

BRAC Commission

John H. Campbell
Lieutenant General, USAF (Retired)
1907 Mason Hill Drive
Alexandria, Virginia 22307

12 August 2005
AUG 15 2005
Received

General Lloyd W. Newton, USAF (Ret)
Commissioner
2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

Dear General Newton,

I know you receive many inputs in your role as a BRAC Commissioner, but I want to add one more. As a former Commander of the 325th Fighter Wing at Tyndall AFB during your tenure as AETC Commander, I came to realize that the availability of F-100 engines was the number one maintenance issue for the F-15, and I depended on my engine shop to maintain an adequate number of spares.

I was surprised to find that the DOD BRAC recommendations list included the relocation of Tyndall's engine repair facility to New Orleans Air Reserve Station to establish an F-100 engine Centralized Intermediate Repair Facility (CIRF) to serve the New Orleans Guard, the Jacksonville (FL) Guard, and Tyndall. As you know, Tyndall has the world's largest F-15 fleet, is the most central location, possesses required ancillary facilities such as hush houses, and could accommodate a centralized regional repair facility without additional military construction. Additionally, it appears that the F-100 CIRF at New Orleans is intended to occupy spaces and personnel currently used by the A-10; however in reality there would be a three-year overlap between the two moves.

The number of people affected by this move and the economic impact are small; I am more concerned about the operational impact of the loss of Tyndall's repair facility. I assume this particular recommendation escaped a rigorous logic check in the press of the original BRAC process, and hope you would be able to advocate for a thorough review during the deliberations of the Commission. I have enclosed a brief White Paper on this issue and would be pleased to provide any additional information which would be helpful.

Best of luck in this important task, and best wishes for future success.

Very respectfully,


John H. Campbell

Basis for Reconsideration of Realignment F100 Engine Repair from Tyndall AFB, Florida to New Orleans Air Reserve Station

2005 BRAC Recommendations:

F100 Engine Centralized Intermediate Repair Facilities

Recommendation: Realign Langley Air Force Base, VA; Tyndall Air Force Base, FL; and Jacksonville International Airport Air Guard Station, FL. Establish a Centralized Intermediate Repair Facility (CIRF) for F100 engines at Seymour Johnson Air Force Base, NC by realigning base-level F100 engine intermediate maintenance from Langley Air Force Base. Establish a CIRF for F100 engines at New Orleans Air Reserve Station, LA (Air National Guard unit) by realigning base-level F100 engine intermediate maintenance from Tyndall Air Force Base and Jacksonville Air Guard Station.

Justification: Realigning F100 engine maintenance from Tyndall and Jacksonville into a CIRF at New Orleans (AUG unit) establishes a southeast region CIRF that will service F100 engines for up to 96 F-15 aircraft of active duty and Air National Guard aircraft, complimenting other Air Force recommendations that increase New Orleans and Jacksonville to an optimum 24 aircraft squadron size. The Air Force considered both New Orleans and Jacksonville for the southeast CIRF, but analysis indicated New Orleans would require less construction than Jacksonville due to existing maintenance facilities. A CIRF at New Orleans can also potentially capitalize on capacity and recruitment of experienced maintenance technicians as a result of the recommended realignment of the New Orleans Reserve A-10 Mission.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 66 jobs (33 direct jobs and 33 indirect jobs) over the 2006-2011 period in the Panama City-Lynn Haven, FL, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Basis for Reconsideration of Realignment of F100 Engine Repair from Tyndall AFB to New Orleans Air Reserve Station

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2

Data As Of 5/20/2005 8:16:30 AM, Report Created 5/20/2005 9:37:21 AM

Department	: USAF
Scenario File	: A:\COBRA USAF 0106V2 (908.2c1).CBR
Option Pkg Name	: COBRA USAF 0106V2 (908.2c1) Est. F100 CIRF (New Orleans)
Std Fctrs File	: C:\COBRA\COBRA 6.10\BRAC2005.SFF
Starting Year	: 2006
Final Year	: 2007
Payback Year	: 2016 (9 Years)
NPV in 2025(\$K)	: -7,146
1-Time Cost(\$K)	: 9,151

Net Costs in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	-----	-----
MilCon	439	4,873	0	0	0	0	5,312	0
Person	0	-509	-961	-961	-961	-961	-4,351	-961
Overhd	76	-140	-197	-197	-197	-197	-853	-197
Moving	2,774	317	12	0	0	0	3,103	0
Mission	0	0	0	0	0	0	0	0
Other	9	490	23	23	23	23	590	23
TOTAL	3,298	5,032	-1,123	-1,135	-1,135	-1,135	3,800	-1,135

We recommend that Tyndall AFB be considered as the Southeast Region CIRF for F100 Engines for the following reasons:

Tyndall AFB would provide a more geographically and economically efficient location for the Centralized Intermediate Repair Facility due to its proximity midway between both Jacksonville ANG and New Orleans ARB. It appears that only Jacksonville and New Orleans were considered for possible locations for the CIRF – not Tyndall AFB, which is approximately 300 miles from each installation. The COBRA data indicates that a scenario with the possibility of Tyndall as the CIRF was not considered.

Meanwhile, the \$5.312 million in MILCON costs to prepare the New Orleans facility for F100 engine repair would be negated due to the ability of Tyndall AFB to absorb increased F100 maintenance at its existing facility. There would be no construction requirement at Tyndall AFB to absorb the CIRF activity.

Tyndall AFB is currently maintaining 181 F100 engines associated with 76 F-15s. Engine maintenance is housed in a 57,000 square foot facility with an adjacent storage building. Tyndall AFB is capable of absorbing the surge of increased F100 maintenance from New Orleans and Jacksonville and has the capacity to become the southeast region CIRF for F100 engine repair. Also, Tyndall AFB already has two hush houses currently in place while the New Orleans facility would require hush house relocation.

The majority of the F100 engine repair work at Tyndall AFB is performed under contract with DS|2. This contract runs through September 2009 and is not transferable to another location.

The F100 engine repair team at Tyndall AFB is currently exceeding Air Education and Training Command quality control metrics.

The DoD recommendation indicates that the New Orleans CIRF would be able to leverage vacated A-10 facilities and capitalize on personnel resources in New Orleans. However, COBRA data indicates that the A-10s are not scheduled to relocate until 2010 and the F100 CIRF will be implemented in 2007.

Shipping costs between the bases would also be minimized at Tyndall AFB due to its centralized location and the fact the Tyndall AFB will generate at least twice as many F100 Engines for repair as either New Orleans or Jacksonville. Using an estimate of shipments between bases, it is estimated that establishing an F100 CIRF at Tyndall AFB would reduce shipping costs by approximately half. (See cost breakdown in attached sheet.)

Request: The BRAC Commission re-examine this recommendation and consider Tyndall AFB as the location for the southeast F100 CIRF.