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DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
2521 CLARK STREET, SUITE 600
ARLINGTON, VIRGINIA 22202
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MEMORANDUM OF MEETING

DATE: 29 July 2005

TIME: 11:00

MEETING WITH: Air Force BRAC and C-130 Programming Personnel

SUBJECT: Recommended realignments of C-130 Installations

PARTICIPANTS:

Guests:

Name	Title	Organization	Telephone Number	Email Address
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MEETING SUMMARY: BRAC staff interested in realignment or closure of C-130 facilities met with Air Force BRAC and programming staff to seek clarification and solicit additional information relative to the C-130 recommendations. In general the meeting was very useful for understanding the rationale for the Air Force recommendations. Specific items of discussion are provided in the following sections.

Affect of C-130J cancellation on recommendations: The relative C-130 scenarios demonstrate an increase in aircraft relocations to Little Rock AFB after 6 January. This roughly coincides with the cancellation of the C-130J program with PBD-753 dated 23 December 2005. When asked how this document influenced the scenario recommendations, Lt. Col. Freeland stated that the document did not influence the number of aircraft recommended for a certain location but that it did influence the model allocation.

Rationale for putting a 16 PAA Air Force Reserve/Active Duty associate unit at Pope AFB, NC: Lt. Col. Johansen stated that the Air Force wanted to realign Pope AFB with no aircraft remaining on the facility. He referenced Major General Heckman in stating that the 16 aircraft were left on Pope AFB to fulfill a request from the Army. Air Force Reserve Command (AFRC) apparently saw an opportunity to fill a mission there and supported the creation of the associate unit. BRAC staff requested specific information pertaining to the savings to be realized by not having aircraft permanently stationed at Pope AFB relative to the increased cost of having additional aircraft flown in to meet the training missions.

Rationale for consolidating C-130s at Little Rock AFB, AR: The rationale for consolidating the Active Duty C-130 fleet at Little Rock AFB is based on the age of the C130Es and C-130Hs and the active duty C-130 deployment rates. Like the C-130Es, the C-130Hs are starting to have problems with cracked wing boxes. There is a three year lead period to get the cracked wing boxes repaired at a cost of \$10 million per plane. Consolidating the active duty C-130 fleet at a central location facilitates taskings to even the flight hours of individual aircraft. It also promotes the ability of maintenance personnel to cannibalize aircraft for parts.

* Denotes individual responsible for completing the memorandum

POINT PAPER

PITTSBURGH IAP ARS JA/ATT MISSIONS

Purpose:

Address the ability of the 911th Airlift Wing to support multiple Army and Navy units with 1-day Joint Airborne/Air Transportability Training (JA/ATT) missions. See map on last page.

Discussion:

The 911AW has always been a committed participant in JA/ATT missions. Over the years we have taken advantage of our base's proximity to Army and Navy JA/ATT users. Our location allows us to fly "out-and-back" missions to multiple users' locations. An "out-and-back" is one in which we can accomplish the mission in one day or evening, without staying overnight. Traditional Reservists (TR) can fly an "out-and-back" after working their civilian job and then returning home in time to get a night's sleep and continue back with their civilian careers the following day. In addition this paper will discuss two regularly scheduled JA/ATTs that involve a single overnight. User locations to be discussed are: Pope AFB/Mackall AAF, NC, Fort Campbell AAF, KY, Wheeler-Sack AAF, Fort Drum, NY, Norfolk NAS, VA, Quartermaster Corps, Fort Lee, VA, and Natick Labs, MA. Camp Atterbury, IN and the Alpena/Grayling AAF, MI will not be covered in this paper because they are not used as regularly as the previously mentioned bases, but are sites within an hour of Pittsburgh where we have conducted JA/ATT missions in the past.

Pope AFB/Mackall AAF

- Missions are flown in support of either the 82nd Airborne Division or the XVIII Airborne Corps or the Combat Control Teams (CCT) at Pope
- Enroute time from Pittsburgh IAP ARS to landing is approximately 1 ½ hours
 - Normally flown in high level Station Keeping Equipment (SKE) formation
 - This positioning leg has also been flown as high-low profile and low-level profiles
- Typical mission includes 2 to 3 aircraft loading 60 jumpers each
 - Fly a low level formation to a dropzone in Ft. Bragg's range, performing multiple passes
 - Recover back to Pope AFB/Mackall AAF to load a second lift, with multiple passes
 - Drop remaining personnel at Pope AFB/Mackall AAF and return to 911AW single ship
- * **Accomplishments:**
 - 240 to 360 paratroopers dropped, training gained by Army and Air Force
 - High-level SKE formation training
 - Low-level formation training
 - No impact on civilian employment

Fort Campbell AAF

- Missions are flown in support of 101st Airborne Division
- Enroute time from Pittsburgh IAP ARS to landing is approximately 1 ½ hours
 - Normally flown in high level Station Keeping Equipment (SKE) formation

- This positioning leg has also been flown as high-low profile and low-level profiles
- Typical mission includes 1 to 2 aircraft loading 30-60 jumpers each
 - Fly a low level formation to a dropzone in Ft. Campbell's range, performing multiple passes
 - Recover back to Ft. Campbell AAF to load a second lift, with multiple passes
 - Drop remaining personnel at Ft. Campbell AAF and return to 911AW single ship
- * **Accomplishments:**
 - 60 to 240 paratroopers dropped, training gained by Army and Air Force
 - High-level SKE formation training
 - Low-level formation training
 - No impact on civilian employment

Wheeler-Sack AAF, Fort Drum

- Missions are flown in support of 10th Mountain Division
- Enroute time from Pittsburgh IAP ARS to landing is approximately 1 hour
 - Normally flown in high level Station Keeping Equipment (SKE) formation
 - This positioning leg has also been flown as high-low profile and low-level profiles
- Typical mission includes 1 to 2 aircraft loading 30-60 jumpers each or equipment
 - Fly a low level formation to a dropzone in Ft. Drum's range, performing multiple passes
 - Recover back to Wheeler-Sack AAF to load a second lift, with multiple passes
 - Drop remaining personnel at Wheeler-Sack AAF and return to 911AW single ship
- * **Accomplishments:**
 - 60 to 240 paratroopers dropped, training gained by Army and Air Force
 - Heavy equipment (HE) and Container Delivery System (CDS) drop training
 - High-level SKE formation training
 - Low-level formation training
 - No impact on civilian employment

Norfolk NAS

- Missions are flown in support of the Navy SEALs
- Enroute time from Pittsburgh IAP ARS to landing is approximately 1 hour
 - Normally flown as high level single-ship
- Typical mission includes 1 aircraft loading a Seal Team and equipment
 - Fly a low level formation to a water dropzone off Virginia's coast
 - Drop remaining personnel at Norfolk NAS and return to 911AW
- * **Accomplishments:**
 - Seal Team dropped, training gained by Navy and Air Force
 - Combat Rubber Raiding Craft (CRRC) dropped
 - Low-level route training
 - This is normally a daytime mission and would require a TR to take leave from their civilian employer (unless they were working a night shift)

Quartermaster Corps, Fort Lee

- Missions are flown in support of the Army Quartermaster Corps at Fort Lee, VA

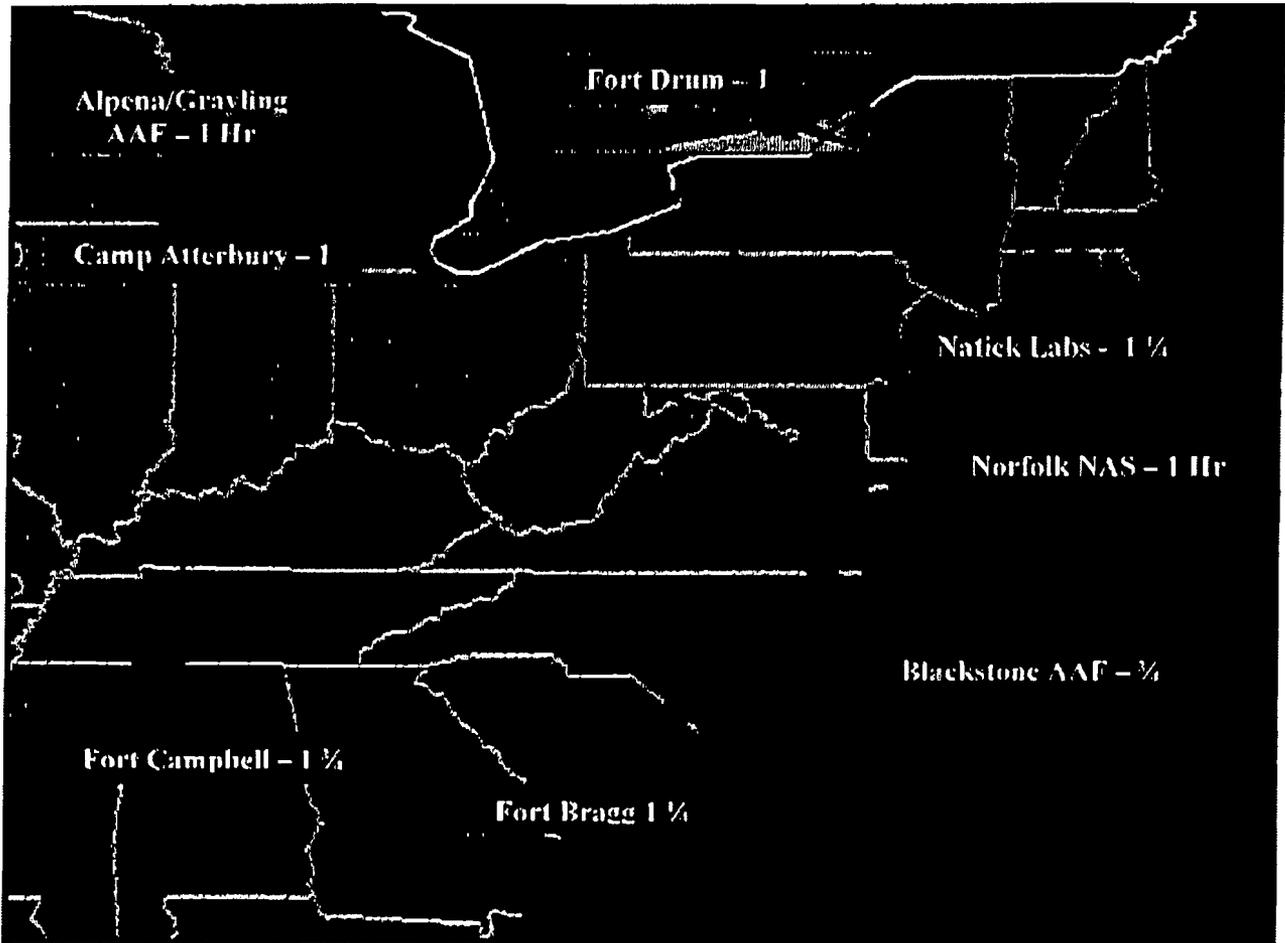
- Enroute time from Pittsburgh IAP ARS to landing at Langley is approximately 1 hour
 - Normally flown as high level single-ship
- Typical mission includes 1 aircraft loading HE, CDS and paratroopers
 - Fly a low level route to Blackstone DZ on Blackstone AAF, VA
 - Drop HE; fly racetrack to a CDS drop; then multiple personnel drop passes
- * **Accomplishments:**
 - Quartermaster Corps training on rigging and loading airdrop loads
 - All required drops for 6-month training period accomplished for Air Force crew
 - Low-level route training
 - The Quartermaster Corps requires this to be a single overnight mission. They load the aircraft upon arrival on the afternoon of the first day. The airdrops are accomplished the following morning.
 - TRs would be forced to take, at a minimum, 1½ days of leave from their jobs
 - The outstanding point here is that all airdrop requirements for the training period are accomplished on this mission

Natick Labs, MA

- Missions are flown in support of the Natick Labs tests
- Enroute time from Pittsburgh ARS to landing at Westover ARB is approximately 1½ hours
 - Normally flown as high level single-ship; has been flown low level through LATN area
- Typical mission includes 1 aircraft loading test HE or CDS and paratroopers
 - Fly a low level route to Bean Bag DZ on Westover ARB, MA
 - Drop HE or CDS; then multiple personnel drop passes
- * **Accomplishments:**
 - Natick Labs testing accomplished and personnel training drops completed
 - Low-level route training
 - This mission can had has been flown as a single day mission but normally departs the previous night and supports the 439 AES unit at Westover ARB
 - TRs would be forced to take one day of leave to support the Natick portion of the mission

See map on next page.

911th Airlift Wing "Out-and-Back" JA/ATT Missions



JA/ATT Missions Scheduled Jun 02 - Jun 05

Location	MAJCOM	Unit	JA/ATT Missions Scheduled	Missions for 82nd Airborne	Aircraft for 18th Airborne Corps	Missions for 82nd Airborne Div	Aircraft for 82nd Airborne Division	Missions Supporting Both	Total Aircraft	Avg A/C per month to
Pope	AMC	43 AW	368	97	203	105	145	202	348	9.4
Pittsburgh	AFRC	911 AW	178	24	66	5	8	29	74	2.0
Dyess ³	AMC	317 AG	282	7	7	33	38	40	45	1.2
Charlotte	ANG	145 AW	98	2	2	21	22	23	24	0.6
Yeager	ANG	130 AW	40	6	19	3	5	9	24	0.6
Milwaukee	AFRC	440 AW	120	9	13	1	1	10	14	0.4
Little Rock	AMC	314 AW	19	2	8	3	6	5	14	0.4
Niagara	AFRC	914 AW	126	9	9	2	3	11	12	0.3
Quonset ⁴	ANG	143 AW	28	10	12	0	0	10	12	0.3
Youngstown	AFRC	910 AW	154	4	7	2	4	6	11	0.3
Willow Grove	AFRC	913 AW	170	5	2	13	8	18	10	0.3
Keesler ⁴	AFRC	403 AW	58	8	7	3	3	11	10	0.3
Dobbins	AFRC	94 AW	108	4	3	2	6	6	9	0.2
Martinsburg	ANG	167 AW	104	0	0	7	9	7	9	0.2
Nashville	ANG	118 AW	43	4	8	0	0	4	8	0.2
Louisville	ANG	123 AW	77	3	3	5	2	8	5	0.1
Mansfield	ANG	179 AW	40	4	4	1	1	5	5	0.1
Selfridge	ANG	171 AS	51	0	0	2	3	2	3	0.1
Maxwell	AFRC	908 AW	133	1	2	0	0	1	2	0.1
Peoria	ANG	182 AW	62	1	1	1	1	2	2	0.1
New Castle	ANG	166 AW	26	0	0	2	2	2	2	0.1
Savannah	ANG	165 AW	65	0	0	0	0	0	0	0.0
Martin State ⁴	ANG	135 AS	1	0	0	0	0	0	0	0.0

Statistics extracted from JA/ATT Annex C. Period covered from Jun 2002 through Jun 2005 (37 Months). Scheduled missions does not take into account cancellations due to weather, maintenance, etc. Assumed level playing field for all due to OIF and OEF commitments.

Extracted numbers only include JA/ATT missions providing support to 18th Airborne Corps and 82 Airborne Division at Fort Bragg.

Aircraft numbers are those assigned to the mission. It does not take into account a single aircraft assigned to a multi-day mission.

Conversion to C-130J and associated airdrop restrictions may have affected JA/ATT participation.

Cost Analysis of Pope AFB closing versus additional costs incurred by supporting Fort Bragg training from ARC within 2 hour flying radius

1. Average aircraft per month supplied by 43 AW supporting 18 th Airborne Corps and 82 nd Airborne Division ¹	9.4
2. Total aircraft supplied for one year	
3. Additional round trip flying hours to support missions from ARC C-130 bases	113
	4.0
4. Total additional flying hours per year ²	
5. Average AFRC Cost Per Flying Hour (CFPH) ³	452
6. Total yearly cost	\$1857
	\$839,364

1 See attached spreadsheet with JA/ATT Annex C extracted data.

2 These hours are already allocated into the ARC's budget. "Additional" refers to hours flown that would not be flown by aircraft stationed at Pope AFB.

3 See attached spreadsheet with AFRC/LGQP CPFH figures.

**COBRA Model Excursions 5 (Jul 21, 1320 Eastern)
Pittsburgh BRAC Task Force**

At the request of the task force, a series of excursions using the COBRA data supporting the Department of Defense (DoD) recommendations that impact Pittsburgh International Airport (IAP) and area units were completed.

1. Excursion Name: Pittsburgh Actions Only.

- a. Overview: The purpose of the excursion was to determine the costs and savings associated only with actions directly attributable to the 911th Airlift Wing's (AW) closure and distribution of its aircraft and personnel.
- b. Baseline COBRA File: USAF 0122V3 (316.3).
- c. Modification to AF COBRA assumptions: Deleted all actions, costs and savings other than those directly associated with the closure of the 911th AW and distribution of its aircraft and personnel.
- d. Result: The changes in significant cost/savings data are displayed in the table below with the most significant presented in **bold font**. The AF Recommendation COBRA data is presented in the first row for comparison to the Excursion results displayed in the second row in **blue**. This row displays the cost/savings results from the COBRA Model for only the actions associated with the 911th AW.

Scenario	Payback Period (Years)	Costs/Savings (\$K)*				
		20 - Year NPV	1-Time	Personnel (2006 - 2011)	Total (2006 - 2011)	Annual Total Recurring
USAF 0122V3 (316.3)	Immediate	-2,706,756	90,101	-772,995	-815,558	-200,497
Community Excursion 1	3	-144,323	47,169	-36,464	-1,715	-14,626

* Negative numbers represent savings.

- e. Discussion: As the comparison demonstrates, the Pittsburgh Only action is a part of the scenario that generates costs, but the 3-year payback still makes it financially attractive.

C130H FY04 CPFH Final Execution Rates	
Unit	BQ/FAS
Milwaukee	\$1,722
Niagara	\$1,956
Maxwell	\$2,224
Dobbins	\$2,145
Peterson	\$1,709
Youngstown	\$1,751
Pittsburgh	\$1,494
	\$1,857
	Average CPFH

Notes:

Command funded @ \$2699 total CPFH Rate
CPFH execution rates are based upon total costs divided by total flying hours flown
BQ is the Accounting System used to report total costs, i.e. DLRs, Consumable items,
CPFH GPC FAS "Purple Hub" is the system used to report Aviation fuel consumption
and costs Minn-St Paul not reflected, unit had C130E acft in FY04