

30 MAY 2005

**KERIM AKEL
1958 BAYOU DR
NAVARRE, FL 32566
HP: (850) 936-8852
CP: (850) 598-7443**

General James T. Hill (Ret.),

The intent of this correspondence is to elicit your assistance in addressing the concern identified below. I am writing the commission as a concerned citizen, a prior military officer and a member of the C4ISR community.

Notwithstanding that Eglin AFB, overall, has gained additional positions, the loss/transfer of the C4ISR effort to Edwards AFB, in my mind, is not in consonance with the spirit of BRAC. The transfer of the C4ISR effort and the 70 governmental positions have an additional 200 or so support/engineering personnel in tow. Edwards AFB does not have any existing C4ISR testing capability commensurate with the stellar capability that already exist at Eglin AFB.

Weighing the technical challenges to be faced, and the additional cost to be incurred leads me to believe that the recommendation to transfer the C4ISR capability was inadvertently submitted. It is my understanding, also, that the measure of variations, during this BRAC, to any revised recommendation by OSD will be minimal. However, if addressed by the BRAC commission it can potentially address/remedy this recommendation.

C4ISR system testing provides DT&E to a host of combat support systems, provides "quick reaction" support to GWOT efforts, and host of testing for C2 integration of battlefield management systems. In a nutshell, support to our war fighter capabilities.

Eglin AFB has been building its C4ISR capabilities and enhancing its testing hardware and infrastructure for many years, culminating in the recently completed state-of-the-art C2 OPS building costing over \$20 million of Military Construction (MILCON) funds and R&D. A facility that was specifically designed, tailored and built for C4ISR efforts to host all the C4ISR players into one building, enhancing the C4ISR efficiency and its operational capabilities. A facility that is second to none encompassing all the necessary

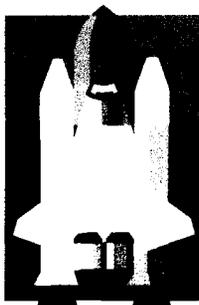
Air Operation Center (AOC) labs, the fiber optics communication links, networking data-links, a host of other C4ISR related hardware and mainly the expertise of approximately 300 C4ISR personnel.

To transfer the C4ISR capability to Edwards AFB that does not have this capability will not only detract from the stellar support that Eglin AFB has been providing to our war-fighters but also necessitates the rebuilding of a complete new infrastructure and the incurrence of additional MILCON funds to build another facility at Edwards AFB. I have spoken with some of the key C4ISR players at Eglin AFB and unequivocally all agreed that the move would detract from the overall C4ISR efforts provided to our customers and risk losing the synergy of a truly consolidated C2 OPS support.

In summary, the transfer of the C4ISR to Edwards AFB can potentially engender the loss of the expertise that resides at Eglin AFB, the reinvention of a wheel that is already impeccably operating and the incurrence of additional MILCON cost to build a new C4ISR infrastructure.

Yours very truly,

A handwritten signature in cursive script, appearing to read "Kevin Muel".



30 MAY 2005

KERIM AKEL
1958 BAYOU DR
NAVARRE, FL 32566
HP: (850) 936-8852
CP: (850) 598-7443

BG Sue Ellen Turner (Ret.),

The intent of this correspondence is to elicit your assistance in addressing the concern identified below. I am writing the commission as a concerned citizen, a prior military officer and a member of the C4ISR community.

Notwithstanding that Eglin AFB, overall, has gained additional positions, the loss/transfer of the C4ISR effort to Edwards AFB, in my mind, is not in consonance with the spirit of BRAC. The transfer of the C4ISR effort and the 70 governmental positions have an additional 200 or so support/engineering personnel in tow. Edwards AFB does not have any existing C4ISR testing capability commensurate with the stellar capability that already exist at Eglin AFB.

Weighing the technical challenges to be faced, and the additional cost to be incurred leads me to believe that the recommendation to transfer the C4ISR capability was inadvertently submitted. It is my understanding, also, that the measure of variations, during this BRAC, to any revised recommendation by OSD will be minimal. However, if addressed by the BRAC commission it can potentially address/remedy this recommendation.

C4ISR system testing provides DT&E to a host of combat support systems, provides "quick reaction" support to GWOT efforts, and host of testing for C2 integration of battlefield management systems. In a nutshell, support to our war fighter capabilities.

Eglin AFB has been building its C4ISR capabilities and enhancing its testing hardware and infrastructure for many years, culminating in the recently completed state-of-the-art C2 OPS building costing over \$20 million of Military Construction (MILCON) funds and R&D. A facility that was specifically designed, tailored and built for C4ISR efforts to host all the C4ISR players into one building, enhancing the C4ISR efficiency and its operational capabilities. A facility that is second to none encompassing all the necessary

Air Operation Center (AOC) labs, the fiber optics communication links, networking data-links, a host of other C4ISR related hardware and mainly the expertise of approximately 300 C4ISR personnel.

To transfer the C4ISR capability to Edwards AFB that does not have this capability will not only detract from the stellar support that Eglin AFB has been providing to our war-fighters but also necessitates the rebuilding of a complete new infrastructure and the incurrence of additional MILCON funds to build another facility at Edwards AFB. I have spoken with some of the key C4ISR players at Eglin AFB and unequivocally all agreed that the move would detract from the overall C4ISR efforts provided to our customers and risk losing the synergy of a truly consolidated C2 OPS support.

In summary, the transfer of the C4ISR to Edwards AFB can potentially engender the loss of the expertise that resides at Eglin AFB, the reinvention of a wheel that is already impeccably operating and the incurrence of additional MILCON cost to build a new C4ISR infrastructure.

Yours very truly,

A handwritten signature in black ink, appearing to read "Chris M. [unclear]". The signature is written in a cursive, flowing style.