



Sec. 119: F-100 Engine Centralized Intermediate Repair Facilities DoD Recommendation

DCN: 8834

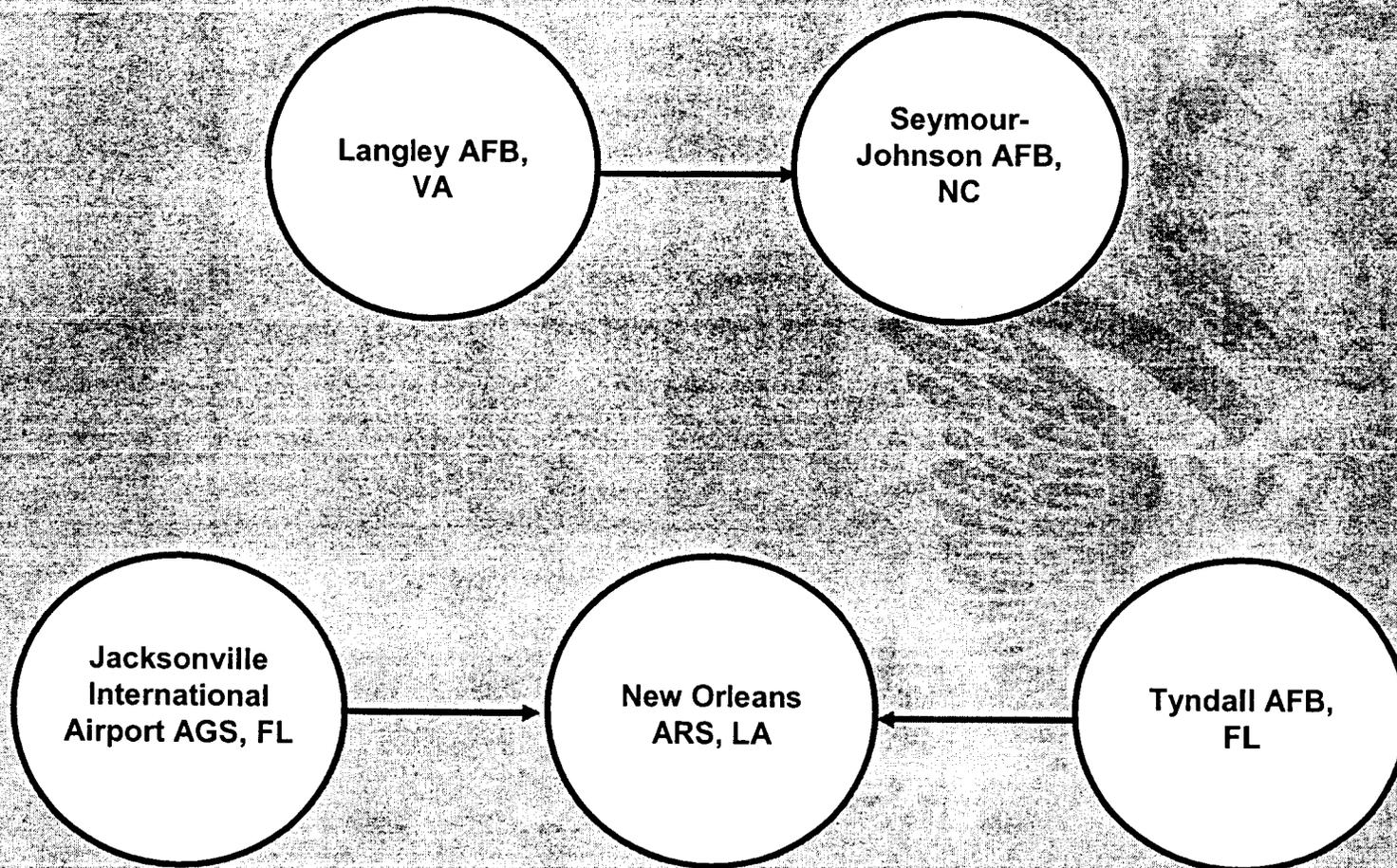
- a. Realign Langley AFB, VA
- b. Realign Tyndall AFB, FL
- c. Realign Jacksonville AGS, FL
- d. Realign Seymour-Johnson, AFB, FL
- e. Realign New Orleans, ARS, LA



EXIT



Sec. 119: F-100 Engine Centralized Intermediate Repair Facilities Affected Installations



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Sec. 119: F-100 Engine Centralized Intermediate Repair Facilities DoD Justification

- Standardizes stateside and deployed intermediate maintenance for F-100 Engines
- Creates efficiencies through economics of scale
- Compliments other CIRF recommendations
- Supports the Air Force expeditionary mission

COBRA:

- \$9.2M One time costs
- 9 Payback
- \$7.1M 20-Year Net Present Value Savings
- 10 Military and 0 Civilian Positions are Eliminated
- 61 Military and 0 Civilian Positions are Realigned



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Sec. 119: F-100 Engine Centralized Intermediate Repair Facilities Issues Raised

C1.

- Unit readiness could be impacted due to customer wait times and transportation impacts

C4.

- Community supports expanding existing F-100 engine repair activity at Tyndall



Sec. 119: F-100 Engine Centralized Intermediate Repair Facilities DoD Recommendation

- a. Realign Langley AFB, VA**
- b. Realign Tyndall AFB, FL**
- c. Realign Jacksonville AGS, FL**
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- e. Realign New Orleans, ARS, LA**



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Supporting Slides

For Commission Discussion & Questions
During Final Deliberation



EXIT



Staff Assessment

Deviation from Final Selection Criteria

Criterion	Military Value					Other		
	C1	C2	C3	C4	C5	C6	C7	C8
Deviation								

X=Deviation



Sec. 119: F-100 Engine Centralized Intermediate Repair Facilities C1. Readiness

DoD Position:

- Pooling of assets and sharing resources will significantly improve Customer wait times, as well as asset prioritization

Community Position:

- None

Commission Staff Assessment:

- CIRF construct drives greater reliance on transportation system to support maintenance operations
- Savings achieved in equipment and manpower accounts will have to be transferred to the operations and maintenance accounts to pay for higher transportation costs



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Sec. 119: F-100 Engine Centralized Intermediate Repair Facilities All Issues

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF ASSESSMENT
READINESS	POOLING OF ASSETS WILL IMPROVE CUSTOMER WAIT TIMES & PRIORITIZATION OF ASSETS	NONE	GREATER RELIANCE ON TRANSPORTATION SYSTEM MAY IMPACT MISSION READINESS DUE TO DELAYS; SAVINGS ACHIEVED IN EQUIPMENT & MANPOWER ACCOUNTS WILL HAVE TO BE TRANSFERRED TO O&M ACCOUNTS TO PAY FOR HIGHER TRANSPORTATION COSTS
INFRASTRUCTURE	IDEALLY LOCATED FOR TRANSPORTATION ROUTES	EXPAND CIRF AT TYNDALL	TYNDALL PHASING OUT F-100 ENGINE MAINTENANCE



Sec. 119: F-100 Engine Centralized Intermediate Repair Facilities C5. Cost / (Savings)

COBRA DATA

	DoD Baseline	Staff Excursion
One Time Cost	\$9.2 M	\$9.2 M
Net Implementation Cost / (Savings)	\$3.8 M	\$3.8 M
Annual Recurring Cost / (Savings)	(\$1.1 M)	(\$1.1 M)
Payback Period	9 Years	9 Years
Net Present Value at 2025 Cost / (Savings)	(\$7.1 M)	(\$7.1 M)



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Sec. 119: F-100 Engine Centralized Intermediate Repair Facilities C5. Cost / (Savings)

COBRA DATA

	DoD Baseline	Staff Excursion	Staff Excursion without Mil Pers
One Time Cost	\$9.2 M	\$9.2 M	\$9.2 M
Net Implementation Cost / (Savings)	\$3.8 M	\$3.8 M	\$7.9
Annual Recurring Cost / (Savings)	(\$1.1 M)	(\$1.1 M)	(0.22)
Payback Period	9 Years	9 Years	100 Years
Net Present Value at 2025 Cost / (Savings)	(\$7.1 M)	(\$7.1 M)	5.62



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Sec. 80: Kulis Air Guard Station, AK and Elmendorf Air Force Base, AK DoD Recommendation

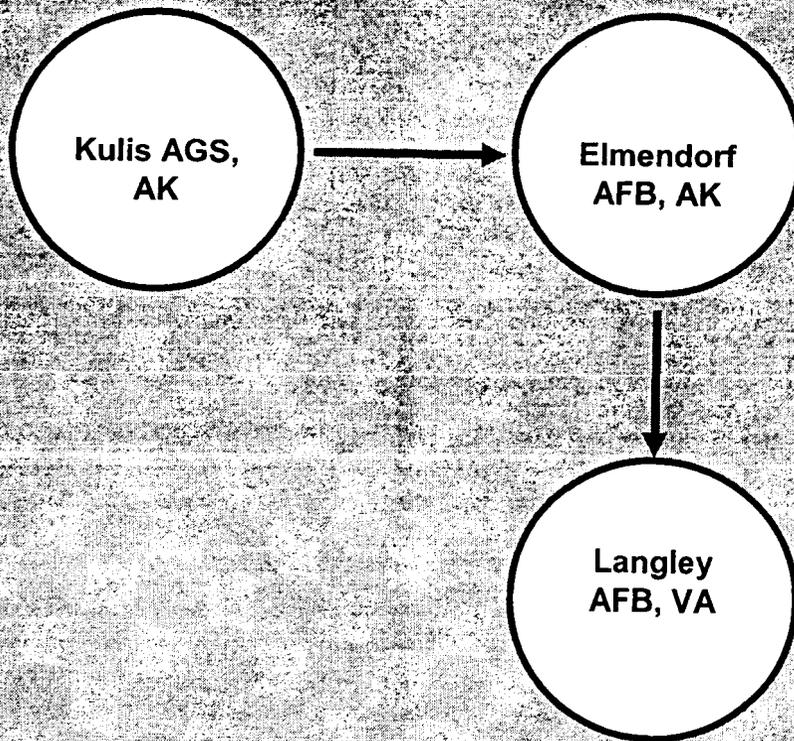
- a. Close Kulis AGS, AK**
- b. Realign Elmendorf AFB, AK**



EXIT



Sec. 80: Kulis Air Guard Station, AK and Elmendorf Air Force Base, AK Affected Installations



EXIT



Sec. 80: Kulis Air Guard Station, AK and Elmendorf Air Force Base, AK DoD Justification

- Distributes aircraft to a base with a higher military value
- Consolidates two installations in the same city
- Creates an Active/ARC association,
- Distributes F-15s to base with higher military value

COBRA

- \$ 121.3 M one time costs
- \$ 95.4 million Net Present Value Savings
- Payback—8 years
- Relocates 997 Military and 275 Civilians

Environmental: DoD Estimated remediation cost is \$0



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Sec. 80: Kulis Air Guard Station, AK and Elmendorf Air Force Base, AK

Issues Raised

C1

- Under funding the relocation of Kulis AGS could have a negative operational impact on the Guard unit.
- The Governor of Alaska, who believes that his consent to the relocation of Kulis is legally required, will not provide it until adequate funding is provided.

C5

- Kulis action alone has long payback (at least 25 years) and a NPV cost
- DOD recommendation under estimated the cost of relocation



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Sec. 80: Kulis Air Guard Station, AK and Elmendorf Air Force Base, AK DoD Recommendation

- a. Close Kulis AGS, AK
- b. Realign Elmendorf AFB, AK



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Staff Assessment

Deviation from Final Selection Criteria

Criterion	Military Value				Other			
	C1	C2	C3	C4	C5	C6	C7	C8
Deviation	X				X			

X=Deviation



EXIT



Sec. 80: Kulis Air Guard Station, AK and Elmendorf Air Force Base, AK

C1. Negative Operational Impact

DoD Position:

- N/A

Community Position:

- Original DOD recommendation underestimated the cost of the move
- Under funding the relocation of Kulis AGS could have a negative operational impact on the Guard unit
- The Governor of Alaska will not provide consent until adequate funding is provided

Commission Staff Assessment:

- Significantly under funding the Kulis relocation could impact the Guard unit's readiness



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Sec. 80: Kulis Air Guard Station, AK and Elmendorf Air Force Base, AK C5. Cost

DoD Position:

- Relocation requires \$87.3 M in military construction

Community Position:

- Original DOD recommendation underestimated the cost of the move by \$109 million
- The Governor of Alaska will not provide consent until adequate funding is provided

Commission Staff Assessment:

- Relocation will cost more than originally estimated, although about \$40M is for C-17 aircraft costs caused by move



EXIT



Sec. 80: Kulis Air Guard Station, AK and Elmendorf Air Force Base, AK All Issues

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Operational Impact	Increased costs still warrant move	Under funding relocation will have a negative operational impact	Relocation could be under funded, which could have operational impact
Cost of Kulis Relocation	Revised DOD COBRA	Relocation will cost substantially more than originally estimated	Revised COBRA shows 25 year payback and NPV cost



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Sec. 80: Kulis Air Guard Station, AK and Elmendorf Air Force Base, AK

C5. Cost / (Savings)

COBRA DATA			
	DoD Baseline	Kulis AGS Only	Staff Excursion without Mil Pers
One Time Cost	\$121.3	\$102.7	\$121.5
Net Implementation Cost	\$65.0	\$85.6	\$101.4
Annual Recurring Savings	\$16.4	\$5.9	\$5.7
Payback Period	8 years	25 years	33 years
Net Present Value at 2025 Cost (Savings)	(\$95.4)	\$25.6	\$42.4



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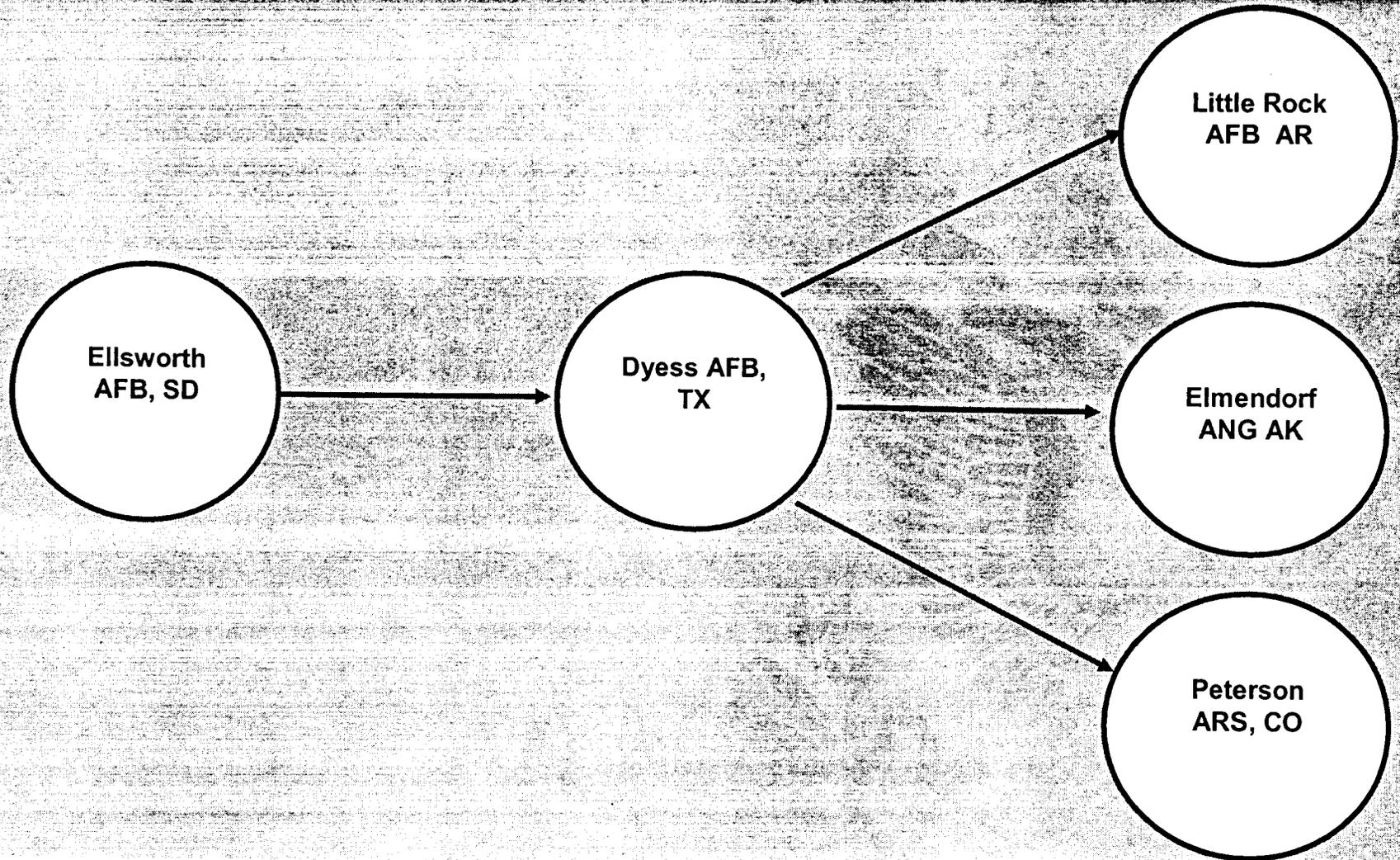


Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX DoD Recommendation

- a. Close Ellsworth, SD**
- b. Realign Dyess AFB, TX**
- c. Realign Little Rock AFB, AR**
- d. Realign Elmendorf AFB, AK**
- e. Realign Peterson AFB, CO**



Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX Affected Installations





Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX DoD Justification

- Achieves operational and economic efficiencies
- Relocates activity to B1 installation with higher military value
- Creates an efficient and single-B1 mission focus
- Enables consolidation of active duty C-130s
- Facilitates ANG, AFR and active duty C-130 association

COBRA:

- \$299.1M – One time costs
- Payback – 1 Year
- \$1,853.3M – 20-Year Net Present Value Savings
- 1,520 Military and 341 Civilian Positions Eliminated
- 3,415 Military and 189 civilian Positions Realigned

Environmental: DoD estimated remediation cost is \$26.4M



Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX Issues Raised

C1.

- Closing installation rated high in military value categories
- Risk to consolidating B-1 fleet at single location
- Gains in operational and logistics efficiencies mixed

C2.

- Impact of litigation on primary training range

C3.

- Cost to accommodate C-130s at gaining base underestimated



Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX Issues Raised

C5.

- Manpower savings

C6.

- Economic impact on surrounding community very significant

C8.

- Environmental restoration costs high



Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX DoD Recommendation

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Staff Assessment

Deviation from Final Selection Criteria

Criterion	Military Value				Other			
	C1	C2	C3	C4	C5	C6	C7	C8
Deviation	X	X	X		X	X		

X=Deviation



Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX

C1. Current and Future Mission Value

DoD Position:

- Ellsworth ranked lower than gaining base in military value

Community Position:

- Ellsworth provides more current and future value to Air Force--strategic presence in North Central U.S, capability to beddown emerging missions or all B-1s

Commission Staff Assessment:

- Ellsworth scored highest in 3 of the 4 military value criteria, but lower in the most weighted category current and future missions
- No encroachment, sparsely populated area



Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX

C1. Readiness Impact

DoD Position:

- Consolidation has no more risk than other legacy aircraft consolidations

Community Position:

- Consolidation is a severe risk to B-1 Bomber Fleet and Nation

Commission Staff Assessment:

- Reduces long range bomber bases from 5 to 4
- Bomber bases reduced while capability of current and emerging strategic threats is improving
- Concentration of B1s and reduced bomber bases is inconsistent with the National Defense Strategy goal
- Consolidation inconsistent with Air Force BRAC Basing Principle



Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX

C1. Operational and Logistic Efficiencies

DoD Position:

- Consolidating B-1 fleet at one installation achieves operational and logistical efficiencies

Community Position:

- Sixty-seven B-1s at one location is unworkable and will impact operational readiness and logistics

Commission Staff Assessment:

- Operational readiness as measured by mission capable rates estimated to improve in short term to 2 percent; no expected improvement in long term
- Larger pool of crews expected to provide more flexibility in scheduling aircrew training and missions



Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX

C1. Operational and Logistic Efficiencies

Commission Staff Assessment:

- Manpower: Consolidation results in less people operating and managing same number of aircraft; net savings: 1,699 positions
 - But, this a cost avoidance not a savings according to GAO
- Spares: Consolidation of parts inventory results in an estimated one time savings of \$11.3M; no significant savings expected long term
- B1 Test and Support Equip: availability expected to improve



Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX

C3. Consolidation Cost

DoD Position:

- Little Rock will become the single major active duty C-130 installation, creating a larger, more effective installation

Community Position:

- C-130s transferring to installations with lessor military value, will be costly and inefficient

Commission Staff Assessment:

- Little Rock near its maximum C-130 capacity
- COBRA underestimates additional MILCON required to accept C-130s from all associated C-130 movements to Little Rock – by nearly 68 percent
- No manpower efficiencies gained with C-130 distribution – will take a net increase in manpower of 225 personnel



Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX

C4. Cost to Operate Fleet

DoD Position:

- BRAC savings come from infrastructure reductions, efficiencies in logistics, reductions in overhead; cost to operate mission not factored

Community Position:

- Cost to operate B-1s will increase significantly

Commission Staff Assessment:

- The Air Force did not conduct flying hour cost reduction analysis
- Cost per flying hours not expected to decrease, but may in fact increase
 - No reduction in aircraft or training sorties expected – same number of acft
 - Additional time and sorties to get Utah Training and Test Range (UTTR) from gaining installation will increase



Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX

C5. Savings

DoD Position:

- Closure brings significant savings to DoD

Community Position:

- Savings overestimated

Commission Staff Assessment:

- Overall, no savings achieved
 - GAO report states the savings are a cost avoidance
 - *BRAC analysis shows that its a COST when you discount the projected military personnel savings*



Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX

C5. Airspace Range Litigation

DoD Position:

- Dyess has 2.3 times volume of airspace, more instrument routes (IR) and training routes than closing installation

Community Position:

- Litigation impacts primary training airspace

Commission Staff Assessment:

- Workarounds available, but litigation impacted primary training according to court records



Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX

C6. Economic Impact

DoD Position:

- This recommendation could potentially result 6,768 job losses (3,852 direct; 2,916 indirect), for an impact of -8.5 percent to the employment in Rapid City, SD Metropolitan Statistical Area (MSA)

Community Position:

- DOD significantly underestimated the job loss impact
 - Community estimated the closure would result in 11,181 job losses, for an impact of -20 percent to adjacent communities; - 10 percent to Rapid City MSA

Commission Staff Assessment:

- Second largest employer in State
- Potential economic loss very significant
- Even w/DoD's estimate of - 8.5 percent job loss is substantially high; almost all DoD's estimated impacts for other areas ranged between -1.5 percent and +1.5
- Job loss is compounded by low population growth; net out migration



Sec. 109: Ellsworth AFB, SD and Dyess AFB, TX

C8. Environmental Impact

DoD Position:

- DOD COBRA costs for environmental restoration at \$26.4M

Community Position:

- DOD underestimated environmental restoration—estimated at \$52M

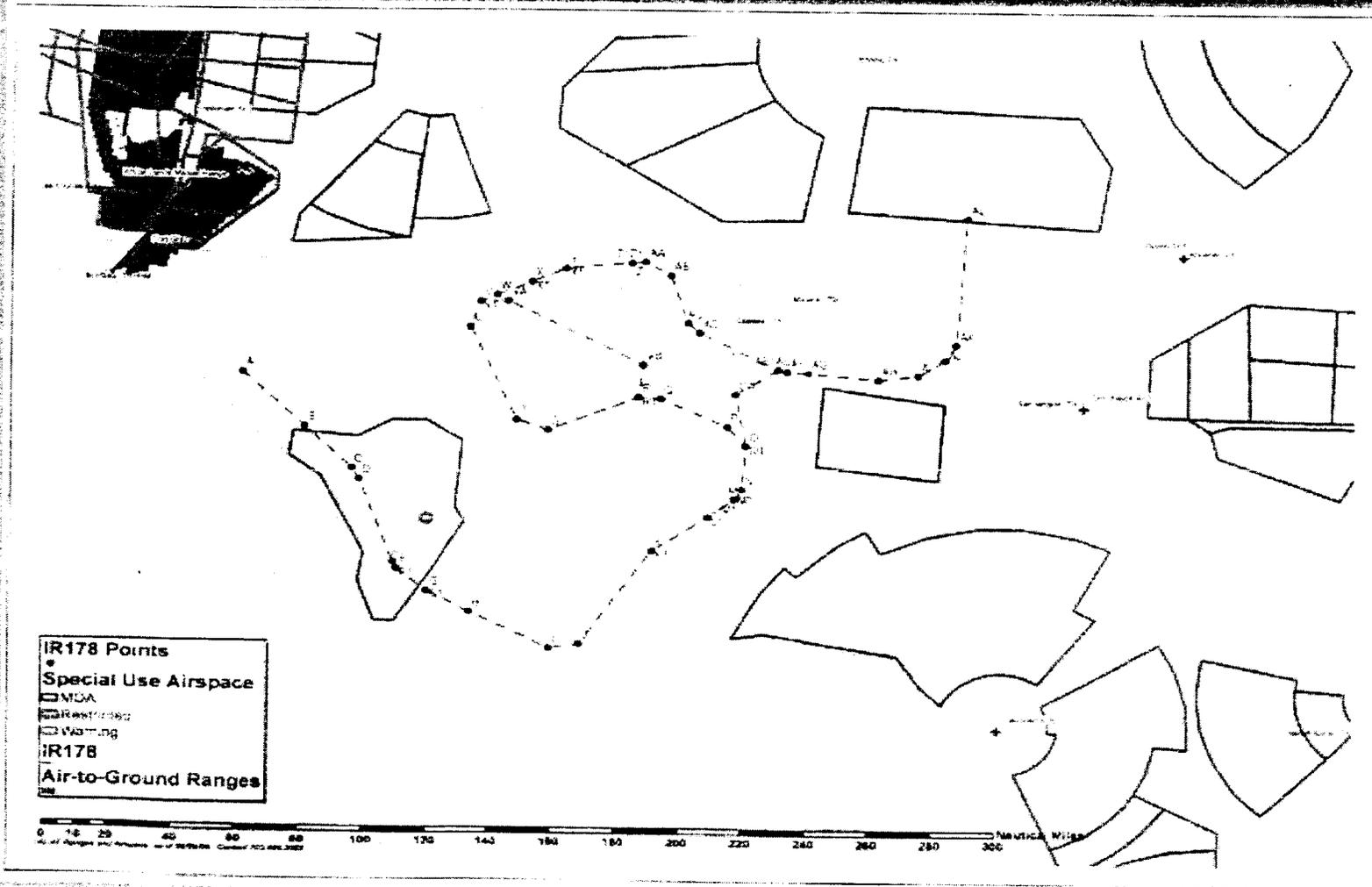
Commission Staff Assessment:

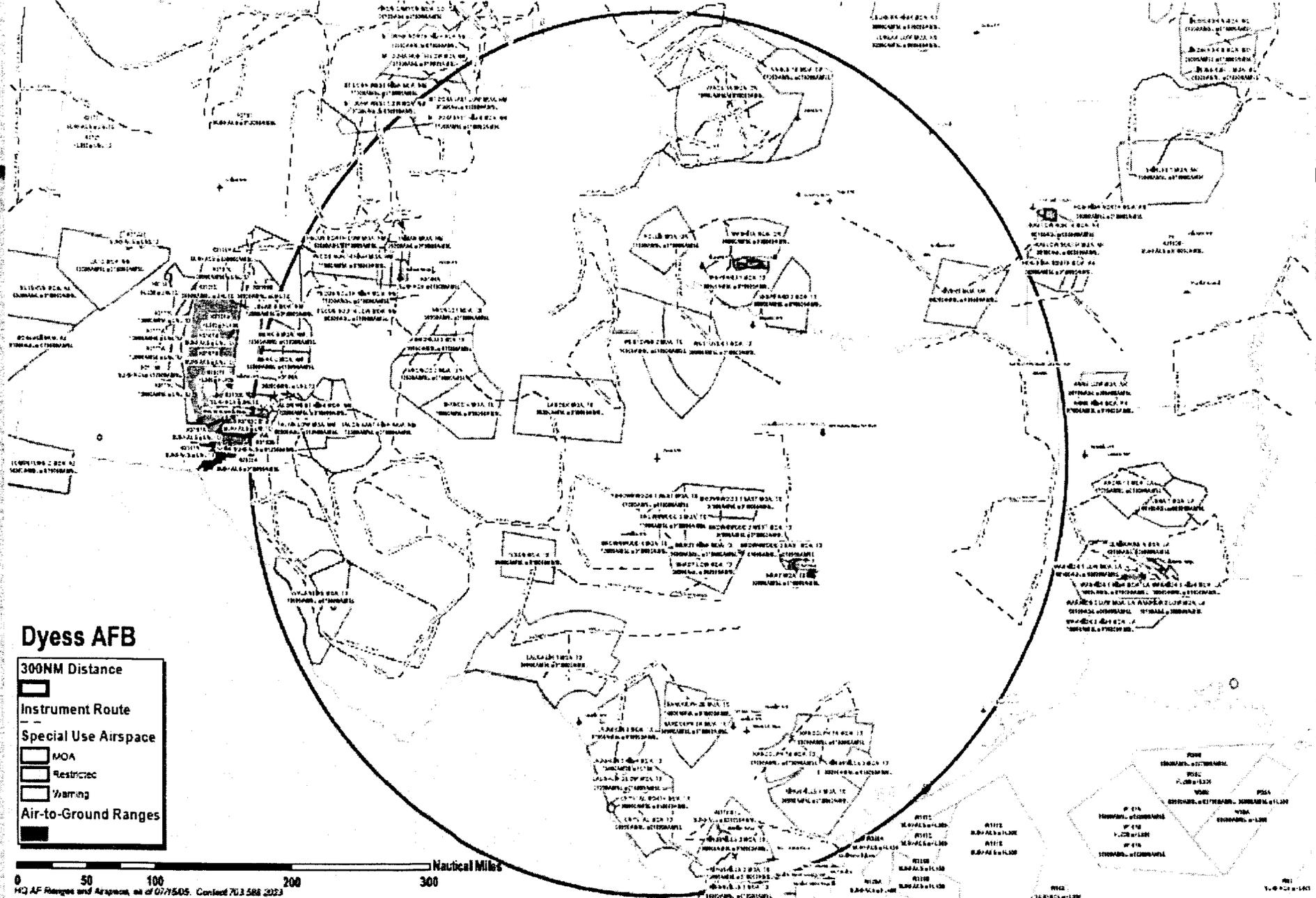
- DOD's "Defense Environmental Programs Report to Congress, FY 2004" shows estimated restoration costs for Ellsworth \$26.4



Sec. 109

RBTI (Lancer MOA and IR 178)



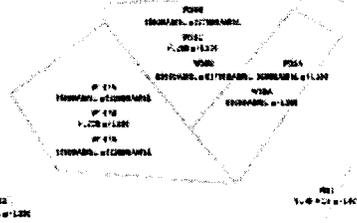


Dyess AFB

- 300NM Distance
- Instrument Route
- Special Use Airspace
 - MOA
 - Restricted
 - Warning
- Air-to-Ground Ranges

0 50 100 200 300 Nautical Miles

HQ AF Ranges and Airspace, as of 07/15/05. Contact 703.586.2323



Ellsworth AFB

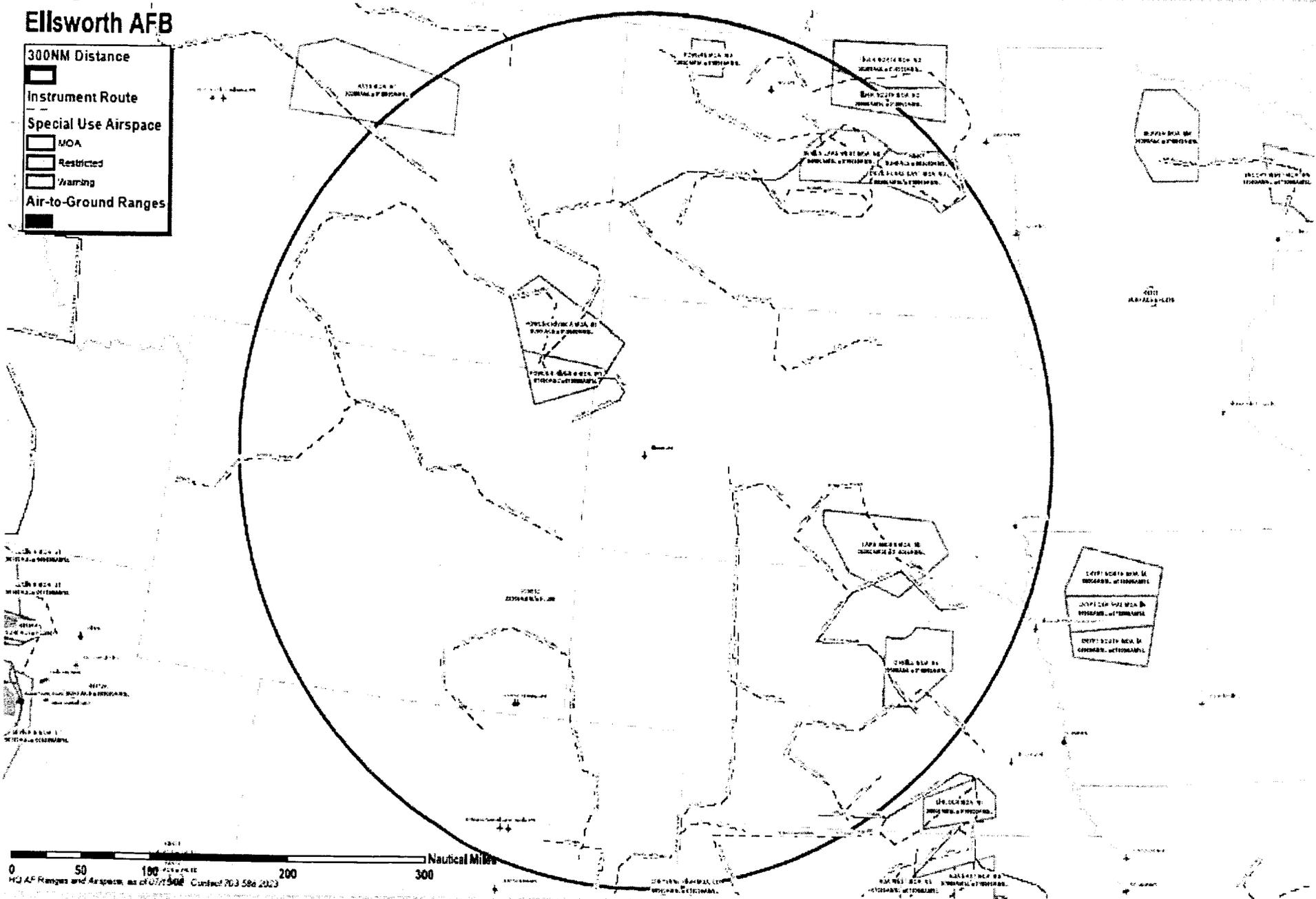
300NM Distance

Instrument Route

Special Use Airspace

- MOA
- Restricted
- Warning

Air-to-Ground Ranges



0 50 100 200 300 Nautical Miles
 HQ AF Ranges and Airspace as of 07/30/00 Contact 703 584 2023

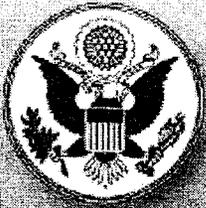




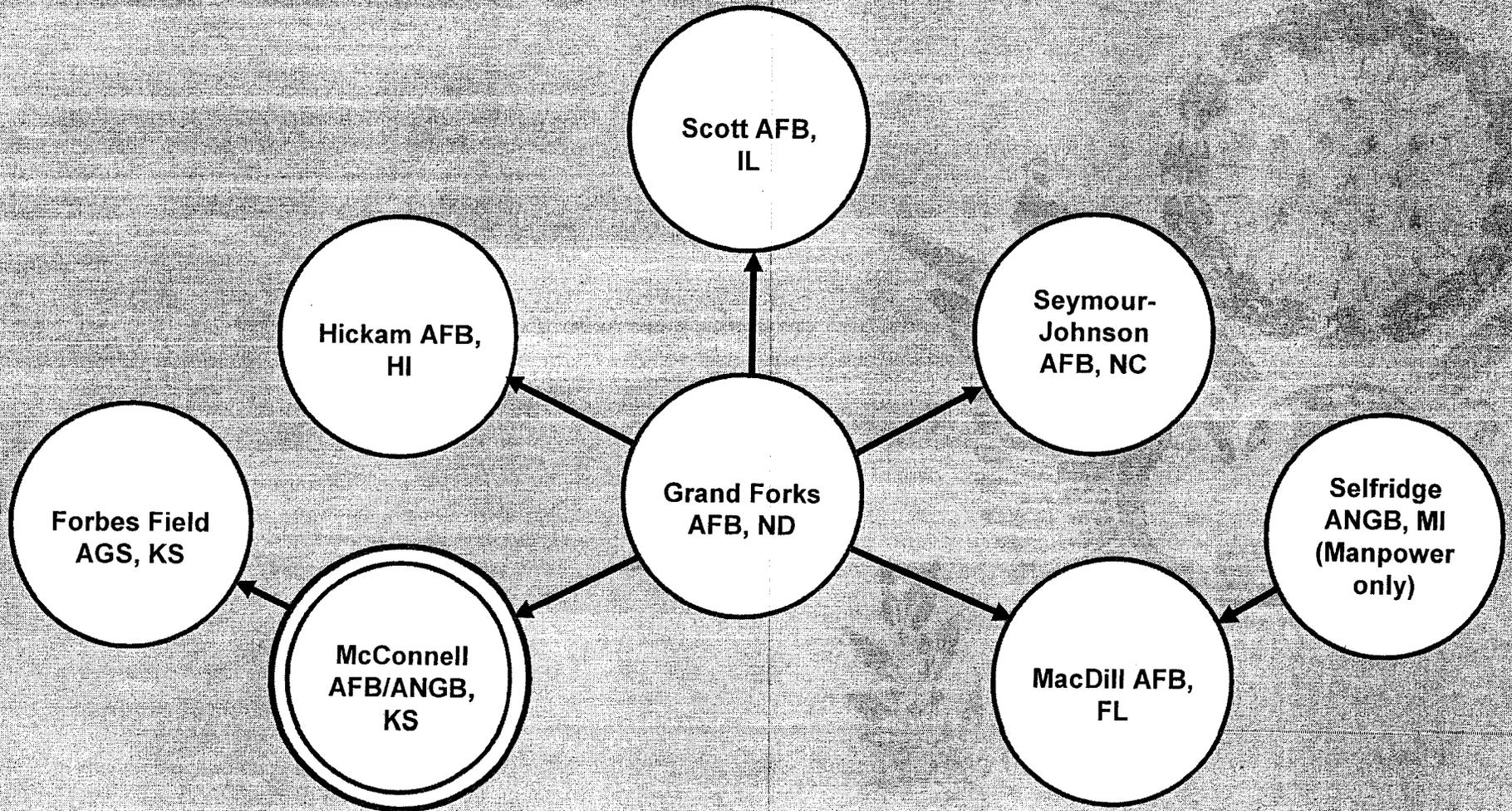
Sec. 104: Grand Forks AFB, ND DoD Recommendation

A. Realign Grand Forks AFB, ND

B. Realign McConnell ANGB, KS



Sec. 104 : Grand Forks AFB, ND Associated Installations





Sec. 104 : Grand Forks AFB, ND

DoD Justification

- Grand Forks ranked lowest in military value of all active duty KC-135 bases
- Continued strategic presence; Emerging missions
- Distributes KC-135Rs to bases with higher tanker value

COBRA:

- \$131.5M – one-time costs
- \$1.98B 20-Year Net Present Value Savings
- Payback – 1 Year
- Positions Eliminated: Military – 1,643; Civilian – 241
- Positions Realigned: Military – 982; Civilian – 301



Sec. 104: Grand Forks AFB, ND Issues Raised

C1.

- DoD underestimated Grand Forks value
- 24 aircraft to ANG and Reserves will be underutilized
- KC-767 to GFAFB in AF's future "Tanker Roadmap"

C2.

- No encroachment; room for expansion; abundant airspace

C6.

- Economic impact to community





Sec. 104: Grand Forks AFB, ND DoD Recommendation

A. Realign Grand Forks AFB, ND

B. Realign McConnell ANGB, KS





Sec. 104 : Grand Forks AFB, ND

C5. Cost / (Savings)

COBRA DATA

	DoD Baseline	Staff Excursion
One Time Cost	\$131.5 M	\$ 132.5 M
Net Implementation Cost / (Savings)	(\$322.5 M)	\$70.71 M
Annual Recurring Cost / (Savings)	(\$173.3 M)	(\$ 18.0 M)
Payback Period	1 Year	7 Years
Net Present Value at 2025 Cost / (Savings)	(\$1,982.0 M)	(\$ 108.32 M)



Sec. 104 : Grand Forks AFB, ND

C5. Cost / (Savings)

COBRA DATA

	DoD Baseline	Staff Excursion	Staff Excursion without Mil Pers
One Time Cost	\$131.47 M	\$131.47 M	\$ 132.92 M
Net Implementation Cost / (Savings)	(\$322.49 M)	(\$322.49 M)	\$70.71 M
Annual Recurring Cost / (Savings)	(\$173.3 M)	(\$173.3 M)	(\$ 18.0 M)
Payback Period	1 Year	1 Year	7 Years
Net Present Value at 2025 Cost / (Savings)	(\$1,981.98 M)	(\$1,981.98 M)	(\$ 108.32 M)





Staff Assessment

Deviation from Final Selection Criteria

Criterion	Military Value					Other		
	C1	C2	C3	C4	C5	C6	C7	C8
Deviation								

X=Deviation



Sec. 104 : Grand Forks AFB, ND

C1. MCI Faulty

DoD Position:

- Tanker MCI is a valid measurement

Community Position:

- Tanker MCI, particularly formula 1245 "Proximity to Airspace Supporting Mission" is faulty
 - Appx 55% of all points lost by Grand Forks were Formula 1245

Commission Staff Assessment:

- 39.1% of Tanker MCI weighted toward Formula 1245, which only measures distance to published CONUS air-refueling tracks
 - Favors training missions versus operational missions
 - Does not account for other air refueling areas (MOAs, Warning Areas)
 - Does not account for *frequency* of use
- GFAFB # 40 / 154 as scored; # 30 / 154 with 1245 points returned
 - Still below 4 of 5 receiving locations





Sec. 104 : Grand Forks AFB, ND

C1. ANG & Reserve Utilization

DoD Position:

- Desire proportionality in component allocation (AD/ANG/AFRC)

Community Position:

- Reduction in capability by directing aircraft to lesser utilized units

Commission Staff Assessment:

- FY 2004 flying hours per aircraft (PAA)
 - **36 from Grand Forks (AD):** **675.7**
 - 8 to McConnell (AD): 821.8
 - 4 to MacDill (AD): 638.3
 - 12 to Scott (ANG): 384.9
 - 4 to Hickam (ANG): 305.6
 - 8 to Seymour-Johnson (AFR): 344.2
- Total KC-135 fleet 62% ANG and AFRC forces;
 - Grand Forks distributes 67% of aircraft to ANG and AFRC forces



Sec. 104 : Grand Forks AFB, ND

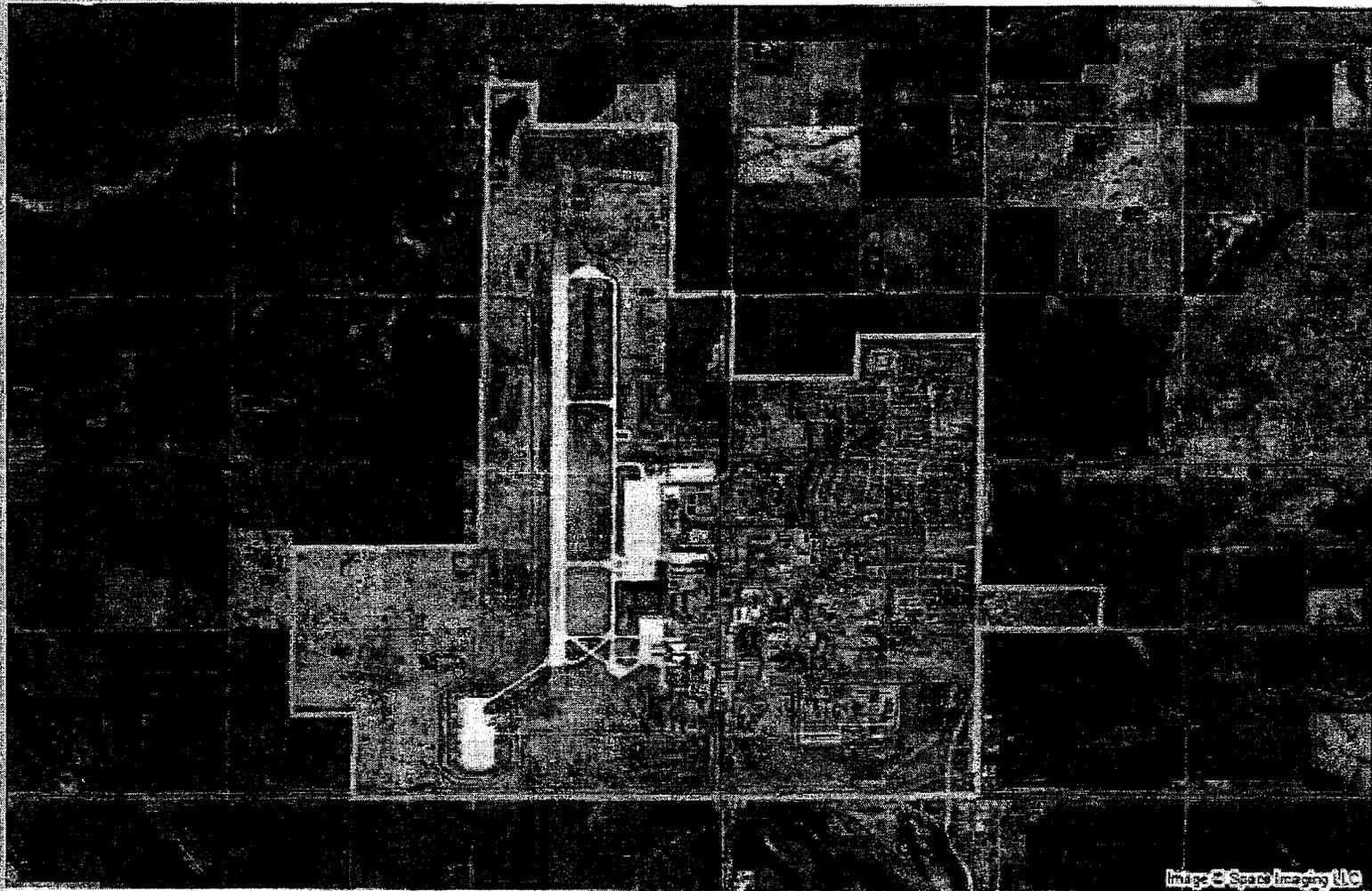


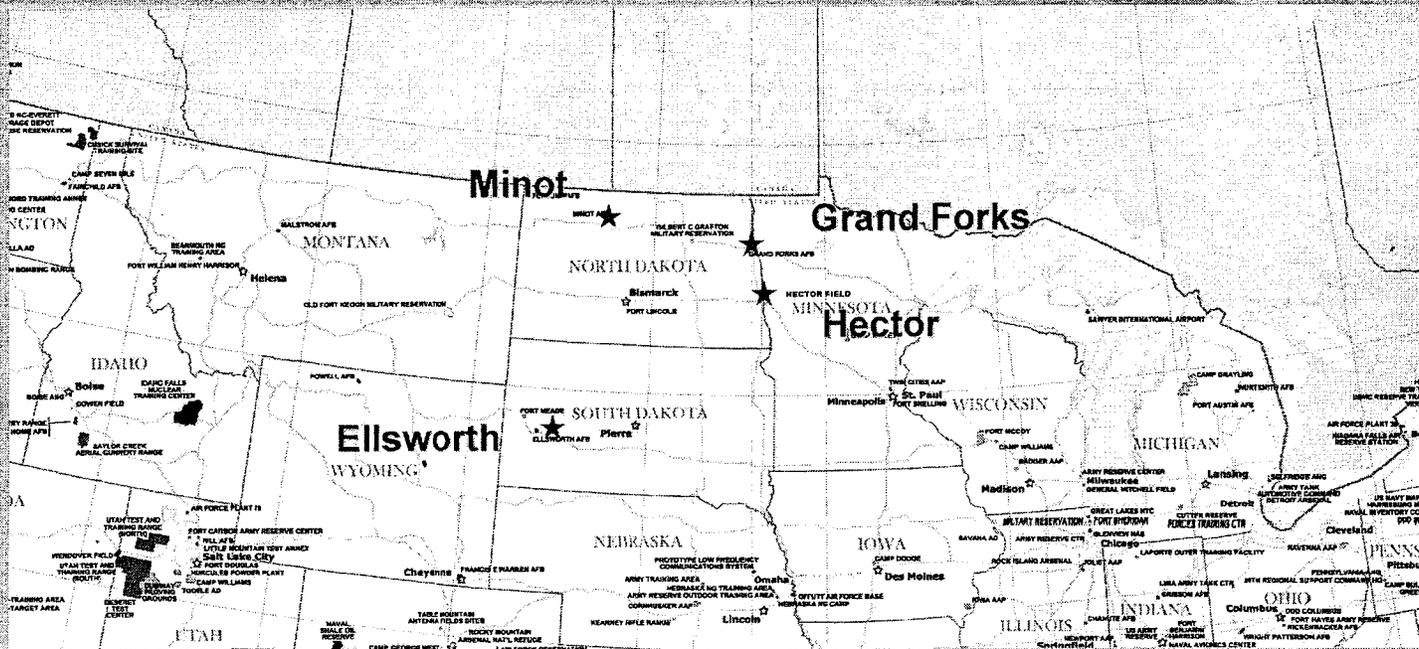
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Sec. 104 : Grand Forks AFB, ND Strategic Presence

- Minot AFB, ND (not recommended for realignment or closure) is located 196NM WNW from Grand Forks AFB.
- Hector Int'l Airport AGS, ND (recommended for realignment) is located 73NM SSE from Grand Forks AFB.
- Ellsworth AFB, SD (recommended for closure) is located 387NM SW from Grand Forks AFB.

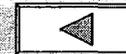




Sec. 104 : Grand Forks AFB, ND

All Issues

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF ASSESMENT
TANKER MCI	TANKER MCI SUFFICIENT	TANKER MCI FAULTY	MCI SCORE "PROXIMITY TO AIRSPACE SUPPORTING MISSION" (WORTH 39% OF OVERALL TANKER MCI) DID NOT FULLY CAPTURE OPERATIONAL, AND SOME TRAINING MISSIONS. "PROXIMITY" SCORE UNDERVALUED MANY BASES NOT ON WEST COAST OR IN SOME SOUTHWEST REGIONS. EX: BANGOR, ME; HICKAM, HI; MACDILL, FL. BUT, MCI ADMINISTERED TO BASES CONSISTENTLY. STAFF UNABLE TO FORMULATE / IMPLEMENT VIABLE ALTERNATIVE WITHIN LIMITED TIME FOR BRAC.
AIRCRAFT UTILIZATION	UTILIZATION IS SUFFICIENT	ACFT WILL BE UNDERUSED IN GUARD/RESERVES	GUARD/RESERVE UNITS RECEIVING GRAND FORKS AIRCRAFT FLEW THEIR ACFT 49% LESS IN FY04. BUT, ALLOCATION OF TANKERS AMONGST ACTIVE AND GUARD/RESERVE FORCES IS CONSISTENT WITH FLEETWIDE AIR FORCE PROPORTIONALITY.
LACK OF ENCROACHMENT	ENCROACHMENT VALUATION WAS SUFFICIENT	LACK OF ENCROACHMENT WAS NOT WEIGHTED HIGHLY ENOUGH	GRAND FORKS EARNED 93% OF POINTS FOR "GROWTH POTENTIAL." SCORING WAS ADMINISTERED CONSISTENTLY AMONGST ALL BASES.
FOLLOW-ON NEW TANKER	NOT-ADDRESSED	GRAND FORKS ONCE SLATED FOR KC-767	GRAND FORKS WAS SLATED TO RECEIVED NEW TANKER (KC-767) IN AIR FORCE'S 2003 "TANKER ROADMAP." KC-767 LEASE PROGRAM CANCELLED BY CONGRESS IN 2004.
ECONOMIC IMPACT	CONSIDERED	SIGNIFICANT	GRAND FORKS WILL LOSE APPX 7.5 % OF JOBS IN MSA. DOD APPROPRIATELY CONSIDERED THE DATA AND IMPACT.



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