



**Grand Forks Regional Hearing  
of the  
Defense Base Closure and Realignment Commission**

**Grand Forks Air Force Base**

**Chester Fritz Auditorium  
University of North Dakota  
June 23, 2005**

**Statement of the Honorable Norm Coleman**

MR. CHAIRMAN, I appreciate the opportunity to testify and that you have come here to see first hand what you are dealing with. Your witness list is long and I only have five minutes so I'll get right to my three points.

We are all deeply concerned with the economic impact on both sides of the Red River if the Air Force realigns away from Grand Forks and jobs are taken away from this region. But what I want to tell you is why it is in the Air Force's interest, and the nation's national security interest, to continue to have a strong Air Force presence in this part of the country.

Point number one: training military personnel in this climate creates a superior people to do the difficult missions of the Air Force. Comfort, sunshine and sea breezes may make for a good vacation spot. But when our people are asked to face harsh climates around the world, like the fifteen below it can reach in Afghanistan, overcoming and thriving in these challenging conditions is a big plus. That's why a local boy from down the road named Roger Maris didn't need steroids to set the home run record.

Point Number two: we're the short route to the Middle East. Our geographical common sense is sometimes wrong. Most people don't know the closest U.S. air hub to Beijing is not LA or Seattle. It's Minneapolis Saint Paul. The Great Circle route to Iraq or Afghanistan is the "short cut." If you are thinking about realigning more flying missions

to places like Little Rock or Elgin Air Force Base in Florida, that will mean an seven or eight-hundred mile longer flight. And I don't need to remind you how much eight-hundred miles of extra fuel costs these days, not to mention putting that many more hours on our pilots and aircraft.

Point Number 3: the success of our defense efforts depends on people. We can have all the high tech equipment in the world and the most intricate strategies, but without qualified, motivated and ready people in sufficient numbers, none of it is going to make a bit of difference.

One thing we are justly proud of in this part of the country is the way our folks volunteer for active duty, the guard and the reserves. The Minnesota Army National Guard leads the nation in recruitment and retention. The North Dakota Guard has a 98 percent retention rate. We are doing more than our fair share, and that has everything to do with the strong support of these communities. In these tough times, it would be unwise to turn our back on this source of some of our nation's best fighting men and women.

I urge you not to be penny wise and pound foolish. While you have been charged with finding certain savings, you should do so in a way that leaves us with the highest level of security when you are done.

Because of the unique characteristics of this region, our geographical proximity to the Middle East and the caliber of our people, I hope you will support the maximum presence of the Air Force in Grand Forks.

Thank you.





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**Statement of Senator Mark Dayton**

Mr. Chairman, members of the Commission, thank you for the opportunity to appear before you today. I believe that my colleagues have made a compelling argument in support of the Grand Forks Air Force Base in particular, and the Grand Forks/East Grand Forks region in general. Members of the community have showed you the enormous support they provide the Air Force, and the pride they feel by being associated with our Nation's defense. Now that you've heard what the community means to the Air Force, I would like to briefly discuss what the Air Force means to the community.

The Northeast-Midwest region accounts for the smallest share of the nation's military, yet the region would once again bear a disproportionate share of the personnel cutbacks if your Commission follows Secretary Rumsfeld's recommendations. The Northeast-Midwest has been

hit hard by personnel shifts and previous BRAC rounds in 1988, 1991, 1993, and 1995. From 1987 to 2002, when the Defense Department carried out four rounds of base closings and realignments, the number of active duty military personnel fell by 41 percent in the Northeast-Midwest, compared to 21 percent in the South and West.

As you know, early Pentagon predictions show that the proposed realignment of the Grand Forks Air Force Base could cost the region nearly 5,000 jobs in the next five years, or about 7.4 percent of the area's employment. I think most of the folks in this room believe it could cost much, much more.

In fiscal year 2004, the base said it had a total economic impact to the region of \$379.7 million. Civilian and military personnel at the base total close to 4,000 with annual wages and benefits of \$155.5 million. Their wages supported another 1,300 jobs with annual wages totaling \$36.8 million. Additionally, the base spent \$187.3 million in goods and services, mostly locally. For local governments, the base personnel and their families are a source of taxes that enable the local infrastructure to thrive. DoD personnel contribute \$1.3 million in local property taxes each year and \$290,000 in local sales taxes.

Secretary Rumsfeld's proposed realignment would relocate nearly 85 percent of the military personnel currently stationed at Grand Forks Air Force Base. These military personnel and their families are not just billets in the Defense Departments' budget. The communities in this area view them as neighbors and friends. They participate in the community each and every day. They take their children to school and sporting activities, buy groceries at our markets, eat in our

restaurants, vacation at our resorts, fish in our lakes, hunts in our woods, support our local public schools and colleges and pray in our churches.

The communities of Grand Forks and East Grand Forks have worked very hard over the years to make sure that the military personnel at the Base are at home here regardless of where they may have come from. As you've seen today, many that retire while on duty here remain here thanks to the communities and environment they have participated in establishing.

Mr. Chairman, I am not so naïve to assume you haven't heard much of what I've said today at previous hearings you've held throughout the country. Nor do I believe you won't hear similar stories in the days and months ahead. However, I know that the people of this region are of a special breed. Our pride and patriotism, resilience and resolve are matched by very few. It would be a disservice to this country to continue to shut out the people of Minnesota and North Dakota from participating in our Nation's defense and supporting the men and women of the United State Armed Forces. I have no doubt you'll agree after hearing our presentation, touring the GFafb facilities, and meeting the people that have lined the streets to welcome you. Thank you again for making trip up north, and for the opportunity to offer my observations.



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**Statement of Hal Gershman**

My name is Hal Gershman, President of the Grand Forks City Council.

Welcome Commissioners Coyle, Bilbray and Skinner to Grand Forks, one of America's best small cities. I appreciate this opportunity to testify today about the economic impact if the Grand Forks Air Force Base were to close. But first, I believe a quick look back will put a frame around my presentation.

In 1966, the 321<sup>st</sup> Missile Wing became operational at GFAFB. This was the era of the Cold War and our adversaries had targeted their missiles at us. Not surprisingly, we targeted our missiles at them. In other words, we lived at Ground Zero. Our city and region never winced, never whined, or never flinched. It was our way of demonstrating our intense patriotism and support for the men and women in uniform and their families.

In the 1995 BRAC round, we lost the 321<sup>st</sup> missile wing. According to government figures, that created a loss of 2,100 jobs. (Slide 1) As that wing was being drawn down, Grand Forks and East Grand Forks then suffered the 1997 flood and fire (Slide 2) which many have said was the largest per-capita loss due to natural causes in America's history—close to \$2 billion. (Slide 3) We lost over 1,250 homes. We lost an estimated 7,200 people— or 12% of our population. (End of Slide) Those losses compounded by the loss of the missile wing, have been incredibly difficult for our communities to absorb.

Many of our residents spent their entire life's savings replacing property and repairing damage. Thousands of our citizens had to go back into debt to finance repairs to their homes and replace personal property. Those who lost their homes had to buy newer, more expensive homes because almost all of our affordable housing stock was lost to the flood. Basically, thousands of our citizens had to start over.

Currently, we are building a \$405 million flood protection project. Our city's burden alone is \$93 million plus interest.

While our citizens are resilient and dignified about their financial pressures, every community has a tipping point.

We are all familiar with the "perfect storm" that devastated much of the east coast in 1991. It occurred because of the confluence of three major storms coming together in one place. In our case, the loss of the missile wing in 1995 was our first storm. The flood and fire of 1997 was our second storm. If GFAFB were to close, the air force estimates a loss of 5,500 jobs and a loss of \$380 million annually to our economy. That certainly would set the stage for the perfect economic storm for our cities and rural communities. We could easily slip into a downward spiral of economic collapse.

The realignment of GFAFB with the UAV mission has us excited. Keeping a part of the tanker fleet as well would be the icing on the cake.

As we stood at ground zero for our nation during the Cold War Era, we are now ready, and anxious, to stand up again—in old ways and new—for our nation and our Air Force.

Thank you!











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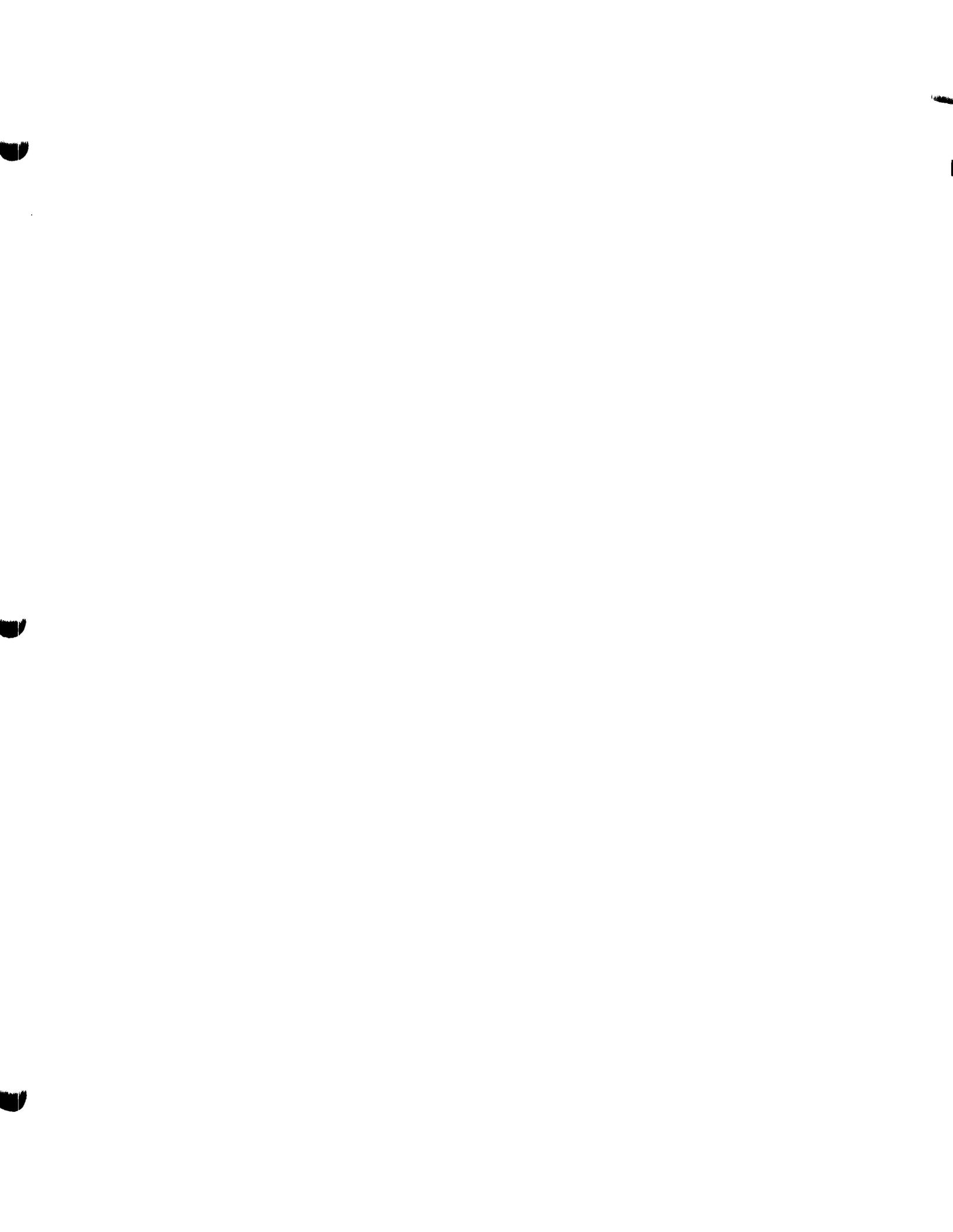
**Chester Fritz Auditorium  
University of North Dakota  
June 23, 2005**

**Statement of F. John Marshall, Chairman, Council on Military Relations**

Ten years ago when the last BRAC hearing was held here, a young girl who's father was stationed at Grand Forks Air Force Base called me and asked if she could come to the BRAC hearing and explain what this base meant to her family. I told her that I really wished that she could, but that only adults were being permitted to speak. I added that if she would tell me what she would like to say, I would tell them on her behalf and I did so. Her story was basically that she had never seen her parents so happy as they were since her family moved to Grand Forks. This was because they didn't have to worry about crime, or drugs in the schools and they were very satisfied that she would get a good education in Grand Forks' schools. Her family had many friends in Grand Forks and found everyone very friendly. I told her story and never thought much more about it after that. Now, some ten years later, this same young lady called me to once again speak on her behalf as she is currently

out of state. She went on to tell me that her family was stationed at a few other bases after Grand Forks and it never was the same. The schools were not as good – not as drug free. They did not feel the same community acceptance and support. All in all, they were not as happy. Although she came back and is now attending the University of North Dakota, she wishes that her family could have stayed here those ten years. Her family never found a better place to live than Grand Forks Air Force Base. I only wish that she could have told you in her own words what she had to say and you could have heard her passion and sincerity – her love for this community.

Hers is not the only story that I have heard over the pasty twenty-five years that I have been a spokesman for the base. We take great pride in our community and our relationship with those that give us the greatest gift of all – our freedom. We show them honor and respect and in turn, we get tremendous volunteers, committee members and quite simply, good neighbors. One of the most vivid examples of their support and friendship occurred during the flood of 1997. This was described by government agencies as the “Mother of all floods” - the worst national disaster which has ever occurred in our country. Who was there first to help us but our Air Force family. They stood shoulder to shoulder with us, stacking sand bags, helping us to clean out our homes, and giving us their hearts and hands. Now, we all stand shoulder to shoulder to thank them and to let you know that we love and support our Grand Forks Air Force Base neighbors.



**North Dakota Regional Hearing of the BRAC Commission**  
**Fargo's Hector International Airport Air Guard Station**  
Chester Fritz Auditorium, University of North Dakota  
June 23, 2005

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- 9:46 am Swearing in of Fargo Witnesses
- 9:47 **Dick Walstad:** *Welcome*
- 9:49 **ND Governor John Hoeven:** *Overview: The North Dakota Air National Guard embraces the UAV mission, stands ready to support other "Emerging Missions" or tankers, and seeks removal of the no flying mission backfill clause.*
- 9:55 **U.S. Senator Byron Dorgan:** *The proud tradition of the Happy Hooligans*
- 10:01 **U.S. Congressman Earl Pomeroy:** *The Air Force's military value assessment of Hector Field does not reflect its true value.*
- 10:07 **Major General Haugen:** *The North Dakota Air National Guard is the best home for a Predator mission in association with Grand Forks. We also stand ready to take on other associate relationships.*
- 10:15 **Major General A.P. Macdonald (ret.):** *The "No flying mission backfill" justification language should be removed because it unduly constrains the Air Force and disregards the Hooligans' excellence.*
- 10:28 **Mayor Furness:** *Fargo is a great location for the Air Guard, and the community is critical to the Hooligans' success.*
- 10:33 **U.S. Senator Kent Conrad:** *Summary, Wrap Up and Action Items*
- 10:39 **Questions from the Commissioners**



**PRESENTATION**  
**Base Realignment and Closure Commission**  
**June 23, 2005**

Good morning members of the Base Realignment and Closure Commission, and thank you for taking the time to be with us today. My name is Dick Walstad, and I am proud to be serving as Chairman of the Fargo Moorhead Air National Guard Support Group. A committee of government and civic leaders who have joined together to preserve this national treasure that has become known world wide as **THE HAPPY HOOLIGANS**.

I have had the pleasure of working with the North Dakota Air National Guard as a volunteer for 30 years of their 58 year history. I have been with them as they were presented numerous times with the top awards in the land. I have been with them as they served their country throughout the world. I have watched them display their skills in competition. And, as a business man, I have been envious of the dedication, spirit and pride that this devoted group of men and women possess.

In the minutes that follow, you will hear the story of a star studded history that is filled with awards and recognition. A history of flying safety that is a world record, and still climbing. A history that is full of innovation and leadership. A history that has raised the bar for everyone. A history that is unique to the North Dakota Air National Guard Happy Hooligans. Whether it was flying a human heart across the country, or scrambling to defend our nations capitol, the Happy Hooligans have proved they can rise to the occasion.

And now, I am pleased to introduce the Governor of North Dakota, John Hoeven. Home of the North Dakota Air National Guard Happy Hooligans. The team that you will hear referred to as **"THE BEST FLYING GROUP ON PLANET EARTH"**





— State of —  
**North Dakota**

*Office of the Governor*

**John Hoeven**  
*Governor*

Testimony of John Hoeven  
Governor of North Dakota  
BRAC Commission Hearing  
Fargo, North Dakota  
June 23, 2005

Commissioners Skinner, Bilbray and Coyle, as Commander and Chief of the North Dakota National Guard, I want to welcome you, and want to express our appreciation for your careful consideration of the BRAC issues as they pertain to our Air National Guard unit stationed at Hector International Airport.

We North Dakotans take great pride in our military and have the highest per capita military background of any state. I stand before you representing all of the great citizens of our state who have demonstrated, in every conflict since the Spanish American War, their commitment and support to our great country through service in the military. Whether it is the Hooligan's flying over the Pentagon on September 11, 2001 or the 2,900 soldiers and airman deployed since that date, we demonstrate daily our commitment and dedication.

We believe the Department of Defense recommendation to leave open both Hector and Grand Forks Air base was a correct decision based on military value, but we also believe the military value analysis for both installations was flawed. It doesn't give proper weight to significant sections of the eight specified military value criteria.

Specifically with regard to the recommendation to realign Hector International Airport, we request you remove Hector from the realignment list. The simple fact is that the retirement of the F-16s was a programmatic change already in place. To now place that programmatic change in a BRAC recommendation doesn't represent true savings from this process.

The Block 15 A Model F-16's at Hector are going away regardless of the BRAC process. The justification presented – that Hector ranked low in military value and that the aircraft should retire "without a flying mission backfill" – has already proven incorrect with the designation of a UAV squadron. The language "without a flying mission backfill" at a minimum must be removed from the report because it creates the inference that a flying mission at Hector may be prohibited by BRAC.

At the same time, we welcome the unmanned aerial vehicle (UAV) mission to North Dakota. As the Department of Defense recognizes, North Dakota offers an opportunity unique among all fifty states for both ground and airspace training and capacity. We offer the diversity of terrain, the largest available airspace in the nation, diversity of climate, and the strong support of our citizens.

The identified Predator and Global Hawk missions at Fargo and Grand Forks recognize the high military value of those bases and also demonstrate how we can work together in a joint mission capability. The combination of both Title 32 and Title 10 airmen provides the state and nation with greater flexibility to meet immediate needs.

As Commander-in Chief of our National Guard, I have very specific concerns with how the Air Guard issues are being addressed through BRAC. A strong Army and Air National Guard is crucial to our ability to respond to both local and national events. On September 11, 2001 the Hooligan's were providing air security over the Pentagon, and when the airports simultaneously needed security in our state, within 5 hours we had Air Guard personnel in place.

As a centrally located border state, North Dakota has very particular needs in the area homeland defense, which is the primary stated goal of the national defense plan. Required National Guard assets include medics, security police, civil engineers, fireman, aviation assets, CST team, communication network, and transportation. To meet the Homeland Security needs of the state, we must have a flying mission, which will also support and enhance the UAV mission. This approach is also vitally important for recruitment. The current Air Force plan to eliminate Air Guard flying missions totally in some states is short-sighted at best and does not follow the required eight military value criteria.

As we move forward in our fight against terrorism and continue to fight in overseas missions, recruiting and retention has to be our primary concern. We have demonstrated that we can fill all the necessary positions. North Dakota is one of the few states that is meeting its National Guard recruiting and retention goals.

The very first BRAC principle is to "Recruit and Train." The Department must attract, develop, and retain active, reserve, civilian and contractor personnel who are highly skilled and educated and have access to effective, diverse, and sustainable training space..." North Dakota has proven that we have the ability to attract and retain the key talent that is needed.

The Department also has as a stated goal to work with the private sector to establish research, development, and testing capabilities. As stated before, the School of Aerospace Sciences at the University of North Dakota in Grand Forks will be a strong partner with the Air Force and the Air National Guard in the development of a UAV Center of Excellence. Also, since 2003, North Dakota State University at Fargo has been using UAV simulators for research and development to enhance UAV operation and teamwork. Both universities

will greatly enhance and support the UAV mission operated by the Air Force and our Air Guard in North Dakota.

All of this points to the fact that North Dakota presents unique opportunities for military value not available anywhere else in the United States.



Department of Health and Human Services  
U.S. Department of Health and Human Services

Senator Byron Dorgan

Presentation to the BRAC Commission

June 23, 2005

The 119th Fighter Wing - A Tradition of Excellence

*(Intro slide)*

- Members of the BRAC Commission, as you know, the Air Force decided to keep Grand Forks Air Base open and turn it into a center for UAV operations for two reasons.
  - The first is because of the advantages provided by Grand Forks' location, which provides exactly the type of environment that UAVs need: vast amounts of uncrowded airspace over limited population centers.
  - The second is the opportunity to form an Active-duty/Air National Guard association unit to operate and support the UAVs that are based in Grand Forks.

*(Chart: ND embraces UAV mission)*

- Governor Hoeven has told you that the Happy Hooligans of the 119th Fighter Wing welcome and embrace that new mission. Now, I want to spend a few minutes telling you there is no better unit in the Air Force or the Air National Guard to perform the UAV mission or any other mission.

- I wish the Commissioners had the time to visit the 119th Fighter Wing and Hector Air National Guard Station. I think it would have been an experience you would never forget.
- The Happy Hooligans are folks who farm; run drug stores; teach school. They do a lot of things in their community. But they also are members of an Air National Guard unit that maintains and flies F-16s.
- More than that, the Happy Hooligans rank with the best fighter pilots in the world.

*(Chart: USA Today - Fargo's Happy Hooligans)*

- The USA Today newspaper has called the Happy Hooligans the “Godfathers of air superiority.”
  - It said of them, “When you strap one of these senior fliers into the cockpit of an F-16 Fighting Falcon, the younger boys get out of the way because these are the best air-to-air combat fighters in the world.”
- The Happy Hooligans have flown in contests against the world's top combat pilots, and they have brought the trophies home to Fargo, ND, as proof that they are the best fighter pilots in the world.

- No other Air Guard unit can match the record of the 119th Fighter Wing.
  
- They have won the William Tell competition three times. (1970, 1972, 1994)
  - William Tell is the U.S. Air Force's foremost air-to-air competition in which both pilots and ground crews go head-to-head in simulated combat.
  
  - It is the Super Bowl of Air Superiority. F-16 units are not supposed to win it. F-15 teams from active Air Force wings are supposed to win it. They have much larger pools of aircraft, pilots, and maintenance personnel from which to select the finest to compete. And the F-15's larger radar has about twice the range of an F-16's. Eagle drivers can see and track their targets long before their Fighting Falcon counterparts know what is there.
  
  - But someone must have forgotten to tell this to the Happy Hooligans. They've won the competition three times -- and won it with the oldest aircraft.

*(Chart: Hooligan Accolades)*

- The Happy Hooligans have also won the Hughes Trophy twice. That award recognizes the outstanding air-to-air unit in the country. It too is dominated by F-15s. The 119th is the only F-16 unit that has ever won it.

- Alongside their flying record, the Happy Hooligans also have an unmatched safety record.
  - Since 1973, they have flown more than 140,000 hours in F-101s, F-4s and F-16s without a single major accident.
  - That is the longest continuous period of safe fighter aircraft operations for any Air National Guard fighter unit and one of best safety records in U.S. Air Force history.
- Others are going to tell you in detail about the Happy Hooligans' flying air cover over the U.S. Capital on September 11, 2001 and in the days and months that followed.
- In the shock of that morning, I have to tell you that I will never forget what it meant to look up to the bright blue September morning sky over Washington, DC, and see F-16 fighter planes flying air cover over the nation's Capitol. We found out later those were the Happy Hooligans from Fargo, North Dakota.
- This Air Guard unit has a rich history and is simply "America's best."

*(Chart: Don't ground America's best pilots.)*

- I can't believe the Air Force would want to take fighters away from America's best fighter pilots. The Air Force's recommendations also say that Hector Air Guard Station should be prohibited from receiving a flying mission backfill. To use a carpenter's term, that is about half a bubble off plumb.
- I hope you will take a hard look at this issue and make sure your recommendation leaves open the option for the Air Force to put a manned flying mission back into Fargo in the future.
- As for the UAV mission: You should have know that the Happy Hooligans will accept that mission with the same enthusiasm and professionalism as they would accept any other mission they are given. And you should know they will perform that mission better than anyone else in the country. Because that's they way they do everything.



**STATEMENT OF REP. EARL POMEROY  
BASE REALIGNMENT AND CLOSURE COMMISSION  
REGIONAL HEARING  
JUNE 23, 2005**

*[SLIDE 1: Air National Guard at Hector International Airport in Fargo]*

- Secretary Skinner, Secretary Coyle, and Congressman Bilbray.
- Again, we thank you for your service to our country by serving as Commissioners in this vitally important BRAC round.
- We are proud for this chance to tell you about our Happy Hooligans – the award winning pilots and crews of the 119<sup>th</sup> Fighter Wing.
- In summary, our view is that the Department of Defense decision to base a UAV mission in the Grand Forks area is well supported and offers terrific potential to fully develop the capabilities of this highly promising war fighting technology. However, we feel the restrictive language about future flying missions is unfair, unwise, and needs to be removed.

*[SLIDE 2: How Best to Measure the Value of Installation?]*

- The central fact underlying both points involves the sterling record of this remarkable unit. The BRAC evaluations are full of matrices and models to aid the digesting of infinite data points relevant to evaluating for force structure. But in the final analysis, it is unit performance, the actual record sustained over many years of service, that is most revealing of unit importance and capacity for future contributions to the force structure.
- The performance of the people in this place is truly remarkable.

*[SLIDE 3: How Best . . . : Performance]*

- Consider this: Since 1990, the “Happy Hooligans” have flown more than 65,000 hours in F-16 aircraft without an accident from dozens of locations around the world, in a variety of weather conditions. That achievement combined with accident free flying in F-4 and in F-101 fighter aircraft is the longest continuous period of safe and effective fighter aircraft operations for any Air National Guard fighter unit. Over 160,000 accident-free flying hours and eight Air Force Outstanding Unit awards. That is real value.

*[SLIDE 4: How Best . . . : People]*

- This record reflects a culture of excellence sustained year after year because the unit has been able to continuously bring into its ranks highly qualified and motivated individuals committed to serving their nation and state. This base is located smack in the middle of a recruitment gold mine with a Metropolitan Statistical Area population of over 170,000

including over 25,000 college students, 3,000 engineering students at North Dakota State University alone.

- The result is a feeder system of highly qualified recruits capable of complex mission assignments and bringing considerable talent to the unit mix in joint operations with the Grand Forks Air Force Base.
- In short, the performance record of the Happy Hooligans is a direct result of the culture of excellence built upon the recruiting pool of the Fargo area, which means as long as they have missions to perform, they will continue to excel for the US Air Force and for us all.

*[SLIDE 5: How Best . . . : Place]*

- Complementing this culture of excellence are some of the best facilities in the Air Guard due to \$16.5 million in infrastructure improvements since 1999, making it an attractive base for future flying missions. Hector Field does not face the encroachment and environmental problems that are hurting the missions of other Air Guard units around the country. Currently, special use airspace for the military comprises nearly a quarter of the airspace above North Dakota. Furthermore, civilian administrators at Hector International Airport and the city of Fargo have cooperated closely with the Guard regarding land use planning.
- Indeed, it is important to note that the infrastructure available in Fargo is perfectly suited to the needs of an Air National Guard base – including sufficient ramp space.

*[SLIDE 6: Air National Guard in Fargo: Proven Military Value]*

- We are excited about the partnership advanced by the Air Force as capacities at the Grand Forks Air Force Base are combined with the Happy Hooligans here in Fargo in executing the UAV mission. The assets of the Grand Forks and Fargo bases, from airspace, to infrastructure, to unit capability for such a sophisticated assignment lend themselves so well to this mission.
- However, unique to all other Air National Guard facilities, the programmatic flexibility of the Air Force is restricted when it comes to Fargo by language which eliminates other flying options when the F-16s presently being flown are retired. This restrictive language is an unnecessary infringement on Air Force planning options and need to be removed.
- I strongly believe the Air Force should have the same operational flexibility for future planning for the Fargo installation it has for all other Air National Guard bases. There is nothing from the facts on the ground which compels this unique language from BRAC to future Air Force planners, and it is ill-advised to single this base out for this limiting language.

- The Air National Guard should continue to possess a flying mission to train pilots and develop their skills with the intention of growing future UAV pilots and crews through their current work. A UAV scenario such as described by the Air Force would require 70 pilots. Fargo's Air National Guard unit stands ready to supply many of those pilots and begin the training for the next generation of Air Force UAV operators.

*[SLIDE 7: Performance + People + Place]*

- We have excellent facilities, including modern buildings and infrastructures, abundant air space and a brand new runway. We have ramp space appropriate to the requirements of an Air National Guard unit. We are the only flying unit serving the state of North Dakota.
- A future flying mission for the North Dakota Air Guard should not be precluded as part of BRAC.
- Indeed, as the UAV mission – still in its formative years of innovation – develops it is highly possible the co-location of UAVs and a flying mission will be found to be the optimal basing strategy in order to maintain pilot flight hours and experience and other complimenting synergies. These possibilities need not and should not be foreclosed as part of BRAC. They are best left in the future programmatic options available to Air Force leadership.
- Thank you again for your service to our nation. We invite you back often in your individual capacity in the years to come.
- With the missions assigned to Fargo and Grand Forks, we believe you will be seeing in the years to come the future of the United States Air Force as it becomes an operational reality for our nation.



**Maj Gen Michael Haugen Testimony**  
**BRAC COMMITTEE MEETING**  
**Fritz Auditorium, UND, Grand Forks, ND**  
**June 23, 2005**

I am Major General Michael Haugen, Adjutant General of the North Dakota National Guard. To date, 3067 members of the ND National Guard have served in an active duty capacity since September 11, 2001, the second largest call up in the history of the North Dakota National Guard. This number represents 74% of our force. Of the 3067 soldiers and airmen who have served at home and overseas, 17% have served more than once in support of operations since September 11, 2001. As I appear before you there are 155 members of the North Dakota National Guard currently in harms way around the globe. During their service, 33 North Dakota National Guard soldiers received the Purple Heart medal, and seven brave soldiers made the ultimate sacrifice in the global war on terror; citizen-soldiers who answered their nation's call.

As we look to the future force it is important to understand the background of the National Guard and its importance to our history. The National Guard has been in place since 1636 and is derived from our Constitution. Guard members are your sons, daughters, mothers, fathers, friends and neighbors and are dispersed throughout the state; in cities, small towns and on farms. They come from all walks of life and are also military professionals. They contribute not only to their home community but also to the national defense. They are twice the citizen. This is the strength of the Guard; it's the strength of having roots in the community; the strength of having civilian skills that compliment military skills; and it's a strength and an ideal that originated in colonial America. The communities are where we recruit and where we live. When you call out the National Guard you call out America.

The BRAC recommendations as applied to the Air National Guard threatens the long standing militia concept and is of great concern to Adjutants General and Governors across the nation. The BRAC concept is sound, and its decisions should be based on sound military value and the 20-year plan. However, in the case of many of the Air Force recommendations, we find subjectively weighted criteria and force structure decisions not intended for this process. Military value of Air National Guard units and their strengths were virtually ignored, particularly as applied to the area of homeland defense and community support. As you have already heard in prior hearings, collaboration between the USAF and the Air National Guard was minimal, as opposed to the Army cooperation with the Army National Guard. The Air Force recommendation, if approved, will mean a fundamental change to the militia concept and could lead to dire negative consequences unless well thought out. The Adjutants General and state governors share a deep concern that this process has not been carefully addressed and planned and could lead to a disconnect between our citizens and the military. Without the support of our citizens, much of which is derived from our citizen soldiers, no long-term military plan can succeed.

A major concern with the recommendation for realignment of Hector Field is that the removal of the F16s was a programmatic change and should not have been made part of the BRAC recommendations. The reality is the retirement of the Block 15 F16s has been scheduled for several years and to include it in the BRAC process is misleading. We agree with the recommendation to leave open Hector Field but strongly believe that the military value criteria were misapplied. Hector Field did not receive proper credit for its overall military value and other locations experienced the same fate. The DoD criteria and application of the scoring distorts the

overall military value of Hector Field. It attempted to apply simple numerical formulas to a highly complex, multi-faceted military environment. The criteria were subjectively weighted to the benefit of large installations with minimal weight given to other significant criteria, such as local support of the military and homeland defense.

We agree infrastructure must be considered, but only secondary to strategic objectives and defense policy goals. The National Guard's ability to recruit, train, and equip at the community level are paramount in accomplishing these objectives and goals. Economies of the Air National Guard must be considered in concert with our 1-4-2-1 National Defense Strategy (1- Defend the homeland; 4 – Deter forward in/from four regions; 2 – Defeat swiftly in two overlapping campaigns; 1 – Win decisively in one with enduring result). The security requirements of the military are more complicated than just looking at the bottom line – who can drive the cheaper HUMVEE, etc. A good example is the GAO study on the B-1 bomber. If we were looking for pure efficiency and cost-savings the GAO study proved Air National Guard operation of the B-1 is cheaper.

The Air Force weighting system clearly skewed the criteria to larger Air Force Bases and cities. Many of the Military Capability Index future requirements for 2025 were measured against cold war standards and are not capabilities or future based. For example, if a base was in close proximity to a bombing range it rated high but we are already migrating to a future of smart bombs where electronic scoring greatly reduces the need for physical ranges. This is just a single example of many in which the process did not look at the future. We must instead use *capabilities based* measurements. A good example is the use of Memorandums of Agreement with local authorities and air bases. We have agreements with Fargo Airport, Minot AFB and Grand Forks AFB. These agreements allow us to maximize our capabilities at no additional cost to the taxpayer. For example, with Memorandums of Agreement we have access to additional ramp space and vast quantities of jet fuel with no cost of ownership. These cost-saving initiatives were not considered in the process. Had those capabilities been correctly weighted it would be clear that the USAF surge capability is the Air National Guard.

Another area of concern is the impact of this process on Homeland Defense, border surveillance, etc. There is greater flexibility when we have a combination of Title 32 and Title 10 availability. In many instances it is quicker to activate the Title 32 member. For example, when the President asked the Governors for additional security in airports after 9-11, it took the North Dakota Air National Guard only hours to respond. We had personnel in place and covered all 8 passenger service airports in North Dakota with additional security on that same day. Title 32 personnel under command of the Governor are able to provide security that is not impacted by Posse Comitatus. This also applies to future missions with UAVs. It has the potential for inter-agency cooperation and cost savings when used with the Department of Homeland Security. For example, we can provide the Predator platform for operational training and, simultaneously, provide the sensor data to border patrol. Again with no conflict of Posse Comitatus law.

North Dakota has a proud history of serving with distinction and we welcome the Predator and Global Hawk missions. We look forward to jointly supporting the missions with Grand Forks AFB as well as what we believe are strong possibilities for emerging missions. Our goal is simple; be the best UAV unit in the country.

The senior leadership at the National Guard Bureau, the National Guard Association, the Adjutants General, and the state Governors, all agree there should be a manned flying unit in each state. How do we sustain a strong Air National Guard without a flying mission? If you have a fire department and you take away its trucks, hoses, and ladders – are they still a fire department? How can it be the “AIR” National Guard with no aircraft? The USAF has acknowledged the advantages of leveraging the experience of our pilots and maintainers in the BRAC recommendation for Grand Forks (with which we concur). However, by eliminating a flying unit at Hector Field they will likely decimate that core competency and eliminate the very strength they want to leverage. Today’s trained pilots, who are community based, will need to be replaced by newly trained pilots in new locations – the result is a huge loss of expertise and very large training costs. This human capital cost was not measured. Fewer locations also degrade our ability to react quickly. It also consolidates resources – a tactical error much like Pearl Harbor where we concentrated a large number of assets in a small geographical area. We are now leaving large areas of our country uncovered especially our northern border.

We embrace future missions. The North Dakota National Guard, along with Space Command and the National Guard Bureau will place 167 Air National Guard security forces personnel in the missile fields of North Dakota during fiscal year 2006 – a mission currently accomplished by active duty Air Force personnel. We are today in consultation with 20<sup>th</sup> Air Force, discussing the future of the Cavalier Air Station and the possibility of National Guard members replacing the Air Force personnel in that location. For the last three years we have been working with Special Operations personnel at the DoD level along with Air Force and Army senior leaders discussing an airspace initiative that would include a joint training opportunity – both aviation and ground training - for all services with special emphasis on the needs of Special Operations Command. The Governor has provided you with a video detailing this initiative.

The North Dakota Air National Guard has a proven record of superb performance. 140,000 accident free flying hours (67,000 hours in the F-16) with zero loss of aircraft. When we talk cost savings, consider the Air Force average of aircraft lost to accidents with the same number of flying hours is 7-8 aircraft. We have already saved approximately \$130M as a result of accident free flying! It saves money to keep Hector Field in manned aircraft; ten times more than the proposed savings listed in the BRAC report. Where was that considered in this process? It was not.

The National Guard has a Constitutional significance with a sense of community, when you engage the National Guard you bring America to the fight. We must keep our Air National Guard strong and dispersed to keep America strong. The National Defense Strategy places defense of the homeland as our #1 priority. We can afford to lose a battle over Baghdad; we cannot afford to lose a battle over Bismarck.

I thank you for the opportunity to provide you with additional relevant information. I respectfully request the commission exercise its authority and remove Hector Field, Fargo from the realignment recommendation list. The retirement of the F-16s is a programmatic change and should not be part of the BRAC recommendation. At a minimum, we request that the justification language “without a flying mission backfill” be deleted. Hector Field is the only unit that is singled out in the BRAC Report with language that specifically states no flying mission backfill.

This concludes my remarks. I would be pleased to answer any questions you may have.



**BRAC Commission Grand Forks Regional Hearing**  
**Hector International Airport Air Guard Station**  
**Testimony of Major General Alexander P. Macdonald (Ret.)**  
**June 23, 2005**

Mr. Skinner, Dr. Coyle, Congressman Bilbray. Thank you for the opportunity to testify on behalf of the finest fighter wing in the world. My testimony today will center on three issues: the mission capability of Hector Airport, misuse of the BRAC process, and the Happy Hooligans history of performance delivered.

I wish to make it clear at the outset that I fully support the addition of the UAV mission to the North Dakota scene. I believe the partnership of the North Dakota Air National Guard operating out of Hector and the US Air Force operating out of Grand Forks AFB will serve the needs of our nation in an economic and professional manner.

The mission capability of Hector Airport is grossly underrated by the Air Force fighter "Mission Compatibility Index." The Department of the Air Force significantly deviated from established norms when they developed their detailed metrics for the fighter MCI. In order to illustrate my point, I am forced to call your attention to a large number of small facts. Any one of these is not important, but together they demonstrate an overwhelming bias. The bias distorted the scoring in favor of large, expensive AFBs and to the disadvantage of smaller, more economical ANG facilities.

The clearest evidence of this is that of the 50 highest scoring fighter MCI bases only five are Air Guard or Reserve bases, and that of the 50 lowest scoring bases all but two either have no runway or are Guard or Reserve bases. The two active duty bases with runways in the bottom 50 are Hanscom and Arnold, neither of which are traditionally viewed as operational flying bases.

For fighter bases, the Department of the Air Force applied a one-size-fits-all view of the mission. For the vast majority of their history, the Happy Hooligans have been an air-to-air unit. Yet the detailed metrics for the MCI heavily weight formula like number 1245 – proximity to airspace supporting mission – and 1266 – range complex supports mission. These are the two most heavily weighted factors, and both are almost entirely oriented toward the air-to-ground fighter mission. Of course the Hooligans do not currently have many nearby air-to-ground ranges, because that has not been their mission.

It would not be economically prudent for any base tasked with specific missions to develop air space and/or ranges that were excess or not pertinent to that mission. But because of the absurd weightings in the MCI analysis many bases that any fighter pilot would recognize as unsuitable to fighter operations rate much higher than Hector. For example, Phoenix, Keesler AFB, Martin State, Salt Lake City, and New Castle all lack basic infrastructure – like a sufficiently long runway – to be fighter bases. Yet they far outscore Hector, which has produced outstanding performance in the fighter mission.

Bases with huge ramps, high capacity fuel storage, large hangars, three or more auxiliary fields within 50 miles with runways of 8,000' or greater, and a low percentage of ATC delays score highly on the Fighter MCI. But many of these factors have little or no impact on fighter operations. It is clear that the Department of the Air Force brought a

philosophy to the BRAC analysis. They have a one-size-fits-all view of the ideal base and it is an active duty, general purpose megabase. I suppose that's all well and good, but to dress up that philosophy in an MCI rating and to pretend that it accurately reflects true military value is just absurd.

For example, measuring prevailing weather conditions by days annually when visibility is better than 3000/3 does not accurately reflect the number of hours the field is open for operation. Visibility of 3000/3 is an arbitrary cutoff that does not reflect VFR or IFR flight conditions. A hurricane could have blown through on a particular day, but as long as the visibility got above 3000/3, it could still improve your score. If the Commission intends to place any weight on the Air Force fighter MCI rating, it should direct the Air Force to redo its weather analysis, basing scores on real outputs, like number of sorties lost to weather in an average year. I raise this point not to push up Fargo's ranking – we actually score pretty well on the weather metric – but to make clear just how bankrupt the fighter MCI is.

If you have followed Air Force issues at all recently, you know that encroachment is becoming a huge problem. Despite all the talk about encroachment, it only accounted for 2.3 percent of the MCI score. One of the most egregious problems with this MCI analysis is that Hector was not recognized as having large areas of undeveloped acreage available at no cost for expansion – because that land would be leased for free rather than owned.

I could go on with this critique for an hour or more. It would be inexcusable if this commission decided to block the assignment of future fighters to Fargo because it has a low fighter MCI rating, when the fighter MCI rating is so absurdly off the mark.

So, if the MCI is useless for evaluating fighter bases in the Air Guard, what should the Commission do? You should look at performance.

The Happy Hooligans have pulled alert from Minnesota to Texas and California to Massachusetts, from Iceland to Panama, and Germany to Curacao. They were first over our nation's capital on 9/11. These missions have all been done while flying the AF's oldest aircraft, F4-D's and block 15 F-16's.

The Hooligans have won three William Tells, two Hughes Achievement Awards, the Daedalian Maintenance Trophy, ten USAF Outstanding Unit Awards, and numerous safety and section achievement awards and recognitions. They have met and excelled in every challenge over a period of decades.

They have flown over 140,000 hours with no accidents, the only F-16 unit AD, ANG, and Reserve that has not had a major accident. They are acknowledged by all as one of the finest, if not the finest, fighter unit in the US Military.

The possibility that the Happy Hooligans could be disbanded is even more outrageous when we consider that in any results oriented evaluation they would rank near the top of all organizations performing a like mission. They have safeguarded our nation, now it is

time for the BRAC Commission to recognize that professionalism.

Pride, dedication, camaraderie, esprit de corps, work ethic, professionalism, and attention to detail produced the Hooligans' many awards and their exemplary safety record. The Department of the Air Force believes that units can be moved wily-nilly without sacrificing performance, but the Happy Hooligans are a national treasure that cannot be duplicated. It took generations to build this unit into what is, but that can easily be destroyed by the stroke of a pen. A pen that is in your hands, commissioners.

You have probably heard many times already that the Pentagon is trying to use this BRAC to carry out programmatic actions. The Hector Airport COBRA shows no personnel losses, but if you look at the Headquarters USAF, State-by-State installation view on slide 142, you see a different picture. That report shows that Hector suffers a reduction, through 2011, of 196 full time and 509 drill positions. COBRA writes off these losses as programmatic but actually the proposed BRAC "no flying mission backfill" language really causes the loss by restricting future (after 2007) programmatic changes.

It is clear that the Department of the Air Force is attempting a major shift in the composition of its force structure through the BRAC process rather than through programmatic actions. The total force policy placed in effect by Secretary Melvin Laird and General Creighton Abrams in the aftermath of the Vietnam War was intended to prevent the United States going to war without calling up reserve forces and by that action involving the entire nation. In essence, the Air Force is now trying to realign the force structure of the Active Duty, the Air National Guard and the Air Force Reserve through the BRAC process in order to undo the total force policy. This circumvention of a long-standing policy without congressional input and oversight is unprecedented and should be viewed with skepticism.

The practical effect of all these programmatic actions is not just to undo the total force policy. Under the current DOD and the Department of the Air Force proposals, there will be no northern border homeland defense aircraft between Burlington, Vermont and Klamath Falls, Oregon. Yet the eastern, western and southern borders will have dedicated air superiority forces assigned.

In light of all these arguments, we are asking you to remove the "no flying mission backfill" phrase and allow this outstanding organization to make its case to the AF and NGB for future missions after the planned retirement of the Block 15 F-16. You should not allow poorly designed skewed evaluations that severely distort the mission capability of the organization and its base to prevent future programmatic actions that will utilize its potential to continue the Happy Hooligans' superior service to our state and nation.



LINE 10/20/20

Testimony of Bruce W. Furness  
Mayor of Fargo, North Dakota

BRAC Regional Hearing  
Grand Forks, ND  
June 23, 2005

(Slide 1) Good morning, Commissioners. I am Bruce Furness, Mayor of Fargo, and I'm proud to briefly tell you about our city and its relationship with the Happy Hooligans. I will talk about the outstanding partnership we have with them and why the entire Fargo-Moorhead region is crucial to their continued success.

**Happy Hooligans**

(Slide 2) Fargo has been home to the Hooligans and the Air National Guard (ANG) since 1947. The partnership forged between the City, the Airport Authority and the ANG has been mutually beneficial and greatly rewarding for all parties.

(Slide 3) This outstanding fighter unit has brought great distinction to our city. They are the best of the best. They were the first defenders of the Pentagon and the Capitol on 9-11. You have heard about how they have won the Hughes Achievement Award twice, the only ANG unit to be so recognized. They have won the William Tell Trophy three times. You have heard of their incredible safety record. These top performers live, work and play in our community and are integral to our culture.

**City of Fargo**

(Slide 4) Fargo is one of the fastest growing cities between Minneapolis and Seattle. We have managed to maintain a healthy economy over the years, avoiding the peaks and valleys that cycle through the national economy. The population of our Metropolitan Statistical Area is nearly 180,000 and at current growth rates Fargo alone will be around 250,000 by the year 2050.

(Slide 5) Fargo has a regional economy that is both vibrant and growing. We have an expanding labor force, strong retail sales, significant wage growth, and record levels of building permits. This vibrancy along with a "can do" attitude enables us to be an exceedingly progressive community.

(Slide 6) We are a regional trade center offering services in the medical, education, manufacturing, distribution and commercial industries, to name a few. We have excellent K-12 schools, three outstanding universities and two other post-secondary institutions. We are emerging as a high-technology center with over 80 hi-tech companies, led by Microsoft Business Solutions. North Dakota State University has a new and rapidly expanding Technology Research Park focusing on Radio Frequency Identification (RFID) tags. Since 2003, NDSU has been doing research on how crews flying Predator UAV's can become more effective.

Indicators of the outstanding quality of life in the F-M area are included in your packet for later review. (Slides 7 and 8)

(Slide 9) All of this suggests an excellent recruiting base for the ANG. 25,000 post-secondary students possessing a strong work ethic provide a pool for a very productive and reliable workforce. The firms relocating to Fargo have all expressed this factor as our strongest asset. More and more of our young people are staying in the region thanks to increased job opportunities and higher paying jobs in this strong economy.

### **Hector International Airport**

(Slide 10) The City Commission, City Planning Commission and Airport Authority are all acutely aware of ANG requirements at Hector International Airport and have taken appropriate actions. (Slide 11) There are no encroachment issues at the airport. 3000 acres of land have been purchased to protect airport operations. Future ANG space needs can be easily accommodated at no additional cost.

(Slide 12) The facilities themselves are excellent. The 9000-foot main runway was newly constructed in 2004. New aircraft arresting systems were also installed at the same time. The Air Traffic Control Tower operates 24 hours a day. A new state-of-the-art digital radar system (ASR-11) will be in place in 2006; one of just a few in the country. Superior maintenance of these facilities is a point of pride among the Hooligans personnel.

### **Employer Support for the Guard and Reserve**

(Slide 13) Area businesses have been strong advocates and supporters of the ESGR. Participation has been excellent and intervention by an ombudsman has been minimal.

### **Corrections**

(Slide 14) Allow me to make two corrections of BRAC data items. The first indicates that six accredited childcare centers do business in Fargo; the actual number is closer to 475. The second indicates that four Graduate/Ph. D. programs exist. NDSU alone has 56 Masters Degree programs and 38 Ph. D. programs.

### **Conclusion**

Fargo, with its continued growth, prosperity and vitality, is critical to the success of the Happy Hooligans. High recruitment potential, excellent facilities, no encroachment issues, expansion possibilities and a source of high-quality personnel are all vital to the ANG.

The Hooligans are the best performing fighter unit in our national arsenal. This fact is due, in large part, to their location. This region has consistently produced people who perform extraordinarily well. I submit this performance cannot be replicated elsewhere. Their superior ability and capability should be retained as a fighting force in Fargo.

Thank you for coming to North Dakota to hear our story and to see our region.



**BRAC Commission Grand Forks Regional Hearing  
Closing Statement (Fargo)  
Senator Kent Conrad  
June 23, 2005**

**[Slide 1: Cover] Our message today on Fargo is very simple. Keep Fargo open. Let us bring our record of excellence to the new UAV mission and other emerging missions. And don't foreclose future opportunities for a flying mission.**

**Fargo produces exceptionally high military value for the Air Force. [Slide 2: Outstanding Facilities] It has much more modern facilities than most Guard installations. [Slide 3: Airspace] Fargo has access to the least crowded air space in the continental United States. And the community offers great recruiting and community support.**

**[Slide 4: Accolades] These assets have generated an outstanding performance record. The Happy Hooligans are the best fighter unit in the U.S. Air Force, and they have the best safety record in the Air Force. They have won the William Tell trophy 3 times, prevailing in an air-to-air weapons competition. They have won the Hughes Trophy twice as the finest air-to-air unit in the Air Force. They are the only F-16 unit ever to win the Hughes. Despite the age of its aircraft, the unit has an unparalleled record of over 140,000 hours of accident-free flying. That is also the best in the world.**

**You have heard loud and clear that the North Dakota Air National Guard is eager to bring its tradition of high performance to one of the fastest growing, most exciting missions in the Air Force.**

**The Air Force plan – sent to this Commission by the Secretary and Chief of Staff – is to put a squadron of 12 Predators on the ground in Grand Forks, with a combined active duty-Guard launch team there. Those aircraft will be flown from Fargo, and the intelligence that comes back from those aircraft will be analyzed in Fargo. They will excel by combining top notch Grand Forks infrastructure with incredible Fargo Guard personnel. Those Airmen come from one of the best recruiting bases in the entire National Guard.**

**We see the future, and we embrace it. We have no doubt that the Fargo Air Guard will set the standard for excellence in UAV operations.**

**You have also heard that the Fargo Air Guard and the Fargo community enthusiastically embrace the concept of jointness. Fargo stands ready to support other associate relationships with Grand Forks, in “emerging missions” or in tankers.**

**And Fargo UAVs offer excellent potential for collaboration with Homeland**

Security, with its proximity to the border and the Northern Border Pilot Project.

But at heart the Hooligans are a Fargo unit. We think they also need to maintain a flying mission in Fargo. So you have also heard today that we totally disagree with the BRAC analysis that "Hector ranked low in military value." We think this analysis just misses the mark. Let me highlight just three examples:

[Slide 5: Ample Facilities] First, the BRAC analysis did not capture the brand new runway just built by the Airport Authority at Hector Field.

Second, Fargo rated low on military value because it did not have millions of square yards of ramp space. But you don't need millions of square yards of ramp space for a Guard unit. It is important that the Commission distinguish between true "military value" and the MCI index that the Air Force has developed to try to measure military value. The MCI is flawed when it comes to the Guard.

Third, Fargo scored low on access to ranges and training airspace. When I saw that, my reaction was shock. North Dakota's airspaces and ranges are large and have few restrictions. Our skies offer the largest over-land area for possible training in the lower 48 -- with almost limitless expansion possibilities. The Air Force analysis is focused on *more* ranges, not *better* ranges.

[Slide 6: Why Fargo?] With all of Fargo's advantages and the flaws in the military value analysis, we urge the Commission to remove the language in the BRAC justification singling out Fargo for "no flying mission backfill." It is *unnecessary, inappropriate, and counterproductive*.

[Slides 7-8: Northern Exposure] The lack of a flying mission with iron on the ground in Fargo will hurt recruitment. It also further exacerbates the gap created along the Northern border by the departure of so many air bases. This chart shows the before and after -- we will go from 8 Guard airbases on the northern tier to just three -- with none between Wisconsin and Idaho.

We do not know what needs the Air Force and Air Guard may face over the next 20 years. So it would be a profound mistake to limit the ability of the Air Force and Army Guard to make future programmatic decisions to give Fargo a flying mission.

We are not asking you to find us specific aircraft for the future -- though we'll take that! We just want you to remove that no flying mission language, allowing the Air Force and the Air Guard to make future decisions based on the facts at the time. Give them appropriate flexibility.

[Slide 9: Recommendation] I want to close where I started. Keep Fargo open. Endorse the Air Force UAV proposal. And preserve the option of a flying mission out of Fargo.

**[Slide 10: Painting] On September 11, 2001, I was told our nation's capital was under attack and ordered to leave my office. When I got outside, I heard the roar of jets overhead, and looked up to see F-16s. On that fateful day, Fargo's Happy Hooligans were the first in the skies over Washington, protecting us and our freedoms. That was a very proud moment for me. As Vice President Cheney said, "We will never forget."**

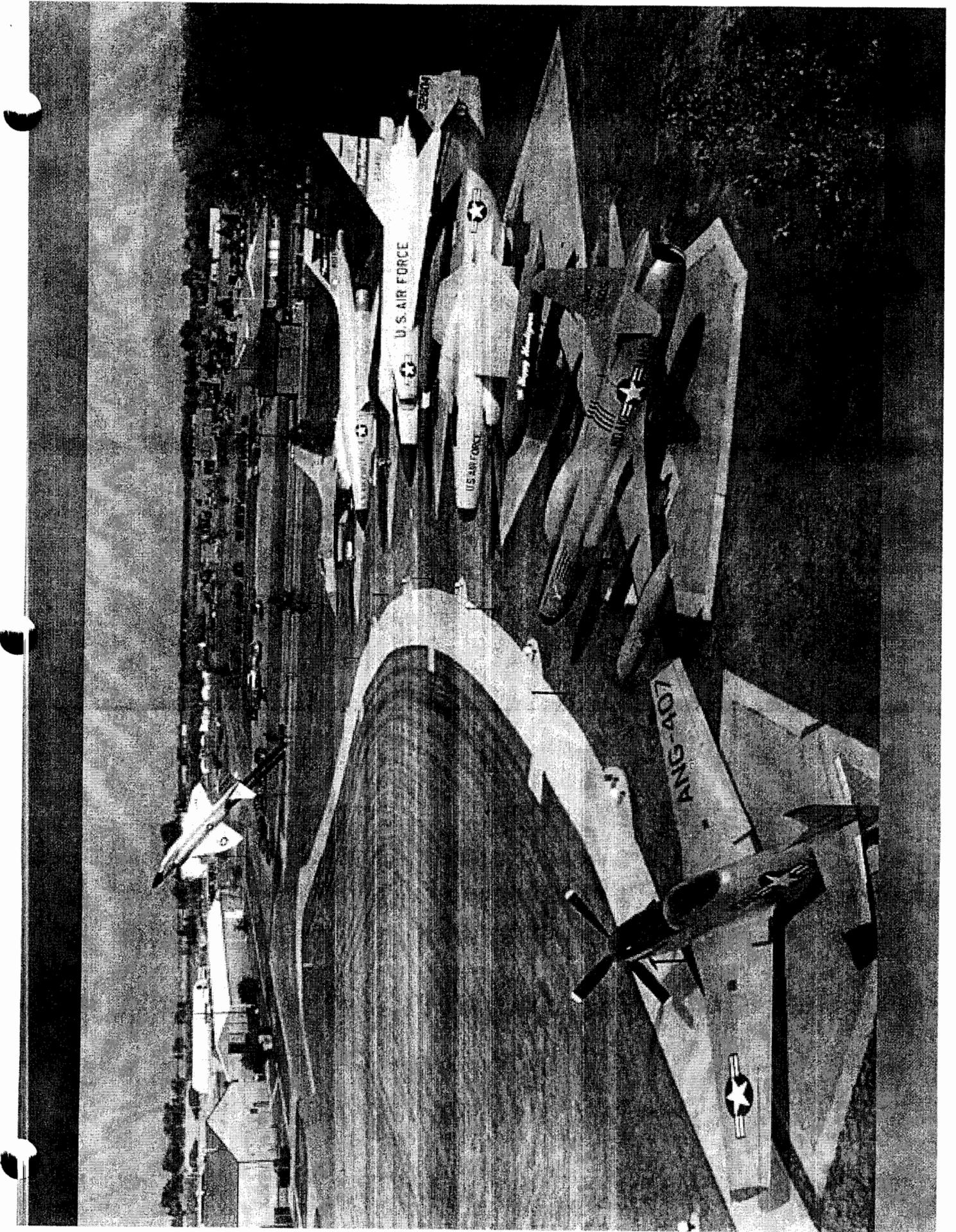
**Finally, thank you once again to the Commissioners – Mr. Skinner, Dr. Coyle, Congressman Bilbray – for holding this hearing. We are happy to take any questions that you might have. And thank you to our terrific audience for coming out today to show their strong support for North Dakota's military installations.**

**Testimony to the  
BRAC Commission  
Regional Hearing**

**June 23, 2005**

# Dick Walstad, Chairman

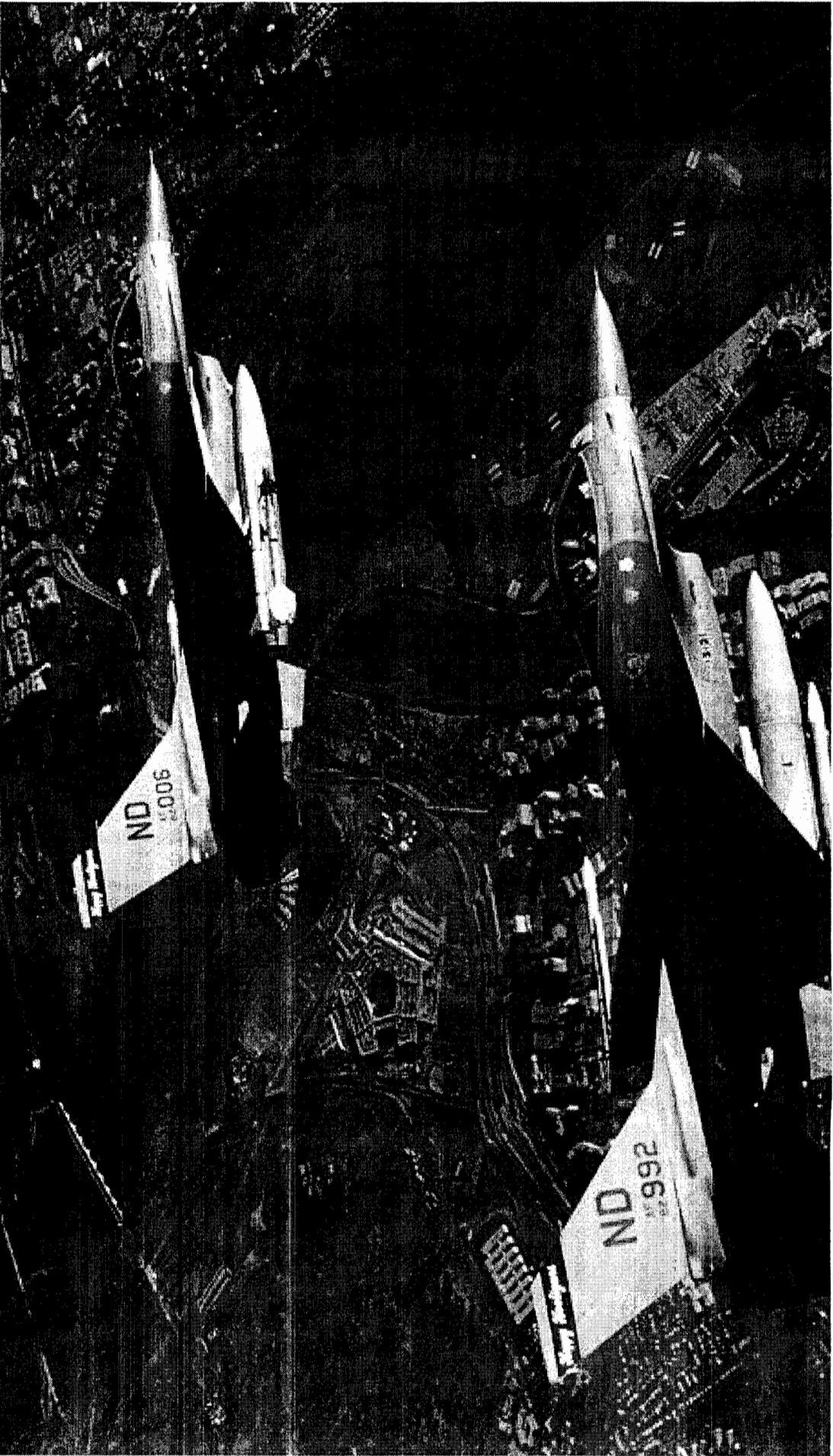




# Governor Hoeven

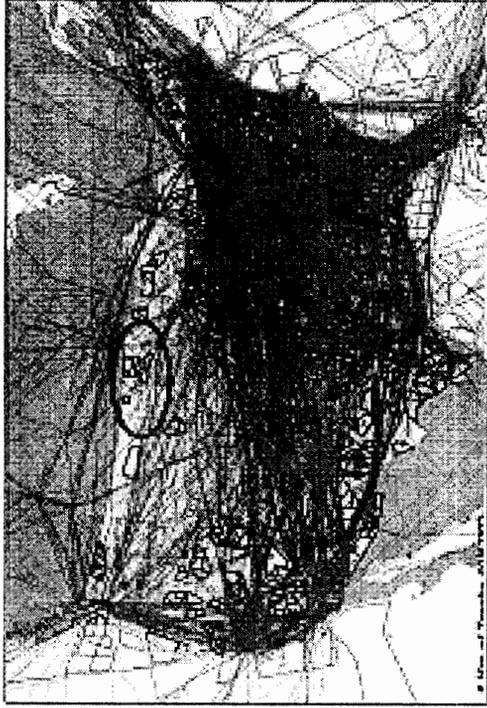


# North Dakotans continue to support homeland security and the Global War on Terror

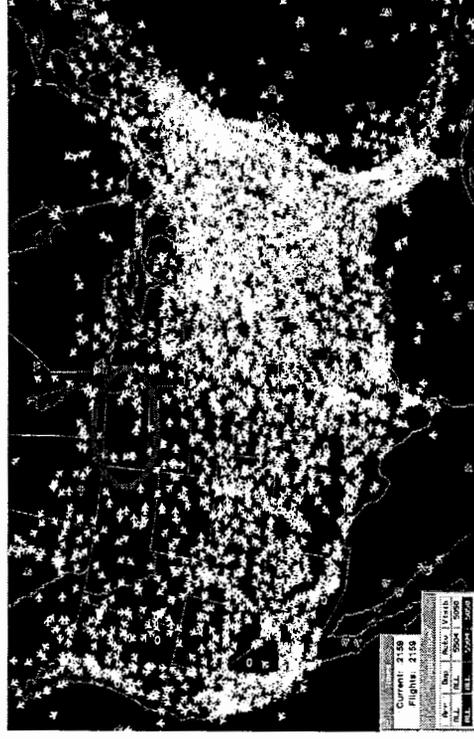


# North Dakota offers the military:

Civilian Flight Tracks



National Airspace Activity

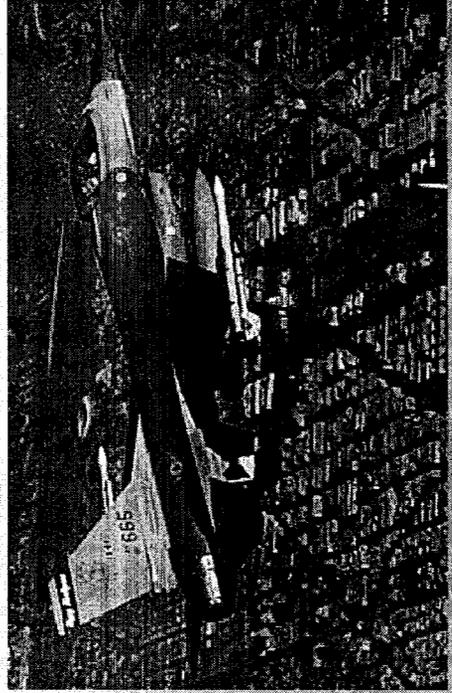
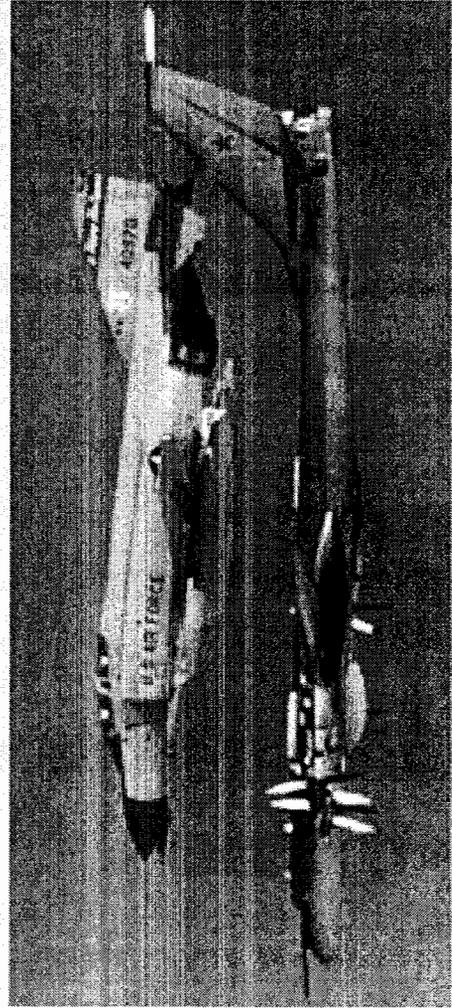


Flight tracks over time

- Open skies
- Diverse terrain
- Four distinct seasons for training
- The largest available airspace in the nation

Snapshot of civilian air activity

# The Happy Hooligans Defending our homeland...



# North Dakota is a leader in recruitment and retention for the National Guard.



# The First BRAC Principle



DEPARTMENT OF DEFENSE

## BASE CLOSURE AND REALIGNMENT REPORT

VOLUME I

PART 1 OF 2: RESULTS AND PROCESS

MAY 2005

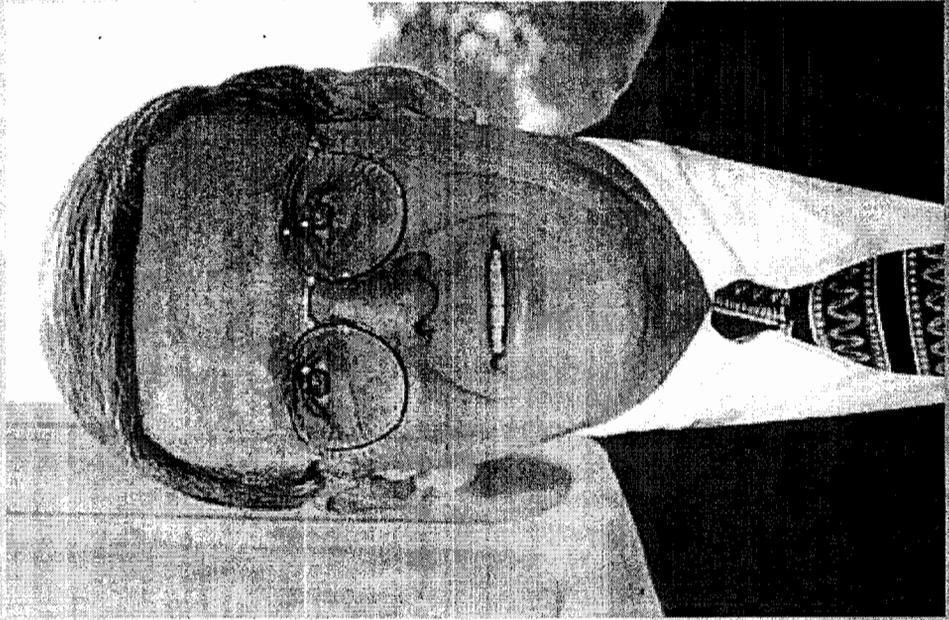
- **Recruit and Train.** The Department must attract, develop, and retain active, reserve, civilian, and contractor personnel who are highly skilled and educated and have access to effective, diverse, and sustainable training space to ensure current and future readiness, to support advances in technology, and to respond to anticipated developments in joint and Service doctrine and tactics.

# Strong Partners for Emerging Missions:

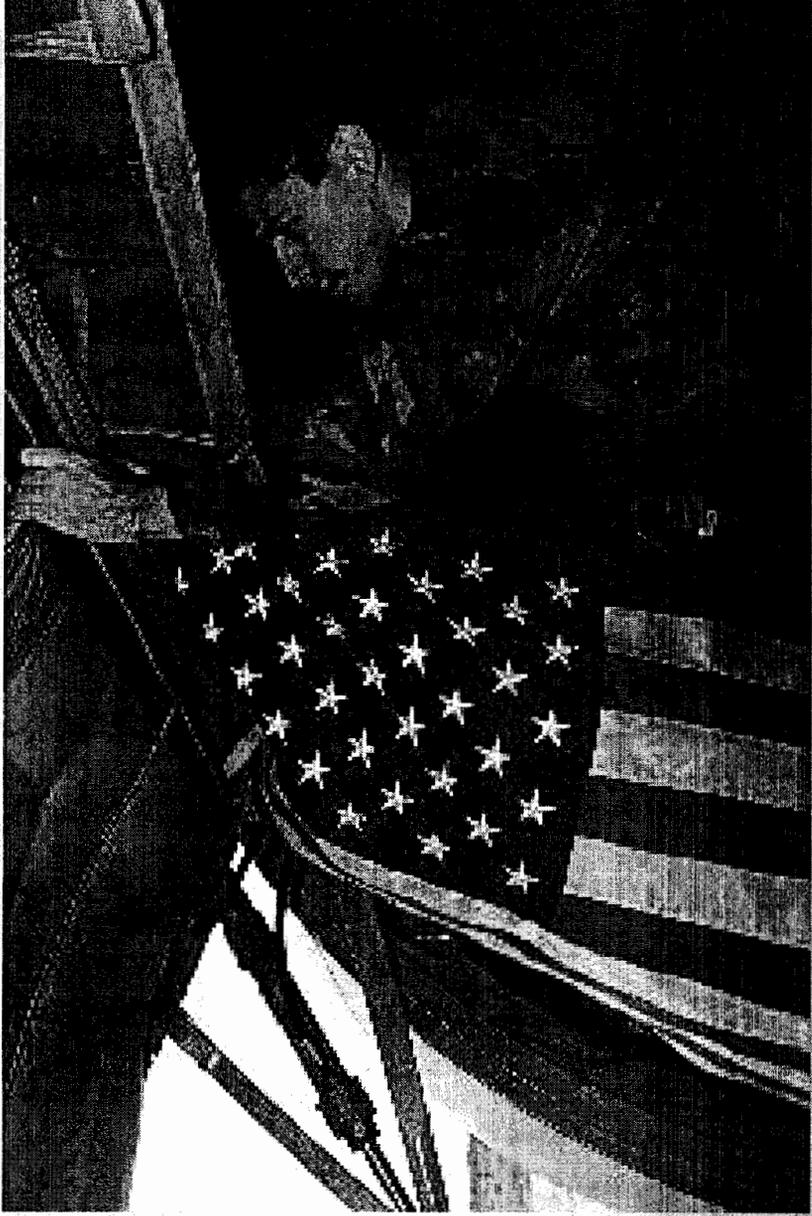
United State Air Force  
North Dakota National Guard  
North Dakota State University  
University of North Dakota



# Senator Dorgan



# North Dakota: The Ideal Home for Air Force Bases



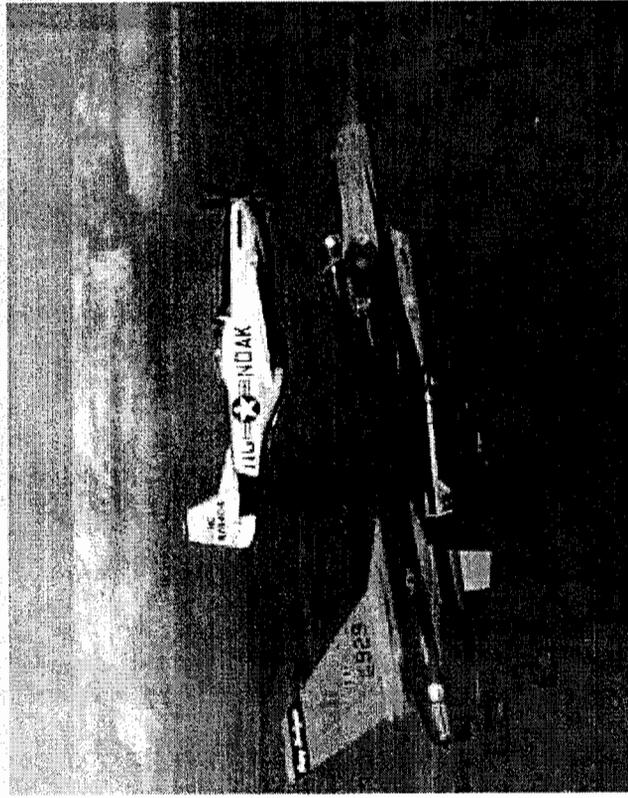
# North Dakota embraces UAV mission

Grand Forks: The right location for the future employment of unmanned aerial vehicles (*and any other aircraft*)

- Vast amounts of airspace over limited populations
- Free from jet route and air traffic avoidance and density issues
- Few air traffic deconfliction requirements

Happy Hooligans: The best people to fly and operate unmanned aerial vehicles (*and any other aircraft*)

# Fargo's "Happy Hooligans"



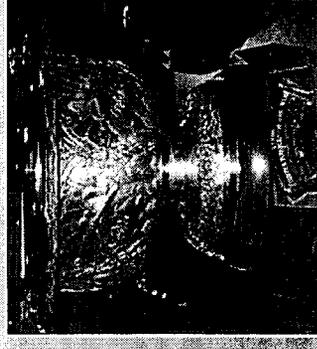
*"When you strap one of these senior fliers into the cockpit of an F-16 Fighting Falcon, the younger boys get out of the way because these are the best air-to-air combat fighters in the world. They are the Godfathers of air superiority."*

USA Today, Oct. 3, 1996

**USA  
TODAY.**

# Hooligan Accolades

- William Tell Weapons Meet (3 victories)
- Hughes Achievement Award (2 victories)
- Daedalian Maintenance Trophy
- Pesch Flight Safety Trophy (4 of last 5)
- USAF Outstanding Unit Award (10 awards)

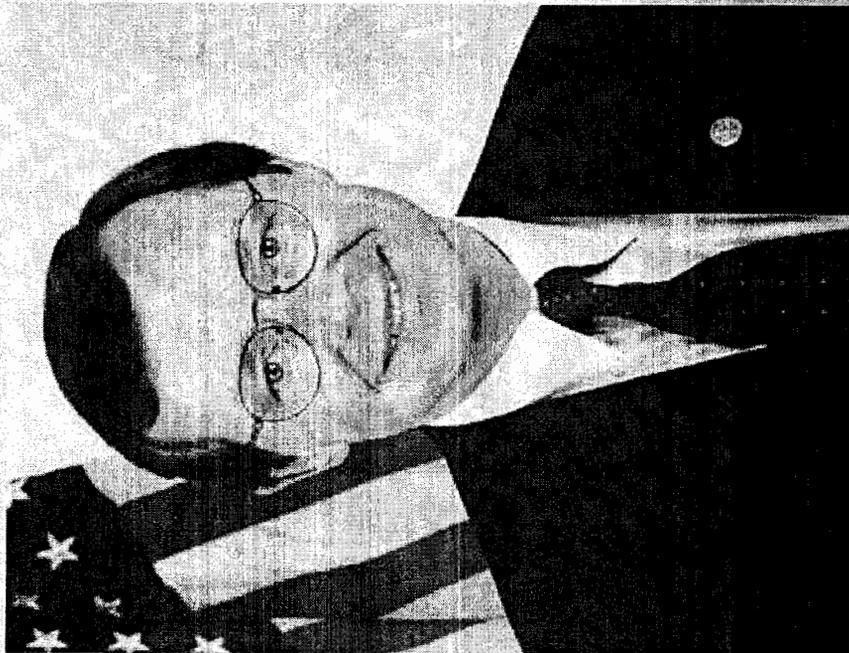


# Don't Ground America's Best Pilots

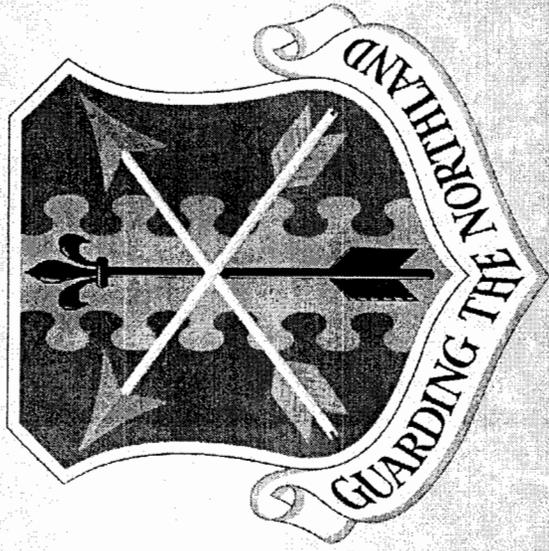
- Remove the “No flying mission backfill” clause from the Secretary of Defense’s BRAC recommendation.
- Allow the 119th to keep ramps and facilities for potential future manned flying missions at Hector.



# Congressman Pomeroy



# Air National Guard at Hector International Airport in Fargo



# How Best to Measure the Value of an Installation?

**The Performance**

**The People**

**The Place**

# How Best to Measure the Value of an Installation?

## *The Performance: Outstanding in All Respects*

Longest continuous period of safe and effective fighter aircraft operations for any Air National Guard fighter unit

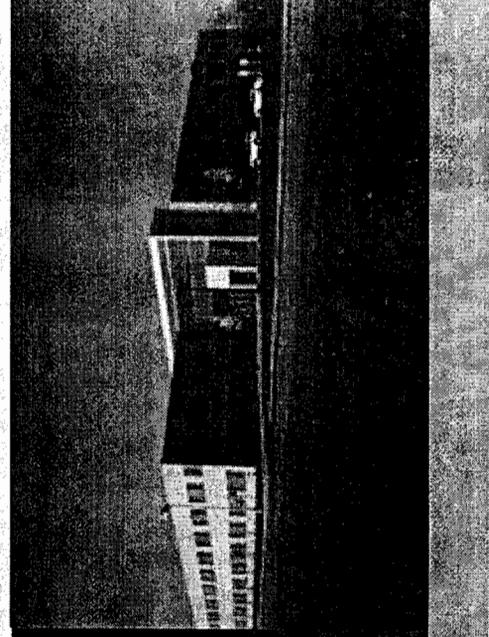
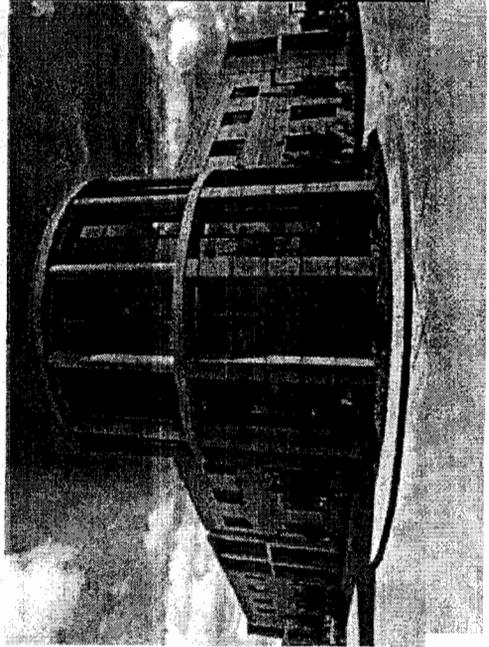
Over 160,000 accident-free flying hours

Eight Air Force Outstanding Unit awards

# How Best to Measure the Value of an Installation?

## *The People: The Heart of the Force*

The performance of the Happy Hooligans reflects the recruiting gold mine found in the Fargo-Moorhead area that sustains a “culture of excellence.”



# How Best to Measure the Value of an Installation?

## *The Place: Infrastructure & Airspace*

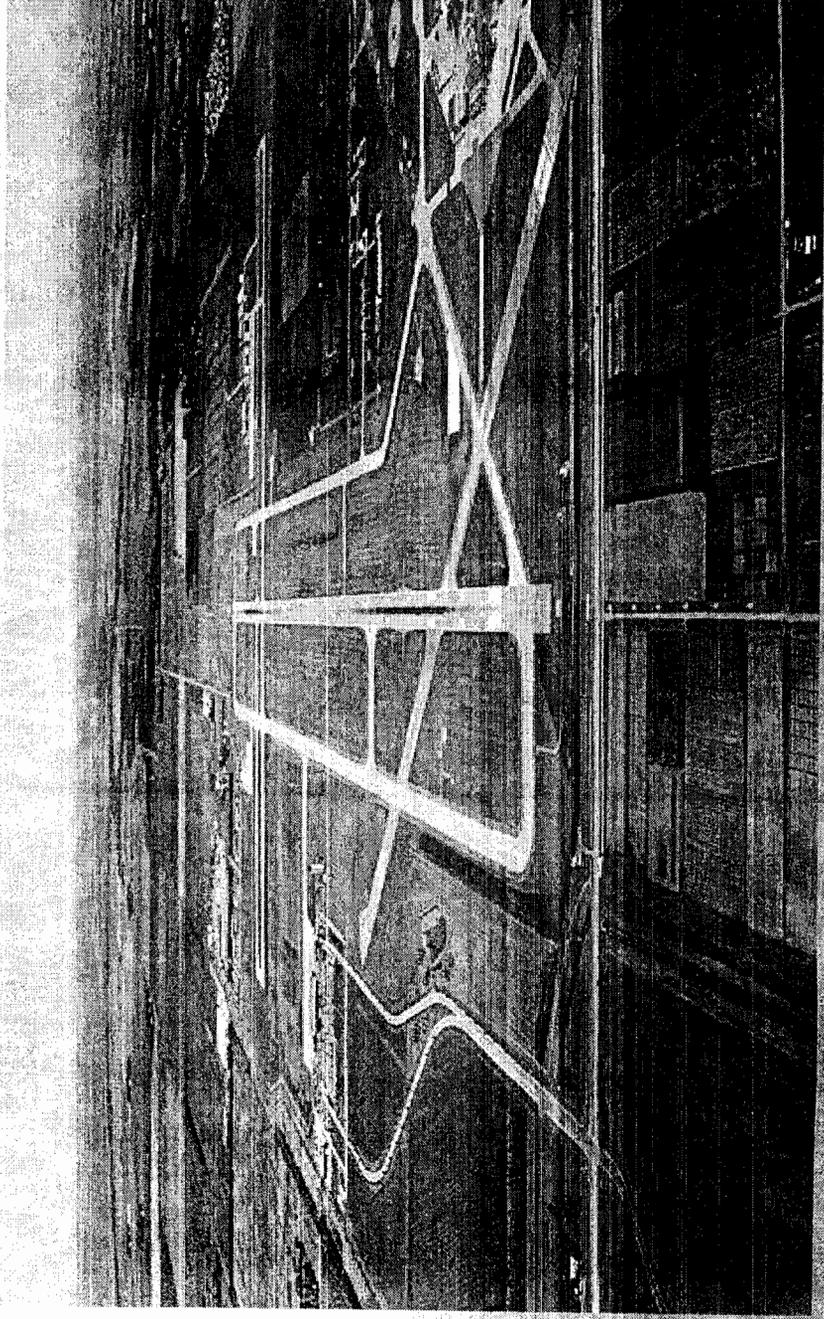
The Air National Guard unit benefits from over \$16 million in infrastructure improvements since 1999.

Hector Field poses no encroachment or environmental problems.

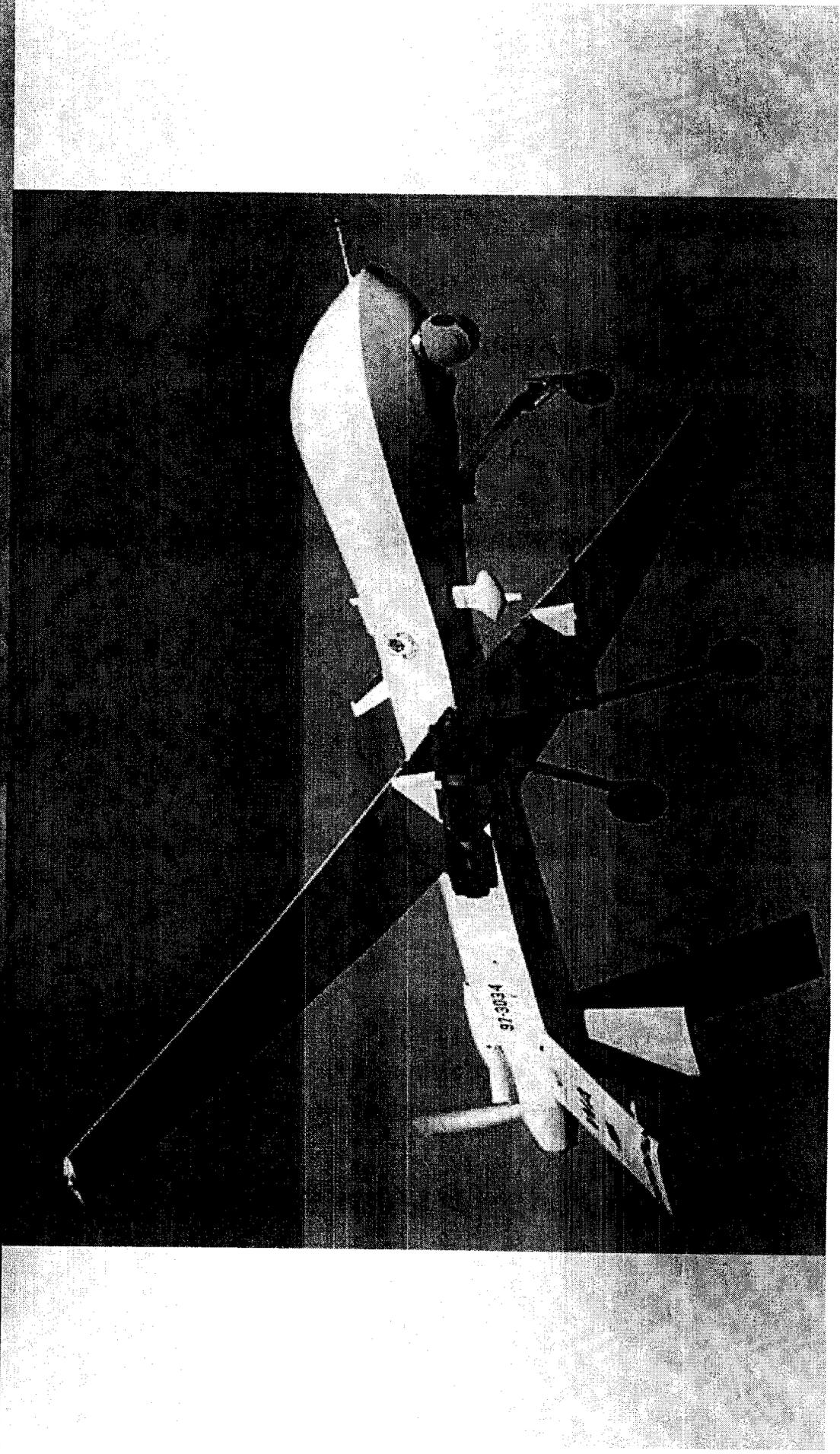
The region possesses ample airspace. Special use airspace for the military comprises nearly a quarter of the airspace above North Dakota.

# How Best to Measure the Value of an Installation?

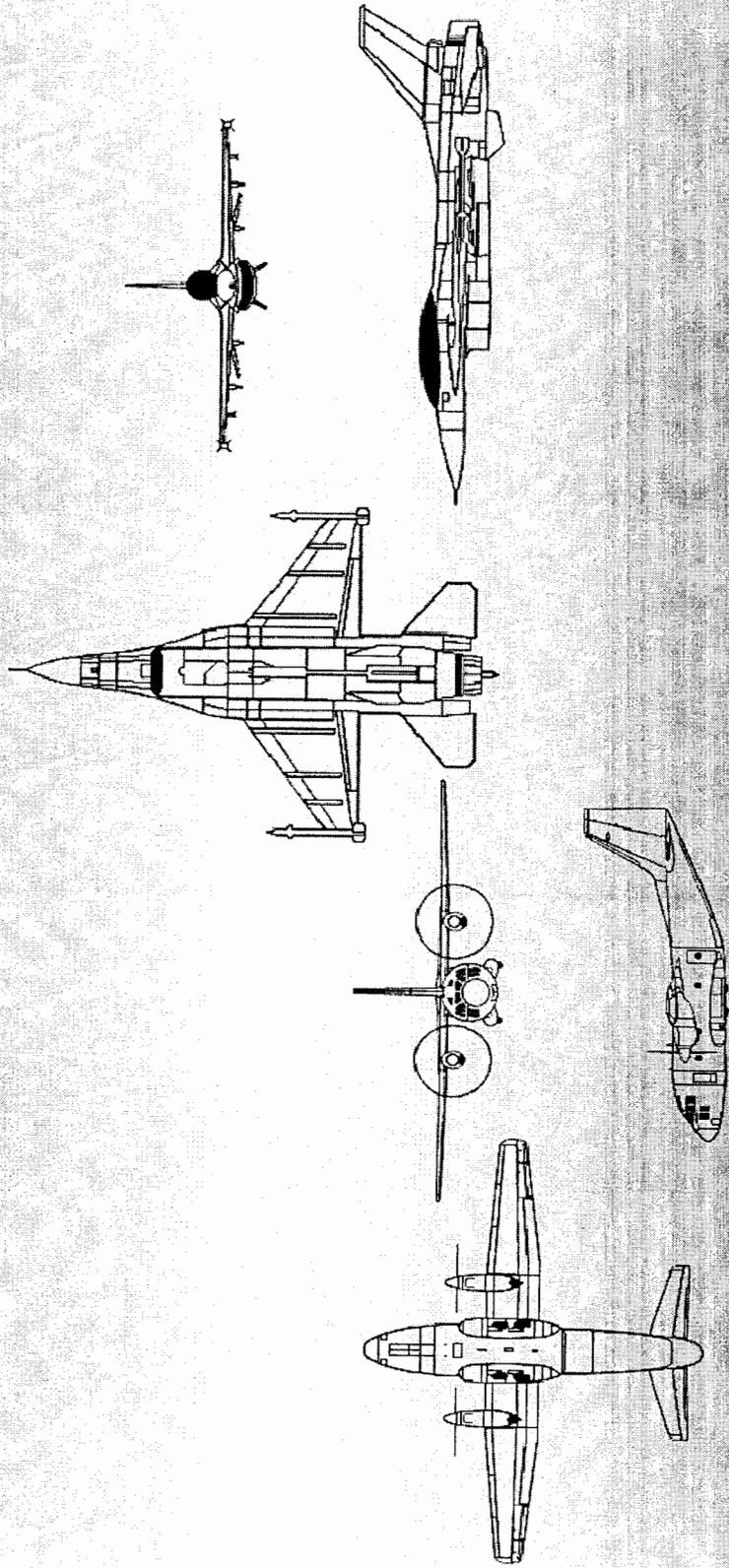
*The Place: Infrastructure & Airspace (2)*



# Air National Guard in Fargo — Proven Military Value and Ready for the Next Mission



# Performance + People + Place

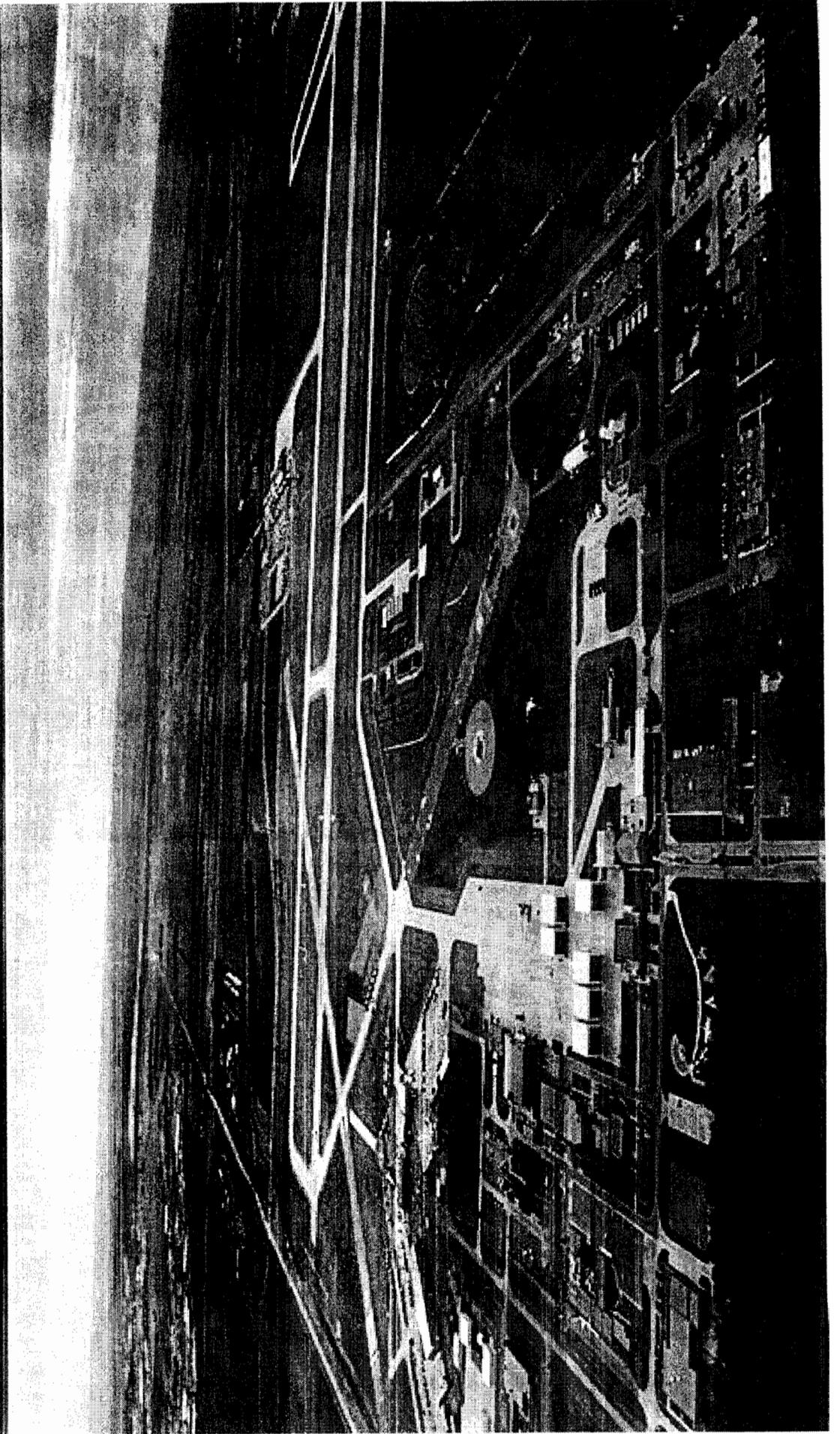


Potential for Additional Flying Missions  
Should be retained at this outstanding unity





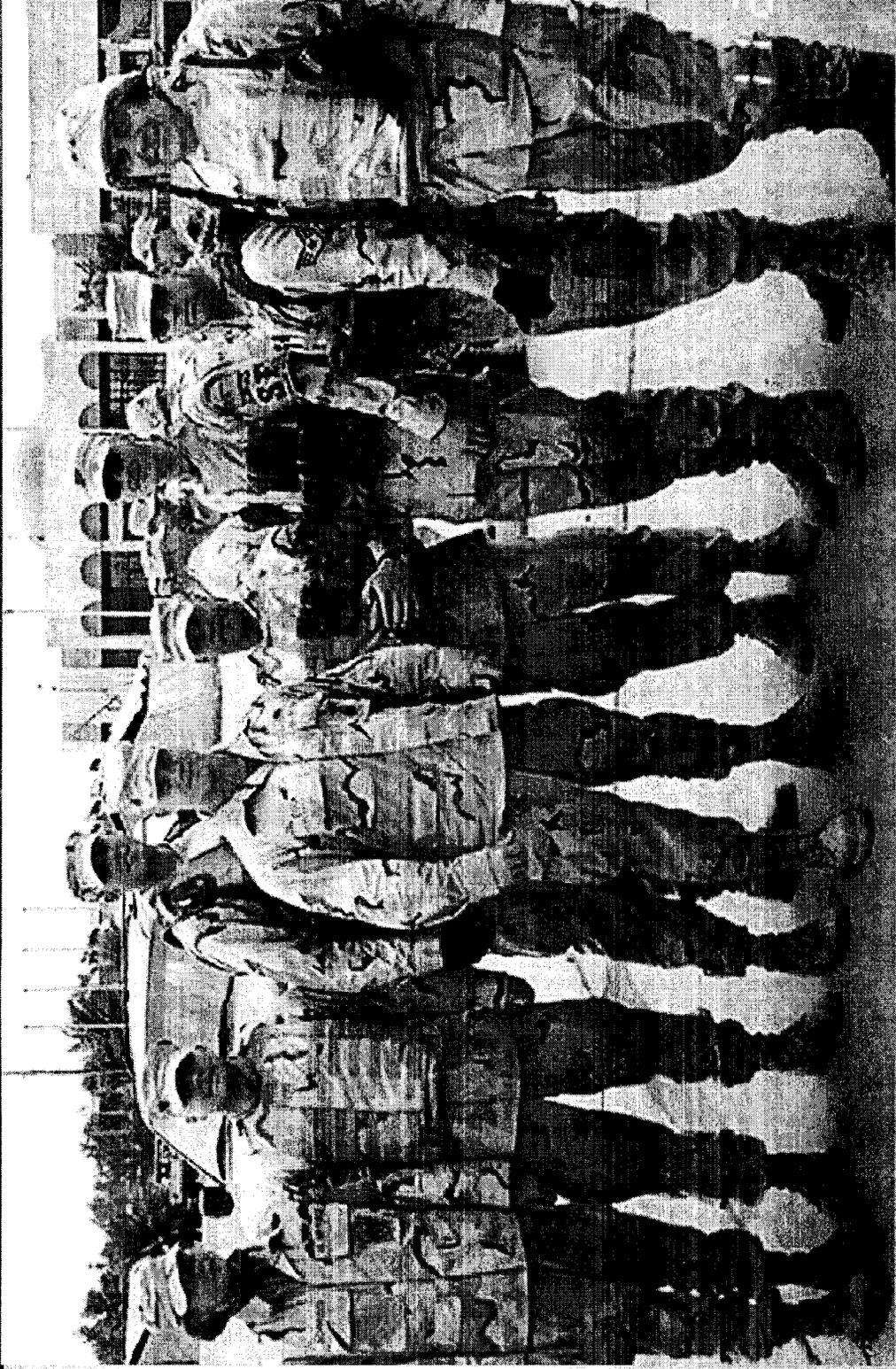
# Aerial Airport Photo



# Maj Gen Michael J. Haugen Adjutant General, N. D.

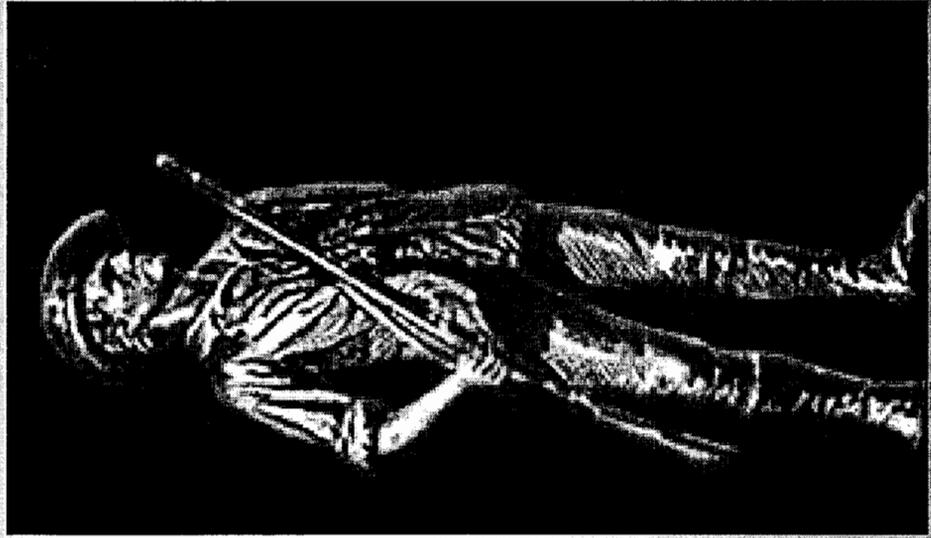


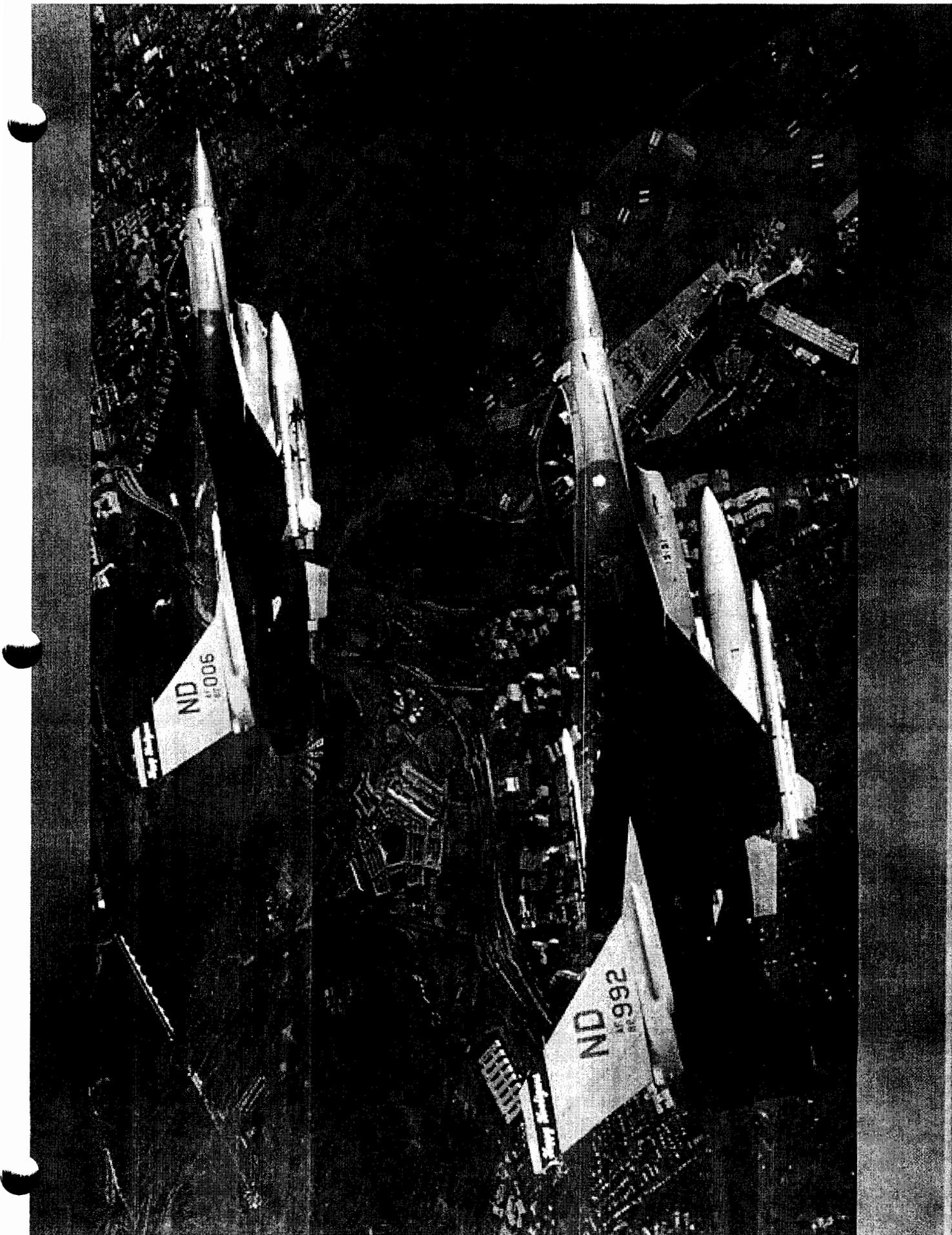
**3067 Members of the ND National Guard  
have served in an active duty  
capacity since September 11, 2001**



**Baghdad Airport, Iraq**

# Citizen Soldiers Since 1636





# National Defense Strategy

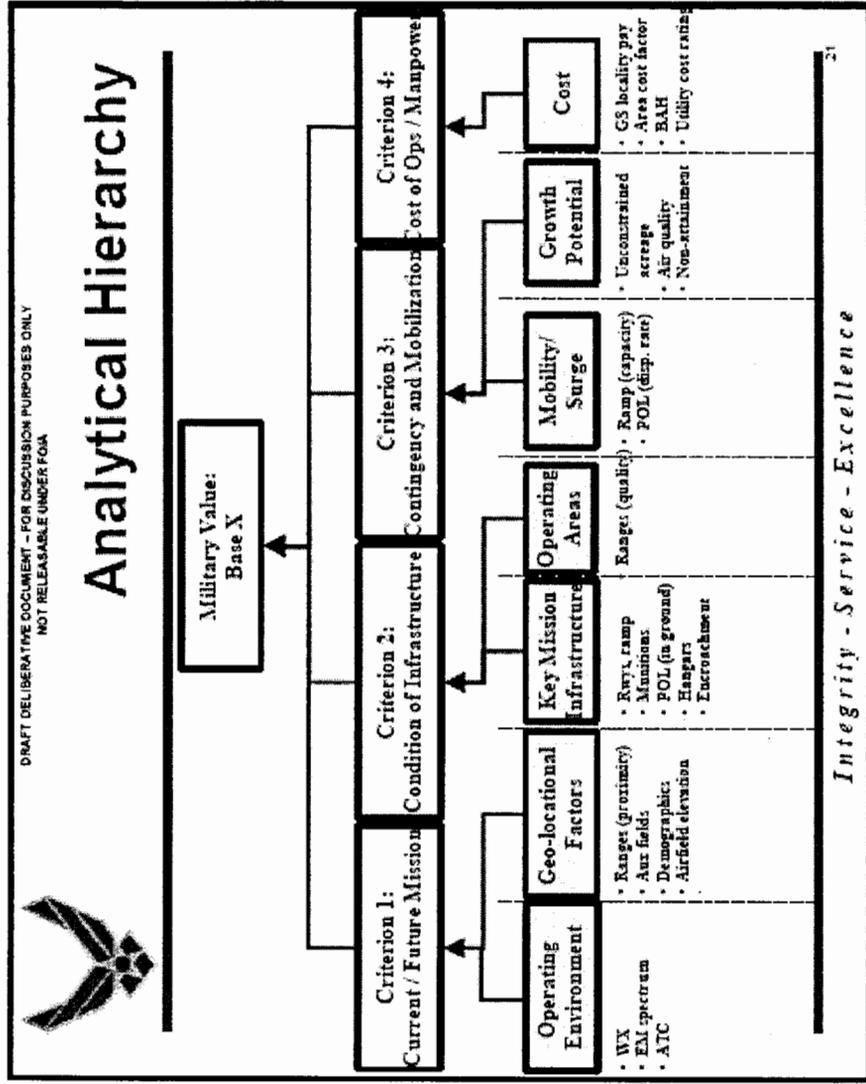
1-4-2-1

- 1 – Defend the Homeland
- 4 – Deter forward in/from four regions
- 2 – Defeat swiftly in two overlapping campaigns
- 1 – Win decisively in one with enduring result

# Analytical Hierarchy Model

The USAF used the following analytical hierarchy and assessment criteria to arrive at the 119FW's military value

We offer the following considerations regarding the data submitted to the BRAC commission



# Legacy Bomb Range



# Legacy Bomb Range

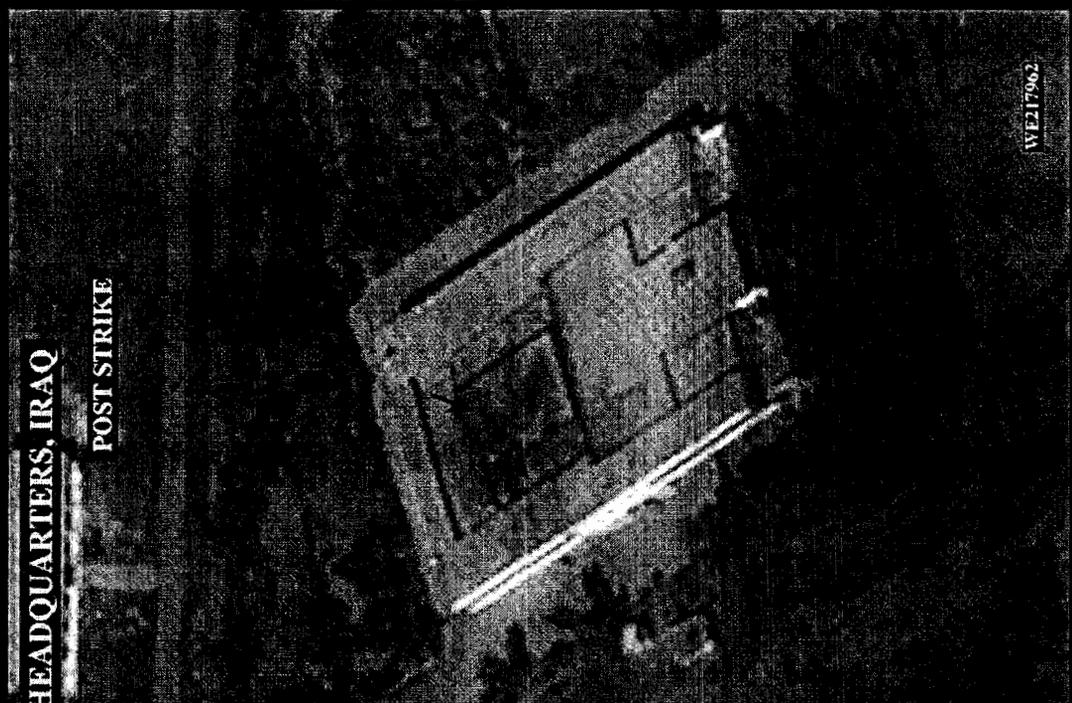
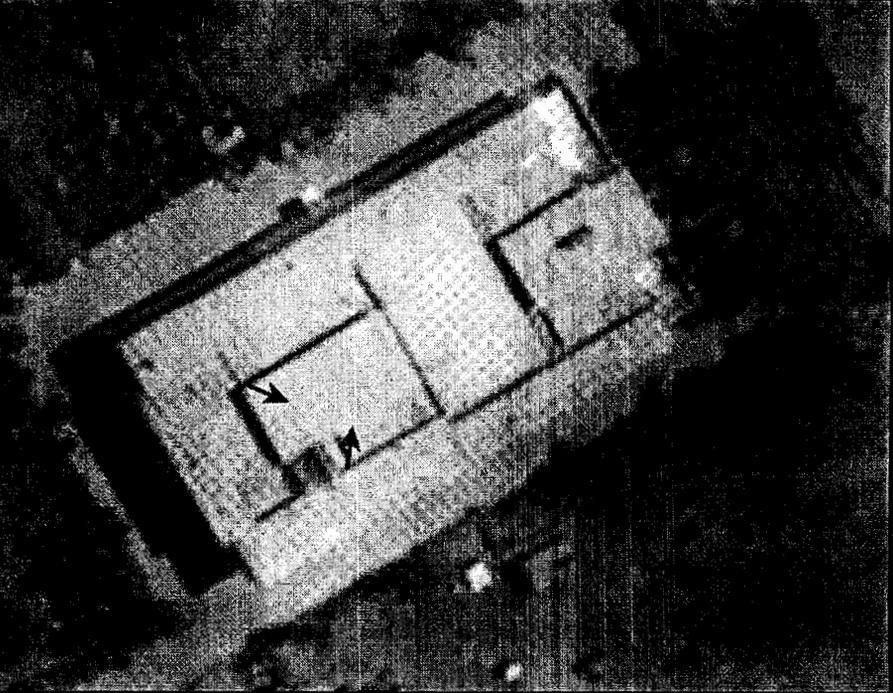


# PGM Results

AIR DEFENSE SECTOR HEADQUARTERS, IRAQ

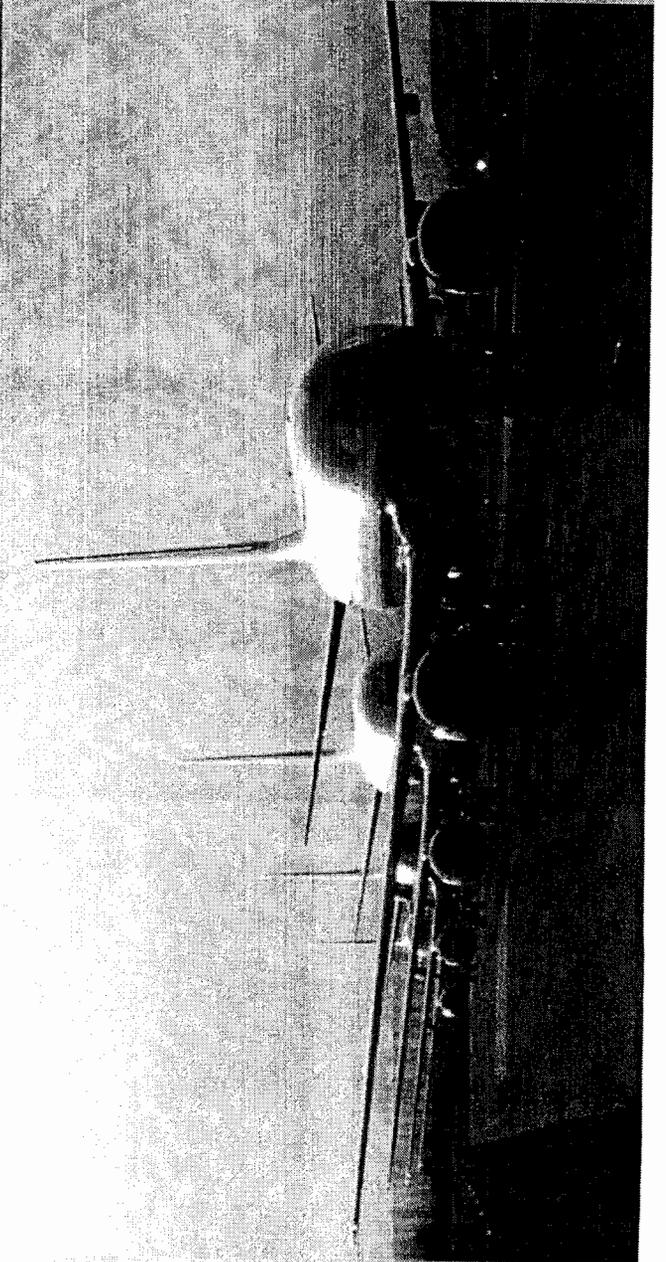
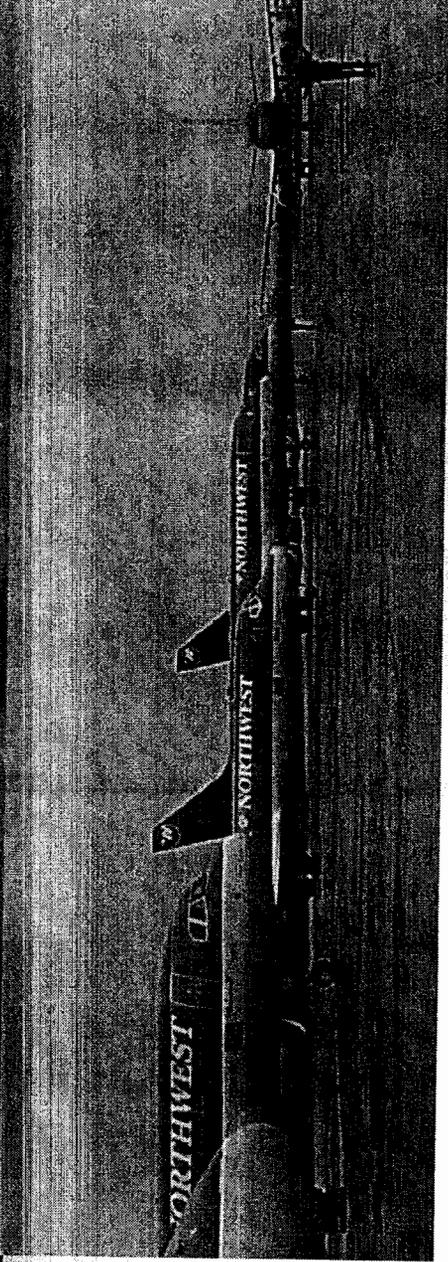
PRE STRIKE

POST STRIKE

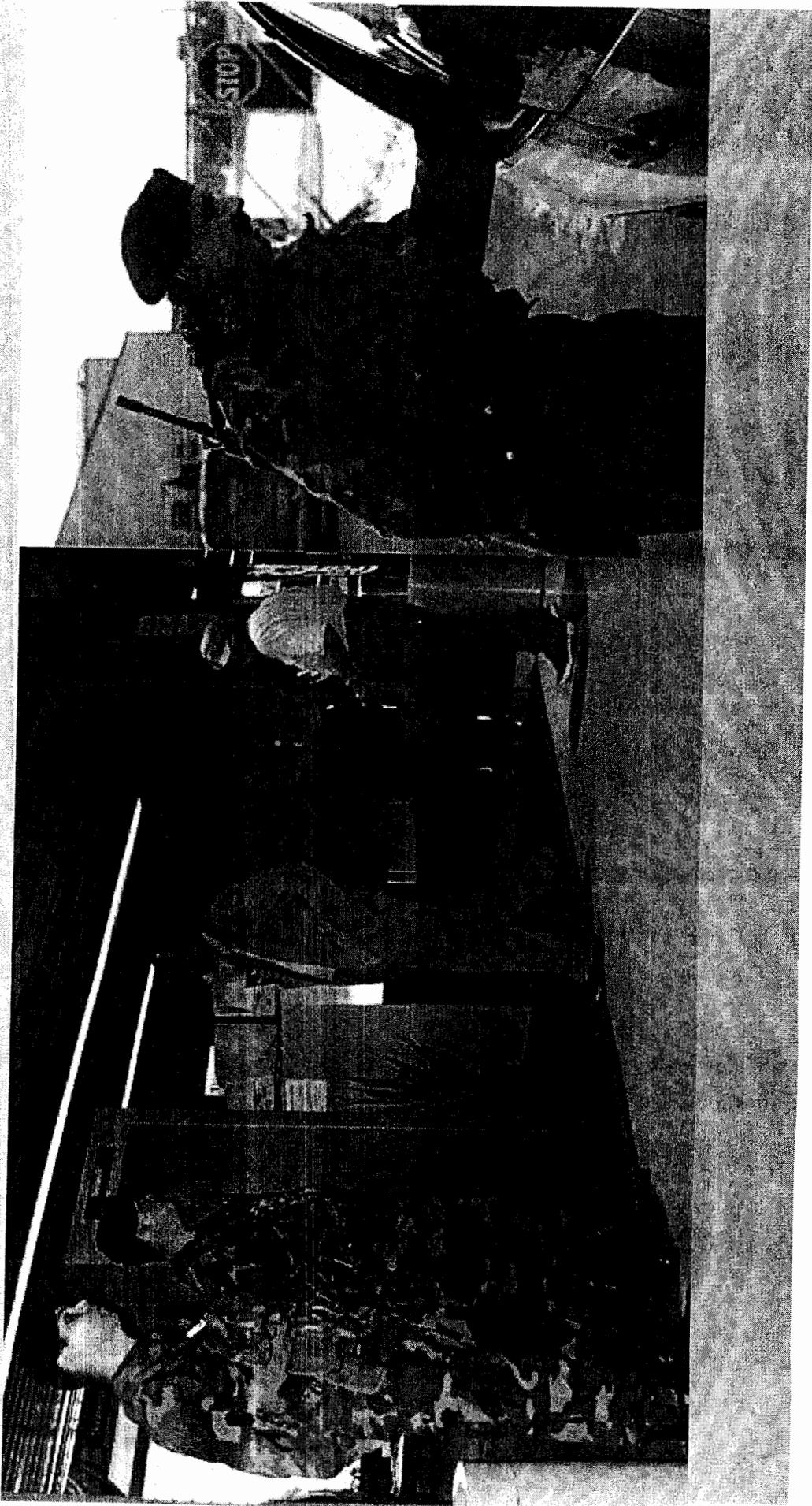


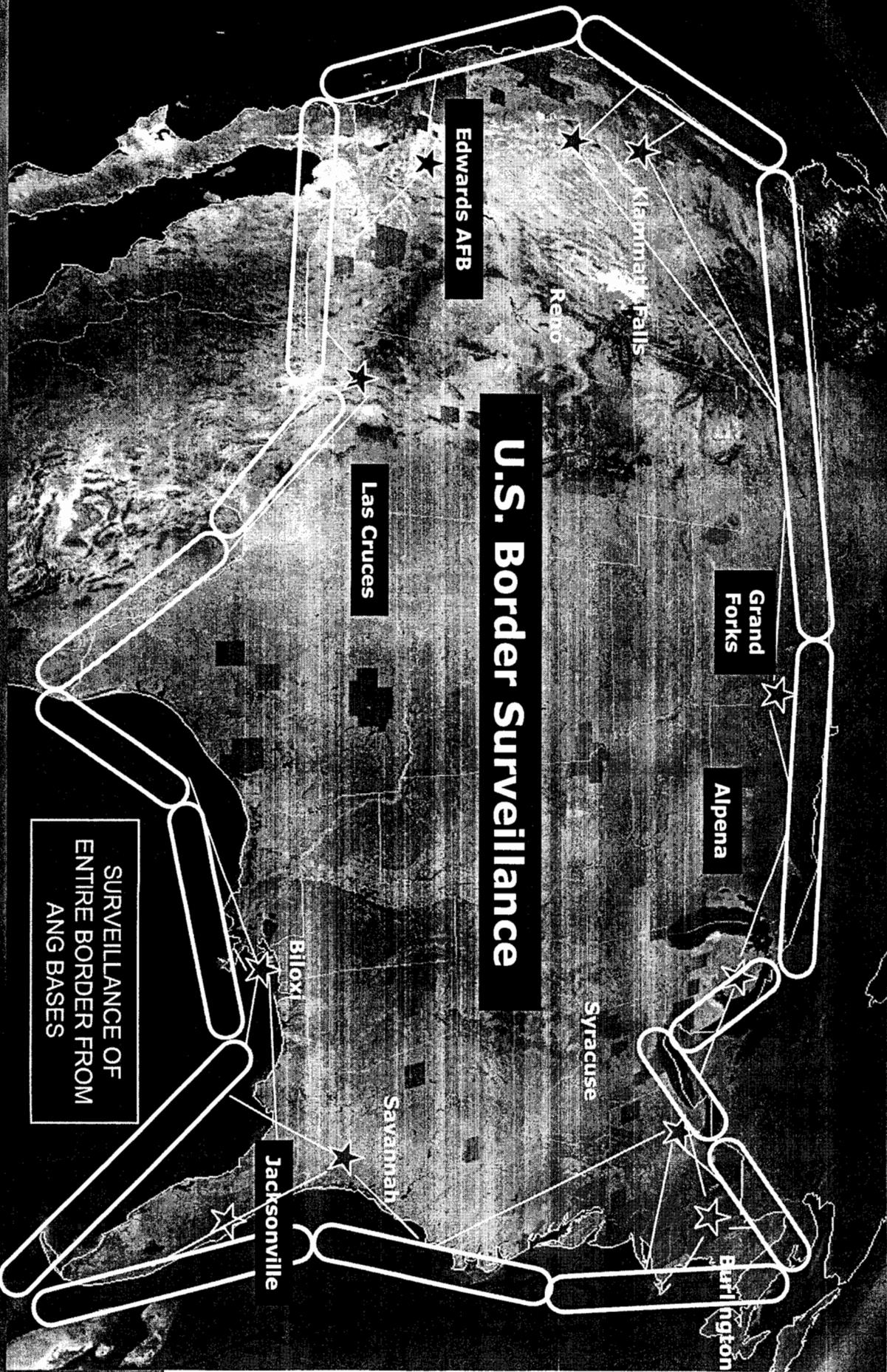
WE17962

# Access to Ramp Space and Jet Fuel Through Memorandums of Agreement



# Airport Security following 9-11





# U.S. Border Surveillance

SURVEILLANCE OF ENTIRE BORDER FROM ANG BASES

Edwards AFB

Klamath Falls

Reno

Las Cruces

Grand Forks

Alpena

Syracuse

Biloxi

Savannah

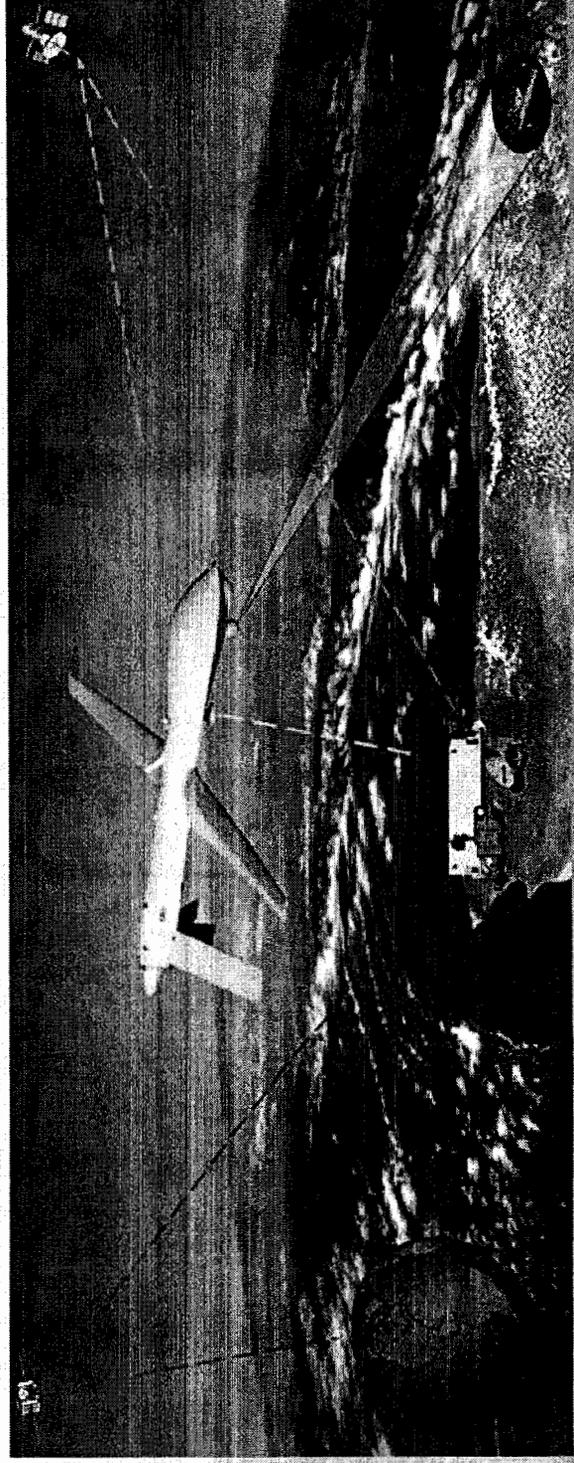
Jacksonville

Burlington

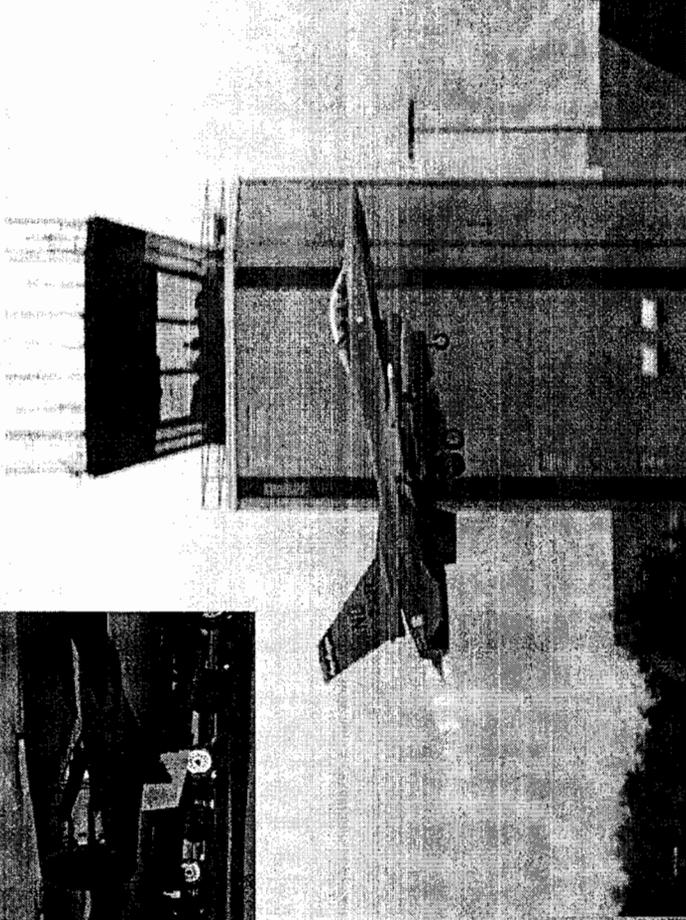
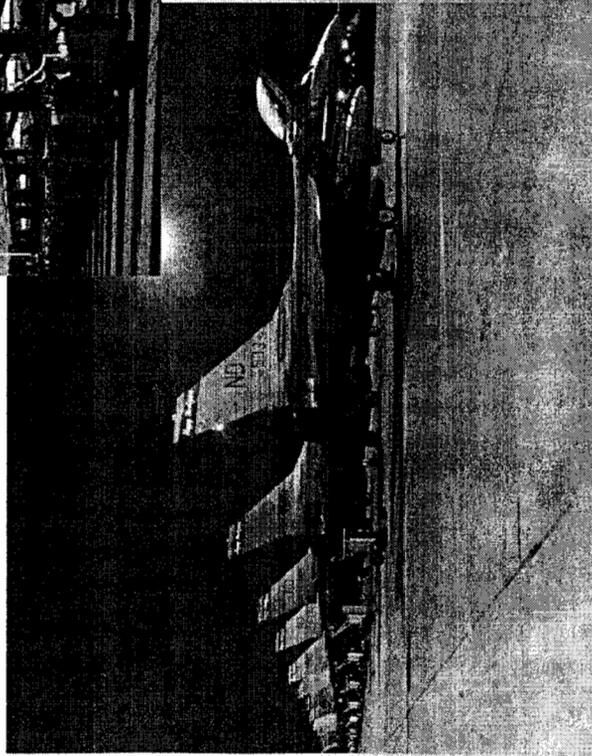
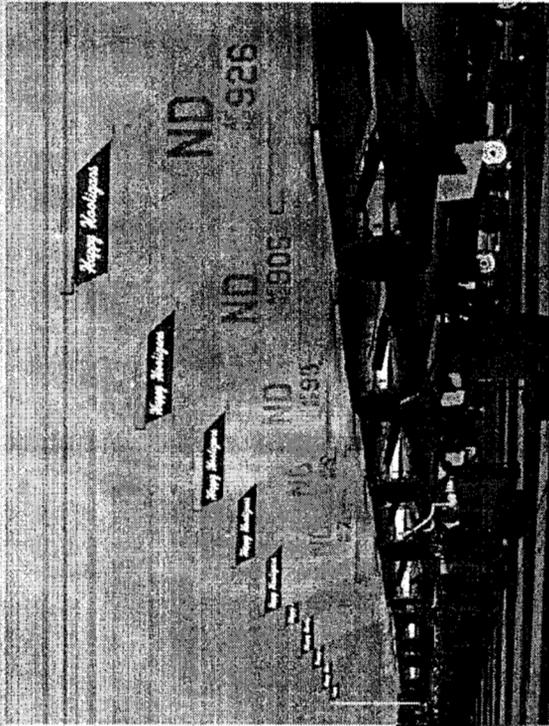
# Remotely Piloted Aircraft—

Launched, Operated, and Recovered From Anywhere in the World

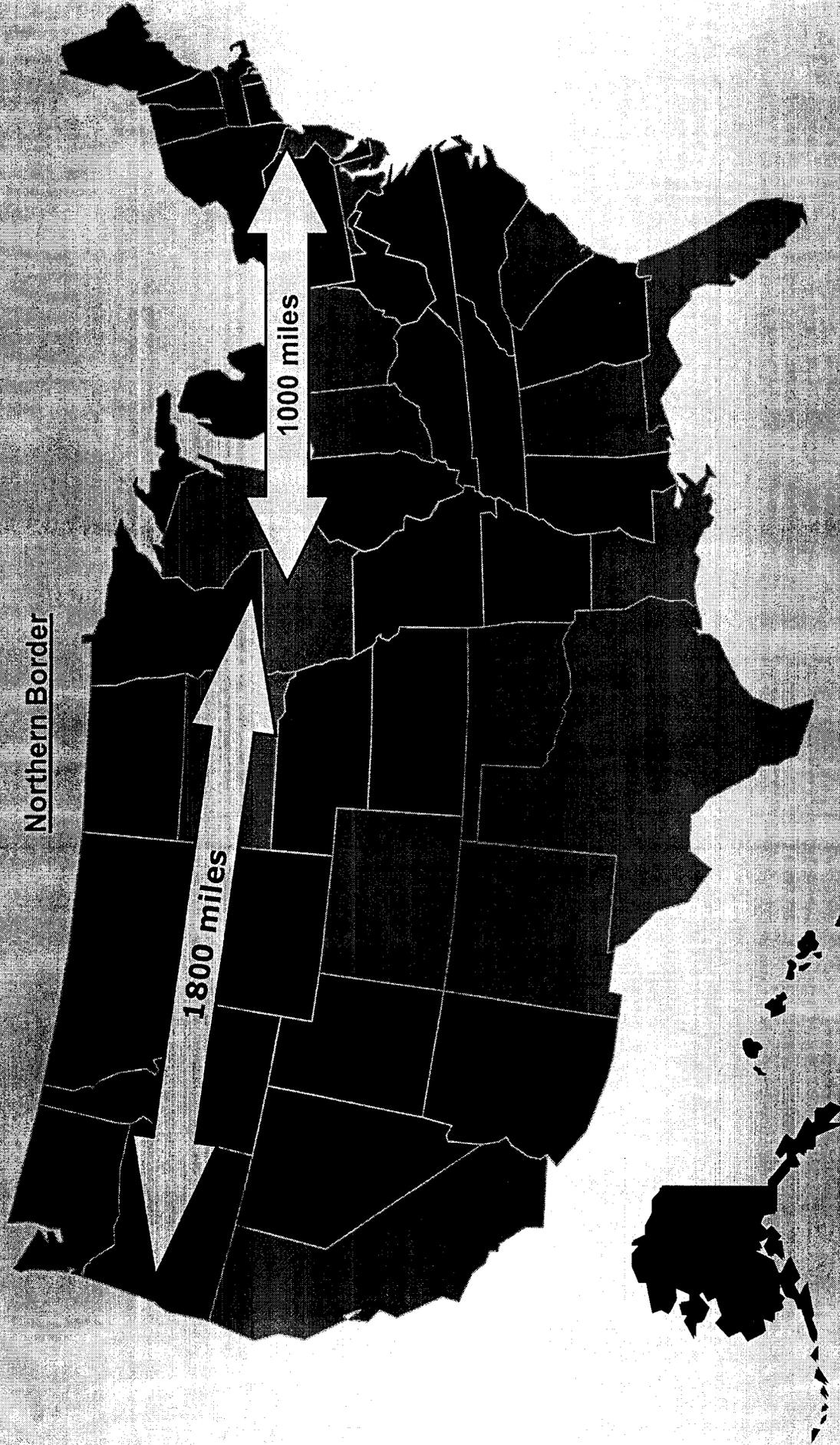
- Takeoff and land in the vicinity of a theater of operations under pilot control
- Direct pilot control or completely autonomous
- Control architecture allows the pilot to launch and recover from a remote forward location
  - Control the aircraft or multiple aircraft on missions from central command located thousands of miles away
- Payload dissemination through SATCOM



# Core Competency



Northern Border



■ States without Fighter Aircraft (post BRAC)

FOR OFFICIAL USE ONLY / PRE-DECISIONAL / DO NOT DISTRIBUTE

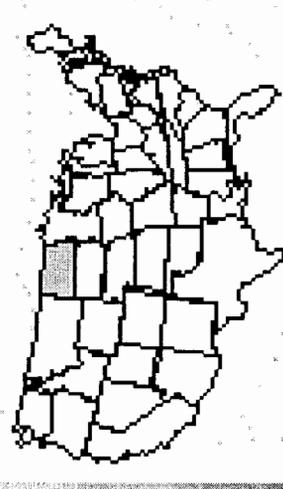
# Headquarters U.S. Air Force

*Integrity - Service - Excellence*

## North Dakota Joint Training Area ...Planning for Transformational Capabilities



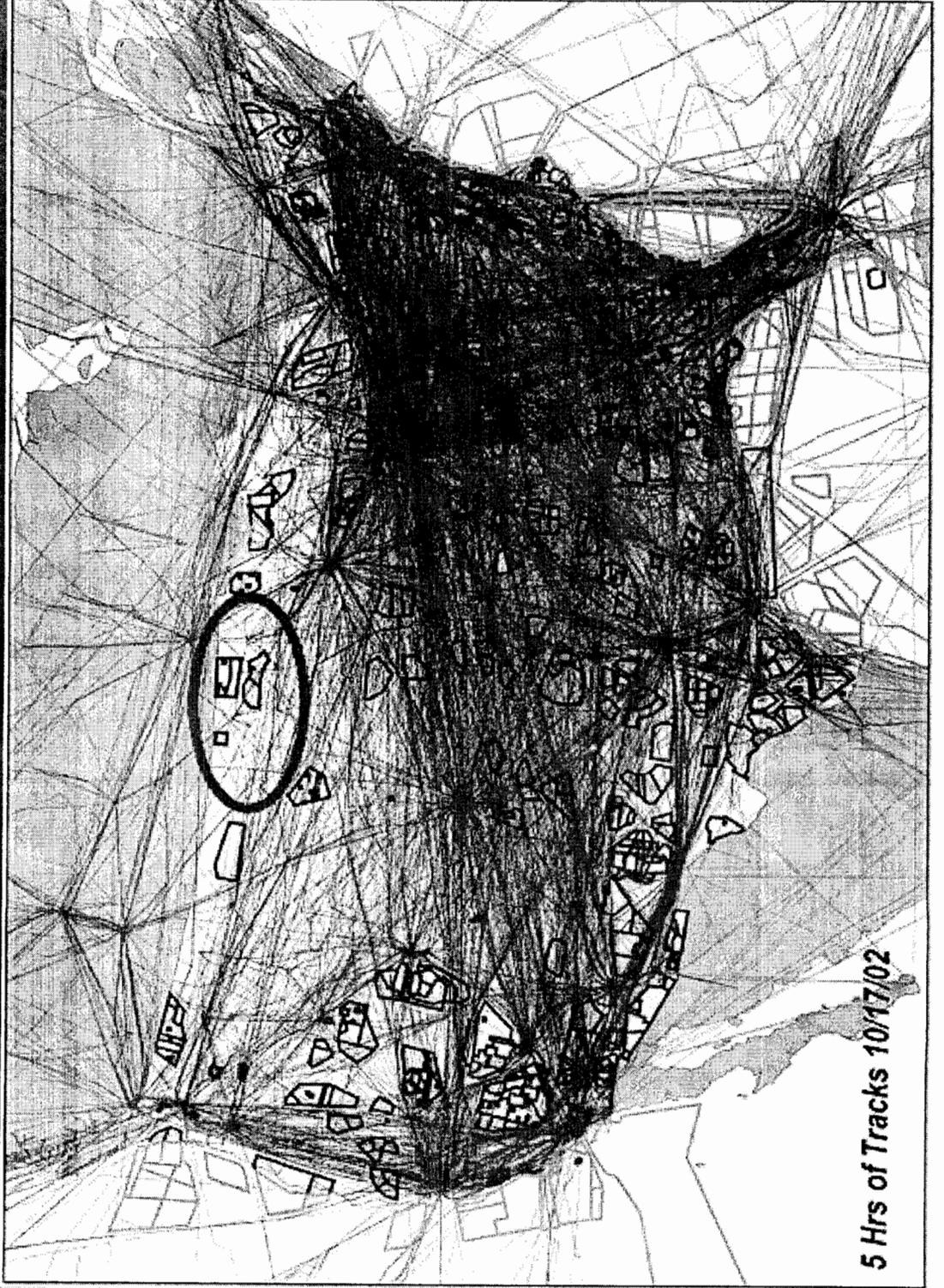
HQ USAF/XPX



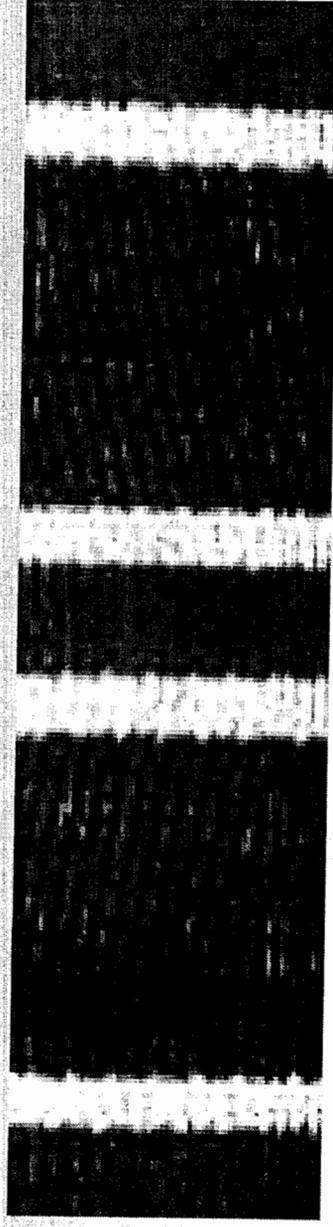
**U.S. AIR FORCE**

FOR OFFICIAL USE ONLY / PRE-DECISIONAL / DO NOT DISTRIBUTE

# Civilian Flight Tracks



# USAF's "Outstanding Unit" Award



The 119<sup>th</sup> Fighter Wing has earned this award 10 times

### Hector International Airport Air Guard Station, ND

**Recommendation:** Realign Hector International Airport Air Guard Station, ND. The 119th Fighter Wing's F-16s (15 aircraft) retire. The wing's expeditionary combat support elements remain in place.

**Justification:** Hector (125) ranked low in military value. The reduction in F-16 force structure and the need to align common versions of the F-16 at the same bases argued for realigning Hector to allow its aircraft to retire without a flying mission backfill.

**Payback:** The total estimated one-time cost to the Department of Defense to implement this recommendation is \$1.8M. The net of all costs and savings to the Department during the implementation period is a savings of \$3.3M. Annual recurring savings to the Department after implementation are \$1.0M with a payback expected in two years. The net present value of the costs and savings to the Department over 20 years is a savings of \$12.9M.

# Unsurpassed Achievements in Flight Safety

The only F-16 unit, Guard, Reserve or Active, that has not lost an F-16

**Current Data: 3 Jun 2005**

- 67,875.3 F-16 Flight Hours
- 43,405 F-16 Sorties
- 140,345.1 Flight Hours  
(Fighter Aircraft) since a  
Class A Mishap



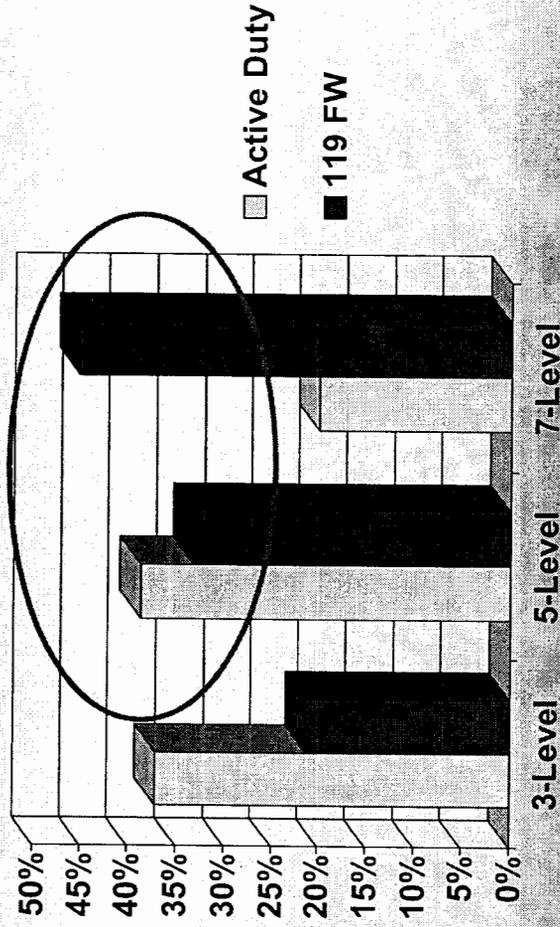
Lockheed Martin recognition of 60,000 F-16 Flight Hours

# Gained Maintenance Experience and Skill Levels

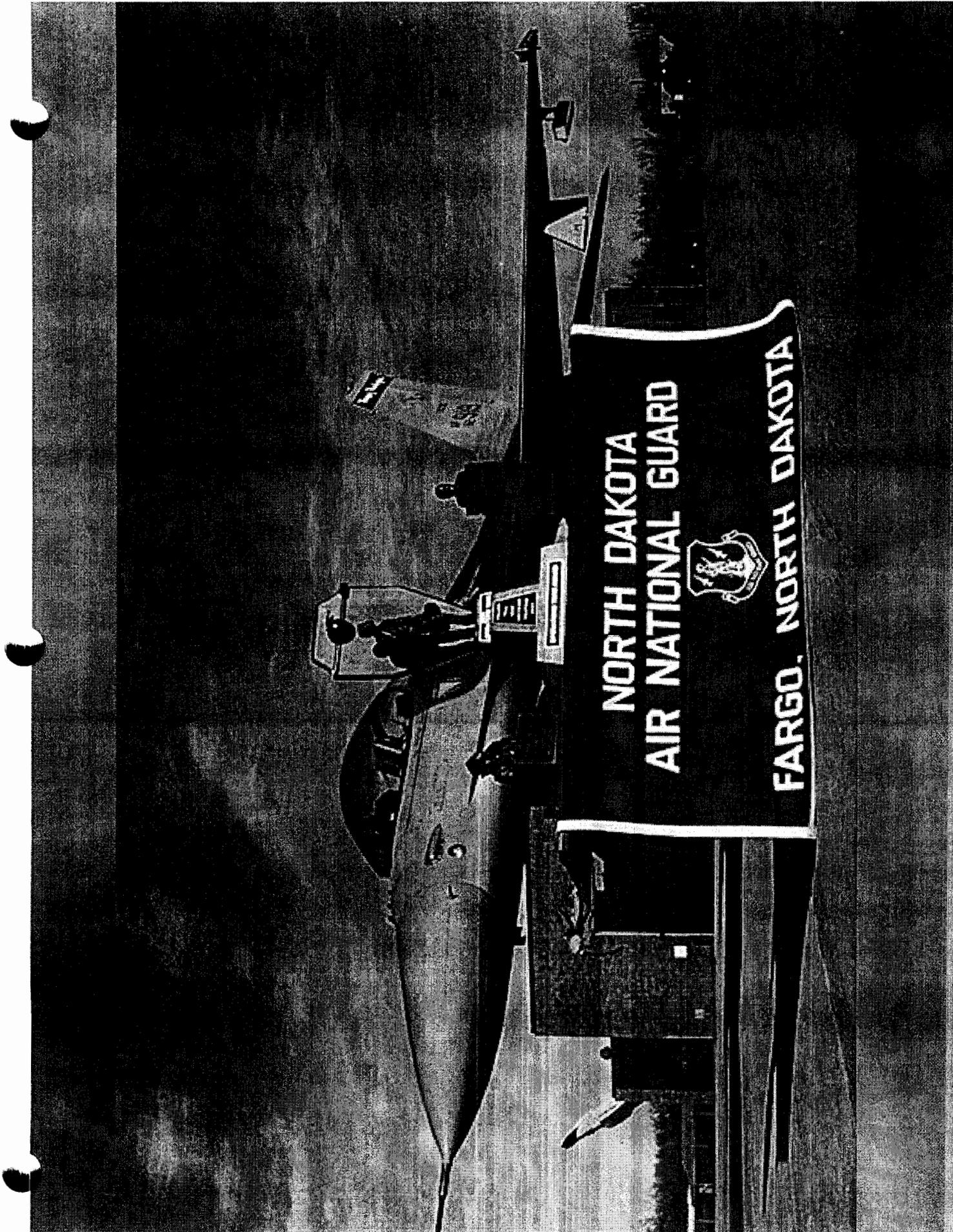
## Maintenance Experience

- ANG brings a stable, experienced Technician workforce
- Solid NCO Corps
  - Average 7 level crew chief has 19 years experience
  - Technicians in the propulsion shop average 15 years engine experience
- Superior retention and recruitment of prior service members

## Crew Chief Skill Level



- On-board 7-Levels over twice the AF average
- 78% 5- or 7-Level qualified

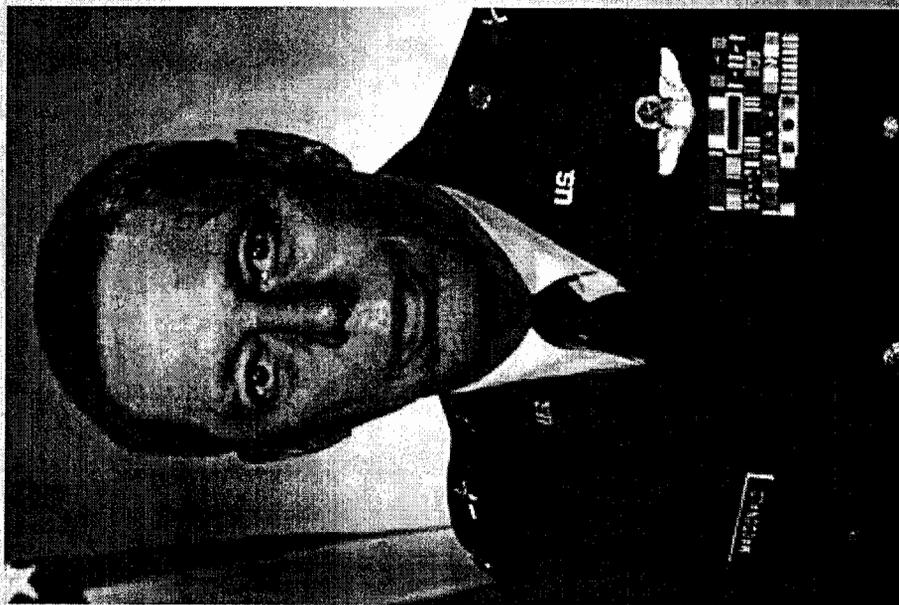


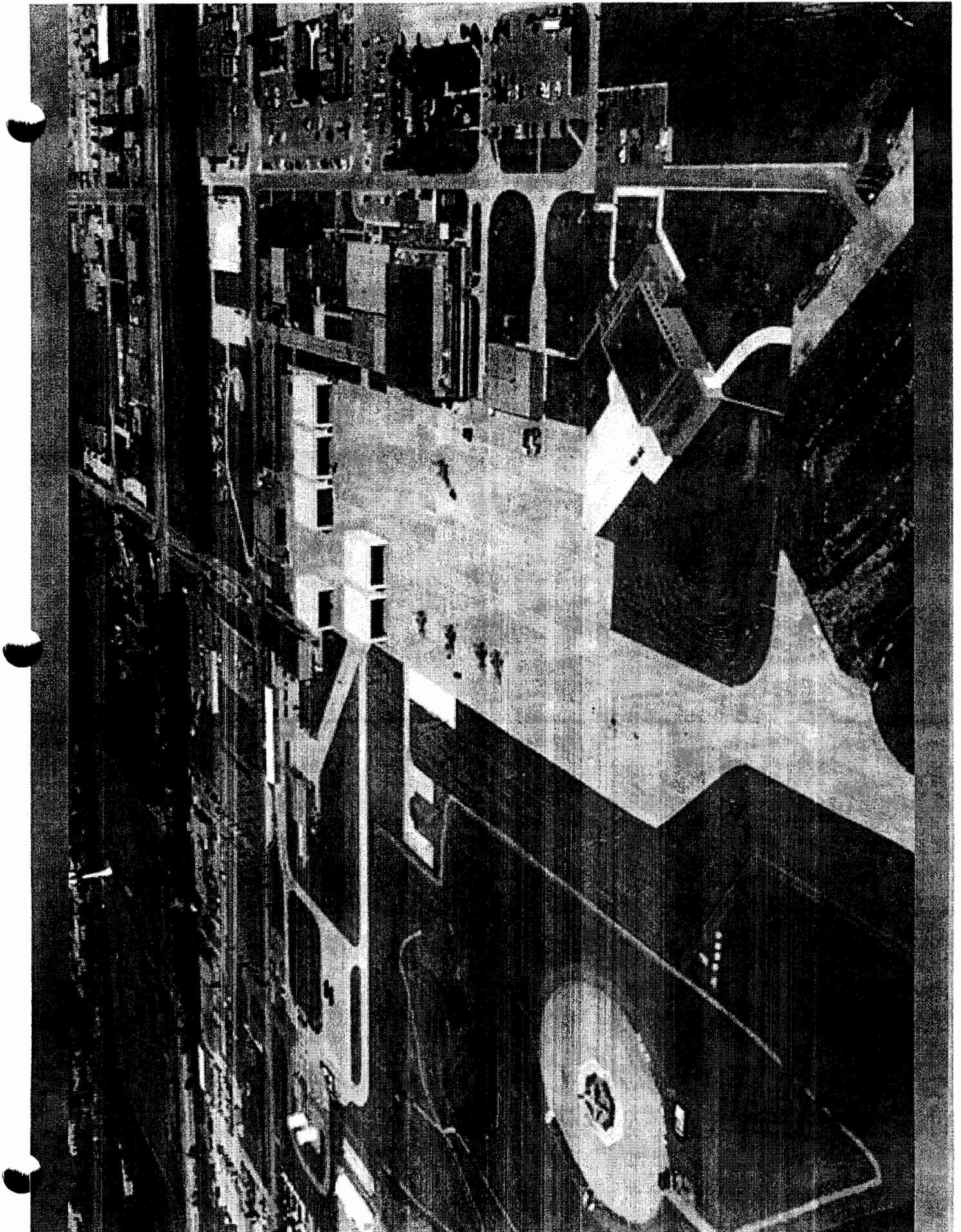
NORTH DAKOTA  
AIR NATIONAL GUARD



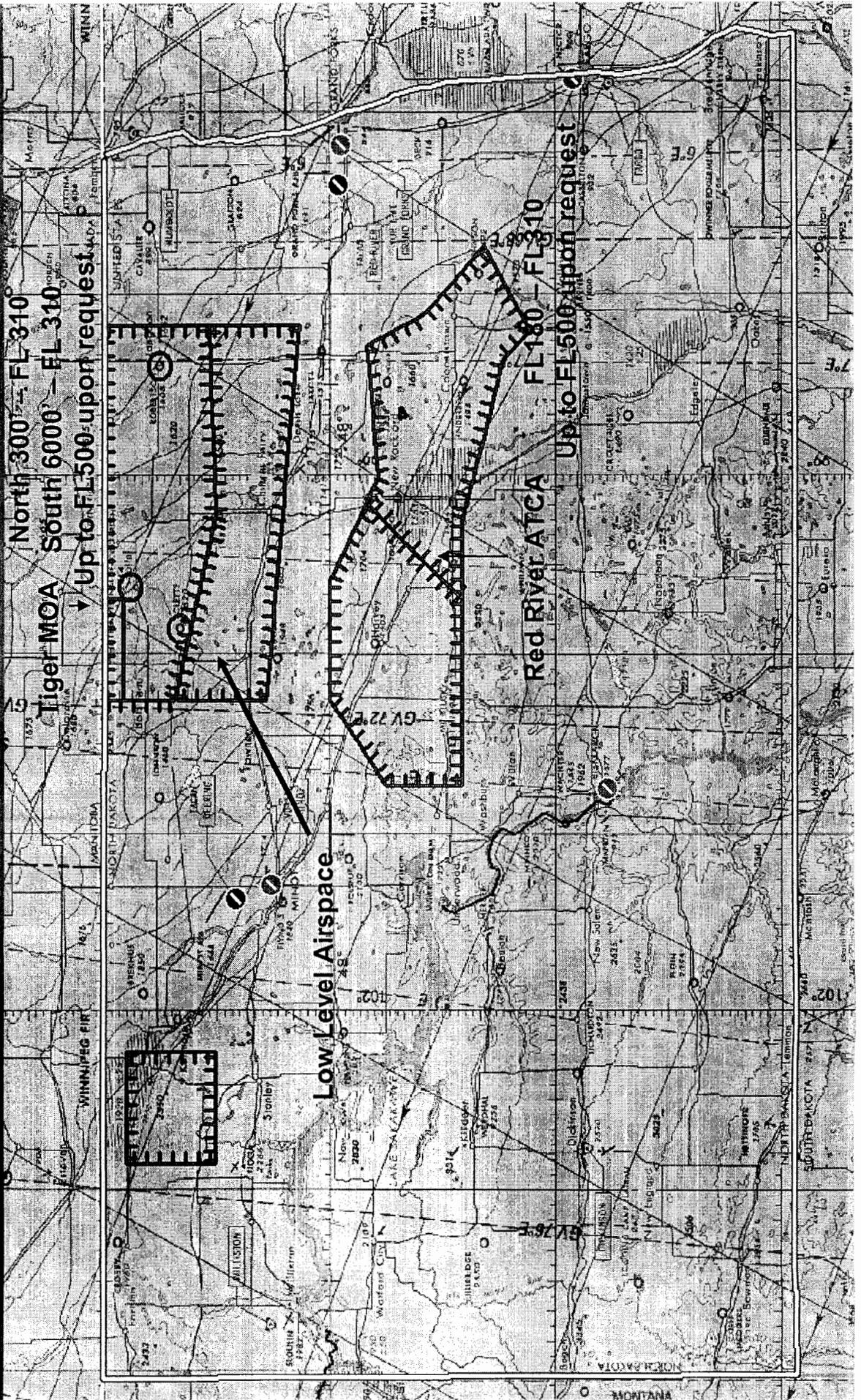
FARGO, NORTH DAKOTA

# Maj Gen A. P. Macdonald (Ret)



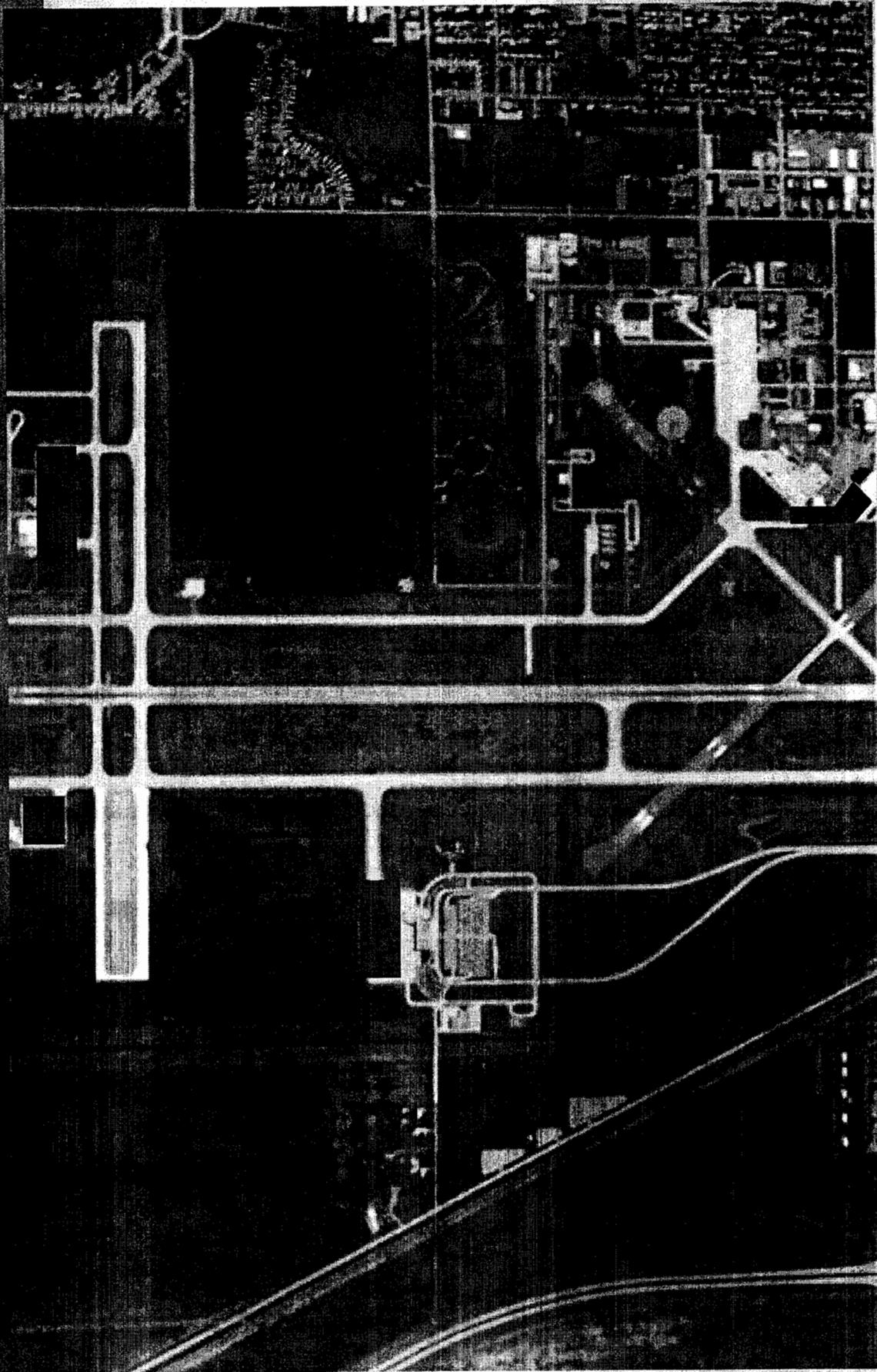


# Current ND MOAs CRITERION 1246





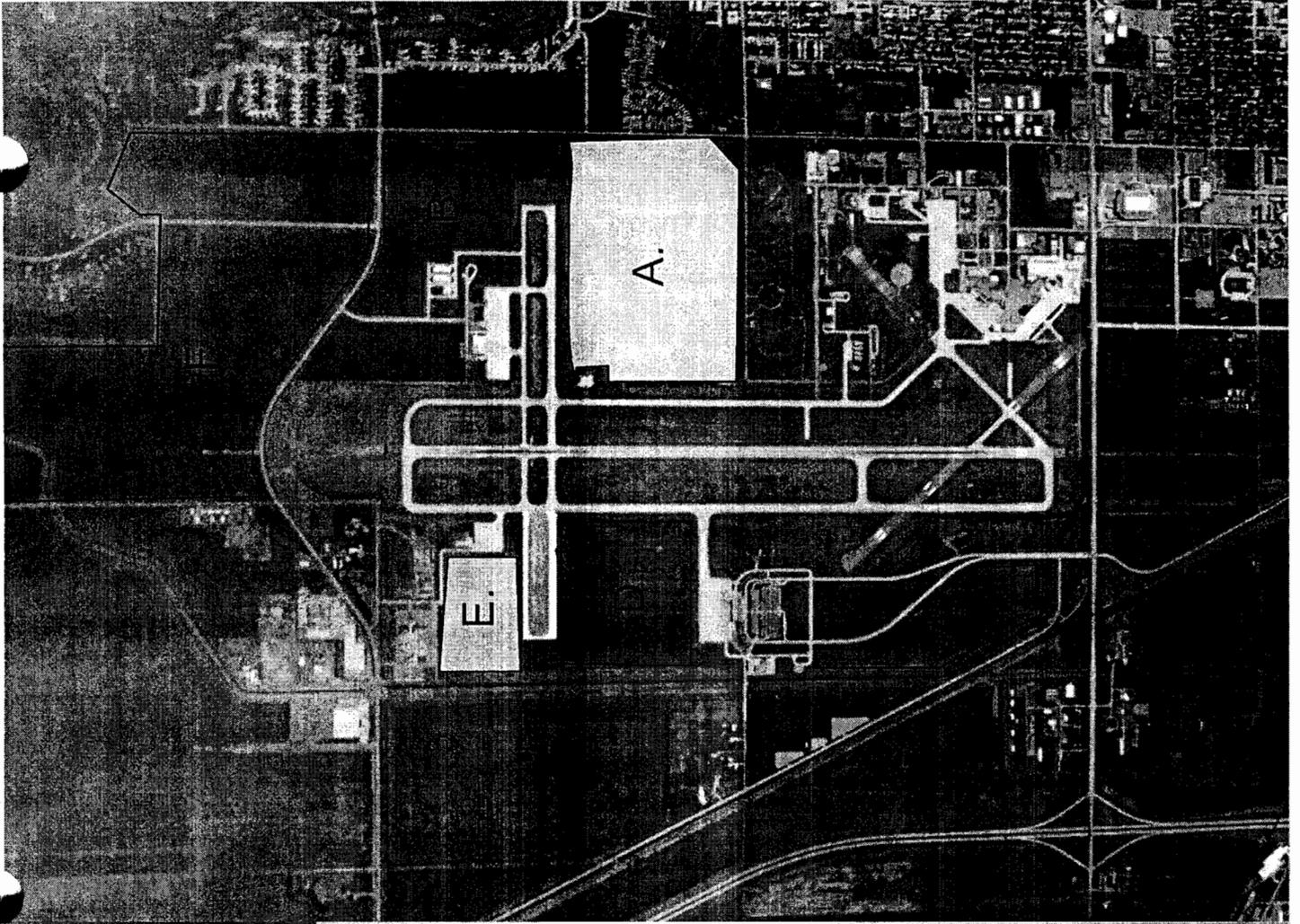
# CRITERION 8



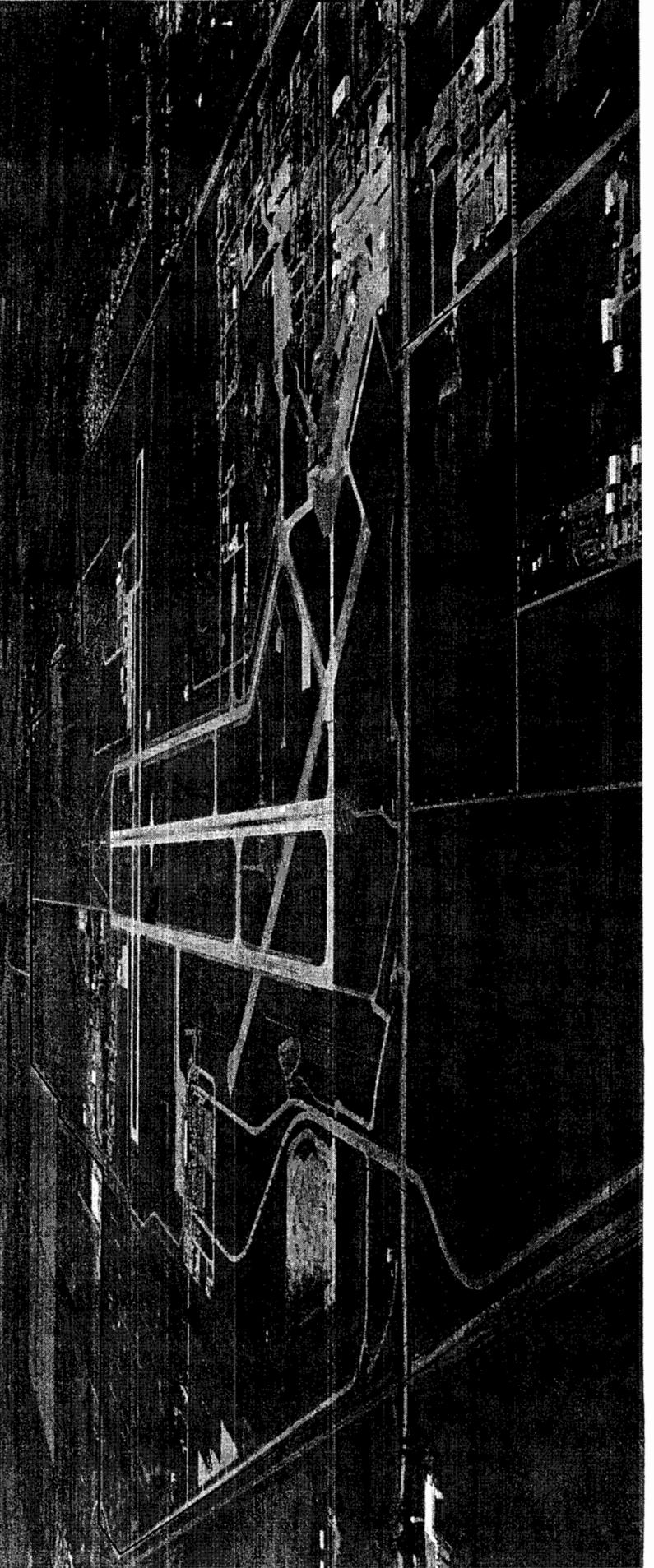
# CRITERIA 1205-1 • 1205-2

## Available Space To Support New Roles and Missions

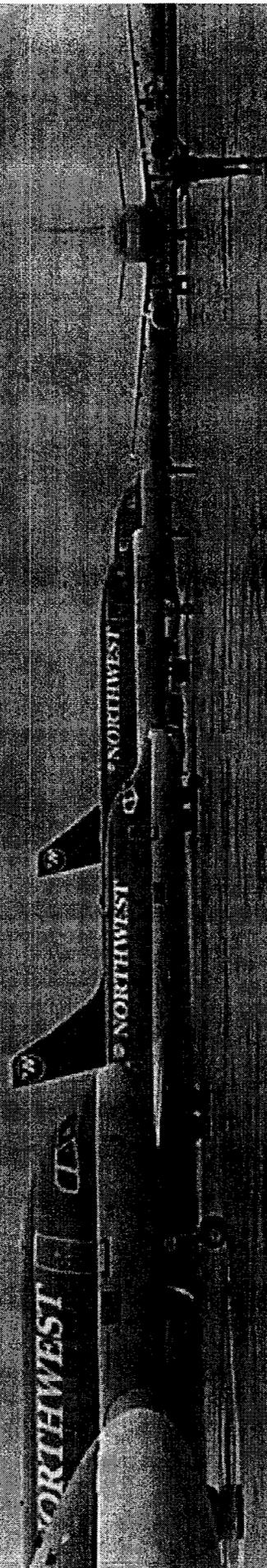
- A. 171 Acres
- B. 118.5 Acres
- C. 80 Acres
- D. 92.7 Acres
- E. 33 Acres
- F. 198.8 Acres



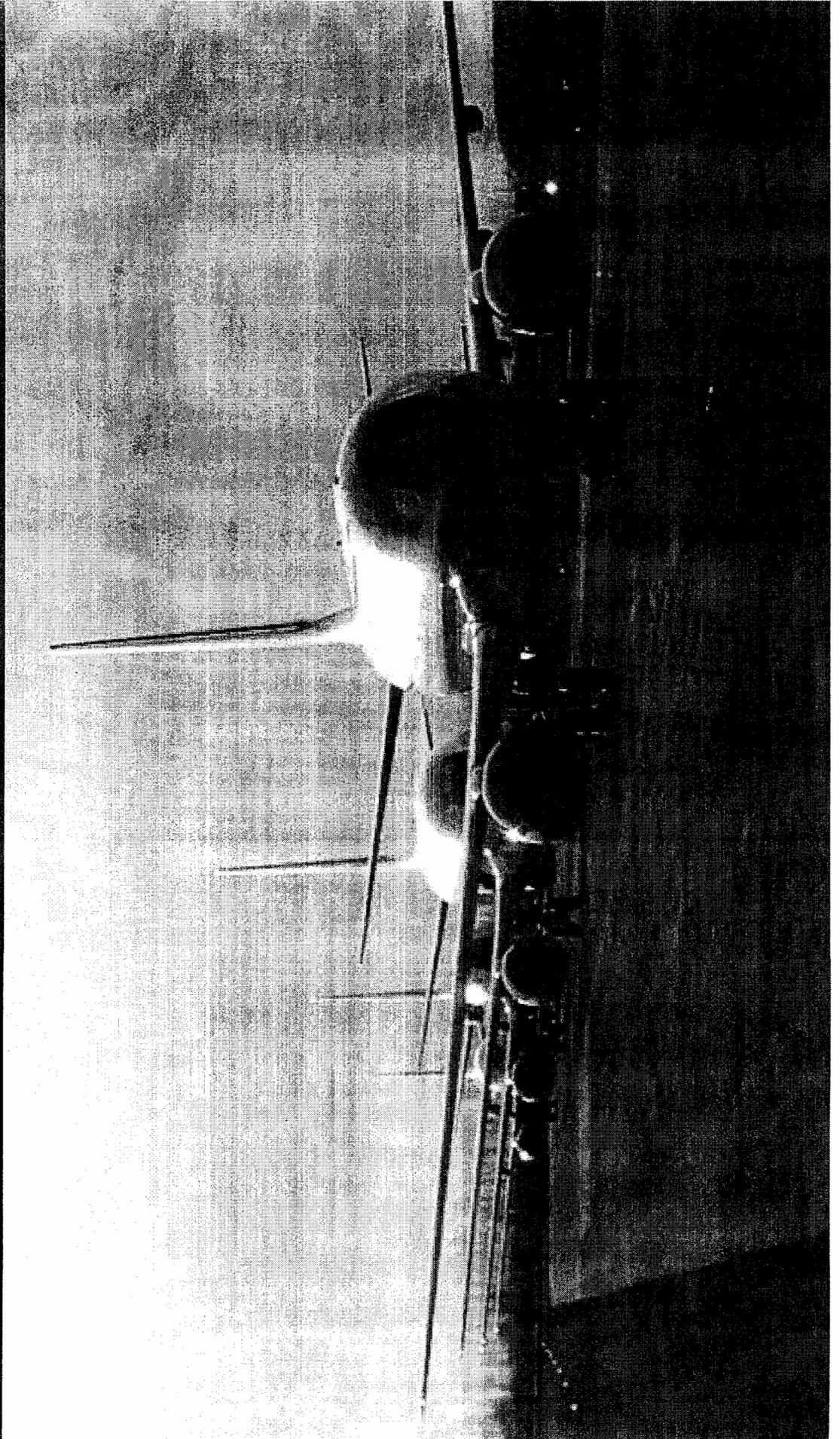
**NO ENCROACHMENT  
CRITERION 1207**



# CRITERION 1241

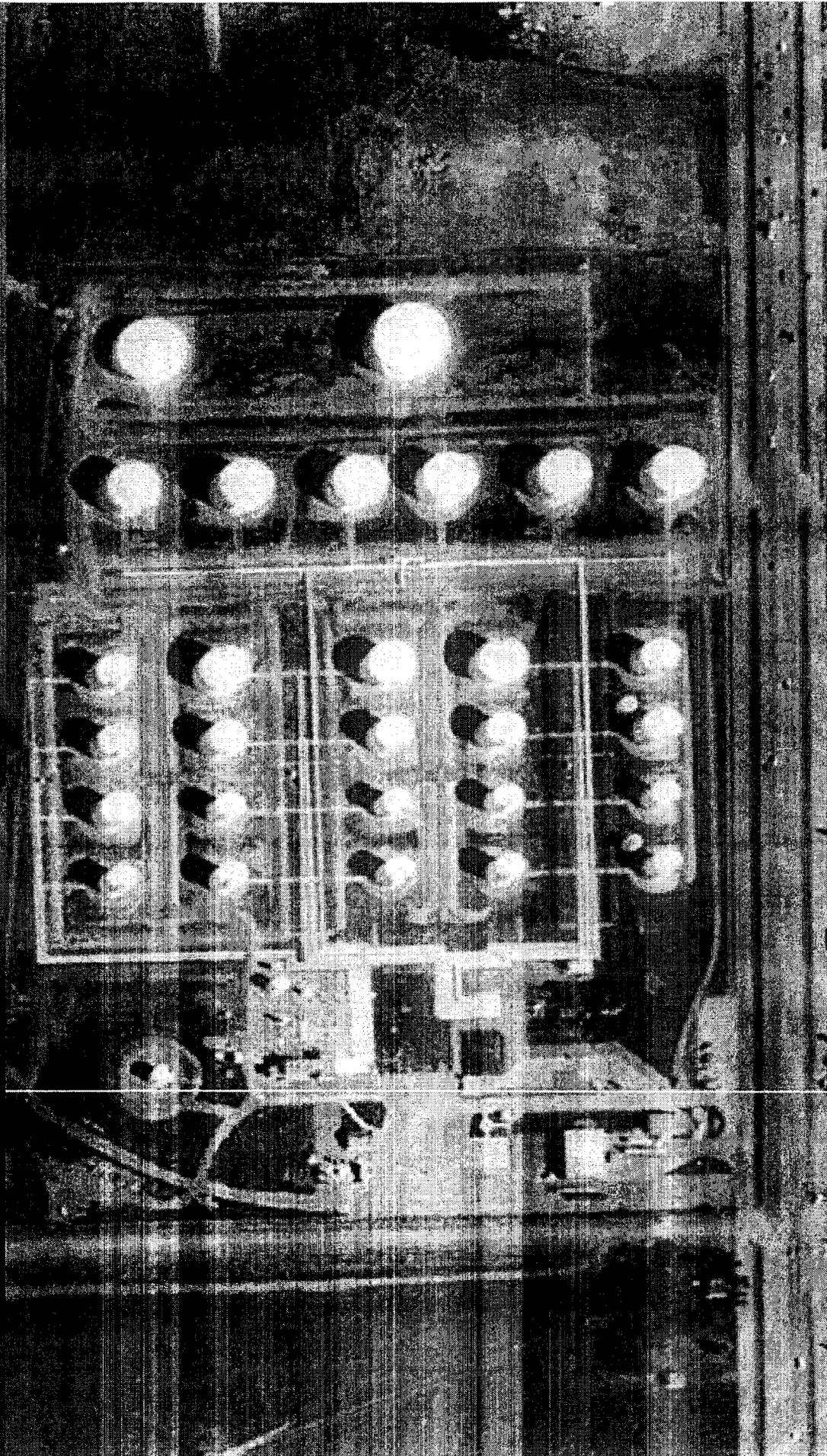


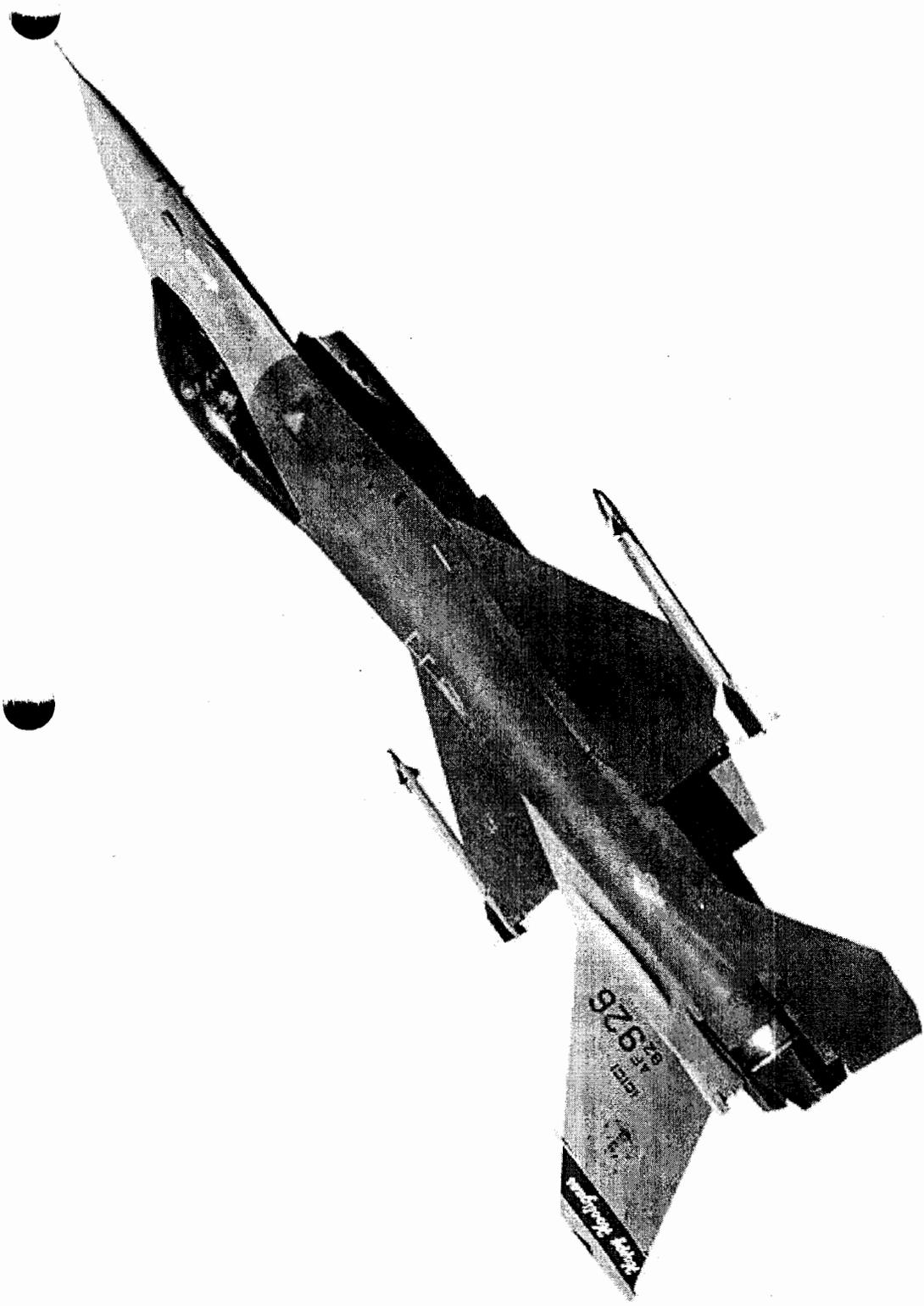
# CRITERION 1241



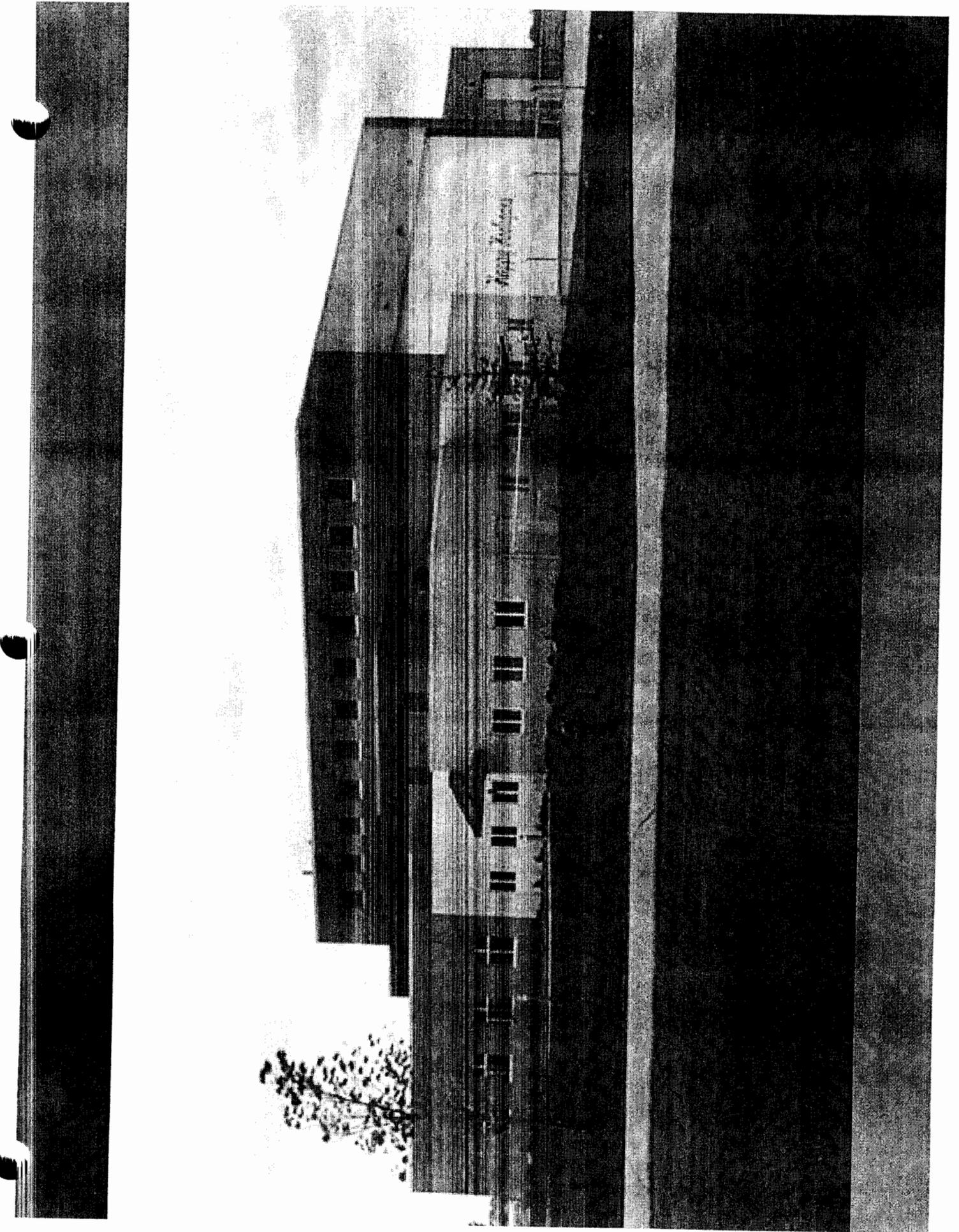
# CRITERION 1214

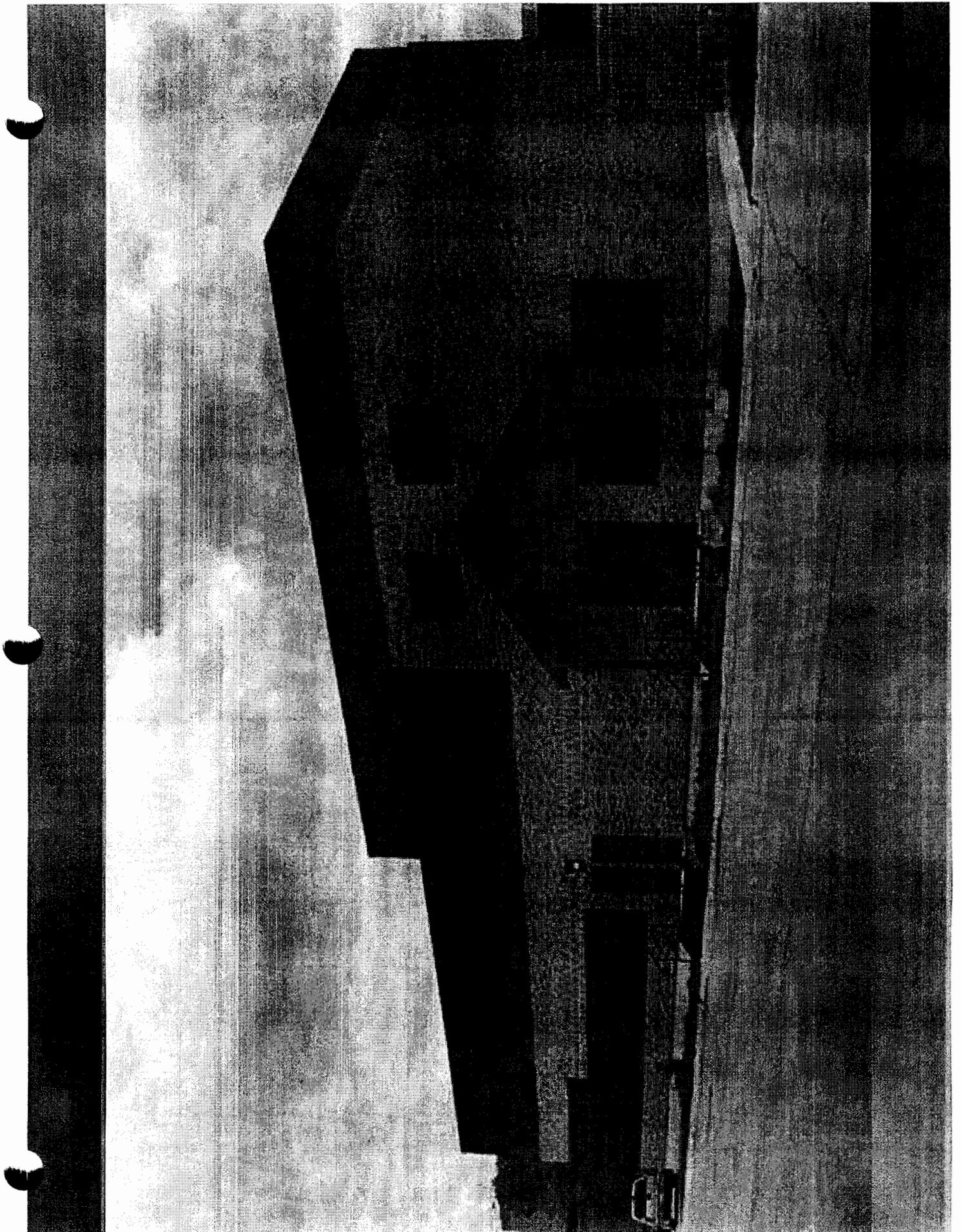
Tank Farm - West Fargo, ND

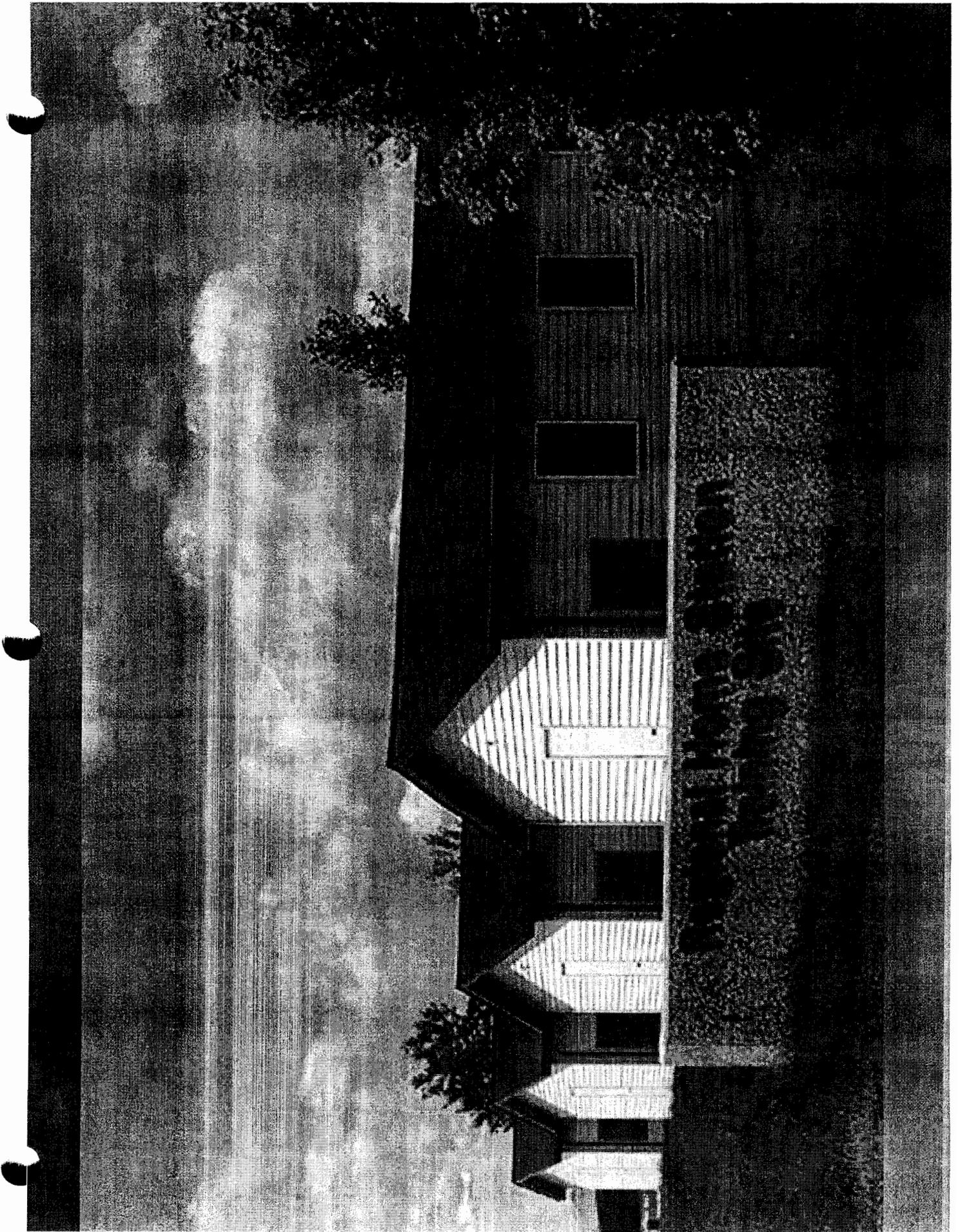


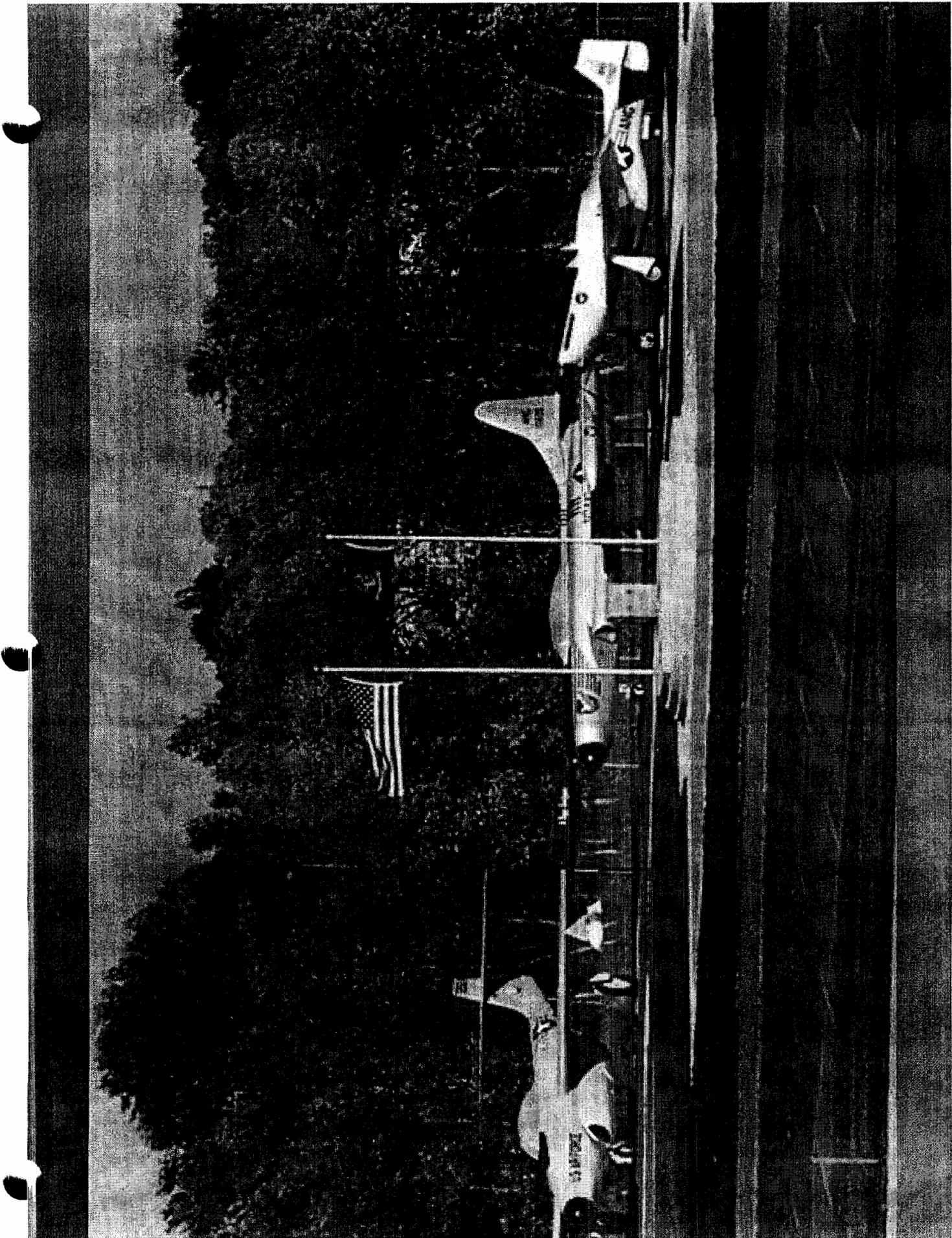


**SOMETIMES IT TAKES A  
COMPETITION TO PROVE YOU  
HAVE NO COMPETITION.**

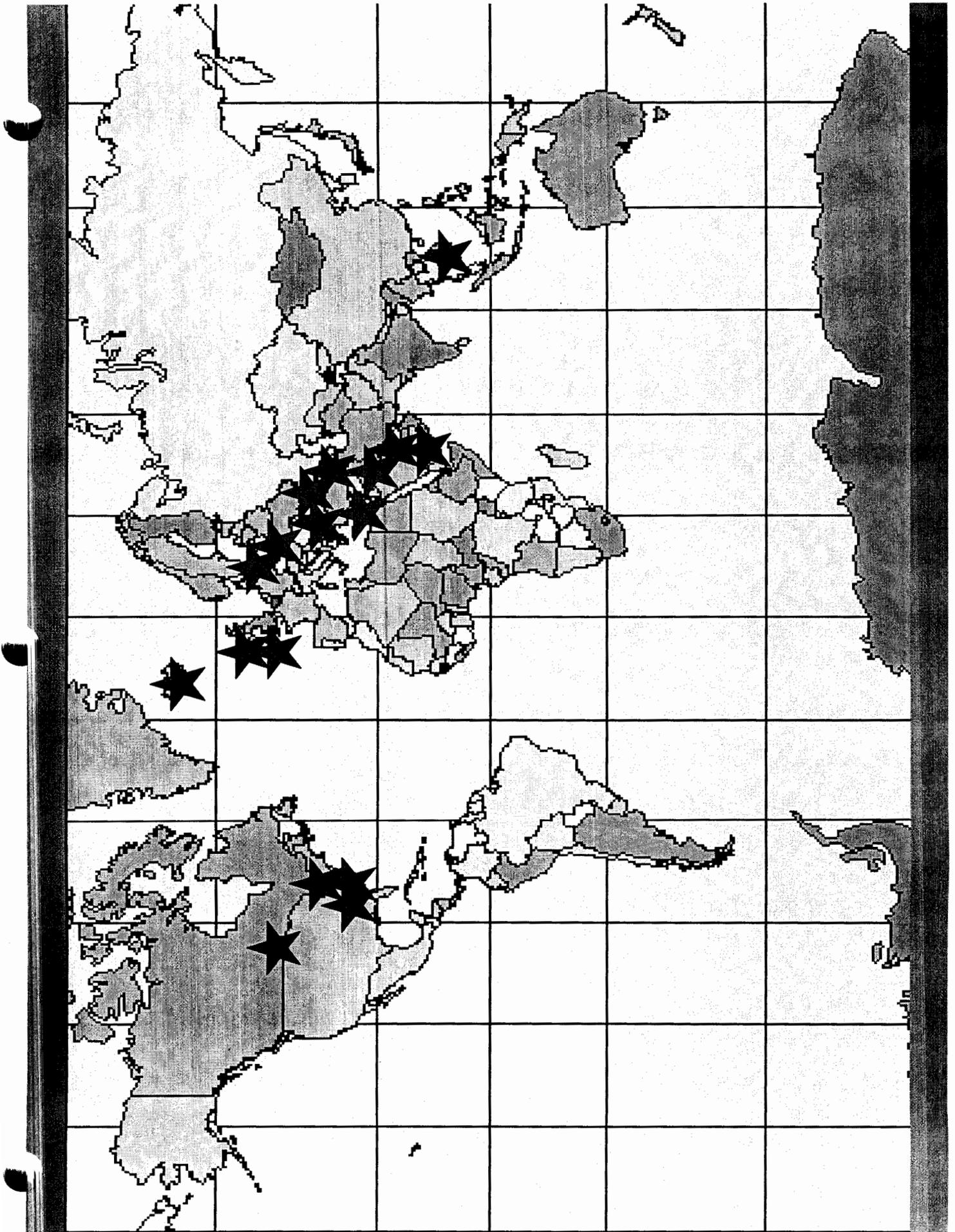




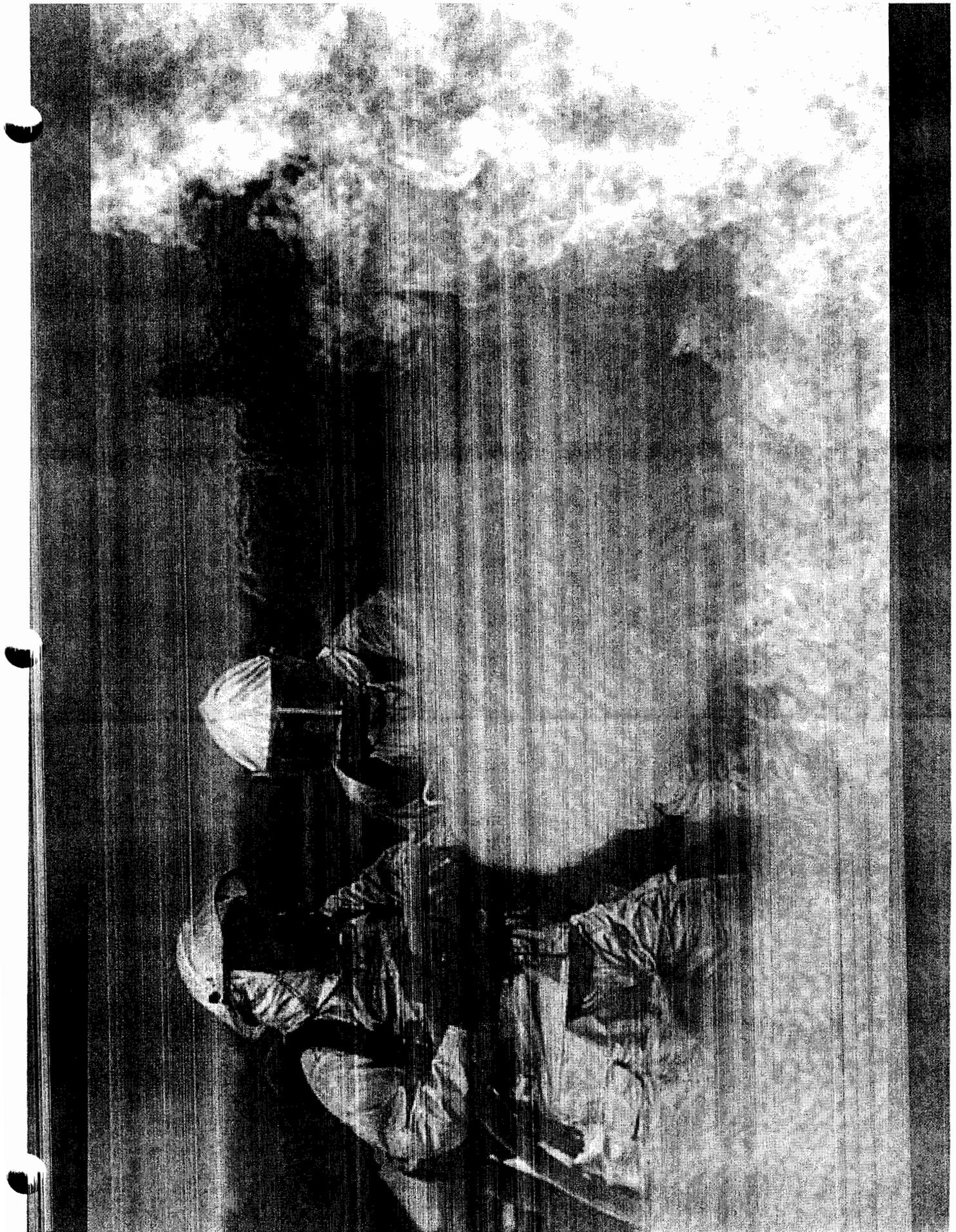


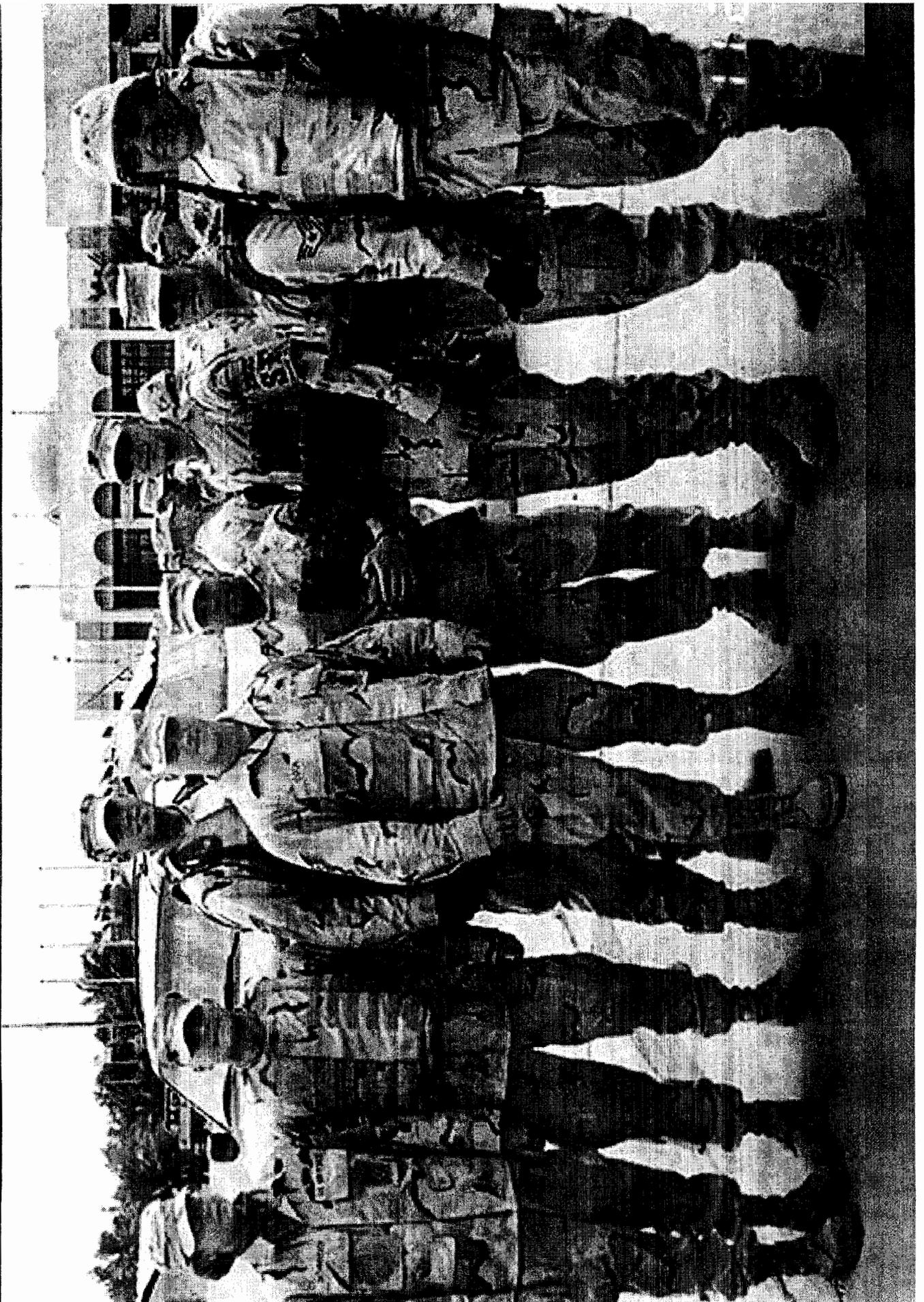


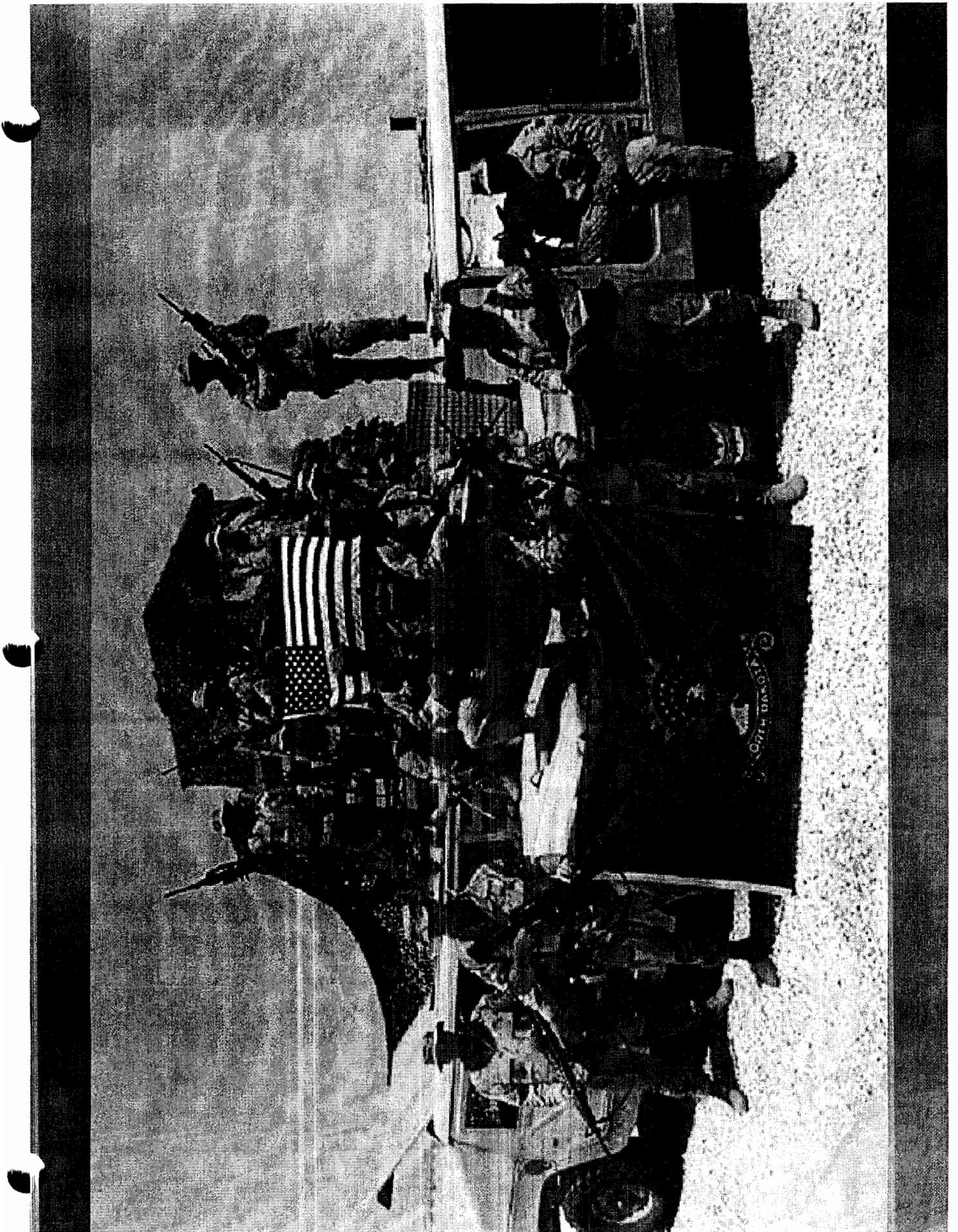


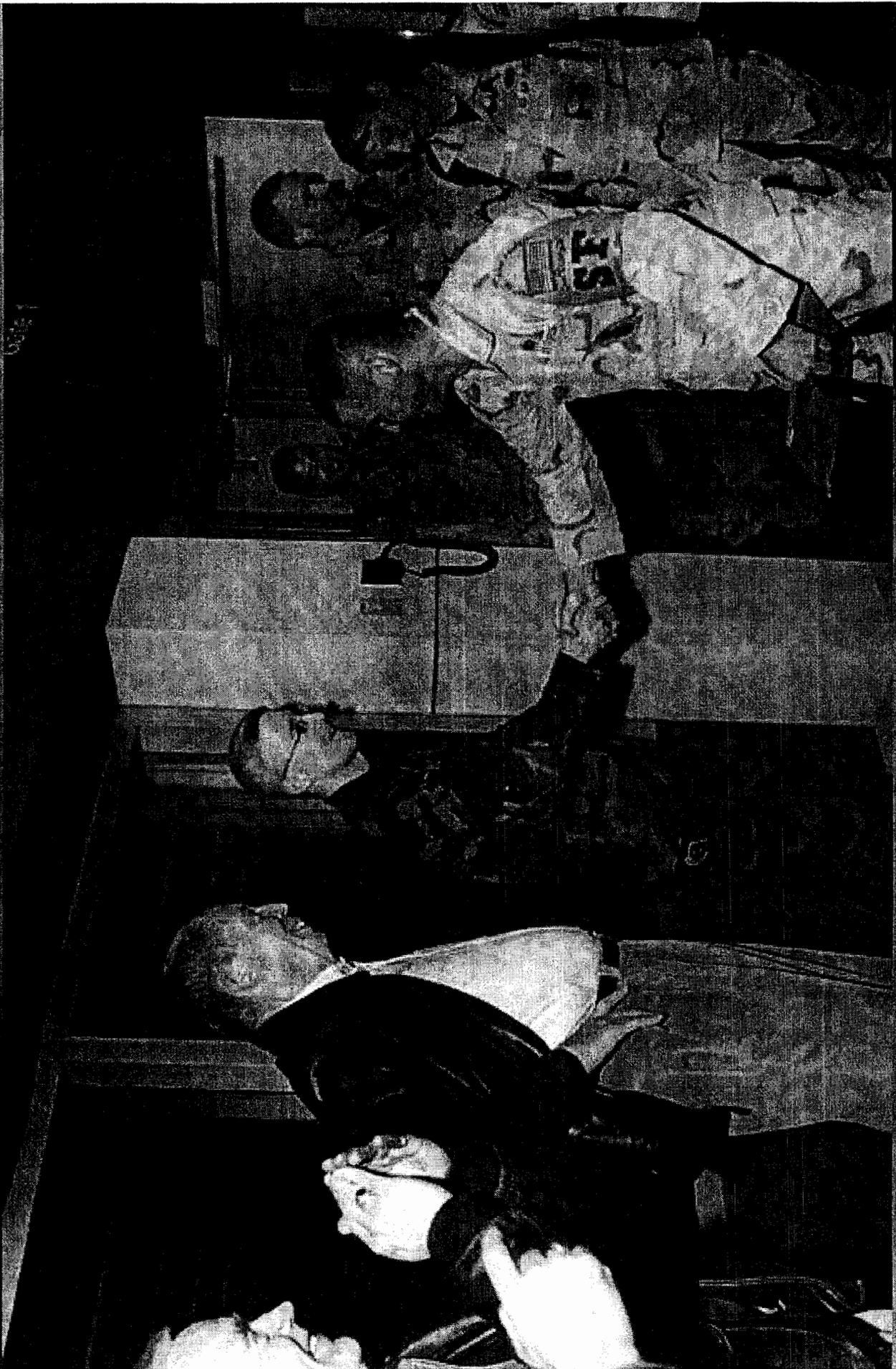






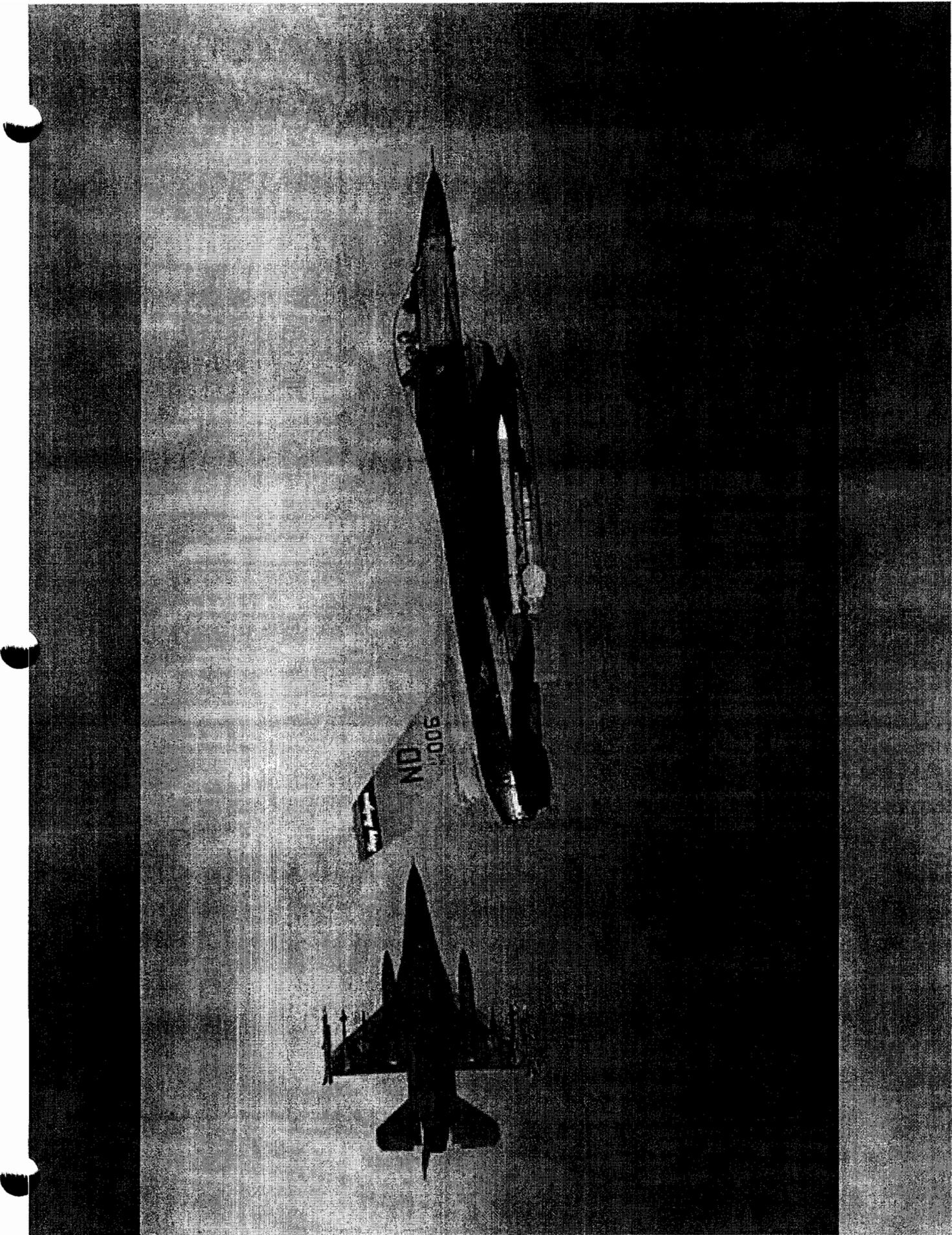




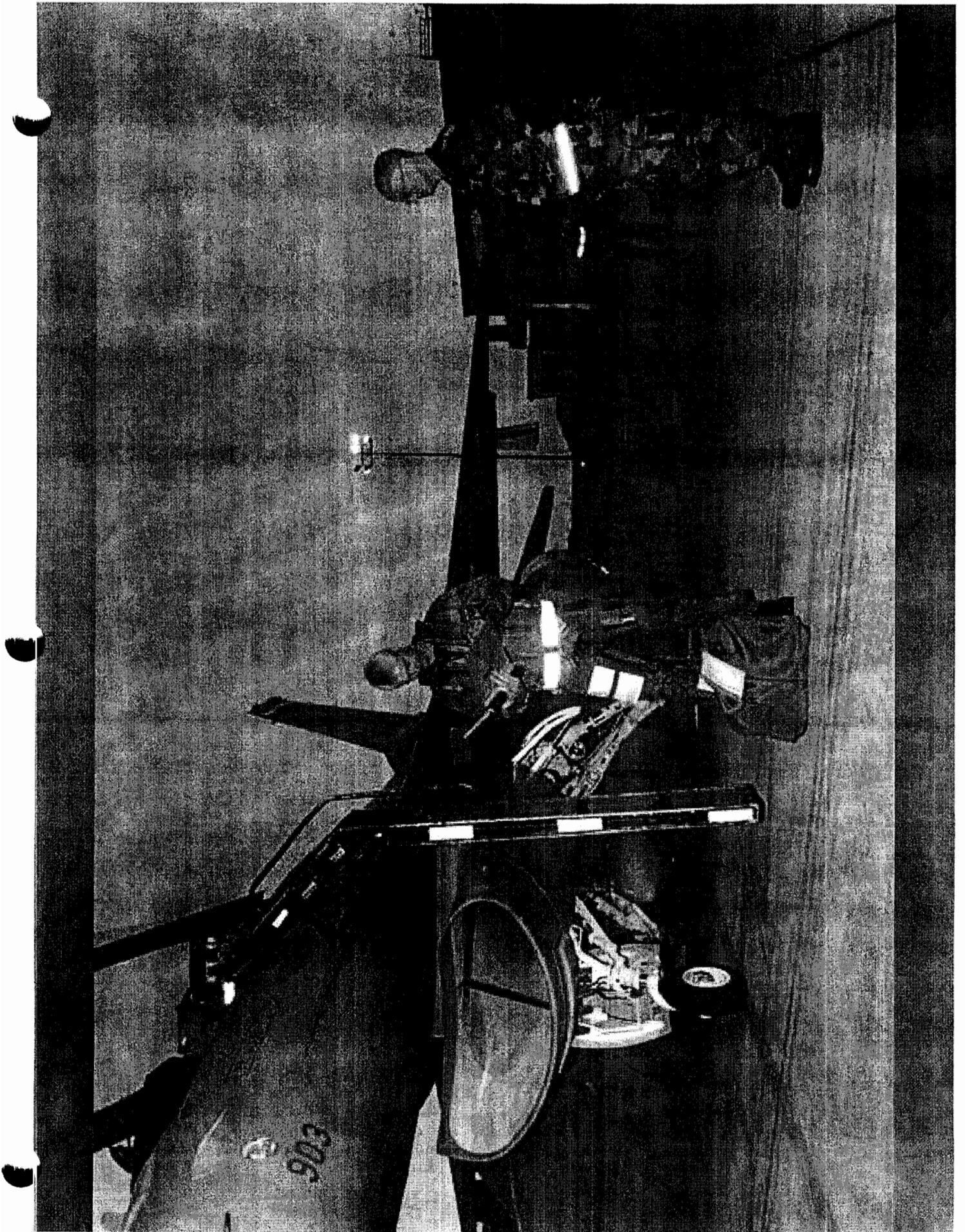




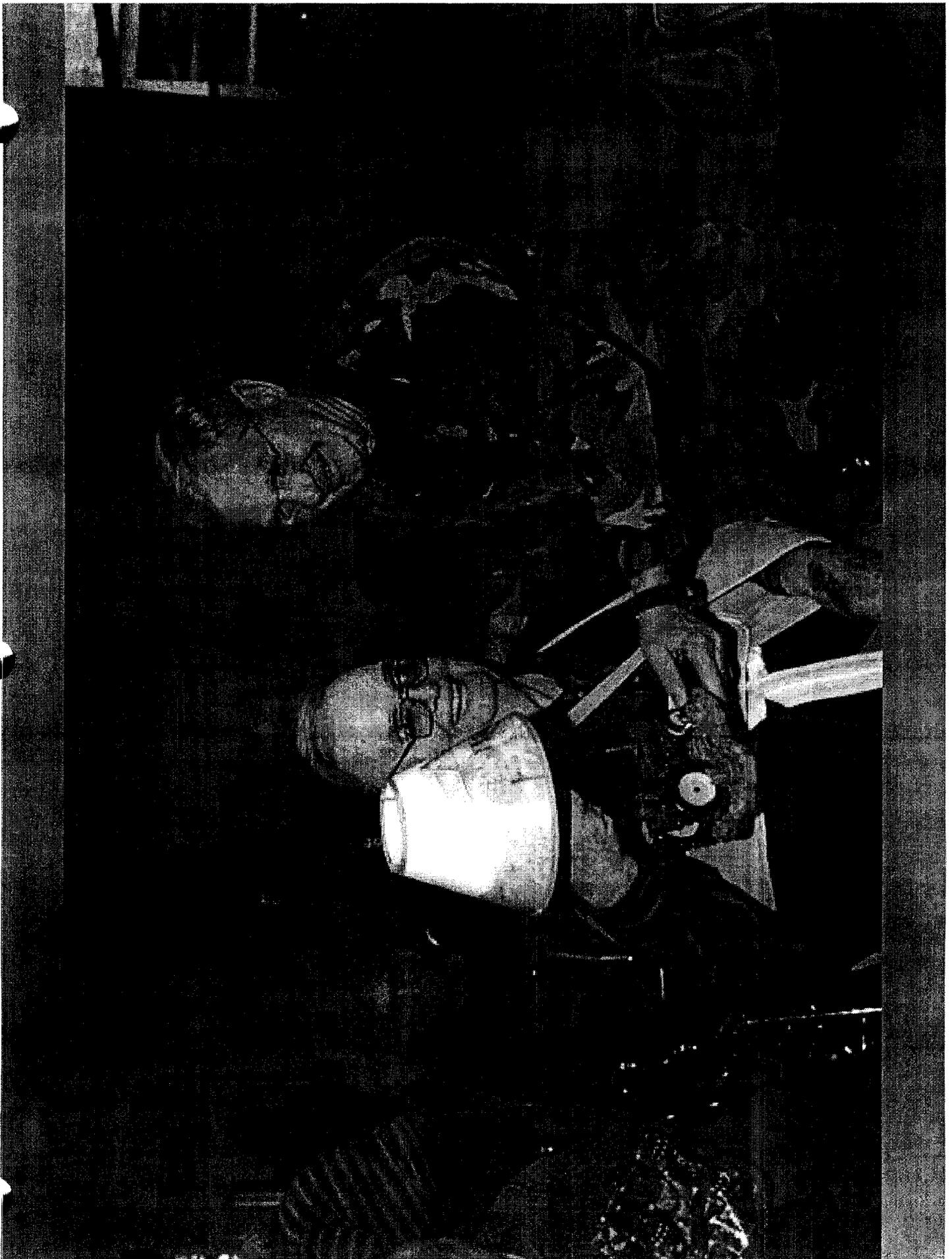




Weather & Adversity









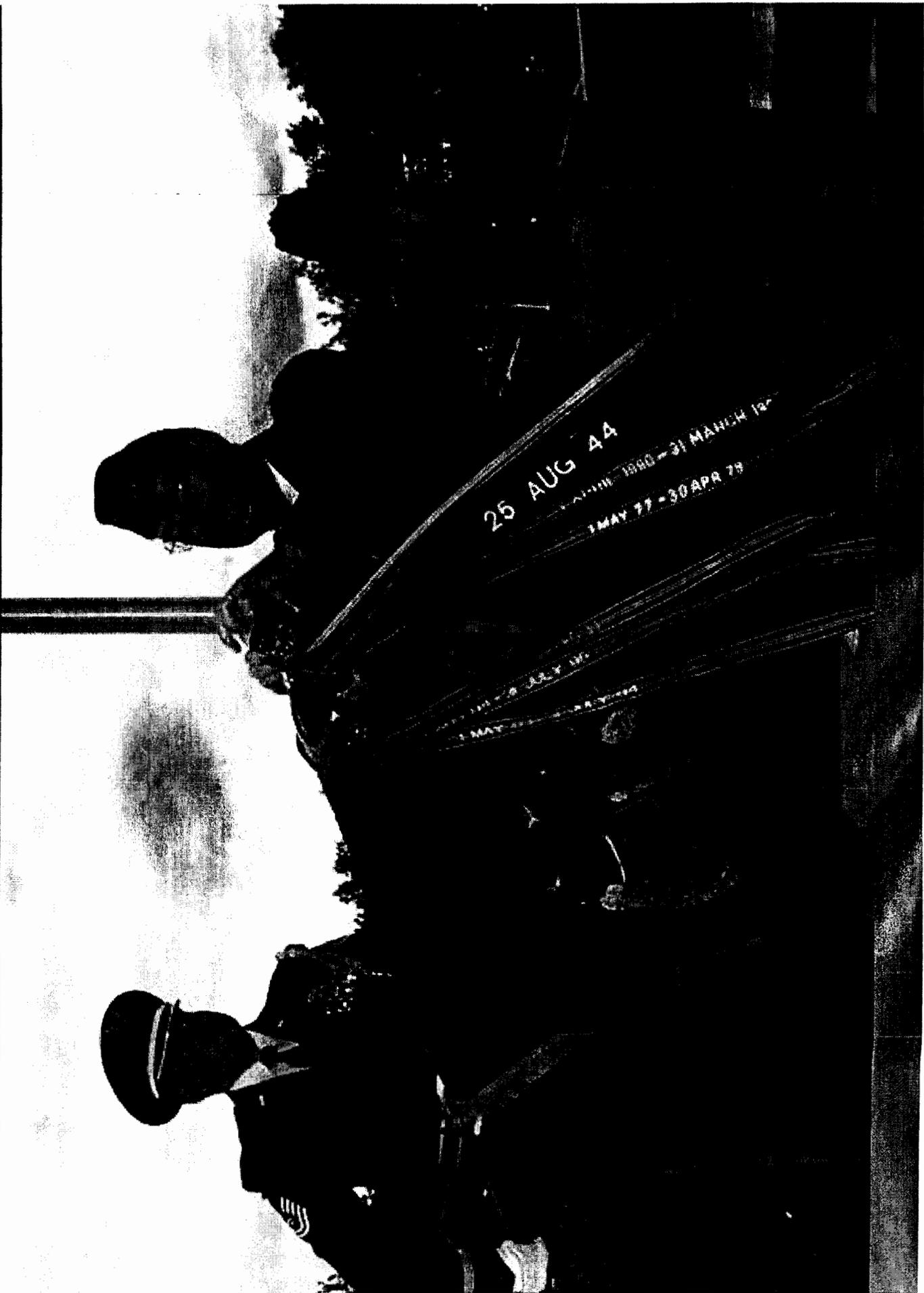
25 AUG 44

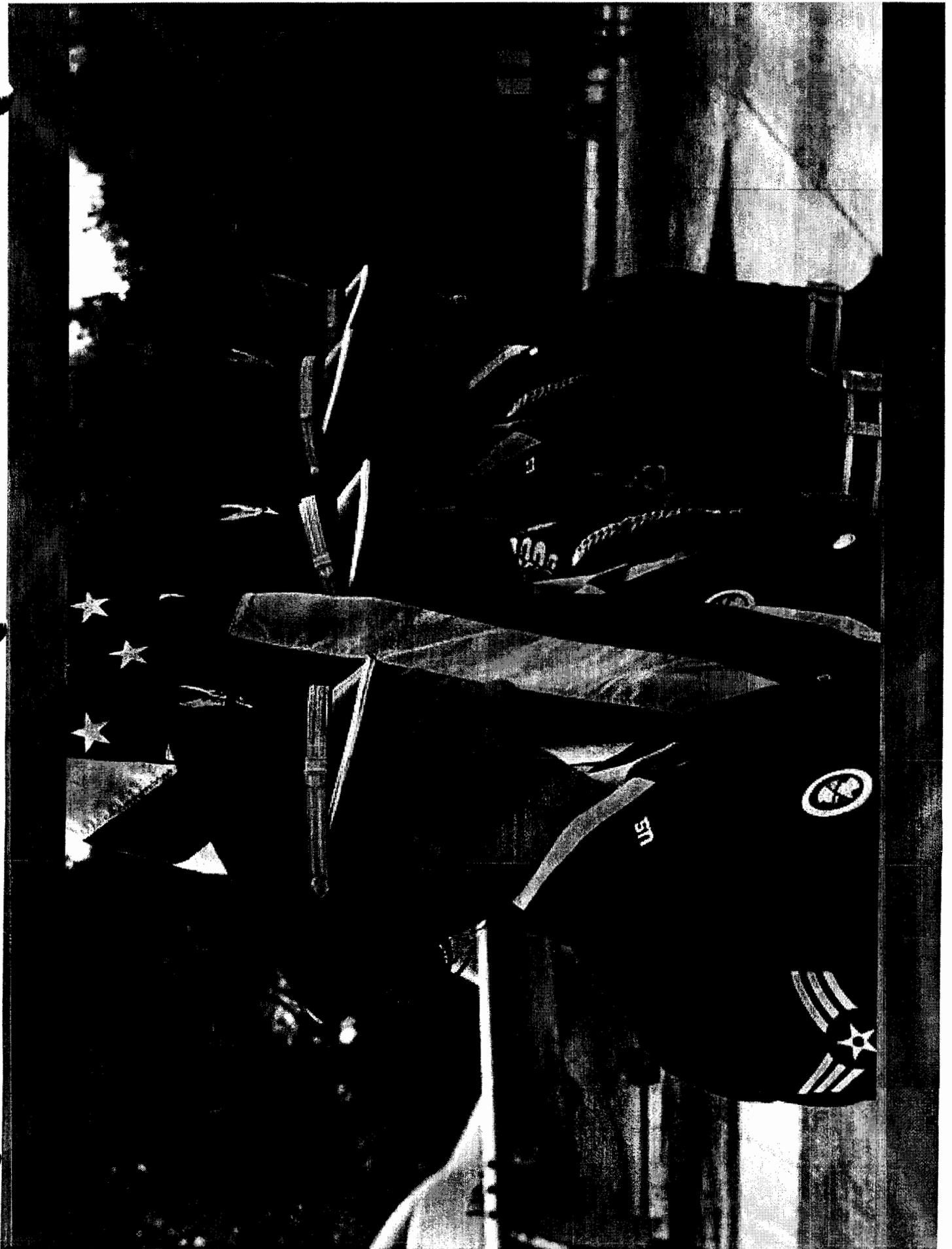
1940 - 31 MARCH 1941

1 MAY 77 - 30 APR 78

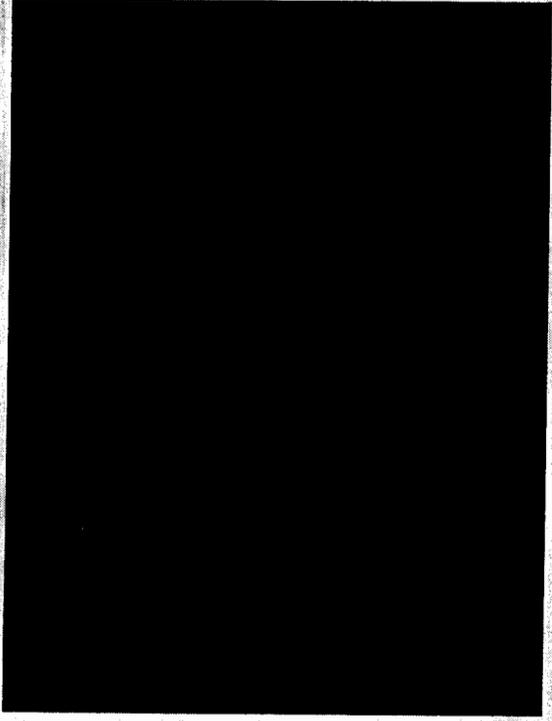
1 JUL 77 - 31 JUL 78

1 MAY 77 - 30 APR 78









Comments by Vice President Cheney



# Mayor Bruce Furness Fargo & The Happy Hooligans



# Fargo & The Happy Hooligans

- An outstanding partnership since 1947
  - Air National Guard
  - City of Fargo
  - Municipal Airport Authority
  - Mutually beneficial

# Fargo & The Happy Hooligans

- Distinction to City
  - Proven, experienced force
  - 1<sup>st</sup> defender of Pentagon & Capitol on 9-11
  - Hughes Achievement Award twice
  - 3 William Tell Competition trophies
  - Capable, adaptable, dedicated

# Fargo and the Region

- Fastest growing area – TC to Spokane
- Intersection of two major interstates
- Population growth accelerating
  - 150,000 in Metro
  - 180,000 in MSA
  - > 2% per year for 20 years
  - 250,000 in 2050 (Fargo only)

# Fargo and the Region

- Regional economy is vibrant and growing
  - Growing labor force
  - Strong retail sales
  - Significant wage growth – 13.9% 4Q 2004
  - Record level building permits

# Fargo and the Region

- Regional trade center
  - Medical – MeritCare, Innovis
  - Education
    - Excellent K-12
    - 3 universities, 2 post-secondary
  - Manufacturing
  - Distribution
  - Commercial
  - Hi Tech
    - Microsoft Business Solutions
    - NDSU Technology Research Park

# Why Fargo?

- Fargo-Moorhead continues to be one of the best places in the nation to start a new business, according to the results of a national study published by *Inc.* magazine. (March 2004)
- Fargo-Moorhead was rated the second least-stressful small metro area in the United States in a report published by *Sperling's Best Places*. (January 2004)
- North Dakota is ranked among the top-nine states as having the cleanest air in the nation, according to the 2003 report from the Corporation for Enterprise Development. (November 2003)
- In an article headlined "Hot Towns," *Time* magazine reported, "The hottest places in America to find jobs are small and midsize towns," citing Fargo as example of communities that are leading the United States in job growth. (November 2003)
- *Self* magazine named Fargo-Moorhead the nation's least stressful community and the ninth healthiest for females. (November 2003)
- Fargo-Moorhead was rated among the top 50 most logistics friendly cities in America, receiving a "Five-Star Logistics City" rating from *Expansion Management* and *Logistics Today* magazines. (September 2003)
- North Dakota was ranked best in the nation in the quality of hospital health care in the sixth annual HealthGrades Hospital Quality in America Study. (September 2003)

# Why Fargo?

- *Forbes* magazine ranked the Fargo-Moorhead metropolitan statistical area fourth out of 168 small metro areas in the nation to do business and advance careers. (May 2005)
- North Dakota has been ranked the "Safest State" for the eighth time in the 12 years that *Morgan Quitno Press* has issued its awards. (March 2005)
- North Dakota ranked as the most cost-friendly state in the nation by *Small Times*, a magazine that covers the latest developments in nanotechnology, MEMS and microsystems. (March 2005)
- Fargo-Moorhead rated fifth on *Business Development Outlook* magazine's list of "Best Places for a Thriving Economy." (December 2004)
- In a *Money* magazine article, addressing the question of "What Makes a Place Hot," a leading authority states there is a declining interest in larger cities and a "resurgence in less expensive places like Fargo...that are gaining population." (June 2004)
- *Expansion Management* magazine gave Fargo-Moorhead a "Five Star Community" rating, the highest-level, in its annual Quality of Life Quotient. (May 2004)
- Fargo-Moorhead was ranked the second-best small city in the entire country for business and careers by *Forbes* magazine. (May 2004)

# Fargo and the Region

- Excellent recruiting base for ANG
  - 25,000 post secondary students
  - Strong work ethic
  - Productive work force
  - Young people staying in region



# Hector International Airport

- No encroachment issues
  - Strong support from City
  - 3000 acres to protect airport operations
- Adequate space for ANG
  - Easily expandable
  - No cost to ANG

# Hector International Airport

- Excellent Facilities
  - Newly constructed runway
    - 9000 feet long, 150 feet wide
  - New aircraft arresting systems
  - 24 hour Air Traffic Control Tower
  - ASR-11 digital radar system in 2006
  - Restoration of ANG hangar

# Fargo & ESGR

- Outstanding support (both ways)
- Excellent participation by employers
- Minimal Ombudsman intervention

# Pre-School and Child Care

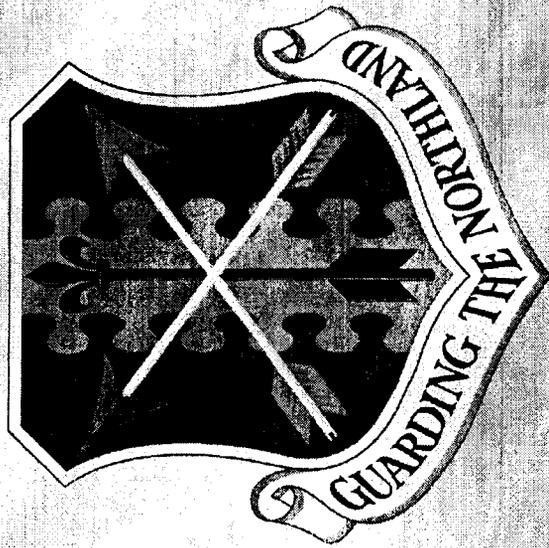
	Licensed Centers/Homes	Preschools/Programs
Barnesville	1	2
Casselton	1	2
Dilworth	18	1
Fargo	248	32
Hawley	2	1
Moorhead	128	3
West Fargo	77	7

*Child Care Resource and Referral, October 2004*

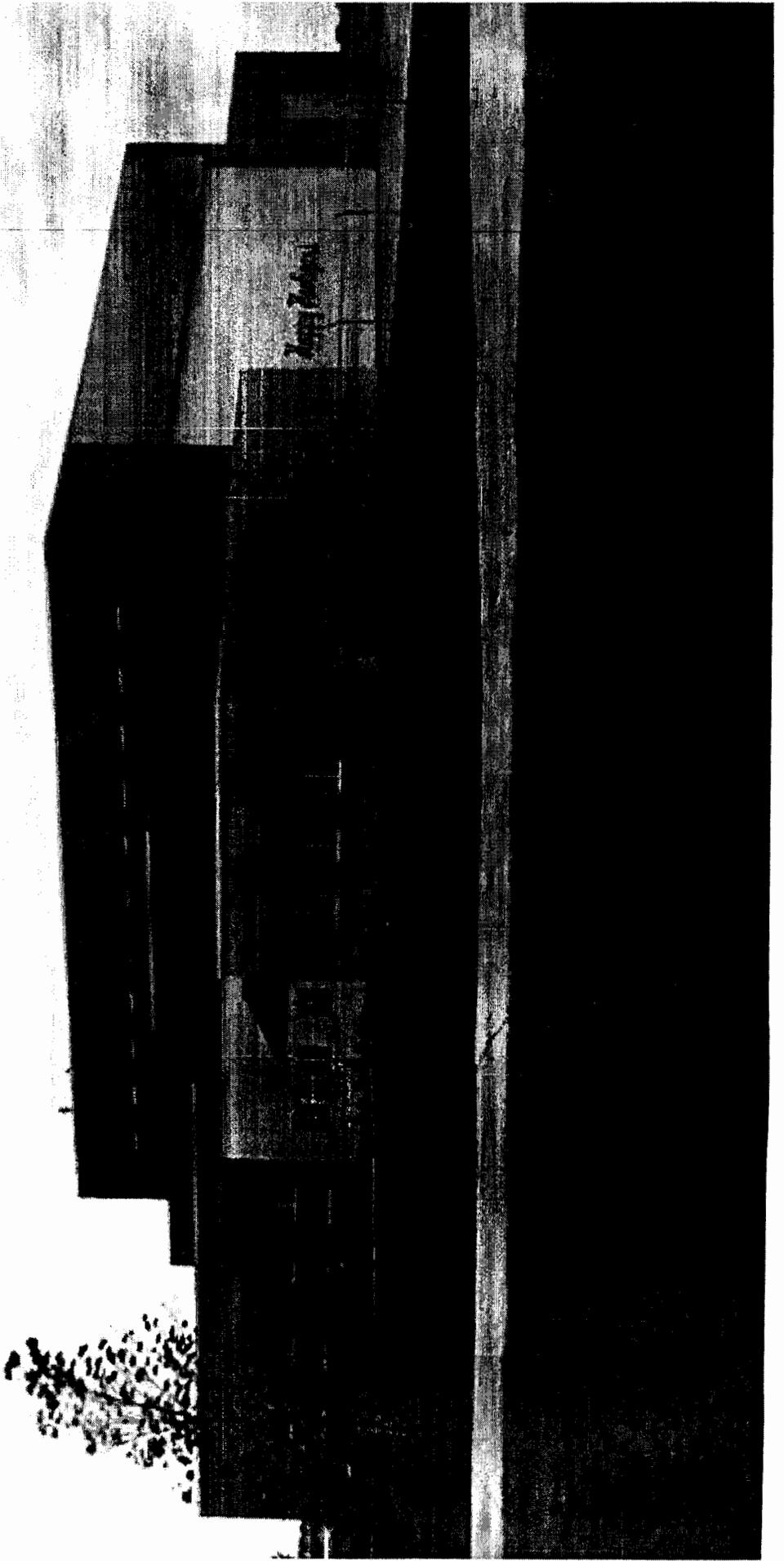
# Senator Conrad



# SUPPORTING Fargo Air National Guard



# Outstanding Infrastructure

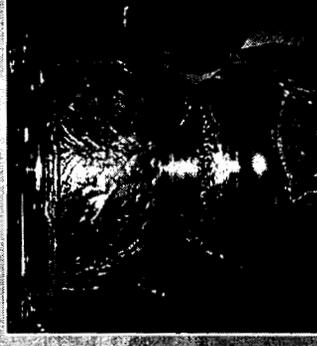


# North Dakota Airspace: Uncongested

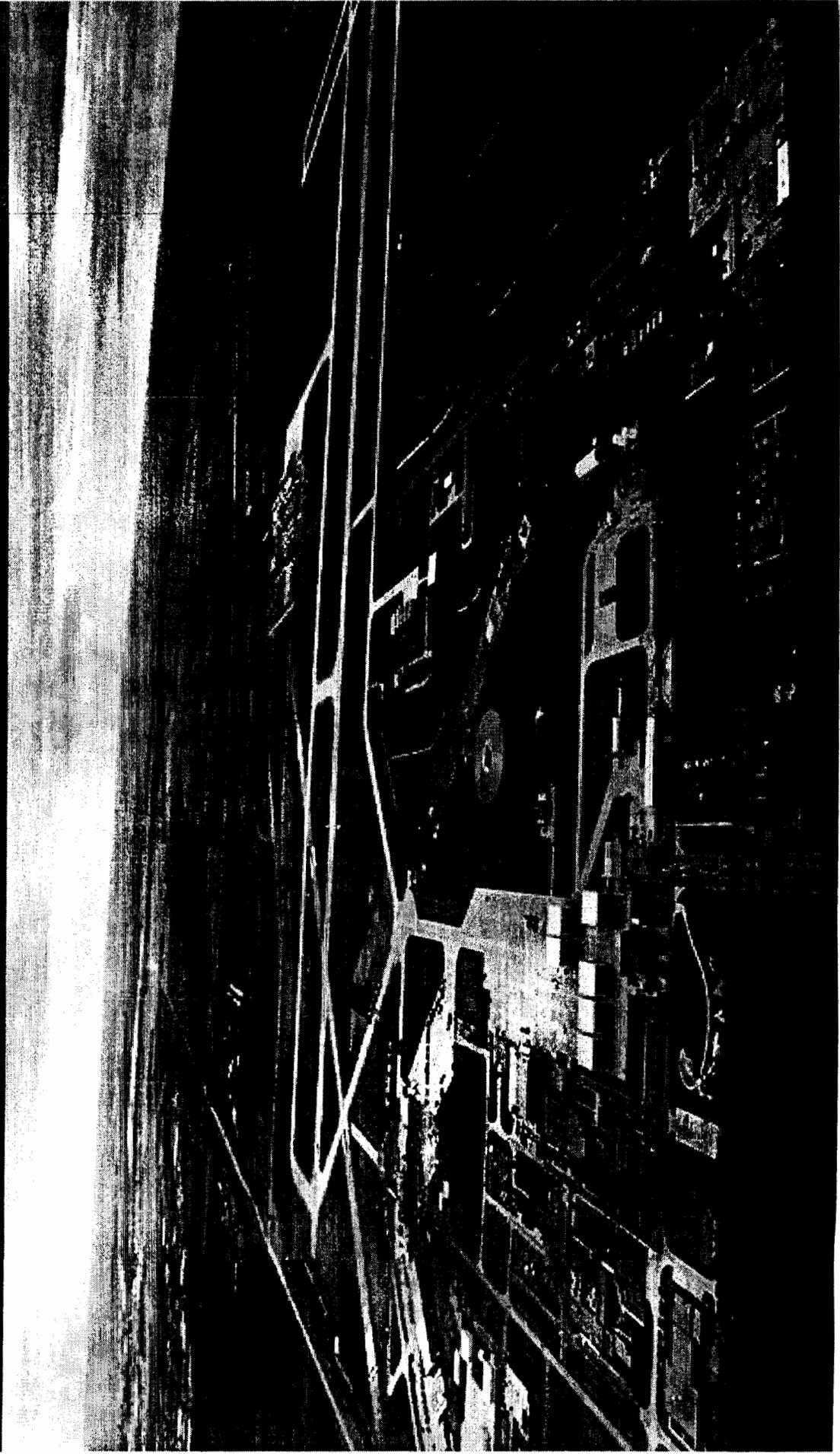


# Hooligan Accolades

- William Tell Weapons Meet (3 victories)
- Hughes Achievement Award (2 victories)
- Daedalian Maintenance Trophy
- USAF Outstanding Unit Award (10 awards)
- Pesch Flight Safety Trophy (4 of last 5)



# Ample Facilities for a Guard Unit



# Why Fargo?

- 1) We are ready and able to take on the Predator mission
  - The Hooligans embrace it wholeheartedly and will do a great job – their past performance is evidence for that.
  - They will do it efficiently, because they will combine inherent Guard cost advantages with outstanding Grand Forks infrastructure.
  - They will be able to train with Homeland Security in ways the Active Air Force can't.
  - North Dakota is the right place for these missions because of the border, our environment (cold weather testing ground), and our people.
- 2) We stand ready to support other limited associate relationships with Grand Forks, in “emerging missions” or in tankers.
- 3) We want the no flying mission backfill statement removed to ensure that the Air Force and Air Guard have appropriate flexibility in making their right assignments for the future.

# Current Active Duty and ANG Bases with Air Sovereignty Flying Missions in the Northern U.S.



Source: U.S. Air Force, Air National Guard

# Active Duty and ANG Bases with Air Sovereignty Flying Missions in Northern U.S., if DoD BRAC Plan is Implemented

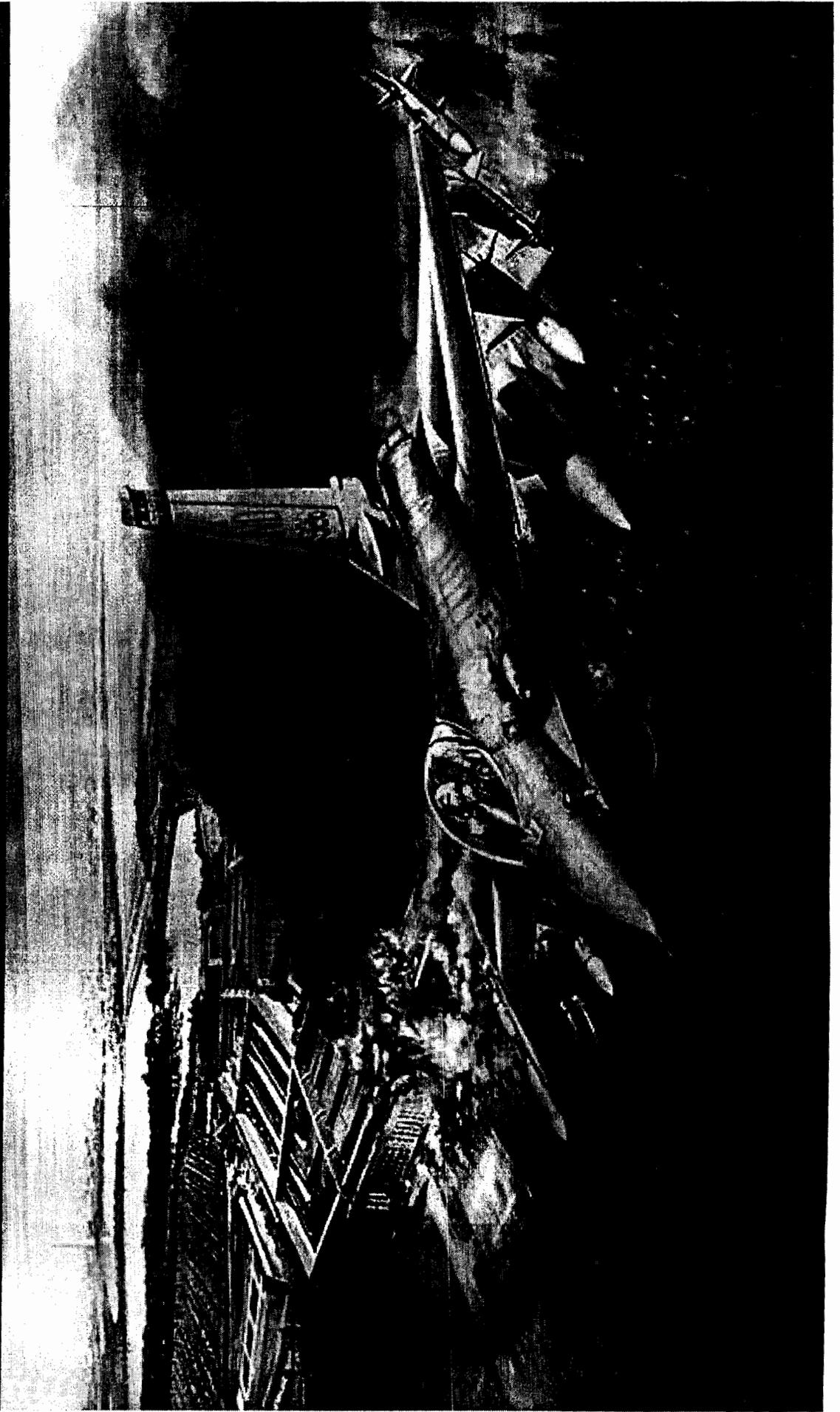


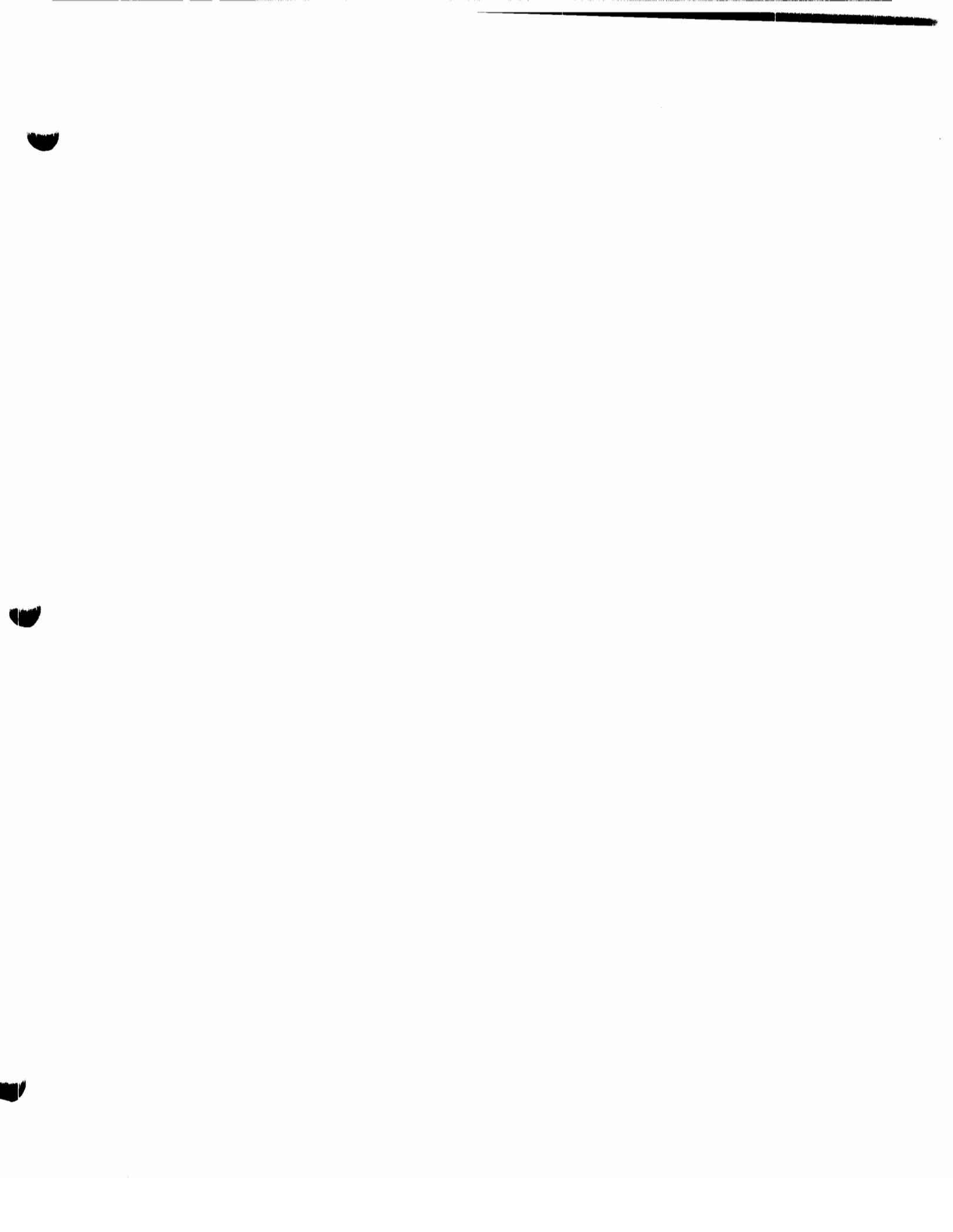
Source: U.S. Air Force, Air National Guard

# Our Recommendation

- I. Remove the “With no flying mission backfill” clause from the justification section of the Secretary of Defense’ BRAC recommendation.
- II. Provide in the recommendation section: “The Commission finds the Secretary of Defense deviated substantially from the force-structure plan and final criterion 1. Therefore, the Commission recommends the following: realign Hector Air National Guard Station to accommodate the collocation of the Fargo Army Reserve Center and to maintain sufficient ramps, hangers and facilities to accommodate a possible follow-on flying mission after its F-16s are retired. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.”

# A Tradition of Contribution





**Statements for the Record**

**U.S. Senator Mark Dayton  
U.S. Senator Norm Coleman  
Governor Tim Pawlenty  
Major General Larry Shellito  
Brigadier General (Ret.) Ray Klosowski  
Mayor Herb Bergson**

**Prepared for the 2005 BRAC Commission Hearing**

**June 23, 2005**

**University of North Dakota  
Chester Fritz Auditorium  
University Avenue  
Grand Forks, ND 58202**

**Regional Hearing of the BRAC Commission**  
**Duluth's Air National Guard Station**  
Chester Fritz Auditorium, University of North Dakota  
June 23, 2005

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- 10:45 am      Swearing in of Duluth Witnesses
- 10:45.5      **U.S. Senator Mark Dayton:** *Welcoming remarks and the excellence and tradition of the 148<sup>th</sup> Fighter Wing.*
- 10:47          **U.S. Senator Norm Coleman:** *Reiterate why the AF should stay in "this part of the country".*
- 10:50          **Governor Tim Pawlenty:** *Ensuring that Governors can meet their Homeland Security and State Requirements.*
- 10:53          **Major General Larry Shellito:** *Concerns regarding the BRAC process and the national security implications.*
- 10:58          **Brigadier General (Ret.) Ray Klosowski:** *The Air Force's military value assessment of the Duluth AGS doesn't adequately reflect its true capabilities.*
- 11:12          **Mayor Herb Bergson:** *What Duluth means to the AF, and what the AF means to Duluth.*



STATEMENT BY SENATOR MARK DAYTON  
AT BRAC COMMISSION HEARING  
REGARDING THE DULUTH AIR NATIONAL GUARD

June 23, 2005

Members of the Commission, Minnesota intends to use the remaining half hour of its allotted time to address the recommendation of the Department of Defense regarding the Duluth Air National Guard. Technically, that proposal constitutes a realignment under the Future Total Force plan; however, it not coincidentally accompanies the Pentagon's base-closing recommendations.

As a member of the Senate Armed Services Committee, I strongly object to this attempt to bypass the proper Congressional review of such force realignments by the Senate and the House Armed Services Committees.

I also strongly oppose the abrupt termination of the Duluth Air National Guard's F-16 mission in FY 2007 without a designated replacement mission that would employ the exceptionally talented and dedicated men and women who now comprise the 148th Fighter Wing. Any downgrading of their future mission would be completely unwarranted by their proven excellence and by recent improvements to the Duluth airbase.

In the immediate aftermath of 9/11, when the Air Force needed America's best to patrol and protect our nation's Capitol, Duluth's 148th Fighter Wing was called upon; and the dedicated pilots and crews responded, as they always have, immediately, patriotically, and superbly.

My Minnesota colleague, Senator Coleman, will continue our presentation.



STATEMENT BY SENATOR NORM COLEMAN  
AT BRAC COMMISSION HEARING  
REGARDING THE DULUTH AIR NATIONAL GUARD

June 23, 2005

MR. CHAIRMAN, once again I appreciate the opportunity to speak about the importance of the Air Guard base at Duluth, and its importance for the region and the country.

I want to begin by acknowledging that the Defense Department's recommendation is for Duluth to stay open. This recommendation is very important and should be retained in the final BRAC report.

Of deep concern is the recommendation that the F-16s flown by the pilots in Duluth be retired in the next couple years – with no follow-on mission. In real terms, that means a loss of half the jobs at the base.

To be honest, I was rather taken aback to see the placement of aircraft in the Pentagon's BRAC recommendations at all.

That is a Future Total Force issue and should not be in a report like this, nor should the articulation of the follow on mission be. That's why a number of us took our case to the Pentagon yesterday, and we were pleased to get a commitment from General Blum to make sure Duluth has a relevant and viable future mission.

After all, the observations I made in my remarks about Grand Forks are all equally applicable in the case of Duluth. This part of the country grows top-notch "Warriors of the North," and it grows them in abundance. If we require that Duluth's planes be parked without defining a follow on mission, the Air Force will essentially turn its back on a region that has produced one of the most outstanding units in the country, and has citizens lining up at the recruiter's office. The last time I checked the Air Force was an all-volunteer force. In these difficult times, I do not think that it is wise to pull your resources out of an area which leads the country in recruiting and retention.

Duluth has outstanding facilities, the newest hangar in the Air Force, and a brand new consolidated maintenance complex.

It has plenty of outstanding training space, even at low altitudes. In fact, Duluth has more training space than Nellis Air Force Base. And it has room to grow.

Duluth has the same geographical advantages I talked about with regard to North Dakota. And yet twenty years ago, the Air Force closed its active duty base in Duluth. Decimating the National Guard base – which is what happens if the current plan goes forward – leaves this part of the country even more neglected in the Air Force's plans. For all the reasons I have discussed, it simply doesn't make sense to move all your assets south.

Leaders in Duluth have already concluded that they cannot fly these F-16s forever. The planes are relatively old, though still very functional. Ultimately, what this community -- and this country -- need is for the men and women of Duluth to (A) transition to a new and well-defined flying mission, and (B) to keep flying F-16s until they are ready to make this transition.

Finally, a few words about the National Guard. Because it is a state entity, the National Guard has unique requirements related to Homeland Security, natural disaster response, and the needs of the Governor -- on top of their Federal role. Unfortunately, many of these needs were not reflected in the Pentagon's BRAC recommendations.

Therefore, my request of the Commission is that in your final report on BRAC you give the National Guard bureau the needed flexibility to ensure that they are able to work with leaders in Minnesota to craft a follow-on flying mission for the Duluth 148th.

Thank you.



STATEMENT BY GOVERNOR TIM PAWLENTY  
AT BRAC COMMISSION HEARING  
REGARDING THE DULUTH AIR NATIONAL GUARD

June 23, 2005

Major General  
Larry Shellito

STATEMENT BY MAJOR GENERAL LARRY SHELLITO  
AT BRAC COMMISSION HEARING  
REGARDING THE DULUTH AIR NATIONAL GUARD

June 23, 2005

Commissioners, thank you for allowing me to testify this morning.

First of all, Governor Pawlenty and I fully embrace the base realignment and closure process. When used properly, BRAC benefits us all. But I have to tell you that I am concerned.

I am concerned not because of this Commission. Not because our nation's military is in the process of transforming itself. Not even because Minnesota's fighter wing will eventually lose its F-16's.

I am concerned because I believe the United States Air Force and the Department of Defense are using BRAC as a way to get around our time-honored process requiring Congress to review, authorize and appropriate money for defense programs. By including major elements of the Air Force's Future Total Force transformation program under the auspices of BRAC, the Department of Defense has effectively excluded Congress from its traditional role.

The Air Force plan – and I'm not sure whether to call it BRAC or Air Force Future Total Force – calls for existing bases like the one in Duluth to be established as "enclaves." They define an enclave as an airbase without any aircraft that hosts combat support units. I wish I could describe the rationale behind this concept, but I cannot. Neither my colleagues nor I – the officers charged with implementing this concept – have been afforded an opportunity to provide input.

It is not clear whether an enclave base can adequately sustain combat support units. Without a flying mission, the infrastructure that would normally support the deployment of engineers, security police and medical personnel simply wouldn't exist. Additionally, it is unclear whether these enclave bases could sustain personnel recruiting and retention at adequate levels without the attraction of a flying mission. I have a very personal interest in this. The Minnesota National Guard is ranked # 1 in the nation for Army recruiting and retention, and # 3 in the nation for Air recruiting and retention.

Are enclaves good or bad? Despite my negative comments, the truth is that we don't know. The concept has never been studied.

What we do know is that the Air Force's Future Total Force plan – contained in its BRAC recommendations – signals a profound change in the way the Air Force wants to do business. When the Air Force made its military value determinations for the BRAC recommendation, it gave heavy scoring weight to large installations. While locating aircraft at a few large bases may seem efficient, it ignores the value of small and every bit

as efficient Air Guard bases like Duluth. However, in terms of military value there was no apparent worth assigned to Air National Guard community basing.

We are a militia nation. Our organized militia – now called the National Guard – was not created by the Constitution to be the most cost-effective organization possible. It was created as a political construct designed to keep checks and balances in place for the use of our military.

Placing the Air National Guard in our nation's communities keeps Americans in tune with their Air Force. Citizens learn about the Air Force and the missions it's performing from the Air National Guard citizen-airmen who are their co-workers, or fellow Rotarians, or neighbors. Those informed citizens will lend their support to the military because they understand the issues and have a personal connection. And that was the intent after the Vietnam War when our nation established the Total Force Policy that said we would never again go to war with the involvement of our National Guard and federal reserve forces.

I'm not sure if that was the intent, but the issues before this BRAC Commission go much further than the cost-effectiveness of installation infrastructure. I urge you to look beyond the specific Air Force recommendations, and examine the process. I know the Air Force wants to retire its legacy aircraft quickly and recapitalize the savings in order to acquire more modern aircraft, and there is no question that our nation's military must evolve and transform itself. But that process should be accomplished in an open and measured manner, where issues can be evaluated and debated by all concerned. Don't let the Air Force use the BRAC process as a way to shield itself.

Thank you for the opportunity to appear before you. I would be happy to take any questions.

Brigadier General (Ret.)  
Ray Kiosowski

STATEMENT BY BRIGADIER GENERAL (RET.) RAY KLOSOWSKI  
AT BRAC COMMISSION HEARING  
REGARDING THE DULUTH AIR NATIONAL GUARD

June 23, 2005

Good morning: My name is Ray Klosowski. Thank you for allowing Duluth representatives to speak to you this morning concerning the proposed BRAC and Air Force future total force decisions relative to the Duluth Air Guard and the City of Duluth and northeastern Minnesota and northwestern Wisconsin. My background consists of 35 years of military service in the Air Guard and Air Force and five years as Executive Director of the Duluth Airport. During my military service I have flown into many of the bases involved in BRAC 2005 and served on inspection teams and assistance teams evaluating many of the bases and units (slide).

The data used in our presentation was derived from three primary sources as listed on the screen. The primary detailed information on ratings and values was obtained from the DOD web site (slide).

These two seemingly contradicting statements strangely enough seem to characterize data, criteria, and analysis and subsequent decisions. Like the statements the BRAC information and decision process is not as clear and concise as many thought it would be. Some evaluations and focus of data seem to pertain to operations and concepts that have been overtaken by time and equipment development. We will cover some of these in the time we have allotted to present the case for Duluth. Since our time allocation is comparatively short we would request a visit to Duluth by a representative of the BRAC Commission at the earliest possible time (slide).

The BRAC weather category appears to be based on an arbitrary requirement of a certain number of days when the weather is above 3000 ft ceiling and 3 miles visibility. This weather condition does not provide a true value of the training and combat application of airpower. The Air Force trains and flies in all weather conditions which involves conducting training and combat operations down to the weather instrument minimums for the air base or installation. More appropriate BRAC weather criteria for evaluating an installation would be to measure the number of days the installation is below instrument approach minimums or the number of sorties cancelled or delayed for weather.

The BRAC evaluation process might be better served by evaluating the installation instrument approaches, approach lighting, runway lighting, weather observation capability etc.

Evaluating the weather at the base in the current BRAC criteria can give false information relative to the training or flight operations in that an airfield in the south of Midwest may show weather above 3000 and 3 for a day but does not show the intermittent periods when the installation may be below 3000 and 3 for passing thunderstorms.

Given the background on the BFRAC weather evaluation process and criteria, I believe the data as applicable to Duluth and many other installations not located in the south or southwest is an invalid metric in the decision process (slide).

The rating for the Duluth weapons storage area may not have taken in a key factor in the potential for future missions and that is the Quantity Distance criteria compliance at Duluth. Most weapon storage facilities have difficulty meeting the 1250 ft QD criteria and cannot be expanded nor more storage space constructed. Duluth offers the protected QD space for future missions (slide).

The weapons storage site at Duluth is Air Force property from the NORAD alert mission in the Col War era when it was used to store AIR-2A nuclear rockets. It is currently used to store air to air missiles, chaff and flares for Duluth and for the C-130 aircraft from the 133AW and 934 AW.

The storage site has a full air to air weapons maintenance capability and personnel trained in air to ground munitions build up.

Very few weapons storage areas in the ANG offer the capability and growth potential of the Duluth site (slide).

Often times a photo gives a much greater appreciation of the capability and potential than an evaluation based on raw data gathered and analyzed through computerized methods (slide).

The rating for Duluth access to low level training routes is likely to have been too low based the inability of unit personnel to provide amplifying data to Air Force and DOD information gatherers in the rush to obtain data.

The low level route structure was important in the Cold War weapons delivery training missions where very low altitude penetration was required to avoid enemy defenses and reach the target area. Long range standoff precision weapons delivered at relatively high altitudes have significantly diminished the need for low altitude high speed training. A review of low level route utilization by Air Force and Guard and Reserve units would likely show a significant reduction in missions flown in low level routes.

Placing over valuation on low level route access in the current BRAC process is probably impacting units and may be a factor in the difference in the military value rating (slide).

Duluth has exceptional access to low level routes. The routes are bi directional and are in effect two routes in one. If low level routes are going to be rated the criteria needs to be expanded to include the altitude limits of the route, does the route terminate in a training area, are there noise restrictions and limits on hours of use etc. Access to a low level route that provides minimal training skews the data and provides an inaccurate assessment and evaluation.

The low level routes used by Duluth are all environmentally assessed with most routes allowing flight at 200 feet AGL (above ground level).

The low level routes are scheduled by Duluth with multiple entry exit and entry points at the turn points.

The BRAC criteria gives maximum points for each entry and exit point that is within 50 miles of the unit or installation. Duluth has several entry and exit points in the bidirectional routes that should give a much higher rating for low level route access to Duluth (slide).

The map gives an excellent illustration of Duluth's location in the center of the low level route complex and the multiple entry and exit points within 50 miles of Duluth Air Guard Station (slide).

The Duluth rating for proximity to airspace supporting the mission is particularly perplexing except for the supersonic airspace access aspect. Duluth was rated 43.62 out of a possible 124.72 in total core mission areas. The airspace available to Duluth for any Air Force mission is exceptional and will support nearly all of the core missions now and in the future. Again I question the criteria or the information that was used in reaching these values in the Duluth rating (slide).

The map graphically illustrates the volume and quality of the training airspace surrounding Duluth Air Guard Station. All the airspaces in yellow are controlled and scheduled by the Duluth Guard unit.

Several of the airspaces are low altitude (down to 200 feet above the ground and most can be scheduled with short notification to Minneapolis ARTCC to reach 45,000 feet. All airspaces are environmentally assessed for chaff and flares. They include airspaces over water and land providing a full scope of training opportunities including air to air, surface attack, maritime operations, and live armament capability in two restricted areas that are also controlled and scheduled by the Duluth Air Guard.

Imbedded in the Rhinelander Airspace is the AR 607 refueling track which provides multiple training opportunities with refueling operations within the training airspace. Most of these airspaces are in the backyard of the Duluth unit (two of which are within 25 miles from takeoff).

Duluth also has access to the Volk training ranges which are approximately 180 miles away. The Volk training ranges have electronic scoring for both air to air and air to ground training missions. Volk also has the Hardwood Range for live weapons delivery (slide).

To gain an appreciation of the extent of the airspaces available and controlled by the Duluth Guard unit this graphic has a comparison of the Nellis AFB range complex where the Air Force conducts major training exercises including Red Flag (slide).

Once again as one wades through the massive BRAC 2005 criteria, analysis, and decision process there are questions that arise.

Under the bomber core mission there is data and a value assigned to the proximity of a unit to airspace supporting a bomber mission. Since the bombers are employed from long ranges (you would use fighters if the distances to the target were short) why would any value be assigned to proximity of airspace supporting the mission. The bomber mission is inherently a long range mission therefore any range should be in proximity. Given this reasoning why is the bomber range to any particular airspace a decision factor in the BRAC process or the Air Force future total force decision. There may be units who are long distances from wherever the Air force has determined a bomber range to be that are being penalized in the BRAC?

In the BRAC criteria units were evaluated on their proximity to airspace supporting the mission. Again as in low level route operation there is a significantly reduced need to have access to a score able or live weapons range as onboard equipment in the aircraft can validate weapons employment accuracy with out the need to drop practice or live ordinance on a range. Units may be penalized due to distances from traditional ranges when they can obtain equivalent training in airspace in their backyard. In the BRAC scoring criteria for fighter access to airspace supporting mission the following sentence "Ignore all airspace over 150 miles away" this is also a problem in that many of the fighter employment over the past conflicts have been long range with multiple refuelings to get to the target. There is some justification for long range missions: Navy carrier based fighters in Afghanistan and the Air Force in the Balkans and Gulf War I are classic examples.

The BRAC guidance that restricts refueling airspace evaluation to only those airspaces that have an AR designation is unrealistic in that a great deal of refueling can and often occurs in training airspace. A unit that may have a perfectly acceptable air to air airspace suitable for refueling operations on a regular basis gets penalized by the arbitrary requirement to have an AR on the airspace to be qualified. Also converting an air to air airspace to a refueling airspace should mission change be required is not difficult (slide).

In addition to the inconsistencies in some of the criteria it appears the BRAC and future total force process may not have considered the joint support provided by the Duluth Guard unit in the analysis and decision process .

A new \$3.5 M Naval Reserve Facility has just been completed on the Guard base.

The PMEL organization at Duluth provides support to  
seven Air Guard units, two Air Force Reserve units, seven state area for the U.S. Army, ten U.S. Coast Guard vessels (slide).

The Duluth Air Guard Station has been identified as a NORAD permanent homeland defense Air Sovereignty Alert site through approximately 2010. If the Duluth unit loses the aircraft other units will have to fly into Duluth and maintain 3 aircraft on station in a deployed status in addition to bringing maintenance support items and possibly personnel. The planned savings from the departure of the aircraft from Duluth will be minimal compared to the additional tasking to cover the alert with greatly reduced fighter force.

The completion of \$50 M in facility infrastructure and mission capability upgrades over the past four years makes the Duluth Guard Base one of the most modern in the nation.

Just as there is reasonable doubt on several issues relative to the BRAC and Air Force future total force data and analysis there is very reasonable doubt on the decision to remove aircraft from Duluth (slide).

As I reviewed the rating for Duluth I was again surprised by the lower than expected ratings for the criteria on level of mission encroachment. I thought a comparison with another Air Guard unit especially one that was not losing aircraft might be beneficial. I selected a unit that was not only retaining its aircraft but being given nine additional aircraft. This unit was rated 43 points higher in military value (the primary factor in the decision process). I will call this unit X+43. I was and still am puzzled by the different values by mission type since the data base and reference material used was the same for all missions. From my five years experience as an airport director encroachment was encroachment no matter what the aircraft or mission you tried to overlay on an airport, but then again I may not fully understand the metrics (slide).

When I rated Duluth against X+43 on the mission encroachment criteria the ratings were surprising again as I am familiar with the X+43 location. X+43 rated 12.34 out of 13.07 points and Duluth rated 9.77 out of 13.07 points. As I called up some overhead photography it seemed to me that the ratings did not reflect the information from the photographs. X+43 was surrounded by civilian development and major highways with no room for future growth. I knew from previous visits that a high concrete wall had been constructed on the edge of the base property to separate civilians from the military activity. I was reminded that armed alert aircraft are just on the other side of the wall (slide).

Comparing the two overhead photos of the facilities it appears that Duluth has far less problems with encroachment issues with the current mission and with future missions compared to X+43 (slide).

The apparent difference between the BRAC rating and the photos resulted in a closer look at other comparisons between X+43 and Duluth. I reviewed the ATC restrictions comparison and it appeared that although X+43 and Duluth had nearly the same rating; X+43 with 11 air carriers with 85 daily departures

and 85 daily arrivals in addition to over 96,000 annual General Aviation operations and three air cargo carriers was a very congested airfield.

This compared to a single air carrier at Duluth with 10 daily departures and arrivals and 35,000 annual General Aviation operations revealed Duluth to be dramatically less congested.

It is difficult to believe with the unbelievably higher level of activity at X+43 that the ATC ratings would be nearly identical.

This dichotomy and the fact that data from the unit maintenance system (CAMS) is used for supplying data for this BRAC area gives strong doubt of the data and the conclusion derived.

The 12 paragraphs of noise abatement procedures for X+43 and none for Duluth reinforced my doubt in the validity of the data and analysis.

Confidence in the validity of the BRAC criteria and analysis has to be suspect when X+43 was rated 10 points higher than Duluth for stationing a UAV mission at that location (slide).

Looking at some additional comparisons between Duluth and X+43 you find X+43 with a single air defense mission capability vs Duluth with a demonstrated performance and capability in air defense, air to ground with precision munitions delivery capability, and special mission capability in the tactical reconnaissance pod (slide).

The Duluth Air Guard unit consistently maintains a level of strength of 100% . and over. It is consistently in the top10 units in the Air Guard in maintaining unit strength.

X+43 is currently manned at a strength level that places it under the national Guard Bureaus status of "Assigned strength is of critical concern".

Although strength is not evaluated in determining force bed down and infrastructure adjustments it forces itself as a factor when the mission cannot be accomplished or readiness is effected (slide).

We believe the exception airspace available at Duluth was not adequately evaluated due to the construct of the BRAC data gathering and evaluation process.

From our time reviewing the BRAC information and measuring methods we believe there may be built in information gathering inaccuracies that result in skewed data in some heavily weighted areas.

The ASA site at Duluth is a critical homeland defense location and the military may be served by retaining aircraft at Duluth for the immediate future.

We respectfully request a representative of the BRAC commission visit Duluth and review the data and get a look at the facility to supplement the numerical data which we believe has sufficient skewed data (slide).



STATEMENT BY MAYOR HERB BERGSON  
AT BRAC COMMISSION HEARING  
REGARDING THE DULUTH AIR NATIONAL GUARD

June 23, 2005

Commissioners, thank you for allowing me to testify this morning.

Mr. Chairman, committee members, guests and friends:

Thank you very much for hearing our testimony. My name is Herb Bergson and I am mayor of the City of Duluth. My purpose is to outline the impact of our own 148th Fighter Wing on the city of Duluth, while others in our group will outline the effect the 148th has on our nation's preparedness.

I say "our own" because that is what they represent - our connection to the military, Air Force, and the Department of Defense. We are proud of them and I feel that calling them "our own" is certainly appropriate.

Others will speak of the 148th's importance in terms of readiness. I am here to speak of what the 148th does for Duluth in a non-military sense, and of the relationship we enjoy with these fine men and women.

The 148th Fighter Wing is the ninth-largest employer in Duluth, with 327 full-time and over 900 part-time employees. For a city of our size, those are important numbers. The 148th has an annual economic impact of approximately \$85.1 million per year according to the Duluth Area Chamber of Commerce. This includes payroll of \$40 million, operating expenses of over \$35.5 million and over 300 jobs indirectly related to the 148th's work. Those additional 300 jobs provide economic impact to Duluth of over \$8 million per year.

The 148th helps Duluth grow in other ways as well. Through fiscal year 2004, the 148th's operations were responsible for over \$12.2 million in new local construction projects, and over \$37.8 million dollars since fiscal year 2000.

I come before you as the mayor of Duluth but it should be noted that the other members of our delegation, not all of whom will address you, are here to show the broad-based support that exists in Duluth for the 148th and its mission. For over three years now, the Duluth Area Chamber of Commerce has coordinated a Military Affairs Committee, dedicated to supporting all our military assets, and the fine men and women who serve in them.

For nearly sixty years, the 148th Fighter Wing has been a very important part of Duluth, which is not merely due to their excellence in keeping us safe. Over the past three years, members of the 148th have donated over 15,000 hours of service to this community. They are a shining example of volunteer service. We believe it is vital to the City of

Duluth that the 148th Fighter Wing find a new mission, and we urge your support in that effort.

They work closely with our airport to develop safety plans and to exercise for contingencies; they provide crash-rescue support to civilian and military aircraft alike; their Explosives Ordnance Disposal team works with local law enforcement to handle issues that arise across the area and most importantly, they protect the skies over Duluth, the largest freshwater port in the world, and they provide protection for other metropolitan areas in Minnesota and across the country. The 148th sits alone to the northeast of our airport, so our residents don't know the meaning of the words 'jet noise.' Instead, an F-16 flying overhead represents the sound of freedom. We don't have a subdivision on the fence of the base, and our quiet airport is so well suited to training, that other units fly to Duluth to utilize it.

The 148th Fighter Wing and this community are prepared to continue working together, providing another 57 years of excellence to the Department of Defense, and wish to be afforded that opportunity.

Many mayors will say similar words to you, but I would ask for their proof. The 148th is at 103% strength, and has a continuous record of unprecedented success. It also enjoys the respect and admiration of its peers and community.

I further hope you'll note that the best missions, the best facilities and the best aircraft are cornerstones; but the ability to attract, and retain quality personnel to the mission is the foundation of a successful mission. We can provide the quality personnel who wish to serve - you can provide the mission.

I hope that you will see the difference the unwavering support of a community makes and that support needs to multiply \*\* not add, to the assessed military value scoring.

Thank you for your consideration.



**DULUTH  
MILITARY AFFAIRS  
COMMITTEE**

**B/G RAY KLOSOWSKI (RET)**

# RESOURCE DATA

- AIR FORCE FTF RELEASE DOCUMENT
- AIR FORCE MAY 13, 2005 BRAC  
RECOMMENDATIONS
- DOD BRAC WEBSITE

# AIR FORCE FTF RELEASE

*“DULUTH (136) RANKED LOW IN MILITARY VALUE”*

# DULUTH BRAC 2005 RELEASE

*“THE SECRETARY OF DEFENSE’S BRAC  
RECOMMENDATIONS DEMONSTRATE THAT DULUTH  
AGS REMAINS A VALUABLE INSTALLATION TO THE  
AIR FORCE AND THE DOD”*

# BRAC DATA AND CRITERIA

- MAY MEASURE THE WRONG CAPABILITY
- DOES NOT ALWAYS PROVIDE ACCURATE EVALUATION
- BRAC 2005 MAY STILL MEASURE SOME OLD CONCEPTS

# PREVAILING WX CONDITIONS DULUTH RATINGS

- AIRLIFT MISSION • 0.13 OF 3.22 POINTS
- BOMBER MISSION • 0.15 OF 3.68 POINTS
- FIGHTER MISSION • 0.22 OF 5.52 POINTS
- CSR MISSION • 0.20 OF 5.06 POINTS
- TANKER MISSION • NOT RATED IN  
BRAC
- UAV / UCAS • 0.13 OF 3.20 POINTS

# BRAC PREVAILING WX RATINGS

- BRAC CRITERIA IS BASED ON # OF DAYS AIRPORT WX IS ABOVE 3000 FT CEILING & 3 MILES VISIBILITY
- WHAT DOES THIS CRITERIA EVALUATE ?
- COMBAT & TRAINING MISSIONS ARE FLOWN TO IFR INSTRUMENT APPROACH MINIMUMS
- BRAC SHOULD RATE # OF DAYS BELOW TRAINING MINIMUMS OR MISSIONS CANCELLED OR DELAYED DUE TO WX
- BRAC SHOULD RATE WX APPROACH AIDS (ILS, APPROACH LIGHTING, RUNWAY LIGHTING, RADAR ETC)
- WHY NO BRAC RATING FOR TANKER CORE MISSION ?

# **DULUTH RATING FOR SUFFICIENT MUNITIONS STORAGE**

- **BOMBER MISSION      • 0.00 OF 2.91 POINTS**
- **FIGHTER MISSION      • 0.00 OF 4.79 POINTS**
- **CSAR MISSION      • 0.00 OF 2.80 POINTS**
- **UAV/ UCAS      • 5.81 OF 5.81 POINTS**

# DULUTH WEAPONS STORAGE SITE

- FORMER NORAD NUCLEAR WEAPONS STORAGE SITE
- MODERN SECURITY MEASURES
- ISOLATED LOCATION
- WEAPONS MAINTENANCE CAPABILITY
- 1250 FT QUANTITY DISTANCE DATA
- STORE CHAFF & FLARES FOR 133 AW & 934 AW

**WEAPONS STORAGE SITE  
MEETS 1250 FT QUANTITY  
DISTANCE REQUIREMENTS**



# DULUTH PROXIMITY TO LOW LEVEL ROUTES

- AIRLIFT MISSION • 2.77 OF 13.98 POINTS
- BOMBER MISSION • 7.54 OF 16.56 POINTS
- FIGHTER MISSION • 1.09 OF 7.25 POINTS
- CSAR MISSION • 0.53 OF 3.69 POINTS

# DULUTH LOW LEVEL ROUTES

- BI DIRECTIONAL (TWO ROUTES IN ONE)
- SCHEDULED BY DULUTH
- MULTIPLE EXIT AND ENTRY POINTS GIVING SEVERAL ENTRY AND EXIT POINTS WITHIN 50 MILES FOR MAXIMUM RATING
- APPEARS NOT CALCULATED IN DULUTH BRAC METRICS

# DULUTH LOW LEVEL ROUTES

- BIDIRECTIONAL
- ALTERNATE ENTRY / EXIT POINTS



# DULUTH PROXIMITY TO AIRSPACE SUPPORTING MISSION

- **\* BOMBER MISSION • 3.81 OF 20.24 POINTS**
- **MCI C2ISR MISSION • 14.47 OF 29.90 POINTS**
- **\*\* FIGHTER MISSION • 2.66 OF 14.72 POINTS**
- **\*\*\* TANKER MISSION • 18.92 OF 39.10 POINTS**
- **UAV/UCAS MISSION • 3.76 OF 20.76 POINTS**

**SNOOPY MOA**

FL180-FL290  
West 6000MSL - FL310  
East 300 AGL - FL310

**R-4305**  
Surface - FL 450

**BEAVER MOA**

300 AGL - FL 310

**Camp Ripley**

SFC - FL270

**Rhinelander/Big Bear/Ontonagon**

Rhinelander B FL 180 - 310  
Big Bear 500 AGL - FL 310  
Ontonagon 500 AGL - FL 310

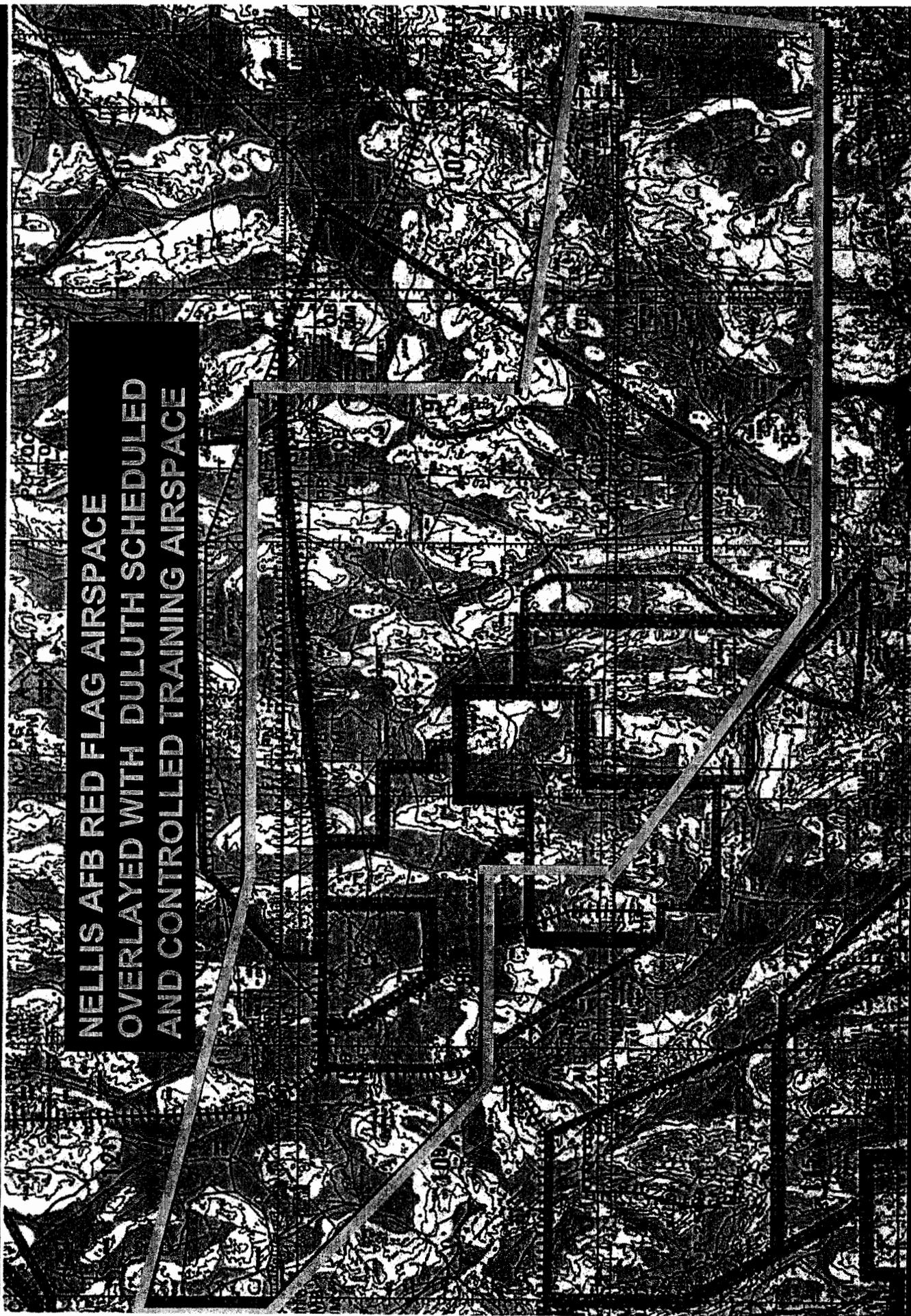
**Falls / Volk West MOA**

Falls 500 AGL - FL 180  
West 100 AGL - FL 230  
South 8000 MSL - FL 280  
East 8000 MSL - FL 280  
CAS 500 AGL - FL 280

**AIRSPACES IN YELLOW  
CONTROLLED & SCHEDULED  
BY DULUTH**

**AIR TO AIR & AIR TO GROUND  
ACMI SCORING AT VOLK RANGE  
& LIVE RANGE AT VOLK  
HARDWOOD**

**NELLIS AFB RED FLAG AIRSPACE  
OVERLAYED WITH DULUTH SCHEDULED  
AND CONTROLLED TRAINING AIRSPACE**



## BRAC REQUIREMENT PROXIMITY TO AIRSPACE SUPPORTING MISSION

- \* Questionable data requirement as bomber mission is long range and all supporting airspaces are all in range (B-2 combat missions From Whiteman AFB to Balkans & back.
- \*\* BRAC Rqmt: "Ignore all airspace over 150 miles away." Initial combat missions in Balkans & Iraq wars much longer than 150 miles to target. Navy carrier fighters to Afghanistan
- \*\*\* BRAC Rqmt: "If the airspace route designator does not start with AR get zero points." Refueling frequently can and does occur in any military airspace.

# **JOINT FORCE SUPPORT**

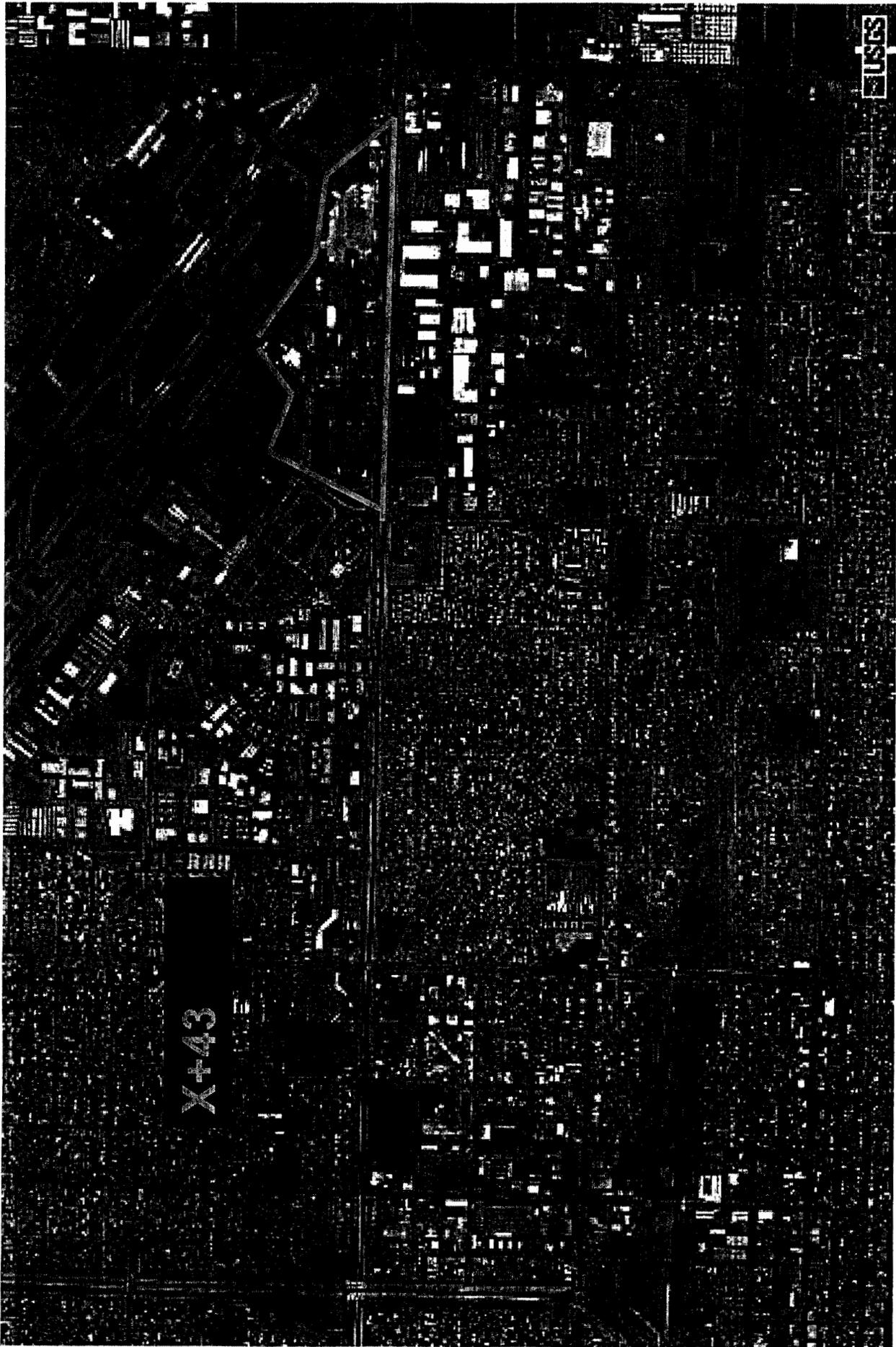
- **NEW \$ 3.5 M NAVY RESERVE BLDG ON DULUTH AGS (NOT COUNTED IN BRAC DATA ?)**
- **PMEL SUPPORT (NOT COUNTED IN BRAC DATA?)**
  - **SEVEN AIR GUARD UNITS**
  - **TWO AIR FORCE RESERVE UNITS**
  - **SEVEN STATE AREA FOR U.S. ARMY**
  - **TEN U.S. COAST GUARD VESSELS**

# DULUTH AIR GUARD STATION

- \$49.0 M IN NEW CONSTRUCTION BY CLOSE OF 2005 TO ENHANCE MISSION EFFECTIVENESS
- SOME CONSTRUCTION MAY NOT HAVE MADE BRAC EVALUATION CUTOFF
- ONE OF MOST MODERN GUARD FACILITIES IN NATION
- NORAD ALERT TO BE COVERED BY ROTATING 3 AIRCRAFT FROM OTHER UNITS TO DULUTH FOR NEXT 5 YEARS

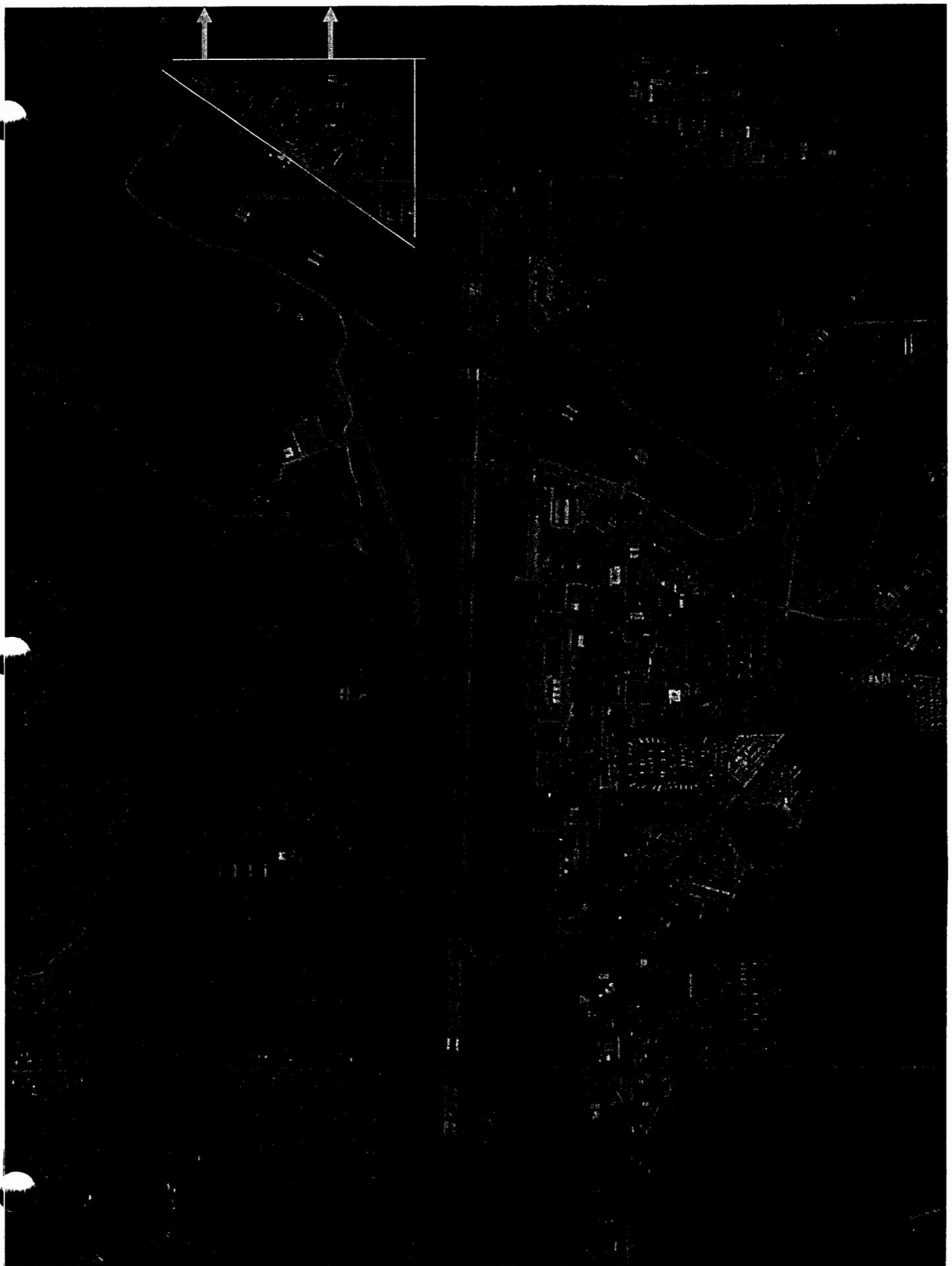
# LEVEL OF MISSION ENCROACHMENT

AIRLIFT X+43	(1.57 OF 1.66)	AIRLIFT DLH	(1.24 OF 1.66)
BOMBER X+ 43	(1.92 OF 2.03)	BOMBER DLH	(1.52 OF 2.03)
C2ISR X+43	(1.96 OF 2.08)	C2ISR DLH	(1.55 OF 2.08)
FIGHTER X+43	(2.15 OF 2.28)	FIGHTER DLH	(1.71 OF 2.28)
CSAR X+43	(1.41 OF 1.49)	CSAR DLH	(1.12 OF 1.49)
TANKER X+43	(1.96 OF 2.08)	TANKER DLH	(1.55 OF 2.08)
UAV X+ 4	(1.37 OF 1.45)	UAV DLH	(1.08 OF 1.45)
	<u>12.34 OF 13.07</u>		<u>9.77 OF 13.07</u>



USIS

X+43



# X + 43

# DULUTH

- 11 MAJOR AIRLINES
- 85 DAILY DEPARTURES
- 85 DAILY ARRIVALS
- 96,700 G.A. OPERATIONS
- 3 AIR CARGO CARRIERS
- NEW 87 ACRE AIR CARGO PARK
- CHANDLER EXECUTIVE AIRPORT 6 MI SW OF X+43
- ONE AIRLINE
- 10 DAILY DEPARTURES
- 10 DAILY ARRIVALS
- 2 DAILY AIR CARGO OPERATIONS
- 34,660 G.A. OPERATIONS
- 
-

# **X+43 & DULUTH MISSION COMPARISON**

- **X+43**
  - **SINGLE MISSION CAPABILITY AIR DEFENSE**
- **DULUTH**
  - **AIR DEFENSE**
  - **AIR TO GROUND**
  - **PRECISION MUNITIONS DELIVERY**
  - **TACTICAL RECON POD**

# UNIT STRENGTH

- DULUTH 103 % OF AUTHORIZED
- NUMBER 9 OF ALL ANG UNITS
- X+43 94.6% OF AUTHORIZED (NGB EVALUATION: "ASSIGNED STRENGTH IS OF CRITICAL CONCERN")

# DULUTH SUMMARY

**DULUTH AIRSPACE & LOW LEVEL RATINGS IN ERROR**

- **SKEWED DATA IN BRAC MEASURING SYSTEM**
- **ROTATING AIRCRAFT TO STAND ASA ALERT NOT COST EFFECTIVE**
- **ROTATING ASA ALERT WILL PROBABLY OVERTASK REDUCED FUTURE FIGHTER FORCES**
- **ASA ALERT LESSONS FROM 9/11 REMAIN VALID**
- **REQUEST REPRESENTATIVE FROM BRAC COMMISSION VISIT DULUTH**

# **THANK YOU FOR TIME AND ATTENTION**

**IF BRAC METRICS AND DATA TELL US  
TO PUT A UAV UNIT IN FRESNO  
CALIFORNIA WE NEED TO WORRY  
ABOUT THE VALIDITY OF OUR BRAC  
DATA AND OUR DECISIONS**

**DULUTH MINNESOTA  
MAYOR**

**MR HERB BERGSON**