

Questions on Air Sovereignty Alert Locations

Clearinghouse

The Air Force Report discusses, in part, the ASA mission as follows:

(Department of the Air Force Analysis and Recommendations BRAC 2005, Volume V, Para 1.1.2)... "The Air Force recommendations for BRAC 2005 affected five ASA sites, Ellington, TX, Duluth, MN, Selfridge, MI, Portland, OR, and Otis, MA. All except Otis will continue their ASA mission in place, but with rotational aircraft. The Otis ASA commitment will move to Bradley AGS, CT. These realignments allow the Air Force to realize overall savings from consolidating and relocating flying missions."

and

The Base Closure and Realignment Report, Volume I, Para 2 of 2: Detailed Recommendations includes in part:

(Volume I, USAF-14, Bradley International Airport Air Guard Station, CT, Barnes Air Guard Station, MA, Selfridge Air National Guard Base, MI, Shaw Air Force Base, SC, and Martin State Air Guard Station, MD)\_ "The recommendation to close Otis ANGB, Massachusetts generated a requirement to build an air sovereignty alert (ASA) site in the region. The Air Force priced an alert facility at both Barnes and Bradley, and chose Bradley on the basis of lower cost." \_

QUESTIONS:

- 1) The placement of an ASA site at Bradley will require new MILCON. What will be required in order to sustain ASA operations there in terms of facilities and associated costs?
- 2) Does the placement of the ASA facility at Bradley (to replace Otis) have NORTHCOM approval?
- 3) If the Air Force BRAC recommendations are approved as submitted, there will be no military flying operations at Ellington, Duluth, Portland, and Bradley other than the limited number of ASA aircraft. Is this arrangement sustainable? Who will provide maintenance and operational support functions? Does this type of arrangement currently exist elsewhere? Have all of the infrastructure issues required to support this recommendation been revealed?

18 July 2005

## Inquiry Response

**Re:** BI-0143, CT-0558, Questions on Air Sovereignty Alert Locations

**Requester:** Mr. Ken Small, Air Force Team Leader, BRAC Commission R&A

**Background:** The Air Force Report discusses, in part, the ASA mission as follows:

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**Question 1:** The placement of an ASA site at Bradley will require new MILCON. What will be required in order to sustain ASA operations there in terms of facilities and associated costs?

**Answer 1:** Besides the \$16M requirement for aircraft shelters, crew quarters and other supporting infrastructure, there will be annual facility costs to support on-going operations. The projected cost of approximately \$1.75M per year is required for: Crash, Fire, Rescue support; Real Property Services support for custodial, utilities and snow removal; and facility sustainment support needed to keep the facilities in good working order.

**Question 2:** Does the placement of the ASA facility at Bradley (to replace Otis) have NORTHCOM approval?

**Answer 2:** Yes. The AF BRAC office coordinated closely with NORAD/NORTHCOM's staff to ensure acceptable ASA coverage of the United States and it's territories as evidenced by this excerpt from ADM Keating's (Commander

NORAD/NORTHCOM), 4 May 05 memorandum: "Following a thorough review, we find that they (*the draft 2005 BRAC recommendations*) do not create an unacceptable risk to the accomplishment of our homeland defense or defense support of civil authorities."

**Question 3:** If the Air Force BRAC recommendations are approved as submitted, there will be no military flying operations at Ellington, Duluth, Portland, and Bradley other than the limited number of ASA aircraft. Is this arrangement sustainable? Who will provide maintenance and operational support functions? Does this type of arrangement currently exist elsewhere? Have all of the infrastructure issues required to support this recommendation been revealed?

**Answer 3:** The arrangement is sustainable and exists at five other locations in the United States. These locations have deployed Air National Guard units that provide all of maintenance and operational support functions, as well as functions that are not available from the host agency. Generally, the host agency will provide airfield operations and air traffic control support, for instance, NASA at Ellington. In the case of Ellington, Duluth, Portland and Bradley, these are either municipal or international airports. The ANG or AF will provide all maintenance and operational support functions needed for ASA at those facilities. Facility engineers will remain in place to support ASA operations in addition to other enclave facility requirements. Operational details of which units will fulfill the ASA mission and how, will be finalized by Air Combat Command and the Air National Guard. The ANG, in coordination with ACC, 1AF/NORTHCOM and HAF will reassign units to set up ASA detachments similar to those currently operating at Homestead ARB, FL (ASA Detachment assigned to Jacksonville, FL), and March ARB, (ASA Detachment assigned to Great Falls) to cover ASA requirement. As long as NORTHCOM determines that an area needs to have ASA coverage, the ANG or AF will either set up an ASA detachment or assign the ASA mission to a unit in close proximity to the area in which NORTHCOM requires ASA coverage. After the BRAC list is finalized, the ANG will identify specific units to assume the ASA mission for units deactivated by BRAC. In the current BRAC recommendation, there are enough ANG fighter units to cover all 17 sites currently assigned to the ANG.

Approved



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