

Purpose: To follow up on the July 8th testimony on two points:

- 1) McGuire is an ideal tanker base and should have 12 KC-135R
- 2) Support the Navy and Marine Corps moves regardless of Air Guard decisions
 - a. Makes sense
 - b. It fits perfectly both operationally and physically

Tanker Plan

1) Personnel - McGuire AFB has the quantity and quality necessary for recruiting and retention

- a. 7 major Air Terminals within a 150 mile radius provides an experienced pool of personnel
- b. McGuire's recruiting and retention rates are strong and would be above 100% if the amount of planes decreases from 16 KC-135E to 12 KC-135R

- **McGuire:** The 108th is currently manned at approximately 93.7% for a 16 PAA unit structure. Conversion of the 108th ARW from its existing 16 PAA structure to an 8 or 12 PAA organization structure would result in immediate 100% manning with experienced qualified maintainers and aircrews.

- **Pittsburgh:** Assigned strength for this wing of the Pennsylvania ANG is 95.3% of authorized strength (YELLOW). With no change in PAA programmed so there is no anticipated relief to their recruiting shortfall

- **Bangor:** Assigned strength for the Maine Air National Guard is 91.1% of authorized strength (RED) for 8 KC-135E. Recommendation places 12 aircraft there and will negatively impact their manpower capabilities.

- **Pease:** The 157th has a current assigned strength of 93.8% (RED) for a 9 PAA wing structure. Recommendation places 12 aircraft there and will negatively impact their manpower capabilities.

2) Facilities - McGuire is a modernized and unique "tanker base" with over \$75M invested into it

- a. Modern ramps and hangars, Secure pipeline, hydrant system, and alert facility
- b. Strategically located and is the only Northeast unit located on an installation

Library Routing Slip 2006 BRAC Commission Materials

Title of Item: Community Issue Papers & Slides

Installation or Community: McGuire AFB, NJ

Source: NJ Congressional Delegation visit to BRAC office

Classified Material? no yes no

Analyst / Provider: Tim Madroeger Date Received: _____

Navy and Marine Plan

- 1) Based upon Navy's Military Value analysis
 - a. Eliminates excess infrastructure
 - b. Annual cost savings of \$60M and enhances mission capabilities
 - c. Will not adversely effect recruiting and retention of the units

- 2) Independent of Air National Guard plans
 - a. Navy "intrigued" by the joint opportunities at McGuire
 - b. As a stand alone recommendation it is viable and wise
 - c. McGuire is large enough regardless of 108th decision
 - d. Navy move is not correlated to the 111th Fighter Wing

- 3) Complies with regulatory restrictions and intent of BRAC process
 - a. Provides a reduction in excess infrastructure with a significant cost savings
 - b. Consolidates assets to maximize efficiencies based on military value analysis
 - c. Enhances joint plans for McGuire and the individual units

Recommendation:

Review the BRAC recommendations for McGuire Air Force Base and consider assigning 12 KC-135R tankers to the 108th in conjunction with relocating the Willow Grove units to McGuire.

DoD Recommended Redistribution of Active and Reserve KC-135R

ACTIVE

Grand Forks, ND loses 36

12 remain in the *Active* inventory

4 relocated to MacDill, FL to increase from 12 to 16

8 relocated to McConnell, KS to support increase from 30 to 48

8 allocated to *Reserve* inventory

8 relocated to Seymour-Johnson, NC to increase from 8 to 16

16 allocated to *Guard* inventory

4 relocated to Hickam, HI to increase from 8 to 12

12 relocated to Scott, IL to convert from 8E to 12R

RESERVE

Beale, CA loses 8

8 allocated to *Guard* inventory

4 relocated to Selfridge, MI to increase from 0 to 12

4 relocated to McGhee-Tyson, TN to convert from 8E to 12R

Portland, OR loses 8

1 assigned to inventory

3 allocated to *Guard* inventory

3 relocated to Forbes, KS to convert 8E to 12R

4 allocated to *Active* inventory

4 relocated to Tinker, OK to increase from 8 to 12

Selfridge, MI loses 8

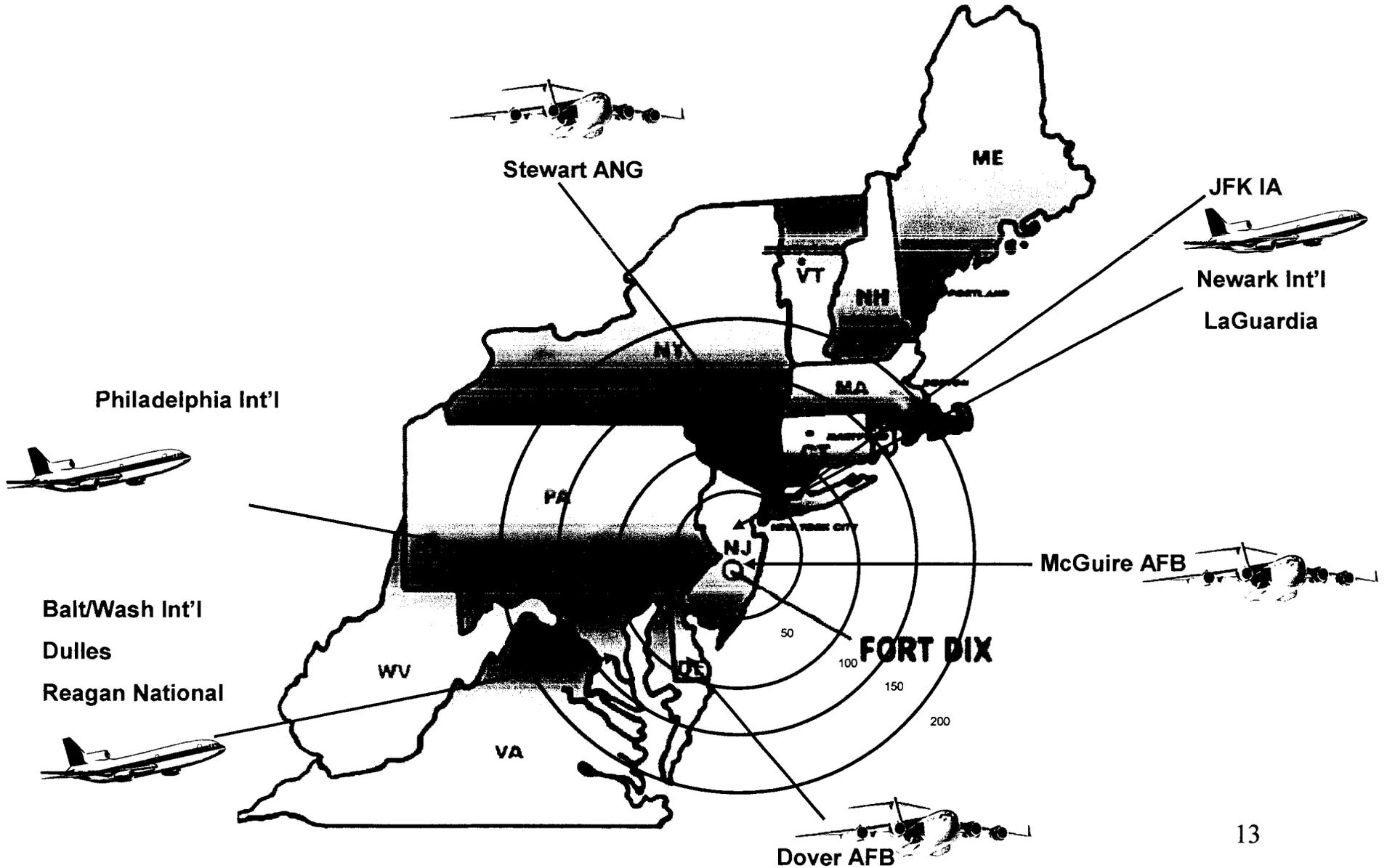
8 allocated to *Guard* inventory

8 transferred to Selfridge, MI Guard unit to increase from 0 to 12

Concerns:

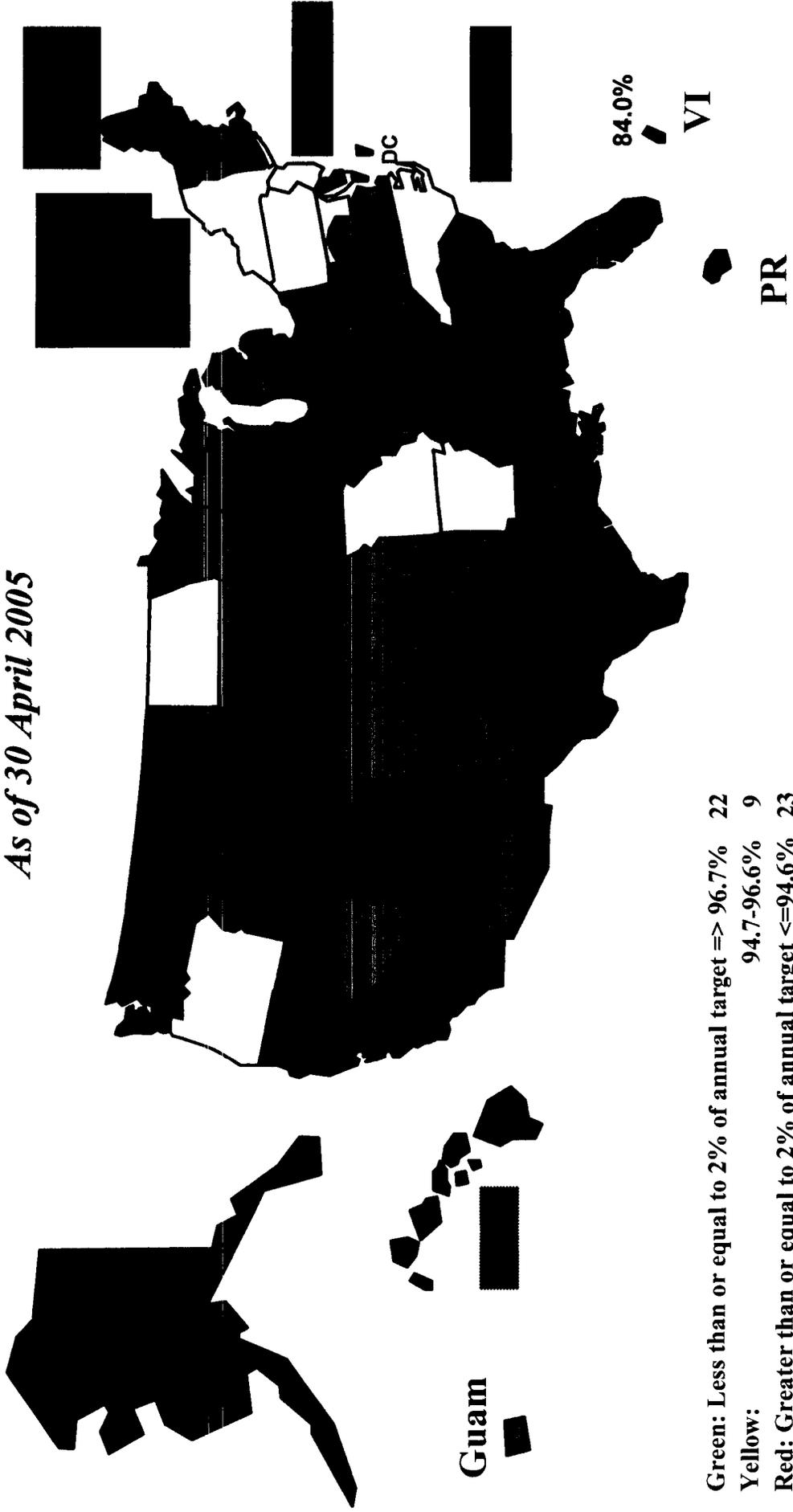
- 1) Inconsistent end strength
- 2) Geographically grouped in the middle of the country
- 3) Converts units that are at less suitable locations
- 4) Interweaves Guard redistribution of frames with Reserve to achieve final numbers

Regional Air Terminals



ANG End Strength

As of 30 April 2005



Existing Ramp for 108th



Aerial View of McGuire AFB





Department of the Navy

**Department of the Navy
Meeting with
New Jersey Delegation
(NAS JRB Willow Grove, Cambria
Regional Airport, McGuire AFB)**



19 July 2005



Scenario Timeline

June 2004 to September 2004-- Capacity and Military value analysis

28 September 2004-- DAG directed IAT to develop scenarios closing NAS JRB Willow Grove (moving to McGuire) and realigning Cambria Regional Airport (moving to Willow Grove).

07 December 2004--COBRA brief for Cambria scenario.

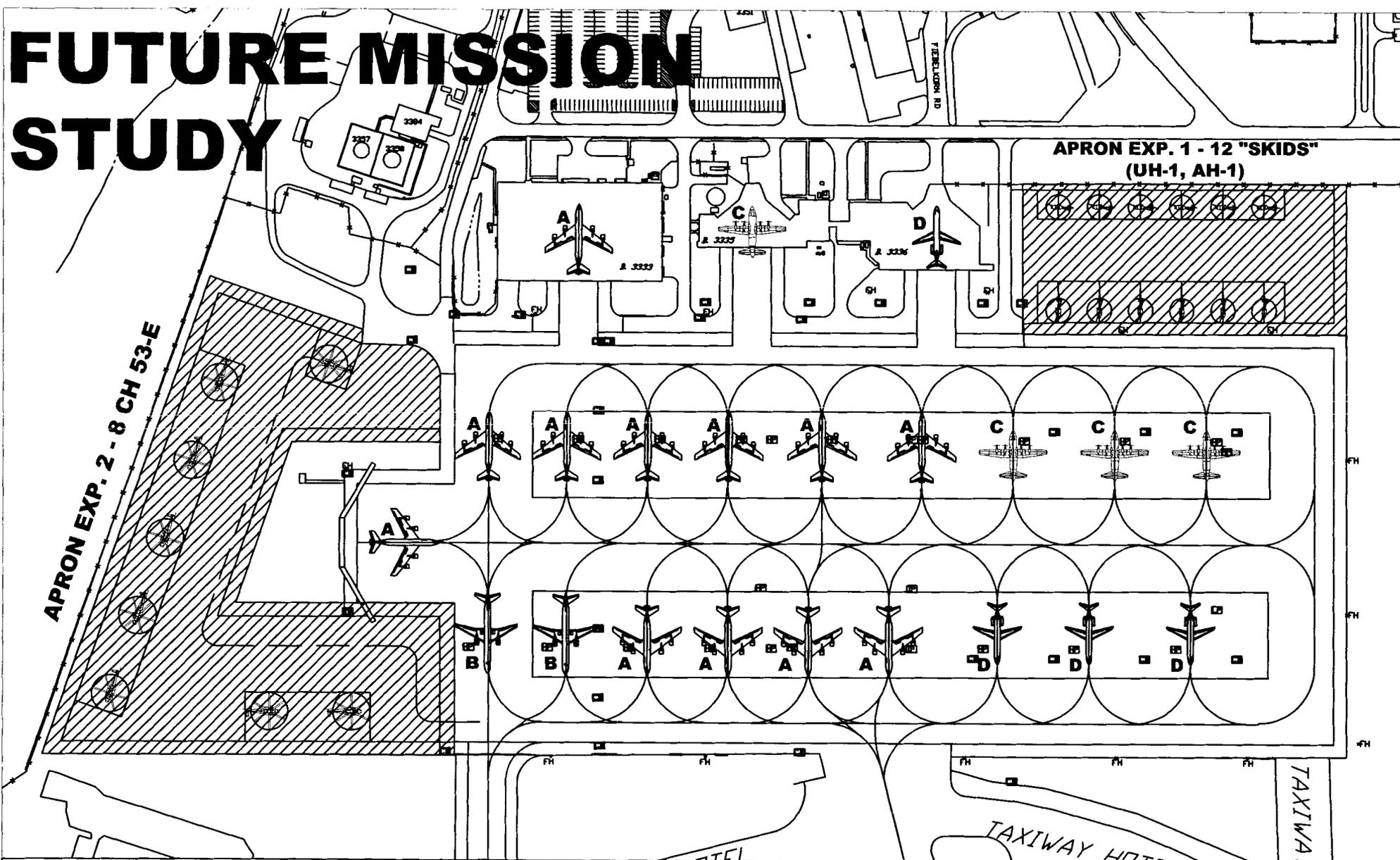
11 January 2005-- COBRA brief for Willow Grove scenario.

27 January 2005-- In light of the Willow Grove closure scenario with assets being moved to McGuire, DAG tasked IAT to modify Cambria scenario to move assets to McGuire vice Willow Grove.

17 February 2005-- IEG approved combined scenario and prepare a Candidate Recommendation.

11 April 2005-- OSD directs DON to wrap up Army, Air Force, and JCSG scenarios involved with Willow Grove scenario into one aggregate scenario.

FUTURE MISSION STUDY



FUTURE MISSION - SCHEME 2 - LEGEND:

APRON REQUIREMENTS:

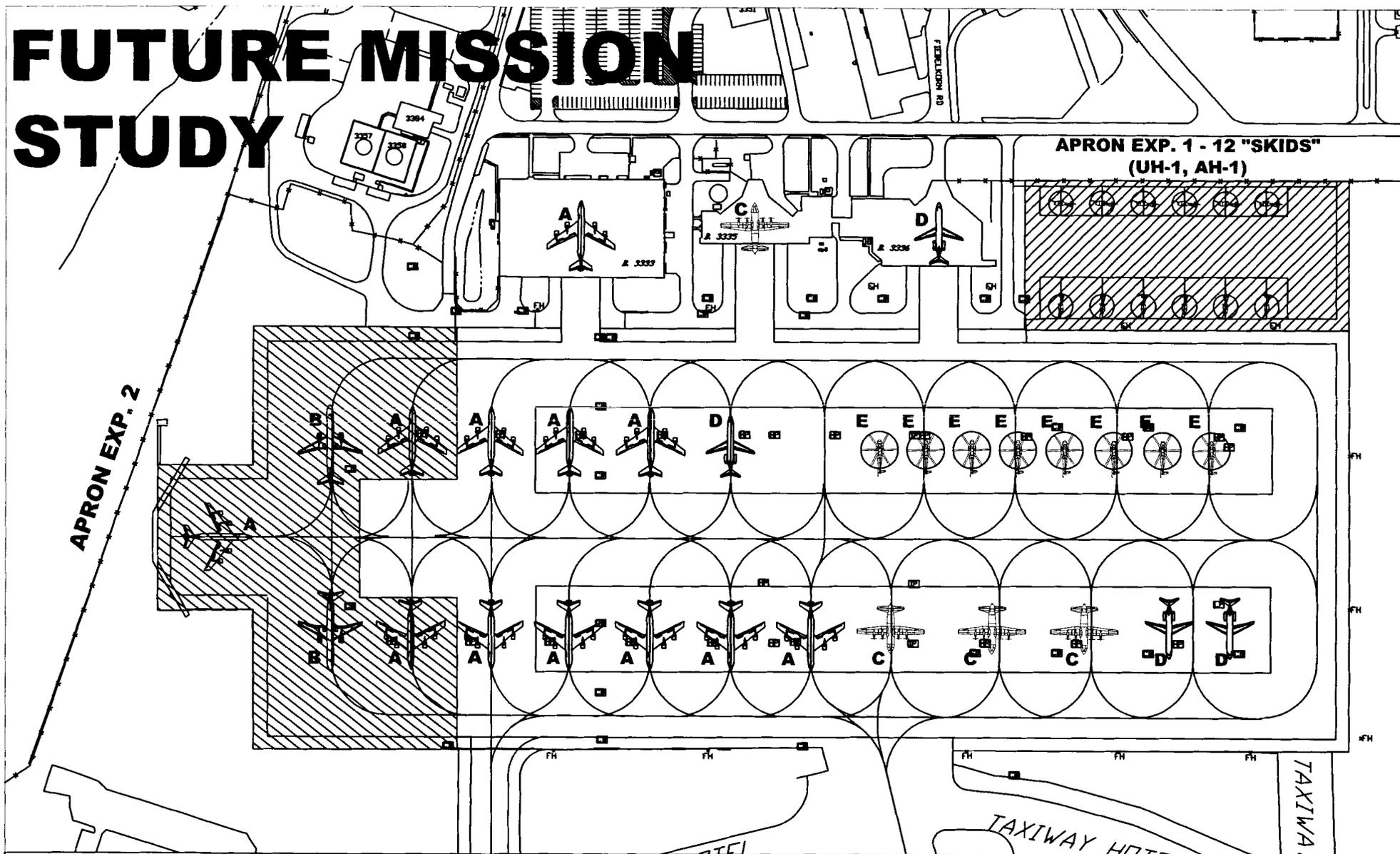
APRON EXPANSION 1 - 182,500 SF
 APRON EXPANSION 2 - 430,200 SF
 TOTAL APRON EXPANSION - 612,700 SF

AIRCRAFT IDENTIFIER:

A - KC-135 R
 B - C 32 B
 C - C 130
 D - C-9

NOTE: HELICOPTERS ARE IDENTIFIED ON SITE PLAN

FUTURE MISSION STUDY



FUTURE MISSION - SCHEME 3 - LEGEND:

APRON REQUIREMENTS:

APRON EXPANSION 1 - 182,500 SF
 APRON EXPANSION 2 - 335,000 SF
 TOTAL APRON EXPANSION - 517,500 SF

AIRCRAFT IDENTIFIER:

A - KC-135 R E - CH 53 E
 B - C 32 B
 C - C 130
 D - C-9

NOTE: SKIDS ARE IDENTIFIED ON SITE PLAN

FUTURE MISSION STUDY

APRON EXP. 1 - 8 "SKIDS" (UH-1, AH-1) + HELICOPTER HANGAR

PREFERRED HANGAR
 AFTER ANALYSIS
 1 - 3000
 1 - 20-200

APRON EXP. 2

TAXIWAY

TAXIWAY

FUTURE MISSION - SCHEME 4 - LEGEND:

APRON REQUIREMENTS:

APRON EXPANSION 1 - 182,500 SF
 APRON EXPANSION 2 - 306,700 SF
 TOTAL APRON EXPANSION - 489,200 SF

AIRCRAFT IDENTIFIER:

A - KC-135 R E - CH 53 E
 B - C 32 B
 C - C 130
 D - C-9

NOTE: SKIDS ARE IDENTIFIED ON SITE PLAN

