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U.S. SENATOR RICK SANTORUM

FACSIMILE COVER SHEET

DATE: 8/11/05

TIME: 5:15 p.m.

TO: Chairman Principl

FAX #: 703-699-2735

FROM: Courney Kaplan

RE:

PAGES (INCLUDING COVER SHEET): 13

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August 11, 2005

The Honorable Anthony J. Principi
Chairman
2005 Defense Base Closure and Realignment Commission
2521 South Clark Street
Suite 600
Arlington, Virginia 22202

Dear Secretary Principi:

I write today on behalf of the Tobyhanna Army Depot Blue Ribbon Task Force, representing the community of northeastern Pennsylvania. The Task Force has recently submitted documents to my office relevant to the Department of Defense's base realignment and closure (BRAC) recommendations for the Tobyhanna Army Depot.

The attached documents submitted by the Tobyhanna Army Depot Blue Ribbon Task Force are responses to testimony given in support of the Marine Corps Logistics Base, Barstow, California and Lackland Air Force Base, Texas.

I ask that you please review the attached documents submitted by the Tobyhanna Army Depot Blue Ribbon Task Force as you begin the final deliberations on the Department of Defense's BRAC recommendations.

I appreciate the hard work and dedication that you and your fellow BRAC Commissioners have provided to this process. Additionally, I appreciate your consideration of this matter, and please do not hesitate to contact me if I can be of additional assistance to you.

Sincerely,

Rick Santorum
United States Senate

RJS/cjk
Enclosure

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Chairman Anthony J. Principi
2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Suite 600
Arlington, Virginia 22202

August 10, 2005

Dear Chairman Principi:

As Chairman of the Tobyhanna Army Depot Blue Ribbon Task Force I greatly appreciate the service of you, and the other members of the Commission, in addressing the significant challenges posed by the BRAC process. In the process of conducting your hearings you have heard many arguments against the recommendations developed by the Secretary of Defense.

During the July 14 hearing in Los Angeles representatives of Marine Logistics Base, Barstow, CA made claims that Tobyhanna Army Depot could not handle the missions recommended to be transferred from Barstow to Tobyhanna. During and after the July 11 hearing in San Antonio representatives of Lackland AFB raised concerns about the DoD recommendation that would transfer work from Lackland to several installations, including Tobyhanna.

Attached to this letter are documents addressing and refuting the concerns raised by both Barstow and Lackland. I certify that to the best of my knowledge all of the information contained in these documents is accurate. We respectively request that these documents be reviewed and considered prior to finalizing the Commission's recommendations. We believe that the DoD recommendations to transfer missions from Barstow and Lackland to Tobyhanna should be implemented.

Thanks you for your consideration and please feel free to contact me if you have any questions related to these documents.

Yours very truly,

Cameron Moore
President & CEO

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TOBYHANNA ARMY DEPOT BLUE RIBBON TASK FORCE INPUT TO THE BASE REALIGNMENT AND CLOSURE COMMISSION AND STAFF REGARDING TOBYHANNA ARMY DEPOT (TYAD), TOBYHANNA, PENNSYLVANIA and the MARINE CORPS LOGISTICS BASE, BARSTOW, CALIFORNIA (BARSTOW)

The following is submitted in response to testimony given in support of the Marine Corps Logistics Base, Barstow, CA, (Barstow) and against Tobyhanna Army Depot to the Base Realignment and Closure Commission (BRAC) on July 14, 2005 in Los Angeles, California. The Tobyhanna Army Depot Blue Ribbon Task Force, representing the community of Northeastern Pennsylvania, supports the recommendation to transfer depot maintenance work from Barstow to TYAD.

The issues raised by Barstow are addressed as follows.

OVERALL RADAR CAPABILITY AND CAPACITY

Barstow challenges TYAD's capability and timeliness to repair systems identified as "Radar" work. TYAD holds extensive capability and capacity to perform work on a wide spectrum of Radar systems as well as other Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) systems. Accordingly, the Industrial Joint Cross Service Group ranked TYAD higher in Department of Defense (DoD) military value than Barstow across all weapon system groups except amphibious vehicles. The following lists just some of the many Radar Systems undergoing overhaul, maintenance, repair, repair and return, test, and field support at TYAD:

- AN/GPN-20 Airport Surveillance Radar (Air Force system)
- AN/GPN-22 Precision Approach Radar (Air Force system)
- AN/TPQ-36(V) Firefinder Radar systems, all versions (Army systems)
- AN/TPQ-37(V) Firefinder Radar systems, all versions (Army systems)
- AN/TPQ-46 Firefinder Radar system (Marine Corps version)
- AN/TSQ-71B Tactical Landing Control Central (Army system)
- AN/FSQ-84 Fixed Base Radar System (Army system)
- AN/MPN-14 Air Surveillance (Air Force system)
- AN/FPN-62 Air Surveillance (Air Force system)
- AN/TPS-75 Tactical Surveillance Radar Air Defense (Air Force system)
- AN/PPS-5 Ground Radar (Army system)
- AN/TSW-7A Air Traffic Control and Landing System (Army System)
- AN/TPN-19 Landing Control Central Radar Set (Air Force system)

Many systems currently supported by TYAD have commonality in size, functionality, repair requirements, and skill requirements to those at Barstow.

Moreover, many systems support joint customers, to include the Air Force and the Marine Corps.

As reported in the Industrial Joint Cross Service Group Final Report, TYAD currently has a Radar capacity of 295,000 direct labor work hours that can be expanded to 379,000 hours without any additional facility construction. The report shows Barstow's current Radar capacity at 154,000 hours. It is difficult to assess Barstow's ability to expand or take on new work as their maximum capacity is reported as being the same as their current capacity. TYAD's Radar capability and capacity is unsurpassed in either the public or the private sector.

TURN-AROUND-TIME (TAT)

Barstow claimed that the Army's TAT for Radar systems is excessive. Specifically, Barstow claims they finish work on Firefinder systems in 90 days while TYAD requires one year. Barstow's statement is misleading.

- When it comes to depot maintenance, the word "repair" has several connotations depending on the customer's requirements. It can refer to full overhaul of the system. In the context of RESET, "repair" means repair of equipment to get it back to the level it was at prior to deployment. With Recapitalization (RECAP), "repair" means rebuilding a system to "like new" condition. And in the context of "repair and return," a system receives something less than overhaul as determined by the customer's specifications. Each type of "repair" has a different requirement and a corresponding TAT. TYAD performs all types of "repair," and accordingly, the TATs for each form of "repair" differ. It is misleading to use the word "repair" to describe the TAT for a "repair and return" program – which has a short TAT – when the work being completed is actually a RECAP program, which has a longer TAT.
- TYAD can and does meet the TAT requirements, and even reduces the TAT. For example, TYAD repairs the AN/TPS-75, which has been described as the backbone of the US Air Force Air Defense system. The AN/TPS-75 is similar in function to Radar used by the Marine Corps, the AN/TPS-59: both systems are three-dimensional, long range, surveillance systems – although technological differences exist. The Air Force was concerned about transferring the AN/TPS-75 system to TYAD because it is so critical to their mission. TYAD not only accomplished the mission, but also reduced the Air Force TAT for the AN/TPS-75 by 33 percent, which resulted in subsequent cost reductions for the Air Force. This was accomplished through LEAN business initiatives in conjunction with increased levels of efficiency delivered by TYAD's highly-skilled work force.
- TAT can be impacted by any number of factors beyond a depot's control, to include the unavailability of parts required to fix the system. The

problem of parts unavailability is common to all Services and it is unfair to use a factor beyond TYAD's control as the basis for a claim that TYAD failed to deliver an asset on schedule. Moreover, the Army has taken steps to improve the delivery of parts. For example, in December of 2004, the Army awarded to the original manufacturer of the Firefinder Radar Systems, Thales-Raytheon Systems Co. of Fullerton, California, a $66.2 million firm-fixed-price contract to deliver 3,500 spare parts to TYAD through 2008. This addresses a parts unavailability issue and allows TYAD to deliver these Radars on time. In addition, TYAD has upgraded and enhanced its test facilities, and implemented work-arounds to complete the assets as quickly as possible.

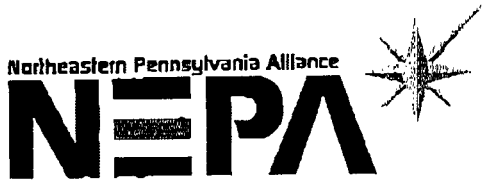
- The depot has increased its maintenance support of the critical Firefinder Radar Systems, completing 17 systems, including 13 AN/TPQ-36 and four AN/TPQ-37 systems in June and July of 2005.

FULL CAPABILITY

Barstow's claim regarding its TAT should be examined in light of the capability provided by each depot. TYAD offers a self-contained, start-to-finish approach to Radar production and fielding. TYAD has numerous indoor and outdoor test facilities, to include near and far field antenna test pattern ranges (e.g., antenna measurement systems, transmitter equipment, and antenna positioners), a Ground Controlled Approach (GCA) control facility, and live target test facilities. TYAD's test facilities include Tower Track, Munson Road Test Track, and a Near Field Probe. A staff of more than 250 engineering professionals supports their maintenance mission. All road testing, rain testing, Near Field Probe, and Tower Track testing is performed on-site by depot electronic technicians and engineers. TYAD's resident overhaul and testing facilities allows for the full cycle of repair in the most cost effective manner. The Marine Corps already recognizes TYAD's extensive capability for Radar systems by sending systems to TYAD for repair.

DEPOT PHILOSOPHY

Barstow claims that a philosophical difference between Marine Corps and Army depots precludes the Army from satisfactorily performing depot maintenance for the Marine Corps. Specifically, they assert that Barstow is multi-commodity, making it a one-stop shop, while the Army depots specialize in a limited number of commodities so they repair to stock, not use. However, this assertion ignores the facts. The Army and Air Force have successfully implemented depot maintenance strategies that minimize costs through consolidation. For example, the Army utilized the "West Coast/East Coast" strategy for time-sensitive communications-electronics equipment until its west coast depot in Sacramento, California, was closed in BRAC 1991. There was no negative impact on



readiness, and the elimination of excess depot infrastructure resulted in savings that were validated by the Government Accountability Office. In addition, members of the Air Force community initially objected to the transfer of workload from the former Sacramento Air Logistics Center at the McClellan Air Force Base, California, to TYAD as a result of BRAC 1995, claiming that the Army could not perform time-sensitive repairs on Mission Capability (MICAP) assets. Those doubts have been resolved as TYAD meets the rapid turn-around MICAP requirements for these go-to-war systems. The absence of west coast depots did not impede the Army and the Air Force missions.

REPAIR AND RETURN

Barstow claims that the Marine Corps is "America's 911 emergency response force," and TYAD will be nonresponsive to their requirements. The community in Northeastern Pennsylvania recognizes that the mission of the Marine Corps differs somewhat from that of the Army and respects the vital role the Marine Corps plays in national security. However, the Barstow argument ignores that the 82d Airborne Division is trained to deploy anywhere, at any time, to fight upon arrival and to win, and the 10th Mountain Division deploys by air, sea, and land worldwide within 96 hours after notification. TYAD successfully supports the 82d, the 10th, and other quick reaction units including Special Forces, and will diligently and effectively support the Marine Corps emergency response mission.

- A significant amount of TYAD's workload is classified as Repair and Return (i.e., TYAD performs repair and directly returns that asset to the field). In addition, field support is performed at TYAD's 28 Forward Repair Activities (FRAs) located throughout the world, including six sites in Iraq, two in Afghanistan, one in Kuwait, and one in Okinawa, Japan. TYAD specifically established an FRA in Okinawa to support Marine Corps requirements for the AN/TRC-170, a tropo-scatter communications terminal system. TYAD has rapidly expanded its network of FRAs to meet current wartime requirements and could further expand this network to meet the specific needs of the Marine Corps.
- Based upon TYAD's position as the C4ISR joint depot, the depot already supports a number of systems identical or similar to those used by the Marine Corps, to include radios, electronic components, electro-optics/night vision/forward looking infrared, generators, computers, sensors, communications security, satellite communications, and ground support equipment. TYAD supports these systems both in the field as well as at the base.
- Barstow challenges TYAD's capacity to accomplish additional work, noting that the Army provided Barstow with some of the Army's existing work. This isolated diversion has no relation to TYAD's

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industrial capacity or capability to perform the work. As described above, Barstow's reported capacity for radar appears to be limited to its current level, with no ability to increase that capacity within their current structure.

IMAGE INTENSIFIERS

Barstow claims that in 1988, the Army was 18 months behind schedule in rebuilding Image Intensifiers and Barstow began this work in 1989.

- *If this occurred as Barstow claims, it has no relevance to TYAD* because it happened over 17 years ago and TYAD was not involved. The image intensifier work would have been performed at the former Sacramento Army Depot, which closed as a result of BRAC 1991.

The facts contained in the rigorous analysis performed by DoD support the transfer of the depot maintenance workload from Barstow to TYAD. The Secretary of Defense BRAC recommendation regarding Barstow should be accepted.

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TOBYHANNA ARMY DEPOT BLUE RIBBON TASK FORCE INPUT TO THE BASE REALIGNMENT AND CLOSURE COMMISSION AND STAFF REGARDING TOBYHANNA ARMY DEPOT (TYAD), TOBYHANNA, PENNSYLVANIA and the LACKLAND AIR FORCE BASE, TEXAS (LACKLAND)

The following is submitted in response to testimony and documents given in support of Lackland and against TYAD to the Base Realignment and Closure Commission (BRAC) on July 11, 2005 in San Antonio, Texas. The Tobyhanna Army Depot Blue Ribbon Task Force, representing the community of Northeastern Pennsylvania, supports the recommendation to transfer depot maintenance work from Lackland to TYAD.

The following arguments were presented by Lackland:

ORGANIZATIONAL STRUCTURE

The BRAC 2005 recommendation proposes to "relocate computers, crypto, electronic components (non-airborne), and radio to Tobyhanna Army Depot (TYAD)" from Lackland. The Lackland community challenged the transfer of the cryptologic (i.e. crypto) and Signal Intelligence (SIGINT) missions which, they claim, can only be effective if retained in its current organizational structure and performed at Lackland. This argument overlooks several key factors:

- The Army already has a very effective, very well safeguarded crypto and SIGINT mission with a maintenance and program management structure similar to the one proposed by the BRAC 2005 recommendation.

- Technological advances such as secure transmission lines, secure videoconferences, an effective transportation system, as well as teamwork, enable the Army to perform highly successful crypto and SIGINT missions with the depot maintenance of secure communications performed at TYAD, and the program management Inventory Control Point functions performed at Fort Huachuca, Arizona. There has been no degradation in national security or in service by this arrangement. In fact, the Army has effectively used this organizational structure for years to perform depot maintenance of crypto assets for the National Security Agency.

- Work on critical items for many other Department of Defense (DoD) customers are successfully performed using organizational models that differ from Lackland. Crucial war fighting commodities such as combat vehicles, tactical missiles, and rotary wing aircraft are successfully

implemented by managers in one location and depot maintenance in another. For example, the Air Force managers for ground communications/electronics are at Warner-Robbins Air Force Base, Georgia, or Hill Air Force Base, Utah: the depot maintenance for all of this workload is performed at Tobyhanna, Pennsylvania. TYAD has achieved an impressive turnaround time on urgent go-to-war requirements, which are known in the Air Force as MICAP (Mission Capability) requests. TYAD can and does perform repair and return services on assets within days of receipt. Geographic proximity is not a barrier to timely and effective performance.

CAPABILITY AND CAPACITY TO SUPPORT NATIONAL INTELLIGENCE COMMUNITY WORLDWIDE SUPPORT EFFORT

Lackland challenges TYAD's ability to support the intelligence mission. TYAD is the designated Center of Excellence for Communications Security (COMSEC) and holds full Information Security (INFOSEC) maintenance capability. Satisfied customers include the U.S. Air Force, U.S. Navy, the National Security Agency and, perhaps most importantly, the warfighter. TYAD has demonstrated the ability to provide these services wherever needed by DoD, to include a COMSEC Field Repair Activity in Southwest Asia to ensure quick, seamless support to the Global War on Terror (GWOT). In addition, TYAD holds management and configuration control for Test Program Sets, operates a Joint certification training center, serves as an NSA-certified destruction and demil center, and offers a strong engineering support capability with over 250 personnel in its Engineering Directorate. TYAD also offers secure receipt, storage, issuance and distribution services for retail and wholesale items and can easily accomplish the Lackland supply and storage mission.

- The U.S. Air Force has recognized TYAD's successes and capabilities by designating TYAD as the Air Force's Alternate Key Data Processor Loading and Installation Facility to ensure surge requirements are addressed across DoD.

- In addition to crypto capability, TYAD has the capability and capacity to support the sensitive SIGINT community. For example, the depot provides maintenance and 24-hour technical support for sensitive systems such as GUARDRAIL/Common Sensor (GR/CS), a Corps-level airborne SIGINT collection/location/exploitation system, Communications Intelligence (COMINT) sensors, Communications High Accuracy Airborne Location System (CHAALS), and Advanced QUICKLOOK (AQL).

- Much of the depot maintenance currently performed at Lackland is identical to that done at TYAD. The Lackland depot maintenance

mission represents the same skill set, technology, and theory of electronics; any minor differences between these operations would be easily addressed through existing technical manuals and documentation. Moreover, TYAD performs not only Inspect and Repair Only as Necessary (IROAN) services, but unlike other facilities that primarily perform IROAN, also performs full service depot-level maintenance, fielding, sustainment, technical assistance, and a significant amount of quick turn-around, mission-critical workload at all maintenance levels. Consolidating the operations at TYAD would eliminate that redundancy consistent with DoD's overall BRAC objective.

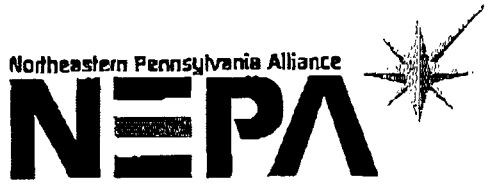
- Lackland appears to challenge TYAD's ability to perform the depot maintenance work with civilian personnel. TYAD has a number of skilled, trained experienced technicians with appropriate security clearances. These civilian technicians deploy on military orders around the world to support crypto and SIGINT requirements, freeing the military members for warfighter missions. TYAD civilians supporting the SIGINT mission, for example, have signed mobility agreements requiring that they relocate with the military units around the world.

- Lackland also challenges TYAD's ability to replicate what it claims are unique facility requirements, namely a Space Environmental Test Facility Vibration Isolated Foundation Slab, a Sensitive Compartmented Information Facility (SCIF), and runway requirements for a WC-135 aircraft.

  - The Space Environmental Test Facility Vibration test could be easily transferred to TYAD. TYAD has transferred many types of specialized test equipment in previous BRAC rounds, including vibration test equipment for an Electro-Optics/Night Vision mission. This is not a particularly challenging issue, either technically or in terms of cost.

  – The BRAC Library shows that TYAD has an existing SCIF and is familiar with SCIF special access requirements. The depot anticipates expanding its SCIF capabilities at minimal cost.

  - The WC-135 can land at any military airport with a suitable runway and appropriate security facilities. The airports at Dover Air Force Base (AFB), McGuire AFB, Trapnell Field Naval Air Station, and Rome AFB, for example, are within commuting distance of TYAD and suitable for the intermittent WC-135 workload. With the depot's vast experience in Mobile Depot Maintenance and Forward Repair Activities, a more viable and cost-effective alternative to



flying the aircraft to the depot maintenance facility may be to fly the depot maintenance technicians to the aircraft.

DISRUPTING THE STATUS QUO

Lackland claims that the national security mission will be impacted by the transfer. All BRAC recommendations disrupt the status quo and cause genuine concern among customers. The usual response to these recommendations is "only the status quo can work; trust me." If that was true, virtually none of the DoD recommendations would be implemented. Furthermore, this argument is in direct contrast to the rigorous analysis of certified data by DoD in developing the recommendations. That analysis identified TYAD as being Number 1 in military value among all the DoD installations for the commodities at issue (radio, computer, crypto, and electronic components). Lackland achieved no such designation; in fact, Lackland was not ranked Number 1 in any of the commodity groups.

- In assessing maintenance facilities for BRAC 2005, the DoD gave Tobyhanna more first place rankings than all but one of 49 maintenance facilities. In fact, Tobyhanna was rated first or second in 16 of the 19 commodity areas for which it currently has maintenance capabilities. Furthermore, Tobyhanna was rated first in logistics among all 49 Army installations that were evaluated.

- The BRAC Recommendation data shows an immediate Return on Investment if the recommendation is accepted. The present value of the savings to the Department over 20 years is $27,996,000. Moreover, TYAD possesses the necessary capabilities, to include facilities and skills, to perform this work.

- TYAD has the experience and the expertise to transfer this mission from Lackland. As a result of the BRAC 1991 recommendation, TYAD competed against the Air Force for the highly sensitive SIGINT mission, despite community and customer concerns that the mission was too critical to be transferred. TYAD won the competition and has been successfully performing that mission ever since. In addition, the 1993 commission recommended the transfer of the Vint Hill Farms Strategic Signal Intelligence workload from Virginia to TYAD. In BRAC 1995, over 1 million labor hours of work was transferred from the Sacramento Air Logistics Center in California; this work included highly sensitive electro-optics, avionics, and range threat systems. The community challenged the transfer, claiming it would be inefficient to move such critical workloads to another location and another Service, and that the repair and maintenance mission could not be severed from the co-located commodity managers. The workload was

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successfully transferred to TYAD. The arguments now raised by Lackland are identical to those made by other transferring sites in the past. TYAD successfully transitioned those missions and will successfully transition the Lackland mission as well.

- The BRAC data also indicate a significant capacity issue at Lackland. For the commodities at issue (computers, crypto, electronic components, and radio), the BRAC reports show Lackland's current capacity and maximum capacity to be the same. Specifically, the BRAC reports show Lackland having a current capacity of 167,000 direct labor hours for those commodities combined; the BRAC reports show those same 167,000 direct labor hours as their maximum capacity as well. Conversely, TYAD shows a current capacity of 1,900,000 direct labor hours for these commodities and a maximum capacity of 3,132,000 direct labor hours.

- The challenge by Lackland contradicts the BRAC law, which requires that recommendations emphasize Jointness, and the Secretary of Defense philosophy which recognizes that war fighting requirements will be enhanced, not impeded by, the interservicing of depot maintenance. The Industrial Joint Cross Service Group explained it as follows: "To meet the goals set forth by the Secretary of Defense, the Maintenance subgroup established a strategy based upon minimizing the number of sites performing maintenance, while retaining sufficient redundancy within the industrial base and maximizing military value at the commodity level." Industrial Joint Cross Service Group Final Report (May 0, 2005) at page 33.

CONCLUSION

There is no substantial deviation from the Force Structure Plan or BRAC criteria. The Secretary of Defense BRAC recommendation regarding Lackland should be accepted.