



DEPARTMENT OF THE AIR FORCE

BIRMINGHAM INTERNATIONAL AIRPORT AIR GUARD STATION, AL

RECOMMENDATION # 78 (AIR FORCE 5)

ONE-TIME COST:	N/A
ANNUAL RECURRING COSTS/(SAVINGS):	N/A
20-YEAR NET PRESENT VALUE:	N/A
PAYBACK PERIOD:	N/A

SECRETARY OF DEFENSE RECOMMENDATION

Realign Birmingham International Airport Air Guard Station (AGS), AL. Distribute the 117th Air Refueling Wing's (ANG) KC-135R aircraft to the 101st Air Refueling Wing (ANG), Bangor International Airport AGS, ME (two aircraft); the 134th Air Refueling Wing (ANG), McGhee-Tyson Airport AGS, TN (four aircraft); and the 161st Air Refueling Wing (ANG), Phoenix Sky Harbor International Airport AGS, AZ (two aircraft). The 117th Air Refueling Wing's firefighter positions will move to Dannelly Field AGS, AL, and the remaining expeditionary combat support (ECS) will remain in place.

SECRETARY OF DEFENSE JUSTIFICATION

Phoenix Sky Harbor (37) scored higher than Birmingham (63) in military value for the tanker mission. This recommendation takes advantage of available capacity at Phoenix by increasing the air refueling squadron size from eight to ten aircraft, making the wing's overall capability more robust. It also capitalizes on the favorable recruiting environment of the greater Phoenix region, which can sustain this increased squadron size. Although McGhee-Tyson (74) and Bangor (123) ranked lower, military judgment argued in favor of retaining and adding force structure to these installations to increase their overall effectiveness. Bangor was increased in squadron size from 8 to 12 aircraft because of its critical role in the Northeast Tanker Task Force, as well as its participation in the transatlantic air bridge. The Air Force considered McGhee-Tyson's available capacity and Air National Guard experience in replacing aging, high maintenance KC-135E aircraft with re-engined KC-135R models and in increasing the squadron from 8 to 12 aircraft. Birmingham's ECS remains in place to support the Air Expeditionary Force and to retain trained and experienced Air National Guard personnel.

COMMUNITY CONCERNS

The community argued DoD failed to properly calculate the base's military value, mission capability and infrastructure. It objected to transferring tankers to bases with lower Tanker Mission Compatibility Index (MCI) scores. It criticized the unspecified structure and implementation of "Enclaves" and Expeditionary Combat Support (ECS) units, and claimed moving aircraft without altering infrastructure misused the BRAC process. It felt the national tanker lay-down plan and MCI did not address homeland defense or security requirements. The community stated DoD did not give sufficient weight to an ongoing runway lengthening project, their "world-class" tanker infrastructure, collocation with a contract depot repair and maintenance facility, and ability to accommodate contingency and surge operations.

COMMISSION FINDINGS

The Commission found that the aggregate of both programmatic and BRAC-related aircraft movements into and out of the Southeastern United States, including Air Force, Navy and Marine aircraft, could lead to a potential shortage of regional air refueling aircraft for efficient, cost-effective training opportunities and homeland defense mission support. The Commission found that the potential shortfall is one of economic efficiency, not operational deficiency. The Commission found that the potential shortfall of cost-effective air-refueling support could be mitigated by rejecting one of the Department of Defense's recommendations reducing the quantity of KC-135 tanker aircraft in the Southeast. The Commission noted the significant operational capability advantage that Birmingham will soon have as a result of its ongoing runway lengthening project (from 10,000' to 12,000'), and additional military value of the installation. The Commission assesses that Birmingham IAP AGS,

AL should continue to operate as an eight-PAA KC-135 installation. The Commission found that this action is consistent with the Commission's Air National Guard and Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1 and 2, and the Force Structure Plan. Therefore, the Commission has rejected the recommendation of the Secretary.

EIELSON AFB, AK; MOODY AFB, GA; AND SHAW AFB, SC

RECOMMENDATION # 79 (AIR FORCE 6)

ONE-TIME COST:	\$32.9M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$12.1M)
20-YEAR NET PRESENT VALUE:	(\$126.9M)
PAYBACK PERIOD:	3 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Eielson Air Force Base, AK. The 354th Fighter Wing's assigned A-10 aircraft will be distributed to the 917th Wing Barksdale Air Force Base, LA (three aircraft); to a new active-duty unit at Moody Air Force Base, GA (12 aircraft); and to backup inventory (three aircraft). The 354th Fighter Wing's F-16 aircraft will be distributed to the 57th Wing, Nellis Air Force Base, NV (18 aircraft). The Air National Guard Tanker unit and rescue alert detachment will remain as tenants on Eielson. Realign Moody Air Force Base, by relocating base-level ALQ-184 intermediate maintenance to Shaw Air Force Base, SC, establishing a Centralized Intermediate Repair Facility (CIRF) at Shaw Air Force Base, SC, for ALQ-184 pods. Realign Shaw Air Force Base, relocating base-level TF-34 engine intermediate maintenance to Moody Air Force Base, establishing a CIRF at Moody Air Force Base for TF-34 engines.

SECRETARY OF DEFENSE JUSTIFICATION

Eielson's (11) military value is high because of its close proximity to valuable airspace and ranges; however, Eielson is an expensive base to operate and improve (build). The Air Force recommends realigning Eielson, but keeping the base open in a "warm" status using the resident Air National Guard units and a portion of the infrastructure to continue operating the base for USAF/Joint/Combined exercises. The Air Force distributes the F-16s to Nellis (13) a base with high military value, and the A-10s to Moody (11-SOF/CSAR), which also ranks high in military value. The CIRFs at Moody and Shaw compliment force structure moves and anticipate these bases as workload centers for these commodities.

COMMUNITY CONCERNS

The Eielson, AK, community argued that DoD's proposed realignment deviated from military value criteria, would not produce estimated savings, undermined joint training, and ignored the strategic value of military presence in Alaska. First, although the Air Force acknowledged Eielson's high military value, it subordinated this value to cost savings. Further, the cost to maintain Eielson in a "warm" status is not realistic. A site survey subsequent to the original DoD proposal showed an additional 1,000 personnel would be needed to properly maintain the installation.

Second, the community asserted the loss of close air support aircraft at Eielson would reduce joint training opportunities with the Army and degrade readiness of the Stryker Brigade at Fort Wainwright, AK, and the Airborne Brigade at Fort Richardson, AK. Further, they questioned the affordability of large-scale exercises at Eielson if the Air Force has to pay higher than projected costs to properly maintain the base in "warm" status. These costs could result in underutilization of Eielson's valuable range complex.

Finally, the community contended DoD's recommendation ignored Eielson's strategic location in the Pacific theater, claiming that operational units at Eielson are even more critical given plans to reduce US forces in Korea and Japan. Removing aircraft could send an unintended message that the US is reducing its interests in the Pacific and increase response times to regional contingencies.

COMMISSION FINDINGS

The Commission found that a risk of the realignment of Eielson would be under-use of one of the Air Force's best airspace and range complexes. Eielson's military value is distinguished from other bases by its airspace and range complex, which is about three times the size of the Air Force's Red Flag complex at Nellis AFB, NV. The investment in the complex's range instrumentation is also significant. The Air Force justified its recommendation by its intention to increase the number of large scale exercises at Eielson. Eielson would have greater capacity to host these exercises without aircraft permanently based there. However, the Commission found that plans to expand exercises are not yet formalized. In order to maintain air combat forces in the region and further utilize the range, the Commission rejected the portion of the recommendation that relocates the 354th Wing's F-16s.

The Commission found permanently basing A-10s in Alaska would have a negligible impact on the ability to respond to a contingency in the Pacific Theater. While there would be a delay in getting forces into theater, the timing would still meet operational plan requirements. The Commission also found that the lack of permanently assigned A-10 aircraft at Eielson may somewhat limit joint training opportunities with the Army in Alaska, but those losses would be offset by far more training opportunities at Moody AFB, GA, which is close to a large number of Army and Special Forces units.

The Commission found that the Air Force significantly underestimated the costs of maintaining Eielson as a "warm base." The Commission was unable to determine how many more personnel are needed to maintain the base. The Commission found that portions of the base needed for future use, such as supporting a contingency or exercise, must be properly maintained. The Commission found that savings attributable to military personnel reductions represented an estimated 86 percent of Eielson's net present value savings.

Finally, the Commission notes that the economic impact in the Fairbanks, AK area would be substantial. Nearly nine percent of jobs in the area would be lost.

Separately, the Commission found the air sovereignty mission could be conducted from Eielson Air Force Base and recommended closure of Galena Forward Operating Location, AK. Eielson will become the northernmost air defense site in the United States.

The Commission found no substantial deviation in paragraph 79.b and 79.c of the bill (see Appendix Q) related to the TF-34 and ALQ-184 maintenance realignments.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1 and 5, and from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Eielson Air Force Base, AK. The 354th Fighter Wing's assigned A-10 aircraft will be distributed to the 917th Wing Barksdale Air Force Base, LA (three aircraft); to a new active-duty unit at Moody Air Force Base, GA (12 aircraft); and to backup inventory (three aircraft). The Air National Guard Tanker unit and rescue alert detachment will remain as tenants on Eielson.

Realign Moody Air Force Base, by relocating base-level ALQ-184 intermediate maintenance to Shaw Air Force Base, SC, establishing a Centralized Intermediate Repair Facility (CIRF) at Shaw Air Force Base, SC for ALQ-184 pods.

Realign Shaw Air Force Base, relocating base-level TF-34 engine intermediate maintenance to Moody Air Force Base, establishing a CIRF at Moody Air Force Base for TF-34 engines.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

KULIS AGS AK, ELMENDORF AFB, AK

RECOMMENDATION # 80 (AIR FORCE 7)

ONE-TIME COST:	\$147.4M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$16.4M)
20-YEAR NET PRESENT VALUE:	(\$70.6M)
PAYBACK PERIOD:	10 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Close Kulis Air Guard Station (AGS), AK. Relocate the 176th Wing (ANG) and associated aircraft (eight C-130Hs, three HC-130Ns, and five HH-60s) and the Expeditionary Combat Support (ECS) elements to Elmendorf Air Force Base, AK. Realign Elmendorf Air Force Base. With the addition of four aircraft from another installation (see Air Force recommendation for Ellsworth Air Force Base and Dyess Air Force Base), the 176th Wing at Elmendorf will form an ANG/active duty association with 12 C-130H aircraft. The 3d Wing at Elmendorf Air Force Base will distribute 24 of 42 assigned F-15C/D aircraft to the 1st Fighter Wing, Langley Air Force Base, VA.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation distributes C-130, HC-130 and HH-60 aircraft from Kulis AGS (110) to Elmendorf Air Force Base (51), which has a higher military value. Moving these aircraft to Elmendorf Air Force Base consolidates two installations in the same city, reduces infrastructure, creates an active/ARC association, and retains the skilled, highly trained ANG personnel from Kulis AGS. This recommendation also distributes a portion of the F-15C/Ds at Elmendorf Air Force Base (36-fighter) to Langley Air Force Base (2-fighter). Elmendorf retains one squadron (18 aircraft) for air sovereignty missions and distributes the remaining 24 F-15Cs to Langley Air Force Base.

COMMUNITY CONCERNS

Alaskan community representatives argued DoD underestimated the costs of the move, citing a recent Air Force site survey estimating the relocation would require more than initially estimated. While acknowledging the move would benefit development of Anchorage International Airport, the community notes Air Guard operations would suffer if the move is underfunded. The Governor stated that his consent to the proposed relocation would be contingent on adequate funding.

COMMISSION FINDINGS

The Commission found that the relocation of the C-130s and helicopters from Kulis to Elmendorf, while consistent with the BRAC selection criteria, would be considerably more expensive than originally estimated. The Commission notes that the Governor of Alaska as well as its Adjutant General supports the relocation of Kulis AGS to Elmendorf, if properly funded. If significantly under-funded, the commission is concerned that the readiness of the Air National Guard unit could be negatively impacted. Therefore, the Commission supports the DoD recommendation to move the ANG C-130 and HH-60 on Kulis AGS, contingent on the availability of adequate military construction funds to provide the necessary facilities at Elmendorf AFB.

The Commission identified no impediments to the proposed realignment of Elmendorf AFB, and relocation of some of its F-15 aircraft to Langley AFB, VA. Elmendorf is scheduled to receive F/A-22 aircraft outside of the BRAC process. The F-15s that remain at Elmendorf would continue to conduct the air sovereignty and other mission in Alaska. Because of changes in other recommendations, the full complement of C-130s may have to come from elsewhere than locations noted in the original recommendation.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1 and 5, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Contingent on the availability of adequate military construction funds to provide the necessary facilities at Elmendorf AFB, AK, close Kulis Air Guard Station (AGS), AK. Relocate the 176th Wing (ANG) and associated aircraft (eight C-130Hs, three HC-130Ns, and five HH-60s) and Expeditionary Combat Support (ECS) to Elmendorf Air Force Base, AK.

Realign Elmendorf Air Force Base. The 176th Wing at Elmendorf will form an ANG/active duty association with 12 C-130H aircraft. The Commission recommends 3d Wing at Elmendorf Air Force Base will distribute 18 of 42 assigned F-15C/D aircraft to the 1st Fighter Wing, Langley Air Force Base, VA and 6 to an Air National Guard unit.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

FORT SMITH AIR GUARD STATION, AR, AND LUKE AIR FORCE BASE, AZ

RECOMMENDATION # 81 (AIR FORCE 8)

ONE-TIME COST:	\$17.6M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$1.5M)
20-YEAR NET PRESENT VALUE:	(\$2.0M)
PAYBACK PERIOD:	16 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Fort Smith Municipal Airport (MAP) Air Guard Station (AGS), AR. Distribute the 188th Fighter Wing's (ANG) F-16s to the 144th Fighter Wing (ANG) Fresno Air Terminal AGS, CA (seven aircraft) and retirement (eight aircraft). The 144th Fighter Wing's F-16s (15 aircraft) retire. The wing's expeditionary combat support (ECS) elements remain in place. Firefighter positions realign to Tulsa, OK, and the Home Station Training Site moves to Savannah, GA. Realign Luke Air Force Base, AZ. The 56th Fighter Wing, Luke Air Force Base, AZ, distributes its F-16 Block 25s (13 aircraft) and F-16 Block 42s (24 aircraft) to retirement. The 944th Fighter Wing distributes its F-16s to the 144th Fighter Wing at Fresno (11 aircraft).

SECRETARY OF DEFENSE JUSTIFICATION

Military value played the predominant role coupled with homeland defense. The Air Force recommendation realigns 15 aircraft from Fort Smith (110) to Fresno (87), which supports the homeland defense Air Sovereignty Alert mission. Additionally, this recommendation helps align the eight different F-16 models across the Air Force. Finally, this recommendation makes experienced airmen available to support the new ANG flying training unit created at Little Rock Air Force Base, AR.

COMMUNITY CONCERNS

The Fort Smith, AR, community disputed DoD's Mission Compatability Index (MCI) scores, claiming the Air Force's one-size-fits-all approach for both active and reserve bases creates a built-in bias favoring large-active-duty bases. It argued that in fact, Fort Smith is the most cost-efficient fighter wing in the Air National Guard. DoD's recommendations could adversely affect joint training opportunities, both at Fort Smith and nearby Fort Chaffee. The community noted the recommendation undermines recruiting and retention. The loss of fighter interceptors for homeland defense is a major concern for one of the five fastest growing communities in the United States. The commercial airport authority and surrounding communities would lose significant civil support and emergency disaster relief services. It would cost \$7.5 million initially, and at least \$2 million annually thereafter, to replicate lost air rescue and airport firefighting services.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to realign Fort Smith Municipal Airport Air Guard Station and Luke Air Force Base was not cost effective. The Commission estimated a 20-year Net Present Value cost of \$13.8 million and a payback in excess of 100 years for the recommendation. However, the Commission found that the military value calculation for Fort Smith did not give proper credit to airspace, low level routes, and auxiliary airfields and nearby Fort Chaffee. The Commission agreed with the Secretary of Defense that the F-16s at Fort Smith should be withdrawn due to a shrinking inventory of this weapon system but found Fort Smith to be an ideal location for the A-10

aircraft. No objections were found to the part of the recommendation related to Luke Air Force Base. The Commission found that this action is consistent with the Commission's Air National Guard and Reserve Laydown plan.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Fort Smith Municipal Airport (MAP) Air Guard Station (AGS), AR, and Luke Air Force Base, AZ. Distribute the 15 F-16 aircraft assigned to the 188th Fighter Wing (ANG) at Fort Smith Air Guard Station, AR, 37 F-16 aircraft assigned to the 56th Fighter Wing at Luke Air Force Base, and the 15 F-16 aircraft assigned to the 144th Fighter Wing (ANG) at Fresno Air Terminal Air Guard Station, CA, to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission;

Establish 18 PAA A-10 aircraft at the 188th Fighter Wing (ANG), Fort Smith Air Guard Station, AR.

Establish 18 PAA F-16 aircraft at the 144th Fighter Wing (ANG), Fresno Air Terminal Air Guard Station, CA.

Establish a contiguous enclave for the 188th Fighter Wing (ANG) sufficient to support operations of that unit, including flight operations, compatible with joint use of the Air Guard Station as a civilian airport. The Home Station Training Site moves to Savannah, GA.

If the State of Arkansas decides to change the organization, composition and location of the 188th Fighter Wing (ANG) to integrate the unit into the Future Total Force, all personnel allotted to the 188th Fighter Wing (ANG), including the unit's Expeditionary Combat Support (ECS) elements, will remain in place and assume a mission relevant to the security interests of the State of Arkansas and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission. This recommendation does not effect a change to the authorized end-strength of the Arkansas Air National Guard. The distribution of aircraft currently assigned to the 188th Fighter Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

BEALE AIR FORCE BASE, CA, AND SELFRIDGE AIR NATIONAL GUARD BASE, MI

RECOMMENDATION # 82 (AIR FORCE 10)

ONE-TIME COST:	\$40.6M
ANNUAL RECURRING COSTS/(SAVINGS):	\$1.7M
20-YEAR NET PRESENT VALUE:	\$57.9M
PAYBACK PERIOD:	NEVER

SECRETARY OF DEFENSE RECOMMENDATION

Realign Beale Air Force Base, CA. The 940th Air Refueling Wing (AFR) will realign its KC-135R tanker aircraft while its expeditionary combat support (ECS) elements will remain in place. Beale's KC-135R aircraft will be distributed to the Air National Guard at Selfridge ANGB, MI (four aircraft) and 134th Air Refueling Wing (ANG), McGhee-Tyson Airport Air Guard Station, TN (four aircraft). Realign Selfridge Air Reserve Base, MI. The 927th Air Refueling Wing (AFR) at Selfridge will distribute its eight KC-135 aircraft to the 127th Wing (ANG) at Selfridge. The 127th Wing will retire its 15 F-16 aircraft and eight C-130E aircraft, and will convert to A-10 and KC-135R aircraft.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation capitalizes on Beale's (7-C2ISR and 33-UAV) high military value and emerging Global Hawk unmanned aerial vehicle (UAV) mission. Realigning KC-135 force structure enables Beale to have one primary operational flying mission—manned and unmanned high altitude reconnaissance—balances the Reserve and Air National Guard KC-135 force structure, and retains reserve component manpower and experience for the new Global Hawk mission. The receiver locations for Beale's tankers—Selfridge (57) and McGhee-Tyson (74)—each have above average military value for reserve component bases in the tanker mission.

Beale's more modern KC-135R aircraft will replace the older, higher maintenance KC-135E models at McGhee-Tyson and help increase the new ANG tanker mission at Selfridge to an effective size of 12 aircraft. The resulting KC-135R increase at Selfridge and McGhee-Tyson increases the tanker force structure into squadron sizes that are more operationally effective.

As a reserve component base, Selfridge ANGB has above average military value as both a tanker installation (57) and fighter installation (70) as rated for those respective mission areas. This recommendation streamlines operations at Selfridge ANGB by realigning the Reserve air refueling mission, currently operating as a tenant unit, and divesting the ANG wing of its retiring force structure. The ANG wing's older, less capable C-130E and F-16 aircraft will retire and be replaced with Reserve KC-135R aircraft from Selfridge and Beale, and 15 A-10 aircraft realigned by the recommended closures of W.K. Kellogg Airport Air Guard Station, MI, and NAS Willow Grove, PA. Reorganizing the flying operations under one component (ANG) will maximize organizational effectiveness and allow the installation to accommodate two effectively sized squadrons. The 927th Air Refueling Wing will realign to associate with the 6th Air Mobility Wing at MacDill Air Force Base, FL, to capture reserve experience in the region and enhance that unit's capability.

COMMUNITY CONCERNS

The Beale, CA, community supported DoD's recommendation to focus the base on one primary operational flying mission (UAVs). They raised concerns about the lack of specific information as to when and how the emerging UAV mission would unfold. They felt that recruiting and retention could be difficult during the temporary period between departure of the tanker mission and arrival of the new Global Hawk mission. Experienced and skilled reservists may leave the wing without a clear sense of the new mission's opportunities.

COMMISSION FINDINGS

The Commission found realigning the 940th Air Refueling Wing and associating it with the 9th Reconnaissance Wing would, in fact capitalize on Beale's high Unmanned Aerial Vehicle (UAV) Mission Compatibility Index (MCI) score and emerging Global Hawk mission. The Commission additionally found that the projected savings from this recommendation were modest and the primary aim of this recommendation was to realign the force structure and to maximize organizational effectiveness at Selfridge, MI. Further, this recommendation enables conversion of Selfridge ANGB from F-16s to A-10s, in

line with the Department's intent to retire older F-16s while maintaining a flying mission, and retaining skilled Airmen, in the Michigan area.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1 and 3, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Beale Air Force Base, CA. Distribute the 940th Air Refueling Wing's (AFR) KC-135R/T aircraft to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission. The 940th Air Refueling Wing's Expeditionary Combat Support (ECS) elements will remain in place.

Establish 12 PAA KC-135R/T aircraft at the 134th Air Refueling Wing (ANG), McGhee-Tyson Airport Air Guard Station, Tennessee. The KC-135E aircraft assigned to the 134th Air Refueling Wing will be transferred to the Aerospace Maintenance and Regeneration Center (AMARC) at Davis-Monthan AFB, AZ, for appropriate disposal as economically unserviceable aircraft.

Realign Selfridge Air Reserve Base, MI. Distribute the KC-135R/T aircraft assigned to the 927th Air Refueling Wing's (AFR) and the 8 C-130E aircraft assigned to the 127th Wing (ANG) at Selfridge Air Reserve Base, Michigan to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission. The 127th Wing will convert from C-130E to KC-135R/T aircraft.

Establish 8 PAA KC-135R/T aircraft at the 127th Wing (ANG), Selfridge Air Reserve Base, Michigan.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

MARCH AIR RESERVE BASE, CA

RECOMMENDATION # 83 (AIR FORCE 11)

ONE-TIME COST:	\$5.2M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$0.8M)
20-YEAR NET PRESENT VALUE:	(\$6.1M)
PAYBACK PERIOD:	7 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign March Air Reserve Base, CA. The 163d Air Refueling Wing (ANG) will distribute its nine KC-135R aircraft to the 452d Air Mobility Wing (AFR), March Air Reserve Base (four aircraft); the 157th Air Refueling Wing (ANG), Pease International Tradeport Air Guard Station, NH (three aircraft); the 134th Air Refueling Wing (ANG), McGhee-Tyson Airport Air Guard Station, TN (one aircraft); and the 22d Air Refueling Wing, McConnell Air Force Base, KS (one aircraft). The 163d Air Refueling Wing's expeditionary combat support (ECS) will remain in place.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation realigns aircraft and organizationally optimizes March Air Reserve Base. With the highest military value (16) of all air reserve component bases for the tanker mission, March Air Reserve Base is retained and streamlined from two wing organizational structures to one reserve component flying mission with a more effectively sized KC-135 unit of 12 aircraft. This action distributes the remaining Air National Guard force structure at March to the higher-ranking active installation, McConnell (15), and two ANG installations, McGhee-Tyson (74) and Pease (105). McGhee-Tyson, though rated lower in military value, receives one aircraft due to military judgment to increase the squadron to a more effective size of 12 aircraft. Military judgment also placed additional force structure at Pease to support the Northeast Tanker Task Force and also increase the squadron to a more effective size of 12 aircraft. All receiver installations are increased in operational

capability with the additional aircraft because of their proximity to air refueling missions. March's ECS remains in place to support the Air Expeditionary Force and to retain trained and experienced Air National Guard personnel.

COMMUNITY CONCERNS

The community opposed DoD's recommendation, claiming it is unfounded, adding that moving KC-135 tankers from March ARS, the highest military value ranking reserve component tanker base, to bases of substantially lower military value deviates from the selection criteria and is incongruous with optimizing the force structure.

COMMISSION FINDINGS

The Commission found the recommendation redistributes March's KC-135 aircraft to installations with lower military value. The Commission realigned March Air Reserve Base according to the Commission's Air National Guard and Reserve plan. This realignment would reduce the KC-135 inventory in accordance with DoD's 2025 Force Structure Plan.

The Commission's Air National Guard and Reserve Laydown plan also permits retiring aircraft and strengthening forces to achieve the highest military value. This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1 and 3, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign March Air Reserve Base, CA. Distribute the 163d Air Refueling Wing's (ANG) KC-135R/T aircraft to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission. Establish the following KC-135R/T PAA:

The 452nd Air Mobility Wing (AFR), March Air Reserve Base, CA (12 PAA KC-135R/T);

The 157th Air Refueling Wing (ANG), Pease International Tradeport Air Guard Station, NH (eight PAA KC-135R/T);

The 108th Air Refueling Wing (ANG), McGuire Air Force Base, NJ (eight PAA KC-135R/T). The 108th Air Refueling Wing's KC-135E aircraft will be transferred to the Aerospace Maintenance and Regeneration Center (AMARC) at Davis-Monthan AFB, AZ, for appropriate disposal as economically unserviceable aircraft;

If the State of California decides to change the organization, composition and location of the 163d Air Refueling Wing (ANG) to integrate the unit into the Future Total Force:

the 163d Air Refueling Wing's Expeditionary Combat Support (ECS) elements remain in place;

reassign a sufficient number of aircrews and maintenance personnel of the 163d Air Refueling Wing (ANG) to the 146th Airlift Wing (ANG), a C-130 unit located at Channel Islands Air Guard Station, California, to bring that unit to a fully manned status, with the Air Force providing retraining where necessary, and;

all other personnel allotted to the 163d Air Refueling Wing (ANG) will remain in place and assume a mission relevant to the security interests of the State of California and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, engineering, rescue operations or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the California Air National Guard. The distribution of aircraft currently assigned to the 163rd Air Refueling Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

ONIZUKA AFS, CA

RECOMMENDATION # 84 (AIR FORCE 12)

ONE-TIME COST:	\$123.7M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$25.9M)
20-YEAR NET PRESENT VALUE:	(\$211.0M)
PAYBACK PERIOD:	5 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Close Onizuka Air Force Station, CA. Relocate the Air Force Satellite Control Network (AFSCN) mission and tenant Defense Information Systems Agency (DISA) Defense Satellite Communication System (DSCS) mission and equipment to Vandenberg Air Force Base, CA.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation consolidates satellite command and control operations while reducing excess infrastructure. Onizuka AFS (124) hosts the AFSCN Second Node and scheduling backup mission, but has no primary assigned Air Force Space Command operational mission. Onizuka AFS also supports classified tenant missions that are anticipated to phase out during the BRAC 2005 timeframe. Schriever Air Force Base, CO, (1) ranked highest in military value for satellite operations, but hosts the AFSCN Primary Node. Vandenberg Air Force Base (2) currently hosts one of the AFSCN remote tracking stations. An Air Force Space Command policy directive on backup satellite control operations prescribes the requirements for backup operations and geographical separation to preclude simultaneous degradation of both primary and secondary nodes from natural or man-made threats. During major command capacity briefings to Headquarters Air Force, Onizuka AFS was identified as having seismic and antiterrorism/force protection constraints, with no buildable land to mitigate these. Vandenberg Air Force Base offers better protection for the DSCS Sun East and Sun West antenna complexes, which are designated a Protection-Level 1 resource.

COMMUNITY CONCERNS

There were no formal expressions from the community.

COMMISSION FINDINGS

The commission found no deviation with the Secretary of Defense's recommendation to realign Onizuka. Onizuka AFS was realigned during the 1995 BRAC, maintaining a backup satellite mission at Onizuka along with a classified tenant mission. The Commission found closing Onizuka to be justified with the phase out of the classified mission. Relocating the mission to Vandenberg is consistent with existing policy on geographic separation of primary and secondary nodes.

COMMISSION RECOMMENDATIONS

The Commission found the Secretary's recommendation consistent with the final selection criteria and the Force Structure Plan. Therefore, the Commission approves the recommendation of the Secretary.

BRADLEY INTERNATIONAL AIRPORT AIR GUARD STATION, CT, BARNES AIR GUARD STATION, MA, SELFRIDGE AIR NATIONAL GUARD BASE, MI, SHAW AIR FORCE BASE, SC, AND MARTIN STATE AIR GUARD STATION, MD

RECOMMENDATION # 85 (AIR FORCE 14)

ONE-TIME COST:	\$14.3M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$2.2M)
20-YEAR NET PRESENT VALUE:	(\$17.8M)
PAYBACK PERIOD:	7 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Bradley International Airport Air Guard Station, CT. The A-10s assigned to the 103d Fighter Wing will be distributed to the 104th Fighter Wing, Barnes Municipal Airport Air Guard Station, MA (nine aircraft) and retirement (six aircraft). The wing's expeditionary combat support (ECS) elements will remain in place at Bradley, and Bradley will retain capability to support a homeland defense mission. Realign Barnes Air Guard Station, MA; Selfridge ANGB, MI; Shaw Air Force Base, SC; and Martin State Airport Air Guard Station, MD, by relocating base-level TF-34 engine intermediate maintenance to Bradley, establishing a Centralized Intermediate Repair Facility (CIRF) at Bradley for TF-34 engines.

SECRETARY OF DEFENSE JUSTIFICATION

Barnes (97) and Bradley (98) are located approximately 12 miles apart. The Air Force placed one full squadron at Barnes because it ranked higher in military value. By combining the two units into one squadron, the Air Force retains the trained A-10 pilots and maintenance technicians in the area and creates an optimum-sized and more effective squadron. The recommendation to close Otis ANGB, MA, generated a requirement to build an air sovereignty alert (ASA) site in the region. The Air Force priced an alert facility at both Barnes and Bradley, and chose Bradley on the basis of lower cost. The Bradley ECS elements remain in place to support the ASA mission.

Establishing a CIRF at Bradley for TF-34 engine maintenance compliments the realignment of the A-10 fleet. The CIRF at Bradley will consolidate TF-34 engine maintenance for ANG A-10 aircraft from Barnes, Selfridge, Martin State and active-duty aircraft at Spangdahlem, Germany.

Establishing this CIRF at Bradley rather than at Barnes avoids relocation of a hush house facility at an estimated cost of \$3.5M, and avoids construction of additional 18,000 square feet of maintenance facilities already existing at Bradley that will be available.

COMMUNITY CONCERNS

The East Granby, CT, community, including its elected representatives, challenged DoD's Mission Compatibility Index (MCI) scores, claiming the Air Force's one-size-fits-all approach for both active and reserve bases creates a built-in bias favoring large active-duty bases. The community claimed Bradley is one of the Air National Guard's most efficient A-10 installations. It also claimed the Air Force significantly understated Bradley's military value, ignoring infrastructure available through an agreement with the local airport authority. Advocates noted the loss of experienced and skilled personnel would reduce combat capability and could jeopardize homeland security. Even though the ANG facility proposed to receive Bradley's A-10 aircraft is only 15 miles away, East Granby community leaders emphasized that Barnes' location in a different state would pose major employment challenges for those who wished to relocate to Westfield, MA.

COMMISSION FINDINGS

The Commission placed F-15s at Barnes Air Guard Station, located 12 miles to the north of Bradley. There is essentially no difference in MCI scores between Barnes and Bradley. No objections were found with any other part of this recommendation. This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the

Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Bradley International Airport Air Guard Station, CT. Distribute the 15 A-10 aircraft assigned to the 103d Fighter Wing (ANG) at Bradley Field, Connecticut and the 15 A-10 aircraft at the 104th Fighter Wing (ANG), Barnes Air Guard Station, Massachusetts to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 18 PAA F-15 aircraft at the 104th Fighter Wing (ANG), Barnes Air Guard Station, MA.

The 103d Fighter Wing (ANG) Expeditionary Combat Support (ECS) elements will remain in place at Bradley Field, Connecticut and Bradley will retain capability to support a homeland defense mission.

If the State of Connecticut decides to change the organization, composition and location of the 103d Fighter Wing to integrate the unit into the Future Total Force, all other personnel allotted to the 103d Fighter Wing will remain in place and assume a mission relevant to the security interests of the State of Connecticut and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Connecticut or the Massachusetts Air National Guard. The distribution of aircraft currently assigned to the 103d and 104th Fighter Wings (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state or the commonwealth.

Realign Barnes Air Guard Station, MA; Selfridge ANGB, MI; Shaw Air Force Base, SC; and Martin State Airport Air Guard Station, MD, by relocating base-level TF-34 engine intermediate maintenance to Bradley, establishing a Centralized Intermediate Repair Facility (CIRF) at Bradley for TF-34 engines.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

NEW CASTLE AIRPORT AIR GUARD STATION, DE

RECOMMENDATION # 86 (AIR FORCE 15)

ONE-TIME COST:	N/A*
ANNUAL RECURRING COSTS/(SAVINGS):	N/A*
20-YEAR NET PRESENT VALUE:	N/A*
PAYBACK PERIOD:	N/A*

* No COBRA data available

SECRETARY OF DEFENSE RECOMMENDATION

Realign New Castle County Airport Air Guard Station (AGS), DE. Distribute the wing's eight C-130H aircraft to the 145th Airlift Wing (ANG), Charlotte/Douglas International Airport (IAP) AGS, NC (four aircraft), and 165th Airlift Wing (ANG), Savannah IAP AGS, GA (four aircraft). Move flying related Expeditionary Combat Support (ECS) to McGuire Air

Force Base, NJ (Aeromedical Squadron), and Dover Air Force Base, DE (aerial port and fire fighters). Other ECS remains in place at New Castle.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation makes experienced airmen from New Castle (120) available for employment at these nearby installations. Military value was the predominant consideration; New Castle had a low military value ranking and was near other bases keeping or gaining aircraft. Charlotte (33) and Savannah (77) were selected to receive aircraft because of higher military value rankings and avoiding conversion training costs. The Air Force also considered active/Air National Guard/Air Force Reserve manning mix, recruiting, cost factors (to include cost avoidance), environmental factors, and base capacity in its analysis of this recommendation.

COMMUNITY CONCERNS

The community objected to the complete loss of the Delaware Air National Guard's air mission, leaving behind only an undefined enclave. It pointed out several errors in DoD's justification, including no credit for Landing Zones within 150 nautical miles when two are located on New Castle County Air National Guard Base itself and a third in West Virginia (approximately 120 nm); reduced credit for condition and capability of ramp infrastructure even though significant renovation was in progress; and failure to consider the personnel effects on over 500 drilling guardsmen. Correcting these errors would boost the base's MCI score from 120th to 26th of the 154 bases ranked. Additionally, the community challenged the legality of the recommendation and stated the unit's homeland security missions under FEMA were not considered, nor its role under the Governor's authority.

COMMISSION FINDINGS

The Commission found that the Secretary did not consider the unit's homeland security missions under the Federal Emergency Management Agency (FEMA). It also found that data gathered by the Department was inaccurate in that it did not consider the two landing zones located on the Air Guard Station itself nor the landing zone located in West Virginia within the Air Force's 150 nautical mile range parameter. The commission also found the Air Force assessment did not reflect significant improvements to the ramp infrastructure of the Air Guard Station. Therefore the Commission rejected this recommendation. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

The 166th Airlift Wing (ANG) at New Castle County Airport Air Guard Station (AGS), Delaware, maintains its 8 PAA C-130 aircraft. Establish 10 PAA C-130 aircraft at the 145th Airlift Wing (ANG), Charlotte/Douglas International Airport AGS, North Carolina. The 165th Airlift Wing (ANG) at Savannah International Airport Air Guard Station, Georgia maintains its 8 PAA C-130 aircraft.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

ROBINS AIR FORCE BASE, GA

RECOMMENDATION # 87 (AIR FORCE 16)

ONE-TIME COST:	\$6.2M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$14.7M)
20-YEAR NET PRESENT VALUE:	(\$171.7M)
PAYBACK PERIOD:	IMMEDIATE

SECRETARY OF DEFENSE RECOMMENDATION

Realign Robins Air Force Base, GA. The 19th Air Refueling Group's KC-135R aircraft will be distributed to the 22nd Air Refueling Wing, McConnell Air Force Base, KS (nine aircraft), and to backup aircraft inventory (three aircraft). The 202d Engineering Installation Squadron (ANG), a geographically separated unit at Middle Georgia Regional Airport, will be relocated into available space at Robins Air Force Base.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation realigns active-duty KC-135R aircraft from Robins (18) to McConnell (15), a base higher in military value for the tanker mission and with available capacity to receive the additional aircraft at no cost. This consolidation increases McConnell's active-duty tanker squadrons to optimum size. This recommendation also enables the Air National Guard to transfer its KC-135R aircraft based at McConnell to Forbes Field AGS, KS (35), retaining one of the higher-ranking air reserve component tanker bases. The vacated infrastructure and capacity resulting from the realignment of the tenant 19th Air Refueling Group will accommodate US Navy aircraft realigning to Robins from Naval Air Station Atlanta. The Navy will pay any costs to reconfigure the AF facility for their use. By realigning geographically separated units onto Robins, the Air Force can use excess capacity and reduce leased facilities in the community. This recommendation does not affect the blended active duty/Air National Guard Air Control Wing at Robins, which remains the major operational flying mission at Robins.

COMMUNITY CONCERNS

The community had no specific concerns regarding departure of the KC-135 mission and supported DoD recommendations to relocate functions to Robins. It sought to rebut arguments from the Atlanta, GA, community alleging poor Reserve recruiting demographics around Robins AFB. In response, the Robins community argued its close proximity to Atlanta provides recruiting demographics virtually identical to Atlanta's. It also contended that because of extra capacity at Robins, it could absorb further flying missions without difficulty.

COMMISSION FINDINGS

The Commission found that Robins AFB has ample capacity and conditions for current and future flying missions. The Commission also found that the Secretary of Defense's overall intent and concept of realigning active-duty KC-135s out of Robins AFB was acceptable.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1 and 3, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Robins Air Force Base, GA. Distribute the 19th Air Refueling Group's KC-135R/T aircraft to meet the PAA requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission. The 202d Engineering Installation Squadron (ANG), a geographically separated unit at Middle Georgia Regional Airport, will be relocated into available space at Robins Air Force Base

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

BOISE AIR TERMINAL AIR GUARD STATION, ID

RECOMMENDATION # 88 (AIR FORCE 17)

ONE-TIME COST:	\$16.7M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$6.1M)
20-YEAR NET PRESENT VALUE:	(\$57.0M)
PAYBACK PERIOD:	3 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Boise Air Terminal Air Guard Station (AGS), ID. Distribute the four C-130H aircraft of the 124th Wing (ANG) to the 153rd Airlift Wing (ANG), Cheyenne, WY. The new, larger unit at Cheyenne will create an active duty/ANG association.

SECRETARY OF DEFENSE JUSTIFICATION

Currently, Boise (66-SOF/CSAR, 66-airlift) operates a mix of C-130 and A-10 aircraft. These aircraft have very different missions. This recommendation realigns Boise to operate only A-10s and distributes its C-130 aircraft to Cheyenne (118-airlift). Boise is a valuable A-10 base because of its proximity to air-to-ground ranges with score-able strafing and bombing, threat emitters, and integrated air combat training. In turn, the C-130 squadron in Cheyenne is increased to a more effective size. Additionally, Cheyenne's proximity to an active-duty Air Force installation (F.E. Warren Air Force Base) allows it to host an active/ANG associate unit.

COMMUNITY CONCERNS

The Boise, ID, community criticized DoD's Mission Compatibility Index (MCI) scores, claiming the Air Force's one-size-fits-all approach for both active and reserve bases creates a built-in bias favoring large active-duty bases. In fact, Boise Air Guard Station's mission capability is greater than that of eight other bases scheduled to gain C-130s under DoD's proposals. The Air Force failed to account for personnel losses associated with relocating Boise's aerial port flight mission. The data cut-off year of 2003 did not capture the full extent of almost \$25 million in infrastructure improvements over the last decade. Additionally, the community believes realigning Boise's C-130 tactical airlifters would jeopardize transportation of civil support teams to major homeland security events in the Pacific Northwest. Last, advocates asserted DoD's proposal would affect several tenant organizations, including the National Interagency Fire Center.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to realign Boise Air Terminal Air Guard Station was supportable despite concerns over homeland security, military value and overstated savings raised by the community. The Commission acknowledged that the Air National Guard inventory of C-130s is shrinking and that it is not efficient to maintain the current strength of four C-130 aircraft at Boise.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Boise Air Terminal Air Guard Station (AGS), ID. Distribute the 4 C-130 aircraft assigned to the 124th Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Base Closure and Realignment Commission.

Establish 6 PAA C-130 aircraft at the 153rd Airlift Wing (ANG), Cheyenne, Wyoming. The 153rd Airlift Wing (ANG) will create an active duty/ANG association at Cheyenne. The Air Force will supply an additional 6 PAA C-130 aircraft to establish an optimally-sized 12 PAA C-130 aircraft active duty/ANG associate airlift wing at Cheyenne.

If the State of Idaho decides to change the organization, composition and location of the 124th Wing (ANG) to integrate the unit into the Future Total Force, all personnel allotted to the 124th Wing (ANG) will remain in place and assume a mission relevant to the security interests of the State of Idaho and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Idaho Air National Guard. The distribution of aircraft currently assigned to the 124th Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

MOUNTAIN HOME AIR FORCE BASE, ID, NELLIS AIR FORCE BASE, NV, AND ELMENDORF AIR FORCE BASE, AK

RECOMMENDATION # 89 (AIR FORCE 18)

ONE-TIME COST:	\$91.4M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$23.8M)
20-YEAR NET PRESENT VALUE:	(\$189.3M)
PAYBACK PERIOD:	3 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Mountain Home Air Force Base, ID. Distribute the 366th Fighter Wing assigned F-15Cs (18 aircraft) to the 57th Fighter Wing, Nellis Air Force Base, NV (nine aircraft), to the 125th Fighter Wing, Jacksonville International Airport AGS, FL (six aircraft), and to retirement (three aircraft). The 366th Fighter Wing will distribute assigned F-16 Block 52 aircraft to the 169th Fighter Wing McEntire AGS, SC (nine aircraft), the 57th Wing, Nellis Air Force Base, NV (five aircraft), and to backup inventory (four aircraft). Realign Nellis Air Force Base. The 57th Wing, Nellis Air Force Base, NV, will distribute F-16 Block 42 aircraft to the 138th Fighter Wing Tulsa International Airport AGS, OK (three aircraft), and retire the remaining F-16 Block 42 aircraft (15 aircraft). The 57th Wing also will distribute F-16 Block 32 aircraft (six aircraft) to the 144th Fighter Wing Fresno Air Terminal AGS, CA, and to retirement (one aircraft). Realign Elmendorf Air Force Base, AK. The 366th Fighter Wing, Mountain Home Air Force Base, ID, will receive F-15E aircraft from the 3d Wing, Elmendorf Air Force Base, AK (18 aircraft), and attrition reserve (three aircraft).

SECRETARY OF DEFENSE JUSTIFICATION

Military value was the predominant consideration in moving the F-15Es from Elmendorf (36) to Mountain Home (23) and F-16s to Nellis (12) and McEntire (48). Additionally, realigning the eight F-16 models and four F-16 engine types weighed in the final F-16 force structure laydown. Mountain Home currently operates several types of aircraft; this recommendation realigns Mountain Home to fly only F-15Es, streamlining operations at a location that is well suited for air-to-ground, low-level and air-to-air flight training. This recommendation also aligns common versions of F-16s and F-15Cs.

COMMUNITY CONCERNS

The Idaho community maintained that Mountain Home AFB is ideally located and postured to receive future weapon systems such as the F-22 and Joint Strike Fighter, as well as additional personnel. Mountain Home's remoteness provides training and expansion opportunities with no encroachment, no environmental impacts to training, nor any noise complaints. The size and location of the Mountain Home range complex, currently undergoing expansion, has allowed the base to support the training of airmen in numerous weapons systems over the years. The community contended that after a recently completed \$3 million renovation, Mountain Home has one of the largest ramps in Air Combat Command and is designed to support both bomber and tanker aircraft. As many as 220 aircraft can be parked on the ramp. In addition, the base has built 600 of 1,400 new housing units planned in a ten-year program. Last, the community contended that DoD's recommended realignment will result in a personnel loss that would have noticeable economic impacts on such a small community.

COMMISSION FINDINGS

The Commission found that a potential 6 percent job loss in the Mountain Home area could have an economic impact given the small size of the community. However, not all jobs will be lost at once and GAO has reported that as local economies grow during the 2006–2011 implementation period, total employment is also likely to grow, reducing the overall percentage of job losses.

The Commission found that Mountain Home Air Force Base is well suited for various types of flight training. It also has the capacity and the infrastructure available to receive future missions. Though the realignment results in the base losing some of its weapon systems, the Air Force indicated that the base is being considered as a potential location for the beddown of the Joint Strike Fighter as well as a training ground for international squadrons. Therefore, the Commission found that the Secretary of Defense's overall intent and concept of streamlining operations at Mountain Home and realigning aircraft is approved. The Commission revised the DoD recommendation to be consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 5, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Mountain Home Air Force Base, ID. Distribute the 18 F-15C/D aircraft and 18 F-16 aircraft assigned to the 366th Fighter Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 18 PAA F-15C/D aircraft at the 125th Wing (ANG), Jacksonville International Airport Air Guard Station, Florida.

Establish 24 PAA F-16 aircraft at the 169th Fighter Wing (ANG), McEntire Air Guard Station, South Carolina.

Realign Nellis Air Force Base, NV. Distribute 25 of the F-16 aircraft assigned to the 57th Fighter Wing to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 21 PAA F-16 aircraft at the 138th Fighter Wing Tulsa International Airport Air Guard Station, Oklahoma.

Establish 18 PAA F-16 aircraft at the 144th Fighter Wing Fresno Air Terminal Air Guard Station, California.

Realign Elmendorf Air Force Base, AK. The 366th Fighter Wing, Mountain Home Air Force Base, ID will receive F-15E aircraft from the 3d Wing, Elmendorf Air Force Base, AK (18 aircraft) and attrition reserve (three aircraft).

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

CAPITAL AIR GUARD STATION, IL, AND HULMAN REGIONAL AIRPORT AIR GUARD STATION, IN

RECOMMENDATION # 90 (AIR FORCE 20)

ONE-TIME COST:	\$22.8M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$1.9M)
20-YEAR NET PRESENT VALUE:	(\$1.6M)
PAYBACK PERIOD:	17 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Capital Airport Air Guard Station, IL. Distribute the 183d Fighter Wing's F-16s to the 122d Fighter Wing, Fort Wayne International Airport Air Guard Station, IN, (15 aircraft). Retire the 122d Fighter Wing's F-16s (15 aircraft). The wing's expeditionary combat support (ECS) elements, the Illinois ANG State Headquarters, and the 217th Engineering Installation Squadron remain in place. Realign Hulman Regional Airport Air Guard Station, IN. The 181st Fighter Wing's F-16s are distributed to the 122d Fighter Wing, Fort Wayne International Airport Air Guard Station, IN (nine aircraft), and retirement (six aircraft). The 181st Fighter wing's ECS elements remain in place. Realign Dane County Regional Air Guard Station/Truax Field, WI, Joe Foss Field Air Guard Station, SD, Des Moines Air Guard Station, IA, Fort Wayne Air Guard Station, IN, and Lackland Air Force Base, TX, by relocating baselevel F-110 intermediate maintenance to Capital, establishing a Centralized Intermediate Repair Facility (CIRF) at Capital for F110 engines.

SECRETARY OF DEFENSE JUSTIFICATION

Capital (115) and Hulman (119) were both ranked low in military value by the fighter MCI. Although somewhat lower (130), the ANG recommended Fort Wayne be retained because of its record of recruiting and its proximity to Hulman—allowing the experienced airmen there to remain available to the Indiana ANG. This recommendation also helps align common versions of the F-16.

Establishing a CIRF at Capital consolidates F-110 engine intermediate maintenance for F-16 aircraft from five air reserve component units, and compliments other Air Force CIRF recommendations. The Capital CIRF is centrally located in proximity to the serviced installations and utilizes Capital's experienced people and existing facilities as part of an Air Force effort to standardize stateside and deployed intermediate-level maintenance concepts.

COMMUNITY CONCERNS

The Illinois community objected to DoD's proposal to send Capital's aircraft to installations ranked lower in military capability and importance. Community leaders disagreed with DoD's assertion that the recruiting base will be stronger in Indiana, and emphasized Capital AGS is located close to St Louis, Chicago, and Louisville and is strategically located for homeland defense missions. They noted that DoD's overall proposals hurt Illinois significantly, with 2,700 jobs slated to move out of the state, and added that the installation's 355 full-time and 774 part-time Guardsmen contribute an estimated \$44.7 million into the region's economy each year. The airport authority and state are willing to contribute land and some of the funds necessary to construct a needed munitions storage facility there.

The Hulman, IN, community argued its ANG unit has a long and distinguished history of flying fighter aircraft in support of combat operations around the world. The community understands older aircraft eventually need to be retired, and that another ANG unit in the state is proposed to gain more F-16s. The community proposes that its unit receive a Predator UAV mission and the Distributed Common Ground System. It also encouraged the Commission to recommend that any movement of aircraft or personnel be delayed until the Air Force releases a detailed realignment and re-missioning plan.

COMMISSION FINDINGS

The Commission supports the Department of Defense recommendation to realign Capital Air Guard Station and Hulman Regional Airport Air Guard Station. While valid community concerns were expressed over these realignments, the Commission found that the Air National Guard F-16 inventory is shrinking and that these two bases should have the capability to transition to emerging missions as they become defined. Therefore the Commission revised the DoD recommendation to be consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

A second aspect of the Department of Defense recommendation is related to a realignment of Dane County Regional Air Guard Station/Truax Field, Joe Foss Field Air Guard Station, Des Moines Air Guard Station, Fort Wayne Air Guard Station and Lackland Air Force Base. The Commission found the relocation of base-level F-110 intermediate maintenance to Capital, establishing a Centralized Intermediate Repair Facility (CIRF) at Capital for F-16 engines, consistent with selection criteria and Force Structure Plan.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Capital Airport Air Guard Station, IL. Distribute the 15 F-16 aircraft assigned to the 183d Fighter Wing, Capital Airport Air Guard Station, IL and the 15 F-16 aircraft assigned to the 122d Fighter Wing, Fort Wayne International Airport Air Guard Station, IN, to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 18 PAA F-16 aircraft at the 183d Fighter Wing, Fort Wayne International Airport Air Guard Station, IN.

The Illinois ANG State Headquarters and the 217th Engineering Installation Squadron remain in place at Capital Airport Air Guard Station, IL.

If the State of Illinois decides to change the organization, composition and location of the 183d Fighter Wing to integrate the unit into the Future Total Force, all personnel allotted to the 183d Fighter Wing, including the wing Expeditionary Combat Support (ECS) elements, will remain in place and assume a mission relevant to the security interests of the State of Illinois and consistent with the integration of the unit into the Future Total Force, including but not limited to the Centralized Intermediate Repair Facility (CIRF) at Capital for F110 engines, air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Illinois Air National Guard. The distribution of aircraft currently assigned to the 183d Fighter Wing is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

Realign Hulman Regional Airport Air Guard Station, IN. Distribute the 15 F-16 aircraft assigned to the 181st Fighter Wing to meet the PAA requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission. The 181st Fighter Wing's ECS elements remain in place.

If the State of Indiana decides to change the organization, composition and location of the 181st Fighter Wing to integrate the unit into the Future Total Force, all other personnel allotted to the 181st Fighter Wing will remain in place and assume a mission relevant to the security interests of the State of Indiana and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Indiana Air National Guard. The distribution of aircraft currently assigned to the 181st Fighter Wing is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

Realign Dane County Regional Air Guard Station/Truax Field, WI; Joe Foss Field Air Guard Station, SD; Des Moines Air Guard Station, IA; Fort Wayne Air Guard Station, IN; and Lackland Air Force Base, TX; by relocating base-level F-110 intermediate maintenance to Capital Air Guard Station, IL, establishing a Centralized Intermediate Repair Facility (CIRF) at Capital for F110 engines.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

NEW ORLEANS AIR RESERVE STATION, LA

RECOMMENDATION # 91 (AIR FORCE 22)

ONE-TIME COST:	\$55.9M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$8.3M)
20-YEAR NET PRESENT VALUE:	(\$41.5M)
PAYBACK PERIOD:	8 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign NAS New Orleans ARS, LA. Distribute the 926th Fighter Wing's A-10 aircraft to the 442d Fighter Wing (AFR), Whiteman Air Force Base, MO (nine aircraft), and the 917th Wing (AFR) at Barksdale Air Force Base, LA (six aircraft). The 442nd wing HQ element realigns to Nellis Air Force Base, NV, and the wing Expeditionary Combat Support realigns to Buckley Air Force Base, CO.

SECRETARY OF DEFENSE JUSTIFICATION

Both Whiteman (28) and Barksdale (33) bases have a higher military value for the A-10 operational mission than New Orleans (49). These realignments bring the units at Whiteman and Barksdale to optimal size. Additionally, the Barksdale A-10 unit provides close air support to the US Army's Joint Readiness Training Center, one of the nation's premier joint training opportunities. Finally, realigning these A-10s to reserve units helped keep the active/Air National Guard/Air Force Reserve force structure mix constant.

COMMUNITY CONCERNS

There were no formal expressions from the community.

COMMISSION FINDINGS

The Commission found DoD's recommendation supportable, but revised the language to correct an oversight directing manpower movements from Whiteman AFB, rather than New Orleans ARS.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1 and 3, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign NAS New Orleans ARS, LA. Distribute the 15 A-10 aircraft assigned to the 926th Fighter Wing (AFR) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 24 PAA A-10 at the 442d Fighter Wing (AFR), Whiteman Air Force Base, Missouri

Establish 24 PAA A-10 at the 917th Wing (AFR) at Barksdale Air Force Base, Louisiana.

The 926th Wing HQ element realigns to Nellis Air Force Base, NV and the wing Expeditionary Combat Support realigns to Buckley Air Force Base, CO.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

ANDREWS AIR FORCE BASE, MD, WILL ROGERS AIR GUARD STATION, OK, TINKER AIR FORCE BASE, OK, AND RANDOLPH AIR FORCE BASE TX

RECOMMENDATION # 92 (AIR FORCE 23)

ONE-TIME COST:	\$19.4M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$6.4M)
20-YEAR NET PRESENT VALUE:	(\$70M)
PAYBACK PERIOD:	3 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Andrews Air Force Base, MD, by relocating the Air Force Flight Standards Agency (AFFSA) and its two C-21 aircraft to Will Rogers World Airport Air Guard Station, OK. Realign Randolph Air Force Base, TX, by relocating the USAF Advanced Instrument School (AIS) to Will Rogers Air Guard Station. Realign Tinker Air Force Base, OK, by relocating the Global Air Traffic Operations Program Office (GATOPO) to Will Rogers Air Guard Station. Realign Will Rogers Air Guard Station by relocating the 137th Airlift Wing (ANG) to Tinker Air Force Base and associate with the 507th Air Refueling Wing (AFR). The 137th's C-130H aircraft are distributed to the 136th Airlift Wing (ANG), Naval Air Station Joint Reserve Base Fort Worth, TX (four aircraft), and 139th Airlift Wing (ANG), Rosecrans Memorial Airport Air Guard Station, MO (four aircraft). The aerial port squadron at Will Rogers moves to Naval Air Station Joint Reserve Base Fort Worth, the Aeromedical Squadron and firefighters move to Rosecrans AGB. Other elements of the 137th's Expeditionary Combat Support remain in place at Will Rogers.

SECRETARY OF DEFENSE JUSTIFICATION

Consolidating AFFSA, AIS, and GATOPO at Will Rogers World Airport creates synergy between the Air Force administrative aviation functions and the Federal Aviation Administration (FAA) located at Will Rogers World. Associating the ANG operation at Will Rogers (64-airlift) with the AFR operation at Tinker (four-tankers) consolidates and streamlines Air Force reserve component operations in Oklahoma City at a base of high military value. Additionally, this realignment creates two larger C-130 squadrons at Naval Air Station Joint Reserve Base Fort Worth (53) and Rosecrans Air Guard Station (114) from three undersized squadrons. Finally, this recommendation moves federal assets out of the National Capital Region, reducing the nation's vulnerability.

COMMUNITY CONCERNS

No formal comments were received from community officials or civic organizations, but individual concerns were expressed in support of "community basing," recommending that existing ANG units be increased in size by assigning active-duty personnel and their associated aircraft to ANG facilities. Individuals maintained that this approach would allow the Air Force to close more active bases and realize greater savings than closing relatively inexpensive ANG bases. Other individual proposals suggested that the VIP transportation mission be transferred from the active Air Force to the ANG.

COMMISSION FINDINGS

The Commission found that this realignment was consistent with the Air Force's goals of creating larger, more efficient fighter aircraft squadrons and improving intermediate level maintenance processes. The Commission also found that the Secretary of Defense's overall intent and concept of realigning C-130 aircraft out of Will Rogers Air Guard Station was supportable. The Commission found that efficiencies would be gained by consolidating all Air Force aviation administration functions at Will Rogers Air Guard Station.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible

adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Andrews Air Force Base, MD, by relocating the Air Force Flight Standards Agency (AFFSA) and its two C-21 aircraft to Will Rogers World Airport Air Guard Station, OK.

Realign Randolph Air Force Base, TX, by relocating the USAF Advanced Instrument School (AIS) to Will Rogers Air Guard Station.

Realign Tinker Air Force Base, OK, by relocating the Global Air Traffic Operations Program Office (GATOPO) to Will Rogers Air Guard Station.

Realign Will Rogers Air Guard Station by relocating the 137th Airlift Wing (ANG) to Tinker Air Force Base and associate with the 507th Air Refueling Wing (AFR). Distribute the 137th Air Airlift Wing's (ANG) C-130 aircraft to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Base Closure and Realignment Commission.

If the State of Oklahoma decides to change the organization, composition and location of the 137th Wing (ANG) to integrate the unit into the Future Total Force, all other personnel allotted to the 137th Wing (ANG) will remain in place and assume a mission relevant to the security interests of the State of Oklahoma and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Oklahoma Air National Guard. The distribution of aircraft currently assigned to the 137th Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

Establish 8 PAA C-130 aircraft at the 136th Airlift Wing ANG, Naval Air Station Joint Reserve Base Fort Worth, TX.

Establish 10 PAA C-130 aircraft at the 139th Airlift Wing (ANG), Rosecrans Memorial Airport Air Guard Station, MO.

The 137th Airlift Wing's Expeditionary Combat Support remains in place at Will Rogers Air Guard Station, Oklahoma.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

MARTIN STATE AIR GUARD STATION, MD

RECOMMENDATION # 93 (AIR FORCE 24)

ONE-TIME COST:	\$24M
ANNUAL RECURRING COSTS/(SAVINGS):	\$27.4M
20-YEAR NET PRESENT VALUE:	\$353.7M
PAYBACK PERIOD:	NEVER

SECRETARY OF DEFENSE RECOMMENDATION

Realign Martin State Air Guard Station (AGS), MD. Distribute the eight C-130J aircraft of the 175th Wing (ANG) to the 146th Airlift Wing (ANG), Channel Islands AGS, CA (four aircraft), and 143d Airlift Wing (ANG), Quonset State Airport AGS, RI (four aircraft). The Aerial Port Squadron will move to Andrews Air Force Base, MD. The 143rd and 146th Airlift Wings will each retire two C-130E aircraft (total of four).

SECRETARY OF DEFENSE JUSTIFICATION

Martin State (140) had a low military value ranking. This recommendation moves C-130Js to Channel Islands AGS (96), and Quonset State (125), both of which rank higher in military value and already operate the J-model C-130—avoiding conversion training costs. Additionally, this recommendation creates two right-sized C-130J squadrons. The Aerial Port Squadron is realigned to a nearby base with a robust airlift mission, retaining these skilled and highly trained ANG personnel.

COMMUNITY CONCERNS

The Maryland community opposed removing aircraft from the only fully operational C-130J organization in the Air Force. The proposed receiver sites do not have the demographics to support additional aircraft, as they are currently unable to staff their existing, smaller organizations. The 175th Airlift Wing leads the international C-130J implementation group and has developed most procedures for operating these new aircraft. Air Force analysis was based on erroneous runway length (2,000 feet short), gave no credit for landing zones although three exist within the evaluation area, and considered neither the demographic base for recruiting nor the retention effects of the realignment. The DoD proposal also failed to consider this unit's role in the National Capital Region's Continuity of Operation missions.

COMMISSION FINDINGS

The Commission notes the 175th Airlift Wing is the only fully operational C-130J unit in the Air Force; it plays an instrumental role in the introduction of this new aircraft, and is the leader of the international C-130J implementation group, which had developed most procedures for operating these aircraft. Further, it appears the Air Force analysis was based on erroneous runway length (2,000 feet short), gave no credit for landing zones, although three exist within the evaluation area, and considered neither the demographic base for recruiting nor the retention effects of the realignment. However, the Commission found that the factors did not rise to the level of being a substantial deviation of criteria. To support the Commission's Air National Guard and Reserve Laydown, the aircraft should be distributed from the 175th Airlift Wing.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1 , as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Martin State Air Guard Station (AGS), MD. Distribute the 8 C-130J aircraft assigned to the 175th Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 8 Primary Aircraft Authorizations (PAA) C-130J at the 146th Airlift Wing (ANG), Channel Islands AGS, California.

Establish 8 Primary Aircraft Authorizations (PAA) C-130J at the 143d Airlift Wing (ANG), Quonset State Airport AGS, Rhode Island.

The Aerial Port Squadron located at Martin State Air Guard Station, Maryland will move to Andrews Air Force Base, Maryland.

If the State of Maryland decides to change the organization, composition and location of the 175th Wing (ANG) to integrate the unit into the Future Total Force, all other personnel allotted to the 175th Wing (ANG) will remain in place and assume a mission relevant to the security interests of the State of Maryland and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Maryland Air National Guard. The distribution of aircraft currently assigned to the 175th Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

OTIS AIR NATIONAL GUARD BASE, MA, LAMBERT—ST. LOUIS INTERNATIONAL AIRPORT AIR GUARD STATION, MO, AND ATLANTIC CITY AIR GUARD STATION, NJ

RECOMMENDATION # 94 (AIR FORCE 25)

ONE-TIME COST:	\$53.7M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$27.9M)
20-YEAR NET PRESENT VALUE:	(\$305.4M)
PAYBACK PERIOD:	2 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Close Otis ANGB, MA. The 102d Fighter Wing's F-15s will be distributed to the 125th Fighter Wing, Jacksonville International Airport Air Guard Station, FL (three aircraft), and 177th Fighter Wing, Atlantic City International Airport Air Guard Station, NJ (12 aircraft). The 253d Combat Communications Group, and 267th Communications Squadron will remain in place at Otis, with 104th Fighter Wing at Barnes providing administrative support as the parent wing. An air sovereignty alert (ASA) facility will be constructed at Bradley International Airport Air Guard Station, CT. Firefighter positions from Otis will move to Barnes Municipal Airport Air Guard Station, MA.

Realign Lambert-St. Louis International Airport Air Guard Station, St. Louis, MO. The 131st Fighter Wing's F-15s (15 aircraft) will distribute to the 57th Fighter Wing, Nellis Air Force Base, NV (nine aircraft), and 177th Fighter Wing, Atlantic City International Airport Air Guard Station, NJ (six aircraft). Realign Atlantic City International Airport Air Guard Station, NJ. The 177th Fighter Wing's F-16s will be distributed to the 158th Fighter Wing, Burlington International Airport Air Guard Station, VT (three aircraft), and retire (12 aircraft). The wing's expeditionary combat support (ECS) elements will remain in place. Firefighter positions move to Scott Air Force Base, IL. The 157 Air Operations Group (AOG) and the

218th Engineering Installation Group (EIG) will relocate from Jefferson Barracks geographically separated unit (GSU) into space at Lambert International. Jefferson Barracks real property accountability will transfer to the Army.

SECRETARY OF DEFENSE JUSTIFICATION

The Air Force distributed reserve component F-15C force structure to bases with higher military value than Otis (88) and Lambert-St. Louis (127). The F-15C aircraft are realigned to Nellis (13), Jacksonville Air Guard Station (24), and Atlantic City Air Guard Station (61). The Nellis bound aircraft will help form an enhanced aggressor squadron for Operation RED FLAG, and the Atlantic City bound aircraft will provide expanded capability for the homeland defense mission.

COMMUNITY CONCERNS

The Massachusetts community, including public officials, criticized DoD's Mission Compatibility Index (MCI) scores for Otis, arguing they failed to account for ample unsaturated range space and operational expansion potential at the Massachusetts Military Reservation (MMR). They attributed most data call errors and inconsistencies to the fact that distant commands, rather than local officials, submitted the responses.

They claimed closing Otis would eliminate the bill payer for the MMR and shift substantial overhead costs to remaining non-DoD tenants, including the several hundred housing units used by their families. These other tenant commands were never consulted about the additional costs to them of DoD's proposal, as required by law.

Further, they said closing Otis would compromise New England's air defense and hurt recruiting and retention. They asserted the loss of experienced maintainers and pilots would harm mission capabilities and questioned whether Atlantic City could reconstitute the same level of operational readiness.

Additionally, they stated that Otis is an alternate landing site for NASA space shuttles, the MMR is a primary training location for tens of thousands of homeland security personnel, and the base contributes critical services to the surrounding region, including firefighting, water supply, and waste management. Finally, they asserted that aircraft cannot be removed, and National Guard bases closed or realigned, without the Governor's consent.

The Missouri community also criticized MCI scores, claiming the Air Force's use of a one-size-fits-all approach is inherently biased in favor of large active-duty bases. Community leaders noted the Air National Guard (ANG) Bureau limited the size of ANG installations depending on the units' number of aircraft and mission. Lambert AGS is inherently efficient because it is co-located with an existing civilian airport.

They focused on the loss of homeland security air protection in key regions of the Midwest, and noted some data-call questions were irrelevant. They also said implementation of DoD's recommendations could adversely affect training due to limited classroom slots and increased costs, and the announced DoD recommendation has already hurt recruiting and retention. The loss of experienced people and the subsequent negative impact on combat capability has been especially ill-timed given the extensive demands of current combat missions.

Last, they asserted that aircraft cannot be removed, or National Guard bases closed or realigned, without the Governor's consent.

The Atlantic City New Jersey community supported DoD's proposal to expand and convert the 177th Fighter Wing, claiming its strategic location permits unparalleled air superiority coverage over five major US cities. New York City, in particular, can be reached within seven minutes of takeoff. The community was confident it could transfer to a new aircraft type, citing its 98.9 percent endstrength, very high Fully Mission Capable Rates, nearby training ranges, and modern infrastructure. Last, it expressed concern about retiring and relocating existing aircraft without first receiving new replacement aircraft from Otis and St. Louis.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to close Otis Air National Guard Base, and realign Lambert St. Louis International Airport Air Guard Station and Atlantic City Air Guard Station should be supported in concept, but with modifications for homeland defense reasons. Despite community concerns related to Otis and Lambert, the Commission agreed with the removal of F-15 aircraft from both locations. The Commission urges the Secretary of Defense to consult with the Secretary of the Department of homeland security and the Commandant, United States Coast Guard to minimize any impact of Otis' closure on the operations of the Coast Guard. The Commission establishes an F-15

wing at Jacksonville, FL, an F-16 wing at Atlantic City, NJ, and an F-16 wing at Burlington, VT, consistent with the Commission's Air National Guard and Reserve Laydown.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Otis ANGB, MA. Distribute the fifteen F-15 aircraft assigned to the 102d Fighter Wing's (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission. The 253d Combat Communications Group, and 267th Communications Squadron will remain in place at Otis, with 104th Fighter Wing at Barnes providing administrative support as the parent wing. An air sovereignty alert (ASA) facility will be constructed at Barnes Municipal Airport Air Guard Station, MA. Firefighter positions from Otis will move to Barnes Municipal Airport Air Guard Station, MA.

If the Commonwealth of Massachusetts decides to change the organization, composition and location of the 102d Fighter Wing (ANG) to integrate the unit into the Future Total Force, all other personnel allotted to the 102d Fighter Wing (ANG) will remain in place and assume a mission relevant to the security interests of the Commonwealth of Massachusetts and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Massachusetts Air National Guard. The distribution of aircraft currently assigned to the 102d Fighter Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the commonwealth.

Realign Lambert-St. Louis International Airport Air Guard Station, St. Louis, MO. Distribute the fifteen F-15 aircraft assigned to the 131st Fighter Wing to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission. The 157th Air Operations Group (AOG) and the 218th Engineering Installation Group (EIG) will relocate from Jefferson Barracks geographically separated unit (GSU) into space at Lambert International. Jefferson Barracks real property accountability will transfer to the Army.

If the State of Missouri decides to change the organization, composition and location of the 131st Fighter Wing (ANG) to integrate the unit into the Future Total Force, all other personnel allotted to the 131st Fighter Wing (ANG) will remain in place and assume a mission relevant to the security interests of the State of Missouri and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Missouri Air National Guard. The distribution of aircraft currently assigned to the 131st Fighter Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

Establish 18 PAA F-15 aircraft at the 125th Fighter Wing, Jacksonville International Airport Air Guard Station, Florida (ANG);

Establish 18 PAA F-16 aircraft at the 177th Fighter Wing, Atlantic City International Airport Air Guard Station, New Jersey (ANG);

Establish 18 PAA F-16 aircraft at the 158th Fighter Wing, Burlington International Airport Air Guard Station, Vermont (ANG).

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

W.K. KELLOGG AIRPORT AIR GUARD STATION, MI

RECOMMENDATION # 95 (AIR FORCE 27)

ONE-TIME COST:	\$8.3M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$1.5M)
20-YEAR NET PRESENT VALUE:	(\$11.2M)
PAYBACK PERIOD:	7 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Close W.K. Kellogg Airport Air Guard Station, MI. Distribute the 110th Fighter Wing's A-10s (15 aircraft) to the 127th Wing (ANG), Selfridge ANGB, MI.

SECRETARY OF DEFENSE JUSTIFICATION

The Air Force placed one squadron at Selfridge (62) because it is significantly higher in military value than Kellogg (122). The Air Force retired the older F-16s from Selfridge and combined the two A-10 units into one squadron at Selfridge to retain trained and skilled Michigan ANG Airmen from both locations.

COMMUNITY CONCERNS

The community cites high volunteerism for rotation to Southwest Asia, repeated outstanding operational readiness inspections, and a nearly new facility as reasons to keep the base open. The community noted it paid to extend the runway to 10,000 feet, purchased land to maintain clear zones, and matched Federal grants funding the new air traffic control tower. Kellogg Airport is conjoined with Ft Custer Army Guard with 7,500 acres of training area, and the state has offered to construct a road directly connecting the two areas. The 110th Wing is manned at over 100 percent even though the local population is small.

The community pointed out that the unit scores ahead of its ANG contemporaries in military value analysis, although it believes the scores did not fully value existing physical plant (ramp, facilities), training ranges and airspace.

COMMISSION FINDINGS

The Commission found that Since December 2003, the base has completed a number of military construction projects to upgrade its facilities. The Commission also found that Kellogg is used as a strategic launch platform by the Air Force, Marine Corps Reserve, and Army Reserve. Kellogg's location provides for joint training and operations with contiguous Ft. Custer. Because the Mission Compatibility Index erroneously under valued Kellogg's military value, the Commission did not support the Department's recommendation to close the base. The A-10 squadron at Selfridge will have 24 aircraft and provide more opportunities for airmen at Kellogg.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and

maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign W.K. Kellogg Airport Air Guard Station, MI. Distribute the 15 A-10 aircraft assigned to the 110th Fighter Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission. Establish a contiguous enclave for the 110th Fighter Wing (ANG) sufficient to support operations of that unit, including flight operations, and compatible with joint use of the Air Guard Station as a civilian airport. If the State of Michigan decides to change the organization, composition and location of the 110th Fighter Wing to integrate the unit into the Future Total Force, all other personnel allotted to the 110th Fighter Wing will remain in place and assume a mission relevant to the security interests of the State of Michigan and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission. This recommendation does not effect a change to the authorized end-strength of the Michigan Air National Guard. The distribution of aircraft currently assigned to the 110th Fighter Wing is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

DULUTH INTERNATIONAL AIRPORT AIR GUARD STATION, MN

RECOMMENDATION # 96 (AIR FORCE 28)

ONE-TIME COST:	N/A
ANNUAL RECURRING COSTS/(SAVINGS):	N/A
20-YEAR NET PRESENT VALUE:	N/A
PAYBACK PERIOD:	N/A

SECRETARY OF DEFENSE RECOMMENDATION

Realign Duluth International Airport Air Guard Station, MN, by retiring the 148th Fighter Wing's F-16s (15 aircraft).

SECRETARY OF DEFENSE JUSTIFICATION

Duluth (136) ranked low in military value. The reduction in F-16 force structure and the need to align common versions of the F-16 at the same bases argued for realigning Duluth to an ASA site using aircraft assigned elsewhere and operating from Duluth on rotational basis as tasked by US Northern Command. The 148th Fighter Wing's expeditionary combat support will remain at Duluth supporting the air sovereignty alert (ASA) facility.

COMMUNITY CONCERNS

The community of Duluth stated DoD should not strip a unit with 103 percent endstrength of all its aircraft while retaining other units' aircraft with weaker recruiting and retention. It highlighted its unobstructed airspace for flight training, an

ongoing \$26 million renovation building the military's newest aircraft maintenance hangar, and a new \$3.5 million Naval Reserve Center as reasons to reject the DoD proposal.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to realign Duluth International Airport Air Guard Station did not accurately assess the base's military value. The Commission found that the military value calculation for Duluth did not give proper credit to new construction, ranges, airspace, low level routes, munitions storage capacity and runway length. The Department of Defense identified Duluth as retaining an air sovereignty alert facility after its realignment, thus the Commission retained F-16s at Duluth.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 2 and 4, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Duluth International Airport Air Guard Station, MN. Distribute the 15 F-16 aircraft assigned to the 148th Fighter Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 15 PAA F-16 aircraft at the 148th Fighter Wing (ANG), Duluth International Airport Air Guard Station.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

KEY FIELD AIR GUARD STATION, MS

RECOMMENDATION # 97 (AIR FORCE 28)

ONE-TIME COST:	\$10.7M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$0.9M)
20-YEAR NET PRESENT VALUE:	(\$2.6M)
PAYBACK PERIOD:	13 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Key Field Air Guard Station, MS. Distribute the 186th Air Refueling Wing's KC-135R aircraft to the 128th Air Refueling Wing (ANG), General Mitchell Air Guard Station, WI (three aircraft); the 134th Air Refueling Wing (ANG), McGhee-Tyson Airport Air Guard Station, TN (three aircraft); and 101st Air Refueling Wing (ANG), Bangor International Airport Air Guard Station, ME (two aircraft). One aircraft will revert to backup aircraft inventory. The 186th Air Refueling Wing's firefighter positions move to the 172nd Air Wing at Jackson International Airport, MS, and the expeditionary combat support (ECS) will remain in place.

SECRETARY OF DEFENSE JUSTIFICATION

Receiver locations General Mitchell (86) and McGhee-Tyson (74) ranked higher in military value for the tanker mission than Key Field (92). Bangor (123) also received aircraft within this recommendation. Military judgment argued for the increased unit size at Bangor because of its critical role as host base for Northeast Tanker Task Force support to the transatlantic air bridge. Key Field's newer KC-135R aircraft help replace McGhee-Tyson's older, higher maintenance KC-135E models, and help increase the unit size. The remainder of Key Field's realigned aircraft help increase the squadron size at General Mitchell and maintain critical backup aircraft inventory levels. Bangor, McGhee-Tyson, and General Mitchell gain additional KC-135 aircraft to their maximum available capacity, increasing both effectiveness and unit capability. Key Field's ECS remains in place to support the Air Expeditionary Force and to retain trained, experienced airmen.

COMMUNITY CONCERNS

The community argued DoD's recommendation would negatively affect training and readiness and incur costs exceeding projected 20-year savings. Community representatives stated the Tanker Mission Compatibility Index inadequately measured the base's "Optimal Proximity" to airspace supporting its mission. They argued larger tanker presence in the Southeastern United States is needed to fulfill refueling requirements for receiver aircraft in the region, because using more distant tankers would add extra flight time and cost. They claimed Key Field was not properly evaluated for: its aircraft hangar, inexpensive expansion potential, KC-135 simulator, high historical manning rates, lack of noise and encroachment problems, potential loss of experienced personnel, negative economic impact on the region, and high Operations and Personnel Tempo in support of current worldwide missions and taskings. The community wants to keep its KC-135 mission and argued that the Governor and Adjutant General were not consulted on this recommendation.

COMMISSION FINDINGS

The Commission noted the Department of Defense failed to account for costs associated with relocating the KC-135 full-motion simulator at Key Field (one of only four such simulators in the Air National Guard). The aggregate of both programmatic and BRAC-related aircraft movements into and out of the Southeastern United States, including Air Force, Navy and Marine aircraft could lead to a shortage of regional air-refueling aircraft for training and homeland defense mission support. The Commission found that this potential shortfall is one of economic efficiency, not operational deficiency. The Commission further found that the Secretary of Defense's overall intent and concept of redistributing KC-135s out of Key Field AGS was supportable if the potential shortfall of cost-effective air-refueling support is mitigated by rejecting one of the Department of Defense's recommendations to reduce the number of KC-135 tanker aircraft in the Southeast. The commission found that Birmingham IAP AGS, AL had the best military value to meet the potential shortfall, and therefore found that the recommendation for Key Field Air Guard Station is supportable.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1, 3 and 4, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Key Field Air Guard Station, MS. Distribute the 186th Air Refueling Wing (ANG)'s KC-135R/T aircraft to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Base Closure and Realignment Commission.

Establish 12 PAA KC-135R/T aircraft at the 128th Air Refueling Wing (ANG), General Mitchell Air Guard Station, Wisconsin.

If the State of Mississippi decides to change the organization, composition and location of the 186th Air Refueling Wing (ANG) to integrate the unit into the Future Total Force:

Establish Key Field as a Regional Operations and Security Center (ROSC) location, with the 186th Air Refueling Wing's Expeditionary Combat Support (ECS) elements remaining in place;

Reassign a sufficient number of aircrews and maintenance personnel of the 186th Air Refueling Wing (ANG) to the 172d Airlift Wing (ANG), a C-17 unit located on Thompson Field, Mississippi to bring that unit to a fully manned status, with the Air Force providing retraining where necessary, and;

All other personnel allotted to the 186th Air Refueling Wing (ANG) will remain in place and assume a mission relevant to the security interests of the State of Mississippi and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Mississippi Air National Guard. The distribution of aircraft currently assigned to the 186th Air Refueling Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

GREAT FALLS INTERNATIONAL AIRPORT AIR GUARD STATION, MT

RECOMMENDATION # 98 (AIR FORCE 30)

ONE-TIME COST:	\$6.8M
ANNUAL RECURRING COSTS/(SAVINGS):	\$0.05M
20-YEAR NET PRESENT VALUE:	\$7.2M
PAYBACK PERIOD:	NEVER

SECRETARY OF DEFENSE RECOMMENDATION

Realign Great Falls International Airport Air Guard Station, MT. Distribute the 120th Fighter Wing's F-16s to the 187th Fighter Wing, Dannelly Field Air Guard Station, AL (three aircraft); the 132d Fighter Wing, Des Moines International Airport Air Guard Station, IA (three aircraft); and retire (nine aircraft). The wing's expeditionary combat support (ECS) elements remain in place.

SECRETARY OF DEFENSE JUSTIFICATION

Great Falls (117) ranked low in military value. The reduction in F-16 force structure and the need to align common versions of the F-16 at the same bases argued for realigning F-16s out of Great Falls. The F-16s realign to Dannelly (60) and Des Moines (137). Although Des Moines was ranked somewhat lower in military value than Great Falls, the realignment to Des Moines creates a more effective unit of 18 aircraft. The wing's ECS will remain in place to support the Air Expeditionary Force and to retain trained, experienced Air National Guard personnel.

COMMUNITY CONCERNS

The Great Falls, MT, community criticized MCI scores, claiming the Air Force's use of a one-size-fits-all approach is inherently biased in favor of large active-duty bases. Community leaders noted the Air National Guard (ANG) Bureau limited the size of ANG installations depending on the units' number of aircraft and mission. Great Falls AGS has reaped efficiencies because it is co-located with an existing civilian airport. They are particularly concerned that if DoD's recommendation is approved, they will not receive a significant emerging mission to backfill the loss. If aircraft must be realigned, they counter-proposed those aircraft be relocated to the nearby Malmstrom AFB instead of being sent to another state.

They also said implementation of DoD's recommendations could adversely affect training due to limited classroom slots and increased costs, and the announced DoD recommendation has already hurt recruiting and retention. The loss of experienced people and the subsequent negative impact on combat capability has been especially ill-timed given the extensive demands of current combat missions. Last, they asserted that aircraft cannot be removed, or National Guard bases closed or realigned, without the Governor's consent. The base has 300 full-time and 700 part-time jobs. There is concern in the community about knowing exactly how many jobs would be affected and what any (currently unidentified) new mission would be.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to realign Great Falls International Airport Air Guard Station could not be supported due to the fact that its outstanding airspace and lack of encroachment were not properly considered. The Commission recognized that due to a shrinking number of F-16s available, the unit would have to give up its F-16s. The tremendous airspace but no impact range in Montana implied an air sovereignty mission and the Commission found this location valuable for F-15 C/D aircraft. Further, the Commission established an F-16 squadron at Dannelly Field, Alabama and F-16 squadron at Des Moines, Iowa, which is consistent with the Commission's Air National Guard and Reserve Laydown plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Great Falls International Airport Air Guard Station, MT. Distribute the fifteen F-16 aircraft assigned to the 120th Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 15 PAA F-15 aircraft at the 120th Fighter Wing (ANG), Great Falls International Airport Air Guard Station, MT.

Establish 18 PAA F-16 aircraft at the 187th Fighter Wing (ANG), Dannelly Field Air Guard Station, AL.

Establish 18 PAA F-16 aircraft at the 132d Fighter Wing Des Moines International Airport Air Guard Station, IA (ANG).

The wing's Expeditionary Combat Support (ECS) elements remain in place.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

RENO-TAHOE INTERNATIONAL AIRPORT AIR GUARD STATION, NV

RECOMMENDATION # 99 (AIR FORCE 31)

ONE-TIME COST:	N/A*
ANNUAL RECURRING COSTS/(SAVINGS):	N/A*
20-YEAR NET PRESENT VALUE:	N/A*
PAYBACK PERIOD:	N/A*

* No COBRA data available

SECRETARY OF DEFENSE RECOMMENDATION

Realign Reno-Tahoe International Airport Air Guard Station, NV. Distribute the eight C-130H aircraft of the 152nd Airlift Wing (ANG) to the 189th Airlift Wing (ANG), Little Rock Air Force Base, AR. Flying related Expeditionary Combat Support (ECS) moves to Channel Islands Air Guard Station, CA (aerial port), and Fresno Air Guard Station, CA (firefighters). The remaining ECS elements and the Distributed Common Ground System (DCGS) remain in place.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation distributes C-130 force structure to a higher military value base. Because of limitations to land and ramp space, Reno was unable to expand beyond 10 C-130s. This recommendation realigns Reno's (101) C-130s to the Air National Guard at Little Rock Air Force Base (17), where a larger, more effective squadron size is possible. This larger squadron at Little Rock also creates the opportunity for an association between active duty and the Air National Guard, optimizing aircraft utilization.

COMMUNITY CONCERNS

The community opposed DoD's proposal, citing data discrepancies regarding ramp space, surge, and fuel capacity, and noted that the unit has had a positive long-term relationship with the community. The proposal would severely degrade the state's ability to deal both with natural disasters and homeland security. The local airport authority would lose Air Guard support for key responsibilities and support functions, and the Reno Fire Department would lose the unit's firefighting, airlift, and unique camera assets.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to realign Reno-Tahoe International Airport Air Guard Station was based on insufficient military value data. The Commission noted that the C-130s at Reno have a special intelligence and reconnaissance mission. Therefore the Commission established a C-130 squadron at Reno-Tahoe IAP and at Little Rock AFB, Arkansas. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1 and 3, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Reno-Tahoe International Airport Air Guard Station, NV. Distribute the 8 C-130 aircraft assigned to the 152d Airlift Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 9 PAA C-130 aircraft at the 189th Airlift Wing (ANG), Little Rock Air Force Base, Arkansas.

Establish 8 PAA C-130 aircraft at the 152d Airlift Wing (ANG), Reno-Tahoe International Airport Air Guard Station, Nevada.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

CANNON AIR FORCE BASE, NM

RECOMMENDATION # 100 (AIR FORCE 32)

ONE-TIME COST:	\$108.2M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$206.5M)
20-YEAR NET PRESENT VALUE:	(\$2,647.5M)
PAYBACK PERIOD:	IMMEDIATE

SECRETARY OF DEFENSE 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).

SECRETARY OF DEFENSE 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) are 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.

COMMUNITY CONCERNS

The Clovis community, including virtually all of its elected representatives, strongly argued that Cannon Air Force Base, one of three active-duty operational F-16 fighter bases, should remain open. They opposed the DoD recommendation, arguing that it deviated substantially from BRAC selection criteria. For instance, they claimed DoD did not appropriately consider the effect of encroachment on existing and future operations, the proposed New Mexico Training Range Initiative (NMTRI), or force structure retention and quality of life. They argued a realistic evaluation of long-term military value would close bases with significant encroachment problems, rather than Cannon. The community also argued the military-value-weighted analytical process failed to properly evaluate Cannon's military value for the next 20 years for current and future missions, condition of infrastructure, contingency, mobilization, future forces and the cost of operations. Leaders argued that DoD used inaccurate, incomplete, outdated, and misleading data. The community was also deeply concerned about potential unemployment. While DoD projected the loss of approximately 20 percent of the community's jobs, the community argued that DoD considered only Clovis and did not consider the nearby town of Portales. The community estimates the cumulative economic impact on the affected region to be approximately 30 percent, which in its view is a major deviation from Selection Criteria 6.

COMMISSION FINDINGS

DoD's justification for closing Cannon was the Air Force's overriding strategy to more effectively employ the shrinking Air Force structure by organizing its weapon systems into fewer, larger squadrons and by eliminating excess physical capacity. The Commission found this recommendation would allow the Air Force to relocate newer model F-16s as backup inventory to Active and to Air National Guard units. These moves would sustain the Active, the Air National Guard, and the Reserve force mix by replacing F-16 aircraft that will be retired in the 2025 Force Structure Plan.

The Commission found that prior to BRAC the Air Force had approved a programmatic out year reduction of 1,150 personnel at Cannon. This action, when combined with BRAC would result in an economic impact on the Clovis area of about 29 percent, which is about 10 percent greater than the economic impact reported by the DoD.

The Commission found that the 20-year Net Present Value savings for closing Cannon, while still significant, were substantially reduced when military personnel savings were eliminated.

The Commission further found that there is merit in disestablishing the 27th Fighter Wing and distributing its aircraft as recommended by DoD. The Commission also found that realigning Cannon Air Force Base as an enclave would enable DoD to meet potential needs for additional air base capacity.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1, 6 and 7, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Cannon Air Force Base, NM by disestablishing the 27th Fighter Wing and distributing its aircraft to meet the primary Aircraft Authorization (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Base Closure and Realignment Commission. After disestablishing the 27th Fighter Wing, the Air Force shall establish an enclave at Cannon Air Force Base that shall remain open until December 31, 2009 during which time the Secretary of Defense shall seek other newly-identified missions with all military services for possible assignment to Cannon Air Force Base, NM. If the Secretary designates a mission for Cannon Air Force Base during this period, the enclave would revert to the status appropriate for the designated mission. If the Secretary does not find a mission for Cannon Air Force Base by December 31, 2009, Cannon Air Force Base and the enclave shall be closed. Nothing in this directive shall prohibit the State of New Mexico and the Department of Defense from entering into an agreement to close the enclave at Cannon Air Force Base earlier than December 31, 2009.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

NIAGARA FALLS AIR RESERVE STATION, NY

RECOMMENDATION # 101 (AIR FORCE 33)

ONE-TIME COST:	\$4.8M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$0.26M)
20-YEAR NET PRESENT VALUE:	\$1.2M
PAYBACK PERIOD:	26 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Close Niagara Falls Air Reserve Station (ARS), NY. Distribute the eight C-130H aircraft of the 914th Airlift Wing (AFR) to the 314th Airlift Wing, Little Rock Air Force Base, AR. The 914th's headquarters moves to Langley Air Force Base, VA, the Expeditionary Combat Support (ECS) realigns to the 310th Space Group (AFR) at Schriever Air Force Base, CO, and the Civil Engineering Squadron moves to Lackland Air Force Base, TX. Also at Niagara, distribute the eight KC-135R aircraft of the 107th Air Refueling Wing (ANG) to the 101st Air Refueling Wing (ANG), Bangor International Airport Air Guard Station, ME. The 101st will subsequently retire its eight KC-135E aircraft, and no Air Force aircraft remain at Niagara.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation distributes C-130 force structure to Little Rock (17-airlift), a base with higher military value. These transfers move C-130 force structure from the Air Force Reserve to the active duty, addressing a documented imbalance in the active/reserve manning mix for C-130s. Additionally, this recommendation distributes more capable KC-135R aircraft to Bangor (123), replacing the older, less capable KC-135E aircraft. Bangor supports the Northeast Tanker Task Force and the Atlantic air bridge.

COMMUNITY CONCERNS

Niagara Falls Air Reserve Station (NFARS) community representatives highlighted the proximity of NFARS to the busy US-Canadian border, and claimed that closure would harm America's homeland defense capabilities. They pointed out that NFARS supports elements of the Federal Bureau of Investigation, the Army Reserves and National Guard, Coast Guard, Drug Enforcement Agency, and Customs and Border Protection. Local agencies benefiting from NFARS include Red Cross, the fire department, county sheriff, and the Niagara Falls Police. A chief concern of the community was how these agencies would be supported in the event NFARS closed.

Community representatives felt the Air Force recommendations were based on outdated or incomplete information. The "WIDGET" model, used to develop the MCI scores, did not allow for the use of 388,503 square feet of Federally owned ramp space available for use by NFARS. Further, the use of data for fiscal year 2003 did not capture significant reductions for base operating support that occurred in fiscal years 2004 through 2005. Had these factors been incorporated into DoD's analysis, the Community believes the outcome might have been different.

Last, community advocates noted that the base is located in an economically depressed region and is the second largest employer in the area. Community leaders maintained that the COBRA model underestimated the economic impact on the locality by including Niagara Falls in the Buffalo, NY, Metropolitan Statistical Area (MSA) population estimates.

The Department of Defense estimated a job loss of 1,072. However, members of the Niagara Military Affairs Council (NIMAC) contend that closing NFARS will result in the loss of 2,906 jobs, eliminating 3.5 percent of Niagara County's job base and potentially increasing the area's unemployment rate from 6.1 percent to 7 percent. They maintain that this will create an "economic tipping point" that will cause irreversible damage. Community representatives indicated that conditions for successful redevelopment of NFARS do not exist. Since 2001; manufacturing employment is down 19.4 percent, information technology employment is down 27.6 percent, employment in the financial services sector is down 5.6 percent, and employment in the transportation and utilities industries is down by 3.9 percent.

COMMISSION FINDINGS

The DoD justification for closing Niagara Falls ARS was part of a larger effort to restructure the C-130 fleet from reserve units to active-duty units at Little Rock, in order to address an imbalance in the C-130 active/reserve manning structure. It also was intended to relocate the KC-135Rs to replace older KC-135E tankers at Bangor International Airport Air Guard Station.

The Commission found that Niagara Falls ARS has won Air Force Reserve Command's recruiting awards for the last two years. Both Guard and Reserve wings exceeded their recruiting goals by 20 percent and have retention rates exceeding 95 percent. The Commission found that closing this installation would have affected future manpower requirements and would degrade current and future nighttime operations.

The Air Reserve Station is used jointly by the Air Force Reserve, the Air National Guard, and the Army Reserve and is one of only two Air Force installations on which Guard and Reserve units are collocated with shared facilities. Finally, the installation supports other Federal users with homeland defense missions, including the: FBI, Army Guard, Coast Guard, Civil Air Patrol, Customs and Border Protection, and DEA. The Commission found that closing Niagara Falls Air Reserve Station would be detrimental to joint warfighting and homeland defense operations.

The Commission found that the savings associated with closing Niagara Falls ARS were overestimated by the Department of Defense as a result of recent cost reductions.

Niagara Falls is the second largest employer in an economically depressed region. According to data provided by the community, the closure of Niagara Falls Air Reserve Station would have resulted in the loss of 2,906 jobs as opposed to the 1,072 estimated by the Department of Defense. This figure represents 3.5 percent of the county's job base and would have increased the area's unemployment rate from 6.1 percent to over 7 percent.

The Commission also found the need to strengthen the Atlantic Air Bridge by transferring eight KC-135Rs from Niagara Falls ARS. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1, 2, 3, 4 and 6, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Niagara Falls ARS, NY. Distribute the KC-135R/T aircraft assigned to the 107th Air Refueling Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Base Closure and Realignment Commission.

Establish 10 PAA KC-135R/T at the 101st Air Refueling Wing (ANG), Bangor International Airport Air Guard Station, Maine. The 101st Air Refueling Wing KC-135E aircraft will be transferred to the Aircraft Maintenance and Regeneration Center (AMARC) at Davis-Monthan AFB, Arizona, for appropriate disposal as economically unserviceable aircraft.

All personnel allotted to the 107th Air Refueling Wing (ANG), including the unit's Expeditionary Combat Support (ECS) elements, will remain in place and form an Air National Guard/Air Force Reserve associate wing with the 914th Airlift Wing. Establish a contiguous enclave for the 107th Air Refueling Wing (ANG) sufficient to support operation of that unit, including flight operations, and compatible with joint use of the Air Reserve Station as a civilian airport. Guard personnel will be provided the training necessary to support the airlift mission. This recommendation does not effect a change to the authorized end-strength of the New York Air National Guard. The distribution of aircraft currently assigned to the 107th Air Refueling Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft

concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

SCHENECTADY COUNTY AIRPORT AIR GUARD STATION, NY

RECOMMENDATION # 102 (AIR FORCE 34)

ONE-TIME COST: N/A*

ANNUAL RECURRING COSTS/(SAVINGS): N/A*

20-YEAR NET PRESENT VALUE: N/A*

PAYBACK PERIOD: N/A*

** No COBRA data available*

SECRETARY OF DEFENSE RECOMMENDATION

Realign Schenectady County Airport Air Guard Station (Air Guard Station), NY. The 109th Airlift Wing (ANG) will transfer four C-130H aircraft to the 189th Airlift Wing (ANG), Little Rock Air Force Base, AR.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation distributes C-130 force structure to Little Rock (17), which has higher military value. Adding aircraft to the ANG unit at Little Rock creates a larger, more effective squadron. The LC-130 aircraft (ski-equipped) remain at Schenectady (117).

COMMUNITY CONCERNS

Community representatives indicated that most full time and traditional Guard members will not follow the aircraft to Little Rock AFB, AR. The nearest bases from which Guard members could operate are more than 50 miles away, with some in excess of 100 miles. Additionally, they suggested that removing the C-130H will increase the usage of the ski-mounted LC-130s and shorten their operable lifespan by approximately 25percent. The community reiterated its challenge to the legality of the proposed realignment, stating that (1) the proposed movement of aircraft is not related to infrastructure restructuring, (2) recommendations to relocate, withdraw, disband, or change the organization of an ANG unit, unless done so for infrastructure rationalization, is inconsistent with the intent of BRAC legislation, and (3) programmatic moves of aircraft are inconsistent with BRAC objectives. Last, community advocates stated that DoD's recommendations diminished the Governor's and DoD's ability to defend the State by reducing the Governor's ability to respond with airlift to high terror threat areas such as New York City, Buffalo and other highly populated northeast centers.

COMMISSION FINDINGS

The Secretary of Defense recommended realigning Schenectady County Airport Air Guard Station, New York by transferring four C-130H aircraft to Little Rock Air Force Base, AR as "part of a larger effort to restructure the C-130 fleet at Little Rock, which has a higher military value. By adding aircraft to the Air National Guard unit in Little Rock, the Department of Defense believes a larger, more effective squadron could be created."

The Commission found the 109th Airlift Wing at Schenectady provides the nation's only air cargo lift capability to polar destinations. The unit flies four C-130s and six LC-130s. Removing the C-130s would eliminate the unit's unique summer mission serving the Arctic and Antarctica. The Commission established a 10-PAA C-130 squadron wing at Schenectady and this finding is consistent with the Commission's Air National Guard and Reserve Laydown plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1, 2 and 3, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Schenectady County Airport Air Guard Station (Air Guard Station), NY. Establish 10 Primary Authorized Aircraft (PAA) (L)C-130H at the 109th Airlift Wing (ANG), Schenectady County Airport Air Guard Station, NY.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

POPE AIR FORCE BASE, NC, PITTSBURGH INTERNATIONAL AIRPORT AIR RESERVE STATION, PA, AND YEAGER AIR GUARD STATION, WV

RECOMMENDATION # 103 (AIR FORCE 35)

ONE-TIME COST:	\$191.3M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$209.8M)
20-YEAR NET PRESENT VALUE:	(\$2,711.5M)
PAYBACK PERIOD:	IMMEDIATE

SECRETARY OF DEFENSE RECOMMENDATION

Realign Pope Air Force Base, NC. Distribute the 43rd Airlift Wing's C-130E aircraft (25 aircraft) to the 314th Airlift Wing, Little Rock Air Force Base, AR; realign the 23rd Fighter Group's A-10 aircraft (36 aircraft) to Moody Air Force Base, GA; transfer real property accountability to the Army; disestablish the 43rd Medical Group and establish a medical squadron. At Little Rock Air Force Base, AR, realign eight C-130E aircraft to backup inventory; retire 27 C-130Es; realign one C-130J aircraft to the 143rd Airlift Wing (ANG), Quonset State Airport Air Guard Station, RI; two C-130Js to the 146th Airlift Wing (ANG), Channel Islands Air Guard Station, CA; and transfer four C-130Js from the 314th Airlift Wing (AD) to the 189th Airlift Wing (ANG), Little Rock Air Force Base.

Realign Yeager Airport Air Guard Station (AGS), WV, by realigning eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit, and by relocating flying-related expeditionary combat support (ECS) to Eastern West Virginia Regional Airport/Shepherd Field AGS (aerial port and fire fighters). Close Pittsburgh International Airport (IAP) Air Reserve Station (ARS), PA, and relocate 911th Airlift Wing's (AFRC) eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit. Relocate AFRC operations and maintenance manpower to Pope/Fort Bragg. Relocate flight related ECS (aeromedical squadron) to Youngstown-Warren Regional APT ARS.

Relocate all remaining Pittsburgh ECS and headquarters manpower to Offutt Air Force Base, NE. Air National Guard units at Pittsburgh are unaffected.

SECRETARY OF DEFENSE JUSTIFICATION

Downsizing Pope Air Force Base takes advantage of mission-specific consolidation opportunities to reduce operational costs, maintenance costs and the manpower footprint. The smaller manpower footprint facilitates transfer of the installation to the Army. Active-duty C-130s and A-10s will move to Little Rock (17-airlift) and Moody (11-SOF/CSAR), respectively, to consolidate force structure at those two bases and enable Army recommendations at Pope. At Little Rock, older aircraft are retired or converted to back-up inventory and J-model C-130s are aligned under the Air National Guard. Little Rock grows to become the single major active-duty C-130 unit, streamlining maintenance and operation of this aging weapon system. At Pope, the synergistic, multi-service relationship will continue between Army airborne and Air Force airlift forces with the creation of an active duty/Reserve associate unit. The C-130 unit remains as an Army tenant on an expanded Fort Bragg. With the disestablishment of the 43rd Medical Group, the Air Force will maintain the required manpower to provide primary care, flight and occupational medicine to support the Air Force active-duty military members. The Army will maintain the required manpower necessary to provide primary care, flight, and occupational medicine to support the Army active-duty military members. The Army will provide ancillary and specialty medical services for all assigned Army and Air Force military members (lab, X-ray, pharmacy, etc).

The major command's capacity briefing reported Pittsburgh ARS land constraints prevented the installation from hosting more than 10 C-130 aircraft, and Yeager AGS cannot support more than eight C-130s. Careful analysis of mission capability indicates that it is more appropriate to increase the proposed airlift mission at Fort Bragg to an optimal 16 aircraft C-130 squadron, which provides greater military value and offers unique opportunities for Jointness.

COMMUNITY CONCERNS

Representatives from the Pope Air Force Base (AFB) community expressed concerns about the effect of the recommendations on safety and Army operations. They maintained that safety is paramount at Pope AFB. It was noted that DoD's recommendation would not change the mission at Pope and that air transport is the most critical aspect of the nation's power projection capability. Community representatives stated "current leadership at Pope/Fort Bragg would execute the mission and make it successful" but that "it would be unique [in] the Army to run an airfield of the magnitude and operations tempo of Pope." It was suggested that costs could actually increase if the Army were to take over the installation because of the additional costs associated with contracted labor. The example cited was that a civilian air traffic controller salary is three times that of a military air traffic controller. Community representatives recommended instead that Pope AFB become a C-130J Operational Center of Excellence. The C-130J is air-refuelable, making it very conducive to the mission of Fort Bragg. The same concerns were expressed about the Commission's vote to consider expanding the scope of realignment of Pope as well.

The key issues for Pittsburgh International Airport Air Reserve Station pertained to the availability of land and whether it was considered in the Air Force model used to calculate military value. Community advocates contended that 50 to 100 acres are available for expansion of the airport, and cited memoranda of agreements since 1993 with the Pittsburgh International Airport to use an additional 21.7 acres adjacent to the Air Reserve Station. Community representatives maintained that DoD's recommendations ignored opportunities for jointness and pointed to a report which noted that the installation supports the Military Entrance Processing Station (MEPS) by providing 9,000 applicants annually with testing, billeting, and dining, resulting in annual savings for the Army of \$1.2 million. Additionally, the installation firing range is used by 50 local, State, and Federal (military and civilian) agencies and is one of the few ranges that allows for the firing of .50 caliber ammunition.

Advocates also expressed concerns about the base exchange, credit union, chapel, fitness center, consolidated club, and billeting, which are used by the 911th AW, the 171st ARW and the 99th Regional Readiness Command. The base also hosts the regional Casualty Assistance Office, and the 911th Communications Center provides Communications Security (COMSEC) and classified storage capability to over 50 Federal agencies and 100 percent of the Air National Guard's 171st Air Refueling Wing's communication needs. Last, advocates stated that the Metropolitan Statistical Area (MSA) value used in the Cost of Base Realignment Actions (COBRA) model for calculating economic impact was incorrect.

The West Virginia community, including elected officials, argued that approximately half of the 320 full-time employees would leave the unit if the planes are removed from the base and that this would cripple the mission effectiveness of a unit with over 100 percent endstrength. They also stated DoD's proposal would reduce joint training opportunities and significantly hinder the ability to rapidly transport a civil response team in the event of an emergency. The community contended DoD's claim that Yeager's ramp space could support no more than eight C-130s was refuted when 15 C-130s were on the ramp during a recent training exercise. Last, it would be difficult to recover from the loss of the base's \$71 million annual contribution to the local economy.

COMMISSION FINDINGS

The Department of Defense recommendation for realigning Pope Air Force Base, NC; closing the Pittsburgh IAP ARS PA; and realigning Yeager Air Guard Station (AGS), WV was part of a larger effort to restructure the C-130 fleet. The need for restructuring was driven by the age of the C-130E model aircraft and the participation in the replacement C-130J procurement program.

Given the importance of airlift to the Fort Bragg mission, there was concern regarding how the Air Force recommendation would be implemented. Other than the recommendation to form an Active Duty/Reserve Associate unit with the 16 C-130s transferred to Pope from Yeager and Pittsburgh, there was no discussion of how airlift operations would continue to be conducted in support of Fort Bragg. Particular concern focused on the loss of an execution planning cell and the informal working relationships that currently exists between elements at Fort Bragg and the 43rd Airlift Wing at Pope. In light of the importance of the Fort Bragg mission to national security, the Commission found the proposed action had the potential to

detrimentally affect that mission. Therefore, the Commission modified the DoD recommendation to establish an Air Force Air Operation Support Group at Pope AFB.

The justification for realigning Yeager and closing Pittsburgh was based on a 2003 data call. These data indicated that Yeager was unable to host more than eight C-130s and that Pittsburgh was unable to host more than ten C-130s. The Air Force had previously determined that the optimal size for a C-130 squadron was 16, but that 12 was an acceptable number for an Air Force Reserve or Air National Guard Squadron. Whether the data were outdated or the response misinterpreted, the Commission found that the resulting conclusions were incorrect. The Wing Commander at Yeager AGS, WV reported that the unit can park 12 C-130s. Commission staff observed eleven aircraft parked at the installation during our base visit.

Rather than closing Pittsburgh IAP ARS, the Commission determined that it should be realigned as an enclave on which a Regional Joint Readiness Center would be established. Since the Commission retained C-130 Aircraft at Pittsburgh, the Commission urges that the Department of Defense take affirmative action to identify and permanently locate and operate an optimum number of C-130 aircraft as a detachment to the Pittsburgh IAP ARS enclave in order that it may support the mission of the Regional Joint Readiness Center as well as current Air Force Reserve Command missions.

The Commission found reason to be concerned about Little Rock AFB's ability to receive the recommended number of aircraft. BRAC staff verified that a comprehensive capacity analysis had not been conducted. Consequently, the total Military Construction costs to accommodate all the C-130 BRAC related moves to Little Rock were originally underestimated by approximately 63 percent. Recent USAF estimates are \$246.7 million.

The Commission also found that the existing national security issues and the need to support the Fort Bragg mission overruled the deviations from the BRAC selection criteria. The Commission established a C-130 wing at Quonset State Airport Air Guard Station, Rhode Island; Channel Islands Air Guard Station, California; Little Rock AFB, Arkansas; and at Yeager Air Guard Station, West Virginia; consistent with the Commission's Air National Guard and Reserve Laydown plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1, 2 and 3, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Pope Air Force Base, NC. Distribute the 25 C-130E aircraft assigned to the 43d Air Lift Wing and the 36 A-10 aircraft assigned to the 23d Fighter Group to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 16 PAA C-130H aircraft at Pope Army Air Field, Fort Bragg, North Carolina.

Establish 48 PAA A-10 aircraft at Moody Air Force Base, Georgia.

Transfer real property accountability to the Army; disestablish the 43d Medical Group and establish a medical squadron. The Air Force will establish an Air Support Operations Group to provide unity of command of Air Force units on Pope Army Air Field, mission execution planning, and management of efficient loadout of Fort Bragg assets.

Realign Little Rock Air Force Base, Arkansas. Distribute 39 of the C-130 aircraft assigned to Little Rock Air Force Base, Arkansas to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 8 PAA C-130J aircraft at the 143d Airlift Wing (ANG), Quonset State Airport Air Guard Station, Rhode Island;

Establish 8 PAA C-130J aircraft at the 146th Airlift Wing (ANG), Channel Islands Air Guard Station, California;

Establish 9 PAA C-130 aircraft at 189th Airlift Wing (ANG), Little Rock Air Force Base.

Realign Yeager Airport Air Guard Station (AGS), West Virginia. Establish 8 PAA C-130H aircraft at Yeager Airport Air Guard Station (AGS), West Virginia.

Realign Pittsburgh International Airport (IAP) Air Reserve Station (ARS), Pennsylvania. Establish a contiguous enclave at the Pittsburgh ARS, Pennsylvania sufficient to support continued operations of the reserve station units, including flight operations, and compatible with combined use of the civilian airport by the Air Reserve, Air National Guard and civilian users. Within that enclave, establish a Regional Joint Readiness Center (RJRC) at the Pittsburgh International Air Station with the mission of providing civil-military operations, homeland security and community-based medical support to the Department of Defense and the Department of homeland security National Incident Management Plan and the National

Response Plan. The enclave and RJRC will be staffed at the current manning level of the ARS. The PAA and personnel allocations of Air National Guard units at Pittsburgh are unaffected by this recommendation.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

GRAND FORKS AIR FORCE BASE, ND

RECOMMENDATION # 104 (AIR FORCE 37)

ONE-TIME COST:	\$104.2M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$66.7M)
20-YEAR NET PRESENT VALUE:	(\$637.1M)
PAYBACK PERIOD:	1 YEAR

SECRETARY OF DEFENSE RECOMMENDATION

Realign Grand Forks Air Force Base (AFB), ND. Distribute the 319th Air Refueling Wing's KC-135R aircraft to the 126th Air Refueling Wing (ANG), Scott AFB, IL (12 aircraft), which retires its eight KC-135E aircraft; the 916th Air Refueling Wing (AFR), Seymour Johnson AFB, NC (eight aircraft), which will host an active duty associate unit; the 6th Air Mobility Wing, MacDill AFB, FL (four aircraft), which will host a Reserve association with 927th Air Refueling Wing (AFR) manpower realigned from Selfridge ANGB, MI; the 154th Wing (ANG), Hickam AFB, HI (four aircraft), which will host an active duty associate unit; and the 22nd Air Refueling Wing, McConnell AFB, KS (eight aircraft), which currently associates with the 931st Air Refueling Group (AFR). Grand Forks will remain an active Air Force installation with a new active duty/Air National Guard association unit created in anticipation of emerging missions at Grand Forks.

Realign McConnell Air National Guard (ANG) Base by relocating the 184th Air Refueling Wing (ANG) nine KC-135R aircraft to the 190th Air Refueling Wing at Forbes Field AGS, KS, which will retire its eight assigned KC-135E aircraft. The 184th Air Refueling Wing's operations and maintenance manpower will transfer with the aircraft to Forbes, while the wing's expeditionary combat support (ECS) elements will remain at McConnell.

SECRETARY OF DEFENSE JUSTIFICATION

Grand Forks (40-tanker) ranked lowest in military value of all active-duty KC-135 bases. However, of Northern tier bases, Grand Forks ranked highest in military value for the UAV mission (43-UAV). Military judgment argued for a continued strategic presence in the north central US (Grand Forks is one of the last remaining active military installations in the region). Military judgment also indicated the potential for emerging missions in homeland defense, particularly for border states. Therefore, Grand Forks is retained as an active installation, but realigned to distribute its KC-135R force structure to bases with higher value for the tanker mission—MacDill (36), McConnell (15), Seymour Johnson (25), and Scott (38). The additional aircraft at MacDill optimize the unit size, establish a new active duty/Air Force Reserve association to enhance unit capability, and preserve sufficient capacity for future beddown of the next generation tanker aircraft. Scott receives KC-135R model aircraft to replace older, higher maintenance KC-135E models, capture Scott's existing capacity, and increase its capability by robbing the ANG squadron. The additional aircraft at Seymour Johnson optimize the squadron, increase the wing's capability, and establish another new active duty/Air Force Reserve unit association. Additional aircraft at McConnell capitalize on available excess capacity at no cost and optimize three squadrons for greater total wing capability. The Air Force used military judgment in moving force structure from Grand Forks to Hickam (87), concluding that Hickam's strategic location argued for a more robust global mobility capability in the western Pacific. Increasing tanker force structure at Hickam strengthens the unit and establishes an active duty/Air Force Reserve association to maximize Reserve participation. Realigning ANG KC-135R aircraft from McConnell to Forbes (35) replaces aging, higher maintenance KC-135E aircraft with newer models while retaining the experienced personnel from one of the highest-ranking reserve component tanker bases.

COMMUNITY CONCERNS

The North Dakota community welcomed the future Unmanned Aerial Vehicle (UAV) mission, while arguing DoD underestimated Grand Forks' value as a tanker base. They claimed the Mission Compatibility Index (MCI) score

undervalued “Proximity to Airspace Supporting Mission.” The community noted that the base is strategically located in the north-central United States, providing reduced flight times to key worldwide locations via shorter polar routes. In addition, DoD undervalued the absence of encroachment or air quality issues; outstanding infrastructure, to include a completely new runway estimated for completion in October 2005; the base’s support for nuclear missions; large amounts of available airspace; acreage and expansion opportunities; and its high Operations Tempo in support of the Global War on Terror. The community is concerned that the 24 aircraft Grand Forks will distribute to Air Reserve Component bases under DoD’s recommendation would be utilized at a significantly lower rate than while at Grand Forks.

The community asks why DoD recommended realigning its tankers since the Air Force’s 2003 “Tanker Roadmap” programmed Grand Forks for the first base to fully bed down KC-135 replacement aircraft (then scheduled for delivery in FY08). The community noted its strong relationship with the base, even more so since the 1997 flood, and cited its selection twice for the Abilene Trophy for most outstanding community support within Air Mobility Command. The community suggested that a recommendation to move tankers should call for distribution “as directed by the Secretary of the Air Force,” and that the base’s facilities, real property and housing be preserved to support a squadron of 12 KC-135s and a family of UAVs.

COMMISSION FINDINGS

The Commission found that Grand Forks has ample capacity and conditions for current and future flying missions, to include the Department of Defense’s intent to bed down a family of Unmanned Aerial Vehicles (UAVs). The Commission also found that the Secretary of Defense’s overall intent and concept of realigning KC-135s out of Grand Forks AFB was supportable. The Commission found reason to maintain a limited KC-135 presence on the base to facilitate an effective and cost-efficient mission conversion pending stand-up of a UAV.

The Commission found that Fiscal Year 2004 flying hour data revealed Air National Guard and Reserve bases slated to receive Grand Forks aircraft as a result of DoD’s recommendations flew their currently assigned aircraft an average of 49 percent fewer hours per aircraft per year, while Active Duty receiver bases flew their KC-135s an average of 8 percent more. DoD’s original recommendation would have resulted in 67 percent of Grand Forks aircraft realigning to Air Guard and Reserve bases, though the Commission found this was consistent with Air Force proportionality goals noting that Air Guard and Reserve forces currently operate 62 percent of the KC-135 fleet.

With regard to McConnell Air National Guard Base, KS, the Commission found the Secretary of Defense’s intent and concept of redistributing the Air National Guard operated KC-135s was supportable.

The Commission established Air National Guard KC-135 wings at: Scott AFB, Illinois, Seymour-Johnson AFB, North Carolina, MacDill AFB, Florida, Hickam AFB, Hawaii, McConnell AFB, Kansas, and Forbes Field, Kansas. This recommendation is consistent with the Commission’s Air National Guard Laydown plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1 and 3, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Grand Forks Air Force Base (AFB), ND. Distribute the 319th Air Refueling Wing’s KC-135R/T aircraft to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish the following KC-135R/T PAA:

The 126th Air Refueling Wing (ANG), Scott AFB, IL (eight PAA KC-135R/T). The 126th Air Refueling Wing KC-135E aircraft will be transferred to the Aerospace Maintenance and Regeneration Center (AMARC) at Davis-Monthan AFB, AZ, for appropriate disposal as economically unserviceable aircraft;

The 916th Air Refueling Wing (AFR), Seymour-Johnson AFB, NC (16 PAA KC-135R/T), which will host an active duty associate unit;

The 6th Air Mobility Wing, MacDill AFB, FL (16 PAA KC-135R/T), which will host a Reserve association with 927th Air Refueling Wing (AFR) manpower realigned from Selfridge ANGB, MI;

The 154th Wing (ANG), Hickam AFB, HI (12 PAA KC-135R/T), which will host an active duty associate unit; and,

The 22d Air Refueling Wing, McConnell AFB, KS (48 PAA KC-135R/T), which currently associates with the 931st Air Refueling Group (AFR).

Modify infrastructure at Grand Forks AFB to accommodate the emerging Unmanned Aerial Vehicle (UAV) mission. The Secretary of Defense will maintain eight KC-135 aircraft at Grand Forks Air Force Base to facilitate an efficient and cost effective bed down of UAVs. The Secretary will keep the tankers in place until the UAVs are operational at Grand Forks, but not later than 31 Dec 2010 unless otherwise required by the Department of Defense for National Emergencies. Grand Forks will remain an active Air Force installation with a new active duty/Air National Guard association unit created in anticipation of emerging missions at Grand Forks.

Realign McConnell Air National Guard Base by distributing the 184th Air Refueling Wing's (ANG) nine KC-135R/T aircraft to meet the PAA requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Base Closure and Realignment Commission. Establish 12 Primary Aircraft Authorization KC-135R/T aircraft at the 190th Air Refueling Wing, Forbes Field AGS, KS. The 184th Air Refueling Wing KC-135E aircraft will be transferred to the AMARC at Davis-Monthan AFB, AZ, for appropriate disposal as economically unserviceable aircraft.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

HECTOR INTERNATIONAL AIRPORT AIR GUARD STATION, ND

RECOMMENDATION # 105 (AIR FORCE 38)

ONE-TIME COST:	\$1.8M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$1.02M)
20-YEAR NET PRESENT VALUE:	(\$12.9M)
PAYBACK PERIOD:	2 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

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

SECRETARY OF DEFENSE JUSTIFICATION

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

COMMUNITY CONCERNS

The North Dakota community welcome the planned Unmanned Aerial Vehicle (UAV) association with Grand Forks AFB, though it argued that the DoD recommendation language calling for the retirement of the unit's F-16s "without a flying mission backfill" unfairly and unreasonably restricts future missions at Hector. The community argued that the Governor and Adjutant General were not consulted on the recommendation, and that the F-16 retirements were actions already programmed by the Air Force and should not be included in the BRAC process. Community representatives also argued that the Mission Compatibility Index (MCI) did not accurately assess Hector, particularly regarding its available ramp space, new runway, unencroached airspace, safety record, history of outstanding performance, and proximity to homeland defense and homeland security missions in the north-central United States (near the border with Canada). They felt that Air National Guard units were unfairly punished for their smaller, more efficient sizing, and DoD's overall BRAC recommendations unreasonably favored units in the southern United States. Finally, they argued the loss of the F-16 mission will hurt their recruiting and retention efforts and will have negative economic impacts on the region.

COMMISSION FINDINGS

The Commission found that the projected 20-year Net Present Value savings from realigning Hector IAP AGS were relatively modest. Regarding the Mission Compatibility Index score (MCI), there were instances when the MCI may not have comprehensively or completely assessed the base's military value. In all cases, though, it would appear that the MCI scoring was administered consistently amongst units and bases.

The Commission found the Department of Defense's original justification language cited Hector would be realigned with "no flying mission backfill." Hector appeared to be the only base in which that phrase was used. While the Commission notes that the justification language is in itself not statutory, the Commission recognized that DoD's planned Unmanned Aerial Vehicle (UAV) associate mission for Hector is itself a form of flying mission. The Commission found that DoD's recommendation language did not sufficiently provide for future requirements related to the UAV mission Hector would support in conjunction with Grand Forks AFB, ND. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1 and 2, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Hector International Airport Air Guard Station, ND. The 119th Fighter Wing (ANG) will be redesignated as an Unmanned Aerial Vehicle wing; the Armed Forces Reserve Center planned for construction on Hector Field will be expanded to include sufficient facilities to accommodate at minimum the UAV ground control and intelligence analysis functions and expeditionary combat support elements, including fire, crash and rescue services, of the 119th Wing (ANG), in addition to the units already identified in Army Recommendation 73, Reserve Component Transformation in North Dakota; and the Air Force will retain, adapt or construct appropriate facilities on Grand Forks Air Force Base appropriate to launch, recover, maintain and support the Unmanned Aerial Vehicles assigned to the 119th Wing (ANG). The Commission explicitly rejects the language contained in justification to the recommendation by the Secretary of Defense that there will be "no flying mission backfill" at Hector Field. The wing's expeditionary combat support elements remain in place.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

MANSFIELD LAHM MUNICIPAL AIRPORT AIR GUARD STATION, OH

RECOMMENDATION # 106 (AIR FORCE 39)

ONE-TIME COST:	\$8.6M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$6.7M)
20-YEAR NET PRESENT VALUE:	(\$79.6M)
PAYBACK PERIOD:	1 YEAR

SECRETARY OF DEFENSE RECOMMENDATION

Close Mansfield-Lahm Municipal Airport Air Guard Station (AGS), OH. Distribute the eight C-130H aircraft of the 179th Airlift Wing (ANG) to the 908th Airlift Wing (AFR), Maxwell Air Force Base, AL (four aircraft), and the 314th Airlift Wing, Little Rock Air Force Base, AR (four aircraft). Flying related Expeditionary Combat Support (ECS) moves to Louisville International Airport AGS, KY (aerial port) and Toledo Express Airport AGS, OH (firefighters).

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation distributes C-130 aircraft to two bases with higher military value: Little Rock Air Force Base (17) and Maxwell Air Force Base (21). The addition of aircraft at Maxwell Air Force Base creates an optimally sized Reserve Component squadron. Additionally, these transfers move C-130 force structure from the Air National Guard to the Air Force Reserve and active duty, addressing a documented imbalance in the active/Air National Guard/Air Force Reserve manning mix for C-130s.

COMMUNITY CONCERNS

The Columbus, OH, community criticized Mission Compatability Index (MCI) scores, claiming Air Force use of a one-size-fits-all approach is inherently biased in favor of large active-duty bases and did not accurately reflect the site's available ramp and hangar capacity. In addition to community concerns over the 300 jobs at risk, representatives contended it would be more cost effective to increase the number of the site's aircraft because of high relocation-related military construction costs and because it has the highest personnel rating of any Air National Guard C-130 unit. Furthermore, they argued recent Congressional earmarks for infrastructure improvements could sustain the base's flying mission through 2015, and a nearby industrial park relies on Mansfield-Lahm for fire protection services.

Last, the community noted there was extremely limited communication between the Air Force, National Guard Bureau, the Adjutants General, and the State governors. They claimed Air Force failure to engage their reserve component counterparts hurt morale and jeopardized a previously longstanding and good relationship.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to close Mansfield-Lahm Municipal Airport Air Guard Station was not supportable. The Commission establishes an enclave at Mansfield-Lahm Municipal Airport Air Guard Station, Ohio. The Commission established a C-130 wing at Maxwell Air Force Base, Alabama. This recommendation is consistent with the Commission's Air National Guard Laydown plan.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1, 2, 4 and 6, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Mansfield-Lahm Municipal Airport Air Guard Station (AGS), OH. Distribute the 179th Airlift Wing's C-130H aircraft to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 8 C-130H PAA at the 908th Airlift Wing (AFR), Maxwell Air Force Base, Alabama.

Establish a contiguous enclave for the 179th Airlift Wing (ANG) sufficient to support operations of that unit, including flight operations, and compatible with joint use of the Mansfield-Lahm Municipal Airport as a civilian airport.

If the State of Ohio decides to change the organization, composition and location of the 179th Airlift Wing (ANG) to integrate the unit into the Future Total Force, all personnel allotted to the 179th Airlift Wing (ANG), including the unit's Expeditionary Combat Support (ECS) elements, will remain in place and assume a mission relevant to the security interests of the State of Ohio and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Ohio Air National Guard. The distribution of aircraft currently assigned to the 179th Airlift Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT AIR GUARD STATION, OH

RECOMMENDATION # 107 (AIR FORCE 40)

ONE-TIME COST:	\$30.8M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$2.5M)
20-YEAR NET PRESENT VALUE:	(\$5.4M)
PAYBACK PERIOD:	14 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Springfield-Beckley Municipal Airport Air Guard Station, OH. Distribute the 178th Fighter Wing's F-16 aircraft to the 132nd Fighter Wing, Des Moines International Airport Air Guard Station, IA (nine aircraft); the 140th Wing (ANG), Buckley Air Force Base, CO (three aircraft) and 149th Fighter Wing (ANG), Lackland Air Force Base, TX (six aircraft), but retain the wing's expeditionary combat support (ECS) elements, the 251st Combat Communications Group (ANG) and 269th Combat Communications Squadron (ANG) in place, and relocate the wing's firefighter positions, which will move to Rickenbacker Air Guard Station, OH.

SECRETARY OF DEFENSE JUSTIFICATION

The decision to realign Springfield-Beckley's F-16s and not replace force structure at Springfield-Beckley is based on considerations of military value and all other available information. Buckley (64) and Lackland (47) have higher military value than Springfield-Beckley (128), and Buckley has a role in the homeland defense mission. This recommendation optimizes the squadron size at Lackland, the only ANG F-16 Flying Training Unit. While not currently tasked with a homeland defense role, Des Moines (137) is located within the specified response timing criteria of a homeland security site of interest. The 132nd Fighter Wing, Des Moines International Airport Air Guard Station, will assume a role in the air sovereignty mission.

COMMUNITY CONCERNS

The Springfield-Beckley, OH, community criticized several Mission Compatibility Index (MCI) scores, claiming Air Force use of a one-size-fits-all approach is inherently biased in favor of large active-duty bases and the base's status as an F-16 formal training unit (FTU) should have exempted it from data calls pertaining to standard weapons storage requirements. DoD's military value scores reflected neither the base's mission nor mission requirements. According to the community's analysis, accurate data reflecting pavement quality, range space, training capacity, and maintenance and logistics capacity would have resulted in a significantly higher score. In addition, community representatives argued DoD failed to account for costs associated with replacing pilots and maintainers who would not move to the proposed location. They contended DoD completely ignored their proximity to Wright Patterson Air Force Base and the possibility of a community-basing program at Beckley. They felt that if quantitative military value analysis results did not satisfy the Air Force, "military judgment" was arbitrarily applied to justify the BRAC proposal. Last, the community expressed concerns about the 291 direct and 149 indirect jobs that could be lost, adding that they knew the F-16 would go away at some point but questioned if it was prudent to retire it so soon.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to realign Springfield-Beckley Municipal Airport Air Guard Station should be supported even though the military value criteria were flawed and the realignment will be a cost instead of a savings to the Department. This unit is a training squadron for the F-16. There are currently two other Flying Training Units (FTUs) in the Total Force. The Commission agreed that with the total number of F-16s being reduced in the Air Force, the training requirements will be reduced commensurately. The Commission established an F-16 wing at Buckley AFB, Colorado and at Lackland AFB, Texas. This recommendation is consistent with the Commission's Air National Guard Laydown plan.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force

will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 2 and 5, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Springfield-Beckley Municipal Airport Air Guard Station, OH. Distribute the 18 F-16 aircraft assigned to the 178th Fighter Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 18 PAA F-16 aircraft at the 140th Wing (ANG), Buckley Air Force Base, Colorado.

Establish 18 PAA F-16 aircraft at the 149th Wing (ANG), Lackland Air Force Base, Texas.

Establish a contiguous enclave for the 178th Fighter Wing (ANG) sufficient to support operations of that unit, including flight operations, and compatible with joint use of the Springfield-Beckley Municipal Airport as a civilian airport.

If the State of Ohio decides to change the organization, composition and location of the 178th Fighter Wing (ANG) to integrate the unit into the Future Total Force, all personnel allotted to the 178th Fighter Wing (ANG), including the unit's Expeditionary Combat Support (ECS) elements, will remain in place and assume a mission relevant to the security interests of the State of Ohio and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Ohio Air National Guard. The distribution of aircraft currently assigned to the 178th Fighter Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

PORTLAND INTERNATIONAL AIRPORT, AGS, OR

RECOMMENDATION # 108 (AIR FORCE 41)

ONE-TIME COST:	\$70M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$3.7M)
20-YEAR NET PRESENT VALUE:	\$19.9M
PAYBACK PERIOD:	28 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Portland International Airport Air Guard Station, OR. Realign the 939th Air Refueling Wing (AFR) by distributing the wing's KC-135R aircraft to the 507th Air Refueling Wing (AFR), Tinker Air Force Base, OK (four aircraft); the 190th Air Refueling Wing (ANG), Forbes Field Air Guard Station, KS (three aircraft); and by reverting one aircraft to backup inventory. Operations and maintenance manpower for four aircraft from the 939th Air Refueling Wing is realigned with the aircraft to Tinker Air Force Base. The 939th Air Refueling Wing's remaining manpower, to include expeditionary combat support, is realigned to Vandenberg Air Force Base, CA. Realign the 142nd Fighter Wing (ANG) by distributing the wing's

F-15 aircraft to the 177th Fighter Wing (ANG), Atlantic City, NJ (six aircraft) and the 159th Fighter Wing (ANG), New Orleans ARS, LA (nine aircraft). The 142nd Fighter Wing's expeditionary combat support elements, along with the 244th and 272nd Combat Communications Squadrons (ANG), will remain at Portland and Portland will continue to support a homeland defense alert commitment. The 304th Rescue Squadron (AFR) at Portland is realigned to McChord Air Force Base, WA, with no aircraft involved. The 214th Engineering Installation Squadron (ANG), a geographically separated unit at Jackson Barracks, LA, is relocated onto available facilities at New Orleans.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation realigns Portland's KC-135R tanker aircraft to Forbes Field and Tinker, installations with higher military value. Tinker (4) and Forbes (35) ranked higher than Portland (71) for the tanker mission, and both installations remain operationally effective due to their proximity to air refueling missions. This recommendation will strengthen the Reserve squadron size at Tinker and Air National Guard squadron size at Forbes, increasing these units' capability. An Air National Guard and Reserve KC-135 unit association will be established at Tinker to access Reserve experience and maximize regional Reserve participation in the aerial refueling mission. This recommendation will also ensure that critical KC-135 backup aircraft inventory levels are preserved.

This recommendation also realigns Portland's F-15 fighter aircraft to an installation of higher military value. Atlantic City (61) ranks higher than Portland (77) for the fighter mission, and realigning Portland's F-15 aircraft to Atlantic City helps create an optimum-sized fighter squadron (24 Primary Aircraft Assigned). While New Orleans (79) ranks slightly below Portland for the fighter mission, the Air Force used military judgment in realigning Portland's remaining F-15 aircraft to New Orleans. New Orleans has above average military value for reserve component bases, and realigning aircraft from Portland creates another optimum-sized fighter squadron at New Orleans. Although the ANG will continue to support an alert commitment at Portland, the Air Force determined it is also a priority to support North American Defense Command (NORAD) and United States Northern Command (USNORTHCOM) air sovereignty alert requirements at Atlantic City and New Orleans. Creating effective sized squadrons at these reserve component locations ensures the Air Force can maintain trained, experienced pilots and maintenance technicians and is able to fulfill its homeland defense alert requirements. Portland's ECS remains in place to support the Air Expeditionary Force and to retain trained, experienced Airmen.

By relocating the geographically separated Air National Guard squadron to New Orleans, the Air Force best utilizes available facilities on the installation while reducing the cost to the government to lease facilities in the community.

COMMUNITY CONCERNS

The Portland Community, including its elected representatives, strongly argued that the Portland International Airport Air Guard Station should remain intact. The community asserted that the proposed realignment would put the alert force structure below the pre-September 11, 2001, posture and leave Northwest population centers, airline traffic, and maritime routes vulnerable to future threats. It further expressed the opinion that the homeland defense mission was not adequately factored into the BRAC military value selection criteria. The community asserted that DoD consulted with neither the Oregon Governor nor the Adjutant General regarding the effect on their homeland security missions. The community believes that recruitment and retention of the expeditionary combat support unit that would remain in place as an enclave would suffer dramatically. The community argued the realignment makes no economic sense because there are no real personnel savings. It pointed out that the initial presentations by the Air Force staff to the Air Force Base Closure Executive Group projected payback, excluding personnel savings, to be in excess of 100 years and annual savings of \$200,000, while the final report shows payback, including personnel savings, will be realized in only seven years with an annual savings of \$14 million. The community argued that the 100 year payback projection is closer to being accurate.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to realign the Portland International Airport Air Guard Station and to continue to support an alert commitment at Portland with a two-fighter-aircraft detachment on a rotational basis could not be supported. With respect to the fighter aircraft the Commission believes that the Air Force did not adequately address homeland security issues because its military value analysis was done by platform rather than by installation mission or function. The Commission found that the recommendation regarding the KC-135 tanker realignment to be adequately supported. The Commission noted that the Department of homeland security declined to participate in the public dialogue with the Commission.

The Commission found that the DoD rationale for relocating the 304th Rescue Squadron (Air Force Reserve) is no longer applicable; the Commission recommends they remain in place. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Portland International Airport Air Guard Station, OR. Realign the 939th Air Refueling Wing (AFR). Distribute the KC-135R/T aircraft assigned to the 939th Air Refueling Wing (AFR) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission. Establish the 507th Air Refueling Wing (AFR), Tinker Air Force Base, OK as a twelve Primary Aircraft Authorizations (PAA) KC-135R/T wing. Operations and maintenance manpower for four PAA aircraft from the 939th Air Refueling Wing will realign to Tinker Air Force Base, OK. The 939th Air Refueling Wing's Expeditionary Combat Support (ECS) is realigned to Vandenberg Air Force Base, California.

Realign the 142^d Fighter Wing (ANG). Distribute the 15 F-15 aircraft assigned to the 142d Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 18 PAA F-15 aircraft at the 142d Fighter Wing (ANG), Portland International Airport Air Guard Station, OR.

Establish 18 PAA F-15 aircraft at the 159th Fighter Wing (ANG), New Orleans ARS, LA.

The 142^d Fighter Wing's Expeditionary Combat Support elements, along with the 244th and 272^d Combat Communications Squadrons (ANG), and the 304th Rescue Squadron (AFR), will remain at Portland and Portland will continue to support a homeland defense alert commitment. The 214th Engineering Installation Squadron (ANG), a geographically separated unit at Jackson Barracks, LA, is relocated onto available facilities at New Orleans.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

ELLSWORTH AIR FORCE BASE, SD, AND DYESS AIR FORCE BASE, TX

RECOMMENDATION # 109 (AIR FORCE 43)

ONE-TIME COST:	N/A
ANNUAL RECURRING COSTS/(SAVINGS):	N/A
20-YEAR NET PRESENT VALUE:	N/A
PAYBACK PERIOD:	N/A

SECRETARY OF DEFENSE RECOMMENDATION

Close Ellsworth Air Force Base, SD. The 24 B-1 aircraft assigned to the 28th Bomb Wing will be distributed to the 7th Bomb Wing, Dyess Air Force Base, TX. Realign Dyess Air Force Base, TX. The C-130 aircraft assigned to the 317th Airlift Group will be distributed to the active-duty 314th Airlift Wing (22 aircraft) and Air National Guard 189th Airlift Wing (two aircraft), Little Rock Air Force Base, AR; the 176th Wing (ANG), Elmendorf Air Force Base, AK (four aircraft); and the 302nd Airlift Wing (AFR), Peterson Air Force Base, CO (four aircraft). Peterson Air Force Base will have an active duty/Air Force Reserve association in the C-130 mission. Elmendorf Air Force Base will have an active duty/Air National Guard association in the C-130 mission.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation consolidates the B-1 fleet at one installation to achieve operational efficiencies. Ellsworth (39) ranked lower in military value for the bomber mission than Dyess (20). To create an efficient, single-mission operation at Dyess, the Air Force realigned the tenant C-130s from Dyess to other Air Force installations. The majority of these aircraft went to

Little Rock (17-airlift), which enables consolidation of the active-duty C-130 fleet into one stateside location at Little Rock, and strengthens the Air National Guard squadron to facilitate an active duty association with the Guard unit. The other C-130s at Dyess were distributed to Elmendorf (51-airlift) and Peterson (30-airlift) to facilitate active duty associations with the Guard and Reserve units at these installations.

COMMUNITY CONCERNS

The Rapid City, SD, community criticized DoD's proposal on the grounds of national security, military value, cost, and economic impact. Representatives believe consolidating all B-1 bombers at one base poses significant security threats because a single accident or attack could wipe out or delay a major weapons platform. The community questioned DoD's military value criteria and selection process because Ellsworth scored higher than Dyess in three of four criteria. The one lower score, in the most heavily weighted criteria, was inaccurate according to the community because it did not reflect Ellsworth's proximity to low-level flying routes or mission supporting airspace. Further, representatives contended that operating the entire B-1 fleet at one base was inherently inefficient and would exceed the cost of maintaining two separate bases. They also questioned why Ellsworth was not considered for a tanker mission backfill when it ranked fifth for the tanker MCI score out of all Air Force bases evaluated – far higher than many other bases receiving tankers under DoD's proposal. Finally, the community asserted closure would have a very significant economic impact.

The Abilene, TX, community asserted DoD's recommendation to relocate their C-130s to bases with lower military value scores substantially deviated from the selection criteria. Further, the DoD proposal ignores the operational, training and maintenance efficiencies attained at Dyess with its 29 C-130H models. Last, it would cost more in military construction funding to relocate their aircraft to Little Rock than to keep them at Dyess along with the additional B-1s the base is slated to receive, thereby violating criteria five.

COMMISSION FINDINGS

The Commission found that Ellsworth is an outstanding installation. It has vast unencroached air space, is sparsely populated and has diverse terrain.

In reviewing DoD comparative military value scoring methodology for airspace and airspace training ranges the Commission found that the methodology was fairly and consistently applied, but it was narrowly focused and did not consider range utilization and the value of a range to specific aircraft. Because of this, the Commission found that Ellsworth's airspace training range was more valuable than identified in the scoring methodology.

The Commission found that consolidating the B-1 fleet would reduce the number of bomber bases from five to four. The Commission found that the closure of Ellsworth would not result in a savings, but a cost. A significant portion of Ellsworth savings are tied to military personnel savings, but those savings would not be realized since efficiencies gained by the consolidation would not occur because the Air Force planned to use those positions for other missions, thereby negating savings and adding costs to move them.

The Commission also found the cost for military construction at Little Rock Air Force Base was significantly underestimated and therefore the military construction costs associated with this recommendation were much higher. Further, the Commission found that the military personnel movement linked to the distribution of C-130s from Dyess Air Force Base, TX to Little Rock, AR, Elmendorf Air National Guard, AK and Peterson Air Reserve Station is inefficient because it resulted in a net increase in personnel managing and maintaining the C-130s.

Additionally, the Commission found that protracted litigation in the primary airspace training range at Dyess could potentially impact readiness to the B-1 fleet if the temporary restriction were made permanent. Last, the Commission found that Ellsworth is the second largest employer in South Dakota and the closing of the base will have significant economic impact on the community. This impact would be significantly higher than DoD's average impact on the community.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1, 2, 3, 5 and 6, and the Force Structure Plan. Therefore, the Commission has rejected the recommendation of the Secretary.

NASHVILLE INTERNATIONAL AIRPORT AIR GUARD STATION, TN

RECOMMENDATION # 110 (AIR FORCE 44)

ONE-TIME COST:	\$48.7M
ANNUAL RECURRING COSTS/(SAVINGS):	\$20.7M
20-YEAR NET PRESENT VALUE:	\$261.3M
PAYBACK PERIOD:	NEVER

SECRETARY OF DEFENSE RECOMMENDATION

Realign Nashville International Airport (IAP) Air Guard Station (AGS), TN. This recommendation distributes the C-130H aircraft of the 118th Airlift Wing (ANG) to the 182nd Airlift Wing (ANG), Greater Peoria Airport AGS, IL (four aircraft), and the 123rd Airlift Wing (ANG), Louisville IAP AGS, KY (four aircraft). Flying related ECS (aerial port and firefighters) moves to Memphis IAP AGS. The Aeromedical Squadron from Nashville moves to Naval Air Station Joint Reserve Base Fort Worth. Other ECS remains in place at Nashville.

SECRETARY OF DEFENSE JUSTIFICATION

Nashville (104) had a low military value ranking and was near other ANG bases keeping or gaining aircraft. Military judgment was the predominant factor in this recommendation. This realignment creates two right-sized squadrons, Peoria (127) and Louisville (79), from three undersized squadrons and retains experienced ANG personnel.

COMMUNITY CONCERNS

The Nashville, TN, community, including public officials, criticized Mission Compatability Index (MCI) scores, claiming the Air Force's one-size-fits-all approach created a built-in bias favoring large active-duty bases. They argued that the Air Force's optimal primary assigned aircraft (PAA) model was inappropriate for Air Guard installations. In addition, they asserted proper credit was not given for its new state-of-the-art maintenance facility and a civilian fuel depot to which the 118th Airlift Wing (AW) has unimpeded access. The community felt that when quantitative military value analysis did not generate the Air Force's desired results, "military judgment" was arbitrarily applied to justify the BRAC proposals.

They stated the loss of experienced personnel and the subsequent negative impact on combat capability will be significant, and no members of Nashville's aero-medical evacuation squadron are expected to relocate with their mission.

Public officials protested the loss of C-130 aircraft because they are so well-suited to civil support and emergency disaster response, and DoD's proposal would hurt the area's homeland security preparedness by separating transport capability from the Nashville-based 45th Civil Support Team.

Last, unlike the Army and Navy processes related to their Reserve Components, the community noted there was extremely limited communication between the Air Force, National Guard Bureau, the Adjutants General, and the State governors. The failure to engage their reserve component counterparts has had a negative effect on morale and jeopardized what was previously a longstanding and good relationship.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to remove the flying mission from Nashville International Airport Air Guard Station can be supported despite community concerns related to military value, manpower savings and impact on the state mission. The Commission also recognized the fact that the C-130 force structure is shrinking and that the number of Air National Guard C-130 operating locations must be reduced. The Commission established a C-130 wing at Greater Peoria Air Guard Station, Illinois and Louisville International Airport, Kentucky. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and

maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Nashville International Airport (IAP) Air Guard Station (AGS), TN. Distribute the 8 C-130 aircraft assigned to the 118th Airlift Wing (ANG) to meet the Primary Assigned Aircraft (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Base Closure and Realignment Commission.

Establish 8 PAA C-130 aircraft at the 182d Airlift Wing (ANG), Greater Peoria Airport, AGS, Illinois.

Establish 8 PAA C-130 aircraft at the 123d Airlift Wing (ANG), Louisville International Airport Air Guard Station, Kentucky.

Establish a contiguous enclave for the 118th Airlift Wing (ANG) sufficient to support operations of those units, including flight operations, and compatible with joint use of the Nashville International Airport as a civilian airport.

If the State of Tennessee decides to change the organization, composition and location of the 118th Wing (ANG) to integrate the unit into the Future Total Force, all personnel allotted to the 118th Wing (ANG) will remain in place and assume a mission relevant to the security interests of the State of Tennessee and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Tennessee Air National Guard. The distribution of aircraft currently assigned to the 118th Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

ELLINGTON AIR GUARD STATION, TX

RECOMMENDATION # 111 (AIR FORCE 45)

ONE-TIME COST:	\$1.97M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$0.33M)
20-YEAR NET PRESENT VALUE:	(\$2.7M)
PAYBACK PERIOD:	6 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Ellington Field Air Guard Station, TX. The 147th Fighter Wing's F-16s (15 aircraft) will retire. The wing's expeditionary combat support (ECS) elements will remain in place. Ellington retains the capability to support the homeland defense mission. The 272nd Engineering Installation Squadron, an ANG geographically separated unit, moves into available space on Ellington.

SECRETARY OF DEFENSE JUSTIFICATION

Ellington (80) ranked low in military value. The reduction in F-16 force structure and the need to align common versions of the F-16 at the same bases argued for allowing Ellington's F-16s to retire in place with no fighter mission backfill. Ellington is

realigned to preserve the homeland defense Air Sovereignty Alert (ASA) site using aircraft assigned elsewhere and operating from Ellington on a rotational basis as tasked by US Northern Command. In a related recommendation, the Lackland Air Force Base, Texas Air National Guard F-16 initial training unit is increased in size to capitalize on Ellington's trained pilots and maintainers.

COMMUNITY CONCERNS

The community objected to DoD's recommendation to remove all F-16s and convert the facility into an Air Sovereignty Alert (ASA) site with only two aircraft. They disputed DoD's military value analysis calculations, costs, and claimed the region's homeland security would be placed at risk because the 147th is the area's main source of homeland defense. Ellington's MCI score would be higher if ramp space and surge capacity had been evaluated accurately. They also asserted the recommendation will increase costs with no corresponding synergy benefits. If the ASA mission is provided by another unit, increased costs will include \$2500 to \$3500 per flying hour, and operating an ASA not associated with an existing unit will add approximately \$4 million annual costs. The impact of a terrorist attack in the area could have national ramifications because major industries produce 25 percent of the US gasoline supply and also include the Port of Houston.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to realign Ellington Air Guard Station should be supported despite community concerns related to homeland security and the base's military value. The Commission recognized the high number of sensitive facilities in the Houston area. The Commission agreed with the alert posture plan developed by the Department of Defense to station fighters at Ellington for Air Sovereignty Alert (ASA) on a rotational basis. The Commission also understands that the Air National Guard F-16 inventory must be reduced.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1 and 2, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Ellington Field Air Guard Station, TX. Distribute the 15 F-16 aircraft assigned to the 147th Fighter Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish a contiguous enclave for the 147th Fighter Wing (ANG) sufficient to support operations of that unit, including flight operations, and compatible with joint use of Ellington Field as a civilian airport.

If the State of Texas decides to change the organization, composition and location of the 147th Fighter Wing (ANG) to integrate the unit into the Future Total Force, all personnel allotted to the 147th Fighter Wing (ANG), including the unit's Expeditionary Combat Support (ECS) elements, will remain in place and assume a mission relevant to the security interests of the State of Texas and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Texas Air National Guard. The distribution of aircraft currently assigned to the 147th Fighter Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state. Ellington retains the capability to support the

homeland defense mission. The 272d Engineering Installation Squadron, an ANG geographically separated unit, moves into available space on Ellington.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

LACKLAND AIR FORCE BASE, TX

RECOMMENDATION # 112 (AIR FORCE 46)

ONE-TIME COST:	\$8.1M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$2.9M)
20-YEAR NET PRESENT VALUE:	(\$32.4M)
PAYBACK PERIOD:	2 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Lackland Air Force Base, TX. Relocate the Standard Air Munitions Package (STAMP)/Standard Tank, Rack, Adaptor, and Pylon Packages (STRAPP) function from Lackland Air Force Base, Medina Annex to McConnell Air Force Base, KS, and transfer the mission to the Air National Guard.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation enables Air Force Total Force participation by converting one of two Air Force STAMP/STRAPP missions from active duty to the Air National Guard. Lackland Air Force Base, Medina Annex is one of two STAMP mission locations within the Air Force; Hill Air Force Base, UT, is the other. This action will retain two geographically separated munitions sites to support the Air Force's Air Expeditionary Force construct, yet reduce the active-duty manpower requirement. Current munitions out-load operations from Medina Annex to the airhead at Lackland (the former Kelly Air Force Base airfield) pose transportation challenges in that explosives shipments are moved over local and interstate highways, increasing the security threat. The Air Force does not fully control the Lackland airfield, thus access and future encroachment cannot be ensured. McConnell Air Force Base has co-located munitions storage and hot-cargo handling capability on the base, enhancing out-load effectiveness with little projected interference on existing missions. The base has sufficient 1.1 net explosive weight munitions storage capacity in existing structures that supported a former bomb wing mission, and ANG personnel at McConnell currently perform a function similar to the active duty STAMP mission. Because of this existing capability, mission conversion is expected to require fewer additional full-time ANG personnel at McConnell than active-duty personnel at Medina.

COMMUNITY CONCERNS

There were no formal expressions from the community.

COMMISSION FINDINGS

The Commission found that the military construction costs to realign the Standard Air Munitions Package (STAMP) and Standard Tank, Rack, Adaptor, and Pylon Package (STRAPP) at McConnell Air Force Base, KS were understated. Given this oversight, some critical military construction requirements might not be identified; and associated funding not programmed sufficiently to accommodate the storage of munitions at McConnell Air Force Base. The Commission also found an oversight in the recommendation that identified the departure of munitions personnel at Lackland Medina Annex in fiscal year 2007, yet the munitions stockpile is scheduled to be transported in fiscal year 2008. These concerns were identified to DoD who assured the Commission that adequate personnel would remain at Lackland Medina Annex until the mission was transferred. DoD also assured the Commission that any military construction shortfalls not identified would be resolved during site surveys at McConnell Air Force Base. Based on these assurances and the need to resolve the safety and security issues of transporting munitions over local and interstate highways at Lackland Medina as quickly as possible, the Commission concurred with this recommendation.

COMMISSION RECOMMENDATIONS

The Commission found the Secretary's recommendation consistent with the final selection criteria and the Force Structure Plan. Therefore, the Commission approves the recommendation of the Secretary.

HILL AIR FORCE BASE, UT, EDWARDS AIR FORCE BASE, CA, MOUNTAIN HOME AIR FORCE BASE, ID, LUKE AIR FORCE BASE, AZ, AND NELLIS AIR FORCE BASE, NV

RECOMMENDATION # 113 (AIR FORCE 47)

ONE-TIME COST:	\$28.6M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$8.2M)
20-YEAR NET PRESENT VALUE:	(\$85.0M)
PAYBACK PERIOD:	4 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Hill Air Force Base, UT. Distribute the 419th Fighter Wing F-16s to the 482nd Fighter Wing, Homestead Air Reserve Base, FL (six aircraft) and the 301st Fighter Wing, Naval Air Station Joint Reserve Base Fort Worth, TX (nine aircraft). The AFMC F-16s at Hill will remain in place. Realign Edwards Air Force Base, CA; Mountain Home Air Force Base, ID; and Luke Air Force Base, AZ, by relocating base-level LANTIRN intermediate maintenance to Hill, establishing a Centralized Intermediate Repair Facility (CIRF) for Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods at Hill. Realign Naval Air Station Joint Reserve Base Fort Worth, TX, and Nellis Air Force Base, NV, by relocating base-level F110 engine intermediate maintenance to Hill, establishing a CIRF for F110 engines at Hill.

SECRETARY OF DEFENSE JUSTIFICATION

The Air Force distributed Reserve aircraft to Homestead Air Reserve Base (31) to create an optimum sized squadron that supports the homeland defense Air Sovereignty Alert mission. The remaining Reserve aircraft are distributed to the only other remaining Reserve F-16 squadron at Naval Air Station Joint Reserve Base Fort Worth (58). This laydown keeps the active/Air National Guard/

Air Force Reserve force structure mix constant. Creating CIRFs for LANTIRN pods and F110 engines establishes Hill as a maintenance workload center for these commodities. This recommendation complements other CIRF recommendations as part of an Air Force effort to standardize stateside and deployed intermediate-level maintenance concepts, and will increase maintenance productivity and support to the warfighter.

COMMUNITY CONCERNS

Community representatives claimed the civilian personnel office (CPO) recommendation, if approved, will have a negative impact on Hill's mission because the CPO plays a significant role in providing essential services to the base's leadership and the large (10,000+) civilian workforce. They also noted that the DoD proposal, unlike other CPO consolidations, would not leave behind a minimum number of personnel specialists to service the base.

The community also argued that moving all of Hill's Munitions Containment Group engineering positions to the Air Armament Center, Elgin AFB without also transferring the Munitions Sustainment mission leaves Hill without the technical expertise necessary to support the Air Force.

In addition, advocates opposed DoD's proposed movement of Inventory Control Point Functions for F-16 Depot Level Repairable (DLR) to the Defense Logistics Agency (DLA), noting that Hill is the F-16 Center of Excellence responsible for cradle-to-grave management of F-16s. Moving a key function such as DLR management could have an adverse mission impact. Last, the Hill community strongly supported DoD's recommendation to bed down six "block 40" F-16 aircraft at the base.

COMMISSION FINDINGS

The Commission found that this realignment was consistent with the Air Force goals of creating larger more efficient fighter aircraft squadrons and improving intermediate level maintenance processes. The Commission found that Hill Air Force Base had capacity and conditions for current and future flying missions. The Commission also found that the Secretary of Defense's overall intent and concept of realigning F-16 aircraft out of Hill Air Force Base was supportable. The Commission supported the recommendation to establish Hill as a Centralized Intermediate Repair Facility for Low Attitude Navigation and Targeting Infrared for Night pods and for F-110 Engines. The Commission established an F-16 wing at Homestead Air Reserve Base, Florida and the Naval Air Station Joint Reserve Base Fort Worth, Texas. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1, 3, 4 and 5, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Hill Air Force Base, UT. Distribute the 15 F-16 aircraft assigned to the 419th Fighter Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission;

Establish 24 PAA F-16 aircraft at the 482nd Fighter Wing, Homestead Air Reserve Base, FL.

Establish 24 PAA F-16 aircraft at the 301st Fighter Wing, Naval Air Station Joint Reserve Base Fort Worth, TX.

The AFMC F-16s will remain in place at Hill AFB.

Realign Edwards Air Force Base, CA; Mountain Home Air Force Base, ID; and Luke Air Force Base, AZ, by relocating base-level LANTIRN intermediate maintenance to Hill, establishing a Centralized Intermediate Repair Facility (CIRF) for Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods at Hill AFB.

Realign Naval Air Station Joint Reserve Base Fort Worth, TX, and Nellis Air Force Base, NV, by relocating base-level F110 engine intermediate maintenance to Hill, establishing a CIRF for F110 engines at Hill.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

LANGLEY AIR FORCE BASE, VA

RECOMMENDATION # 114 (AIR FORCE 49)

ONE-TIME COST:	\$1.79M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$0.7M)
20-YEAR NET PRESENT VALUE:	(\$8.5M)
PAYBACK PERIOD:	3 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Langley Air Force Base, VA. Realign base-level F-15 avionics intermediate maintenance from Langley Air Force Base to Tyndall Air Force Base, FL, by establishing a Centralized Intermediate Repair Facility (CIRF) at Tyndall Air Force Base, FL, for F-15 avionics.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation standardizes stateside and deployed intermediate-level maintenance concepts, and compliments other CIRF recommendations made by the Air Force. It will increase maintenance productivity and support to the warfighter by consolidating and smoothing dispersed, random workflows. As a result of other recommendations, Tyndall is expected to have two full squadrons (48 F-22s) as compared to only one squadron (24 F-15s) at Langley.

COMMUNITY CONCERNS

There were no formal expressions from the community.

COMMISSION FINDINGS

The Commission found that the realignment is consistent with the Air Force goal's of improved efficacies and manpower costs savings for intermediate level maintenance for F-15 avionics. The Commission expressed concern that the Centralized Intermediate Repair Facility is transportation-centric and that delays to transportation of the F-15 avionics packages from the repair facility to Langley Air Force Base could affect unit readiness, but after discussion with DoD, the Commission determined that the Air Force has sufficient experience, planning and resources to mitigate against this possible effect.

COMMISSION RECOMMENDATIONS

The Commission found the Secretary's recommendation consistent with the final selection criteria and the Force Structure Plan. Therefore, the Commission approves the recommendation of the Secretary.

RICHMOND AIR GUARD STATION, VA, AND DES MOINES INTERNATIONAL AIRPORT AIR GUARD STATION, IA

RECOMMENDATION # 115 (AIR FORCE 50)

ONE-TIME COST:	\$22.0M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$2.8M)
20-YEAR NET PRESENT VALUE:	(\$18.7M)
PAYBACK PERIOD:	8 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Richmond International Airport Air Guard Station, VA. Distribute the 192nd Fighter Wing's F-16s to the 132nd Fighter Wing, Des Moines International Airport Air Guard Station, IA (six aircraft); 482nd Fighter Wing Homestead Air Reserve Base, FL (three aircraft) and to backup inventory (six aircraft). Richmond International Airport Air Guard Station real property accountability will transfer to the Department of the Army. The 192nd Fighter Wing's manpower will associate with the 1st Fighter Wing. Realign Des Moines International Airport Air Guard Station, IA. The F-16 aircraft currently assigned to the 132nd Fighter Wing at Des Moines are redistributed to the 180th Fighter Wing, Toledo Express Airport Air Guard Station, OH (nine aircraft) and 138th Fighter Wing, Tulsa International Airport Air Guard Station, OK (six aircraft).

SECRETARY OF DEFENSE JUSTIFICATION

Prior to BRAC 2005, the USAF announced a plan for the 192nd Fighter Wing (ANG) to associate at Langley Air Force Base. This announcement was made. To accommodate the association and the F-16 Force Structure Plan, the Air Force distributed the F-16s from Richmond to other F-16 bases using military value and judgment. The F-16s from Richmond (49) are distributed to Des Moines (137) and Homestead (31) to enable the capability to support the homeland defense Air Sovereignty Alert mission. Des Moines' F-16s are distributed to Toledo (123) and Tulsa (114) to support the homeland defense Air Sovereignty Alert mission and to consolidate the precision-guided weapon employment capability that exists in the Air National Guard.

COMMUNITY CONCERNS

There were no formal expressions from the community.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to realign Richmond Air Guard Station should be supported. The Commission understands that the Air National Guard F-16 inventory must be reduced. The Commission

further understands that prior to this BRAC round Richmond entered into an agreement to associate with the active-duty F-22 unit at Langley AFB, VA. The Commission did not support the realignment of the Air Guard Station Des Moines, Iowa. The Commission established F-16 wing at Des Moines, Iowa, Toledo, Ohio, and Tulsa, Oklahoma. This recommendation is consistent with the Commission's Air National Guard Laydown plan.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1 and 2, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Richmond International Airport Air Guard Station, VA. Distribute the 15 F-16 aircraft assigned to the 192d Fighter Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 24 F-16 PAA at the 482d Fighter Wing at Homestead Air Reserve Base, Florida.

Richmond International Airport Air Guard Station real property accountability will transfer to the Department of the Army. The 192d Fighter Wing's manpower will associate with the 1st Fighter Wing. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Virginia Air National Guard. The distribution of aircraft currently assigned to the 192d Fighter Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the commonwealth.

Realign Des Moines International Airport Air Guard Station, IA. Distribute the 15 F-16 aircraft assigned to the 132d Fighter Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 18 F-16 PAA at the 132d Fighter Wing, Des Moines International Airport Air Guard Station, Iowa.

Establish 18 F-16 PAA at the 180th Fighter Wing, Toledo Express Airport Air Guard Station, Ohio.

Establish 21 F-16 PAA at the 138th Fighter Wing, Tulsa International Airport Air Guard Station, Oklahoma.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

FAIRCHILD AIR FORCE BASE, WA

RECOMMENDATION # 116 (AIR FORCE 51)

ONE-TIME COST:	\$6.4M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$0.9M)
20-YEAR NET PRESENT VALUE:	(\$6.7M)
PAYBACK PERIOD:	8 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Fairchild Air Force Base, WA. The 141st Air Refueling Wing (ANG) will associate with the 92d Air Refueling Wing at Fairchild Air Force Base, and the 141st Air Refueling Wing's eight KC-135R aircraft are distributed to the 185th Air Refueling Wing (ANG), Sioux Gateway Airport Air Guard Station, IA. The 256th Combat Communications Squadron and 242d Combat Communications Squadron, which are ANG geographically separated units at Four Lakes and Spokane, are relocated into available facilities at Fairchild Air Force Base.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation realigns aircraft and streamlines operations at Fairchild by associating the Air National Guard KC-135 wing with the active-duty wing. Fairchild Air Force Base (17) ranked just behind McConnell Air Force Base as the active-duty tanker base with highest military value for a tanker mission. This realignment preserves remaining capacity for the next generation tanker aircraft, while maintaining the ANG experience and recruiting potential within the region. In distributing KC-135R force structure to Sioux Gateway Air Guard Station (67), the Air Force applied military judgment in replacing aging, higher maintenance KC-135E force structure at Sioux Gateway with newer models to increase the unit's capability and retain trained, experienced aircrews and maintenance technicians. By relocating two geographically separated units onto Fairchild, the Air Force best uses its available resources while reducing the cost to the government of leased facilities.

COMMUNITY CONCERNS

The Fairchild, WA, community did not express specific concerns about DoD's proposal, having been advised they were in line for some of the early new tanker aircraft once they are produced and deployed. The community is pleased to associate with the active unit until the new tanker aircraft are available.

COMMISSION FINDINGS

While the Commission found that the community had no specific concerns regarding this recommendation, the Commission noted that the 141st Air Refueling Wing (ANG) is prepared to associate with the Active Duty's 92d Air Refueling Wing at Fairchild AFB. The Commission recognized the stewardship of the 141st ARW and strongly supports the placement of the new tanker aircraft with the 141st to lead the force. The Commission further found that the Secretary of Defense's overall intent and concept of redistributing the ANG KC-135s out of Fairchild AFB was supportable.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

GENERAL MITCHELL AIR RESERVE STATION, WI

RECOMMENDATION # 117 (AIR FORCE 52)

ONE-TIME COST:	(SEE RECOMMENDATION #103, POPE AFB, NORTH CAROLINA)
ANNUAL RECURRING COSTS/(SAVINGS):	(SEE RECOMMENDATION #103, POPE AFB, NORTH CAROLINA)
20-YEAR NET PRESENT VALUE:	(SEE RECOMMENDATION #103, POPE AFB, NORTH CAROLINA)
PAYBACK PERIOD:	(SEE RECOMMENDATION #103, POPE AFB, NORTH CAROLINA)

SECRETARY OF DEFENSE RECOMMENDATION

Close General Mitchell Air Reserve Station (ARS). Distribute the eight C-130H aircraft of the 440th Airlift Wing to the 94th Airlift Wing (AFR), Dobbins Air Reserve Base (ARB), GA (four aircraft) and to the 314th Airlift Wing, Little Rock Air Force Base, AR (four aircraft). Realign the 440th Airlift Wing's operations, maintenance and Expeditionary Combat Support (ECS) manpower to Fort Bragg, NC. Air National Guard units at Mitchell are unaffected by this recommendation.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation distributes C-130 aircraft to two bases of higher military value, Little Rock Air Force Base (17) and Dobbins Air Reserve Base (71). Adding aircraft at Little Rock and Dobbins optimizes squadron size, creating larger, more effective squadrons. Additionally, these transfers move C-130 force structure from the Air Force Reserve to the active duty, addressing a documented imbalance in the active/Air National Guard/Air Force Reserve manning mix for C-130s.

COMMUNITY CONCERNS

The community believes that the recommendation to close General Mitchell ARS is unjustified. The community asserted that the Air Force's use of the recommendation to recapitalize its C-130 fleet was outside the scope of BRAC and would leave no strategic Air Force Reserve presence in the Milwaukee/Chicago area. The community contended that relocating the 440th Airlift Wing would have a negative impact on recruitment and retention, citing a direct correlation between proximity to the vast industrial local labor pool and the base's ability to attract and retain experienced personnel. Citizens also noted that closure of General Mitchell ARS would result in the loss of thousands of flying hours and years of technical experience, jeopardizing a level of combat readiness difficult to reproduce elsewhere. Further, the community contended that MCI formulas were inherently biased against smaller bases and that General Mitchell's MCI score was improperly computed. According to the community, General Mitchell ARS should have received an Airlift MCI score better than that of two bases that were not on DoD's list of realignments and closures. Finally, the community asserted General Mitchell ARS was more cost efficient than the three bases slated to receive Mitchell's manpower or assets and that its depot level maintenance alone saved the Air Force \$1.14 million.

COMMISSION FINDINGS

The Commission found that though the Mission Compatibility Index (MCI) tool did not accurately capture all aspects of the base's military value and may appear to have favored larger bases, it appears to have been applied consistently. Regarding Mitchell's Airlift MCI score, the Commission verified that there was in fact a calculation error for the formula assessing the quality of an installation's pavement. Even after correcting the error, however, the base still ranked as one of two of the lowest scoring Air Force Reserve bases, according to the Air Force. The Commission found this recommendation supportable. The Commission established C-130 wings at Dobbins Air Reserve Base, Georgia and Pope Air Force Base, North Carolina. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown plan.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Close General Mitchell Air Reserve Station (ARS). Distribute the 440th Airlift Wing's C-130H aircraft to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Base Closure and Realignment Commission.

Establish the following C-130H PAA:

The 94th Airlift Wing (AFR), Dobbins Air Reserve Base (ARB), GA (8 PAA C-130H);

The Air Force Reserve/Active Duty unit (designation to be determined) at Pope Army Airfield, NC (16 PAA C-130H).

Realign the 440th Airlift Wing's operations, maintenance and Expeditionary Combat Support (ECS) manpower to Pope Army Airfield, NC. Air National Guard units at Mitchell are unaffected by this recommendation.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

AIR FORCE LOGISTICS SUPPORT CENTERS

RECOMMENDATION # 118 (AIR FORCE 53)

ONE-TIME COST:	\$9.3M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$6.1M)
20-YEAR NET PRESENT VALUE:	(\$77.0M)
PAYBACK PERIOD:	1 YEAR

SECRETARY OF DEFENSE RECOMMENDATION

Realign Altus Air Force Base, OK; Hickam Air Force Base, HI; Hurlburt Field, FL; Langley Air Force Base, VA; Little Rock Air Force Base, AR; Luke Air Force Base, AZ; and Scott Air Force Base, IL. Establish Air Force Logistics Support Centers (LSCs) at Langley Air Force Base and Scott Air Force Base by combining five major command (MAJCOM) Regional Supply Squadrons (RSS) into two LSCs.

Combat Air Forces (CAF): Establish a CAF LSC at Langley Air Force Base by realigning RSS positions from Hickam Air Force Base and Sembach, Germany (non-BRAC programmatic), as well as base-level Logistics Readiness Squadron (LRS) positions from Luke Air Force Base.

Mobility Air Forces (MAF): Establish a MAF LSC at Scott Air Force Base by realigning RSS positions from Hurlburt Field and Sembach (non-BRAC programmatic) and LRS positions from Little Rock Air Force Base and Altus Air Force Base.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation is a transformational opportunity consistent with eLog21 initiatives that will standardize Air Force materiel management command and control. This recommendation realigns RSS manpower (from three MAJCOM locations) and base-level LRS manpower (from three installations) into two LSCs in support of Combat Air Forces and Mobility Air Forces. Consolidation will provide a seamless transition from peace to war for 3,012 aircraft and weapons systems associated with CAF/MAF forces and the airmen who use them. It also provides a single point of contact to the warfighter, whether at home station or deployed. This recommendation will also result in the disestablishment of the Air Force Special Operations Command Regional Supply Squadron, Pacific Air Forces Regional Supply Squadron, and the United States Air Forces in Europe Regional Supply Squadron.

COMMUNITY CONCERNS

There were no formal expressions from the community.

COMMISSION FINDINGS

The Commission found operational efficiencies gained by this recommendation. The Commission noted a risk to material management support to the Air Force during the transition period, but the Commission also recognized that the Air Force has, in-place, a detailed implementation plans to mitigate this risk.

COMMISSION RECOMMENDATIONS

The Commission found the Secretary's recommendation consistent with the final selection criteria and the Force Structure Plan. Therefore, the Commission approves the recommendation of the Secretary.

F100 ENGINE CENTRALIZED INTERMEDIATE REPAIR FACILITIES

RECOMMENDATION # 119 (AIR FORCE 55)

ONE-TIME COST:	\$9.2M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$1.1M)
20-YEAR NET PRESENT VALUE:	(\$7.2M)
PAYBACK PERIOD:	9 YEARS

SECRETARY OF DEFENSE RECOMMENDATION

Realign Langley Air Force Base, VA; Tyndall Air Force Base, FL; and Jacksonville International Airport Air Guard Station, FL. Establish a Centralized Intermediate Repair Facility (CIRF) for F100 engines at Seymour Johnson Air Force Base, NC, by realigning base-level F100 engine intermediate maintenance from Langley Air Force Base. Establish a CIRF for F100 engines at New Orleans Air Reserve Station, LA (Air National Guard unit), by realigning base-level F100 engine intermediate maintenance from Tyndall Air Force Base and Jacksonville Air Guard Station.

SECRETARY OF DEFENSE JUSTIFICATION

This recommendation standardizes stateside and deployed intermediate-level maintenance concepts, and compliments other CIRF recommendations made by the Air Force. These CIRFs increase maintenance productivity and support to the warfighter by consolidating dispersed and random workflows, improving reliability-centered maintenance. Realigning F100 engine maintenance from Langley and establishing an eastern region CIRF at Seymour Johnson anticipates the installation as a maintenance workload center for F-15 engines. Seymour Johnson is projected to have up to 87 F-15 aircraft as compared with only 24 F-15 aircraft at Langley. Realigning F100 engine maintenance from Tyndall and Jacksonville into a CIRF at New Orleans (ANG unit) establishes a southeast region CIRF that will service F100 engines for up to 96 F-15 aircraft of active duty and Air National Guard aircraft, complimenting other Air Force recommendations that increase New Orleans and Jacksonville to an optimum 24 aircraft squadron size. The Air Force considered both New Orleans and Jacksonville for the southeast CIRF, but analysis indicated New Orleans would require less construction than Jacksonville due to existing maintenance facilities. A CIRF at New Orleans can also potentially capitalize on capacity and recruitment of experienced maintenance technicians as a result of the recommended realignment of the New Orleans Reserve A-10 mission.

COMMUNITY CONCERNS

Panama City, FL, expressed concerns about the loss of a jet engine facility and suggested that instead of shipping F-100 engines to a new Consolidated Intermediate Repair Facility in New Orleans, it would be more cost-effective to expand the existing engine shop at Tyndall, which already performs F-100 engine intermediate maintenance. It also questioned the accuracy and wisdom of the COBRA analysis regarding the non-medical chemical warfare research team.

COMMISSION FINDINGS

The Commission found that this realignment is consistent with the Air Force's goal of increased maintenance productivity and achieving economics of scale. The Commission found no substantial deviation from the military value criteria and Force Structure Plan.

COMMISSION RECOMMENDATIONS

The Commission found the Secretary's recommendation consistent with the final selection criteria and the Force Structure Plan. Therefore, the Commission approves the recommendation of the Secretary.

GALENA FORWARD OPERATING LOCATION (FOL), AK

RECOMMENDATION # 195 (ADD)

ONE-TIME COST:	\$11.5M
ANNUAL RECURRING COSTS/(SAVINGS):	(\$12.3M)
20-YEAR NET PRESENT VALUE:	(\$165.5M)
PAYBACK PERIOD:	1 YEAR

SECRETARY OF DEFENSE RECOMMENDATION

None. The Secretary's proposed list submitted on May 13, 2005 did not include this facility. It was added by the Commission on July 19, 2005 for further consideration.

SECRETARY OF DEFENSE JUSTIFICATION

None.

COMMUNITY CONCERNS

The community argued that Galena is still needed as a forward operating location (FOL) because its location offers significant operational advantages over Eielson and Elmendorf AFBs. They also cited Galena's value as an alternate landing site for aircraft based at other locations as no other suitable landing sites are within a reasonable distance.

Galena is an extremely small community, and it estimated it would lose about a third of its total jobs, as well as utilities the Air Force provides to its schools located on the airport. If the Commission's added recommendation is approved, the community seeks a gradual or phased transition process to mitigate the negative economic impact.

COMMISSION FINDINGS

The rationale for maintaining two forward operating locations in Alaska was derived during the Cold War. However, the Commission found the security environment has changed and the requirement for maintaining these forward operation locations is not essential. The mission currently conducted at Galena could be conducted at Eielson AFB with little operational impact and acceptable risk. Another forward operating location in King Salmon, AK would continue to be maintained. Galena has also served as an alternate landing site for aircraft based at other locations who encounter mechanical or weather related problems. However, the Commission found that closing Galena would not present significant risk, as other measures could be taken depending on the specific circumstances.

The Commission also found that other Federal Agencies operate on the Galena airport, closing the Air Force forward operating location would likely increase their costs of operation. The Commission found that these costs would be modest, and that other means might be available to help them offset those costs.

The Commission shares the concerns expressed by the community about the economic impact on the community. The Commission recommends that the Air Force not close Galena Forward Operating Location until the community has adequate time for planning and redevelopment efforts. This will help ensure that the services provided by federal and state

agencies are not interrupted before these agencies have an opportunity to plan for the greater operating costs. Further, the Commission requests the Air Force to work with the state and local government to support continued winter maintenance activities at the Galena Airport runway, so that the site may serve as a viable alternative emergency airport until it closes the Galena FOL; and to expeditiously address environmental cleanup at the site. Finally, the Commission requests the Air Force to work with the local and state government to maintain the infrastructure so as to provide for an orderly transition from a military operation to a civilian operation at the Galena Airport.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 1 and 4, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Close Galena Forward Operating Location, Alaska.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

2005 BRAC Commission

Air National Guard Actions by State

Base	State	Aircraft	DoD Recommendation #	BRAC Commission Final #
Birmingham IAP AGS	AL	KC-135	0	8
Dannelly Field ANGB	AL	F-16	18	18
Kulis AGS	AK	C-130H/HC-130	11	11
Ft. Smith Reg. AP AGS	AR	A-10	0	18
Ft. Smith Reg. AP AGS	AR	F-16	0	0
Little Rock AFB	AR	C-130H/J	18	9
Phoenix Sky Harbor IAP AGS	AZ	KC-135	10	8
March ARB	CA	KC-135	0	0
Channel Islands AGS	CA	C-130J	12	8
Fresno-Yosemite AGS	CA	F-16	24	18
Buckley AFB	CO	F-16	18	18
Bradley IAP AGS	CT	A-10	0	0
New Castle County AP AGS	DE	C-130H	0	8
Jacksonville IAP	FL	F-15	24	18
Savannah IAP AGS	GA	C-130H	12	8
Hickam AFB	HI	KC-135	12	12
Des Moines IAP AGS	IA	F-16	18	18
Sioux Gateway AGS	IA	KC-135	8	8
Boise Air Terminal AGS	ID	C-130H	0	0
Boise Air Terminal AGS	ID	A-10	18	18
Capital Municipal AP AGS	IL	F-16	0	0
Greater Peoria Reg. AP AGS	IL	C-130H	12	8
Scott AFB	IL	KC-135	12	8
Ft. Wayne IAP AGS	IN	F-16	24	18
Hulman Reg. AP AGS	IN	F-16	0	0
Forbes Field AGS	KS	KC-135	12	12
McConnell AFB	KS	KC-135	0	0
Louisville IAP AGS	KY	C-130H	12	8
New Orleans ARS	LA	F-15	24	18
Barnes Municipal AP AGS	MA	A-10	24	0
Barnes Municipal AP AGS	MA	F-15	0	18
Otis ANGB	MA	F-15	0	0
Andrews AFB	MD	F-16	24	18
Martin State Airport AGS	MD	A-10	18	18
Martin State Airport AGS	MD	C-130J	0	0
Bangor IAP AGS	ME	KC-135	12	10
Selfridge ANGB	MI	KC-135	12	8
Selfridge ANGB	MI	F-16	0	0
Selfridge ANGB	MI	A-10	18	24
Selfridge ANGB	MI	C-130H	0	0

2005 BRAC Commission Air National Guard Actions by State

Base	State	Aircraft	DoD Recommendation #	BRAC Commission Final #
WK Kellogg Airport AGS	MI	A-10	0	0
Duluth IAP AGS	MN	F-16	0	15
Lambert-St Louis IAP AGS	MO	F-15	0	0
Rosecrans Memorial AP AGS	MO	C-130H	12	10
Key Field AGS	MS	KC-135	0	0
Great Falls IAP	MT	F-16	0	0
Great Falls IAP	MT	F-15	0	15
Charlotte/Douglas IAP AGS	NC	C-130H	12	10
Hector IAP IAP	ND	F-16	0	0
Atlantic City IAP AGS	NJ	F-16	0	18
Atlantic City IAP AGS	NJ	F-15	24	0
McGuire AFB	NJ	KC-135	0	8
Pease IAP AGS	NH	KC-135	12	8
Kirtland AFB	NM	F-16	18	18
Reno-Tahoe IAP AGS	NV	C-130H	0	8
Niagara Falls IAP ARS	NY	KC-135	0	0
Schenectady AP AGS	NY	(L)C-130H	6	10
Mansfield-Lahm APT AGS	OH	C-130H	0	0
Springfield-Beckley AP AGS	OH	F-16	0	0
Toledo Express AP AGS	OH	F-16	24	18
Tulsa IAP AGS	OK	F-16	24	21
Will Rogers World AP AGS	OK	C-130H	0	0
Portland IAP AGS	OR	F-15	0	15
Willow Grove ARS	PA	A-10	0	0
Quonset State AP AGS	RI	C-130J	12	8
McEntire AGS	SC	F-16	24	24
Joe Foss Field AGS	SD	F-16	18	18
McGhee-Tyson AP AGS	TN	KC-135	12	12
Nashville IAP AGS	TN	C-130H	0	0
Ellington AGS	TX	F-16	0	0
Carswell AFB (Ft. Worth)	TX	C-130H	12	8
Lackland AFB (Kelly Field)	TX	F-16	24	18
Richmond IAP AGS	VA	F-16	0	0
Burlington IAP AGS	VT	F-16	18	18
Fairchild AFB	WA	KC-135	0	0
Gen. Mitchell IAP AGS	WI	KC-135	12	12
Truax Field	WI	F-16	18	18
Cheyenne Mun. AP AGS	WY	C-130H	6	6
Yeager APT AGS	WV	C-130H	0	8

2005 BRAC Commission

Air Force Reserve Actions by State

Base	State	Aircraft	DoD	BRAC
			Recommendation #	Commission Final #
Maxwell	AL	C-130H	12	8
Luke	AZ	F-16	0	0
Beale	CA	KC-135	0	0
March	CA	KC-135	12	12
Peterson	CO	C-130H	16	12
Homestead	FL	F-16	24	24
Dobbins	GA	C-130H	12	8
Grissom	IN	KC-135	16	16
Barksdale	LA	A-10	24	24
NAS New Orleans	LA	A-10	0	0
Andrews	MD	KC-135	8	8
Selfridge	MI	KC-135	0	0
Minneapolis	MN	C-130H	8	8
Whiteman	MO	A-10	24	24
Keesler	MS	C-130J	8	8
Pope	NC	C-130H	16	16
Seymour-Johnson	NC	KC-135	16	16
Niagara Falls	NY	C-130H	0	8
Youngstown	OH	C-130H	12	12
Tinker	OK	KC-135	12	12
Portland	OR	KC-135	0	0
Pittsburgh	PA	C-130H	0	8
Willow Grove	PA	C-130E	0	0
Carswell/Ft. Worth	TX	F-16	24	24
Hill	UT	F-16	0	0
Gen. Mitchell	WI	C-130H	0	0