

## DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

### BASE SUMMARY SHEET

#### (Ellsworth AFB, SD)

#### INSTALLATION MISSION

- The 28<sup>th</sup> Bomber Wing, Ellsworth AFB, SD is home of the B1 Bomber. It's one of only two B1 bomber wings in the Air Force. The other bomber wing is located at Dyess AFB, TX. There are 24 B1 bomber aircraft located at Ellsworth. The bombers are assigned to two squadrons (the 34<sup>th</sup> Bomber Sq; 37<sup>th</sup> Bomber Sq).
- The 28<sup>th</sup> BW is commanded by Colonel Joseph Brown. Organizationally, the wing consists of four groups: The 28<sup>th</sup> Operations Group, 28<sup>th</sup> Medical Group and 28<sup>th</sup> Mission Support Group and 28<sup>th</sup> Maintenance Group, as well as a number of tenant/associated organizations.
- The mission of the 28<sup>th</sup> BW is global attack--putting bombs on target. The wing's mission statement reads "Provide rapid, decisive and sustainable combat air power and expeditionary combat support; Anytime, Anywhere."

#### DOD RECOMMENDATION

- Close Ellsworth Air Force Base, SD. All 24 B-1 aircraft assigned to the 28<sup>th</sup> Bomb Wing will be distributed to the 7<sup>th</sup> Bomb Wing, Dyess Air Force Base, TX. Realign Dyess Air Force Base, TX. The C-130 aircraft assigned to the 317<sup>th</sup> Airlift Group will be distributed to the active duty 314<sup>th</sup> Airlift Wing (22 aircraft) and Air National Guard 189<sup>th</sup> Airlift Wing (two aircraft), Little Rock Air Force Base, AR; the 176<sup>th</sup> Wing (ANG), Elmendorf Air Force Base, AK (four aircraft); and the 302d Airlift Wing, AFR, Peterson Air Force Base, CO (four aircraft). Peterson Air Force Base will have an active duty/Air Force Reserve association in the C-130 mission. Elmendorf Air Force Base will have an active duty/Air National Guard association in the C-130 mission.

#### DOD JUSTIFICATION

- This recommendation consolidates the B-1 fleet at one installation to achieve operational efficiencies. Ellsworth (39) ranked lower in military value for the bomber mission than Dyess (20). To create an efficient, single-mission operation at Dyess, the Air Force realigned the tenant C-130s from Dyess to other Air Force installations. The majority of those aircraft went to Little Rock (17-airlift), which enables consolidation of the active duty C-130 fleet into one stateside location at Little Rock, and robust the Air National Guard squadron to facilitate an active duty association with the Guard unit. The other C-130s at Dyess were distributed to Elmendorf (51-airlift) and Peterson (30-airlift) to facilitate active duty associations with the Guard and Reserve units at these installations.

## COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Costs: \$299.1 million
- Net Savings (Cost) during Implementation: \$316.4 million
- Annual Recurring Savings: \$161.3 million
- Return on Investment Year: Expected in 1 yr
- Net Present Value over 20 Years: \$1,853.3 million

## MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

<b>Baseline</b>	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Reductions	(3,315)	(438)	None
Realignments			
<b>Total</b>	<b>(3,315)</b>	<b>(438)</b>	<b>None</b>

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

	<b>Out</b>		<b>In</b>		<b>Net Gain (Loss)</b>	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
This Recommendation	(3,315)	(438)	0	0	(3,315)	(438)
Other Recommendation(s)						
<b>Total</b>	<b>(3,315)</b>	<b>(438)</b>	<b>0</b>	<b>0</b>	<b>(3,315)</b>	<b>(438)</b>

## ENVIRONMENTAL CONSIDERATIONS

- There are potential impacts to the air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; waste management water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or threatened and endangered species or critical habitat. Impacts of costs include \$3.2M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregated environmental impact of all recommended BRAC actions affecting the installations in this recommendations have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

## REPRESENTATION

Governor: Mike Rounds (R)  
Senators: John Thune (R); Timothy (Tim) Johnson (D)  
Representative: Stephanie Herseth (D)

## ECONOMIC IMPACT

- **Potential Employment Loss:** 6,768 jobs (3,852 direct; 2,916 indirect)
- MSA Job Base: 799,970
- Percentage: 8.5 percent decrease
- Cumulative Economic Impact (Year-Year): TBD

## MILITARY ISSUES

- TBD

## COMMUNITY CONCERNS/ISSUES

- *Community is waging a vociferous campaign, led by Senator John Thune to save the base*
  - *Their Key Points:*
    - *Consolidating B1 Bomber fleet at one location increases risk to fleet from singular attack; “putting all the eggs in one basket” argument. This concern was raised in the 1995 BRAC round in a GAO report to Congress in discussions regarding Ellsworth*
      - *Two points that counter this argument:*
      - *In 1995 this was a concern when the B1s had a SIOP (i.e. nuclear mission); since then, B1s have been converted to a conventional mission profile.*
      - *Placing key weapons platforms at one installation isn’t new for the Air Force (for example: B2 Bombers at Whiteman, F-117 Fighter/Bombers at Holloman).*
    - *The Air Force delay in releasing all BRAC selection data puts the community at a significant disadvantage in reviewing the Air Force’s selection process*
      - *Valid concern: important selection information isn’t available to the public due to the Air Force’s classification of it (i.e. secret). Air Force is working the issue and hopes to declassify it as soon as possible for public review*
      - *Release of data to Ellsworth task force is important, particularly given the fact that Dyess Air Force Base nudged out Ellsworth 56.7 to 50.8 in the overall Military Value scoring for Bomber bases*
      - *Principle reason for the lower scorer:*
        - *Ellsworth scored lower than Dyess in Current/Future Mission criteria ( 31.52 vs. 51.2)*
        - *Ellsworth scored higher in all other categories:*
        - *Condition of Infrastructure (63.44 vs. 58.78)*
        - *Contingency, Mobilization, Future Forces (74.92 vs. 68.18)*
        - *Cost of Ops/Manpower (81.32 vs. 77.64)*

## ITEMS OF SPECIAL EMPHASIS

- Ellsworth is second largest employer in South Dakota.
  - Economic impact on Rapid City (Ellsworth is just outside city) and State: \$278M per yr
- ***Keeping the base open has become a political issue.***
  - Senator Thune strongly voiced his advocacy for keeping Ellsworth open during his election campaign. He told voters throughout his 2004 campaign that his ties to President Bush would help save Ellsworth from closure” (Source: Inside the Air Force, June 3, 2005); “a GOP senator on friendly terms with the President Bush would be in a better position to keep the base open” (Source: Nation Review, June 7, 2005).
- ***Senator Thune is attempting to delay the entire BRAC process to save the base through several pieces of legislation.***
  - One bill cancels the process entirely in DoD doesn't submit to Congress all documentations related to its BRAC recommendations.
  - Another delays the BRAC process until Congress considers various reviews, including the work of the Commission on Review of Overseas Military Facility Structure and the 2005 Quadrennial Defense Review (QDR)
  - Senator Thune also introduced legislation that would permit any member of the military to testify before the BRAC Commission about the value of a military installation