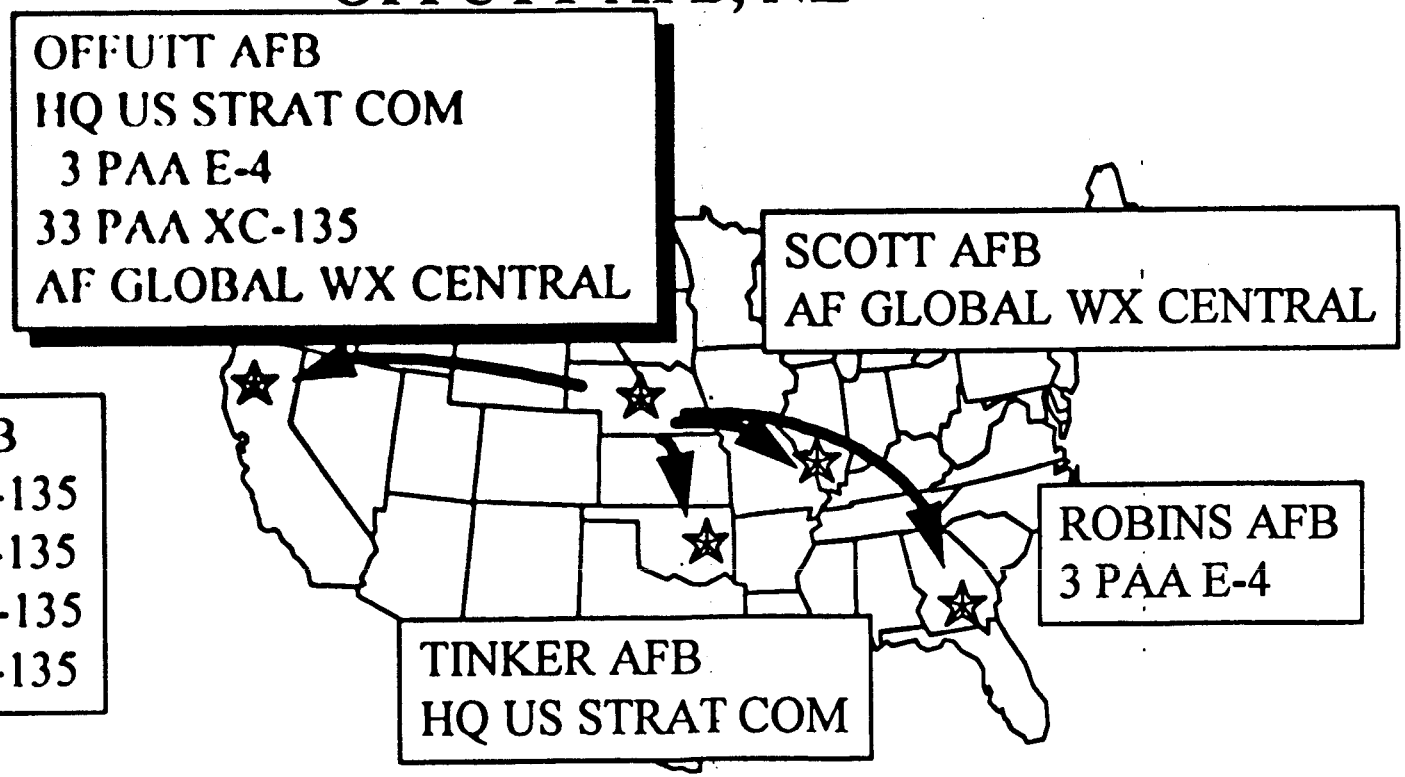
LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

ELLSWORTH AFB, SD



LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

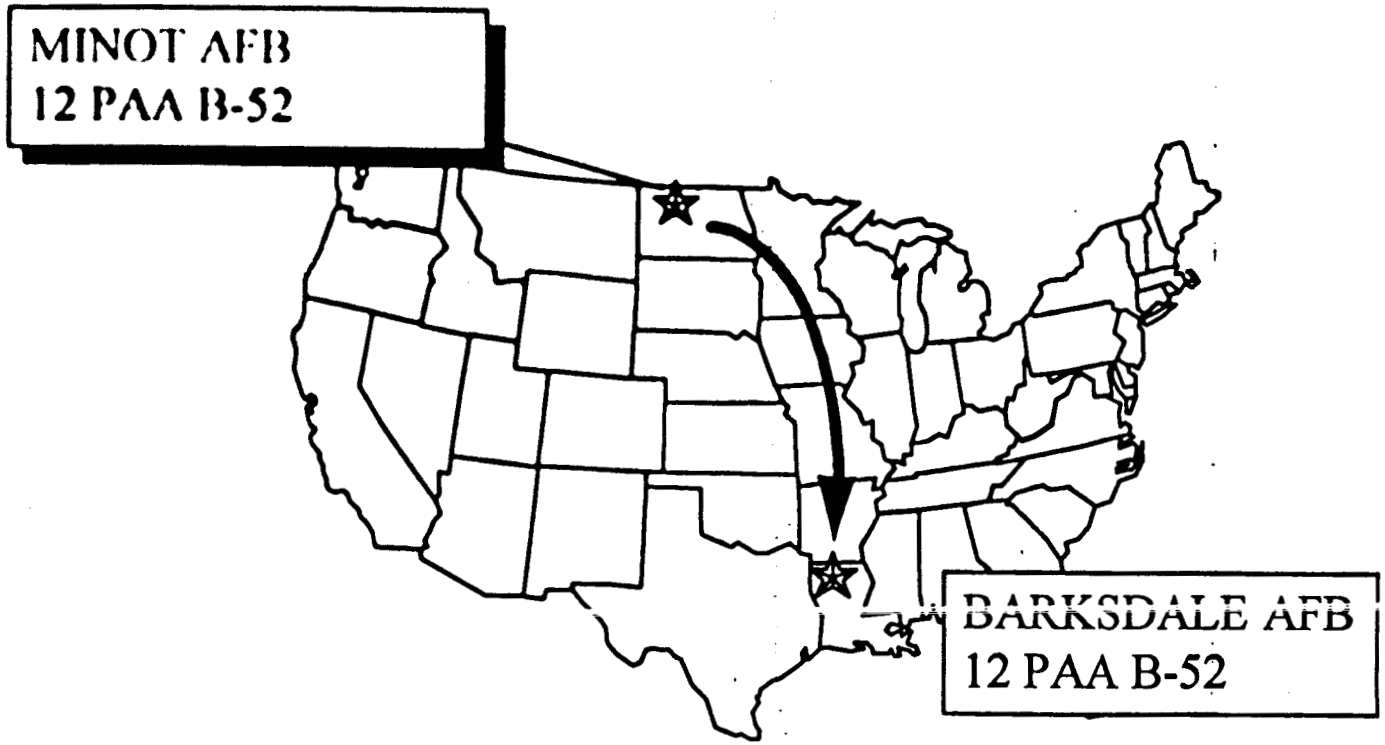
OFFUTT AFB, NE



BEALE AFB
15 PAA RC-135
2 PAA TC-135
3 PAA OC-135
7 PAA EC-135

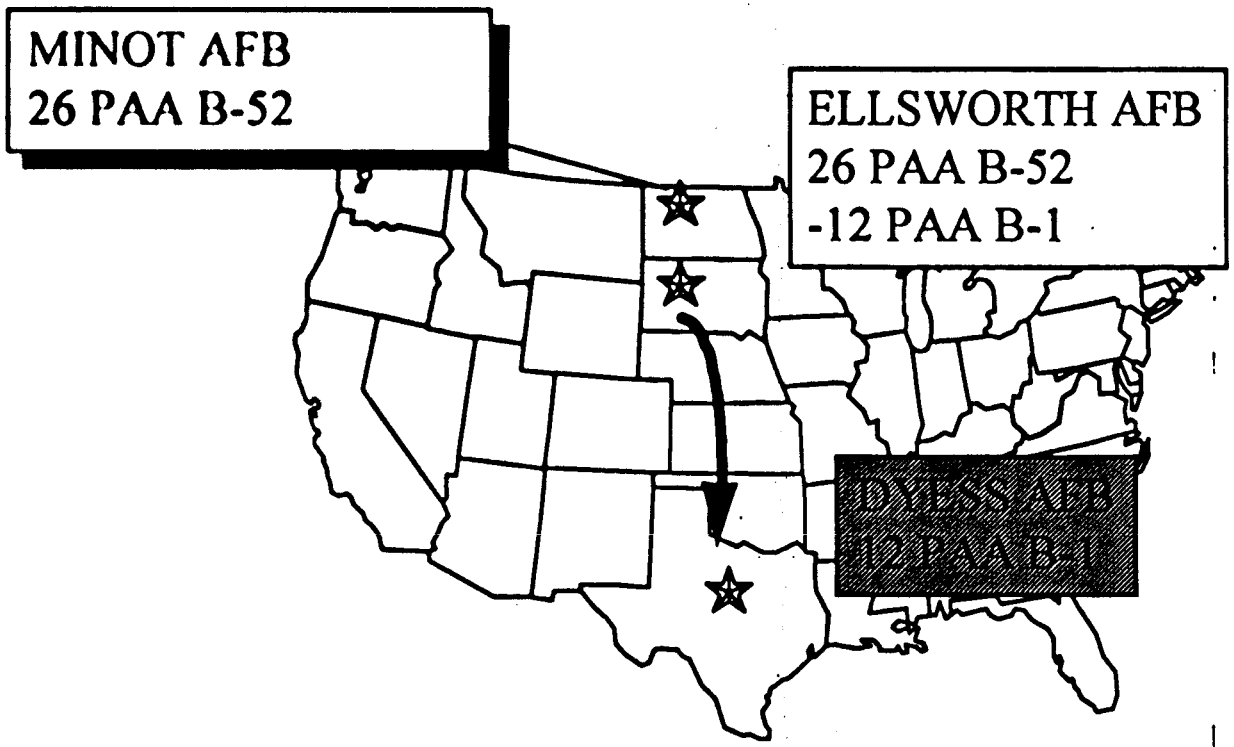
LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

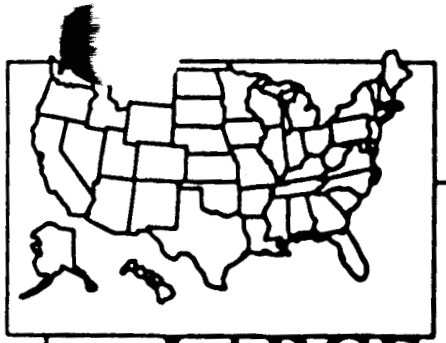
MINOT AFB, ND (POM)



LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

MINOT AFB, ND (BUY BACK)





LARGE AIRCRAFT -- ACTIVE COMPONENT FLYING FORCE STRUCTURE REALIGNMENTS

RECOMMENDATION

BCEG ADOPT BRIEFED REALIGNMENTS FOR USE IN COBRA ANALYSIS

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