



Norm Archibald
Mayor

August 10, 2005

The Honorable Anthony J. Principi
Chairman
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Chairman Principi:

I am writing in support of (1) the DoD recommendation to transfer the B-1s from Ellsworth AFB to Dyess AFB and (2) keeping the two existing C-130 squadrons at Dyess.

The DoD analyses for bombers and airlift clearly establish that the B-1s should be consolidated at Dyess and the C-130s should remain. See Exhibits 1 and 2.

Bomber Bases	Rank	Score	Airlift Bases	Rank	Score
Dyess	20	56.7	Dyess	11	65.96
Ellsworth	39	50.81	Little Rock	17	63.25
			Peterson	30	57.2
			Elmendorf	51	51.6

The DoD certified data show that Dyess has the necessary ramp space for all the B-1s and up to 35 C-130s. Exhibit 3. The Air Force recently confirmed this is in a July 15, 2005 Inquiry Response in which it stated that Dyess is "able to support 66 [B-1] aircraft without moving the 28 currently assigned C-130s from the field." Exhibit 4.

Dyess has successfully hosted the C-130s for over 40 years and the B-1 for 20 years. Dyess has excellent training infrastructure for the C-130s, including drop zones, assault strips and low level routes. Dyess also has extensive training ranges for the B-1s. See Exhibit 4.

The DoD certified data also show that there will be substantial cost savings in having the B-1 fleet at Dyess and keeping the C-130s there. The DoD determined there will be \$1.8 billion in overall savings in consolidating the B-1 fleet, one of the largest cost savings of all the DoD recommendations. Exhibit 5. A Commission decision to approve the DoD recommendation for the B-1 fleet will ensure that the Air Force obtains these significant savings. A Commission decision to disapprove the DoD recommendation will require the Air Force to bear substantial costs year in and year out at the expense of important programs needed for our national defense.

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Page 2

With respect to MILCON costs, we understand that the MILCON costs to consolidate the B-1s at Dyess and keep the C-130s there will be less than the MILCON costs to consolidate the B-1s at Dyess and move the C-130s to the three other bases. The DoD will also save money by not having to transfer 1,680 C-130 personnel from Dyess to the other three bases. Furthermore, the COBRA Model determined that it would require 1,905 additional personnel at Little Rock, Peterson and Elmendorf to do the work of the 1,680 C-130 personnel at Dyess. The Air Force could save the annual costs of the 225 personnel by simply keeping the C-130s at Dyess. Exhibit 6.

In summary, consolidating the B-1s at Dyess and keeping the C-130s at Dyess is fully supported by the BRAC selection criteria and substantial cost savings. I respectfully urge the Commission to approve this approach.

Sincerely,



Norm Archibald
Mayor

cc: The Honorable James H. Bilbray
The Honorable Philip Coyle
Admiral Harold W. Gehman, Jr. (USN, Ret)
The Honorable James V. Hansen ✓
General James T. Hill (USA, Ret)
General Lloyd W. "Fig" Newton (USAF, Ret)
The Honorable Samuel K. Skinner
Brigadier General Sue E. Turner (USAF, Ret)
Frank Cirillo
Kenneth L. Small
Art Beauchamp
Dr. Michael H. Flinn, Ph.D.

Bomber

Rank	Base	Bomber	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
1	Seymour Johnson AFB	78.41	80.55	75.14	80.45	85.03
2	Eglin AFB	70.16	62.88	69.82	100	90.39
3	Nellis AFB	68.33	70.74	70.39	54.77	43.94
4	Edwards AFB	68.23	65.51	71.06	75.87	40.87
5	Robins AFB	66.62	62.78	67.36	76	87.45
6	Pope AFB	66.54	75.85	60.66	43.27	86.08
7	Shaw AFB	62.97	67.99	53.19	74.79	85.64
8	Moody AFB	62.36	69.98	48.06	79.47	91.37
9	Langley AFB	62.02	76.3	42.84	72.12	77.2
10	MacDill AFB	61.87	66.44	50.18	85.77	76.56
11	Charleston AFB	61.01	64.68	50.88	82.49	75.49
12	Tyndall AFB	60.8	67.54	49.79	68	90.98
13	Barksdale AFB	60.74	42.61	70.82	97.29	80.79
14	Tinker AFB	60.4	65.22	49.77	75.96	85.8
15	March ARB	58.79	64.12	61.12	27.89	45.41
16	Hill AFB	58.73	45.5	66.3	83.39	77.82
17	Mountain Home AFB	58.44	49.99	62.13	79.54	68.58
18	Andrews AFB	57.19	62.12	50.65	65.5	41.74
19	Hurlburt Field	56.79	63.33	49.8	48.05	87.18
20	Dyess AFB	56.7	51.2	58.78	68.18	77.64
20	Indian Springs AFS	56.7	69.99	47.03	38.84	43.94
22	Holloman AFB	56.57	56.48	54.1	62.59	75.23
23	McConnell AFB	56.28	52.88	61.83	44	75.83
24	Whiteman AFB	56.03	40.12	66.54	80.97	74.42
25	Little Rock AFB	55.78	45.87	59.48	78.03	88.12
26	Kirtland AFB	55.27	54.99	51.65	67.96	69.56
27	Davis-Monthan AFB	54.24	46.78	60.73	57.21	71.89
28	Altus AFB	53.79	56.06	41.75	86.47	80.99
29	McEntire AGS	53.76	66.96	41.86	34.56	85.19
30	Beale AFB	53.29	41.7	63.42	67.18	42.78
31	Luke AFB	52.87	57.37	49.63	41.64	68.92
32	Fairchild AFB	52.78	42.42	56.94	77.86	73.99
33	Jacksonville IAP AGS	52.71	68.04	39.34	31.25	77.87
34	Dover AFB	52.25	56.13	49.91	40.99	64.93
35	Eielson AFB	52.12	52.76	46.54	81.32	16.54
36	Columbus AFB	51.5	51.47	46.44	61.78	94.97
37	Homestead ARS	51.44	46.37	58.47	44.96	53.65
38	Richmond IAP AGS	51	72.78	34.31	13.98	75.18
39	Ellsworth AFB	50.81	32.52	63.44	74.92	81.32
40	Patrick AFB	50.47	63.35	35.27	50.22	66.83
41	Savannah IAP AGS	49.22	66.38	33.66	26	84.65
42	Maxwell AFB	47.77	66.39	30.85	22.86	85.68
43	McGuire AFB	47.61	38.54	54.18	64.69	37.26
44	Dannelly Field AGS	47.39	65.89	30.85	21.36	85.51
45	Sheppard AFB	47.32	53.91	40.52	37.03	80.04
46	Travis AFB	46.72	39.57	58	38.42	24.22
47	Wright-Patterson AFB	46.06	34.29	51.12	72.32	74.09
48	Charlotte/Douglas IAP AGS	46.03	64.45	31.32	13.38	81.48

Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
1	Eglin AFB	79.43	72.45	81.55	100	90.39
2	Seymour Johnson AFB	78.03	71.25	83.82	83.34	85.03
3	Charleston AFB	74.09	64.57	83.15	79.91	75.49
4	Barksdale AFB	72.43	52.92	87.48	97.7	80.79
5	Altus AFB	71.3	64.97	73.95	87.04	80.99
6	Pope AFB	69.99	71.21	73.4	46.19	86.08
7	Hurlburt Field	69.61	75.12	67.11	50.15	87.18
8	Tinker AFB	68.62	55.2	80.62	76.23	85.8
9	Shaw AFB	67.7	71.86	59.5	78.12	85.64
10	Eielson AFB	67.34	61.25	73.03	84.43	16.54
11	Dyess AFB	65.95	54.87	76.82	68.94	77.64
12	Holloman AFB	65.78	61.34	70.94	62.43	75.23
13	Edwards AFB	65.53	55.18	75.19	79.33	40.87
14	Fairchild AFB	64.22	52.54	72.85	79.72	73.99
15	Nellis AFB	63.95	59.85	72.31	53.08	43.94
16	Robins AFB	63.89	52.22	71.87	78.5	87.45
17	Little Rock AFB	63.25	49.25	73.05	80.66	88.12
18	Andrews AFB	62.05	54.38	70.4	67.79	41.74
19	Tyndall AFB	61.75	68.65	50.88	67.84	90.98
20	MacDill AFB	60.12	47.48	66.41	88.14	76.56
21	Maxwell AFB	59.9	70.78	55.31	22.48	85.68
22	March ARB	59.86	56.53	71.33	31.15	45.41
23	Mountain Home AFB	59.77	46.58	68.64	81.35	68.58
24	Ellsworth AFB	59.4	42.43	72.78	76.53	81.32
25	McEntire AGS	59.35	71.7	49.85	35.48	85.19
26	Hill AFB	58.83	45.27	66.57	84.33	77.82
27	McChord AFB	57.95	49.64	71.78	38.95	57.08
28	Whiteman AFB	57.82	39.47	71.25	82.33	74.42
29	Columbus AFB	57.51	53.22	58.08	65.55	94.97
30	Peterson AFB	57.2	58.4	59.78	39.75	61.91
31	Langley AFB	56.57	53.37	54.97	72.81	77.2
32	Key Field AGS	56.39	64.14	50.02	42.43	75.4
33	Charlotte/Douglas IAP AGS	56.27	70.45	49.46	12.94	81.48
34	Dover AFB	56.06	48.75	66.73	43.17	64.93
35	Davis-Monthan AFB	55.89	45.11	66	59.49	71.89
36	Grissom ARB	55.66	42.59	68.46	58.32	73.25
37	Kirtland AFB	55.47	49.12	58.01	70.63	69.56
38	Sheppard AFB	55.21	60.81	52.33	35.24	80.04
39	McConnell AFB	54.65	45.85	65.92	43	75.83
40	Beale AFB	54.63	38.4	70.78	65.31	42.78
41	Buckley AFB	54.62	56.16	52.45	56.83	53.78
42	Minot AFB	54.34	39.7	65.42	70.91	73.42
43	Wright-Patterson AFB	54.27	44.62	58.95	74.34	74.09
44	Travis AFB	53.86	41.24	72.89	40.31	24.22
45	Luke AFB	52.17	50.43	55.68	41.35	68.92
46	Westover ARB	52	42.8	58.47	68.13	49.23
47	Forbes Field AGS	51.93	43.85	61.74	42.08	77.32
48	McGuire AFB	51.8	39.42	62.51	67.95	37.26
49	Moody AFB	51.72	52.29	41.64	81.05	91.37
50	Ellington Field AGS	51.65	47.25	53.91	60.12	61.2
51	Elmendorf AFB	51.6	29.97	70.05	85.17	8.86
52	Birmingham IAP AGS	50.93	53.99	48.35	40.7	77.96

Dyess AFB Overview

DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
 NOT RELIABLE UNDER PAA

As of	30 Sep 2005	30 Sep 2011
Assigned Weapon System Type(s) (MDS)	B-1	B-1
Total PAA	35	35
# Flying Squadrons	3	3
Total Available Aircraft Parking spaces	66	66
Unused Aircraft Parking Spaces	31	31
Template used		B-1
Standard PAA per squadron		12

ACC, 24 Aug 04 Information As of Aug 04
Integrity - Service - Excellence

**Dyess AFB
 Tenant Flying Units**

DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
 NOT RELIABLE UNDER PAA

As of	30 Sep 2005	30 Sep 2011			
Tenant Flying Unit	Type AC (MDS)	# Aircraft	# Parking Spaces Unused	# Aircraft	# Parking Spaces Used
AMC Airlift Wing	C-130	28	7	28	7

ACC, 24 Aug 04 *Integrity - Service - Excellence*

DCN 4943

Clearinghouse:

1. During the recent BRAC Commissioners visit to Ellsworth AFB, SD it was discovered that the Air Force underestimated the square footage capability at Ellsworth by 80,000 sq feet. Please validate this?
2. Assuming that the square footage was underestimated, what is the impact, if any, on the MCI scoring for Ellsworth given this added capacity? Does it improve? If so, by how many points?
3. In discussion with Ellsworth personnel and the Ellsworth community, as well as our own analysis we determined that Ellsworth AFB has the basic capacity to beddown all 67 B-1 Bombers in the Air Force fleet with a MILCON investment of about \$69M. While the MILCON cost to prepare Dyess to receive the consolidated B-1 Fleet is \$124M. Can you also confirm this? If so, why not consolidate the B-1 fleet at Ellsworth given this cost savings?
4. The attached map provides a perspective on placement of the B-1 on the Ellsworth flightline, as you can see the capacity is there for all 67 B-1s.

DCN 4943

15 July 2005

Inquiry Response

Re: BI-0134 (CT-0547) Ellsworth AFB

Requester: Defense Base Closure & Realignment Commission (Mr Arthur Beauchamp)

Question 1: During the recent BRAC Commissioners visit to Ellsworth AFB, SD, it was discovered that the Air Force underestimated the square footage capability at Ellsworth by 80,000 sq feet. Please validate this?

Response: We are unable to address the underestimated square footage capability at Ellsworth because it is not qualified as to type of square footage. If the square footage of the installation is incorrect by 80,000 square feet, it was an installation reporting error. However, even without the error, it would not change the relative MCI ranking of Ellsworth AFB.

Question 2: Assuming that the square footage was underestimated, what is the impact, if any, on the MCI scoring for Ellsworth given this added capacity? Does it improve? If so, by how many points?

Response: A review of Mission Compatibility Indexes (MCIs) shows Ellsworth AFB received maximum credit for the following attributes that involve square footage/yardage: runways (Question 9), and ramp area and serviceability (Question 8). The square footage reflected by Ellsworth's ability to hangar large aircraft (Question 19) resulted in an installation effective score of 1.46, 1.45 points less than the 2.91 maximum effective score. If the installation had scored the maximum points for the ability to hangar large aircraft, the difference in bomber MCI scores between Ellsworth (48.55) and Dyess (59.85) would be reduced from 11.35 points to 9.90 points. An increase in square footage, therefore, would not result in a revised recommendation to the Commission.

Question 3: In discussion with Ellsworth personnel and the Ellsworth community, as well as our own analysis we determined that Ellsworth AFB has the basic capacity to beddown all 67 B-1 Bombers in the Air Force fleet with a MILCON investment of about \$69M. While the MILCON cost to prepare Dyess to receive the consolidated B-1 Fleet is \$124M. Can you also confirm this? If so, why not consolidate the B-1 fleet at Ellsworth given this cost savings?

Response: Air Combat Command presented its capacity brief to the BCEG the week of 24 August 04. The \$66.7M was the cost briefed to the BCEG to prepare Ellsworth to receive 2 additional squadrons of B-1s. Ellsworth was presented as capable of receiving 71 B-1s, but as the ramp laydown presented to the Commission clearly shows, the parking density would be extremely problematic. Hangar access and taxiways are blocked. All available ramp space, regardless of location, is completely full making airfield management difficult. No mention is made as to whether the parking plan presented to the Commission conforms to ACC standards for clearance and jet blast considerations.

Dyess AFB, by comparison, was briefed as able to support 66 aircraft without moving the 28 currently assigned C-130s from the field. COBRA estimated \$124M to move 2 B-1 squadrons to Dyess, and that was the figure on which the BCEG based its recommendation. ACC concluded

DCN 4943

15 July 2005

Inquiry Response

Re: BI-0134 (CT-0547) Ellsworth AFB

its site survey of Dyess AFB, 24 June 2005, and estimated \$159M to implement the Air Force recommendation.

Bomber MCI scores clearly indicate Dyess is the best B-1 bomber installation. Dyess has FAA approved training airspace volume 2.3 times that available at Ellsworth AFB giving it a 4.36 effective score advantage. It has superb low level access giving it a 9.10 point lead in the bomber MCI over Ellsworth. The range complex within 300NM also gave Dyess a 3.12 point advantage. Attached are two graphics that depict the airspace for both Ellsworth AFB and Dyess AFB for comparison. This operational environment would be complex and difficult to replicate at other locations and is geographically connected to the installation.

The costs briefed by ACC in its capacity brief for both Ellsworth AFB and Dyess AFB cannot be equivalently compared. The cost estimate for adding two squadrons to Ellsworth AFB does not include the significant base operations support bill or infrastructure build that would be required to host the added aircraft or manpower for a mission increase. The Ellsworth AFB ramp laydown presented to the Commission further confirms the difficulty of basing the entire B-1 fleet at Ellsworth. On the other hand, the 29 June 2005 ACC site survey of Dyess AFB reports the entire B-1 fleet can be comfortably bedded down with room to spare. The Dyess AFB COBRA estimate and subsequent ACC site survey provide the accuracy needed to confidently support the DoD beddown recommendation.

Ultimately, military judgment led the BCEG to weigh the operational advantage of keeping Dyess AFB as the premier B-1 installation against cost and concluded the Dyess AFB airspace and training environment is well worth the investment to train and employ the B-1 fleet.

Approved.



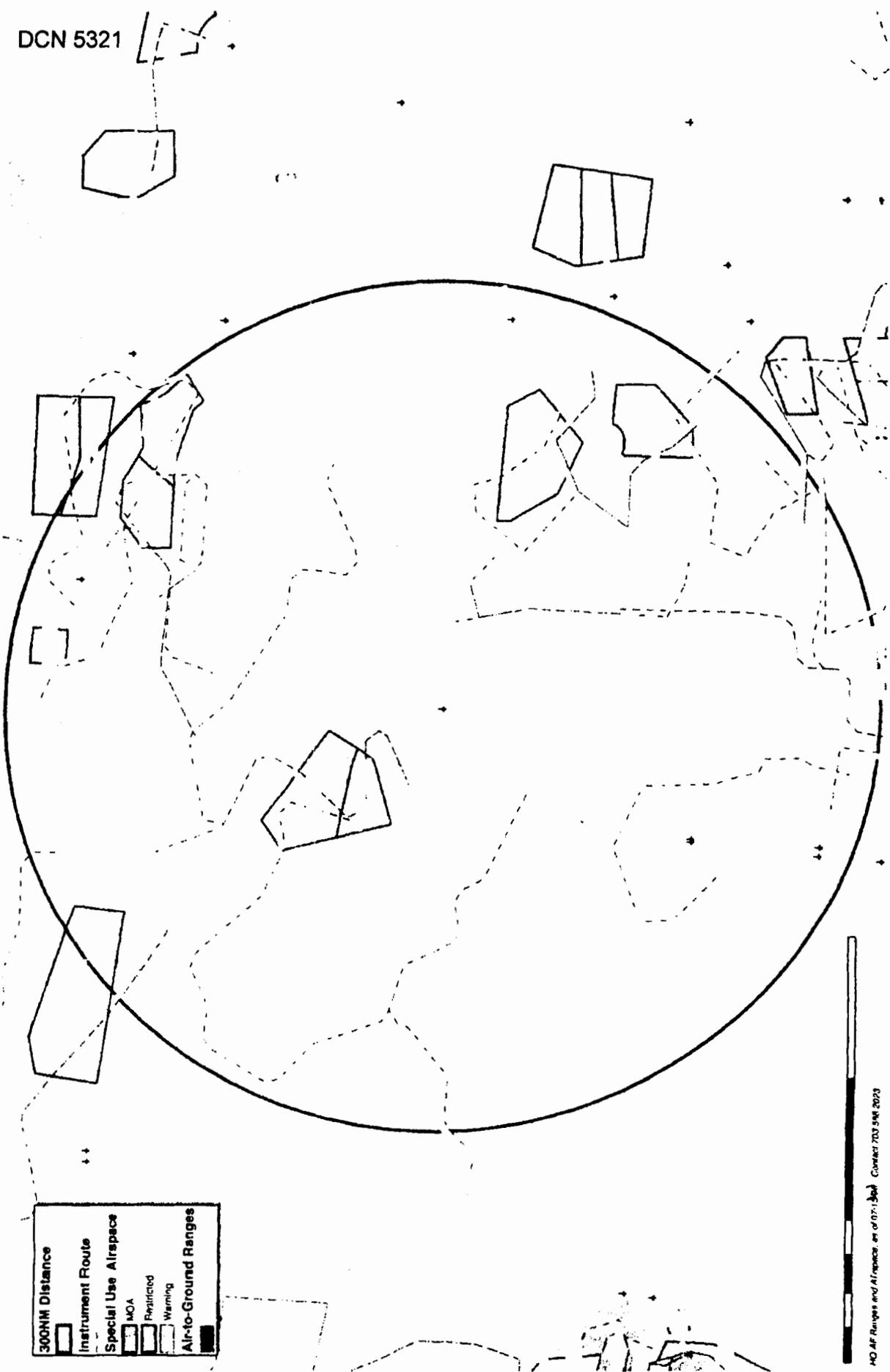
DAVID L. JOHANSEN, Lt Col, USAF
Executive Officer, Base Realignment and Closure

2 Attachments:

1. Ellsworth - Airspace within 300NM
2. Dyess - Airspace within 300NM

DCN 5321

ELLIS SOUTH AFB

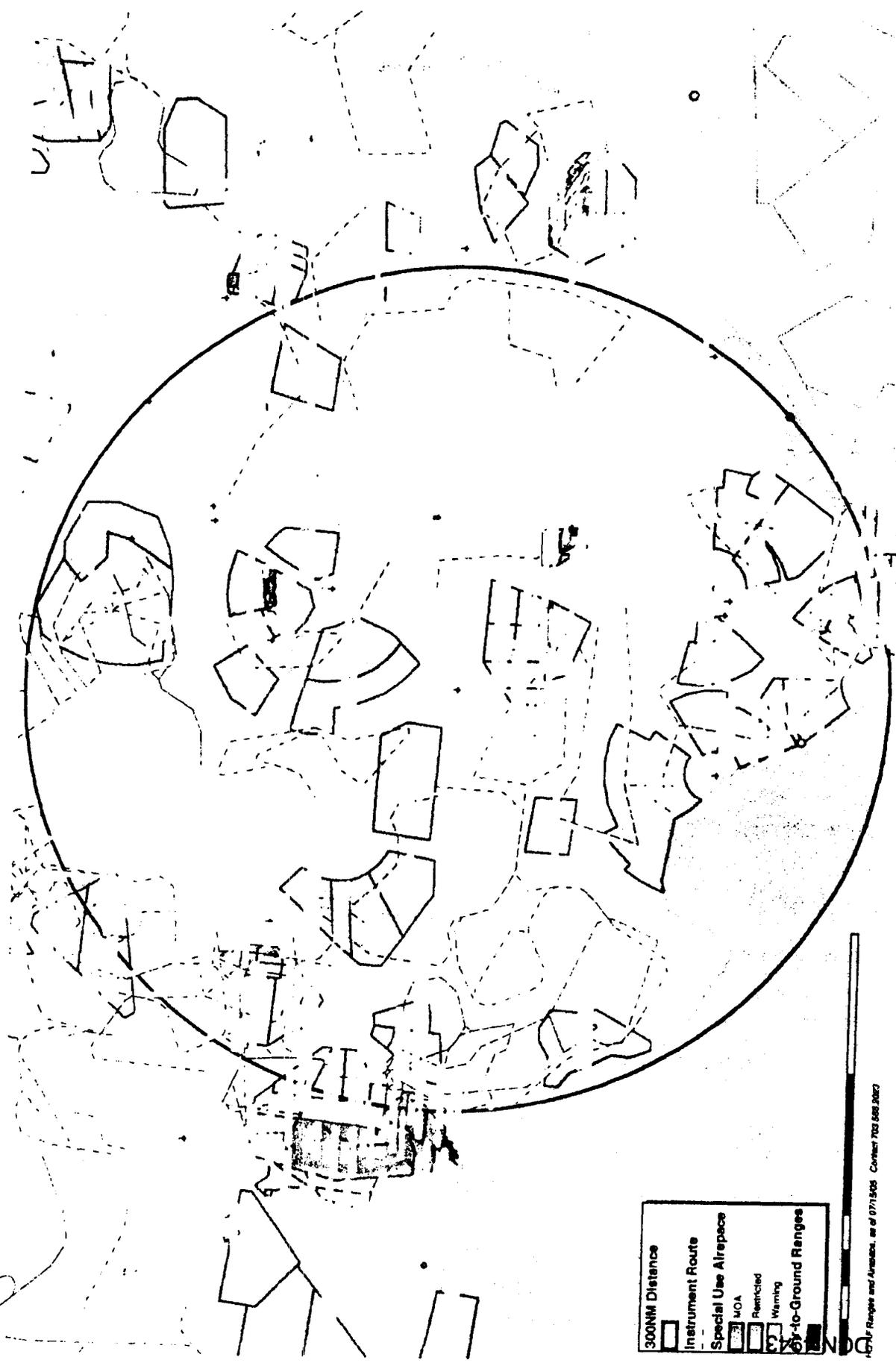


300NM Distance
Instrument Route
Special Use Airspace
MOA
Restricted
Warning
Air-to-Ground Ranges



MO AFB Ranges and Airspace as of 07/15/2003 Contact 720 596 2023

Dyess AFB



300NM Distance	[Symbol]
Instrument Route	[Symbol]
Special Use Airspace	[Symbol]
MOA	[Symbol]
Restricted	[Symbol]
Warning	[Symbol]
Obstacle to Ground Ranges	[Symbol]

4-7-78 Ranges and Airspace, as of 07/1/05. Contact 703 568 3073

ND

COBRA NET PRESENT VALUES REPORT (COBRA v6.10)

Data As Of 5/19/2005 10:54:39 AM, Report Created 5/19/2005 10:55:02 AM

Department : USAF
 Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0018V3 (200.3)\USAF 0018V3 (200.3).CBR
 Option Pkg Name: USAF 0018V3 (200.3) Close Ellsworth
 Std Fctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Year	Cost(\$)	Adjusted Cost(\$)	NPV(\$)
----	-----	-----	-----
2006	7,275,850	7,176,078	7,176,078
2007	187,463,415	179,856,796	187,032,874
2008	-50,093,821	-46,752,127	140,280,747
2009	-155,739,828	-141,391,659	-1,110,911
2010	-146,194,725	-129,110,834	-130,221,745
2011	-159,093,089	-136,675,032	-266,896,777
2012	-161,251,149	-134,755,833	-401,652,610
2013	-161,251,149	-131,085,441	-532,738,051
2014	-161,251,149	-127,515,020	-660,253,071
2015	-161,251,149	-124,041,848	-784,294,919
2016	-161,251,149	-120,663,277	-904,958,196
2017	-161,251,149	-117,376,728	-1,022,334,924
2018	-161,251,149	-114,179,697	-1,136,514,621
2019	-161,251,149	-111,069,744	-1,247,584,365
2020	-161,251,149	-108,044,498	-1,355,628,863
2021	-161,251,149	-105,101,652	-1,460,730,515
2022	-161,251,149	-102,238,961	-1,562,969,476
2023	-161,251,149	-99,454,242	-1,662,423,718
2024	-161,251,149	-96,745,372	-1,759,169,089
2025	-161,251,149	-94,110,284	-1,853,279,373

COBRA ECONOMIC IMPACT REPORT (COBRA v6.10)

Data As Of 5/19/2005 10:54:39 AM, Report Created 5/19/2005 10:54:55 AM

Department : USAF
Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0018V3 (200.3)\USAF 0018V3 (200.3).CBR
Option Pkg Name: USAF 0018V3 (200.3) Close Ellsworth
Std Fctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Ellsworth AFB, SD (FXBM)							
	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	0	3,308	0	0	0	3,308
NET CHANGE-Mil	0	0	-3,308	0	0	0	-3,308
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	0	438	0	0	0	438
NET CHANGE-Civ	0	0	-438	0	0	0	-438
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	7	0	0	0	7
NET CHANGE-Stu	0	0	-7	0	0	0	-7

Dyess AFB, TX (FNWZ)							
	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	1,918	0	0	0	1,918
Jobs Lost-Mil	0	0	1,615	0	0	0	1,615
NET CHANGE-Mil	0	0	303	0	0	0	303
Jobs Gained-Civ	0	0	129	0	0	0	129
Jobs Lost-Civ	0	0	65	0	0	0	65
NET CHANGE-Civ	0	0	64	0	0	0	64
Jobs Gained-Stu	0	0	7	0	0	0	7
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	7	0	0	0	7

Elmendorf AFB, AK (FXSB)							
	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	252	0	0	0	252
Jobs Lost-Mil	0	0	5	0	0	0	5
NET CHANGE-Mil	0	0	247	0	0	0	247
Jobs Gained-Civ	0	0	10	0	0	0	10
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	10	0	0	0	10
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Peterson AFB, CO (TDKA)							
	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	482	0	0	0	482
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	482	0	0	0	482
Jobs Gained-Civ	0	0	8	0	0	0	8
Jobs Lost-Civ	0	0	27	0	0	0	27
NET CHANGE-Civ	0	0	-19	0	0	0	-19
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

COBRA SUSTAINMENT/RECAP/BOS/HOUSING CHANGE REPORT (COBRA v6.10) - Page 2
 Data As Of 5/19/2005 10:54:39 AM, Report Created 5/19/2005 10:54:55 AM

Department : USAF
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 Option Pkg Name: USAF 0018V3 (200.3) Close Ellsworth
 Std Pctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SPF

Little Rock AFB, AR (NKAK)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	1,095	0	0	0	1,095
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	1,095	0	0	0	1,095
Jobs Gained-Civ	0	0	90	0	0	0	90
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	90	0	0	0	90
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Francis E. Warren AF, WY (GHLN)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	0	0	0	0	0
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	0	0	0	0	0
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0