

Commissioner Base Visit Book



CANNON AIR FORCE BASE Closure Recommendation

*The Honorable Anthony J. Principi
The Honorable James V. Hansen
General James T. Hill (USA Ret.)
Brigadier General Sue E. Turner
(USAF Ret.)*

23 June 2005

Library Routing Slip 2000
Title of Item: Cannon AFB
Installation or Community: Cannon AFB Clovis NM
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Analyst / Provider: David Combs Date Received: 6/21/05

CANNON AIR FORCE BASE, NM

BASE VISIT

23 JUNE 2005

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DCN: 3711

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ITINERARY FOR CANNON AIR FORCE BASE COMMISSIONER'S VISIT
23 JUNE 2005

TIME	EVENT	LOCATION	POC	ACTION
22 June 1600 to 18:30	Commissioner Hill arrives Lubbock at 15:57 via Continental flt 2998	Lubbock Airport	Justin Breitschopf,	Meet Commissioner Hill and retrieve luggage. Drive Commissioner via rental car to La Quinta Inn, Clovis, MN
17:00 to 20:30	Commissioner Turner arrives Lubbock at 17:01 via American flt 3393 Commissioner Hansen arrives Lubbock at 17:58 via American flt 3753	Lubbock, Airport	Frank Cirillo (cell) 703-501-3357	Meet Commissioners Turner and Hansen at airport. Drive Commissioners via rental car to La Quinta Inn, Clovis, NM
23 June Morning Hours	Possible breakfast and discussion with Commissioners, Frank Cirillo, Jim Aarnio, and AF/R&A staff	TBD	David Combs (cell) 703-220-3355	Brief Commissioner on Cannon Base visit
1230 - 1250	In-Transit	Cannon Air Force Base	LTC James Lewis 505-784-2761 (office), 505-799-5069 (cell)	Transport Commissioners from hotel to Cannon Air Force Base (bldg 1)
1300	Commander's Welcome	Commander's Office, (Building 1)	LTC James Lewis	Informal welcome meeting between Commissioners and COL Posner and COL Harrell

1330 - 1500	Mission Briefing	Building 1	LTC James Lewis	Mission Brief and Q&A Period
1500 - 1630	Base Tour	Cannon AFB	LTC James Lewis	Visit Cannon facilities to include Control Tower, Fire/Crash Rescue Station, and Security Forces Operations Complex
1630 - 1700	In-Transit	Cannon Air Force Base	David Combs	Transport Commissioners from Cannon to La Quinta Inn
1700 - 2100	Dinner	TBD	David Combs	
24 June 0730	In -Transit	Clovis Regional Hearing	David Combs will coordinate transport of Commissioners to Regional Hearing with Advance Team	Help transport commissioners to Regional Hearing
1200 - 1620	In-Transit	Lubbock Airport	David Combs	Transport Commissioners to Lubbock Airport. Commissioners depart Lubbock via air at approximately 1620

DCN: 3711

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

Cannon Air Force Base, NM

INSTALLATION MISSION

- The primary mission of the 27th Fighter Wing is to maintain an F-16 Fighting Falcon fighter wing capable of day and night combat operations for war fighting commanders, worldwide, at any time.

DOD RECOMMENDATION

- Close Cannon Air Force Base, NM. Distribute the 27th Fighter Wing's F-16s to the 115th Fighter Wing, Dane County Regional Airport, Truax Field Air Guard Station, WI (three aircraft); 114th Fighter Wing, Joe Foss Field Air Guard Station, SD (three aircraft); 150th Fighter Wing, Kirtland Air Force Base, NM (three aircraft); 113th Wing Andrews Air Force Base, MD (nine aircraft); 57th Fighter Wing, Nellis Air Force Base, NV (seven aircraft), the 388th Wing at Hill Air Force Base, UT (six aircraft), and backup inventory (29 aircraft).

DOD JUSTIFICATION

- Cannon has a unique F-16 force structure mix. The base has one F-16 Block 50 squadron, one F-16 Block 40 squadron, and one F-16 Block 30 squadron. All active duty Block 50 bases have higher military value than Cannon. Cannon's Block 50s move to backup inventory using standard Air Force programming percentages for fighters. Cannon's F-16 Block 40s move to Nellis Air Force Base (seven aircraft) and Hill Air Force Base (six aircraft to right size the wing at 72 aircraft) and to backup inventory (11 aircraft). Nellis (12) and Hill (14) have a higher military value than Cannon (50). The remaining squadron of F-16 Block 30s (18 aircraft) is distributed to Air National Guard units at Kirtland Air Force Base, NM (16), Andrews Air Force Base, MD (21), Joe Foss Air Guard Station, SD (112), and Dane-Truax Air Guard Station, WI (122). These moves sustain the active/Air National Guard/Air Force Reserve force mix by replacing aircraft that retire in the 2025 Force Structure Plan.

COST CONSIDERATIONS DEVELOPED BY DOD

- | | |
|---|-------------------|
| • One-Time Costs: | \$90.1 million |
| • Net Savings (Cost) during Implementation: | \$815.6 million |
| • Annual Recurring Savings: | \$200.5 million |
| • Return on Investment Year: | Immediate |
| • Net Present Value over 20 Years: | \$2,706.8 million |

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (INCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>	<u>Contractors</u>
Baseline	2385	384	
Reductions	1925	324	55
Realignments	460	60	
Total	2385	384	55

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (EXCLUDES ON-BASE CONTRACTORS AND STUDENTS)

	Out		In		Net Gain (Loss)	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
This Recommendation	2385	384			(2385)	(384)
Other Recommendation(s)						
Total	2385	384			(2385)	(384)

* **Note:** Not included are the 55 contractors shown in previous table.

ENVIRONMENTAL CONSIDERATIONS

- Nellis Air Force Base is in a National Ambient Air Quality Standards non attainment area for carbon monoxide (serious), particulate matter (PM10, serious), and ozone (8-hr, subpart 1). A preliminary assessment indicates that a conformity determination may be required to verify that positive conformity can be achieved. Costs to mitigate this potential impact have been included in the payback calculation and this is not expected to be an impediment to the implementation of this recommendation. There are also potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; include pertinent items, e.g., on NPL list) resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include \$2.8M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

REPRESENTATION

Governor: Bill Richardson (D)

Senators: Pete Domenici (R)
Jeff Bingaman (D)

Representative: Tom Udall (D)

ECONOMIC IMPACT

- Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4,780 jobs (2,824 direct jobs (including 55 contractors) and 1,956 indirect jobs) over the 2006-2011 period in the Clovis, NM, Metropolitan Statistical Area, which is 20.5 percent of economic area employment.
- Potential Employment Loss: 4779 jobs (2824 direct and 1955 indirect)
- MSA Job Base: 23,348 jobs
- Percentage: -20.5 percent decrease
- Cumulative Economic Impact (Year-Year): ___ percent decrease

MILITARY ISSUES

- The closing of Cannon Air Force Base and the redistributing of its F-16 aircraft is part of a larger effort to consolidate the F-16 fleet. All other active duty fighter bases have higher military value than Cannon. These moves sustain the Active/Air National Guard/Air Force reserve force mix by replacing aircraft that retire in the 2025 Force Structure Plan.

COMMUNITY CONCERNS/ISSUES

- The closure of Cannon Air Force Base would result in the loss of approximately 5,000 jobs and hundreds of millions of dollars in lost economic activity.
- Cannon AFB received a low score on Military value. Community believes that Cannon received an incorrect evaluation of its airspace in part because the New Mexico Training Range Initiative (NMTRI) proposal was not considered by the Air Force in its evaluation.

ITEMS OF SPECIAL EMPHASIS

- The primary purpose of the NMTRI is to provide military training airspace that is configured, sized, and capable of supporting effective and realistic training for the full range of proposed aircraft missions to include tactics and employment of weapons at supersonic speeds at approximately 5,000 to 6,000 feet.
- The Air Force BRAC process did not include facilities/capabilities not approved or operational as of December 2004.

- The New Mexico Training Range Initiative (NMTRI) was not included by the Air Force in its analysis of Cannon AFB since the range proposal has not been formally submitted to the FAA.
- BRAC FAA analyst says the NMTRI proposal is presently in the NEPA process and has not been formally submitted to the FAA as an airspace proposal. Informal coordination has been initiated between the Air Force and the FAA. The FAA has for the most part non-concurred with major elements of the informal proposal.

David Combs/AF/June 1, 2005

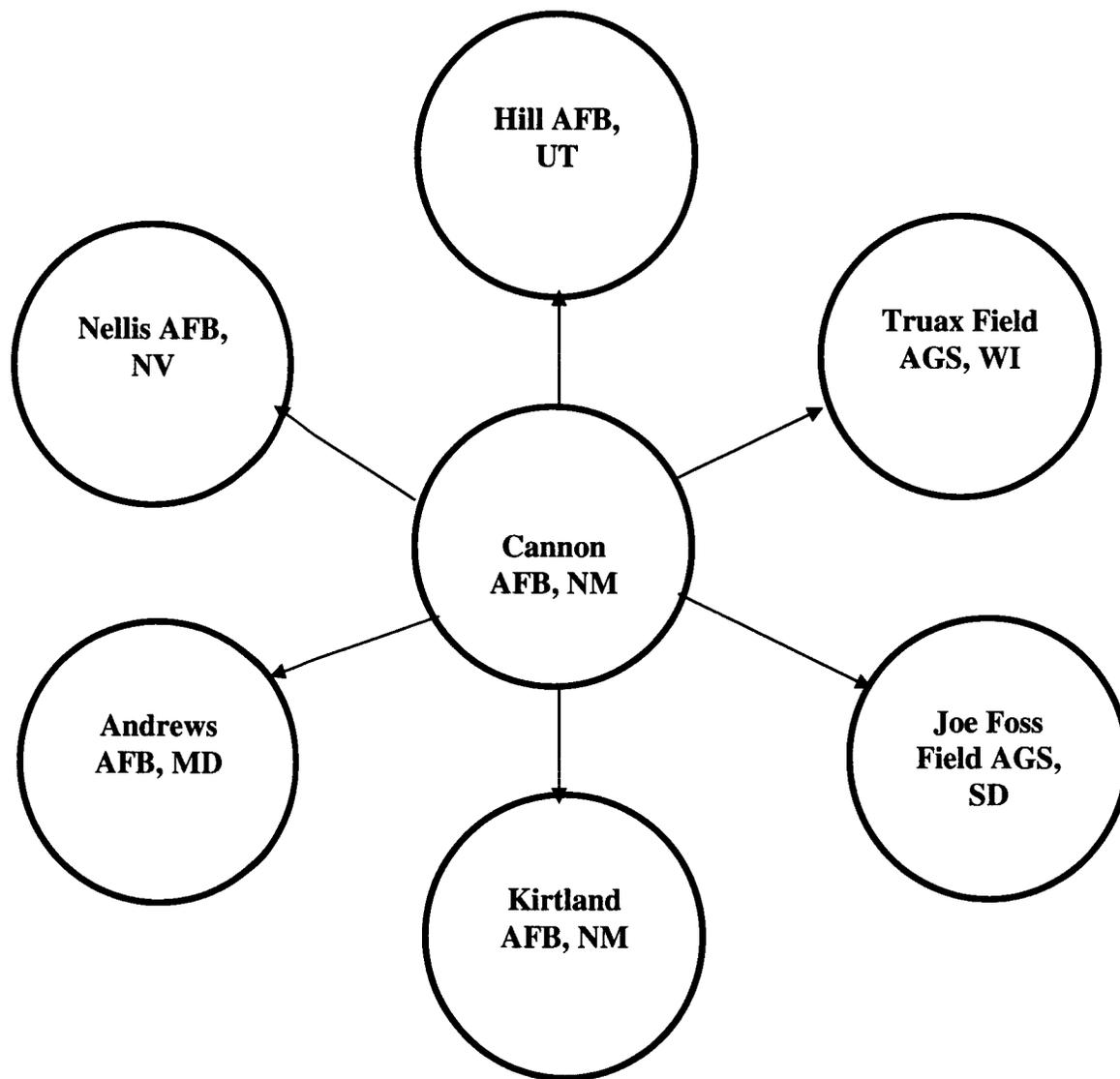
DCN: 3711

SECRETARY OF DEFENSE RECOMMENDATION:

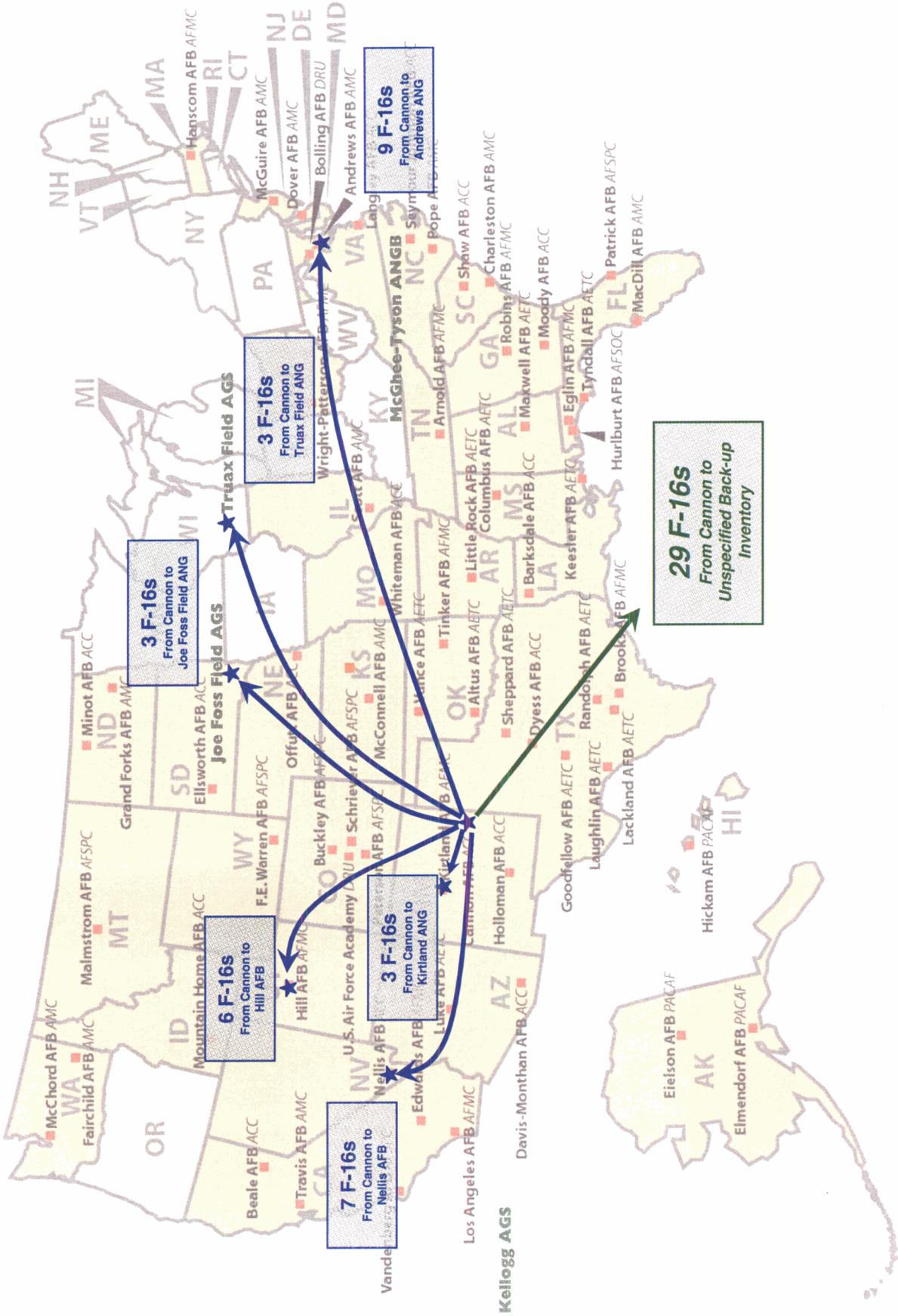
- Close Cannon Air Force Base, NM. Distribute the 27th Fighter Wings F-16s to the 115th Fighter Wing, Dane County Regional Airport, Truax Field Air Guard Station, WI (three aircraft); 114th Fighter Wing, Joe Foss Field Air Guard Station, SD (three aircraft); 150th Fighter Wing, Kirtland Air Force Base, NM (three aircraft); 113th Wing Andrews Air Force Base, MD (nine aircraft); 57th Fighter Wing, Nellis Air Force Base, NV (seven aircraft), the 388th Wing at Hill Air Force Base, UT (six aircraft), and backup inventory (29 aircraft).

CANNON AFB, NM

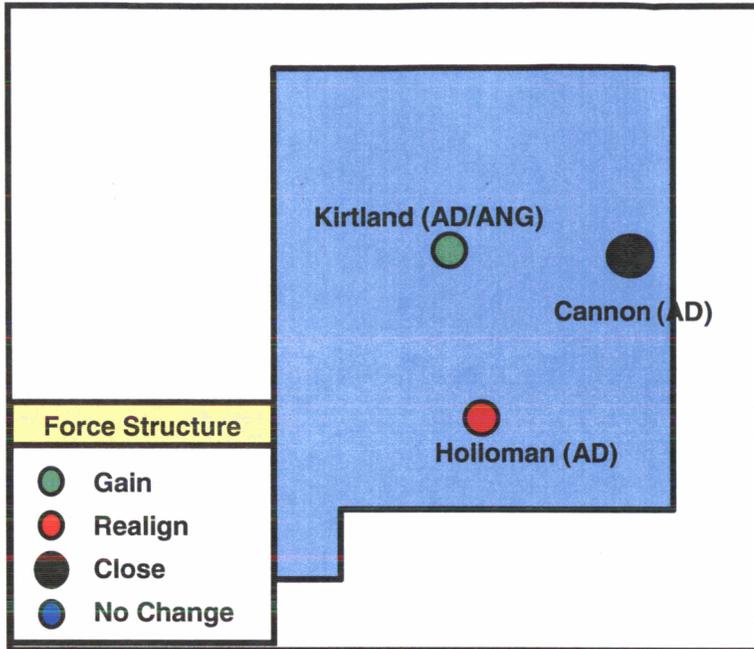
DGN: 3711
CLOSE



Air Force 32 – Cannon AFB, NM



New Mexico



CURRENT

Locations:

Cannon
Holloman
Kirtland

FORCE STRUCTURE

Aircraft changes:

	<u>Current</u>	<u>Future</u>	<u>BRAC</u>
F-16 Blk 30 (Cannon – AD)	18	18	0
F-16 Blk 40 (Cannon – AD)	24	24	0
F-16 Blk 50 (Cannon – AD)	18	18	0
F-117 (Holloman – AD)	36	36	0
T-38C (Holloman - AD)	12	12	0
F-16 Blk 30 (Kirtland – ANG)	15	15	18
SOF/CSAR (Kirtland)			
HC-130P/N (Kirtland – AD)			
MC-130P/H (Kirtland – AD)			
HH-60 (Kirtland – AD)			
MH-53/CV-22 (Kirtland – AD)	32	31	31
Totals	<u>155</u>	<u>154</u>	<u>49</u>

STATE IMPACT (Acft)

-105

STATE IMPACT (Manpower)

TOTAL

Full Time

-3800

Drill

+82

JCSG / JAST Scenarios:

- Holloman MED-0057R: Brooks City Base
HSA-0133– Joint Mobilization Site
- Kirtland TECH-0009R: Defense Research Labs
USA-0215: Close/Consol Army Reserve Ctrs at Kirtland
HSA-0135: DoD Jt Correctional Facilities

Issues/Closed Installations:

- Cannon **Closes**

Color Scheme: **Active** / **Guard** / **Reserve**

*Includes BRAC and Non-BRAC programmatic actions thru 2011

Cannon AFB (NM)

Outgoing

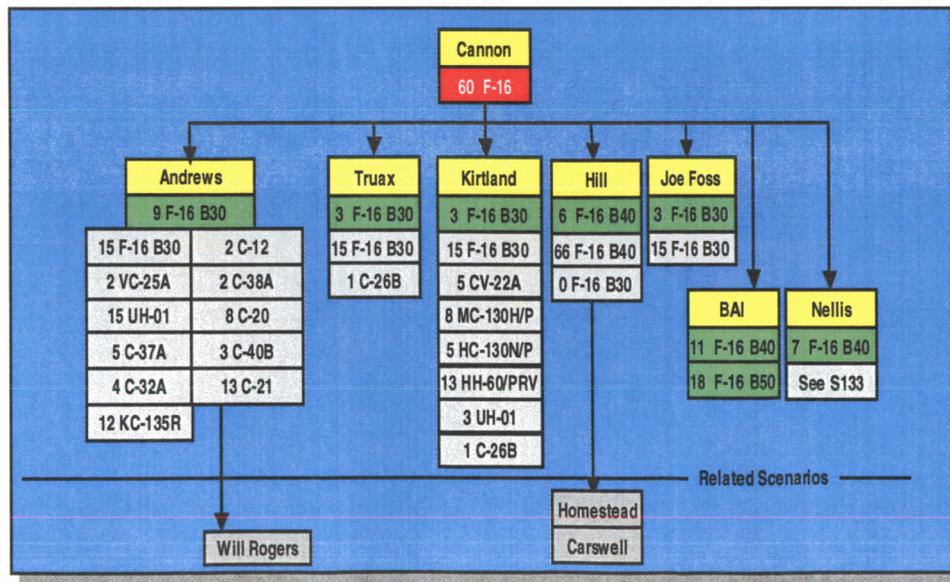
- 3 PAA F-16 Blk 30s each to the 115th Fighter Wing (ANG), Dane County Regional APT, Truax Field AGS; the 114th Fighter Wing (ANG), Joe Foss Field AGS; the 150th Fighter Wing (ANG), Kirtland AFB
- 9 PAA F-16 Blk 30s to 113th Wing (ANG), Andrews AFB
- 7 PAA F-16 Blk 40s to 57th Fighter Wing, Nellis AFB
- 6 PAA F-16 Blk 40s to 388th Wing, Hill AFB
- 11 PAA F-16 Blk 40s and 18 PAA F-16 Blk 50s to BAI

Manpower

	Full Time	Drill
Impact thru 2011	-3903	0

*Includes BRAC and Non-BRAC programmatic changes

Spider Diagram



Candidate Recommendation (CR)

(Cost) / Savings

Initiating CRs – Close Cannon

One Time (Cost):	(\$90M)
2011 (Cost) / Savings:	\$816M
Annual Recurring (Cost) / Savings:	\$200M
Payback period:	Immediate
NPV (Cost) / Savings:	\$2,707M

JCSG / JAST Actions

- None

Holloman AFB (NM)

Force Structure Moves

N/A

Candidate Recommendation (CR)

(Cost) / Savings

N/A

Manpower

	Full Time	Drill
Impact thru 2011	-89	0

*Includes BRAC and Non-BRAC programmatic changes

Spider Diagram

N/A

JCSG / JAST Actions

- MED-0057R– Brooks City Base
 - -17 personnel
- HSA-0133– Joint Mobilization Site (Ft Bliss/Holloman)
 - 0 personnel

Kirtland AFB (NM)

Incoming

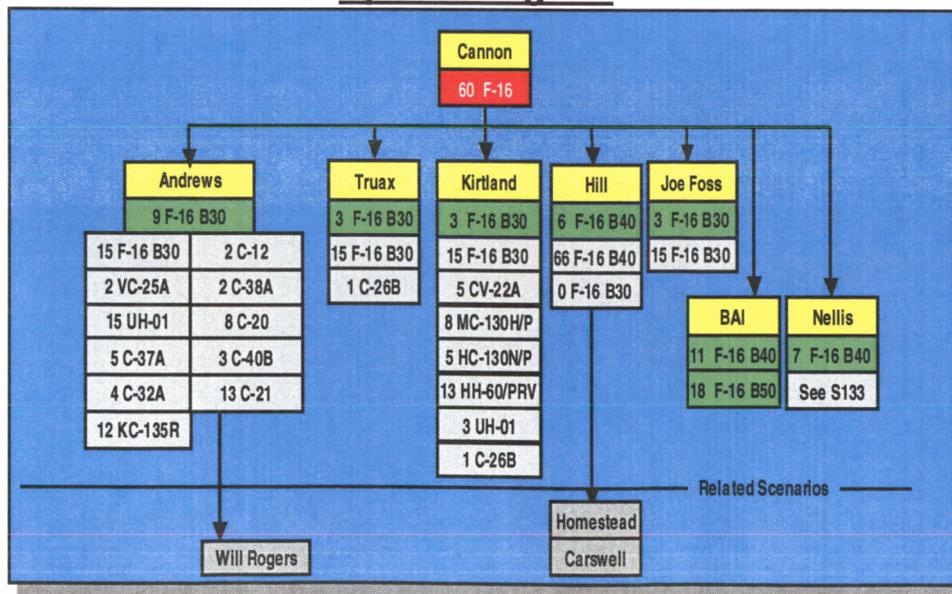
- 3 PAA F-16 Block 30 from Cannon AFB, Clovis, NM

Manpower

	Full Time	Drill
Impact thru 2011	+192	+82

*Includes BRAC and Non-BRAC programmatic changes

Spider Diagram



Candidate Recommendation (CR)

(Cost) / Savings

Initiating CRs – Close Cannon

One Time (Cost):	(\$90M)
2011 (Cost) / Savings:	\$816M
Annual Recurring (Cost) / Savings:	\$200M
Payback period:	Immediate
NPV (Cost) / Savings:	\$2,707M

JCSG / JAST Actions

- HSA-0135 Create a single southwestern regional correctional facility
 - 12 personnel
- TECH-0009 – Defense Research Service led laboratories
 - +203 personnel /\$45M MILCON
- USA-0215 – Close/Consolidate Army Reserve Ctrs with NMCRC at AFRC Kirtland AFB, NM
 - +24 personnel/\$17.73M MILCON

Cost of Base Realignment Actions (COBRA) Information Paper

Legislation

Defense Base Closure and Realignment Act of 1990 (As Amended through FY05 Authorization Act) – Section 2913. Selection Criteria for 2005 Round.

- (a) Final Selection Criteria. The final selection criteria to be used by the Secretary...
- (b) Military Value Criteria. The military value criteria...
- (c) Other Criteria. The other criteria that the Secretary shall use in making recommendations for the closure or realignment of military installations inside the United States under this part in 2005 are as follows:

(1) *The extent and timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to exceed the costs.*

Transformation Through Base Realignment and Closure (BRAC 2005) Policy Memorandum Five – Selection Criterion 5

“The Military Departments and JCSGs... *are required to use the COBRA model* in assessing proposed realignment and closure scenarios during their selection criterion 5 assessments.”

What is COBRA?

- The Cost of Base Realignment Actions (COBRA) tool is an extensive cost model that uses a windows-based interface for inputting data and estimating savings/costs of base closing or realignment.
- Although the COBRA model is simply an estimating tool, its principal strength is that it provides a uniform methodology for estimating and itemizing projected costs and savings associated with BRAC closure and realignment scenarios.
- COBRA’s cost and savings estimates are not “budget quality,” but its consistent methodology ensures that the financial implications of competing scenarios are analyzed in a uniform manner.
- The GAO has consistently cited the use of the COBRA model as effective for estimating costs and savings.
- Most of the data is already built into the model and is base or locality specific. These are known as *Standard Factors*.
- Some data can be changed depending on the scenario. These are known as *Dynamic Factors*.
- COBRA produces a set of summary and detailed reports for each scenario.

Changes implemented to COBRA from the 1995 version

- Increased installation specific data, including:
 - Locality pay rates
 - Freight rates
 - Service specific BOS (Base Operation Support) Rates
 - TRICARE use and rates
- Added enclave (care-taking staff) cost calculations
- Improved algorithms for BOS, median home price, rehab factors, and military construction (MILCON).

COBRA factors, Standard and Dynamic

- Standard Factors
 - Demographics
 - Financial cost data
 - Pay and allowances
 - Civilian, transportation, and construction costing factors
 - Relocation program factors
- Static Installation data – starting positions (“baseline”)
 - Population
 - Operating Costs
 - Demographics
 - Installation specific cost factors
- Dynamic Scenario data
 - Personnel moved/eliminated/added
 - Equipment moved
 - Scheduling of moves/eliminations
 - Identified unique costs and savings
 - Construction/rehabilitation requirements

Department : USAF
 Scenario File : S:\R & A\COBRA Analysis Team\Official COBRA Files\Air Force COBRA\100 - Cannon Air Force Base,
 NM\COBRA USAF 0114V3 (125.1c2) Close Cannon.CBR
 Option Pkg Name: COBRA USAF 0114V3 (125.1c2) Close Cannon
 Std Fctrs File : S:\R & A\COBRA Analysis Team\COBRA 6.10 April 21 2005\BRAC2005.SFF

Starting Year : 2006
 Final Year : 2009
 Payback Year : Immediate

NPV in 2025(\$K): -2,706,756
 1-Time Cost(\$K): 90,101

Net Costs in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	-----	-----
MilCon	845	2,677	6,717	0	0	0	10,240	0
Person	0	-74,146	-174,712	-174,712	-174,712	-174,712	-772,995	-174,712
Overhd	-8,569	-7,031	-24,729	-15,511	-27,473	-27,473	-110,787	-29,078
Moving	0	7,075	6,998	11,466	5,754	0	31,293	0
Missio	0	0	0	0	0	0	0	0
Other	1,737	8,497	4,686	4,724	3,754	3,293	26,690	3,293
TOTAL	-5,987	-62,928	-181,040	-174,033	-192,678	-198,893	-815,558	-200,497

	2006	2007	2008	2009	2010	2011	Total
	----	----	----	----	----	----	-----
POSITIONS ELIMINATED							
Off	0	148	0	0	0	0	148
Enl	0	1,777	0	0	0	0	1,777
Civ	0	324	0	0	0	0	324
TOT	0	2,249	0	0	0	0	2,249

	2006	2007	2008	2009	2010	2011	Total
	----	----	----	----	----	----	-----
POSITIONS REALIGNED							
Off	0	34	0	0	0	0	34
Enl	0	426	0	0	0	0	426
Stu	0	0	0	0	0	0	0
Civ	0	60	0	0	0	0	60
TOT	0	520	0	0	0	0	520

Summary:

 Recommendation: Close Cannon AFB. The 27th Fighter Wing's F-16 aircraft will be distributed to the 115th Fighter Wing (ANG), Dane County Regional APT, Truax Field AGS, (3 PAA, Block 30); 114th Fighter Wing (ANG), Joe Foss Field AGS (3 PAA, Block 30); 150th Fighter Wing (ANG), Kirtland AFB, (3 PAA, Blk 30); 113th Wing (ANG), Andrews AFB (9 PAA, Blk 30); 57th Fighter Wing, Nellis AFB (7 PAA, B40) and 388th Wing, Hill AFB (6 PAA, B40), BAI (29 PAA, Blk 40/50). Singapore F-16 Block 52 squadron will move to Luke AFB, Arizona.

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 2/2
 Data As Of 5/20/2005 2:01:21 PM, Report Created 5/31/2005 12:32:58 PM

Department : USAF
 Scenario File : S:\R & A\COBRA Analysis Team\Official COBRA Files\Air Force COBRA\100 - Cannon Air Force Base, NM\COBRA USAF 0114V3 (125.1c2) Close Cannon.CBR
 Option Pkg Name: COBRA USAF 0114V3 (125.1c2) Close Cannon
 Std Fctrs File : S:\R & A\COBRA Analysis Team\COBRA 6.10 April 21 2005\BRAC2005.SFF

Costs in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	-----	-----
MilCon	845	2,677	6,717	0	0	0	10,240	0
Person	0	28,798	21,463	21,463	21,463	21,463	114,652	21,463
Overhd	2,364	10,901	10,978	21,215	9,252	9,252	63,963	9,252
Moving	0	7,898	6,998	11,466	5,754	0	32,116	0
Missio	0	0	0	0	0	0	0	0
Other	1,737	8,497	4,686	4,724	3,754	3,293	26,690	3,293
TOTAL	4,947	58,772	50,843	58,868	40,223	34,008	247,661	34,008

Savings in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	-----	-----
MilCon	0	0	0	0	0	0	0	0
Person	0	102,944	196,176	196,176	196,176	196,176	887,647	196,176
Overhd	10,933	17,932	35,707	36,725	36,725	36,725	174,749	38,330
Moving	0	823	0	0	0	0	823	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	10,933	121,699	231,883	232,901	232,901	232,901	1,063,220	234,506

Cannon AFB, NM

Demographics

The following tables provide a short description of the area near the installation/activity. Cannon AFB is 99.4 miles from Lubbock, TX, the nearest city with a population of 100,000 or more. The nearest metropolitan statistical area (MSA) is

MSA	Population
Lubbock, TX MSA	242,628

The following entities comprise the military housing area (MHA):

County/City	Population
Curry	45044
Roosevelt	18018
Total	63,062

Child Care

This attribute captures the number of nationally accredited child-care centers within the local community: 0

Cost of Living

Cost of Living provides a relative measure of cost of living in the local community. General Schedule (GS) Locality pay provides a relative scale to compare local salaries with government salaries and Basic Allowance for Housing (BAH) is an indicator of the local rental market. In-state tuition is an indicator of the support provided by the state for active duty family members to participate in higher-level education opportunities. For median household income and house value, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Median Household Income	(US Avg \$41,994)	\$28,251	Basis: 2 of 2 counties
Median House Value	(US Avg \$119,600)	\$61,900	
GS Locality Pay	("Rest of US" 10.9%)	10.9%	
O-3 with Dependents BAH Rate		\$ 915	
In-state Tuition for Family Member		Yes	
In-state Tuition Continues if Member PCSs Out of State		No	

Education

This attribute defines the population in local school districts and identifies capacity. The pupil/teacher ratio, graduation rate, and composite SAT I/ACT scores provide a relative

quality indicator of education. This attribute also attempts to give communities credit for the potential intellectual capital they provide.

NOTE: "MFR"--means a Memorandum For Record is on file at the installation/activity/agency to document problems in obtaining the required information. Reasons for not being able to obtain information may be that the school district refused to provide the information or the school district does not use or track the information. For each entry, the number of school districts for which data are available of the total number of school districts reported, and the number of MFRs is indicated.

		Basis
School District(s) Capacity	15,525	6 of 6 districts, 3 MFRs
Students Enrolled	13,263	6 of 6 districts, 2 MFRs
Average Pupil/Teacher Ratio	22.3:1	6 of 6 districts, 2 MFRs
High School Students Enrolled	2,850	6 of 6 districts, 2 MFRs
Average High School Graduation Rate (US Avg 67.3%)	95.6%	6 of 6 districts, 2 MFRs
Average Composite SAT I Score (US Avg 1026)		0 of 6 districts, 6 MFRs
Average ACT Score (US Avg 20.8)	20	6 of 6 districts, 4 MFRs
Available Graduate/PhD Programs	2	
Available Colleges and/or Universities	3	
Available Vocational and/or Technical Schools	1	

Employment

Unemployment and job growth rates provide an indicator of job availability in the local community. National rates from the Bureau of Labor Statistics are also provided. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

The unemployment rates for the last five years:

	1999	2000	2001	2002	2003
Local Data	2.0%	3.8%	3.2%	3.9%	3.8%
National	4.2%	4.0%	4.7%	5.8%	6.0%
Basis:	2 of 2 counties				

The annual job growth rate for the last five-years:

	1999	2000	2001	2002	2003
Local Data	-3.6%	1.7%	1.7%	3.1%	2.1%
National	1.5%	2.4%	.03%	-.31%	.86%
Basis:	2 of 2 counties				

Housing

This attribute provides an indication of availability of housing, both sales and rental, in the local community. Note: According to the 2000 Census, Vacant Sale and Vacant Rental Units do not equal total Vacant Housing Units. Vacant housing units may also include units that are vacant but not on the market for sale or rent. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Total Vacant Housing Units	3,553	Basis: 2 of 2 counties
Vacant Sale Units	692	
Vacant Rental Units	1,087	

Medical Providers

This attribute provides an indicator of availability of medical care for military and DoD civilians in the local community. The table reflects the raw number of physicians/beds and ratio of physicians/beds to population. The basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

	# Physicians	# Beds	Population	
Local Community	59	106	63,062	Basis: 2 of 2 counties
Ratio	1:1,069	1:595		
National Ratio (2003)	1:421.2	1:373.7		

Safety/Crime

The local community's Uniform Crime Reports (UCR) Index for 2002 per 100,000 people and the national UCR based on information from the Federal Bureau of Investigation (FBI) for 2002 is provided. The basis of the data (either MSA or state) is indicated.

Local UCR	5,077.8	Basis: state
National UCR	4,118.8	

Transportation

Distance to an airport shows convenience and availability of airline transportation. Public transportation shows potential for members and DoD civilians to use it to commute to/from work under normal circumstances and for leisure.

Distance from Cannon AFB to nearest commercial airport: 14.4 miles
Is Cannon AFB served by regularly scheduled public transportation? No

Utilities

This attribute identifies a local community's water and sewer systems' ability to receive 1,000 additional people.

Does the local community's water system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

Does the local community's sewer system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

Summary of Scenario Environmental Impacts - Criterion 8

Scenario ID#: USAF 0114V3 (125.1c2)

Brief Description: Close Cannon AFB. The 27th Fighter Wing's F-16 aircraft will be distributed to the 115th Fighter Wing (ANG), Dane County Regional APT, Truax Field AGS, (3 PAA, Block 30); 114th Fighter Wing (ANG), Joe Foss Field AGS (3 PAA, Block 30); 150th Fighter Wing (ANG), Kirtland AFB, (3 PAA, Blk 30); 113th Wing (ANG), Andrews AFB (9 PAA, Blk 30); 57th Fighter Wing, Nellis AFB (7 PAA, B40) and 388th Wing, Hill AFB (6 PAA, B40), BAI (29 PAA, Blk 40/50). Singapore F-16 Block 52 squadron will move to Luke AFB, Arizona.

<u>General Environmental Impacts</u>	
Environmental Resource Area	Cannon (Closing)
Air Quality	No impact
Cultural/ Archeological/ Tribal Resources	No impact
Dredging	No impact
Land Use Constraints/ Sensitive Resource Areas	No impact
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	No impact
Threatened& Endangered Species/ Critical Habitat	No impact
Waste Management	No impact
Water Resources	Closure of on-installation treatment works may be necessary.
Wetlands	No impact

<u>Impacts of Costs</u>	
	Cannon (Closing)
Environmental Restoration	DERA money spent through FY03 (\$K): 12,500 Estimated CTC (\$K): 1,200 DO NOT ENTER IN COBRA

	Decision makers should be aware that the closure decision contemplated in this scenario would necessitate the closure of ranges and the remediation of any munitions contaminants on the ranges. The cost and time required to remediate the ranges is uncertain and may be significant, potentially limiting near-term reuse of the range portion of the facility.
Waste Management	No impact
Environmental Compliance	FY06 NEPA cost: Scenario \$1,150K / Cumulative \$1,150K

<u>General Environmental Impacts</u>	
Environmental Resource Area	Dane County Regional - Truax Field AGS
Air Quality	An initial conformity analysis shows that a conformity determination is not required.
Cultural/ Archeological/ Tribal Resources	Sites or areas with a high potential for archeological sites were identified.
Dredging	No impact
Land Use Constraints/ Sensitive Resource Areas	The base cannot expand ESQD Arcs by ≥ 100 feet without a waiver, which may lower the safety of the base if operations are added.
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	Less than a 3dB general increase in contours can be expected. The FAA Part 150 reflects the current mission, local land use, and current noise levels. 1,913 acres off-base within the noise contours are zoned by the local community. 546 of these acres are residentially zoned. The community has purchased easements for area surrounding the installation.
Threatened & Endangered Species/ Critical Habitat	No impact
Waste Management	No impact
Water Resources	No impact
Wetlands	Wetlands Survey may need to be conducted to determine impact. Wetlands do not currently restrict operations. Additional operations may impact wetlands, which may restrict operations.

<u>Impacts of Costs</u>	
	Dane County Regional - Truax Field AGS

Land Use Constraints/ Sensitive Resource Areas	The Desert National Wildlife Range restricts range operations ground activities above 4,000 ft MSL via MOU with US Fish and Wildlife Service. This restricts 20% of the range land. Four factors were identified at the Nevada Test and Training Range that constrain operations. Three of the operational constraints last two weeks per year, and the fourth constraint lasts one week per year. The four constraints are of the following type: Unable to complete training requirements at home installation and must go TDY. One factor was identified at Nellis that constrains operations for two weeks per year. The constraint is of the following type: Unable to complete training requirements at home installation and must go TDY. Military Munitions Response Program sites exist on the installation and may represent a safety hazard for future development.
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	Noise contours will need to be re-evaluated as a result of the change in mission. The AICUZ reflects the current mission, local land use, and current noise levels. 11,920 acres off-base within the noise contours are zoned by the local community. 1,060 of these acres are residentially zoned. The community has not purchased easements for area surrounding the installation.
Threatened& Endangered Species/ Critical Habitat	T&E species and/or critical habitats already restrict operations with a Biological Opinion. Additional operations may impact T&E species and/or critical habitats. In addition, the Biological Opinion will need to be evaluated to ensure the scenario conforms to it.
Waste Management	Modification of hazardous waste program is needed.
Water Resources	No impact
Wetlands	Wetlands do not currently restrict operations. Additional operations may impact wetlands, which may restrict operations.

<u>Impacts of Costs</u>	
	Nellis
Environmental Restoration	DERA money spent through FY03 (\$K): 43,187 Estimated CTC (\$K): 29,177 DO NOT ENTER IN COBRA
Waste Management	FY07 Waste Program Modification: Scenario \$15K / Cumulative \$100K
Environmental Compliance	FY06 NEPA cost: Scenario \$49K / Cumulative \$318K FY07 Air Conformity Analysis: Scenario \$8K / Cumulative \$50K

	FY07 Air Conformity Determination: Scenario \$15K / Cumulative \$100K FY07 Significant Air Permit Revision: Scenario \$46K / Cumulative \$300K FY07 Air Emission offsets: Scenario \$569K / Cumulative \$3,691K
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<u>General Environmental Impacts</u>	
Environmental Resource Area	Hill
Air Quality	Hill is in a maintenance area for ozone. A preliminary analysis indicates that a conformity determination may not be necessary. A significant air permit revision may be needed.
Cultural/ Archeological/ Tribal Resources	No impact
Dredging	No impact
Land Use Constraints/ Sensitive Resource Areas	No impact
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	No increase in off-base noise is expected.
Threatened& Endangered Species/ Critical Habitat	No impact
Waste Management	Modification of the hazardous was program may be needed.
Water Resources	No impact
Wetlands	No impact

<u>Impacts of Costs</u>	
	Hill
Environmental Restoration	DERA money spent through FY03 (\$K): 182,010 Estimated CTC (\$K): 275,408 DO NOT ENTER IN COBRA
Waste Management	FY07 Modify Waste Program: Scenario \$90K / Cumulative \$100K
Environmental Compliance	FY06 NEPA Scenario \$43K / Cumulative \$48K FY07 Conformity Analysis Scenario \$45K / Cumulative \$50K FY07 Significant Air Permit Revision: Scenario \$135K / Cumulative

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	\$150K
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As of: Mon Jun 06 10:12:42 EDT 2005

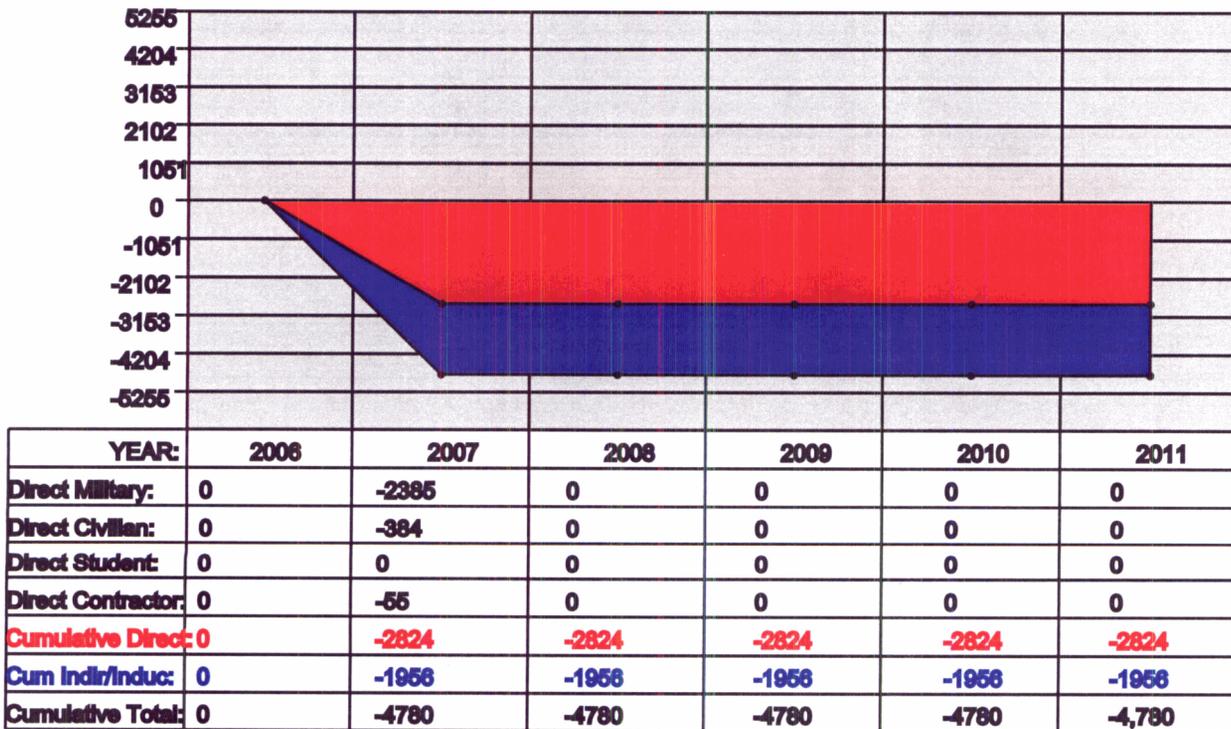
ECONOMIC IMPACT DATA

Scenario: AF Cannon (125.1c2)
Economic Region of Influence(ROI): Clovis, NM Micropolitan Statistical Area
Base: Cannon AFB
Action: 60 F-16 from Cannon

Overall Economic Impact of Proposed BRAC-05 Action:

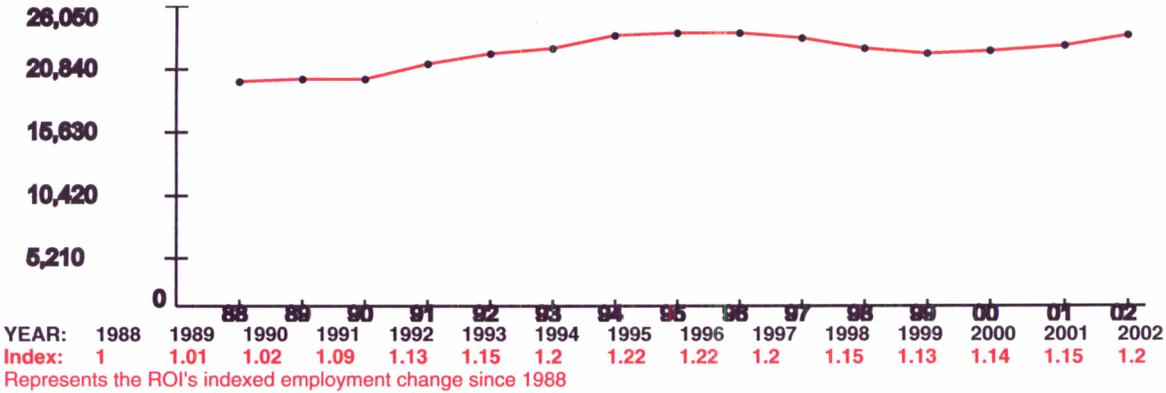
ROI Population (2002):	44,921
ROI Employment (2002):	23,348
Authorized Manpower (2005):	3,919
Authorized Manpower(2005) / ROI Employment(2002):	16.79%
Total Estimated Job Change:	-4,780
Total Estimated Job Change / ROI Employment(2002):	-20.47%

Cumulative Job Change (Gain/Loss) Over Time:

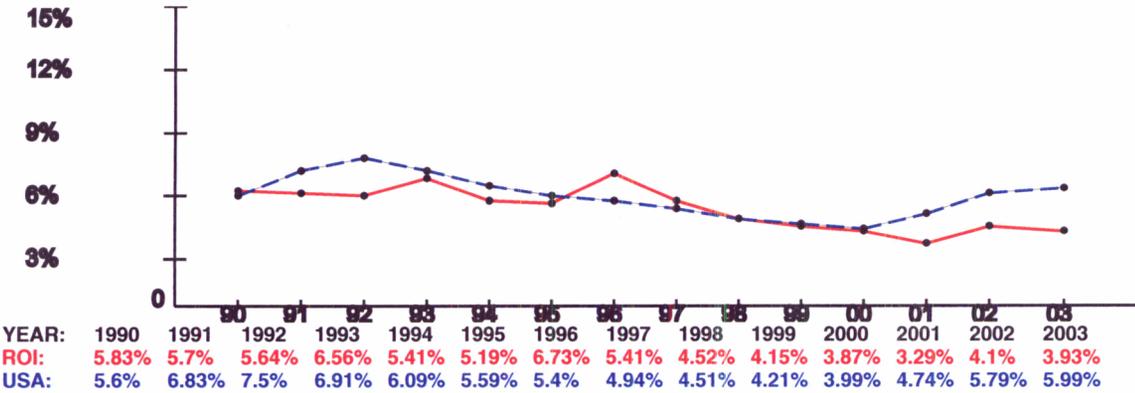


Clovis, NM Micropolitan Statistical Area Trend Data

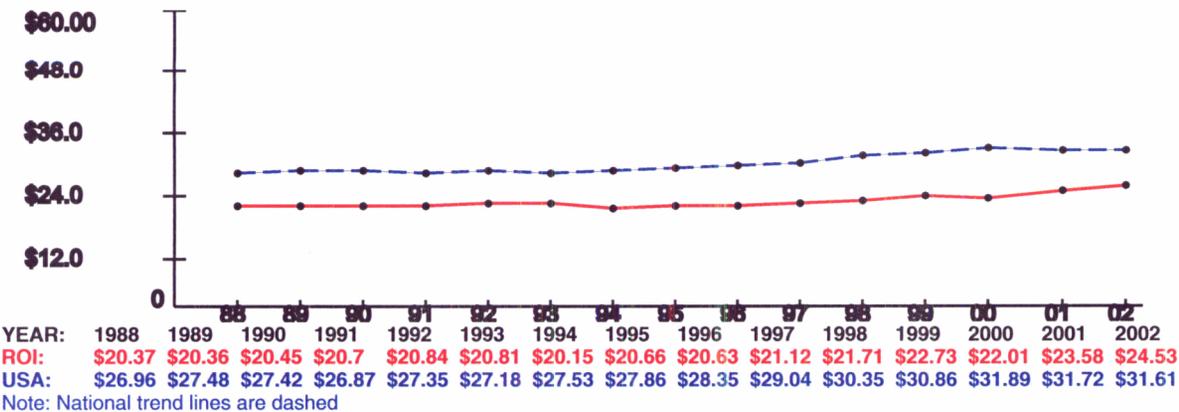
Employment Trend (1988-2002)



Unemployment Percentage Trend (1990-2003)



Per Capita Income x \$1,000 (1988-2002)



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USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Cannon AFB MCI: Fighter

(The questions that lost the most points are at the top of the list.)

Max Points

This is the maximum number of points this formula can contribute to the overall MCI score.

Earned Points

This is the number of points this formula did contribute to the overall MCI score for this base.

Lost Points

The difference between Max Points and Earned Points.

Running Score from 100

The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

<u>Formula</u>	<u>Max Points</u>	<u>Earned Points</u>	<u>Lost Points</u>	<u>Running Score from 100</u>
1245.00 Proximity to Airspace Supporting Mission (ASM)	22.08	6.04	16.04	83.96
1203.00 Access to Adequate Supersonic Airspace	6.72	1.34	5.38	78.58
1270.00 Suitable Auxiliary Airfields Within 50NM	5.18	0.00	5.18	73.40
1246.00 Proximity to Low Level Routes Supporting Mission	7.25	2.64	4.61	68.79
1266.00 Range Complex (RC) Supports Mission	11.95	7.45	4.50	64.29
1242.00 ATC Restrictions to Operations	5.98	3.99	1.99	62.30
1205.10 Buildable Acres for Industrial Operations Growth	1.96	0.05	1.91	60.39
1205.20 Buildable Acres for Air Operations Growth	1.96	0.07	1.89	58.50
1214.00 Fuel Dispensing Rate to Support Mobility and Surge	2.64	1.18	1.46	57.04
1235.00 Installation Pavements Quality	2.97	2.23	0.74	56.30
1250.00 Area Cost Factor	1.25	0.74	0.51	55.79
1241.00 Ability to Support Large-Scale Mobility Deployment	1.76	1.32	0.44	55.35
1402.00 BAH Rate	0.88	0.76	0.12	55.23
1269.00 Utilities cost rating (U3C)	0.13	0.09	0.04	55.19
8.00 Ramp Area and Serviceability	2.97	2.97	0.00	55.19
9.00 Runway Dimension and Serviceability	2.28	2.28	0.00	55.19
213.00 Attainment / Emission Budget Growth Allowance	1.68	1.68	0.00	55.19
1207.00 Level of Mission Encroachment	2.28	2.28	0.00	55.19
1221.00 Hangar Capability - Small Aircraft	3.88	3.88	0.00	55.19
1232.00 Sufficient Explosives-sited Parking	3.65	3.65	0.00	55.19
1233.00 Sufficient Munitions Storage	4.79	4.79	0.00	55.19
1271.00 Prevailing Installation Weather Conditions	5.52	5.52	0.00	55.19
1403.00 GS Locality Pay Rate	0.25	0.25	0.00	55.19

Fighter

Rank	Base	Fighter	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
1	Seymour Johnson AFB	83.24	77.95	89.63	80.45	85.03
2	Langley AFB	82.84	87.59	80.51	72.12	77.2
3	Eglin AFB	81.4	74.55	83.97	100	90.39
4	Hurlburt Field	77.43	76.75	84.64	48.05	87.18
5	MacDill AFB	75.6	70.48	78.78	85.77	76.56
6	Tyndall AFB	73.63	64.75	83.78	68	90.98
7	Shaw AFB	72.2	59.83	84.47	74.79	85.64
8	Edwards AFB	71.92	68.64	76.49	75.87	40.87
9	Moody AFB	70.8	57.19	82.55	79.47	91.37
10	Holloman AFB	69.82	60.27	81.84	62.59	75.23
11	Eielson AFB	69.09	58.65	80.9	81.32	16.54
12	Luke AFB	69.06	65.65	79.48	41.64	68.92
13	Nellis AFB	68.73	60.85	82.32	54.77	43.94
14	Hill AFB	68.02	56.88	76.08	83.39	77.82
15	Dover AFB	66.69	61.48	78.78	40.99	64.93
16	Kirtland AFB	66.44	55.39	78.12	67.96	69.56
17	Pope AFB	65.86	58.95	77.74	43.27	86.08
18	Patrick AFB	64.96	71.07	61.64	50.22	66.83
19	Charleston AFB	64.94	59.12	66.51	82.49	75.49
20	March ARB	64.84	68.31	71.06	27.89	45.41
21	Andrews AFB	64.83	63.23	67.83	65.5	41.74
22	Davis-Monthan AFB	63.83	50.51	79.71	57.21	71.89
23	Mountain Home AFB	63.01	48.16	75.17	79.54	68.58
24	Jacksonville IAP AGS	61.8	73.95	54.71	31.25	77.87
25	Barksdale AFB	61.49	43.76	71.35	97.29	80.79
26	Altus AFB	61.43	53.79	62.69	86.47	80.99
27	Little Rock AFB	60.78	46.05	71.32	78.03	88.12
28	McChord AFB	60.73	49.83	77.97	40.23	57.08
29	Fairchild AFB	60.32	43.09	74.35	77.86	73.99
30	Maxwell AFB	59.61	61.81	64.46	22.86	85.68
31	Homestead ARS	59.17	52.11	70.75	44.96	53.65
32	Robins AFB	59.13	47.51	66.23	76	87.45
33	Indian Springs AFS	59.11	60.96	62.87	38.84	43.94
34	Dyess AFB	58.96	40.51	76.07	68.18	77.64
35	Tinker AFB	58.47	49.29	62.76	75.96	85.8
36	Elmendorf AFB	58.35	37.02	78.71	84.41	8.86
37	Whiteman AFB	58.18	39.23	72.69	80.97	74.42
38	Beale AFB	58.1	48.35	67.63	67.18	42.78
39	Ellsworth AFB	58.06	38.76	74.01	74.92	81.32
40	Savannah IAP AGS	57.8	65.2	55.63	26	84.65
41	McGuire AFB	57.02	44.52	70.22	64.69	37.26
42	Minot AFB	56.64	39.53	71.88	67.9	73.42
43	McConnell AFB	56.47	47.44	68.32	44	75.83
44	Travis AFB	56.42	45.93	74.31	38.42	24.22
45	Sheppard AFB	56.26	53.87	62.12	37.03	80.04
46	Grand Forks AFB	55.88	38.31	72.05	63.79	79.09
47	Lackland AFB	55.79	46.6	63.36	60.98	78.33
48	McEntire AGS	55.74	59.4	55.01	34.56	85.19
49	Richmond IAP AGS	55.34	66.15	52.13	13.98	75.18

Fighter

Rank	Base	Fighter	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
50	Cannon AFB	55.22	39.54	74.41	43.06	73.61
51	Wright-Patterson AFB	54.48	42.76	62.01	72.32	74.09
52	Hickam AFB	53.47	41.69	68.03	60.32	1.12
53	Phoenix Sky Harbor IAP AGS	52.3	62.83	45.3	28.91	68.42
54	Keesler AFB	52.07	59.95	47.57	26.19	85.3
55	Martin State APT AGS	51.42	61.01	48.71	16.83	58.71
56	Reno-Tahoe IAP AGS	51.34	61.17	47.23	24.11	47.47
57	Andersen AFB	51.26	37.23	67.15	62.55	0
58	Carswell ARS, NAS Fort Worth Joint Reserve	51.01	53.16	52.93	27.68	72.7
59	Boise Air Terminal AGS	50.86	46.69	56.24	40.75	78.4
60	Dannelly Field AGS	50.66	56.99	48.57	21.36	85.51
61	Atlantic City IAP AGS	50.22	53.44	50.22	37.74	41.33
62	Salt Lake City IAP AGS	50.13	60.83	42.03	29.21	71.72
63	Columbus AFB	49.85	40.27	54.88	61.78	94.97
64	Buckley AFB	49.82	43.25	55.99	53.35	53.78
65	Klamath Falls IAP AGS	49.81	39.6	66.48	22.71	69.01
66	Willow Grove ARS, NAS Willow Grove Joint Reserve	49.69	45.93	63.23	13.27	39.74
67	Tucson IAP AGS	49.54	50.59	51.5	30.82	72.7
68	Randolph AFB	48.7	44.96	49.93	53.43	78.51
69	Westover ARB	48.41	38.05	55.37	66.96	49.23
70	Selfridge ANGB	48.07	35.89	63.74	40.5	42.51
71	Scott AFB	47.91	46.43	52.26	35.09	53.95
72	Channel Islands AGS	47.27	46.92	52.73	32.3	23.21
73	Offutt AFB	47.16	43.03	50.37	46.36	73.2
74	Peterson AFB	46.82	44.97	50.41	36.55	61.91
75	Forbes Field AGS	46.55	44.27	49.3	38.02	77.32
76	Vandenberg AFB	46.05	31.09	59.43	62.81	32.48
77	Portland IAP AGS	45.95	38.07	56.19	36.22	60.13
78	Will Rogers World APT AGS	45.61	49.61	40.65	38.01	84.8
79	NAS New Orleans ARS	45.54	46.23	49.96	17.2	72.63
80	Ellington Field AGS	45.39	37.87	50.14	56.27	61.2
80	Vance AFB	45.39	42.69	51.09	23.57	87.75
82	Grissom ARB	45.2	36.85	50.37	55.24	73.25
83	Stewart IAP AGS	45.15	38.24	57.05	37.85	3.65
84	New Castle County Airport AGS	44.4	57.19	36.9	15.9	47.53
85	Moffett Federal Field AGS	44.05	46.92	50.38	11.68	15.79

Fighter

Rank	Base	Fighter	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
86	Ewvra Sheppard AGS	43.4	50.03	39.16	23.11	73.39
87	Fresno Air Terminal AGS	43.09	46.13	47.02	11.93	46.99
88	Otis AGB	42.83	28.15	56	55.91	42.04
89	Rickenbacker IAP AGS	42.74	39.57	50.05	19.92	71.11
90	Key Field AGS	42.66	43.27	40.54	40.48	75.4
91	Laughlin AFB	42.63	36.05	42.54	62.97	84.09
92	Lincoln MAP AGS	42.55	43.82	43.39	25.95	71.2
93	Memphis IAP AGS	42.44	41.35	43.82	33.43	75.57
94	Hancock Field AGS	42.03	35.71	45.6	50.23	66.32
95	Barnes MPT AGS	42.02	38.75	48.16	30.19	47.17
96	Luis Munoz Marin IAP AGS	41.83	52.6	39.02	10.87	14.06
97	Rosecrans Memorial APT AGS	41.25	38.89	42.16	38.2	81.65
98	Quonset State APT AGS	41.1	37.12	48.34	29.47	40.59
98	Nashville IAP AGS	41.1	41.57	39.78	35.03	78.64
100	Jackson IAP AGS	40.91	36.79	44.29	34.93	84.66
101	Pease International Trade Port AGS	40.83	38.23	45.08	36.8	33.8
102	Burlington IAP AGS	40.79	41.33	42.88	25.52	57.07
103	Kulis AGS	40.76	41.31	48.96	12.36	8.01
104	Dobbins ARB	40.33	39.32	43.6	24.63	67.58
105	Cheyenne APT AGS	40.13	38	41	39.11	68.7
106	Bradley IAP AGS	40.1	38.08	47.75	16.75	43.06
107	Harrisburg IAP AGS	39.79	41.24	43.04	12.19	69.5
108	Sioux Gateway APT AGS	39.5	31.47	46.88	35.58	79.98
109	Birmingham IAP AGS	39.24	37.95	38.69	37.65	77.96
110	F. S. Gabreski APT AGS	38.63	35.33	48.26	16.07	29.52
110	Fort Smith Regional APT AGS	38.63	39.63	36.31	31.14	88.84
112	Joe Foss Field AGS	38.59	30.04	46.09	36.91	77.92
113	Charlotte/Douglas IAP AGS	38.49	38.36	42.07	13.38	81.48
114	Tulsa IAP AGS	38.41	36.83	41.33	22.9	81.03
115	Capital APT AGS	38.18	38.51	39.2	27.74	57.09
116	Niagara Falls IAP ARS	38.13	28.96	47.01	39.09	55.66
117	Great Falls IAP AGS	37.85	31.45	44.04	35.35	62.23
118	W. K. Kellogg APT AGS	37.6	27.31	46.76	40.73	62.57
119	Hulman Regional APT AGS	37.45	36.53	40.99	15.84	82.24
120	Hanscom AFB	37.29	40.55	40.84	10.54	25.42
121	McGee Tyson APT AGS	37.24	35.63	38.3	28.11	86.02

Fighter

Rank	Base	Fighter	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
122	Dane County Regional - Truax Field AGS	37.22	32.04	45.99	18.5	61.55
123	Toledo Express APT AGS	36.85	32.71	38.44	40.29	72.76
124	Louisville IAP AGS	36.56	35.55	37.78	25.76	78.1
125	Hector IAP AGS	36.11	30.93	42.85	22.75	72.6
126	Arnold AFS	35.94	30.95	33	57.62	89.61
127	Lambert - St. Louis IAP AGS	35.93	37.28	38.26	14.14	59.7
128	Springfield-Beckley MPT AGS	35.37	35.33	35.31	26.8	71.74
129	Gen Mitchell IAP ARS	34.5	28.03	41.52	28.83	59.94
130	Fort Wayne IAP AGS	34.49	32.75	37.92	16.99	79.17
131	Bangor IAP AGS	34.47	27.19	37.72	47.2	63.61
132	Greater Peoria Regional APT AGS	34.4	34.13	33.86	32.89	54.24
133	Pittsburgh IAP AGS	34.04	22.6	45.14	31.81	69.3
134	Schenectady County APT AGS	33.59	33.31	33.66	27.95	60.05
135	Gen Mitchell IAP AGS	33.55	28.03	38.62	31.48	59.38
136	Duluth IAP AGS	32.55	23.88	40.48	31.03	66.75
137	Des Moines IAP AGS	32.35	28.67	35.92	23.34	76.75
138	Pittsburgh IAP ARS	30.86	22.6	37.3	32.36	69.59
139	Minn/St Paul IAP ARS	30.25	18.73	41.24	33.25	47.69
140	Mansfield Lahm MAP AGS	29.24	26.31	31.69	21.36	74.01
141	Youngstown-Warren Regional APT ARS	28.84	19.56	35.83	31.21	73.97
142	Yeager APT AGS	28.68	26.99	27.78	27.03	81.12
143	Goodfellow AFB	8	0	5.51	36.4	82.66
144	Brooks City-Base	7.87	0	5.51	36.4	77.48
145	Malmstrom AFB	7.5	0	5.51	36.4	62.67
146	Francis E. Warren AFB	6.79	0	5.51	27.41	70.53
147	Schriever AFB	6.41	0	5.51	27.31	55.46
148	Rome Laboratory	5.55	0	5.51	16.8	63.1
149	Air Reserve Personnel Center (ARPC)	5.32	0	5.51	16.8	53.84
150	United States Air Force Academy	5.22	0	5.51	13.92	61.68
151	Cheyenne Mountain AFS	4.87	0	5.51	11.89	55.61
152	Bolling AFB	4.22	0	5.51	9.07	40.62
153	Onizuka AFS	3.72	0	5.51	10.08	16.85
154	Los Angeles AFB	3.08	0	5.51	1.94	23.81



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Cannon AFB Overview

As of	30 Sep 2005	30 Sep 2011
Assigned Weapon System Type(s) (MDS)	F-16	F-16
Total PAA	69	69
# Flying Squadrons	3	3
Total Available Aircraft Parking spaces	153	153
Unused Aircraft Parking Spaces	84	84

Template used	F-16
Standard PAA per squadron	24



DCN: 3711

Cannon AFB

Tenant Flying Units

As of	30 Sep 2005	30 Sep 2011
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Tenant Flying Unit	Type AC (MDS)	# Aircraft	# Parking Spaces Unused	# Aircraft	# Parking Spaces Used
Singapore Air Force	F-16	10	8	10	8



Estimated Capacity After 2011

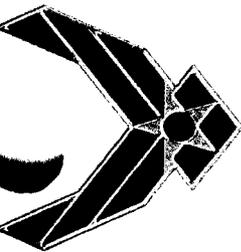
Weapon System Type (MDS)	F/A-22	JSF	UCAS	ABL	E-10
Maximum Capacity	120	120	84	N/A	N/A

Predicted F-16 Block 30/40/50 retirements (begin FY 13, 14, 15 in CAF plan) open base for new fighter mission; F/A-22, JSF or J-UCAS



Cannon AFB Estimated Costs

Precluding Factor	None
Major Construction	11.2
Minor Construction	0.5
Natural Infrastructure	3.8
Other procurement	1.3
Planning & Design	<u>1.2</u>
Subtotal	18.0
Add Second Squadron	
Precluding Factor	None
Major Construction	26.2
Minor Construction	0.5
Natural Infrastructure	3.8
Other procurement	1.9
Planning & Design	<u>2.7</u>
Subtotal	<u>35.1</u>
Total Cost for Two Squadrons	53.1



Cannon AFB

Estimated Costs One Squadron

Major Construction	
Squadron Ops Facility	3.6
Weapons Igloo Facility	2.0
Acft Gen Maintenance Facilities	1.3
Avionics Shop	1.4
Weapons Release Facility	1.3
Conventional Munitions facility	1.6
Subtotal	11.2
Minor Construction	
IMF Fighter Specific	0.5
Subtotal	0.5
Communications	
Ranges	0.9
Other procurement	0.4
Planning & Design	1.3
TOTAL	1.2
	14.2

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Cannon AFB

Estimated Costs 2nd Squadron

Add One Squadron

Major Construction

Small Maintenance Dock	12.5
Acft Maintenance Facilities/AMU	3.8
Major Construction	
Squadron Ops Facility	3.6
Weapons Igloo Facility	2.0
Avionics Shop	1.4
Weapons Release Facility	1.3
Conventional Munitions facility	1.6
Subtotal	26.2

Minor Construction

IMF Fighter Specific	0.5
Subtotal	0.5
Communications	1.5
Ranges	0.4
Other procurement	1.9



Cannon AFB Natural Infrastructure

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Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to add one unit:			
Air	Y		0.0
AICUZ	Y		0.0
Surface Land Access	A	ERP: site cleanup, LUCs/RODs, contract mods	3.50
Water Access	Y		0.0
Water Discharge	Y		0.0
Planning	A	EA, SPCC update	0.32
Total Natural Infrastructure Capacity Cost			3.82
Capacity Requirements to add second unit:			
Air	Y		0.0
AICUZ	Y		0.0
Surface Land Access	A	ERP: site cleanup, LUCs/RODs, contract mods	3.50
Water Access	Y		0.0
Water Discharge	Y		0.0
Planning	A	EA, SPCC update	0.32
Total Natural Infrastructure Capacity Cost			3.82

Air Force Installation Capacity Summary

The installation capacity summary is a consolidation of data provided by the Air Force MAJCOM through a series of presentations in August of 2004. The goal of the summary was to capture and visually display the MAJCOM presented information for reference in a smaller, consolidated format.

Below are descriptions of the associated columns used in the spreadsheet:

1. **MDS** : Mission Design Series represents aircraft operating at the listed installation
2. **Blk / Model**: Reflects, where necessary, the specific Block of a given MDS operating at the location
3. **PAA Used**: Primary Aircraft Authorization identifies the optimal number aircraft per MDS for a squadron based on the Air Force's White Paper on Organizational Principles
4. **Total Acft #**: The total number of aircraft at the location (per MDS) based on MAJCOM Capacity briefings Aug 2004
5. **Squadron Equivalent In Place**: The number of equivalent squadrons at an installation determined by dividing the Total Aircraft by the PAA Used
6. **Squadron 1 thru 6**: X signifies a squadron currently (2006) in place. A shaded box represents a partial squadron (less than 1) than cannot be expanded. A box with a dollar value represents the ability to add a full squadron at that cost (in \$Millions). ** MAJCOMs were directed to provided estimates for adding up to 2 squadrons at installations.
7. **Total Capacity**: Is the total "Theoretical" capacity based on current aircraft capacity in squadrons as well as capacity that could be available (at a cost) up to 2 additional squadrons.

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equip In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
AETC	Altus	C-17	12	15	1.3	X	\$33.0	\$67.3				3
AETC	Altus	KC-135	16	24	1.5	X	P					1.5
PACAF	Andersen	B-52	12	0	0.0							0
PACAF	Andersen	RQ-4	18	0	0.0							0
AMC	Andrews	C-21	12	13	1.1	X	P					1.1
ANG	Andrews	C-38/C-40	6	6	1.0	X						1
ANG	Andrews	F-16	24	15	0.6	\$0.0						1
AFRC	Andrews	KC-135	16	8	0.5	P						0.5
AMC	Andrews	SAM/VC-25	8	18	2.3	X	X	P				2.3
AMC	Andrews	UH-1	6	15	2.5	X	X	P				2.5
ARMY	Andrews	VARIOUS	6	6	1.0	X						1
NAVY	Andrews	VARIOUS	24	30	1.3	X	P					1.3
OTHER	Andrews	VARIOUS	8	46	5.8	X	X	X	X	X	P	5.8
AFMC	Arnold	C-130	16	0	0.0	\$182.1	\$64.7					2
ANG	Atlantic City	F-16	24	15	0.6	\$0.0	\$42.8					2
ANG	Baltimore	A-10	24	15	0.6	\$0.0						1
ANG	Baltimore	C-130	16	8	0.5	\$0.0						1
ANG	Bangor, ME	KC-135	16	8	0.5	\$27.6						1
AFRC	Barksdale	A-10	24	17	0.7	\$3.3	\$34.4					2
AFRC	Barksdale	B-52	12	8	0.7	P						0.7
ACC	Barksdale	B-52	12	41	3.4	X	X	X	X	\$37.0	\$81.5	6

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MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ANG	Barnes, MA	A-10	24	15	0.6	\$0.0	\$40.7					2
AFRC	Beale	KC-135	16	8	0.5	\$22.5						1
ACC	Beale	RQ-4	18	51	2.8	X	X	\$0.0	\$54.3	\$61.2		5
ACC	Beale	T-38	24	13	0.5							0.5
ACC	Beale	U-2	18	34	1.9	X						1.9
ANG	Birmingham	KC-135	16	8	0.5	\$22.8						1
ANG	Boise	A-10	24	15	0.6	\$0.0	\$19.8	\$22.4				3
ANG	Boise	C-130	16	4	0.3	\$15.2	\$28.9					2
ANG	Bradley	A-10	24	15	0.6	\$0.0	\$47.2					2
ANG	Buckley	F-16	24	15	0.6	\$0.0						1
ANG	Burlington, VT	F-16	24	15	0.6	\$0.0						1
ACC	Cannon	F-16	24	69	2.9	X	X	\$0.0	\$18.0	\$35.1		5
ACC	Cannon (FMS)	F-16	24	10	0.4							0.4
ANG	Capital, IL	F-16	24	15	0.6	\$0.0						1
ANG	Channel Islands	C-130	16	12	0.8	\$0.0						1
AMC	Charleston	C-17	12	48	4.0	X	X	X				4
ANG	Charlotte, NC	C-130	16	8	0.5	\$0.0						1
ANG	Cheyenne, WY	C-130	16	8	0.5	\$15.3						1
ANG	Dannelly	F-16	24	15	0.6	\$0.0						1
ACC	Davis Monthan	A-10	24	75	3.1	X	X	X	\$32.5	\$32.8		5
ACC	Davis Monthan	EC-130	7	10	1.4	X						1.4

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MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equip In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ACC	Davis Monthan	HC-130	7	4	0.6	P						0.6
AFRC	Davis Monthan	HH-60	7	31	4.4	X	X	X	X	\$0.0	\$13.5	6.4
ACC	Davis Monthan	VARIOUS	14	14	1.0	X						1
ANG	Des Moines	F-16	24	15	0.6	\$0.0						1
AFRC	Dobbins	C-130	16	9	0.6	\$6.8						1
ARMY	Dobbins	VARIOUS	21	21	1.0	X						1
AMC	Dover	C-17	12	12	1.0	X	\$159.2					2
AMC	Dover	C-5	12	16	1.3	X	P					1.3
ANG	Duluth, MN	F-16	24	15	0.6	\$0.0						1
ACC	Dyess	B-1	12	35	2.9	X	X	\$0.0	\$63.4	\$98.3		5
AMC	Dyess	C-130	16	28	1.8	X	P					1.8
AFMC	Edwards	VARIOUS	24	44	1.8	X	\$0.0	\$30.5	\$18.2			4
ACC	Eglin	F-15	24	54	2.3	X	X	\$17.2	\$56.5			4
AFMC	Eglin	F-15	24	22	0.9	\$0.0	\$17.3	\$66.7				3
AFRC	Eglin	MC-130	7	14	2.0	X	\$4.2	\$48.6				3
AFRC	Eglin	MC-130	7	9	1.3	X	P					1.3
AFMC	Eglin	VARIOUS	24	0	0.0							0
ANG	Eielson	KC-135	16	8	0.5	P						0.5
PACAF	Eielson	A-10	24	18	0.8	\$0.0	\$113.1					2
PACAF	Eielson	F-16	24	18	0.8	\$57.9	\$306.1	\$398.5				3
ANG	Ellington Field, TX	F-16	24	15	0.6	\$0.0						1

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MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equip In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ACC	Ellsworth	B-1	12	29	2.4	X	X	\$16.4	\$53.1			4
PACAF	Elmendorf	C-12	12	3	0.3	P						0.3
PACAF	Elmendorf	C-17	12	8	0.7	\$8.1						1
PACAF	Elmendorf	E-3	6	2	0.3	P						0.3
PACAF	Elmendorf	F-15	24	42	1.8	X	\$0.0	\$185.0	\$237.6			4
PACAF	Elmendorf	F-15	24	18	0.8	P						0.8
ANG	Fairchild	KC-135	16	9	0.6	\$15.8						1
AMC	Fairchild	KC-135	16	38	2.4	\$12.1	\$10.5	\$30.8				3
AETC	Fairchild	UH-1	6	3	0.5	P						0.5
ANG	Forbes Field, KS	KC-135	16	8	0.5	\$6.6	\$46.0					2
ANG	Fort Smith	F-16	24	15	0.6	\$0.0						1
ANG	Fort Wayne, IN	F-16	24	15	0.6	\$0.0						1
ANG	Fort Worth	C-130	16	8	0.5	\$11.7						1
AFRC	Fort Worth	F-16	24	17	0.7	\$12.1						1
ANG	Fresno	F-16	24	15	0.6	\$0.0						1
ANG	Gabreski, NY	HC-130	7	4	0.6	\$0.2						1
ANG	Gabreski, NY	HH-60	7	5	0.7	\$0.0						1
AFRC	Gen Mitchell	C-130	16	9	0.6	\$5.5						1
AMC	Grand Forks	KC-135	16	36	2.3	X	X					2.3
ANG	Great Falls, MT	F-16	24	15	0.6	\$0.0						1
AFRC	Grissom	KC-135	16	16	1.0	X	\$25.7					2

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MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equip In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ANG	Hancock, NY	F-16	24	15	0.6	\$0.0						1
ANG	Harrisburg, PA	EC-130	16	6	0.4	P						0.4
ANG	Hector, ND	F-16	24	15	0.6	\$0.0						1
ANG	Hickam	F-15	24	15	0.6	\$0.0						1
ANG	Hickam	KC-135	16	8	0.5	P						0.5
PACAF	Hickam	C-17	12	8	0.7	\$11.1	\$154.8	\$164.7				3
PACAF	Hickam	C-37/C-40	2	2	1.0	X						1
AFRC	Hill	F-16	24	17	0.7	\$1.6	\$30.1					2
AFMC	Hill	F-16	24	4	0.2	\$74.7	\$96.2					2
ACC	Hill	F-16	24	76	3.2	X	X	X	\$65.1	\$67.5		5
ACC	Holloman	F-117	24	51	2.1	X	X	\$25.9	\$55.6			4
ACC	Holloman	MQ1/9	32	24	0.8	P						0.8
ACC	Holloman	QF-4	24	20	0.8	P						0.8
ACC	Holloman	T-38	24	14	0.6	P						0.6
ACC	Holloman	Tornado	24	42	1.8	X	P					1.8
AFRC	Homestead	F-16	24	17	0.7	\$4.5	\$21.2					2
ANG	Hulman	F-16	24	15	0.6	\$0.0						1
AFSOC	Hurlburt	AC-130	7	33	4.7	X	X	X	X	\$49.9	\$33.8	6
AFSOC	Hurlburt	MH-53	7	17	2.4	X	X					2.4
AFSOC	Hurlburt	VARIOUS	5	5	1.0	X						1
ACC	Indian Sprs AS	MQ1/9	32	100	3.1	X	X	X	\$39.0	\$41.3		5

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MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ANG	Jackson	C-17	12	8	0.7	\$4.9						1
ANG	Jacksonville	F-15	24	15	0.6	\$0.0						1
ANG	Joe Foss Field	F-16	24	15	0.6	\$0.4	\$29.8					2
AFRC	Keesler	C-130	16	18	1.1	X	P					1.3
ANG	Key Field	KC-135	16	9	0.6	\$11.0						1
AETC	Kirtland	CV-22	7	6	0.9	\$0.0	\$14.8	\$89.0				3
ANG	Kirtland	F-16	24	15	0.6	\$0.0						1
AETC	Kirtland	HC-130	16	12	0.8	P						0.8
AETC	Kirtland	HH-60	7	13	1.9	X	P					1.9
ANG	Klamath Falls	F-15	24	15	0.6	\$0.0	\$59.6					2
ANG	Kulis, AK	C-130	16	8	0.5	P						0.5
ANG	Kulis, AK	HC-130	7	3	0.4	P						0.4
ANG	Kulis, AK	HH-60	7	5	0.7	P						0.7
AFRC	Lackland	C-5	12	16	1.3	X	\$78.8					2
ANG	Lackland (Kelly Field)	F-16	24	18	0.8	\$0.0	\$44.8					2
ANG	Lambert, MO	F-15	24	15	0.6	\$0.0						1
ACC	Langley	F-22	24	75	3.1	X	X	X	\$38.6	\$65.9		5
ANG	Lincoln, NE	KC-135	16	8	0.5	P						0.5
ANG	Little Rock	C-130	16	8	0.5	P						0.5
AETC	Little Rock	C-130	16	69	4.3	X	X	X	X	P		6.8
ANG	Louisville, KY	C-130	16	8	0.5	\$0.0						1

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MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equip In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
AFRC	Luke	F-16	24	17	0.7	\$4.6						1
AETC	Luke	F-16	24	163	6.8	X	X	X	X	X	X	6.8
AETC	Luke (FMS)	F-16	24	23	1.0	X						1
AMC	MacDill	KC-135	16	33	2.1	X	\$28.4	\$105.9				3
NOAA	MacDill	VARIOUS	13	13	1.0	X						2
ANG	Madison, WI	F-16	24	15	0.6	\$0.0						1
ANG	Mansfield, OH	C-130	16	8	0.5							0.5
AFRC	March	C-17	12	8	0.7	\$14.7	\$72.5					2
ANG	March	KC-135	16	9	0.6							0.6
AFRC	March	KC-135	16	8	0.5	\$7.6						1
ANG	Martinsburg, WV	C-5	12	10	0.8	\$4.8						1
AFRC	Maxwell	C-130	16	9	0.6							0.6
AMC	McChord	C-17	12	42	3.5	X	X	X	\$205.0	\$253.8		5
ANG	McConnell	KC-135	16	9	0.6	\$0.0						1
AMC	McConnell	KC-135	16	58	3.6	X	X	X				3.6
ANG	McEntire, SC	F-16	24	15	0.6	\$0.3	\$53.5					2
ANG	McGhee Tyson, TN	KC-135	16	8	0.5	\$32.7						1
AMC	McGuire	C-17	12	12	1.0	X						1
AMC	McGuire	KC-10	12	30	2.5	X	X	\$132.4	\$223.4			4
ANG	McGuire	KC-135	16	16	1.0	X						1
ANG	Memphis, TN	C-5	12	8	0.7	\$4.4						1

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MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equip In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ANG	Milwaukee, WI	KC-135	16	9	0.6	\$45.1						1
AFRC	Minneapolis	C-130	16	16	1.0	X						1
ANG	Minneapolis- St. Paul, MN	C-130	16	8	0.5	P						0.5
ACC	Minot	B-52	12	35	2.9	X	X	\$0.0	\$67.2	\$114.6		5
ACC	Minot	UH-1	6	6	1.0	X						1
ANG	Moffett	HH-60	7	5	0.7	\$0.0						1
ANG	Moffett	MC-130	7	4	0.6	\$0.0						1
AFSOC	Moody	HC-130	7	12	1.7	X	X	\$13.4	\$23.3			4
AFSOC	Moody	HH-60	7	16	2.3	X	X	P				2.3
AFSOC	Moody	T-38	24	55	2.3	X	X	P				2.3
AFSOC	Moody	T-6A	24	39	1.6	X	P					1.6
ACC	Mt Home	F-15	24	49	2.0	X	X	\$24.8	\$33.3			4
ACC	Mt Home	F-16	24	22	0.9	P						0.9
ANG	Nashville, TN	C-130	16	8	0.5	\$0.0						1
ACC	Nellis	A-10	24	10	0.4	P						0.4
ACC	Nellis	F-15	24	32	1.3	X	\$88.4	\$89.0				3
ACC	Nellis	F-16	24	53	2.2	X	X	P				2.2
ACC	Nellis	F-22	24	17	0.7	P						0.7
AFSOC	Nellis	HH-60	7	16	2.3	X	X	P				2.3
ACC	Nellis	JSF	24	14	0.6	P						0.6
ANG	New Castle	C-130	16	8	0.5	\$28.6						1

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MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
AFRC	New Orleans	A-10	24	17	0.7	\$32.9						1
ANG	New Orleans	F-15	24	15	0.6	\$0.0						1
AFRC	Niagara	C-130	16	11	0.7	\$20.3						1
ANG	Niagara	KC-135	16	8	0.5	P						0.5
ACC	Offutt	E-4	5	4	0.8	P						0.8
ACC	Offutt	E-6	6	2	0.3	P						0.8
ACC	Offutt	RC-135	5	17	3.4	X	X	X	\$56.5			4
ANG	Otis ANG	F-15	24	15	0.6	\$0.5						1
AFRC	Patrick	HC-130	7	5	0.7	\$3.7						1
AFRC	Patrick	HH-60	7	9	1.3	X	P					1.1
AFRC	Patrick	VARIOUS	8	8	1.0	X						1
ANG	Pease, NH	KC-135	16	9	0.6	\$17.7						1
ANG	Peoria	C-130	16	8	0.5	\$43.1						1
AFRC	Peterson	C-130	16	12	0.8	P						0.8
AMC	Peterson	C-21	12	10	0.8	P						0.8
AFSPC	Peterson	VARIOUS	13	13	1.0	X						1
ANG	Phoenix	KC-135	16	8	0.5	P						0.5
AFRC	Pittsburgh	C-130	16	9	0.6	P						0.6
ANG	Pittsburgh	KC-135	16	16	1.0	X						1
AMC	Pope	A-10	24	36	1.5	X	P					1.5
AMC	Pope	C-130	16	28	1.8	X	\$0.0	\$72.9	\$125.4			4

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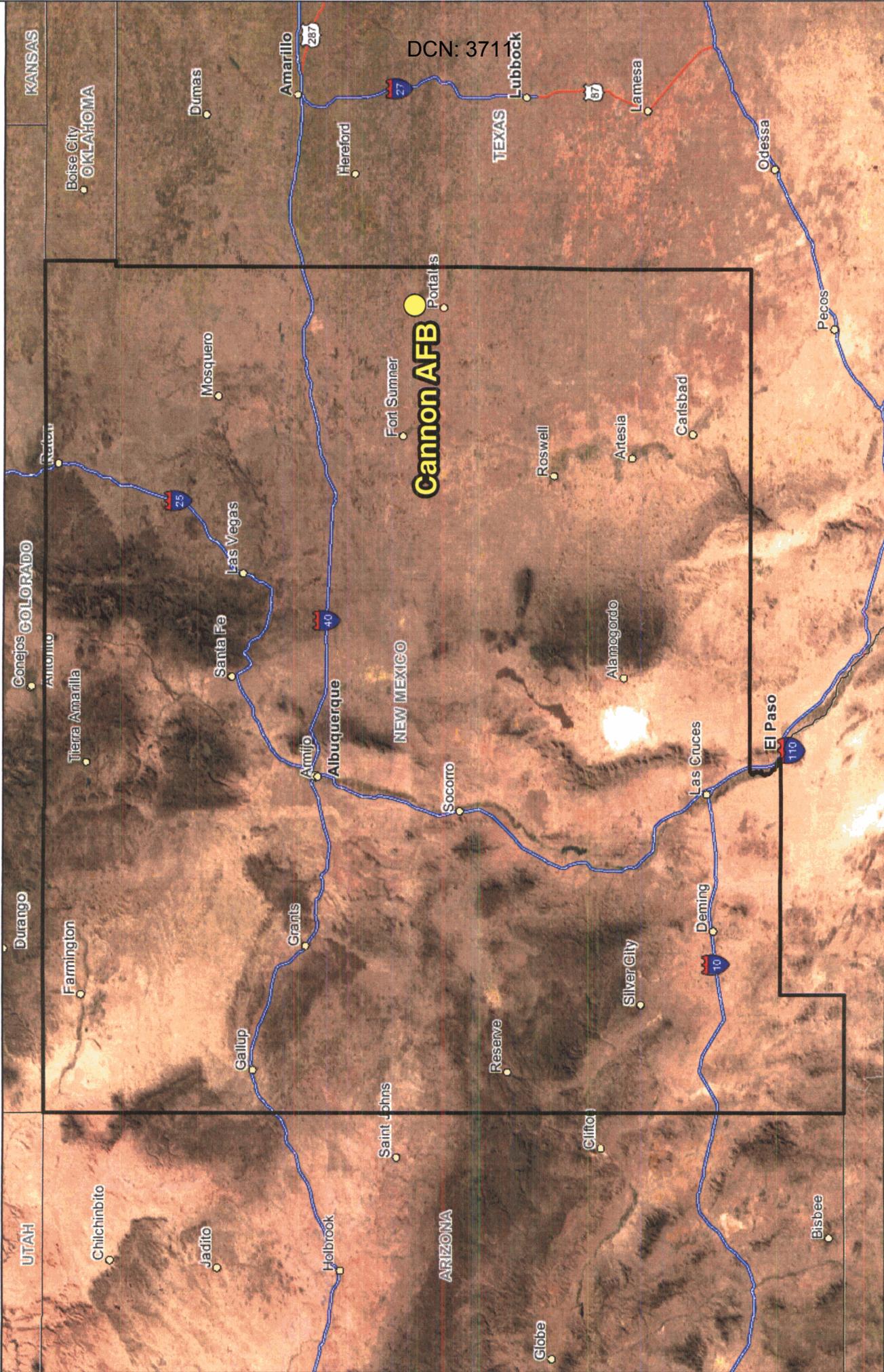
MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
AMC	Pope	VARIOUS	11	11	1.0	X						1
ANG	Portland	F-15	24	15	0.6	\$0.0						1
AFRC	Portland	KC-135	16	8	0.5	P						0.5
ANG	Quonset, RI	C-130	16	8	0.5	\$29.4						1
ANG	Reno, NV	C-130	16	8	0.5	P						0.5
ANG	Richmond, VA	F-16	24	15	0.6	\$0.0						1
ANG	Rickenbacker AGS, OH	KC-135	16	18	1.1	X						1.1
ANG	Robins	E-8	16	14	0.9	\$0.0						1
AMC	Robins	KC-135	16	12	0.8	P						0.8
ANG	Rosecrans, MO	C-130	16	8	0.5	P						0.5
ANG	Salt Lake City, UT	KC-135	16	8	0.5	\$45.9						1
ANG	San Juan	C-130	16	8	0.5	P						0.5
ANG	Savannah	C-130	16	8	0.5	\$11.3						1
ANG	Schenectady	C-130	16	14	0.9	P						0.9
AMC	Scott	C-21	12	14	1.2	X	\$29.2					2
AFRC	Scott	C-9	6	6	1.0	X						1
ANG	Scott	KC-135	16	8	0.5	P						0.5
ANG	Selfridge	C-130	16	8	0.5	\$21.8	\$26.3					2
ANG	Selfridge	F-16	24	15	0.6	\$0.0						1
AFRC	Selfridge	KC-135	16	8	0.5	\$9.3						1
ACC	Seymour Johnson	F-15	24	96	4.0	X	X	X	X	\$53.5	\$75.0	6

DCN: 3711

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
AFRC	Seymour Johnson	KC-135	16	8	0.5	\$9.6						1
ACC	Shaw	F-16	24	78	3.3	X	X	X	\$7.1	\$18.4		5
ANG	Sioux City	KC-135	16	8	0.5	P						0.5
ANG	Springfield, OH	F-16	24	18	0.8	\$0.0	\$45.3					2
ANG	Stewart, NY	C-5	12	12	1.0	X						1
ACC	Tinker	E-3	6	24	4.0	X	X	X	X	P		4
OTHER	Tinker	E-6	6	18	3.0	X	X	X				3
AFRC	Tinker	KC-135	16	8	0.5	P						0.5
ANG	Toledo, OH	F-16	24	15	0.6	\$0.0						1
AMC	Travis	C-17	12	12	1.0	X						1
AMC	Travis	C-5	12	16	1.3	X	P					1.3
AMC	Travis	E-6	6	2	0.3	P						0.3
AMC	Travis	HC-130	7	4	0.6	P						0.6
AMC	Travis	KC-10	12	24	2.0	X	X	\$123.9	\$204.2			4
ANG	Tucson	F-16	24	62	2.6	X	X	P				2.6
ANG	Tulsa, OK	F-16	24	15	0.6	\$0.0						1
AETC	Tyndall	F-15	24	61	2.5	X	X	P				2.5
AETC	Tyndall	F-22	24	50	2.1	X	X	\$198.3	\$30.6			4
ANG	W.K. Kellogg, MI	A-10	24	15	0.6	\$0.0	\$44.4					2
AFRC	Westover	C-5	12	16	1.3	X	\$173.6					2
AFRC	Whiteman	A-10	24	17	0.7	\$6.4						1

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equip In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ANG	Whiteman	AH-64	7	7	1.0	X						1
ACC	Whiteman	B-2	8	20	2.5	X	X	P				2.5
ANG	Whiteman	OH-58	7	10	1.4	X	P					1.4
ACC	Whiteman	T-38	24	14	0.6	P						0.6
ANG	Will Rogers, OK	C-130	16	8	0.5	\$31.0						1
ANG	Willow Grove	A-10	24	15	0.6	\$0.0						1
AFRC	Willow Grove	C-130	16	8	0.5	\$55.3						1
AFMC	Wright Patt	C-17	12	0	0.0	\$246.6						1
AMC	Wright Patt	C-21	12	13	1.1	X	P					1.1
AFRC	Wright Patt	C-5	12	11	0.9	\$5.0						1
ANG	Yeager, WV	C-130	16	8	0.5	P						0.5
AFRC	Youngstown	C-130	16	12	0.8	\$0.4						1

Recommended New Mexico Base Realignments and Closures



DCN: 371

Cannon AFB

Cannon AFB Statistics

Total Acres: 4,543	Total Personnel: 3,954
Acres Owned: 3,790	Mil: 3,570
	Civ: 384
	Other: 0

Miles

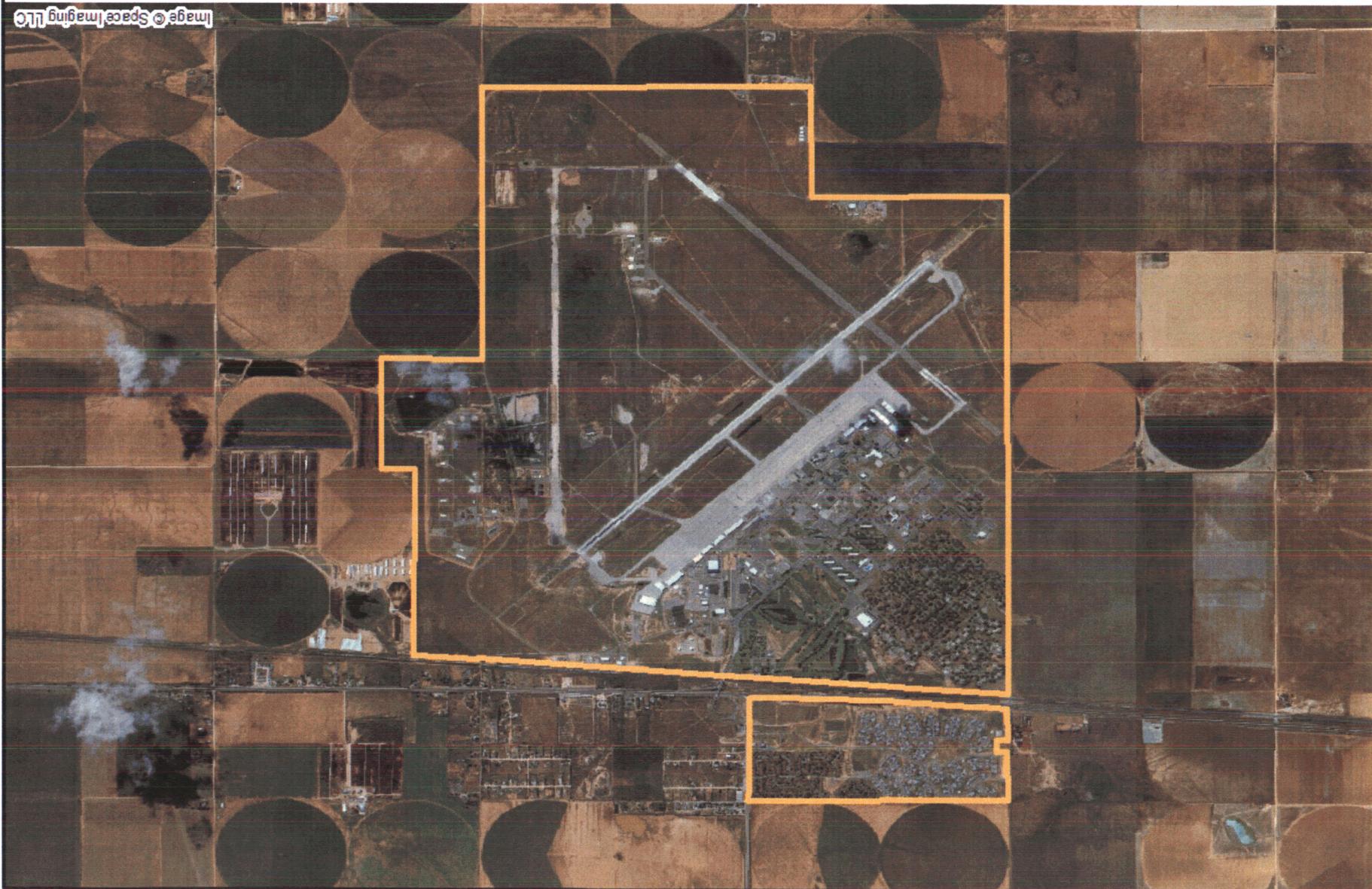




Installation Boundary 

Cannon AFB, NM

Image © Space Imaging LLC



DCN: 3711

NEW MEXICO

1988	Fort Wingate Ammunition Storage Depot	CLOSE
1991	Battlefield Environment Effects Element of the Atmospheric Science Laboratory, White Sands Missile Range	REALIGN
1991	Naval Weapons Evaluation Facility, Albuquerque	CLOSE
1993	Naval Weapons Evaluation Facility, Albuquerque (retain as a tenant of the Air Force)	REDIRECT

DCN: 3711

DCN: 3711

Cannon AFB Issues Paper

Background: Cannon AFB, NM, is recommended for closure on the DoD BRAC list. It appears Cannon AFB received a misleading low score on Military Value. We request the BRAC Air Force R&A Team analyze the following preliminary issues:

1. Our initial review indicates several installations with significantly less favorable weather, range availability, and air traffic control conditions received a higher military value.
2. Cannon AFB received an incorrect evaluation of air space: The New Mexico Training Range Initiative was never considered, a critical component to Cannon's military value and viability. The Initiative has had no show-stoppers, and, in fact, the Air Force and the FAA are in process of completing a Letter of Agreement.
3. Encroachment was considered a critical component to the DoD's analysis. Yet, unlike numerous peer fighter bases, the air space used by Cannon AFB, including that proposed for inclusion in the New Mexico Training Range Initiative, has no encroachment, now or in the future.
 - For example, at Hill AFB, there are a number of ongoing environmental issues that could constrain the use of the air space and flexibility of the forces. A number of exemptions to federal environmental laws are now being sought for Hill AFB. However, these federal exemptions have failed to pass the Congress thus far.
 - Luke AFB has considerable encroachment issues that appear to have been ignored; New Mexico is concerned that the Air Force is continuing to support tactical fighter operations in areas that are congested due to commercial air traffic.
4. Looking to the future, and given the requirements of new technology, there is no excess of air space. In fact, the air space and range space in New Mexico allows integration of both air-to-air and air-to-ground combat training.
5. Cannon AFB has outstanding infrastructure—runways, hangars (the 27th FW can hangar all their aircraft), and ramp space, all of which can easily support increased force structure.
6. Economic Impact: The Clovis/Portales negative economic impact from a Cannon AFB closure would be more than 200% greater than the next impacted community according to our analysis--we will provide more information in the near future. Our initial analysis shows that the community is unlikely to recover.
7. Force Structure: the DOD recommended action of inactivating three active fighter squadrons would have a detrimental impact on the retention, rotation base and total quality of life of the F-16 fighter force; we will provide additional information as we have time for analysis.

DCN: 3711
Issues / Questions for BRAC R&A Team
Cannon AFB

1. *The New Mexico Training Range Initiative would allow supersonic/ supercruise operations at Cannon AFB and dramatically increase the military value and viability for future F-22 and JSF mission requirements, including the use of future stand-off munitions. This initiative was strongly supported by the Air Force.*

Why was the New Mexico Training Range Initiative not included in the Air Force's military value analysis of Cannon AFB?

2. *Encroachment was considered a primary liability during the Pentagon's 2005 BRAC analysis. Luke AFB is severely encroached, being one of the greatest centers of population growth in the country. Nellis AFB has previously been cited by the GAO for serious encroachment issues due to population growth. Utah (Hill AFB) is battling a controversial plan by the Goshute Indian Tribe to place a nuclear waste site on the Skull Valley Reservation that could impact 1/3 of F-16 operations at the Utah Test and Training Range (UTTR).*

Did the Air Force adequately take into consideration real constraints, present and future, of Cannon AFB's potential peer facilities, including Hill AFB, Luke AFB, and Nellis AFB?

3. *The Chief of Staff, Air Force, testified to the Congress as late as April 2005 to the absolute necessity of retaining all available range space. This includes the need for supercruise range space to accommodate 1.5 mach speed aircraft and for the use of next generation standoff munitions. The Education and Training Joint Cross Service Group took no significant actions regarding ranges because they realized their value.*

Did the Air Force take into consideration the Force Structure implications of integrating future supercruise aircraft and air munitions and the requirements to operate these weapons platforms, given potential future restrictions at a number of ranges?

4. *Cannon AFB has outstanding hangars, runways, and base infrastructure. There exists potential alternative missions that could be accomplished at Cannon AFB that are consistent with our Force Structure.*

Did the Air Force or Joint Cross Service Group consider Cannon AFB as a potential fighter training site, an interceptor air warfare center, or as a receiving site for retrograding overseas fighters?

5. *Our analysis shows the Cannon community will not recover from a closure. Some cities, including Lubbock TX, were inappropriately included in the analysis and appear to serve to decrease the impact of a closure.*

Why was Lubbock, TX included in the economic analysis to a Cannon closure? How significant will the BRAC Commission consider serious economic devastation to a community?



U.S. Department
of Transportation
**Federal Aviation
Administration**

**ATO En Route & Oceanic
Central Service Area**
Minneapolis, Chicago,
Kansas City, Fort Worth,
Memphis, Houston

2601 Meacham Blvd.
Fort Worth, TX 76193

Mr. Troy Andersen
HQ ACC/CEVP Project Manager
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

Dear Mr. Andersen:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the New Mexico Training Range Initiative. We have the following general comments on the DEIS, in addition to the specific comments set forth in the attached table.

The Federal Aviation Administration (FAA) does not concur with the assessment of the impacts to the airspace described in the DEIS. We believe the enclosed letter from Ms. Joan M. Mallen, Manager, Albuquerque Air Route Traffic Control Center, to Colonel Charles A. Hale dated February 11, 2005 (Mallen letter), more accurately describes the impacts of the proposed action. We appreciate your acknowledgement of the ability and expertise of FAA controllers. However, we believe the impacts from moving J-74, raising the ceiling in the North Summer Air Traffic Control Assigned Airspace (ATCAA), and creation of the Capitan Military Operations Area (MOA)/ATCAA (as described in the DEIS) would necessitate compression and rerouting of air traffic, and would create unacceptable delays with additional miles-in-trail.

The FAA would like the USAF to clarify the description of the airspace in alternative A, incorporating the floors and ceilings defined in the Mallen letter. If these clarifications to alternative A are made, the FAA may be in a position to consider this alternative for identification as the Agency's preferred alternative prior to publication of the Final Environmental Impact Statement.

We wish to clarify that the FAA has no regulatory approval over any military's use of supersonic flight nor can the FAA prevent non-participating VFR aircraft from operating within an active MOA. However, as described in the Mallen letter, we have safety concerns regarding supersonic flights in the vicinity of victor air routes, specifically in the proposed Capitan MOA area.

Enclosed are additional comments on the draft. We look forward to completing this process with you.

Donald R. Smith
Acting Manager, Airspace Branch
Central En Route and Oceanic Service Area

Enclosure:
Mallen letter

ASW-520.5:NTerry:x5594:smc:02/18/05: (NMTRICOMMENTTRANSMITTALDEIS): F:

PAGE	SEC/PARA	COMMENT
1-6	1st	Use definition from 7400.2
2-30	2.4.4	Delete the reference to FAA Order 7400.2.
3-2	2nd	Please use the definition of Special Use Airspace (SUA) as defined in FAA Order 7400.2., Paragraph 21-1-3a.
3-2	3rd	Please use the definition of other types of SUA as defined in 7400.2, 21-1-3b.
4-8	Beginning	Delete the sentence beginning with "The extent or number..."
4-8	2nd	<p>The paragraph beginning with "As discussed in Section 3.1.2, ..." is incomplete and misleading because the term MARSAs is not explained in what specific types of operations it "could" apply. Please define the term in accordance with the Pilot/Controller Glossary (P/CG), effective 02/19/04 (includes Change 1 dated 08/05/04). The P/CG is an addendum to: Aeronautical Information Manual, Order 7110.10, Flight Services, and Order 7110.65, Air Traffic Control. (For your benefit, We have attached the MARSAs definition.)</p> <p>MILITARY AUTHORITY ASSUMES RESPONSIBILITY FOR SEPARATION OF AIRCRAFT- A condition whereby the military services involved assume responsibility for separation between participating military aircraft in the ATC system. It is used only for required IFR operations, which are specified in letters of agreement or other appropriate FAA or military documents.</p> <p>1-4-8. USE OF MILITARY AUTHORITY ASSUMES RESPONSIBILITY FOR SEPARATION OF AIRCRAFT (MARSAs)</p> <p>The application of MARSAs is a military service prerogative and will not be invoked by individual units or pilots except as follows:</p> <p>a. Military service commands authorizing MARSAs shall be responsible for its implementation and terms of use. When military operations warrant an LOA and MARSAs will be applied, the authority to invoke MARSAs shall be contained in the LOA. It must be noted that an LOA will not be required in all cases involving MARSAs.</p> <p>b. ATC facilities do not invoke or deny MARSAs. Their sole responsibility concerning the use of MARSAs is to provide separation between military aircraft engaged in MARSAs operations and other non-participating IFR aircraft.</p> <p>c. DoD shall ensure that military pilots requesting special use airspace (SUA)/ATC assigned airspace (ATCAA) have coordinated with the scheduling agency, obtained approval for entry, and are familiar with appropriate MARSAs procedures. ATC is not responsible for determining which military aircraft are authorized to enter SUA/ATCAA.</p>

NMTRI /Cannon AFB

Date Prepared: June 7, 2005

Prepared by: James Aarnio (BRAC/FAA); with input from Mr. Jon Semanek, Support Manager, Airspace & Procedures, ZAB-530 (FAA, Albuquerque Enroute Air Traffic Control Center, ZAB).

- The USAF has been developing the New Mexico Training Range Initiative (NMTRI) for approximately two years. NMTRI is designed to incorporate enhanced F-16 training in eastern New Mexico at Cannon AFB. NMTRI proposes to expand the vertical and lateral boundaries of Military Operating Areas and Air Traffic Control Assigned Airspace (MOA/ATCAAs) near Cannon AFB. Coincident with this expansion is the proposal to fly supersonic throughout the range down to 5,000 ft. Above Ground Level (AGL). The FAA has safety concerns of mixing non-participating aircraft (VFR aircraft that may or may not be in contact with ATC) and supersonic operations while maintaining the ability to adhere to the provisions of Federal Air Regulation (FAR) 91.113. FAA's concern is magnified in the proposed Capitan MOA, which includes the airspace of airways V68/83.
- USAF submitted to ZAB a draft airspace proposal in December 2004 to add MOA/ATCAA airspace to the PECOS MOA Complex and create MOA/ATCAA airspace between PECOS and the White Sands Missile Range (WSMR). This submittal also proposed the realignment of J74 to allow for increase of Special Use Airspace (SUA). The USAF, concurrently, has been compiling an environmental impact statement (EIS) for SUA expansion and supersonic flight. The EIS is currently in preliminary draft format. Neither a final Environmental Impact Statement (EIS), nor formal airspace proposal have been submitted to FAA.
- ZAB responded to the USAF in February 2005 with a NMTRI Draft Airspace Analysis. Several "Non Concur" were listed by ZAB for the NIMTRI proposal. FAA countered with many detailed comments, mitigation measures, and suggestions, including; increased MOA/ATCAA airspace south of J74 (vertically to FL500/and increase - beyond USAF proposal of 600 square miles). ZAB also concurred with establishment of "bridge" SUA between WSMR and PECOS areas; however, the proposed floor of that airspace was not feasible for operational requirements at ZAB and, also with the exception of the inclusion of excluded airspace for Fort Sumner Municipal Airport (section 1.2.1). FAA also did NOT concur with the establishment of the Capitan MOA and associated Air Traffic Control Assigned Airspace (ATCAA) as proposed in section 1.4.2 of the Air Force draft proposal. Numerous correspondence and meetings have taken place since then exploring alternatives and airspace configurations.

- ZAB briefed the Southwest Airspace Workgroup at DFW TRACON on March 29, 2005, on the NMTRI airspace proposal. This group included air carrier and National Business Aircraft Association (NBAA) representatives, RTCA, FAA and military personnel.
- On May 13, 2005, Cannon AFB appeared on the Base Realignment and Closure List (BRAC). Possible closure of Cannon AFB, along with the NMTRI proposal, has drawn considerable Congressional and State of New Mexico interest.
- On May 23, 2005, ZAB hosted a meeting with Cannon AFB personnel. In that meeting 27th FW Operations Group Commander Col. Tip Wight explained that the proposed SUA expansion north of J74 is paramount to other requests in the NMTRI proposal. In that meeting ZAB outlined as they had previously in meetings and correspondence that their concerns of compression, workload and sector integrity issues are still viable, along with traffic management initiatives that would be required to accommodate NMTRI proposed airspace. Proposed realignment of J74 would not be feasible as it is an integral part of the high altitude stratum in the eastern portion of ZAB's airspace, and provides definition and structure to heavily used enroute airspace in that area.
- BRAC Commission visits Cannon AFB on June 23, 2005, on a fact finding mission. Regional Hearing in Clovis, NM, June 24, 2005.
- The draft NMTRI airspace proposal has changed several times in the last 6 months. ZAB continues to work with Cannon to explore alternatives. No formal airspace proposal is ready for submission, and the NMTRI proposal is not yet in an active formal airspace case status.
- There are NO current action items in place between the Air Force and the FAA that would enable the NMTRI proposal to be active by October, 2005, as reported in the media that a "Letter of Agreement (LOA)" was "very close to being signed".
- It is operationally evident that mitigation measures must be enacted to initiate the NMTRI in less than an operational capability as that which the Air Force requests.

New Mexico Range Training Initiative (NMTRI) Schedule for EIS (Environmental Impact Statement)

PAST

- Scoping (public meeting process on draft proposal) was completed in January 2004. USAF (United States Air Force) held public meetings and FAA (Federal Aviation Administration) attended.
- FAA attended a week long meeting to discuss the Preliminary Draft EIS (DEIS) in summer of 2004.
- The USAF published a DEIS in January 2005.
- The USAF held public hearings on the Draft EIS and FAA attended as a cooperating agency (FAA is legal authority over airspace, therefore is "cooperating agency" by law. Although, FAA may not agree with proponents conclusions).
- FAA sent written comments on the DEIS.

PRESENT

- USAF is compiling and responding to all comments on the DEIS.

FUTURE - USAF

- USAF will publish an FEIS (Final Environmental Impact Statement). October-December, 2005: estimated.
- USAF will issue a Record of Decision (ROD).
- Formal airspace proposal will be submitted by USAF after ROD is signed along with EIS.

FUTURE – FAA

(FAA will act once it receives a formal airspace proposal. See FAA Order 7400.2E, Procedures for Handling Airspace Matters, for specific timelines.)

- If the airspace proposal contains moving J-74 (Jet Route number 74; Airway above 18,000 ft. Mean Sea Level [MSL]), FAA's action is rule-making and may take up to one year to complete. With such an action, FAA is required to issue a Notice of Proposed Rule-Making (NPRM) in the Federal Register. FAA is required to respond to comments and follow the processes as listed in FAA Order 7400.2E.
- If the airspace proposal only contains Military Operating Areas (MOAs), FAA's action will not be rule-making, but will require circularization (Draft Advisory Circular [AC] will be disseminated to non-participating user groups). FAA may also hold public hearings. The estimated time frame is 8 months for this process.
- Once the FAA has a federal action, such as charting a MOA or moving an airway, the FAA will review the USAF's FEIS to determine if the document provides sufficient environmental documentation to meet the FAA requirements. If the document is adequate, the FAA will make an environmental decision to comply with its orders and with NEPA (National Environmental Policy Act of 1969).

operation

KEEP CANNON

[Home](#)[Reasons to Keep Cannon](#)[Sample Letter](#)

Reasons to Keep Cannon AFB

Consider these points when you write your letter.

- Cannon does not fit the criteria provided for base closure
- Once the New Mexico Training Range Initiative is implemented, Cannon will be able to offer pilots the ability to fly supersonic during training missions.
- The weather in eastern New Mexico provides year-around training.
- The Melrose bombing range is seconds away from Cannon.
- Cannon has the space and facilities to accommodate joint warfare training and readiness.
- Cannon has ample space/ramp space to accommodate surge force requirements in training and emergency situations.
- The availability of air space and ideal flying weather makes Cannon the perfect candidate to support future training missions for the F-22, Joint Strike Fighter, and other military aircraft.
- The relationship between Cannon and the surrounding area: Clovis, Portales, West Texas and others, is unlike any other installation in the country.
- The entire area, including Amarillo and Lubbock, is home to a large military retiree population. These retirees rely on Cannon for healthcare, grocery shopping and more. There is not another installation close by to serve retired military.
- In the early 90s, Curry County, in conjunction with the state of New Mexico, purchased air easements around Cannon and gave them to the Air Force. This was done to protect the air space from encroachment.
- The local community purchased the land north of Cannon and gave it back to the Air Force for additional housing.
- The local community purchased land west of Cannon and gave it back to the Air Force for the installation of instrument lighting on the alternate runway at the base.
- The local community spearheaded the effort to expand and convert the airspace to supersonic capability through the New Mexico Training Range Initiative.
- It has been estimated that the closing of Cannon will cost this area the loss of more jobs, percentage-wise, than any other area in the country.
- The closing of Cannon will have a severe ripple effect on the economy of the entire state and West Texas.
- The closing of Cannon will have a very negative impact on education throughout the area, including the public schools and Eastern New Mexico University and Clovis Community College.

Student Success — That's What It's All About



Operation KEEP CANNON

[Home](#)

[Reasons to Keep Cannon](#)

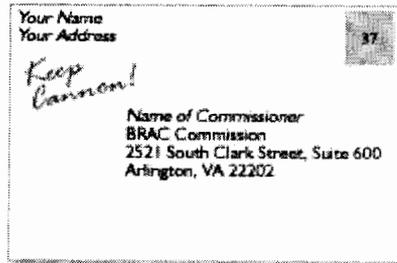
[Sample Letter](#)

Sample Letter

Remember to write **Keep Cannon** on the envelope.

5-20-05

Your Name
Your Address



The Honorable Anthony J. Principi,

I am very concerned about the BRAC Commission's decision to close Cannon Air Force Base.

I do not believe the Commission is fully aware of the unique attributes that Cannon offers to our national defense. These include an abundance of air space and no encroachment issues, a bombing range that is only seconds away, the airspace to fly at supersonic speeds, and ideal year-round flying weather, among many others.

In addition to the military value to the nation, Cannon has been supported over the last 50 years by the local communities like no other in the country. We consider Cannon a part of our family.

The closure of Cannon will also have a devastating impact on our economy. It has been estimated that the area will lose at least 20 percent of its workforce, plus the ripple effect that we will have on our public and higher education systems.

Please reconsider all the facts before making your final decision.

Respectfully Yours,

Your Signature

Student Success — That's What It's All About

