

Inquiry Response**Re:** BI-0104 (CT-0431)

Cost of Transit to Melrose After Recommended Close; Ramp Space Available at 4 Bases

Requester: Commission Request**Questions:**

1. When identifying the cost of closing Cannon, did the Air Force consider the additional cost of returning to the Melrose Training Complex for range training from bases other than Cannon AFB verses the cost of flying the 17 miles to the Melrose Range from Cannon AFB?

Response 1: No, the Air Force did not consider the additional cost of transit to Melrose Range from other locations. The COBRA model was not designed to analyze or include the cost of annual operations and training at a given installation. The retained active duty installations that will continue to fly F-16s have better airspace and ranges within 150 nautical miles in one or more of three categories: close proximity, better attributes, or greater volume. It is anticipated that Melrose Range will continue to provide training opportunities for units from other installations regardless of the distance those units must fly.

2. Please provide the available ramp space for Hill AFB, Shaw AFB, Luke AFB, and Cannon Air Force Bases that is adequate for parking and operations by A-10 and F-16 fighters. Please indicate if the ramps noted are restricted to only fighter aircraft or is large enough for airlift/tanker aircraft.

Response 2: Reference Section 28, Question 8, at the following website. The file is .csv and will open and can be saved in Excel. The numbers can be ordered, sorted, and adjusted as needed. The three columns to concentrate on are Area (SY), Restrictions, Closed/Open, and Serviceable. Attached is a hard copy of the spreadsheet.

United States Department of Defense: Questions and Responses
http://www.defenselink.mil/brac/minutes/brac_databases.html

The BCEG based capacity military value judgments on the information from the ACC (24 Aug 04) and AETC (26 Aug 04) MAJCOM briefs that use templates that accounted for such ramp issues as jet blast, wing spacing, taxiway widths, parking plans etc. Selected airframes were used that were of a similar size to preclude multiple iterations for each installation. The conclusions that were briefed for these four installations are attached.

Approved

FOR

DAVID L. JOHANSEN, Lt Col, USAF
Chief, Base Realignment and Closure Division

Inquiry Response

Re: BI-0104 (CT-0431)

Cost of Transit to Melrose After Recommended Close; Ramp Space Available at 4 Bases

2 Attachments

1. Section 28 Real Property, Question 8 Ramp/Apron Space
2. MAJCOM Capacity Analysis Briefs (4 installations)