

Anthony Principi
Chairman
Defense Base Closure and Realignment Commission
2521 South Clark St., Suite 600
Arlington, VA 22202

Dear Chairman Principi:

As we stated at the commission's regional hearing in St. Louis, we believe the closure of General Mitchell Air Reserve Station in Milwaukee, Wisconsin (Mitchell) is not in the best interests of the United States military. We are concerned that this decision might have been based on faulty and incomplete data as well as incorrect assumptions.

We believe that there are calculation errors in Mitchell's MCI score and that the MCI score does not capture the true value of Mitchell's airspace. We are also concerned that there is bias against smaller bases like Mitchell built into the Air Force's MCI formulas.

Installation Pavements Quality

Mitchell received zero out of a possible 11.95 on its airlift MCI score for this category.

We believe this is an error. According to the information from the DoD website (www.defenselink.mil/brac/minutes/brac_databases.html - Attachment#1) Mitchell received a CAN score of 52 and a PCN score of 70. When this is plugged into the formula (BRAC materials, Volume V, page 109 of part 2) Mitchell should have been awarded 100 points in this category (which counts for 50% of the overall score). At a minimum, Mitchell should have received a score of 5.97 (half of 11.95) for installation pavement quality.

Mitchell was penalized 5.97 points

Hangar Capability

Mitchell received a score of 0.9 out of a possible 3.32 on its airlift MCI score for this category.

Mitchell has two hangars that are more than 6,000 square feet, are facility code 1, 2 or 3 and have a door opening greater than 131 feet. The total square footage of these two hangars is 65,180 (See Attachment #2).

Based on the formula (BRAC material, Vol. V, page 106 of part 2), Mitchell should have been awarded 3.32 not a score of 0.9.

Mitchell was penalized 2.42 points

Air Space

MCI scoring did not capture the wide-open airspace that surrounds Mitchell.

If adopted, the DoD recommendation to move four of Mitchell's C-130s to Dobbins will result in the transfer of planes to an area whose skies are saturated with air traffic. Dobbins ARB is located 25 miles from Atlanta's Hartsfield Airport, which is the second busiest airport in the country according to the Federal Aviation Administration (FAA). By comparison, General Mitchell Field ranks 68th nationally with one-fifth the air traffic of Atlanta (Attachment #3). In the past seven years, Mitchell has experienced only five takeoff delays, three on September 11, 2001 (Attachment #4).

Furthermore, the three slow low-level routes available to Mitchell are not factored into Mitchell's MCI score. One of these routes can be reached within six minutes of takeoff (Attachment #5 from BRAC Website) and these routes are well suited for the mission assigned to Mitchell.

Also, Mitchell has virtually exclusive use of its low-level training routes. This is not the case in the Dobbins area where low-level training missions must be coordinated and planned well in advance because of competition among the various military units based in that part of the country. There is little or no need to coordinate the use of Mitchell's routes with other military units.

In addition, virtually all of the air space in northern Wisconsin is wide open for low-level training (See 3C of attachment # 4).

Ramp Area Serviceability

Mitchell received a score of zero out of a possible 5.98 on its airlift MCI score for this category.

It is clear that this category erroneously rewards size as opposed to efficiency of scale. The ramp at Mitchell can easily handle the eight aircraft assigned to the base. Having a larger ramp at Mitchell would be a waste of resources in terms of both construction and maintenance. Yet, by not having a larger ramp Mitchell is penalized. This category punishes efficiency.

We believe that this score should not be used to penalize Mitchell and other smaller bases.

Further, the ramp resurfacing project and alternate taxiway project are complete. Mitchell received no credit for these projects on its MCI score (Attachment # 6).

Buildable Acres for Industrial Operations

Mitchell received a score of zero out of a possible 1.96 on its airlift MCI score for this category.

The Milwaukee County Executive has written a letter indicating that there are 22 acres that could be made available for the expansion of Mitchell (Attachment # 7).

In the past, the Air Force has rejected land offered by the community for expansion.

At the July 7 BRAC regional hearing in Washington, DC the commission received testimony from the community supporting Pittsburgh ARS indicating that the community tried to purchase 53 acres for possible expansion. However, that effort was rejected by the Air Force because the mission there did not require additional land.

The same can be said for Mitchell. There is no requirement for additional land at Mitchell. This demonstrates again that smaller bases – like Mitchell – are penalized by the MCI formula established by the Air Force.

Summary

We believe Mitchell's total MCI score for airlift should have been 42.16 not 33.77 (Attachment #8). This score is better than Youngstown and Minneapolis – two Air Reserve bases that are staying open.

In addition, we believe the MCI scores do not adequately capture the true value of Mitchell's airspace and are inherently discriminatory to small bases like Mitchell.

Thank you for your attention to this matter.

Sincerely,



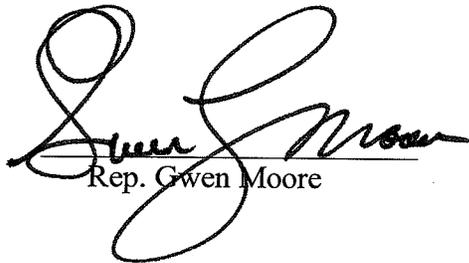
Gov. Jim Doyle



Sen. Herb Kohl



Sen. Russ Feingold



Rep. Gwen Moore



Rep. Paul Ryan

USAF BRAC 2005 - WIDGET User:85.3098 - System:safiehq02-oaprod.hq.af.mil
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Assigned To:85.15274 Base:85 Level: Base Status:Approved

You are here: Home > 37 Airfield Pavements > 37.1235 Airfield Pavements - Runway (1 of 2) > Question 1 of 6

37.1235 : For installations with active runways, can the pavement for the primary runway support the aircraft listed in the table below? Amplification (Last Update:14-Jun-04)

Recommended Source: AFCESA Pavements Evaluation Report, Record Drawings, Base General Plan

1. Primary Facility Name as Indicated in Base General Plan (e.1) (Text)	2. Controlling Feature Identifier from AFCESA Pavements Report (e.2) (Text)	3. Controlling Feature PCN (#)	4. Date of AFCESA Report (e.3) (date)	5. Type Pavement (Rigid or Flexible) (e.4) (Text)	6. ACN for F-15E at 81 Kips (#)	7. ACN for KC-135R at 323 Kips (#)	8. ACN for B-1B at 477 Kips (#)	9. ACN for F-16C/D at 38 Kips (#)
RUNWAY	1L/19R	70	21 Apr 2004	Rigid	37	51	0000	18
RUNWAY	1R/19L	34	21 Apr 2004	Rigid	0000	0000	0000	18
RUNWAY	7R/25L	70	21 Apr 2004	Rigid	37	51	0000	18
RUNWAY	7L/25R	11	21 Apr 2004	Flexible	0000	0000	0000	0000
RUNWAY	13/31	32	21 Apr 2004	Rigid	0000	0000	0000	18

Answer Seq: #511988 16-JUN-04 85.3098 CE
 Approved by Base POC.

Answer Seq: #498690 16-JUN-04 85.15274 CEC
 Base Answer.

Source Name: GDSS GIANT REPORT /

KMKE - GENERAL MITCHEL INTL	Source Date: 21 APR 2004
Source Location: RUNWAY INFORMATION SECTION	
Source Method: EXTRACTED PCN NUMBER FROM RUNWAY INFORMATION SECTION	

Functional Point of Contact Certification			
In accordance with Section 2903(c)(5) of Defense Base Closure and Realignment Act of 1990, Public Law 101-510 as amended, I certify to the best of my knowledge and belief the information provided herein is accurate and complete.			
POC Account Id	85.3098	Office Symbol	CE
Signature, Date:	Steve Lavey, 16 June 2004		
Printed Name, Phone, Title:	STEVEN LAVEY, DSN 741-5607, Base Civil Engineer		
Answer Provider Certification			
In accordance with Section 2903(c)(5) of Defense Base Closure and Realignment Act of 1990, Public Law 101-510 as amended, I certify to the best of my knowledge and belief the information provided herein is accurate and complete.			
Account Id	85.15274	Office Symbol	CEC
Signature, Date:	Linda Hybicki, 16 June 04		
Printed Name, Phone, Title:	LINDA K. HYBICKI, DSN 741-5607, CE Tech		
Show Cross-base Question Status			

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USAF BRAC 2005 - WIDGET User:85.3098 - System:safiehq02-oaprod.hq.af.mil
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Assigned To:85.15274	Base:85	Level: Base	Status:Approved
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You are here: Home > 37 Airfield Pavements > 37.1236 Airfield Pavements - Runway (2 of 2) > Question 2 of 6

37.1236 : For installations with an active runway, can the pavement for the primary runway support the aircraft listed in the table below? Amplification (Last Update:10-Jun-04)

Recommended Source: AFCESA Pavements Evaluation Report; Record Drawings, Base General Plan

1. Primary Facility Name as Indicated in Base General Plan (e.1) (Text)	2. Controlling Feature Identifier from AFCESA Pavements Report (e.2) (Text)	3. ACN for B-52 at 488 Kips (#)	4. ACN for C-17 at 585 Kips (#)	5. ACN for KC-10 at 590 Kips (#)	6. ACN for C-5B at 840 Kips (#)	7. ACN for B-747 at 870 Kips (#)
RUNWAY 13/31	N/A	122	52	67	45	75
RUNWAY 1R/19L	N/A	122	52	67	45	75
RUNWAY 7L/25R	N/A	94	68	74	50	79
RUNWAY 7R/25L	N/A	122	52	67	45	75
RUNWAY 1L/19R	N/A	122	52	67	45	75

Answer Seq: #527147	23-JUN-04	85.3098	CE
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Change approved by Base POC. Reason:Per higher headquarters guidance.

Recommended Source: AFCESA Pavements Evaluation Report; Record Drawings, Base General Plan

Answer Seq: #527092	23-JUN-04	85.3098	CE
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Change approved by Base POC. Reason:Per higher headquarters clarification.

Recommended Source: AFCESA Pavements Evaluation Report; Record Drawings, Base General Plan

Answer Seq: #511991	16-JUN-04	85.3098	CE
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Approved by Base POC.

Answer Seq: #498698	16-JUN-04	85.15274	CEC
Base Answer.			
Source Name: GDSS GIANT REPORT/KMKE - GENERAL MITCHELL INTL		Source Date: 21 APR 2004	
Source Location: IN THE RUNWAY INFORMATION SECTION			
Source Method: EXTRACTED PCN NUMBER FROM RUNWAY INFORMATION SECTION			

Functional Point of Contact Certification			
In accordance with Section 2903(c)(5) of Defense Base Closure and Realignment Act of 1990, Public Law 101-510 as amended, I certify to the best of my knowledge and belief the information provided herein is accurate and complete.			
POC Account Id	85.3098	Office Symbol	CE
Signature, Date: <i>Steven Glavey</i> 23 June 2004			
Printed Name, Phone, Title: STEVEN GLAVEY, DSN 741-5612, Base Civil Engineer			
Answer Provider Certification			
In accordance with Section 2903(c)(5) of Defense Base Closure and Realignment Act of 1990, Public Law 101-510 as amended, I certify to the best of my knowledge and belief the information provided herein is accurate and complete.			
Account Id	85.15274	Office Symbol	CEC
Signature, Date: <i>Linda Hybeck</i> 23 Jun 04			
Printed Name, Phone, Title: LINDA HYBECK, DSN 741-5607, CE Tech			

Show Cross-base Question Status

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Section 28 Real Property, Question 19 Hangars, Maintenance Facilities, and Nose Docks

orgid	1 Sorting Field ()	2 Facility # ()	3 Service Facility Cat Code ()	4 Service Facility Condition Code ()
85	HTUXHTUX00104D214425	104	214425	2
85	HTUXHTUX00104D214467	104	214467	2
85	HTUXHTUX00112A218852	112	218852	1
85	HTUXHTUX00208D211152	208	211152	1
85	HTUXHTUX00208D211157	208	211157	1
85	HTUXHTUX00217D211111	217	211111	2
85	HTUXHTUX00217D211152	217	211152	2
85	HTUXHTUX00217D211154	217	211154	2
85	HTUXHTUX00217D217712	217	217712	2
85	HTUXHTUX00218A211153	218	211153	1
85	HTUXHTUX00219A218712	219	218712	1
85	HTUXHTUX00221A211154	221	211154	1
85	HTUXHTUX00222D211152	222	211152	1
85	HTUXHTUX00222D211154	222	211154	1
85	HTUXHTUX00302A211179	302	211179	1

5 Facility Size (GSF) ()	6 Largest Door Opening Width (Ft)	7 Largest Door Opening Height (Ft)
6149	14	16
1389	14	14
4414	N/A	N/A
1338	20.5	14
11813	20.5	14
42728	163.8	26.6
20448	0	0
722	0	0
3180	0	0
2699	0	0
5280	10.2	14
1728	13.4	12.6
9005	8.2	9.7
2000	0	0
22452	204.8	26

8 Largest Unobstructed Interior Space Width (Ft)	9 Largest Unobstructed Space Height (Ft)	10 Largest Unobstructed Space Length (Ft)	11 Aircraft Tail Cut Out ()
31	25	88.5	No
18.4	15.1	46	No
23	9	64	N/A
55	30.5	100	No
30.7	8	19.9	No
172	43	232	Yes
20	13.4	36.11	No
31	13.5	112	No
30	8.7	63	No
23.4	15.9	47.5	No
28	16	84.7	No
23.9	12.9	72	No
50	14	98.4	No
26	9.3	34.8	No
87.5	40	200.9	No

12 Aircraft Tail Cut Out Height (enter 0" if hangar has no cut out) (Ft)"	13 Maximum Floor Loading (PSF)	14 Occupancy Status ()
0	125	0
0	125	0
N/A	N/A	0
0	125	0
0	125	0
41.8	250	0
0	0	0
0	0	0
0	0	0
0	0	0
0	125	0
0	125	0
0	125	0
0	0	0
0	250	0

15 Facility Type ()	16 USAF Real Property Interest Code ()	17 USAF Command Tenant Code ()	18 USAF Inventory Code ()
P	1	0M	D
P	1	0M	D
P	1	0M	A
P	1	0M	D
P	1	0M	D
P	1	0M	D
P	1	0M	D
P	1	0M	D
P	1	0M	D
P	1	0M	A
P	1	0M	A
P	1	0M	A
P	1	0M	D
P	1	0M	D
P	1	0M	A

MOFFITT, Stephen SRM (1428)

From: Willems, Clete [Clete.Willems@mail.house.gov]
Sent: Tuesday, June 14, 2005 12:46 PM
To: MOFFITT, Stephen SRM (1428)
Subject: FW: Calendar Year 2004 Operations -- Top 100 Airport Traffic Control Towers



1575.doc (224 KB)

Steve,

Here is the air tower information. MKE ranks #68. Let me know if you need clarification on the acronyms and I will inquire with the FAA.

Clete

-----Original Message-----

From: brian.langdon@faa.gov [mailto:brian.langdon@faa.gov]
Sent: Tuesday, June 14, 2005 12:39 PM
To: Willems, Clete
Subject: Calendar Year 2004 Operations -- Top 100 Airport Traffic Control Towers

(See attached file: 1575.doc)

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brian.langdon@faa.gov

TOWERS : Ranking Report

From 2004 To 2004 :: (Calendar Year)
Rank By Total Operations

RANK	RANKING FACTOR	FACILITY	ITINERANT				LOCAL		TOTAL
			AC	AT	GA	MIL	GA	MIL	
1	992471	ORD	616468	351557	24196	250	0	0	992471
2	964793	ATL	697966	254127	11187	1513	0	0	964793
3	813542	DFW	515986	277354	6536	153	13302	211	813542
4	654787	LAX	458543	179323	13997	2924	0	0	654787
5	599105	PHX	356470	136336	56811	3785	44007	1696	599105
6	566525	DEN	330659	224974	9935	951	5	1	566525
7	561933	LAS	366498	123679	69470	2200	86	0	561933
8	540727	MSP	354008	151462	32982	2249	26	0	540727
9	522641	DTW	331629	175694	14435	150	733	0	522641
10	521098	IAH	274535	227742	18601	220	0	0	521098
11	515851	CVG	177532	329193	8975	151	0	0	515851
12	502519	IAD	132028	293927	74689	1612	230	33	502519
13	474624	PHL	268724	180939	23512	1449	0	0	474624
14	467676	CLT	213800	213983	37982	1877	31	3	467676
15	448702	VNY	0	16018	297676	248	134714	46	448702
16	440437	EWR	272200	154495	13451	165	126	0	440437
17	422460	BOS	219786	171129	30667	778	97	3	422460
18	413246	SLC	129223	203103	72617	2959	5315	29	413246
19	405598	LGA	211278	182620	11179	521	0	0	405598
20	395801	MIA	307868	58688	25412	3194	437	202	395801
21	381036	MEM	212259	130805	36429	1520	6	17	381036
22	372943	SNA	90190	25683	143913	139	113018	0	372943
23	358894	SEA	250605	105377	2685	121	103	3	358894
24	357076	SFB	11945	1757	150613	713	192040	8	357076
25	356603	APA	0	51803	134656	2041	166008	2095	356603
26	353242	SFO	243440	88609	18429	2717	46	1	353242

27	340437	DVT	0	4079	137550	44	198759	5	340437
28	339762	OAK	169263	36051	78798	494	55119	37	339762
29	339670	MDW	183085	97256	58599	490	240	0	339670
30	339176	LGB	28094	7383	136933	796	165961	9	339176
31	336346	PIT	104294	200195	25205	6652	0	0	336346
32	332816	JFK	287183	38679	6630	324	0	0	332816
33	326470	MCO	233870	67863	24201	476	60	0	326470
34	320275	HNL	174903	57677	66439	16825	4155	276	320275
35	315336	FLL	173540	68495	72568	629	98	6	315336
36	309460	ANC	127595	84458	84525	5934	6946	2	309460
37	309246	BWI	218262	51941	32790	984	5090	179	309246
38	300594	DAB	5404	5161	235397	1094	53529	9	300594
39	299059	BFI	10404	58994	135865	1417	92116	263	299059
40	289707	STL	120518	144211	18362	5394	940	282	289707
41	285444	RVS	0	1352	127960	42	156057	33	285444
42	272855	PRC	1	5416	89082	552	177662	142	272855
43	271480	DCA	154222	113547	3446	265	0	0	271480
44	266266	GFK	4836	25980	72020	289	163124	17	266266
45	264233	CLE	80526	168602	14500	417	183	5	264233
46	263495	PDX	129320	93760	29687	6757	3512	459	263495
47	262009	FFZ	119	9398	126211	3843	122102	336	262009
48	253154	TUS	39804	18322	71271	28855	76076	18826	253154
49	249291	DAL	85097	43899	118287	2008	0	0	249291
50	248861	RDU	77293	111486	55330	3687	801	264	248861
51	245275	TPA	148102	55486	40560	601	526	0	245275
52	245102	HOU	110935	46126	86119	285	1631	6	245102
53	240483	IWA	982	6679	71459	6115	149492	5756	240483
54	236794	BNA	116137	59209	53800	4394	3206	48	236794
55	233079	CHD	0	2530	61626	41	168850	32	233079
56	230095	CMH	45951	119008	59665	1318	4123	30	230095
57	229673	MYF	0	3950	130051	282	95350	40	229673
58	227747	PHF	12055	12438	59290	19320	77132	47512	227747
59	225416	PTK	2681	15723	96282	190	110536	4	225416
60	222570	TEB	366	77527	144388	198	90	1	222570
61	222243	SAT	89539	29619	89201	8223	4803	858	222243

62	222205	SJC	126662	32550	46556	115	16322	0	222205
63	221850	AUS	92886	29564	79768	9408	5148	5076	221850
64	217775	VGT	0	46423	70433	206	100667	46	217775
65	215211	SAN	146270	48190	16297	1711	2025	718	215211
66	215106	MMU	0	10599	133146	216	71141	4	215106
67	212752	DWH	0	2324	79919	1874	128065	570	212752
68	212655	MKE	67393	117554	23545	2950	1187	26	212655
69	212565	IND	80637	97500	32962	1448	18	0	212565
70	212246	FXE	0	13684	150216	50	48184	112	212246
71	211725	PDK	28	16508	141295	344	53547	3	211725
72	208818	PIE	13502	7089	92885	11033	77067	7242	208818
73	208159	SEE	0	11	77443	202	130456	47	208159
74	207866	CRQ	7	14445	124213	1476	67664	61	207866
75	206540	SJU	106188	64238	33983	2110	21	0	206540
76	204651	FRG	177	7461	99390	417	97189	17	204651
77	203802	RHV	0	1	75544	2	128253	2	203802
78	202681	SDL	8	11055	115900	423	75264	31	202681
79	201885	LVK	0	1750	81380	559	117990	206	201885
80	199108	PBI	58875	39071	96377	1207	3484	94	199108
81	197868	DPA	87	6156	102061	156	89408	0	197868
82	197657	ABQ	74366	49860	41353	21053	3343	7682	197657
83	193782	HPN	5909	67121	103875	97	16774	6	193782
84	192853	HIO	0	8287	72446	852	111250	18	192853
85	191731	PAO	0	839	74780	4	116078	30	191731
86	191516	MRI	0	14877	77730	12	98895	2	191516
87	187807	BJC	14	4719	83707	457	98055	855	187807
88	185754	FPR	0	1054	102177	79	82345	99	185754
89	184998	LIT	25524	35894	70985	10551	10300	31744	184998
90	184361	TMB	0	2802	87575	54	93645	285	184361
91	182926	POC	6	1299	95992	232	85324	73	182926
92	181347	TOA	28	255	102765	1636	76548	115	181347
93	180682	BED	410	23658	94741	1144	60678	51	180682
94	178431	ICT	16774	43572	81924	5962	24219	5980	178431
95	177333	TIX	5	1964	57156	212	117978	18	177333
96	176668	ISP	25037	8633	71935	1622	68326	1115	176668

97	175302	COS	18479	30681	46431	18139	45797	15775	175302
98	174114	CRG	0	6618	86144	11999	68913	440	174114
99	172099	BUR	56280	31490	59904	309	24104	12	172099
100	170012	CPS	0	9067	59650	348	100911	36	170012