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DEPARTMENT OF THE AIR FORCE

WASHINGTON, DC 20330-1000



OFFICE OF THE ASSISTANT SECRETARY

JAN 19 2005

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Mtg, 22 Nov 2004

Maj Gen Heckman called the meeting to order at 1304, the Pentagon, Room 5C279. The meeting was categorized as informational in part and deliberative in part. Attendance is at Atch 1. He reviewed the schedule (Slides 4-6) and introduced the Agenda (Slide 7).

... briefed Pavements Metrics Vector Check for deliberation. (The slides for this briefing are numbered 1-49, inserted after Slide 7, and incorporated by reference.) In deliberation, the BCEG adopted an additional Fighter metric to give credit for smaller bases, adjusted the Tanker and Airlift MCIs and addressed flags at bases currently supporting mission requirements with operational standards differing from engineering standards.

... briefed the C-130 Potential Scenario Group, Second Look (Slides 9-11) and Third Look (Slides 12-30) for information. In the deliberative session that followed, the BCEG voted to send the C-130 Potential Scenario Group forward. The C-130 Scenario Team was instructed to provide notes to rationalize the proposed laydowns with regard to pavement capability and ramp capacity.

... briefed the KC-135 Potential Scenario Group First, Second, BCEG Comments, and Third Looks (Slides 32-40). In deliberation the BCEG referred the KC-135 Potential Scenario Group back to the KC-135 Scenario Team with recommendations for further realignments.

The co-chairs reviewed the Agenda for the next meeting. Following the co-chairs' concluding remarks, the meeting concluded at 1658. The next BCEG meeting is scheduled for November 16, 2004 at 0830 in Pentagon Room 5C279.

.....
BCEG Recorder

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The minutes above are approved.



GERALD F. PEASE, JR.
SAF/IEB
Co-Chairman



GARY HECKMAN, Maj Gen, USAF
AF/XP (BRAC)
Co-Chairman

Attachments:
As Stated

Base Closure Executive Group Attendance

Date: 22 NOV 04

Chairs

- Mr. Fred Pease
- Maj Gen Gary Heckman

**Voting members are underlined

Primary Members	Alternate Members	Representatives
<input checked="" type="checkbox"/> <u>BG William Holland</u>	<input type="checkbox"/> <u>Brig Gen Mike Lynch</u>	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> <u>Brig Gen Hanferd Moen</u>	<input type="checkbox"/> <u>Brig Gen Ethridge</u>	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> <u>Brig Gen Tony Havnes</u>	<input type="checkbox"/> <u>BG Butler</u>	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> <u>Mr. Fred Kuhn</u>	<input checked="" type="checkbox"/> _____	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> <u>Ms Kathy Ferguson</u>	<input type="checkbox"/> _____	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> <u>Mr. Matt Mleziva</u>	<input type="checkbox"/> _____	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> _____	<input checked="" type="checkbox"/> _____	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> <u>Mr. Jay Jordan</u>	<input type="checkbox"/> _____	<input type="checkbox"/> _____
<input type="checkbox"/> <u>Mr. William Kelly</u>	<input type="checkbox"/> <u>Brig Gen William Ard</u>	<input checked="" type="checkbox"/> _____
<input checked="" type="checkbox"/> <u>Ms. Maureen Koetz</u>	<input type="checkbox"/> _____	<input type="checkbox"/> _____

* Temporary appointment

Others

- _____
- _____
- _____
- Mr. _____
- _____
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Briefers

- _____
- _____
- _____

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Headquarters U.S. Air Force

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BCEG

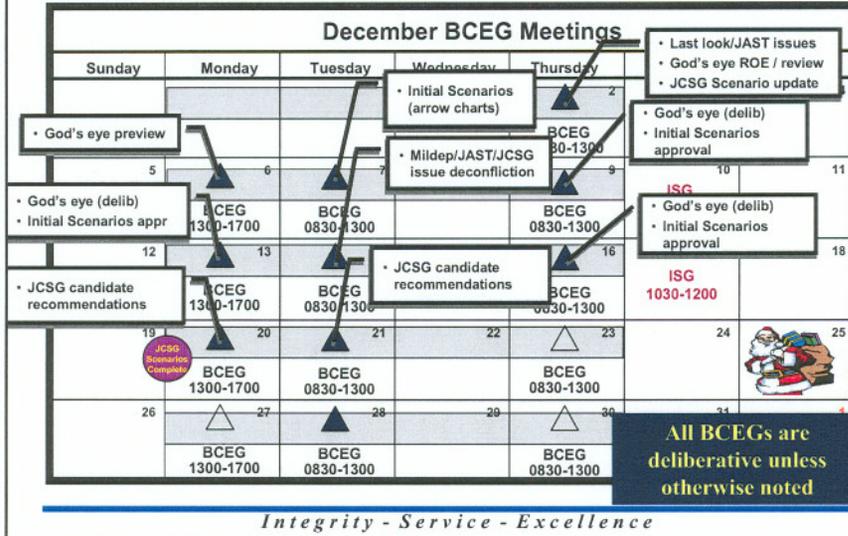


22 Nov 04

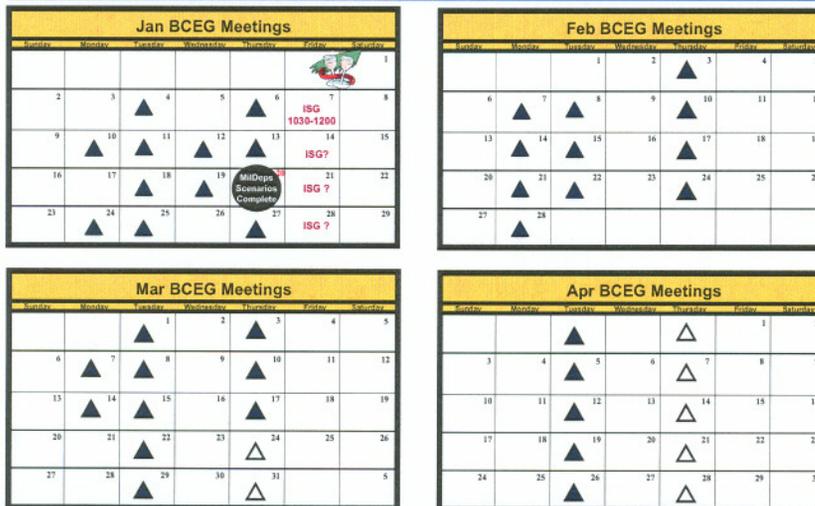
U.S. AIR FORCE



BCEG Schedule December



BCEG Schedule Jan - Apr 05





Agenda

22 Nov 04

1300-1315	Opening Business	Co-chairs
1315-1345	MCI Lock: Pavement and Ramp Metrics	
1345-1445	Scenario Group (third look)	
	C-130	
-- Break --		
1500-1700	Scenario Groups (third look - deliberations)	
	C-130, KC-135	/ r

Headquarters U.S. Air Force

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Pavements Metrics Vector Check



U.S. AIR FORCE

HAF/ILEPB
22 Nov 04



Background

- Mission Teams asked to address flags resulting from MCIs
 - Flagging bases currently performing mission
- Met with ILEPB, IEBB, CAF, MAF, INT Teams to identify drivers for flags and possible fixes if required by BCEG
- Three overarching drivers
 - Pavement Quantity - Differences between MAJCOM CONOPS
 - Pavement Quality - Differences between data used for AF and FAA controlled airfields
 - Standards – Differences between engineering standards versus operational standards



Issues

- **Pavement Quantity - Q8: Ramp Area:**
 - Three issues involving areas used in steps for Fighter and Airlift
 - Impacts CAF, MAF and Integration Teams



Ramp Area

OPR/OCR:	XO/ILE	Status:	Deliberative
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Tracking: #8

Metric Type: Step

Metric Value: Sq Yardage by MDS

FIGHTER				
MDS	SQDN	PAA	SY (1,000)	Score
F/A-22	3	72	> 241	100
F-16	3	72	198 - 240	75
F-16	1	24	66 - 197	25
			< 66	0

- | | | | |
|---|--|--|--|
| <input checked="" type="checkbox"/> Fighter | <input checked="" type="checkbox"/> Tanker | <input checked="" type="checkbox"/> Airlift | <input checked="" type="checkbox"/> UAV/UCAS |
| <input checked="" type="checkbox"/> Bomber | <input checked="" type="checkbox"/> C2ISR | <input checked="" type="checkbox"/> SOF/CSAR | <input type="checkbox"/> Space |

Conforms?

Discriminates?



Ramp Area Fighter MCI

- **Issue:**
 - Flags at small bases
 - Flags at bases currently performing mission

- **Source: Lead MAJCOM Weapon Systems Template**
 - Based on AFH 32-1084
 - Assumes worst case scenario
 - Fully armed aircraft
 - Co-located with large frame aircraft
 - Parking configuration for jet blast
 - Results in approx 3 times the minimum planning factor in AFH32-1084 for new aprons



Ramp Area Fighter - Current Metric

- **Pros**
 - Provides maximum Military Value to support all CONOPS

- **Cons**
 - Impacts bases that are “right-sized” for their CONOPS
 - Flags bases that currently support the mission



Ramp Area Fighter Metric Options

- **Option 1. No Change - compares bases equally but does not discriminate for smaller bases**

- **Option 2. Use linear scale where more is better**
 - **Inconsistent with other pavement MCIs and will impact most base scores for this question**

- **Option 3. Reduce metric for squadron to minimum planning factor in AFH32-1084**

- **Option 4. Add 4th metric based on minimum planning factor in AFH32-1084 to provide better discrimination**



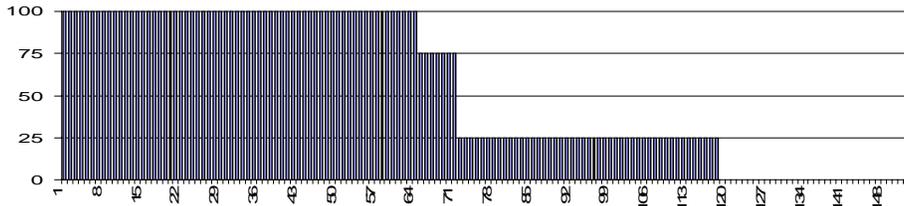
Ramp Area Fighter Metric Recommendation

- **Option 4. Add 4th metric using minimum planning factor for new aprons in AFH32-1084**
 - **Does not change ranking within question but may change MCI ranking**
 - **Provides better discrimination for small bases**
 - **Preferred by CAF Team Lead**
 - **MAJCOM reps on Mission Teams concur**
- **CON – May change MCI rankings**

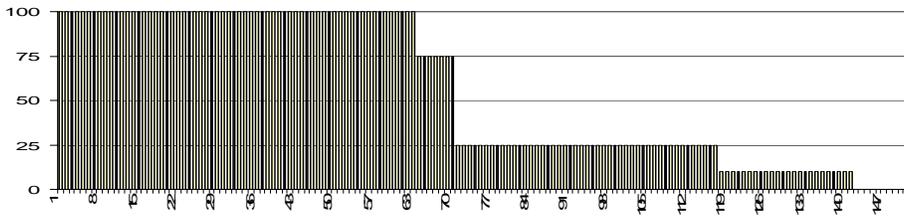


Ramp Area Fighter MCI

Current Metric



4th Metric



Ramp Area

OPR/OCR: **XO/ILE** Status: **Deliberative**

Tracking: #8

Metric Type: Step

Metric Value: Sq Yardage by MDS

FIGHTER				
MDS	SQDN	PAA	SY (1,000)	Score
F/A-22	3	72	> 241	100
F-16	3	72	198 - 240	75
F-16	1	24	66 - 197	25
			< 66	0

PROPOSED FIGHTER				
MDS	SQDN	PAA	SY (1,000)	Score
F/A-22	3	72	> 241	100
F-16	3	72	198 - 240	75
F-16	1	24	66 - 197	25
F-16	1	24	19 - 65	10
			< 19	0

- Fighter
- Tanker
- Airlift
- UAV/UCAS
- Bomber
- C2ISR
- SOF/CSAR
- Space

Conforms?

Discriminates?



Ramp Area

OPR/OCR: **XO/ILE** Status: **Deliberative**

Tracking: #8

Metric Type: Step

Metric Value: Sq Yardage by MDS

AIRLIFT				
MDS	SQDN	PAA	SY (1,000)	Score
C-5	2	32	≥ 1040	100
C-17	2	24	416 - 1039	75
C-130H	1	16	137 - 415	25
			< 137	0

TANKER				
MDS	SQDN	PAA	SY (1,000)	Score
KC-X*	3	48	≥ 851	100
KC-135	3	48	504 - 850	75
KC-135	1	16	168 - 503	25
			< 168	0

Fighter
 Tanker
 Airlift
 UAV/UCAS
 Conforms?

Bomber
 C2ISR
 SOF/CSAR
 Space
 Discriminates?



Ramp Area Airlift and Tanker

- **Issues:**
 - Flags at small bases
 - Flags and low scores for bases performing the mission
 - Standard applied to assigned PAA in White Paper
 - Does not include lead MAJCOM requirement to only provide space for 75% of PAA (assumes 25% are always deployed)
- **Source: Lead MAJCOM Weapon Systems Template**
 - Area based on planning factor in AFH 32-1084



Ramp Area Current Metric

- **Pros**
 - Applied consistently to all bases
 - Supports CONOPS where all planes deploy as squadron instead of rotational basis

- **Cons**
 - Overstates apron requirement for bases that have “right- sized” physical infrastructure
 - Does not consider MAJCOM CONOPS
 - Flags bases that currently support mission



Ramp Area Airlift and Tanker Options

- **Option 1. No Change – compares bases equally**

- **Option 2. Calculate steps at 75% PAA per Lead MAJCOM requirement**

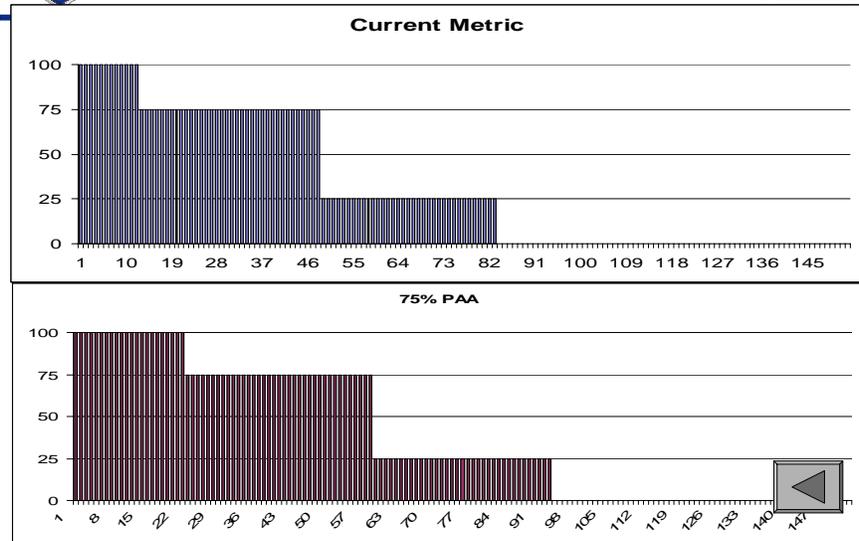


Ramp Area Airlift and Tanker Recommendation

- Option 2.
 - Calculate steps at 75% PAA per lead MAJCOM



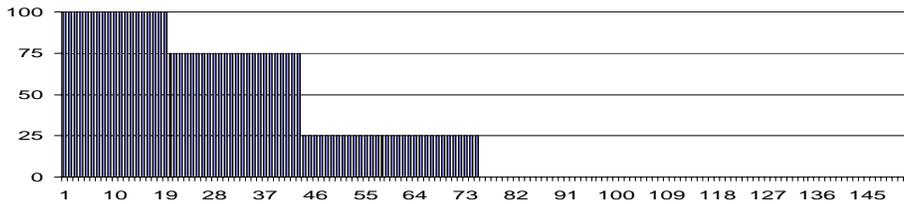
Ramp Area Airlift



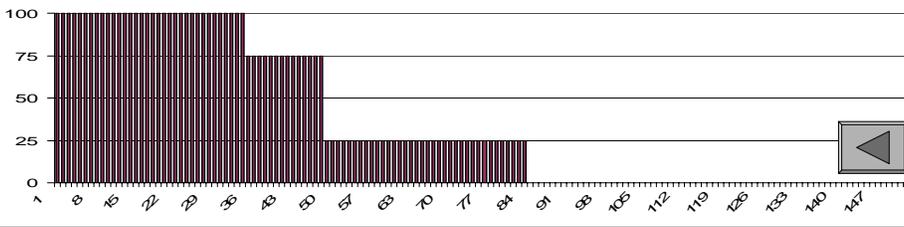


Ramp Area Tanker

Current Metric



With Hangar Factor



Ramp Area

OPR/OCR: **XO/ILE** Status: **Deliberative**

Tracking: #8

Metric Type: Step

Metric Value: Sq Yardage by MDS

AIRLIFT				
MDS	SQDN	PAA	SY (1,000)	Score
C-5	2	32	≥ 1040	100
C-17	2	24	416 - 1039	75
C-130H	1	16	137 - 415	25
			< 137	0

PROPOSED AIRLIFT				
MDS	SQDN	PAA	SY (1,000)	Score
C-5	2	32	≥ 780	100
C-17	2	24	311 - 779	75
C-130H	1	16	103 - 310	25
			< 103	0

- Fighter
- Tanker
- Airlift
- UAV/UCAS
- Bomber
- C2ISR
- SOF/CSAR
- Space

Conforms?

Discriminates?



Ramp Area

OPR/OCR: **XO/ILE** Status: **Deliberative**

Tracking: #8

Metric Type: Step

Metric Value: Sq Yardage by MDS

TANKER					PROPOSED TANKER				
MDS	SQDN	PAA	SY (1,000)	Score	MDS	SQDN	PAA	SY (1,000)	Score
KC-X*	3	48	≥ 851	100	KC-X*	3	48	≥ 638	100
KC-135	3	48	504 - 850	75	KC-135	3	48	428 - 637	75
KC-135	1	16	168 - 503	25	KC-135	1	16	126 - 427	25
			< 168	0				< 126	0

Fighter
 Tanker
 Airlift
 UAV/UCAS
 Conforms?

Bomber
 C2ISR
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Pavement Capability Issues

- Score = Runway 50% + Apron 50%
 - Ramp area issues
 - Same issues as Ramp Area, Question 8
 - Potential issue with quality of data between Air Force owned airfield and Commercial Airports
 - Runway
 - Age of runway pavements – some 40+ years old
 - Age of pavement reports – some 15+ years old
 - Potential issue with quality of data between Air Force owned airfield and Commercial Airports
 - AF use at FAA controlled airports maybe less than 5% of traffic



Pavement Capability

Runways & Aprons – General Issues

- **Flags at small bases**
- **Flags and low scores for bases currently performing mission**
- **Age of airfield pavements – some are 40+ years old**
- **Age of pavement reports – some are 15+ years old**
- **Accuracy of data for FAA controlled airports**
- **Impact of AF mission on runway at FAA controlled airfields**
 - **May have little impact at major airports but not given any consideration in MCI**



Pavement Capability

Runways & Aprons – General Issues

- **Source:**
 - **AFCESA Pavements Reports**
 - **DoD Flight Information Publication (FLIP)**
 - **AMC Airfield Suitability and Restrictions Report (ASRR)**
 - **Ramp Area Question 8**



Pavement Capability Runway & Aprons - Recommendations

- **Aprons**
 - Allow corrections to Q8, Ramp Area, to decrease flags
 - Consider setting minimum score for bases at FAA controlled Airports
 - Consider changing metric for Bomber metric to include more bases by adjusting CAN/PCN ratios
- **Runways**
 - Consider setting minimum score for bases with Airport Joint Use Agreement (AJUA) to middle score since FAA maintains runway
 - Consider changing metric for Bomber MCI to include more bases by adjusting CAN/PCN ratios
- Address flags with bases currently supporting mission on as required



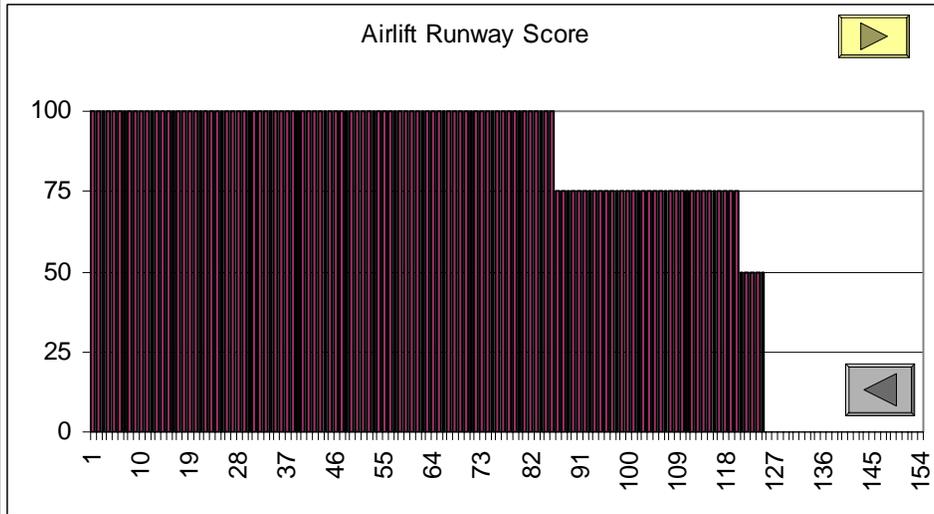
Pavement Capability Runways & Aprons – Airlift MCI

- **Issues** 
- Flags for small bases
- Flags for bases currently performing C-130 mission
- Greater problem with apron scores
- No AFCESA pavements reports for FAA airports
- FAA controlled airports may have lower scores due to assumptions in ASRR data
 - Reduced subgrade strength



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Pavement Capability Runway Scores – Airlift MCI



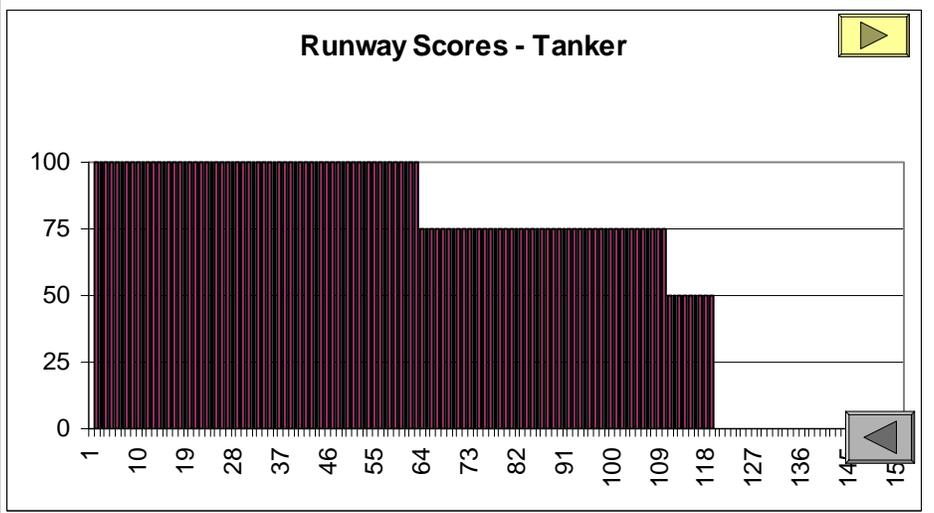
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Pavement Capability Runway Scores – Tanker MCI



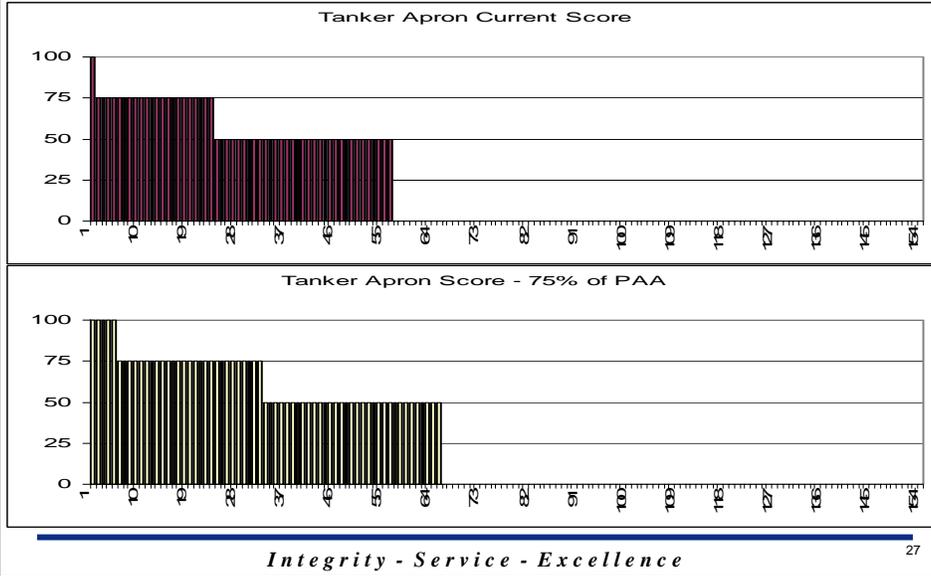
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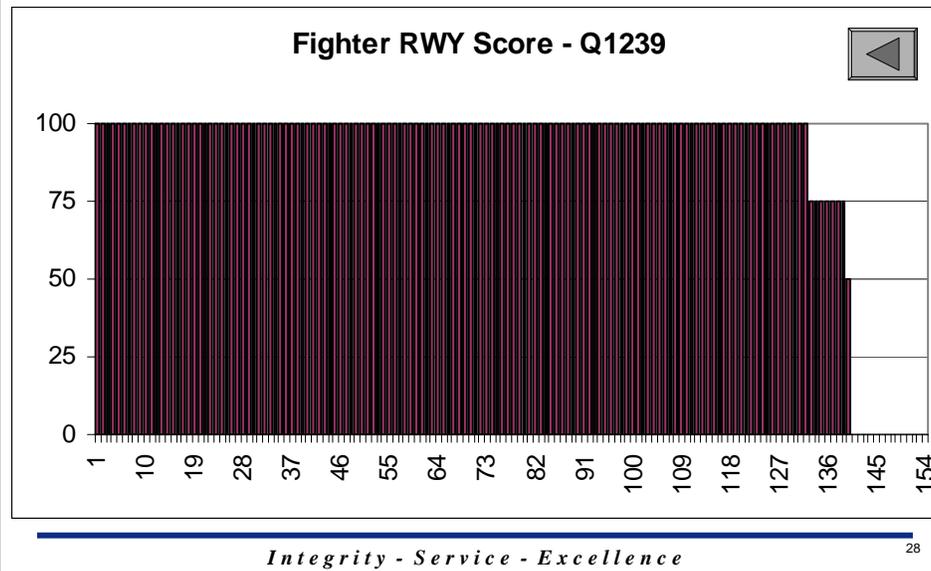
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Pavement Capability Apron Scores – Tanker MCI



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Pavement Capability Runway Scores – Fighter MCI

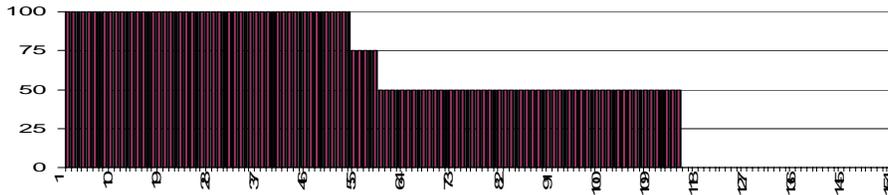




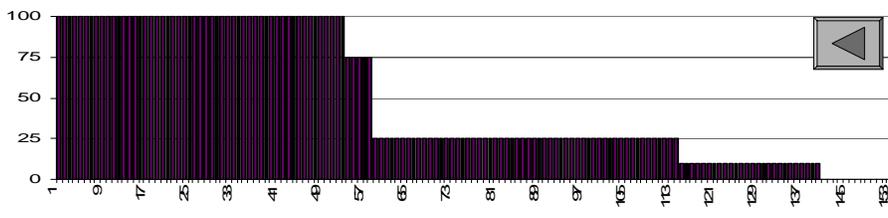
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Pavement Capability Apron Scores – Fighter MCI

Fighter Apron Current Metric - Q 1239



Fighter Apron with 4th Metric - Q1239



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Pavement Capability Runways & Aprons – Bomber MCI

- Few bases with scores ~ 20 bases 
- No pavements reports for FAA airports
 - ASRR defaults to Subgrade Strength “C” when unknown which may reduce scores for bases under FAA control
 - Old pavements at many bases are 40+ plus years old
 - Bomber standard is hardest to meet
- Flags should not prevent base from hosting mission
 - Flags for pavements only indicate mission could:
 - Reduce useful of pavements
 - Drive higher recurring maintenance costs

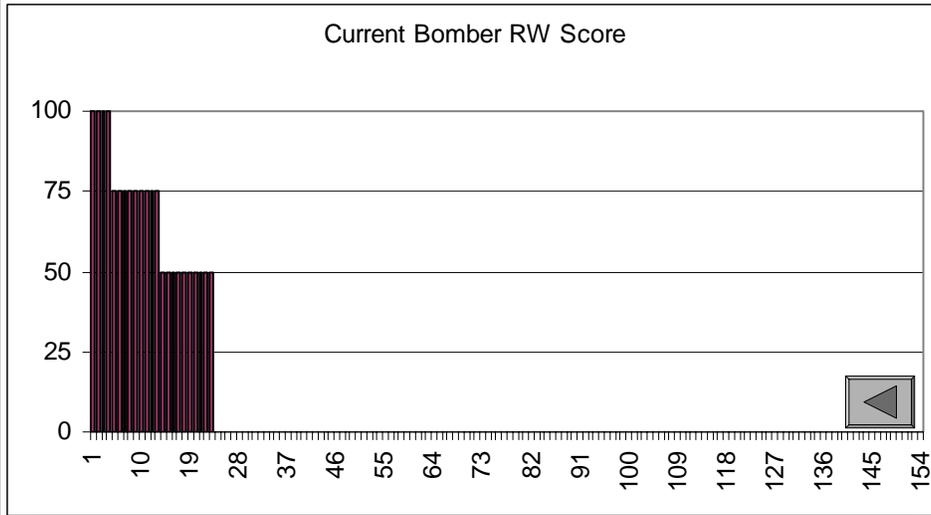
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Pavement Capability Runway Scores – Bomber MCI



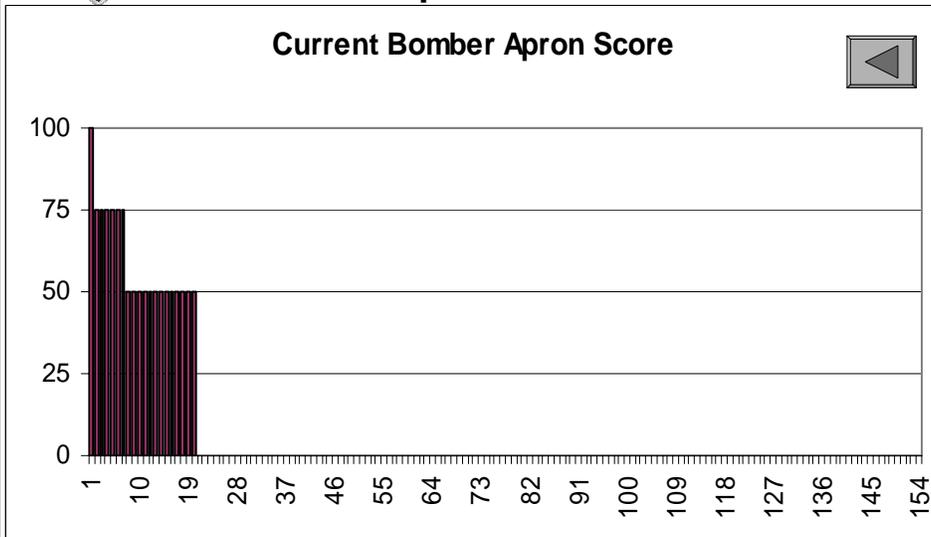
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Pavement Capability Apron Scores – Bomber MCI



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Summary

- Include an additional metric for Fighter to give credit for smaller bases
- Include 75% PAA factor for Tankers and Airlift MCIs
- Consider changing ACN/PCN ratios for Bomber MCI to increase number of bases with scores
- Address flags with bases currently supporting mission as required
- Change flags to yellow for pavements questions



Ramp Area

OPR/OCR: **XO/ILE** Status: **Deliberative**

Tracking: #8

Metric Type: Step

Metric Value: Sq Yardage by MDS

BOMBER					FIGHTER				
MDS	SQDN	PAA	SY (1,000)	Score	MDS	SQDN	PAA	SY (1,000)	Score
B-52	3	36	> 614	100	F/A-22	3	72	> 241	100
B-1B	3	36	423 - 613	75	F-16	3	72	198 - 240	75
B-1B	1	12	141 - 422	25	F-16	1	24	66 - 197	25
			< 141	0				< 66	0

Fighter
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 UAV/UCAS
 Bomber
 C2ISR
 SOF/CSAR
 Space

Conforms?
Discriminates?



Ramp Area

OPR/OCR: **XO/ILE** Status: **Deliberative**

Tracking: #8

Metric Type: Step

Metric Value: Sq Yardage by MDS

SOF / CSAR *					UAV / UCAS			
MDS	SQDN	PAA	SY (1,000)	Score	MDS	PAA	SY (1,000)	Score
C-130	4	28	> 240	100	MQ-9*	56	> 186	100
C-130	2	14	120 - 239	50	RQ-4	21	126 - 185	75
C-130	1	7	60 - 119	25	RQ-4	6	36 - 125	25
* plus 1 Sqdn CV-22			< 60	0	*MQ-1/9		< 36	0

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Ramp Area

OPR/OCR: **XO/ILE** Status: **Deliberative**

Tracking: #8

Metric Type: Step

Metric Value: Sq Yardage by MDS

AIRLIFT					TANKER				
MDS	SQDN	PAA	SY (1,000)	Score	MDS	SQDN	PAA	SY (1,000)	Score
C-5	2	32	> 1040	100	KC-X*	3	48	> 851	100
C-17	2	24	416 - 1039	75	KC-135	3	48	504 - 850	75
C-130H	1	16	137 - 415	25	KC-135	1	16	168 - 503	25
			< 137	0				< 168	0

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Ramp Area

OPR/OCR: **XO/ILE** Status: **Deliberative**

Tracking: #8

Metric Type: Step

Metric Value: Sq Yardage by MDS

C2ISR				
MDS	SQDN	PAA	SY (1,000)	Score
E-X*	3	24	> 427	100
E-3	3	24	315 - 426	75
E-3	1	8	105 - 314	25
			< 105	0

Fighter
 Tanker
 Airlift
 UAV/UCAS
 Conforms?

Bomber
 C2ISR
 SOF/CSAR
 Space
 Discriminates?



Pavement Suitability Support (Mission Type) Ops

OPR: ILE Status: **Deliberative**



Tracking: #1235



Metric Type: Step/Binary

Metric Value: ACN/PCN ratio, Based ICAO, FLIP and Draft Engineering Tech Ltr 04-xx, Pavement Engineering Assessment Stds

ACN/PCN	FIGHTER	Score
≤ 1.0	F-15E	100
≤ 1.1	F-15E	75
≤ 1.1	F-16 C/D	50
> 1.1	F-16 C/D	0

ACN/PCN	BOMBER	Score
≤ 1.0	B-52	100
≤ 1.0	B-1B	75
< 1.1	B-1B	50
≥ 1.1	B-1B	0

Fighter
 Tanker
 Airlift
 UAV/UCAV
 Conforms?

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Pavement Suitability Support (Mission Type) Ops

OPR: ILE Status: **Deliberative**



Tracking: #1235

Metric Type: Step/Binary

Metric Value: ACN/PCN ratio, Based ICAO, FLIP and Draft Engineering Tech Ltr 04-xx, Pavement Engineering Assessment Stds

ACN/PCN	AIRLIFT	Score
≤ 1.0	C-17	100
≤ 1.0	C-5	75
< 1.1	C-5	50
≥ 1.1	C-5	0

ACN/PCN	TANKER	Score
≤ 1.0	KC-10	100
≤ 1.0	KC-135	75
< 1.1	KC-135	50
≥ 1.1	KC-135	0

Fighter
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Pavement Suitability Support (Mission Type) Ops

OPR: ILE Status: **Deliberative** ▶

Tracking: #1235

Metric Type: Step/Binary

Metric Value: ACN/PCN ratio, Based ICAO, FLIP and Draft
Engineering Tech Ltr 04-xx, Pavement Engineering Assessment Stds

ACN/PCN	UAV/UCAS SOF/CSAR	Score
≤ 1.0	C-5	100
< 1.1	C-5	75
≥ 1.1	C-5	0

ACN/PCN	C2ISR	Score
≤ 1.0	KC-135	100
< 1.1	KC-135	75
≥ 1.1	KC-135	0

Fighter
 Tanker
 Airlift
 UAV/UCAV
 Conforms?

Bomber
 C2ISR
 SOF/CSAR
 Space
 Discriminates?

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41

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42

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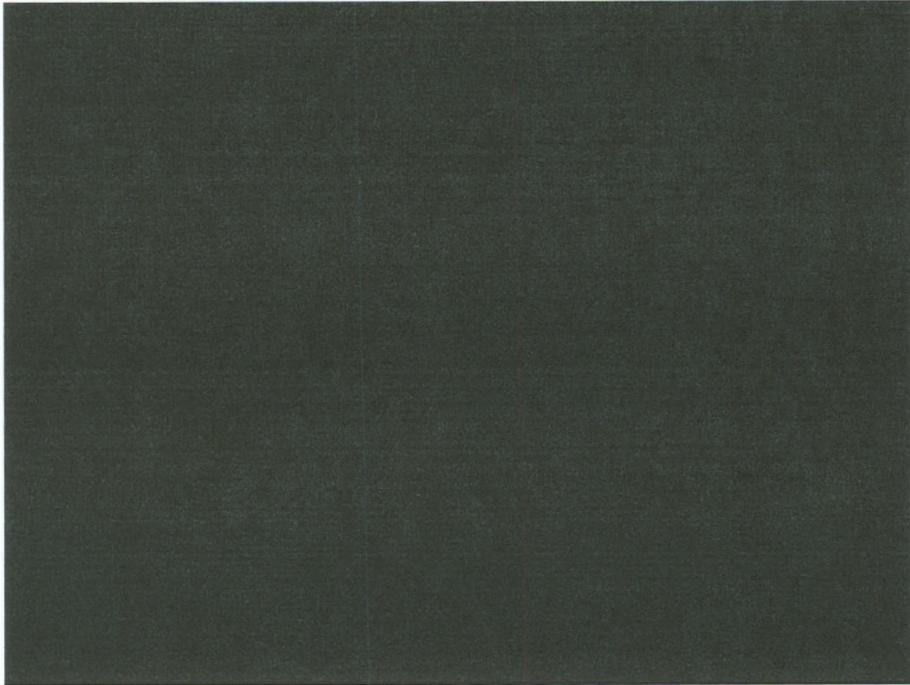
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Pavement Suitability Support (Mission Type) Ops

- Based on International Civil Aviation Organization (ICAO) ACN/PCN methodology
- The Aircraft Classification Number (ACN) represents the **impact** a particular aircraft will have on the pavement
- The Pavement Classification Number (PCN) represents the **capability** of the pavement to support an aircraft
 - ACN/PCN ratio ≤ 1.0 is good per FLIP
 - ACN/PCN ratio < 1.1 is adequate per Draft AF Engineering Technical Letter



Slides 9-40 were removed.



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		Agenda 23 Nov 04
0830-0845	Opening Business	<i>Co-chairs</i>
0845-0930	Installation Proximity (100 mile)	
0930-1000	Installations ACI (deliberative)	
	-- Break --	
1015-1115	Installations Altus, Wright-Patterson	
1115-1215	Scenario Groups (first/second look) SOF/CSAR	<i>TBD</i>
1215-1300	Scenario Groups (first/second look - deliberation) SOF/CSAR	<i>TBD</i>

Integrity - Service - Excellence

42