

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950601-15

DCN 972

FROM: EAGLER, DAVID	TO: DIXON
TITLE: PRESIDENT	TITLE: CHAIRMAN
ORGANIZATION: MA HAWING CO. BOARD OF COMM.	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: YOUNGSTOWN - WARREN AIRS	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
DIR./CONGRESSIONAL LIAISON		✓		COMMISSIONER ROBLES	✓		
				COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

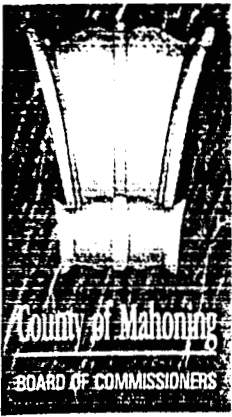
✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT.

Due Date: 950603	Routing Date: 950601	Date Originated: 950525	Mail Date:
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May 25, 1995



The Honorable Alan J. Dixon  
Chairman  
Base Realignment and Closure Commission  
1700 North Moore Street  
Suite 1425  
Arlington, VA 22208

Proposed to the Board of  
Western Reserve Port Authority 950601-15

BOARD OF  
COUNTY  
COMMISSIONERS

Re: 910th Tactical Airlift Wing

David L. Engler  
Frank A. Loidi  
Edward J. Reese

Dear Mr. Dixon:

As co-owners of the Youngstown-Warren Regional Airport and responsible for the well-being of some 265,000 area residents, the Board of Mahoning County Commissioners urges the Base Realignment and Closure Commission to by-pass the 910th Tactical Airlift Wing and allow the Air Force to continue its expansion there.

CLERK OF  
THE BOARD

Robert J. Wasick

The Mahoning and Trumbull County Commissioners jointly created the Western Reserve Port Authority to take title to and operate the Airport. We jointly fund its on-going operations and capital improvements. We fully recognize the contribution the Air Force makes to the Airport. We also know that both the Air Force and the community have benefited from the close relationship that exists between the base and various civilian entities.

COUNTY  
ADMINISTRATOR

The Mahoning County Commissioners understand why the Air Force chose to expand the 910th Tactical Airlift Wing, most of which revolve around the available capacity to accommodate the military's current and future needs.

We urge the BRAC Commission to recognize the locational advantages of having the 910th located at the Youngstown-Warren Regional Airport and allow the Air Force to continue its expansion here.

Sincerely,

David L. Engler, President  
Mahoning County Board of Commissioners

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 95060114

FROM: <u>SACKELA, ANDREW</u>	TO: <u>DIXON</u>
TITLE: <u>SERVICE OFFICER</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>DIS. Am; VETERANS</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>YOUNGSTOWN ARS</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		⊙		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT

*[Signature]*  
Rock, Craig

Due Date: <u>950608</u>	Routing Date: <u>950601</u>	Date Originated: <u>950527</u>	Mail Date:
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# DISABLED AMERICAN VETERANS

YOUNGSTOWN CHAPTER No. 2



ANDREW SACKELA  
6342 DUNCAN DRIVE  
YOUNGSTOWN OH 44514



YOUNGSTOWN, OHIO 44514

May 27, 1995

Please refer to this number  
when responding 950601-14

Mr. Alan J. Dixon, Chairman  
Base Closure & Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, Virginia 22208

Dear Chairman Dixon;

Just a few lines to let you know that the Youngstown, Ohio, Air Reserve Station is important to this valley and has the support of the entire community.

The Youngstown Air Reserve Station is an integral part of the future development of the adjacent Youngstown-Warren Regional Airport.

Your favorable support in retaining this station would be greatly appreciated. And we thank you.

Respectfully yours,

Andrew Sackela  
Service Officer





FROM: GLENN, JOHN	TO: Dixon
TITLE: SENATOR (OH)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: YOUNGSTOWN - WARRENARS	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT FOR THE STATION

Fleming, Ricard

Due Date: 9150603

Routing Date: 9150601

Date Originated: 9150527

Mail Date:

- GOVERNMENTAL AFFAIRS
- ARMED SERVICES
- SELECT COMMITTEE ON INTELLIGENCE
- SPECIAL COMMITTEE ON AGING

# United States Senate

WASHINGTON, DC 20510-3501

May 27, 1995

The Honorable Alan J. Dixon  
Chairman  
Base Closure and Realignment Commission  
1700 North Moore Street  
Suite 1425  
Arlington, VA 22203

950601-25

Dear Chairman Dixon:

The Base Closure Commission recently announced that it would consider the possible closure of the Youngstown-Warren Air Reserve Station. I am writing to express my opposition to its closure.

As you know, neither the Air Force nor the Department of Defense believed the Air Reserve Station at Youngstown should be closed. To the contrary, the Air Force plans to expand the size and mission of the 910th Tactical Airlift Wing to 16 aircraft and to add aerial spraying to the new Wing's mission.

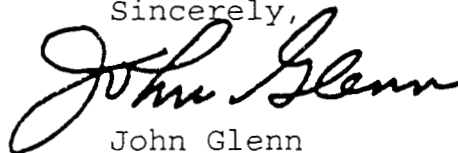
The decision to expand operations at Youngstown was based both on the 910th's past record of outstanding performance and on the capacity available at the base.

In addition to Youngstown's significant contribution in military terms, I urge the Commission to consider the local community's support for the base. It is one of the area's largest employers and the community depends heavily on critical capabilities like the base's full time fire crash rescue capability.

The base is an important one and the 910th has performed its mission well. Consequently, I request that the facility remain open as recommended by both the Secretary of the Air Force and the Secretary of Defense.

Best regards.

Sincerely,



John Glenn  
United States Senator

JHG/sm

**THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950602-12

FROM: <u>LINVILLE, DENNIS E</u>	TO: <u>DIXON</u>
TITLE: <u>MAYOR</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>CORTLAND, OH</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>YOUNGSTOWN ARS</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

Ⓢ	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT.

**Dick  
Craig**

Due Date: <u>950506</u>	Routing Date: <u>950602</u>	Date Originated: <u>950530</u>	Mail Date:
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# City of Cortland

400 North High St.  
Cortland, Ohio 44410  
(216) 637-3916

Dennis E. Linville, *Mayor*  
May 30, 1995

Please refer to this number  
when responding 950602-12

The Honorable Mr. Alan J. Dixon  
Chairman, Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA. 22208

Dear Mr. Dixon,

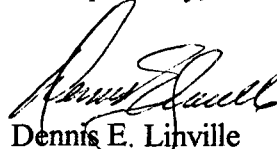
I am writing to you in support of the continued operation of the Youngstown Air Reserve Station. As the Mayor of a small city located within just a few miles of the station we are economically dependent upon the nearly 1500 people who are employed either full time or part time at the base. These people not only live in our community they also help support our businesses and schools by shopping in our stores, using our private services, and contributing to our local tax base.

Often overlooked but vitally important to our community are the training facilities that the Reserve Station Fire Department provide to our fire department and fire departments throughout the county. In addition to the training facilities the base fire services are an important cog in our countywide mutual aid pact. Their assistance has been invaluable during some of our most recent disasters including tornadoes and automobile accidents.

One of the area's most exciting future projects currently on the drawing board is a proposed "cargo hub" at the regional airport. The Youngstown Air Reserve Station is considered to be an integral part of the development of this project. This project, should it ever become a reality, will have a greater economic impact than anything we've seen in this area for decades.

In conclusion, I encourage your support of the continued existence of our Air Base and trust that you will appreciate our need and support of this issue.

Respectfully,

  
Dennis E. Linville  
Mayor

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #


950602-14

FROM: KUTYNA, DONALD. J.	TO: GENERAL
TITLE: GEN. (USAF) RET	TITLE:
ORGANIZATION:	ORGANIZATION: OBCRC
INSTALLATION (S) DISCUSSED: WANCE AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON	✓			COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER	✓		
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input type="checkbox"/> Prepare Reply for Chairman's Signature	<input type="checkbox"/> Prepare Reply for Commissioner's Signature
<input type="checkbox"/> Prepare Reply for Staff Director's Signature	<input type="checkbox"/> Prepare Direct Response
<input checked="" type="checkbox"/> ACTION: Offer Comments and/or Suggestions	<input type="checkbox"/> FYI

Subject/Remarks:  
 LETTERS OF SUPPORT.  
  
 Morr. H  
 Mark  
 Jim Phillips

Due Date:	Routing Date: 950602	Date Originated:	Mail Date:
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1 January 1995

Base Realignment and Closure Commission

950602-14

Dear Commission Members,

I have been asked to give my views on the value of Vance Air Force Base to assist you in making your decisions on base closures. I was assigned to Vance 37 years ago. I've visited Vance on an annual basis for the last three years. My impressions as a 4-star are current -- those as a student are dated. Your judgement will decide what is relevant.

As a student and upon reflection thereafter there were essentially three factors that impressed me as being unique to Vance Air Force Base. The first was the facilities at the base itself. It was the number one choice for those of us transitioning from primary to basic because it was then the best base in Air Training Command. My recent visits indicate that it has not lost that position. As a single mission airbase, it has all one could hope to offer to make the students' efforts to learn to fly as optimized as possible. It's not a place easily disregarded.

The second factor is, in my opinion the most important. Vance is not "Sky Blue U." I.e., the weather is typically realistic of that which a pilot will encounter during his or her operational career. It's rainy, it's cloudy, it has fog, it has ice, it has snow, it has low ceilings, it has thunderstorms, it has strong winds, and, it has cross winds. It is the real world, unlike Luke, Willy, George and others we once trained at. When you've trained at Vance, you've truly "walked the walk" -- an invaluable and unique experience that will save aircraft and lives in the future.

John M. Davey, M/Gen, USAF(Ret)  
509 Lighthouse Point  
Virginia Beach, VA 23451

November 10, 1994

Base Realignment and Closure Commission

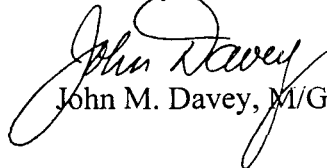
Ladies and Gentlemen:

As a former student pilot at Vance AFB, and one who considers the experiences gained there an important building block in my subsequent career, I would like to add my support to those in favor of preserving this valuable national security resource. Vance's mission is clearly critical to the future of the United States Air Force...our capacity to train pilots to meet the nation's demands in the uncertain years ahead must be maintained.

Additionally, it is far too easy to take for granted the goodwill of the community surrounding an installation such as Vance AFB. The quality of life for those at the base and those in the area of low-flying aircraft must be managed very carefully, lest the operational utility of the base be jeopardized through restrictions to operations. As a former base and wing commander, I have learned the hard way how this can become a one-way street, leaving the Air Force no choice but to consider other alternatives for accomplishing its mission. Vance and Enid were then, and I am sure remain today, an outstanding example of base/community teamwork.

As you go about your difficult task of measuring the value/essentiality of defense installations around the country, I would only remind you that in the flying business, there is no substitute for good weather, open airspace, and good relations with, and support from, your neighbors. Vance has all of these in full measure.

Sincerely,

  
John M. Davey, M/Gen, USAF(Ret)

**BRIG GEN JAMES P. ULM (USAF RET)**  
**15050 LaJolla Place**  
**Colorado Springs, Colorado 80921**  
**(719) 481-8264**

November 15, 1994

Base Realignment and Closure Commission

Dear Members

The purpose of this letter is to express my total support for Vance AFB and the Enid, Oklahoma community in the 1995 base closure process.

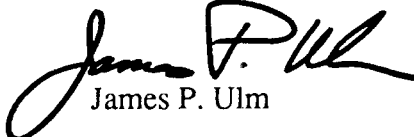
Our family spent three wonderful years at Vance AFB during my United States Air Force career. Two of my children graduated from Enid High School and the third married an Enid young lady. Both my wife, children and I have continued to maintain close friendships with several families as a result of my tour. Unless you have had the opportunity to visit and develop friendships with the Enid community, you cannot fully appreciate how the entire community has embraced the men and women at Vance AFB. The relationship that has evolved over the many years is one of mutual respect and support. You become a part of the community, not only when assigned to Vance, but forever.

It is my belief that ENID AMERICA is a reflection of a most special relationship that is seldom found anywhere in this country. The closure of Vance AFB would be catastrophic, both economically and socially, to a community which has totally committed itself to the military. You will not find another community so totally involved. After thirty years of military service and 20+ permanent change of stations, my family and I have so many fond and positive memories of our assignment at Vance AFB and Enid. We cannot say that of many other assignments. It is a wonderful place to raise a family.

Additionally, the facilities at Vance AFB are modern and superbly maintained. Base housing has been upgraded, and sufficient off-base housing exists at reasonable rental rates to support the permanent party and student pilot populations. The airspace and auxiliary field in the vicinity of the base fully meets the Undergraduate Flying Training requirements without an adverse impact on general and commercial aviation activities.

Despite the objective criteria that you, as a Commission, will undoubtedly use in the BRAC process, I strongly suggest that you take into account the unique and special relationship and commitment that Enid and Vance AFB communities have developed over these many years.

Sincerely,

  
James P. Ulm



THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950605-26

FROM: FOG LEMAN, RONALD R.	TO: DIXON
TITLE: CHIEF OF STAFF	TITLE: CHAIRMAN
ORGANIZATION: DEPT OF THE AIR FORCE	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED:	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER	✓		
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature		Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

EXPRESSING CONCERN THAT THE DBCRC IS CONSIDERING CLOSING TWO AF RES C-130 AND TWO F-16 INSTALLATIONS. ALSO, FORWARDING LETTER FROM MAJ GEN ROBERT MCINTOSH EXPRESSING CONCERN ABOUT CLOSING TOO MANY RES. UNITS.

Due Date:	Routing Date: 950605	Date Originated: 950627	Mail Date:
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DEPARTMENT OF THE AIR FORCE  
OFFICE OF THE CHIEF OF STAFF  
UNITED STATES AIR FORCE  
WASHINGTON DC 20330

HQ USAF/CC  
1670 Air Force Pentagon  
Washington DC 20330-1670

27 MAY 1995

The Honorable Alan J. Dixon  
Defense Base Closure and Realignment Commission  
1700 North Moore Street Suite 1425  
Arlington VA 22209

File # 950605-26

Dear Mr. Chairman

One of my highest priorities as the Chief of Staff is to ensure an effective balance between our operational requirements and our infrastructure in order to meet our current and future mission requirements. I rely on one of our partners in the Total Force, the Air Force Reserve, to help me achieve a cost-effective solution to this challenge.

I understand the rationale behind your recent decision to add additional Air Force Reserve bases to your list of candidates for closure consideration; however, I am concerned that the Commission is considering closing two Air Force Reserve C-130 and two F-16 installations. Senior Air Force leadership considered many factors while debating how many Reserve units could be realigned or closed. Reserve specific considerations such as recruiting, training, and volunteerism were evaluated by the SECAF, along with closure criteria information, and it was decided that the Air Force could close one Reserve C-130 installation and one F-16 installation. This plan would help reduce our infrastructure while preserving a viable Reserve demographic and volunteer base.

I have attached a memorandum from the Chief of Air Force Reserve, Major General Robert McIntosh, that expresses serious concerns about closing too many Air Force Reserve units. I share his concerns and strongly support his recommendations. It is important that you understand the risk that is introduced into our Total Force strategy if you recommend closure of additional Reserve bases.

RONALD R. FOGLEMAN  
General, USAF  
Chief of Staff

Attachment:  
Chief of Air Force Reserve memo



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON DC

19 MAY 1995

MEMORANDUM FOR GENERAL FOGLEMAN

Please refer to the subject  
when responding 950605-26

FROM: AF/RE

SUBJECT: Base Closure Options

I am very concerned about the large number of AFR C-130 and F-16 bases now being studied by the Base Closure and Realignment Commission.

As you know, the Air Force considered a range of options and recommended one C-130 base and one F-16 base for closure. Even that recommendation was difficult because all of our C-130 and F-16 bases are cost effective, well manned, combat ready, and are supporting Air Force requirements on a continual basis.

In our C-130 analysis, we sought an opportunity for savings through consolidation; yet, we knew the importance of maintaining a delicate balance between infrastructure reduction and demographic diversity. Experience during DESERT SHIELD validated the importance of maintaining a broad recruiting base in key population centers, and our high level of volunteer activity since then has reinforced the peacetime relevance of that principle. This weighed heavily in our decision that it would not be prudent to close more than one AFR C-130 base.

Our F-16 analysis supported a broader strategy to reduce our fighter force structure to 60 F-16s. This strategy involves conversion of our F-16 unit at New Orleans and conversion or closure of one additional F-16 location. Of the three AFR F-16 installations (Carswell, Homestead, and Bergstrom), the Air Force analysis rated Carswell and Homestead superior to Bergstrom in Operational Effectiveness, Fighter Training Areas, and Fighter Training Effectiveness. Additionally, Carswell Joint Air Reserve Base offers multi-service training opportunities and has the best demographics of any AFR fighter installation; Homestead has superb Joint range facilities and is also used extensively to support JCS contingency taskings. For these strong operational and demographic reasons, Homestead and Carswell should remain open regardless of the disposition of Bergstrom. If Bergstrom is not closed by the Commission, we will use conversion actions to meet F-16 program requirements.

As we address recruiting challenges into the next century, it is critical that the AFR maintains bases in or near population centers. Our C-130 and F-16 units currently enjoy a cost-effective level of combat readiness because of our ability to recruit prior service personnel in large numbers. We are able to retain the readiness resulting from that experience level by placing our bases where the citizen airmen are employed. Our bases also provide affordable Air Force presence in key grass roots communities across America. As a result, millions of citizens stay more keenly aware of US military worldwide operations. It is also critical that we maintain a broad demographic base to maximize volunteerism to support our high peacetime ops tempo.

Our Total Force success has been held up as an example for the other services to emulate. If we close more than one C-130 base, and if Carswell or Homestead is closed, we will put our future success at risk. I need your support with the Commission on this issue.

A handwritten signature in black ink, appearing to read "Robert A. McIntosh". The signature is fluid and cursive, with a large initial "R" and "M".

ROBERT A McINTOSH, Maj Gen, USAF  
Chief of Air Force Reserve

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950605-21

FROM: KYL, JOHN	TO: DIXON
TITLE: SENATOR (AZ)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: ARMSTRONG LAB AT WILLIAMS GATEWAY AIRPORT	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		✓		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER	✓		
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓ FYI

Subject/Remarks:

REQUESTING DBCRC CONSIDER REDIRECTING 1991 DECISION AND LEAVING LAB AT AIRPORT

Due Date: 950607	Routing Date: 950605	Date Originated: 950605	Mail Date:
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JON KYL  
ARIZONA

702 HART SENATE OFFICE BUILDING  
(202) 224-4521

COMMITTEES:  
JUDICIARY

INTELLIGENCE

ENERGY AND NATURAL RESOURCES

# United States Senate

WASHINGTON, DC 20510-0304

STATE OFFICES:  
2200 EAST CAMELBACK ROAD  
SUITE 120  
PHOENIX, AZ 85018  
(602) 840-1891

7316 NORTH ORACLE ROAD  
SUITE 220  
TUCSON, AZ 85704  
(602) 575-4633

June 5, 1995

The Honorable Alan J. Dixon  
Chairman  
Defense Base Closure and Realignment Commission  
1700 North Moore Street  
Suite 1425  
Washington, DC 22209

Please refer to this number  
950605-21

Dear Chairman Dixon:

I am writing on behalf of the Aircrew Training Research Division of the USAF Armstrong Laboratory at Williams Gateway Airport (formerly Williams Air Force Base) in Mesa, Arizona.

Conditions have changed since the original 1991 decision by the Base Closure and Realignment Commission to move Armstrong to Orlando. A study requested by the Air Force Deputy Assistant Secretary of Installations was conducted by the Air Force Materiel Command during the summer of 1993. It recommended retention of Armstrong Lab, Human resources Aircrew (AL/HRA) at Williams; and former Air Force Chief of Staff General Merrill McPeak concurred.

In addition, there have been other changes. With the future closure of McDill AFB (BRAC '93), a large pilot population is no longer readily available in the Orlando area, nor are there pilot subjects within a reasonable distance. Homestead AFB and Tyndall AFB are each approximately 250 miles from Orlando. Luke AFB, now the largest F-16 facility in the country, is within 50 miles of Williams. It has been documented that ready availability of pilot subjects is essential to developing responsive aircrew training technologies.

The Department of the Air Force recently stated that the nature of Army and Navy research and development activities in Orlando indicates that these activities are primarily oriented to product development and have very little science and technology content.

I have been informed that the unbudgeted cost of moving Armstrong to Orlando is estimated at \$13-15 million. Further, the disruption of the research mission at Armstrong would take years to recover.

Since the closure of Williams AFB in 1993, Williams Gateway Airport has pulled together an impressive group of higher education institutions which have been working closely with Armstrong. Armstrong Laboratory is an integral component of Williams success and I urge you to concur with the Air Force and allow AL/HA to remain at Williams.

Thank you for your assistance in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Kyl", with a long horizontal flourish extending to the right.

JON KYL  
United States Senator

JK:kw

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950605-22

FROM: GRAMS, ROD	TO: DIXON
TITLE: SENATOR (MN)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: MINNEAPOLIS - ST PAUL ARS	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		✓		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

REQUESTING APPROPRIATE INFO SUPPORTING THE COMMISSION'S DECISION TO ADD BASE TO LIST; ALSO, LETTER OF SUPPORT

Due Date: 950607	Routing Date: 950605	Date Originated: 950605	Mail Date:
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ROD GRAMS  
MINNESOTA

COMMITTEES

BANKING, HOUSING, AND URBAN AFFAIRS

ENERGY AND NATURAL RESOURCES

FOREIGN RELATIONS

JOINT ECONOMIC

# United States Senate

WASHINGTON, DC 20510

WASHINGTON OFFICE:

PH 202-224-3244  
FAX 202-228-0868

INTERNET MAIL GRAMS@GRAMS.SENATE.GOV

MINNESOTA OFFICE:

2013 SECOND AVENUE NORTH  
ANOKA, MN 55303  
PH 612-427-6821  
FAX 612-427-8072

June 5, 1995

BY FAX AND MAIL

Reference #950515-24

Alan J. Dixon  
Chairman  
Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, Virginia 22209

Please refer to this letter as  
NEW RECORDING 950605-

Dear Chairman Dixon:

I am writing to you regarding the May 10 decision of the Defense Base Closure and Realignment Commission to consider the Minneapolis-St. Paul International Airport (IAP) Air Reserve Station (ARS) for possible closure.

Since the Minneapolis-St. Paul IAP ARS was not included in the Department of Defense's recommendations to the Commission for closure and realignment, I would appreciate it if you would provide me with appropriate information or data supporting the Commission's recent decision. Given the timetable for the 1995 base closure process, it would be very helpful if I could receive such information as soon as possible.

As you know, the mission of the 934th Airlift Wing, located at the Minneapolis-St. Paul IAP ARS, is to fly C-130 cargo aircraft. Of the six Air Reserve Stations added to the Commission's list for closure consideration, the 934th currently has the lowest operating budget in fiscal year 1995.

In addition, the presence of the 934th had a \$70 million economic impact on the Twin Cities area in 1994. The ARS employs over 500 full-time Department of Defense personnel, along with 1,224 drilling reservists.

Finally, the personnel and aircraft of the 934th Airlift Wing have participated in Operation Just Cause in Panama (1989), Operations Desert Shield and Desert Storm (1990-91), Operation Provide Promise in Bosnia (1992-94), Operation Restore Hope in Somalia (1993), and Operation Safe Haven in Cuba (1994).

I continue to applaud the work of the Commission, but am concerned about the basis for its decision to consider closing the Minneapolis-St. Paul IAP ARS.

Page 2

Thank you very much for your consideration. I look forward to hearing from you soon.

Sincerely,

A handwritten signature in black ink, appearing to read "Rod Grams". The signature is written in a cursive style with a prominent initial "R".

Rod Grams  
United States Senator

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950605-4 COPY TO CIRCUIT

FROM: HALL, T.F.	TO: DIXON
TITLE: DIR. OF NAVAL RESERVE	TITLE: CHAIRMAN
ORGANIZATION: DEPT OF THE NAVY	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: NAS FORT WORTH, CARSWELL FIELD	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER	✓		
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER			
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input checked="" type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/>	FYI

Subject/Remarks:

LETTER OF SUPPORT.

Due Date: \_\_\_\_\_

Routing Date: 950605

Date Originated: 950602

Mail Date: \_\_\_\_\_



DEPARTMENT OF THE NAVY  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
2000 NAVY PENTAGON  
WASHINGTON, D.C. 20350-2000

Please refer to this number  
when responding 950805-4

IN REPLY REFER TO

Ser N955/5U569624

10.2 JUN 1995

MEMORANDUM FOR CHAIRMAN, THE DEFENSE BASE CLOSURE AND REALIGNMENT  
COMMISSION

Subj: NAVAL AIR STATION, FORT WORTH, JOINT RESERVE BASE,  
CARSWELL FIELD

1. As you know, as a result of BRAC 93 decisions, we are well on the way to closing NAS Dallas and transitioning all units to NAS Fort Worth, JRB. Most significantly, NAS Fort Worth, JRB is on track to be our Nation's first master Guard/Reserve base. As such, it serves as a model for future consolidations. It is one of the many success stories of BRAC 93 and the base will take advantage of joint operations, training and infrastructure for Army, Navy, Air Force and Marine Reserve and National Guard units. Serving more than 100 aircraft and 11,000 personnel, the enhanced facilities at NAS Fort Worth, JRB will increase the training opportunities and readiness of the Guard/Reserve, while taking advantage of efficiencies associated with a truly joint operation. The Navy took responsibility for the operation of the facilities on 1 October 1994 and we are already seeing the wisdom of this operation and realizing efficiencies in all areas of operation.

2. Key to the joint nature of NAS Fort Worth, JRB are the Air Force Reserve's 1,269 Reservists and 437 civilians of the 301st Fighter Wing, who are a major component of the joint base concept. They comprise the wing headquarters, combat support, civil engineering, aerial port squadron, communications, maintenance squadron, and one flying squadron. Fort Worth is the long time home for these units, providing a well established demographic base of skilled and dedicated Reservists.

3. Through a collaborative process, the 301st Fighter Wing and the Naval Reserve have developed an operations plan which clearly reduces costs and promotes efficiency through mutual support. No other base in Texas offers this opportunity and no other base in the USA offers it to this degree. If the 301st Fighter Wing should leave NAS Fort Worth, JRB it would greatly alter the equation for taking advantage of the joint synergism which benefits all services, and the taxpayers.

Subj: NAVAL AIR STATION, FORT WORTH, JOINT RESERVE BASE,  
CARSWELL FIELD

4. I am encouraged that the commission will visit NAS Fort Worth, JRB and will have the opportunity to see first hand this superb model of joint efficiency. I believe it would be a mistake to reverse the decisions of BRAC 93 with respect to NAS Fort Worth, JRB. We should continue to pursue our present course of action which will make this joint reserve base a model for the future.

*T. F. Hall*

T. F. HALL  
Rear Admiral, U.S. Navy  
Director of Naval Reserve

**THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

**EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #** 950605-16

<b>FROM:</b> DEWINE, MIKE	<b>TO:</b> DIXON
<b>TITLE:</b> REP. (OH)	<b>TITLE:</b> CHAIRMAN
<b>ORGANIZATION:</b> U.S. CONGRESS	<b>ORGANIZATION:</b> DBCRC
<b>INSTALLATION (s) DISCUSSED:</b> YOUNGSTOWN ARS	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				<b>REVIEW AND ANALYSIS</b>			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

<input checked="" type="checkbox"/> Prepare Reply for Chairman's Signature	<input type="checkbox"/> Prepare Reply for Commissioner's Signature
<input type="checkbox"/> Prepare Reply for Staff Director's Signature	<input type="checkbox"/> Prepare Direct Response
<input checked="" type="checkbox"/> ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/> FYI

**Subject/Remarks:**  
 LETTER OF SUPPORT FOR 91074 AIRLIFT W/US6.  
Rich  
& Craig

Due Date: 950607	Routing Date: 950605	Date Originated: 950530	Mail Date:
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# United States Senate

WASHINGTON, DC 20510-3503

May 30, 1995

The Honorable  
Alan J. Dixon, Chairman,  
Base Realignment and Closure Commission  
1700 North Moore Street, Suite 1425  
Arlington, Virginia 22208

Please refer to this number  
when responding 950605-16

Dear Chairman Dixon:

I am writing to express my strong support for maintaining the 910th Airlift Wing at the Youngstown Air Reserve Station in Vienna, Ohio.

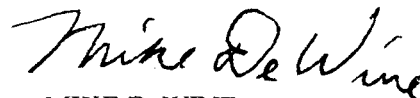
As you know, the 910th was recently redesignated an Airlift Wing in October 1994. The unit will have 16 permanently assigned and authorized aircraft, and is also named as the site for a regional maintenance facility. These recent actions to expand the 910th Airlift Wing's mission demonstrate the importance of the Youngstown Air Reserve Base to our nation's defense.

The 910th Airlift Wing (AW) maintains the Department of Defense's only Aerial Spray Mission. Youngstown Air Reserve personnel have participated in several military and civilian missions aimed at controlling insects and foliage. Current efforts are underway to identify new applications for aerial spraying. The Aerial Spray Branch of the 910th AW is conducting pioneering research in using aerial spraying to disperse oil from oil spills. A less explored potential application is to use aerial spraying to decontaminate areas that have received chemical weapons attacks.

Youngstown Air Reserve Base is extremely important to people in the outlying community. The area Base Community Council has not only insured a strong relationship between the military and local citizenry, but has made the 910th a member of the community. In an area facing difficult economic circumstances, the Air Reserve Base contributes over \$38 million to the local economy annually.

I am fully confident that you and the other members of the Base Realignment and Closure Commission will realize the importance of the Youngstown Air Reserve Base to our nation's defense. As you conduct your review, please feel free to contact me if you have any questions.

Very respectfully yours,



MIKE DeWINE  
United States Senator

RMD/rp

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950605-11

FROM: MUNECHIKA, KEN K.	TO: DIXON
TITLE: DIRECTOR	TITLE: CHAIRMAN
ORGANIZATION: AMES RESEARCH CENTER	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: MOFFETT FEDERAL AIRFIELD	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		⊙		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

⊙	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

DISCUSSING RECOMMENDATION V34 NASA THAT AMES RESEARCH CENTER FIND ANOTHER FED GOVT AGENCY TO FULFILL THEIR ROLE AS HOST AGENCY FOR MOFFETT FEDERAL AIRFIELD.

Due Date: 950607	Routing Date: 950605	Date Originated: 950602	Mail Date:
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National Aeronautics and  
Space Administration  
**Ames Research Center**  
Moffett Field, CA 94035-1000



Reply to Attn of: JFC:19-01

JUN 2 1995

The Honorable Alan J. Dixon, Chairman  
Defense Base Closure and Realignment Commission  
1700 N. Moore Street, Suite 1425  
Arlington, VA 22209

Please refer to this number  
when recording 950605-11

Dear Chairman Dixon:

This letter has two purposes. First, I want to thank you for permitting the NASA Ames Research Center to take part in the Commission's site visit to Onizuka Air Station and Moffett Federal Airfield (MFA). I appreciate the interest the Commission has shown in NASA's evaluation of the long-term negative impact on MFA that would result from the Department of Defense's recommendations that the 129th Rescue Group be relocated and the Onizuka Air Station be realigned. In addition to harm to the operation of the federal airfield, implementation of the recommendation that "the family housing and clinic are to be closed" would have a devastating effect on the families of the hundreds of active duty DoD personnel stationed in the Bay Area.

The second important purpose of this letter is to provide clarification on an issue which may have come to the attention of the Commission. As you may know, NASA is completing a major review of its infrastructure and facility responsibilities. One of the preliminary recommendations of that review is that we at Ames Research Center seek to find another federal government agency to fulfill our role as host agency for Moffett Federal Airfield. Please be assured that this recommendation in no way threatens the future existence of MFA as a shared federal airfield supporting present and future government occupants. The Commission has previously suggested that this airfield remain an active federal facility, and NASA does not intend for that decision be changed. Rather, we may merely look for another federal agency to assume the host role. Until that is accomplished, we will continue our current responsibility to operate MFA as a cost-effective federal facility, and, I might add, an exceptional receiver base for units from bases to be closed or realigned.

If you or your staff have any questions regarding these issues, please call me at (415) 604-5111, or Mr. Mike Falarski at (415) 604-0901. Again, thank you for your and the Commission's consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken K. Munechika".

Ken K. Munechika  
Director

JFC:19-01

2

cc:  
Commissioner Alton Cornella  
Commissioner Rebecca Cox  
Charles C. Smith, Jr., Executive Director



**THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

**1700 NORTH MOORE STREET SUITE 1425**

**ARLINGTON, VA 22209**

**703-696-0504**

**ALAN J. DIXON, CHAIRMAN**

**COMMISSIONERS:**

**AL CORNELLA**

**REBECCA COX**

**GEN J. B. DAVIS, USAF (RET)**

**S. LEE KLING**

**RADM BENJAMIN F. MONTOYA, USN (RET)**

**MG JOSUE ROBLES, JR., USA (RET)**

**WENDI LOUISE STEELE**

**May 22, 1995**

The Honorable Sheila Widnall  
Secretary of the Air Force  
The Pentagon, Room 4E871  
Washington, D.C. 20330

Please refer to this number  
when responding 950523-8

Dear Madam Secretary:

Next month, the Defense Base Closure and Realignment Commission will begin its final deliberations on the Defense Department's recommendations to close or realign military installations in the United States. Prior to beginning these deliberations, the Commission will hold a public hearing with senior DOD officials on Wednesday, June 14 in room SH-216 of the Hart Senate Office Building.

The purpose of this hearing will be to allow Defense Department officials to testify on the additional military activities which the Commission voted to consider as proposed changes to the Defense Department's recommendations. In addition, Commissioners will have questions on the Defense Department's original recommendations as a result of the base visits and regional hearings held by the Commission over the past three months.

I would like to invite you, General Fogleman, and other appropriate members of your staff to testify at this hearing. The Commission will hear testimony from each of the Military Departments and from the Office of the Secretary of Defense at this hearing based on the following schedule:

Army	8:30 - 10:00 am
Air Force	10:15 - 11:45 am
Navy	1:00 - 2:30 pm
OSD/DLA	2:30-3:30 pm

In order to have the maximum amount of time for questions, we ask that you limit your opening remarks to not more than 10 minutes. Please provide 150 copies of your opening statement to the Commission staff at least two working days prior to the hearing. If your staff has any questions, they should contact Mr. Frank Cirillo of the Commission staff.

Thank you for your continuing assistance to the work of the Defense Base Closure and Realignment Commission. I look forward to your testimony on June 14.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan J. Dixon". The signature is fluid and cursive, with a large loop at the beginning and a long tail extending to the right.

Alan J. Dixon  
Chairman

FROM: GORSKI, DENNIS T	TO: DIXON
TITLE: COUNTY EXECUTIVE	TITLE: CHAIRMAN
ORGANIZATION: ERIE CO., NY	ORGANIZATION: OBCRC
INSTALLATION (s) DISCUSSED: REDCAP	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		⊙		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/> Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature		Prepare Direct Response
<input checked="" type="checkbox"/> ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT.

Due Date: 950602	Routing Date: 950531	Date Originated: 950519	Mail Date:
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Please refer to this document  
when necessary 950531-8

## County of Erie

DENNIS T. GORSKI  
COUNTY EXECUTIVE

PHONE: 716-858-8500

May 19, 1995

Hon. Alan J. Dixon, Chair  
The Defense Base Closure and Reassignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Re: REDCAP facility at CALSPAN, Cheektowaga, NY

Dear Chairman Dixon:

I am writing to voice strong opposition to the proposal to reassign duties from the REDCAP electronic combat simulation facility located at the Calspan Corporation Advanced Technology Center in Cheektowaga, New York to Edwards Air Force Base, California.

Obviously, as a local government official, I am concerned over the loss of jobs, including the 50 highly skilled civilian positions directly involved and the 25 more indirectly affected. I am also concerned that the removal of this important component weakens all of Calspan, which has proven to be an invaluable incubator of innovative technology, spinning off over thirty area companies since its inception in 1946.

But important as are these considerations, I feel particular need to focus on what will be lost to the nation if REDCAP, as now constituted, is shifted to a non-existent operation at Edwards AFB.

Having served in a legislative capacity, I know the need to measure the cost effectiveness of each facility and each program. And as a past officer who has served in combat, I am also committed to the concept that we should provide our fighting personnel with the best hardware that we can develop. Those who risk their lives for our nation should not be expected to defend themselves with duds.

REDCAP had its origins in the wise recognition that an independent analysis of the capacity of new electronics systems was needed before the delivery platform was so far advanced that any changes would be astronomical in cost. I think it fair to say that the functional limits of the costly B-1 bomber proves the concept, as it was pushed to "open-air" testing before it was ready.

Steve

See CeCe on Response

— I see this as an  
extremely well stated  
letter if

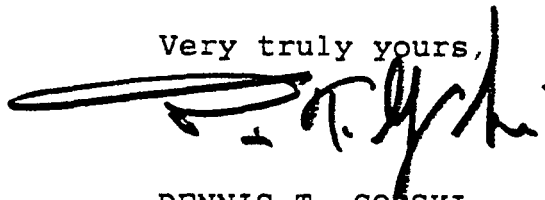
REDCAP is structured to thoroughly test the ability of new electronic combat systems before they are miniaturized into hardware to be placed on prototype aircraft. Further, it can test the new electronic systems against any of an array of potential foreign opponents, using simulation in the hands of very experienced and imaginative operators. Such broad capacity simply does not exist in the Air Force, and the proposal to move the equipment fails to provide for relocation of skilled technicians to Edwards. Nor is it necessary to move the facility in order to link with other test sites, as Calspan has demonstrated the ability to electronically interact with such sites by secured real-time transmissions.

One might cynically conclude that some in DoD would prefer that there not be an independent test facility, for fear that less-than-satisfactory test results would delay the acquisition of new weapons platforms, especially at a time when many question the need for continued defense spending.

Personally, I appreciate and support the continued development of technology, but would not purchase it blindly. It was the "launch at all costs" mentality which led to NASA's Challenger tragedy. Independent pre-testing of weapons system components is as important to fiscally responsible development of our nation's defense capabilities, as an outside audit of a corporation's management is to protection of the investment of its stockholders.

I urge the BRAC Commission to recognize that the suggested savings in moving REDCAP are illusory, and may well cost the nation many times as much in wasteful procurement of faulty equipment.

Very truly yours,



DENNIS T. GORSKI  
County Executive

DTG:sjk

cc: Hon. William Clinton  
Hon. Daniel P. Moynihan  
Hon. Alfonse D'Amato  
Hon. Jack Quinn  
Hon. Erie County Legislature  
Calspan Corporation ATC





THE SECRETARY OF DEFENSE  
WASHINGTON, DC 20301-1000

Please refer to this number  
when responding 950609-16

9 JUN 1995

Honorable Alan J. Dixon  
Chairman  
Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Mr. Chairman:

Since I forwarded my recommendations to you on February 28, 1995, I have appreciated the excellent manner in which the Commission has conducted its demanding work under your leadership. I write today to maintain the open exchange of information that has been a hallmark of this Commission's relationship with the Department of Defense.

As a normal part of its process, the Air Force has been conducting site surveys to refine the financial analysis of recommendations affecting Air Force bases. During this process, the financial picture on Kirtland Air Force Base, New Mexico, has changed considerably. As you know, the recommendation concerning Kirtland AFB was designed to retain the Phillips Laboratory and other largely civilian operations, while relocating most of the active duty military operations, and closing related support functions.

In its site survey process, the Air Force discovered that many of the original cost estimates significantly understated the costs of relocating the active duty units. The final estimate of the one-time cost to implement the recommended realignment is \$538 million. I understand this figure and the supporting COBRA analysis have been provided previously to your staff. Although some options to reduce these costs were examined, I understand that none of the options provided the same benefits as estimated for the recommended realignment. Significantly, the Department of Energy also asserted that they received support far in excess of that currently reimbursed to the Department of the Air Force for DOE activities on Kirtland AFB. As a result, the total costs to the United States Government were not captured in the original estimates.

After reviewing the results of the site survey, it is my judgment that the recommendation for the realignment of Kirtland AFB no longer represents a financially or operationally sound scenario. I ask that you take these matters into consideration as the Commission conducts its review of my recommendations.

Sincerely,

*William J. Perry*

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950607-19

FROM: CONRAD, KENT	TO: GENERAL
TITLE: SENATOR (WD)	TITLE:
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBRC
INSTALLATION (s) DISCUSSED: GRAND FORKS	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON	✓			COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature		Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓	FYI

subject/Remarks:  
 FORWARDING - A WHITE PAPER ON  
~~THE~~ UNITED STATES AIR FORCE - CORE  
 TANKER WINGS.  
 [Signature]

Due Date: \_\_\_\_\_ Routing Date: 950607 Date Originated: 950607 Mail Date: \_\_\_\_\_



Please refer to file number  
when requesting 950607-19

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# A WHITE PAPER

ON

# UNITED STATES AIR FORCE CORE TANKER WINGS

## **CORE TANKER WINGS**

The primary objective of the tanker (aerial refueling) forces during the Cold War was to support nuclear bomber forces under the Single Integrated Operational Plan (SIOP). The basing requirements for tanker aircraft were dependent upon meeting the SIOP mission. Since the end of the Cold War, the size and shape of the Air Force has been affected by many reorganization initiatives. These reorganization initiatives were designed so DoD could continue to meet our nation's military requirements despite a reduction in force structure and funding. At the heart of the Air Force's capability to meet these military requirements lies rapid Global Mobility. As our units return home from overseas bases and the defense budget decreases, America must rely on highly mobile United States-based forces. Without the capability to project forces, conventional deterrence suffers, as does our ability to respond to an array of threats and conduct operations-other-than-war (OOTW). The core tanker wing is designed to support both the initial surge and long-term sustainment/resupply efforts across the spectrum of military operations.

Although the Cold War is over, a major requirement of our core tanker (currently the KC-135) remains supporting the SIOP mission. A core tanker wing must be fully capable of supporting bomber missions in a nuclear scenario by providing large offloads to ensure maximum response flexibility. Therefore, the SIOP

mission is a paramount consideration for tanker basing. When the focus shifts to SIOP, the core tanker wing can immediately transfer its resources and energy to that mission. It can ease command and control issues, and minimize turmoil when tanker assets are transferred from Air Force component commands to the United States Strategic Command.

The Defense Base Closure and Realignment Commission process has closed or realigned 12 tanker bases since 1988. As a result, three core tanker wings have emerged. They are Fairchild AFB, WA; McConnell AFB, KS; and Grand Forks AFB, ND. Providing "Global Reach for America" on short notice and for extended periods of time is the fundamental basis of these core tanker wings. A core tanker wing has inherent benefits not apparent in smaller geographically separated units. These include economy of force, unit integrity, and a concentration of expertise and experience. All these benefits complement a smaller DoD.

These core tanker wings can support the National Military Strategy more efficiently than geographically dispersed smaller units. United States forces permanently assigned overseas have been reduced by six fighter wings and two Army divisions since the breakup of the Soviet Union. Operationally, a core tanker wing can support simultaneous mission requirements and rapidly shift resources from: East to West Major Regional Contingency (MRC), from SIOP to OOTW deployments, and from support operations in

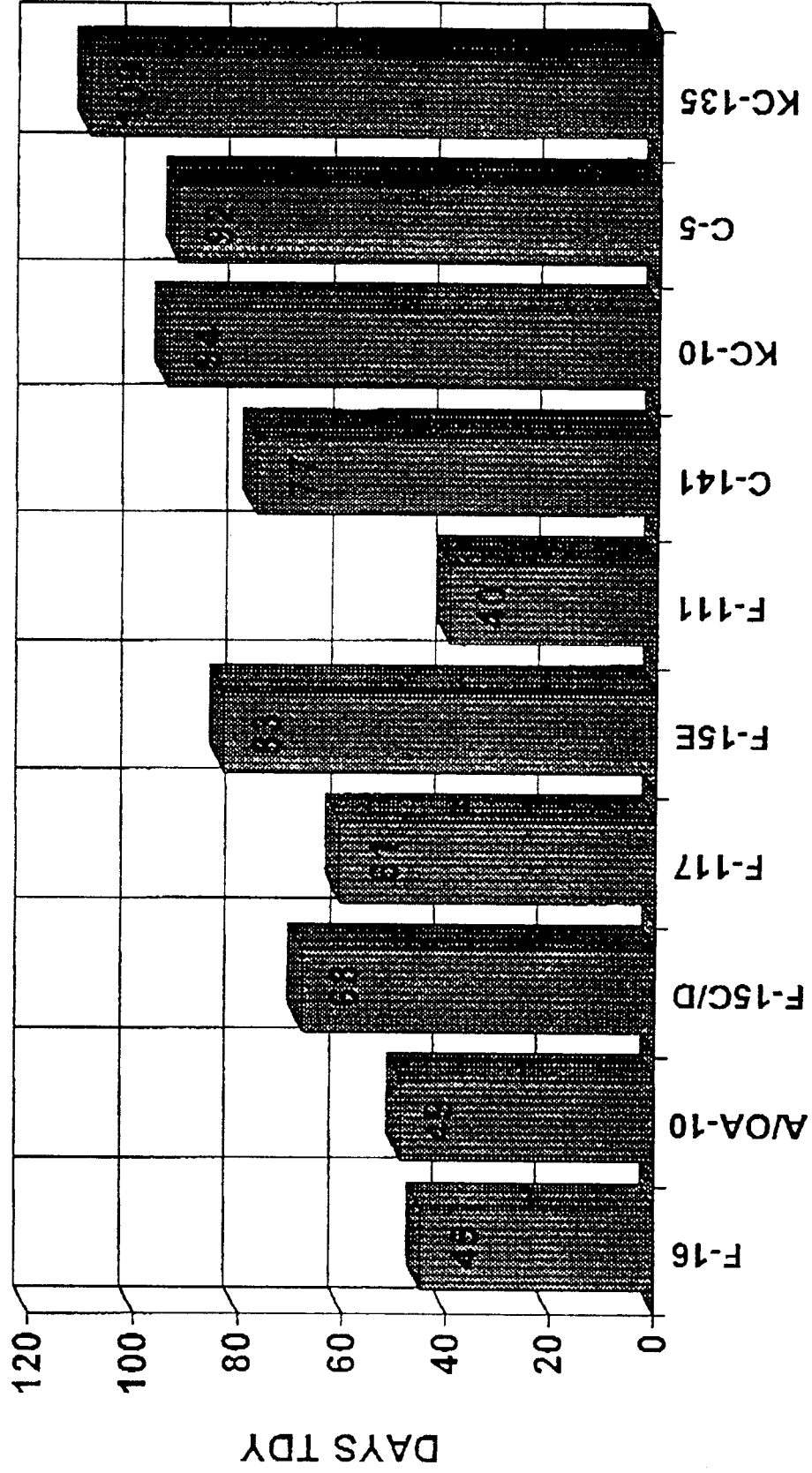
CONUS or any theater around the world. Core tanker wings are also compatible with our shrinking defense dollars. Less personnel overhead is required when several squadrons are consolidated into a larger wing. Additionally, there's a reduction in duplication of facilities and equipment with larger tanker wings, which is consistent with most Air Force wings.

A core tanker wing can operate more effectively by maintaining unit integrity within a larger force. The synergistic benefits of a larger wing are more apparent during long term deployments. Smaller tanker units must combine and rotate personnel more often to sustain the same long term mission of a deployed core tanker wing. Tanker personnel are currently tasked extensively and are deployed on an average of nearly four months per year. The pressure on these people from this high operations tempo when combined with the reorganization of our forces has been increased turbulence in their lives. Leadership at these core tanker wings deploy with their units and have a better appreciation of their personnel capabilities and historical aircraft maintenance limitations. Additionally, core tanker wings provide concentrated expertise and experience on aerial refueling operations necessary to better manage these critical resources.

In summary, as America reduces its forward deployed forces and defense dollars, the DoD will rely more heavily upon highly mobile and highly trained forces capable of responding to

operations across the spectrum of peace-to-war. A larger wing can support a long-term contingency on its own by avoiding duplication of equipment, supply, manpower, and more efficiently using in-place infrastructure to sustain a large number of aircraft. Obviously, the fewer locations we operate from, the less overhead manning, units, and facilities we need to support that operation. The core tanker wing is designed with all this in mind and enables Air Mobility Command to craft a tailored force to deploy and sustain the principles of *Global Reach -- Global Power*.

# FY94 Active Duty Crew TDY Rates





## POINT PAPER

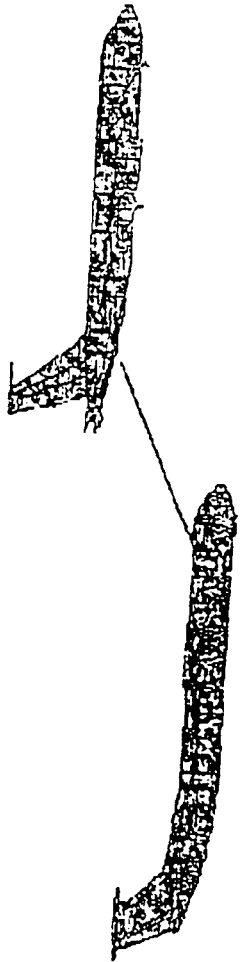
SUBJECT: Grand Forks support for Integral Tanker Unit Deployment (ITUD) and additional taskings

DISCUSSION: This paper evaluates the level of support by Grand Forks AFB for the ITUD program and additional taskings .

- Grand Forks has provided about 20% of the ITUD support from Oct 93 through present.
- Percent of time each ITUD was supported by Grand Forks.
  - Deny Flight 14%
  - South West Asia 24%
  - European Tanker Task Force 29%
  - Howard Tanker Task Force 12%
  - Provide Comfort 18%
- Grand Forks flew 34% of their sorties as ITUD employment sorties in FY94.
- Countries supported by Grand Forks from Oct 93 through present while supporting ITUD schedule.
  - England, Italy, Saudi Arabia, Panama, Turkey, France
- Additional countries supported by Grand Forks.
  - Canada, Spain, Japan, Portugal, China, Azores, Greece, Germany, France, Hong Kong, S Korea
- Grand Forks has supported several other taskings from Oct 93 through the present.
  - Supported 15 Air Shows in England, Canada, and the United States
  - Grand Forks has supported over 90 Business Efforts including: Eglin, Hurlburt (Special Ops), Dyess, Edwards, Tinker, Altus, Charleston (C-17), Dover (C-5), Cannon, Robins, Travis
  - Additional Taskings: Red Flags, Quick Force, Operation Restore Hope, Atlantic and Pacific Capstone, Uphold Democracy, Vigilant Warrior, Fleetex 93, Cope Thunder, Global Cruise, Global Reach, B-1 Speed Record
  - Supported 28 Pacific West Channel missions
  - Supported over 20 Trans-atlantic Coronet missions



# KC-135 STRATOTANKER



## MOBILITY FORCES DIVISION HQ USAF/XO FM

GLOBAL REACH FOR AMERICA 



# OVERVIEW

• Current Beddown

• KC-135 Modifications

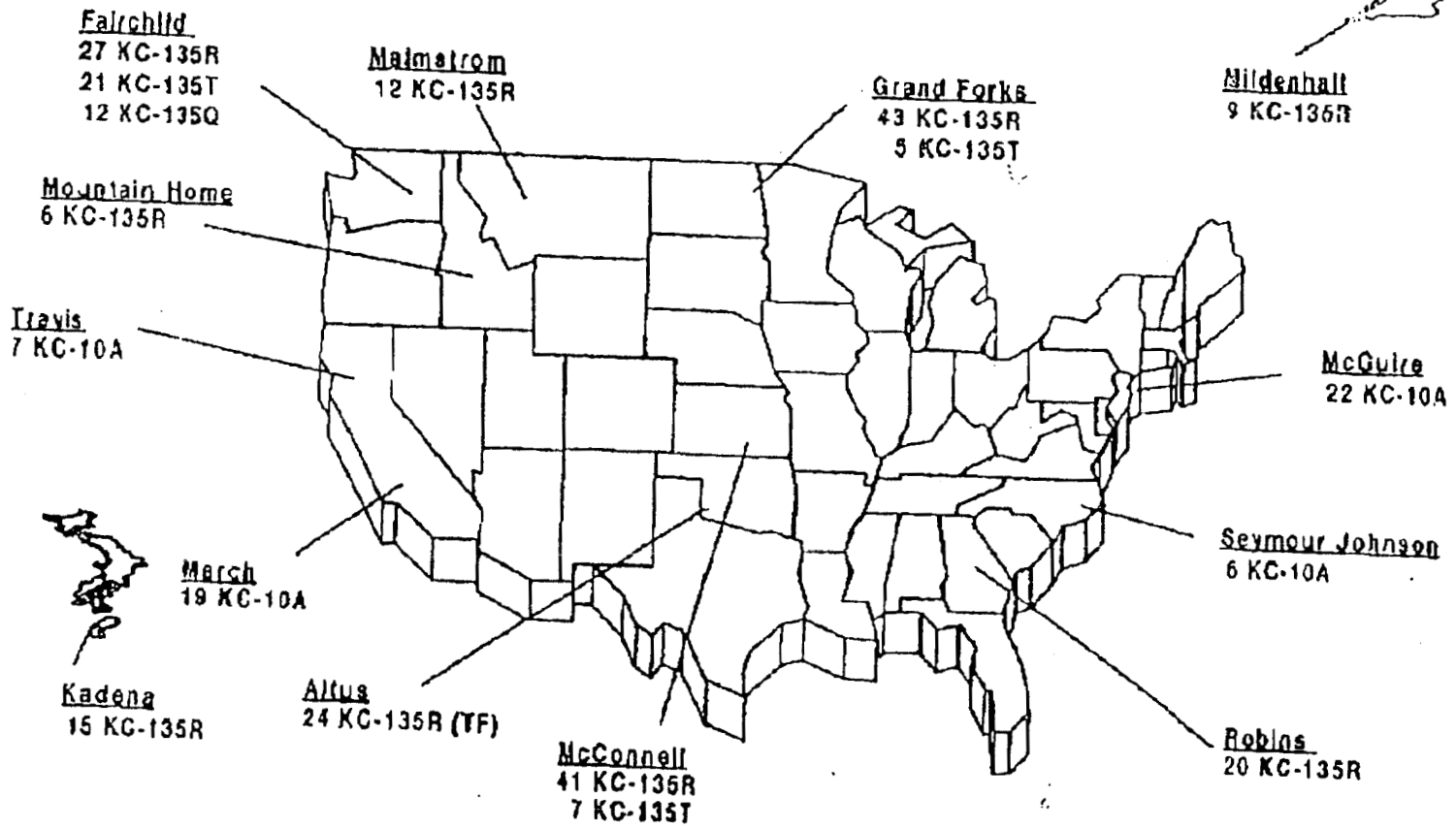
• Grand Forks AFB

GLOBAL REACH FOR AMERICA





# Tanker Beddown Active Duty



GLOBAL REACH FOR AMERICA





# Tanker Beddown (AIRC)



Elson (ANG)  
8 KC-135E

Selfridge (AFB)  
9 KC-135E

Fairchild (ANG)  
10 KC-135E

Lincoln (ANG)  
9 KC-135R

O'Hare (ANG)  
0 KC-135E

Gen Mitchell (ANG)  
10 KC-135R

Niagara (ANG)  
9 KC-135R

Salt Lake (ANG)  
9 KC-135E

Griffiss (ANG)  
19 KC-135E

Beale (AFB)  
9 KC-135E

Bangor (ANG)  
9 KC-135E

March  
9 KC-135E (ANG)  
9 KC-135E (AFB)

Pease (ANG)  
10 KC-135R

McGuire (ANG)  
19 KC-135E

Phoenix (ANG)  
9 KC-135E

Rickenbacker (ANG)  
20 KC-135R

Forbes (ANG)  
8 KC-135E

Grissom (AFB)  
20 KC-135R

Hickam  
8 KC-135R (ANG)

Tinker (AFB)  
10 KC-135R

Key Field (ANG)  
9 KC-135R

Birmingham (ANG)  
8 KC-135R

McGhee Tyson (ANG)  
9 KC-135E

GLOBAL REACH FOR AMERICA





# Grand Forks AFB

- o One of three core tanker bases
- o Outstanding infrastructure
  - Ramp
  - Fuel
  - Airspace
- o Strategically located
  - SIOB
  - Contingency support
  - Training
  - Rapid Response
- o Designed for efficiency
  - Operational
  - Logistical
  - Organizational
  - Fiscal

GLOBAL REACH FOR AMERICA





# Grand Forks AFB (Cont)

- 319th Air Refueling Wing
  - 4 Squadrons, 43 KC-135Rs and 5 KC-135Ts
- Manpower authorizations
  - Active Military - 4,654
  - Civilian - 402
- Milcon
  - FY95 - \$10M
  - FY96 - \$14.8M

GLOBAL REACH FOR AMERICA 

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950607-11

FROM: TIPTON, DEWEY, R.	TO: CIRILLO, FRANK
TITLE: MANAGER, EC PROGRAMS	TITLE: AF TEAM LEADER
ORGANIZATION: LOCKHEED FORT WORTH	ORGANIZATION: DBCR
INSTALLATION (S) DISCUSSED: AFEWES	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

FORWARDING INFORMATION REGARDING AFEWES

Due Date: \_\_\_\_\_

Routing Date: 950607

Date Originated: 950606

Mail Date: \_\_\_\_\_





P.O. Box 749, Fort Worth, Texas 76101

Please refer to this number  
when responding 950607-11

6 June 1995

Francis A. Cirillo, Jr., PE  
Air Force Team Leader  
Defense Base Closure & Realignment Commission  
1700 N. Moore St., Suite 1425  
Arlington, VA 22209

- References:
- (A) 12 May 1995 Memorandum, F. A. Cirillo, Jr., to Maj. Gen. Blume, AF/RT, Subject: Request for Information re: AFEWES
  - (B) 23 May 1995 Memorandum, AF/TE to AF/RTR, Subject: Request for Information to Support the Base Closure Process
  - (C) 25 May 1995 Memorandum, AF/RT to Defense Base Closure & Realignment Commission, Additional COBRA Run.
  - (D) T&E Infrastructure Executive Agent Board of Directors BoOD Study on EC HITL/ISTF Consolidation, 4 February 1994
  - (E) 19 May 1995 Memorandum, D. R. Tipton to L. C. Farrington, Subject: Thirteen (13) Issues Concerning Proposed AFEWES Realignment
- Attachments:
- (A) Excerpts from Air Force BRAC '95 Analysis of T&E Infrastructure, February 1995
  - (B) AFEWES Equipment-Moving Costs Estimate
  - (C) Col. Wes Heidenreich presentation, 20 April 1995, Electronic Combat (EC) Test and Evaluation (T&E) Realignment Proposals

Dear Sir:

Speaking for the 100 AFEWES contractor employees at Lockheed Martin Tactical Aircraft Systems (LMTAS) in Fort Worth, we are very appreciative of your Reference (A) request for additional information from the Air Force (AF) and for the opportunity to review it. We have carefully examined the References (B) and (C) responses and would like to bring the following points to the attention of the Base Closure and Realignment Commission:

6 June 1995

Page 2

1. The AF now admits that their previous quote of \$5.8M is only a portion of the total cost of moving the AFEWES. Their new estimate is \$8.937M with a return on investment in 13 years (instead of 7 years) and a net present value in 2015 of a savings of \$2.173M instead of \$5.8M. This is a small step toward reality. Their estimate of \$2.5M for MILCON is far short of the \$8.0M estimated in the BoOD report (Reference (D)). Furthermore, their cost estimate still does not include the necessary cost of documenting the equipments to enable operations and maintenance (O&M) by non-LMTAS personnel and training of the new O&M personnel. The facts are that either far more than \$8.937M will be spent or only about 10% of AFEWES will be revived after the move.

2. Although the Air Force repeatedly states that AFEWES utilization is low, the facts are that the optimization model used by the AF to predict utilization in 2001 indicated that the AFEWES usage (in terms of test hours) would be about equal to the sum of the Open Air Range (OAR) test usage at all three Air Force OARs combined (Attachment (A)). There is a difference between low utilization in terms of percentage of capacity (especially if you define an abnormally high capacity) and low utilization in terms of hours of test conducted. In terms of actual usage, the AFEWES is predicted by the Air Force, to be its most used facility in 2001 for the purposes of effectiveness evaluations. Because of this fact, the AF optimization model recommended, in every case, that the AFEWES be retained.

3. The Air Force's "certified data" from which its cost estimate for moving the AFEWES was made was the certified cost per pound to move the Guided Weapons Evaluation Facility (GWEF) across Eglin AFB (see Attachment (B)). There are no "certified" data as to the weight of the AFEWES or to similarities between the GWEF and the AFEWES that make such a rationale reasonable. However, our estimates for the cost of moving about 50% of AFEWES is comparable (\$6.5M vs. \$5.8M) to their estimate. The difference in our total cost estimate and theirs is in the cost of MILCON, documentation, and training. The cost of MILCON was referenced in point 1 above. Our estimate of the cost of documentation and training were based on knowledge of the existing AFEWES data and the requirements for the XM-11 equipments which we delivered to the Army and the Have Copper equipments which we delivered to the AF at Eglin AFB. Since the AF said the move was to occur in 1998, we used 1998 rates as approved by our DPRO for forward pricing. Our quotes are easily verifiable. The AF's plan to "reverse engineer" the documentation is a far more expensive and time consuming process; especially when the AF plans to replace 100 people who have in excess of 1500 years of AFEWES experience with far fewer untrained people with no simulation experience.

6 June 1995

Page 3

4. LMTAS agrees that some of the AFEWES simulations have not been used for several years and that cost savings can be achieved by reducing infrastructure and operations support. However, maintaining a capability for all AFEWES simulations has been a contractual requirement. By modifying the O&M contract to delete the requirement to support these seldom used simulations, comparable savings could be realized by reducing AFEWES infrastructure and operations support at Air Force Plant No. 4 without the unnecessary expense in dollars and lost T&E capability associated with facility relocation.

5. The AF claim that it will achieve savings by having the AFEWES collocated with an installed systems test capability and integration laboratory is wishful thinking. The AFEWES is now on the same campus (AF Plant 4) with an installed system facility and integration laboratory but there is no cost savings because there is no common denominator for reduction.

6. The claim that the cost of AFEWES is too high for the workload supported is totally subjective and devoid of any factual justification. The average contingency liability expenditure over the last 10 years is about \$300K per year, which is a fraction of the total potential liability.

7. The statement that "competition within the Air Force does not exist for relocated assets" is curious. The fact is that the AFEWES is being split up and the infrared (IR) portion is to be sent to Eglin AFB in Florida according to a presentation to the BRAC on 20 April 1995 at Eglin AFB (see Attachment (C)). Putting the RF and IR portions on opposite sides of the continent is a large step away from satisfying the need for multi-spectral integrated systems testing as needed on the F-22 and other future aircraft.

8. The Air Force admits in the next-to-last paragraph of Reference (B) that it does not understand the AFEWES situation. This despite the presence of a five-person Air Force office, headed by a Lt. Colonel, on site, fully capable of answering such questions if asked. The approximately 100 jobs are clearly defined and individual names identifiable. The analogy to Eglin is clearer if the AF corrects its facts. The 100 AFEWES jobs include both upgrade and O&M work. The AFEWES has 39 simulations, not 20. The current number of contractor and government personnel associated with EW testing on the EMTE at Eglin is between 150 and 200, not 50-60. In addition, because the AFEWES is a simulation, not flight test facility, there is much test preparation work that is not associated with radar setup on a range.

Clearly the AF has not done a thorough job of analyzing the cost of moving the AFEWES nor the impact on testing that such a move will create. I believe this will be made clear to the BRAC if it will request that the AF answer the questions previously submitted (Reference (E)) and provide the following which they claim to have:

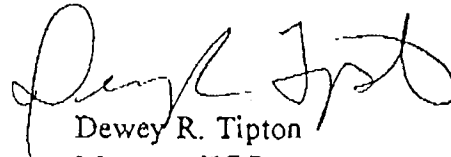
6 June 1995

Page 4

1. The data which identifies who the AFEWES customers (including international) are, when and what they plan to test, and the impact on their test plans of moving the AFEWES. This must exist as they say they "considered all utilization by test customers (including international utilization)" and "AFEWES customer impacts are being strongly considered in our process" and "most of the testing conducted at AFEWES can be done elsewhere."

2. Identification of the "elsewhere" that "most of the testing conducted at AFEWES can be done." This "elsewhere" must be capable of doing simultaneous integrated RF and IF effectiveness testing on equipment not yet capable of being installed on an aircraft since the AFEWES niche is to provide a measure of countermeasures effectiveness in the early stages of development where changes to the system under test can be accomplished economically.

My staff and I are also available to answer additional questions if necessary. Your time in reading this response and in assuring a cost effective test process is greatly appreciated.



Dewey R. Tipton  
Manager, EC Programs  
LMTAS

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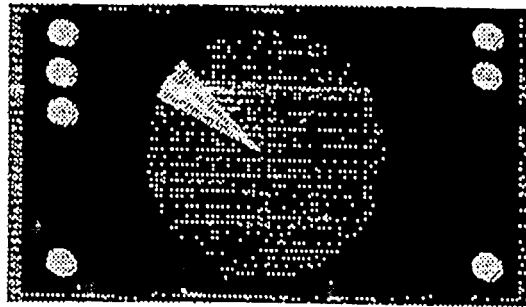


# **Annex 1**

# **Air Force BRAC '95 Analysis of T&E Infrastructure**

## **Completion of T&E JCSG Analysis Plan**

## **Electronic Combat T&E Analysis**



February 1995

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**EC T&E Baseline  
DoD Workload (Test Hours)**

Activity	Functional						
	Value	DM&S	MF	IL	HITL	ISTF	OAR
AFDTC Eglin	65		2390			761	899
NAWC Pt Mugu	58		487	459	223		
NAWC Pax River	53		148			2843	
AFFTC Edwards	52			3088			758
NAWC China Lake	47		2311	1770			745
EPG	47	246	858				369
AFDTC Holloman	29		6091				
AFDTC AFEWES	17				2524		
NSWC Crane	17		4344				
AFDTC REDCAP	15				86		

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File: leec0118.ppt 7 2/13/05

This chart is similar to the previous one except that, here, workload (in terms of test hours/year projected for the year 2001) is shown in place of capacity. Figures on this chart are directly related to the quantity of electronic combat T&E work being accomplished at each facility today. Comparing this chart to the previous one allows determination of where and how much excess capacity exists, and in which test facility categories.

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**Optimization Model Outputs**  
**EC T&E**

Objective Functions

Activity	MAXSFV (V=0)	MINSITES (V=25)	MAXSFV (MNSITES)	MINXCAP (V=100)	MAXSFV (site)	MIN NMV (V=25)	Summary
AFDTC, Eglin AFB	1	1	1	1	1	1	Retain
NAWC, Pt Mugu	1	1	1	1	1	1	Retain
NAWC, Pax River	1	1	1	1	1	1	Retain
AFFTC, Edwards AFB	1	1	1	1	1	1	Retain
NAWC, China Lake	1	0	0	0	0	0	Realign
EPG	1	1	1	1	1	1	Retain
AFDTC, Holloman	1	1	1	1	1	1	Retain
AFDTC, AFEWES	1	1	1	1	1	1	Retain
NSWC, Crane	1	1	1	1	1	1	Retain
AFDTC, REDCAP	0	0	0	0	0	0	Realign

1 = Retain      0 = Realign

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14 2/13/05

The optimization model was run six times, each for a different objective function. Objective functions are described in detail in the JCSG analysis plan, and are discussed in the main body of this report

In terms of activities, the model output was basically identical under five of the six objective functions. The "summary" column summarizes the model's output, which basically indicates that (considering EC T&E functional value, capacities and workload) DoD can best be served by realigning all Electronic Combat test workload from NAWC China Lake and AFDTC REDCAP. Unfortunately, NAWC China Lake was designated a core T&E activity by the JCSG, eliminating all facilities located thereon from realignment consideration by the JCSG working group. Realignment of AFDTC REDCAP (along with two other EC test activities) was considered by the JCSG working group, and will be described in greater detail in following charts.

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AFEWES EQUIPMENT - MOVING COSTS ESTIMATES

AFEWES

JCSG total equipment tonnage is 281.1. Identified 20 of 33 systems to relocate which is 60.6%. Used 65% of total tonnage or 182.7 tons to be moved. Equated this facility to the GWEF, a new facility at AFDTC which has 30% more space and an equivalent tonnage of equipment (245 tons). The GWEF had certified moving costs of \$7.75M or \$31.6K per ton. Moving costs are estimated as 281.1 x .65 x \$31.6K = \$5.77M.

Move to Pt Mugu all but 9,610 lbs or 553,749 lbs or 276.87 ton or \$8,749K.

Move to Pax River same amount of equipment that was moved to Edwards = \$5,770K.

REDCAP EQUIPMENT - MOVING COSTS ESTIMATES

REDCAP

Total equipment value not identified in JCSG. Total equipment tonnage is identified as 109.6 tons. Equated this facility to the GWEF, a new facility at AFDTC which has 2X the square footage of REDCAP and 2X the equipment tonnage of REDCAP. The GWEF had BRAC certified moving costs of \$7.75M or \$31.6K per ton. Only 42% of the equipment at REDCAP has been identified to move. Using a conservative estimate of 50% of equipment to be moved, the moving costs are 109.6 tons x .5 x \$31.6K = \$1.7M.

Move to Pt Mugu all equipment or 109.6 tons @ \$31.6/ton for a total of \$3,464K.

Move to Pax River all equipment except the Communications Multiple Emitter Generator (COMEG). COMEG estimated at approximately 5% of total equipment. Total shipping cost is \$3,290K.

EDWARDS CONTRACTOR COSTS

REDCAP = 2 CONTRACTORS @ 180K PLUS 30K EQUIPMENT	390
AFEWES = 3 CONTRACTORS @ 180K PLUS 30K EQUIPMENT	570
ALL EFFORT TRANSFERS IN FY 98	



ELECTRONIC COMBAT (EC)  
TEST AND EVALUATION (T&E) REALIGNMENT PROPOSALS



COL WES HEIDENREICH  
20 APRIL 1995

APR 26 '95 07:44AM

LOCATED FOR MONTH

FAX NO. 811/1564

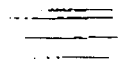
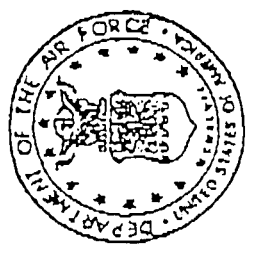
Attachment (c)

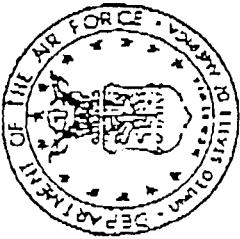
P.2

P.10

# PURPOSE

PROVIDE BRAC RATIONALE  
FOR EC T&E REALIGNMENT  
RECOMMENDATIONS





# AFEWES PROPOSAL

- RELOCATE APPROXIMATELY 65% OF AFEWES CAPABILITIES
  - » RADIOFREQUENCY CAPABILITIES TO EDWARDS AFB, CA
  - » INFRARED CAPABILITIES TO EGLIN AFB, FL
- INTEGRATE HARDWARE-IN-THE-LOOP AND INSTALLED SYSTEMS TEST FACILITIES

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950608-7

FROM: <u>KOHL, HERB</u>	TO: <u>DIXON</u>
FILE: <u>SENATOR (WI)</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>U.S. CONGRESS</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>GENERAL MITCHELL AFS</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		⊙		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:  
STATING AIR FORCE FIGURES FOR COST SAVINGS AND CLOSING COSTS WERE INCORRECT, AND PROVIDING NEW DATA.

Date: <u>950612</u>	Routing Date: <u>950608</u>	Date Originated: <u>950607</u>	Mail Date:
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RITTS, WISE & ROGERS  
GOVERNMENT RELATIONS

DATE: 8 June 95

PLEASE PASS TO: Mr Richard DiCamillo

FROM: JESS J. FRANCO, JR P.E.  
COLONEL USA (RET)

WASHINGTON DC OFFICE  
1500 Wilson Blvd., Suite 320  
Arlington, VA 22209  
(703) 516-0100  
Fax: (703) 516-0110

SUBJECT: Milwaukee AFRES Station

PAGES: COVER + 4 = 5

REMARKS:

Rick

Attached is one of two letters going to both the Commission and Sec Air Force. The other, as I mentioned focuses on items left out of or errors in the installation sheets.

The key to the attached numbers is that there exists data (the 41 people of the Civilian Personnel Office - which handle some 3000 personnel and cover 7 states... WI, MI, MO, IL, OH, CO, OR // Communication costs not considered // other activity or MISSION requirements .... such as running the Drop Zone @ Fort McCoy ... which someone will have to perform) which we believe was not part of the analysis done to date. We believe that they are appropriate, are not overstated, UNCLASSIFIED and will cause Milwaukee to be less cost/savings attractive. 1/2 Jers

P.S. If you have any questions or need more data, please let

Congress of the United States  
Washington, DC 20515

June 7, 1995

The Honorable Alan J. Dixon  
Chairman  
The Defense Base Closure and Realignment Commission  
1700 N Moore Street, Suite 1425  
Arlington, Virginia 22209

450603-7

Dear Chairman Dixon:

We are forwarding for your consideration the 440th Airlift Wing of the General Mitchell Air Reserve

On May 26, 1995, the Air Force ran a request. In examining these figures, we discovered the 440th is overstated by approximately \$1.85 million and approximately \$9.4 million; and, recurring costs of \$1.85 million.

*Rick  
I'm not sure this  
is true  
d*

As you review the breakdown of this station, the costs of the Regional Civilian Personnel that would remain should the 440th close. If you continue these services elsewhere, which need to be done at the 440th.

In addition, the 440th's digital fiber optic communications system is the only working system as required by the PY 2001 POM decision. All bases eventually will need to construct such a system and/or make it functional; therefore, this system would have to be relocated or replicated at a new location. Again, if the 440th were closed, the Air Force would have to expend these costs for other C-130 bases, but not for the 440th.

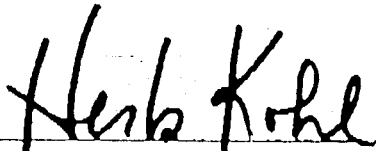
Finally, the MILCON numbers used for the COBRA run include design costs which have been spent or obligated already. Additionally, the 1997 projects, although in the station's five-year plan, have neither been authorized nor appropriated. Applying these figures distorts the real MILCON cost avoidance that one could expect.

When factored into the COBRA figures, all of these items make it clear that closing the 440th does not lead to the greatest savings nor the greatest net present value (NPV) of the C-130 Air Force Reserve Stations under consideration. Therefore, we respectfully request new COBRA runs using this information. Please provide us with such data, as well as any other COBRA runs done on the C-130 bases.

The Honorable Alan J. Dixon  
June 7, 1995  
Page 2

Thank you in advance for considering these issues in your review.

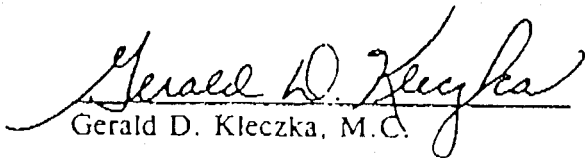
Sincerely,



Herb Kohl, U.S.S.



Russell D. Feingold, U.S.S.



Gerald D. Kleczka, M.C.



Thomas M. Barrett, M.C.

440 AW GENERAL MITCHELL IAP-ARS WI  
 ADDITIONAL ITEMS FOR BRACC 95 ANALYSIS  
 5 JUN 95

RECURRING COSTS      ONE TIME COSTS      REDUCED SAVINGS

REGIONAL CIVILIAN PERSONNEL OFFICE (RCPO).

- OF THE 380 PERSONNEL, 41 ARE PART OF THE REGIONAL CIVILIAN PERSONNEL OFFICE AND WILL NOT GO AWAY. OF THE 41 ASSIGNED TO THE 440TH THEY ARE LOCATED AT:

- 33 ARE AT MILWAUKEE, WI.
- 2 ARE AT PORTLAND, OR.
- 6 ARE AT ARPC DENVER, CO.

	PERSONEL ASSIGNED	AVERAGE SALARY	RCPO EST SALARY	
A. CIVILIAN SALARY	41	\$45,073	\$1,847,993	\$1,847,993
		PCS COST		
B. PCS COSTS (94% OF THE 33)	31	\$49,219	\$1,525,790	
- ASSUMES 2 FROM 440 WILL NOT PCS - 8 RCPO ASSGD OTHER BASES STAY IN PLACE - USES AVG PCS COSTS FROM COBRA MODEL - PCS COSTS FROM COBRA MODEL, GEN MITCHELL \$,168,000 MOVING COSTS/105 POSNS REALIGNED				
C. EST SEVERENCE PAY (6% OF THE 33)	2	\$25,000	\$50,000	
D. OFFICE RELOCATION COSTS			\$75,000	
- PACKING, CRATING, SHIPPING				
E. RCPO OPERATING COSTS			\$325,000	
- SUPPLIES AND EQUIPMENT - TRAVEL EXPENSES - TRAINING - EMPLOYEE ASSISTANCE PROGRAM - MISC CONTRACT SERVICES				
TOTALS FOR RCPO			\$2,172,993	\$1,650,790      \$1,847,993

II COMMUNICATIONS.

- THE \$7.7M INVESTMENT IN THIS AREA, GIVES THE 440 AIRLIFT WING THE FIRST WORKING DIGITAL, FIBER OPTIC COMMUNICATIONS SYSTEM. IT IMPLEMENTS THE PY 2001 POM DECISION THAT OTHER OTHER BASES HAVE NOT YET IMPLEMENTED AND PROVIDES AFRES WITH A POM REDUCTION CAPABILITY.

A. GOV'T OWNED SWITCH DIGITAL SWITCH      \$3,200,000



440 AW GENERAL MITCHELL (AP-ARS WI)  
 ADDITIONAL ITEMS FOR BRACC 95 ANALYSIS  
 5 JUN 95

	RECURRING COSTS	ONE TIME COSTS	REDUCED SAVINGS
<b>I COMMUNICATIONS (CONTINUED).</b>			
<b>B. GOV'T OWNED CABLE PLANT FOR DIGITAL SWITCH</b>			
- COPPER	\$2,000,000		
- 6 CORE FIBER	\$1,500,000		
- COAXIAL	\$1,000,000	\$4,500,000	
		-----	
COMMUNICATION INVESTMENT		\$7,700,000	
<b>C. COMM SPT TO OTHER DOD ACTIVITIES (MESSAGES, MAINTENANCE TELEPHONE, DATA, ETC.)</b>			
	\$121,930		
	-----		
TOTAL COMMUNICATIONS	\$121,930	\$7,821,930	\$0
<b>II MISCELLANEOUS.</b>			
<b>A. SUPPORT TO OTHER ACTIVITIES: (THIS IS REQUIRED CONTINUAL SUPPORT THAT WOULD HAVE TO BE DEVELOPED IF THE 440TH COULD NOT ACCOMPLISH).</b>			
- ALCF (AFFILIATE PROGRAM)	\$27,000		
- DROP ZONE OPERATIONS AT FT MCCOY	\$23,000		
- LIFE SUPPORT & AIR FRAME STRUCTURE INSPECTIONS.	\$25,883		
- SECURITY PROTECTION	\$1,484		
- ID CARDS (3/4 MANYEAR, S&E, AND MAINT)	\$60,000		
- LEGAL, BORROW MAN.	\$45,000		
OPTING COSTS	\$7,900		
FURNITURE		\$8,000	
- CAMP SWIFT, (GROUND COMBAT READINESS CENTER) MILITARY PAY	\$20,000		
- FINANCE (PAY)	\$15,525		
- PROCUREMENT SUPPORT (5YR AVERAGE)	\$9,000		
- VISUAL INFORMATION	\$55,670		
	-----	-----	-----
TOTAL SUPPORT TO OTHER ACTIVITIES	\$290,462	\$8,000	
	-----	-----	-----
TOTALS NOT CONSIDERED	\$2,585,385	\$9,358,790	\$1,847,993
<b>V MILCON PROJECTS.</b>			
	CONSTRUCTION	DESIGN	
* 1993 - COMPOSITE OPERATIONS AND MAINTENANCE FACILITIES ("THE TENNECO HANGAR MONEY")	\$2,500,000	\$250,000 **	
* 1994 - ADD FIRE PROTECTION HANGARS	\$1,500,000	\$150,000 **	
* 1995 - HAZARDOUS MATERIAL PHARMACY	\$750,000	\$80,000 ***	
* 1995 - FIRE TRAINING AREA	\$1,450,000	\$150,000 **	
1997 - MEDICAL TRAINING FACILITY	\$2,381,000	\$295,000 **	
1997 - IMPROVE STORM DRAINAGE	\$950,000	\$10,000 ***	
	-----	-----	
	\$9,531,000	\$935,000	
* AUTHORIZED/APPROPRIATED, NOT YET UNDER CONSTRUCTION.			
** 100% DESIGNED AND FUNDS EXPENDED.			
*** OBLIGATED, PARTIALLY EXPENDED.			

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 95060723

FROM: O'BRIEN, MICHAEL d.	TO: DIXON
TITLE: PRESIDENT	TITLE: CHAIRMAN
ORGANIZATION: TRUMBULL CO. COMM, OH	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: YOUNGSTOWN AIR RES. STATION	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		⊙		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

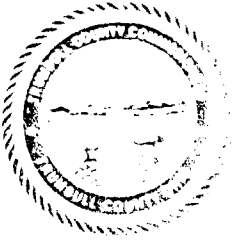
✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT:



Due Date: 950612	Routing Date: 950607	Date Originated: 950530	Mail Date:
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# TRUMBULL COUNTY COMMISSIONERS

160 HIGH STREET, N.W.

WARREN, OHIO 44481

Telephone: (216) 675-2451

## Commissioners

MICHAEL J. O'BRIEN, President  
JOSEPH J. ANGELO, Jr.  
ARTHUR U. MAGEE

## Clerk

ROSELYN J. FERRIS

May 30, 1995

The Honorable Alan J. Dixon, Chairman  
BASE REALIGNMENT AND CLOSURE COMMISSION  
1700 North Moore Street, Suite 1425  
Arlington, VA 22208

950607-23

**RE: YOUNGSTOWN AIR RESERVE STATION  
910th Airlift Wing**

Dear Chairman Dixon:

The Board of Trumbull County Commissioners strongly **OPPOSE** any action to eliminate the vital **910th Airlift Wing** based at the **YOUNGSTOWN AIR RESERVE STATION**.

**Not only does the 910th Airlift Wing serve as a very vital part of the defense of our Country; but, also, it is extremely important to the economic well-being of our area. It provides hundreds of jobs, both civilian and military, and contributes tens of millions of dollars to the economy in our area.**

**The local community views the Air Reserve Station as an extension of the larger local community. The surrounding areas have been extremely active in humanitarian causes throughout the world. In extending the arm of the local community, the personnel assigned to the station assisted in airlifting supplies and resources to Central and South America and throughout the southern region.**

The Navy and Marine Corps Reserve Center is a \$3.8 million facility and is a tenant at the Air Station. The Navy Supports five separate units (cargo handling, hospital, military sealift, Marine medical support and Seabees (with a total of 210 reservists.) There are ten Navy full-time staff. The Marine Corp consists of one 172 member landing support and cargo handling unit. There are ten Marine full-time staff members.

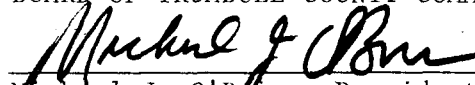
The Youngstown Air Reserve Station is an integral part of the future development of the adjacent Youngstown-Warren Regional Airport. Plans are underway to develop a "cargo hub" at the regional airport which would tie in with the new philosophy of being able to move assets and resources through expedient commercial means, i.e., express mail service.

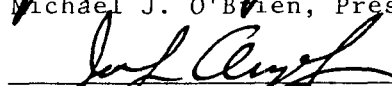
The Honorable Alan J. Dixon, Chairman  
Base Realignment and Closure Commission  
Page 2  
May 30, 1995

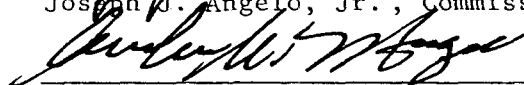
We respectfully urge the Board to give consideration to all these facts in its review of the 910th Airlift Wing based at the Vienna (Youngstown) Air Reserve Station.

Respectfully,

BOARD OF TRUMBULL COUNTY COMMISSIONERS

  
\_\_\_\_\_  
Michael J. O'Brien, President

  
\_\_\_\_\_  
Joseph J. Angelo, Jr., Commissioner

  
\_\_\_\_\_  
Arthur U. Magee, Commissioner

Commrs./rjf

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950608-23

FROM: <b>EHRIE, WILLIAM J.</b>	TO: <b>CIRILLO</b>
FILE: <b>PRESIDENT</b>	TITLE: <b>AIR FORCE TEAM LEADER</b>
ORGANIZATION: <b>ABILENE INDUSTRIAL FOUNDATION</b>	ORGANIZATION: <b>DACRC</b>
INSTALLATION (S) DISCUSSED: <b>DYESS AFB</b>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		①		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER			
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	①	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions		FYI

Subject/Remarks:

*Thank you for May 17 meeting; Point paper attached.*

*William Ehrie*

Date: <b>950615</b>	Routing Date: <b>950608</b>	Date Originated: <b>950607</b>	Mail Date:
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ABILENE



Abilene Industrial Foundation

1234 North 4th  
P.O. Box 2281  
Abilene, Texas 79604  
915-673-7349  
1-800-299-0005

THE STAR  
OF TEXAS

June 7, 1995

950608-23

Mr. Frank Cirillo  
Air Force Team Leader  
Defense Base Closure and  
Realignment Commission  
1700 N. Moore Street  
Suite 1425  
Arlington, VA. 22209

Dear Frank:

I want to thank you and Rick DiCamillo again for meeting with me on May 17 concerning Dyess Air Force Base.

As shown in detail in the attached point paper, Dyess has the capacity to handle additional aircraft with little or no military construction costs. As the Commission considers where to move aircraft from bases being closed or realigned, I ask that Dyess be considered as a receiver base. The following scenarios, in particular, provide valuable opportunities for the Commission to relocate aircraft to an excellent base and to do so cost-effectively.


1. Malmstrom AFB . Relocate the 12 KC-135s at Malmstrom to Dyess rather than MacDill, the DoD's proposed receiver base for Malmstrom's KC-135s. Dyess recently had KC-135s and already has the necessary facilities. It would need virtually no MILCON funds. However, MacDill could require substantial MILCON funding. In addition, the Air Force would probably have to move numerous tenants from the flightline-related facilities at an additional cost.
2. Grand Forks AFB . Relocate KC-135s from Grand Forks to Dyess. Dyess has the capacity to add one squadron of KC-135s (12 to 18 aircraft) with virtually no MILCON funds. It could receive two squadrons (24 to 36 aircraft) before reaching capacity.
3. C-130 Air Force Reserve Bases . Relocate C-130s to Dyess thereby setting up an affiliated Reserve unit with Dyess' active duty C-130s. Dyess has the capacity to add two Reserve squadrons (16 C-130s) with virtually no MILCON funds, and four Reserve squadrons (32 C-130s) before reaching capacity.

Mr. Frank Cirillo  
June 7, 1995  
Page 2

The proposal to move the KC-135s to Dyess might conflict with the Air Force's stated goal of "one base, one boss." This policy was actually the basis for moving 17 KC-135s out of Dyess in 1994, despite the fact that Dyess handled bombers and tankers very well together and the Air Force has made exceptions to the policy at other bases. Give the need to consolidate facilities and reduce costs, I urge the Commission to take a flexible approach to the "one base, one boss" policy and relocate aircraft to the best bases with the lowest operating cost and highest regional need. With these criteria, Dyess is certainly the best candidate for receiving KC-135s and/or C-130s.

Thank you, again, for your time.

Sincerely,



William J. Ehrie  
President  
Abilene Industrial Foundation

WJE:cf

**Dyess AFB Has the Capacity and  
Capabilities to Handle  
KC-135 Tankers and Additional C-130s**

- Dyess AFB, the training base for the B-1 bomber, is one of the Defense Department's premier large aircraft bases. It is the home for 45 B-1s, 27 C-130 tactical airlift aircraft and 4 T-38s, a total of 76 aircraft. Dyess has the existing capacity to add a squadron of KC-135 tankers (12 to 18 aircraft) or two reserve squadrons of C-130s (16 aircraft) with virtually no additional military construction funds being required. Moreover, Dyess could add two squadrons of KC-135s (24 to 36 aircraft) or four C-130 reserve squadrons (32 aircraft) with nominal military construction funds.
- The Base Closure and Realignment Commission is considering:
  - Closing Malmstrom AFB and relocating its 12 KC-135 tankers to MacDill AFB.
  - Closing Grand Forks AFB and relocating its 48 KC-135 tankers to yet-to-be-decided bases.
  - Closing five Air Force Reserve Bases, each of which has 8 C-130s, and relocating the C-130s to yet-to-be-decided bases.

Based on cost-effectiveness, operational capabilities and available capacity, Dyess is clearly the best choice to receive KC-135s and/or C-130s as a result of these closures and realignments.

- The Air Force and the Defense Department consistently rated Dyess as one of the best Air Force bases during the 1991, 1993 and 1995 base closure rounds. Other possible receiver bases were not rated as highly.
- The Air Force has acknowledged that Dyess has the capacity and infrastructure to take on additional aircraft without having to spend hardly any military construction funds. Other possible receiver bases, such as MacDill, could require substantial MILCON funds.
- The relocation of KC-135s to Dyess would help alleviate the tanker shortfall in the South.
- Dyess is in an attainment area under the Clean Air Act and additional aircraft could be relocated there without raising environmental concerns.



- Dyess already houses C-130s, and, until last year, had KC-135s. As a result, Dyess clearly has the infrastructure in place to handle KC-135s and additional C-130s.
  - Dyess has 132 flightline parking spots for large aircraft, 17 hangar spots and two hot cargo spots for a total of 151 large aircraft positions. Thus, Dyess can easily handle a total of 120 aircraft or about 40 more than presently at the base.
  - Dyess' existing infrastructure is in excellent condition. Ninety-seven percent of its facilities are classified as Code 1 or Code 2, i.e., virtually new condition. All facilities will be Code 1 or Code 2 by FY 1996.
  - Dyess' fuel-supply hydrant system has 46 ramp positions for KC-135s and B-1s, including 25 new positions that were added just last year.
  - Dyess is one of the few bases with an assault strip and drop zone located on-base for C-130 operations. Use of this on-base capability does not constrain normal runway operations.
  - Environmentally-sound wash racks and corrosion control facilities are available for the KC-135s and the C-130s.
  - Fuel cell facilities are available for the KC-135s and the C-130s.
  - Dyess has an operational engine test cell for the KC-135s and the B-1s.
  - Dyess has a C-130 aerial port building, which is necessary for loading the aircraft.
  - Dyess has a C-130 simulator that could be used by the Reserve squadrons. In addition, when Dyess had tankers, it had a KC-135 simulator in a specially-modified building. Although the simulator was removed, the building is still available so that extensive MILCON funding would not be necessary to provide tanker simulator capability once again.
  - Dyess has an in-place precision measuring equipment lab needed to calibrate equipment for the KC-135s.
  - Squadron buildings are available.
  - Dyess has major housing and dormitory projects underway to improve its on-base housing; sufficient housing is also available in the Abilene community.

- Dyess also has ample and unconstrained airspace, minimal encroachment and the following nearby, uncongested airfields for transition and instrument training: Abilene Regional Airport, Altus AFB, Amarillo International Airport, Bergstrom AFB, Cannon AFB, Carswell AFB, Roswell Industrial Airfield, Sheppard AFB and San Angelo Municipal Airport.
- The proposal to move tankers to Dyess may not be consistent with the Air Force's present goal of "one base, one boss." In fact, the Air Force moved Dyess' 17 KC-135s elsewhere in 1994 solely because of this policy, even though the base is fully capable of supporting tankers and, as recently as last year, the combination of B-1s, C-130s and KC-135s at Dyess worked very well. The Air Force has made numerous exceptions to the "one base, one boss" policy at other bases. Moreover, the ongoing consolidation of facilities through the base closure process and the need to save money due to budgetary constraints require an even greater flexibility in co-locating different types of aircraft, such as bombers and tankers, at a single base.
- Recommended Action: If the Base Closure and Realignment Commission decides to close Malmstrom, Grand Forks or any of the five designated Air Force Reserve bases, then Dyess is clearly the best and most cost-effective choice for receiving KC-135 tankers and/or C-130 tactical airlift aircraft.

June, 1995

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950608-24

FROM: <u>MONDELL, ALVAHN L.</u>	TO: <u>DIXON</u>
FILE: <u>MAYOR</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>CITY OF SALEM, OHIO</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>YOUNGSTOWN AIR RESERVE STATION</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		①		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER			
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	<input type="checkbox"/>	FYI

Subject/Remarks:

IN SUPPORT OF YOUNGSTOWN AIR RESERVE STATION.

*[Handwritten signature]*  
✓ Recd

Date: 950610

Routing Date: 950608

Date Originated: 950602

Mail Date:



CITY OF SALEM

231 S. BROADWAY AVENUE  
SALEM, OHIO 44460

950608-24

June 2, 1995

Alan J. Dixon, Chair  
Base Closure & Realignment Commission  
1700 N. Moore Street, Suite 1425  
Arlington, VA 22208

RE: Youngstown Air Reserve Station

Dear Mr. Dixon:

I am writing to voice my support of the Youngstown Air Reserve Station and to voice my opposition to its closure.

The base is vital to the economic health of our region. Over 1500 people are on its payroll, including several from Salem. Between payroll, retirement benefits, construction costs, and supplies and materials contracts, the base contributes about \$90 million to the Mahoning valley.

In addition, they supply crucial services to the Youngstown-Warren Regional Airport, such as fire and crash rescue capability. Over the past several years, the station has responded with assistance during tornado damage recovery, fuel fires, and many automobile accidents, as well as aircraft crashes.

Loss of the base would be devastating to our area. I urge you to support the Youngstown Air Reserve Station and work to keep it open.

Sincerely,

Alvahn L. Mondell  
Mayor

ALM:llt

cc: File

# Proclamation

## City of Salem, Ohio

WHEREAS Air Force Reserve activities began in Vienna in 1947, with the stationing of a detachment of the 14th Night Fighter Squadron from the Greater Pittsburgh Airport; and

WHEREAS The Air Force counts more than 1,500 people on its payroll at the base, about 1,100 of which are Air Force Reservists who come for duty on weekends and throughout the week in support of the flying mission; and

WHEREAS There are 360 civilian and 125 full-time Air Reserve Technicians at the base; and

WHEREAS The Vienna base plays an important financial role in the Mahoning valley, with a total annual payroll of about \$75.6 million, including retirees; a construction budget of more than \$13.2 million; and an additional \$3 million in supplies and materials contracts; and

WHEREAS The Youngstown Air Reserve Station is an integral part of the future development of the adjacent Youngstown-Warren Regional Airport; and

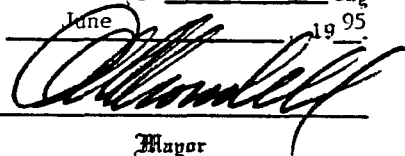
WHEREAS The base has become one of the area's largest employers and its loss would have serious consequences.

NOW, THEREFORE, I, Alvahn L. Mondell, Mayor of the City of Salem, Ohio, do hereby proclaim the month of June, 1995, to be

### YOUNGSTOWN AIR RESERVE STATION MONTH

as a means of showing the community's support of the base, and I urge all the citizens of Salem to write or call the Base Closure and Realignment Commission to voice their opposition to the closing of this vitally important base.

In Witness Whereof, I have hereunto set my hand and caused the Great Seal of Mayor of the City of Salem, Ohio, to be hereto affixed this 2nd day of June, 1995.

  
Mayor



CITY OF SALEM

231 S. BROADWAY AVENUE  
SALEM, OHIO 44460

June 2, 1995

Senator Robert Burch  
State House  
Columbus, OH 43215

RE: Youngstown Air Reserve Station

Dear Senator Burch:

I am writing to voice my support of the Youngstown Air Reserve Station and to voice my opposition to its closure.

The base is vital to the economic health of our region. Over 1500 people are on its payroll, including several from Salem. Between payroll, retirement benefits, construction costs, and supplies and materials contracts, the base contributes about \$90 million to the Mahoning valley.

In addition, they supply crucial services to the Youngstown-Warren Regional Airport, such as fire and crash rescue capability. Over the past several years, the station has responded with assistance during tornado damage recovery, fuel fires, and many automobile accidents, as well as aircraft crashes.

Loss of the base would be devastating to our area. I urge you to support the Youngstown Air Reserve Station and work to keep it open.

Sincerely,

Alvahn L. Mondell  
Mayor

ALM:llt

cc: File



CITY OF SALEM

231 S. BROADWAY AVENUE  
SALEM, OHIO 44460

June 2, 1995

Representative Sean Logan  
State House  
Columbus, OH 43215

RE: Youngstown Air Reserve Station

Dear Representative Logan:

I am writing to voice my support of the Youngstown Air Reserve Station and to voice my opposition to its closure.

The base is vital to the economic health of our region. Over 1500 people are on its payroll, including several from Salem. Between payroll, retirement benefits, construction costs, and supplies and materials contracts, the base contributes about \$90 million to the Mahoning valley.

In addition, they supply crucial services to the Youngstown-Warren Regional Airport, such as fire and crash rescue capability. Over the past several years, the station has responded with assistance during tornado damage recovery, fuel fires, and many automobile accidents, as well as aircraft crashes.

Loss of the base would be devastating to our area. I urge you to support the Youngstown Air Reserve Station and work to keep it open.

Sincerely,

Alvahn L. Mondell  
Mayor

ALM:llt

cc: File



CITY OF SALEM

231 S. BROADWAY AVENUE  
SALEM, OHIO 44460

June 2, 1995

Representative Michael G. Verich  
State House  
Columbus, OH 43215

RE: Youngstown Air Reserve Station

Dear Representative Verich:

I am writing to voice my support of the Youngstown Air Reserve Station and to voice my opposition to its closure.

The base is vital to the economic health of our region. Over 1500 people are on its payroll, including several from Salem. Between payroll, retirement benefits, construction costs, and supplies and materials contracts, the base contributes about \$90 million to the Mahoning valley.

In addition, they supply crucial services to the Youngstown-Warren Regional Airport, such as fire and crash rescue capability. Over the past several years, the station has responded with assistance during tornado damage recovery, fuel fires, and many automobile accidents, as well as aircraft crashes.

Loss of the base would be devastating to our area. I urge you to support the Youngstown Air Reserve Station and work to keep it open.

Sincerely,

Alvahn L. Mondelli  
Mayor

ALM:llt

cc: File





CITY OF SALEM

231 S. BROADWAY AVENUE  
SALEM, OHIO 44460

June 2, 1995

Senator Anthony A. Latell  
State House  
Columbus, OH 43215

RE: Youngstown Air Reserve Station

Dear Senator Latell:

I am writing to voice my support of the Youngstown Air Reserve Station and to voice my opposition to its closure.

The base is vital to the economic health of our region. Over 1500 people are on its payroll, including several from Salem. Between payroll, retirement benefits, construction costs, and supplies and materials contracts, the base contributes about \$90 million to the Mahoning valley.

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Loss of the base would be devastating to our area. I urge you to support the Youngstown Air Reserve Station and work to keep it open.

Sincerely,

Alvahn L. Mondell  
Mayor

ALM:llt

cc: File



CITY OF SALEM

231 S. BROADWAY AVENUE  
SALEM, OHIO 44460

June 2, 1995

The Honorable George Voinovich  
77 South High Street  
Columbus, OH 43215

RE: Youngstown Air Reserve Station

Dear Governor Voinovich:

I am writing to voice my support of the Youngstown Air Reserve Station and to voice my opposition to its closure.

The base is vital to the economic health of our region. Over 1500 people are on its payroll, including several from Salem. Between payroll, retirement benefits, construction costs, and supplies and materials contracts, the base contributes about \$90 million to the Mahoning valley.

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Loss of the base would be devastating to our area. I urge you to support the Youngstown Air Reserve Station and work to keep it open.

Sincerely,

Alvahn L. Mondell  
Mayor

ALM:llt

cc: File



CITY OF SALEM

231 S. BROADWAY AVENUE  
SALEM, OHIO 44460

June 2, 1995

Representative James A. Traficant, Jr.  
Rayburn House Office Building  
Room 2446  
Washington, DC 20515-0001

RE: Youngstown Air Reserve Station

Dear Representative Traficant:

I am writing to voice my support of the Youngstown Air Reserve Station and to voice my opposition to its closure.

The base is vital to the economic health of our region. Over 1500 people are on its payroll, including several from Salem. Between payroll, retirement benefits, construction costs, and supplies and materials contracts, the base contributes about \$90 million to the Mahoning valley.

In addition, they supply crucial services to the Youngstown-Warren Regional Airport, such as fire and crash rescue capability. Over the past several years, the station has responded with assistance during tornado damage recovery, fuel fires, and many automobile accidents, as well as aircraft crashes.

Loss of the base would be devastating to our area. I urge you to support the Youngstown Air Reserve Station and work to keep it open.

Sincerely,

Alvahn L. Mondell  
Mayor

ALM:llt

cc: File



CITY OF SALEM

231 S. BROADWAY AVENUE  
SALEM, OHIO 44460

June 2, 1995

Senator Michael DeWine  
Russell Senate Office Building  
Room 140  
Washington, DC 20510

RE: Youngstown Air Reserve Station

Dear Senator DeWine:

I am writing to voice my support of the Youngstown Air Reserve Station and to voice my opposition to its closure.

The base is vital to the economic health of our region. Over 1500 people are on its payroll, including several from Salem. Between payroll, retirement benefits, construction costs, and supplies and materials contracts, the base contributes about \$90 million to the Mahoning valley.

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Sincerely,

Alvahn L. Mondell  
Mayor

ALM:llt

cc: File



CITY OF SALEM

231 S. BROADWAY AVENUE  
SALEM, OHIO 44460

June 2, 1995

Senator John Glenn  
Hart Senate Office Building  
Room 503  
Washington, DC 20510

RE: Youngstown Air Reserve Station

Dear Senator Glenn:

I am writing to voice my support of the Youngstown Air Reserve Station and to voice my opposition to its closure.

The base is vital to the economic health of our region. Over 1500 people are on its payroll, including several from Salem. Between payroll, retirement benefits, construction costs, and supplies and materials contracts, the base contributes about \$90 million to the Mahoning valley.

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Sincerely,

Alvahn L. Mondell  
Mayor

ALM:llt

cc: File

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950607-6

FROM: MEDINA, DOMINIC J.	TO: DIXON
TITLE: MAYOR	TITLE: CHAIRMAN
ORGANIZATION: CAMPBELL, OH	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: YOUNGSTOWN AIR RES STATION	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓚ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input checked="" type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/>	FYI

Subject/Remarks:

LETTER OF SUPPORT.

*[Signature]*  
6 Reedy  
CRA9

Due Date: 950609      Routing Date: 950607      Date Originated: 950531      Mail Date:

# City of Campbell

Office of Mayor Dominic J. Medina

Municipal Building 351 Tenney Avenue  
Campbell, Ohio 44405

TEL: (216) 755-1451

Fax: (216) 755-1883

Please refer to this number  
when responding 950607-6

May 31, 1995

The Honorable Mr. Alan J. Dixon  
Chairman, Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22208

Dear Chairman Dixon:

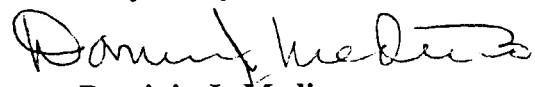
I am writing you to express my opposition to the closing of the Youngstown Air Reserve Station Military Base, which is located in the Mahoning Valley. Our entire valley is currently experiencing one of the highest unemployment rates in the nation, and our economy suffers tremendously as a result.

Since the closing of the steel mills in 1978, our valley has lost 8,500 jobs. Should this base close, it would only add to the valley's already enormously high rate of unemployment, driving the economy even further down. We have lost the competition of the Defense Financial Center, which would have significantly contributed to the valley's economy and additional jobs. The loss of the Youngstown Air Reserve Station would only add to the serious problems we are now encountering, since it has become one of the area's largest single employers.

In addition, the 910 AW hosts over one thousand visitors every year who take advantage of the facilities and capabilities of the air base. These guests include school group tours, civic leader flights, employer support of Guard and Reserve functions, scouting events, handicapped sports jamborees, social events, and intramural sports.

In conclusion, I urge you to oppose the closure of the Youngstown Air Reserve Station. Don't allow the Mahoning Valley to encounter another "D" Day.

Very Truly Yours,

  
Dominic J. Medina  
Mayor

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950606-24

FROM: BUNTON, LUCIUS D.	TO: WIDWALL, SHEILA
TITLE: SENIOR JUDGE	TITLE: SEC OF THE AIR FORCE
ORGANIZATION: US DISTRICT COURT, TX	ORGANIZATION: DEPT OF THE AIR FORCE
INSTALLATION (s) DISCUSSED:	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER	✓		
DIR./INFORMATION SERVICES				DEIRDRE NURRE	✓		

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓ FYI

Subject/Remarks:

STATING HE WILL NOT IMPOSE RESTRICTIONS ON MILITARY BASES REGARDING THE USE OF WATER.

*[Handwritten Signature]*  
FXC, DAVE

Due Date: 950613	Routing Date: 950606	Date Originated: 950601	Mail Date:
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UNITED STATES DISTRICT COURT  
WESTERN DISTRICT OF TEXAS  
P. O. BOX 1774  
200 EAST WALL, SUITE 101  
MIDLAND, TEXAS 79702

LUCIUS D. BUNTON  
Senior Judge

915/683-9457

June 1, 1995

Please refer to this file number  
950606-2L

Ms. Sheila Widnall  
Secretary of the Air Force  
1670 Air Force, Pentagon  
Washington, D.C. 20330-1670

Dear Ms. Widnall:

I have pending in my court a suit styled **Sierra Club and Guadalupe - Blanco River Authority, et al v. Bruce Babbitt, et al**. It is Cause No. MO-91-CA-069.

This lawsuit involves the Endangered Species Act and the Edwards Aquifer. The Aquifer furnishes water to a large geographic area, and includes the City of San Antonio and Bexar County.

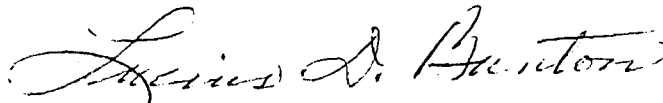
No orders have been issued as of this date to restrict the use of the water of the Edwards Aquifer by anyone or any entity. Hopefully, it will never be necessary to limit the use of water from the Aquifer by any purveyor.

In the event of a severe drought, however, in order to protect endangered species, some limitation of water may have to be imposed. The restrictions, however, will not apply to any military establishment in the San Antonio vicinity.

The court recognizes that the military bases are vital to our national security, and no restriction on the use of the water by a military base or its personnel will ever be imposed by me. The Department of Defense is very water conscious, and they have in the past, and I'm sure will continue in the future, to carefully monitor the use of the water from the Edwards Aquifer so that none will be wasted by the military.

If you need additional assurance or additional information, please do not hesitate to call or write me.

Sincerely yours,



Lucius D. Bunton

LDB:ce

**cc - Mr. Alan Dixon**  
**Defense Base Closure &**  
**Realignment Commission**  
**1700 North Moore Street - Suite 1425**  
**Arlington, Virginia 22209**

**Mr. Paul Roberson**  
**Greater San Antonio Chamber of Commerce**  
**P.O. Box 1628**  
**San Antonio, Texas 78296**

**fax cc - Mr. Joe Aceves**  
**San Antonio Water System**

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950606-22

FROM: <u>HOLLE, CORA S.</u>	TO: <u>GENERAL</u>
TITLE: <u>MAYOR</u>	TITLE:
ORGANIZATION: <u>BLOOMINGTON, MN</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>MINNEAPOLIS - ST PAUL AIR RES STATION</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		⊙		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

RES IN SUPPORT OF STATION.

*Rick*

Due Date: <u>950613</u>	Routing Date: <u>950606</u>	Date Originated: <u></u>	Mail Date: <u></u>
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Please refer to this number  
when responding 950606-22 RESOLUTION NO. 95- 65

A RESOLUTION IN SUPPORT OF THE 934TH AIRLIFT WING,  
AIR FORCE RESERVE STATION  
AT MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

WHEREAS, the City Council of the City of Bloomington is the official governing body of the City of Bloomington; and

WHEREAS, the 934th Airlift Wing is a combat-ready Air Force Reserve flying unit located at the Minneapolis-St. Paul International Airport, flying nine C-130 cargo aircraft, air dropping and air landing cargo and personnel, and providing aeromedical evacuation of patients, and supporting the mission of the United States Air Force on a daily basis in the United States and around the world; and

WHEREAS, the 934th Airlift Wing plays an integral part in the Twin Cities community, as well as the nation's defense. Personnel and aircraft have served the Twin Cities area since 1949, participating in Operation Just Cause in Panama in 1989, Operations Desert Shield and Desert Storm in 1990-91, Operation Provide Promise in Bosnia between 1992-1994, Operation Restore Hope in Somalia in 1993, and Operation Safe Haven in Cuba in 1994; and

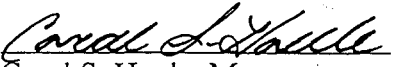
WHEREAS, the 934th Airlift Wing contributes, in part, the following services to the Twin Cities area, and the City of Bloomington:

- The 934th has an operation & maintenance budget of \$31 million, with a \$70 million metro area economic impact in 1994;
- The 934th employs over 500 full-time Department of Defense personnel, along with 1,224 drilling reservists (40 of which are Bloomington residents);
- The 934th conducts business with over 670 vendors in the Twin Cities area, of which 80 of those are Bloomington businesses;
- The 934th has 21 joint-use facilities located at the base, spread among 10 military customers, totaling over 5,000 personnel;
- The 934th has an excellent working relationship with the Metropolitan Airports Commission, sharing fire fighting capabilities, runway access, the FAA control tower, and does not conflict with any future expansion plans of the airport;
- The nearest Air Force Reserve base is in Milwaukee, located 337 miles away.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY  
OF BLOOMINGTON IN REGULAR MEETING ASSEMBLED, that

The City of Bloomington wholeheartedly supports continued location of the Air Reserve Station  
at the Minneapolis-St. Paul International Airport, and recognizes the consistent contribution made  
by the 934th Airlift Wing to the community and region.

Passed and adopted this 30th day of May, 1995.

  
Coral S. Houle, Mayor

Attest:

  
Secretary to the Council

RESOLUTION NO. 95-65


The attached resolution was adopted by the City Council of the City of  
Bloomington on May 30, 1995.

The question was on the adoption of the resolution, and there were 4 YEAS  
and 0 NAYS as follows:

CITY OF BLOOMINGTON COUNCILMEMBERS:	YEA	NAY	OTHER
Coral S. Houle	<u>X</u>	<u>      </u>	<u>      </u>
Joyce A. Henry	<u>      </u>	<u>      </u>	<u>X</u>
Alisa R. Heintzeman	<u>X</u>	<u>      </u>	<u>      </u>
Ann Lenczewski	<u>X</u>	<u>      </u>	<u>      </u>
Peggy Ramthun	<u>      </u>	<u>      </u>	<u>X</u>
Vern Wilcox	<u>      </u>	<u>      </u>	<u>X</u>
Gene Winstead	<u>X</u>	<u>      </u>	<u>      </u>

RESOLUTION ADOPTED.

ATTEST:

  
Secretary to the Council

LOCKHEED  
Fort Worth Company  
Fort Worth, TX 76101  
Facsimile Phone Number 817-777-1564

Cover Page Plus 11 Sheets

FACSIMILE REQUEST

TO: Name of Company BRAC  
Attention: FRANCIS A. CIRILLO, JR  
City & State ARLINGTON, VA  
Phone Number (703) 696-0504  
Facsimile Number (703) 696-0550

FROM: LOCKHEED Fort Worth Company  
Name: DEWEY R. TIPTON Mail Zone: 1345  
Dept.: 610-2000 Phone No.: 817-777-2192

Type or Use Black Ink Only

FOR YOUR INFORMATION.

*Dewey R. Tipton*

Copy to  
Jim D.  
Les F.  
Steve A.



P.O. Box 748, Fort Worth, Texas 76101

6 June 1995

Francis A. Cirillo, Jr., PE  
Air Force Team Leader  
Defense Base Closure & Realignment Commission  
1700 N. Moore St., Suite 1425  
Arlington, VA 22209

References:

- (A) 12 May 1995 Memorandum, F. A. Cirillo, Jr., to Maj. Gen. Blume, AF/RT, Subject: Request for Information re: AFEWES
- (B) 23 May 1995 Memorandum, AF/TE to AF/RTR, Subject: Request for Information to Support the Base Closure Process
- (C) 25 May 1995 Memorandum, AF/RT to Defense Base Closure & Realignment Commission, Additional COBRA Run.
- (D) T&E Infrastructure Executive Agent Board of Directors BoOD Study on EC HITL/ISTF Consolidation, 4 February 1994
- (E) 19 May 1995 Memorandum, D. R. Tipton to L. C. Farrington, Subject: Thirteen (13) Issues Concerning Proposed AFEWES Realignment

Attachments:

- (A) Excerpts from Air Force BRAC '95 Analysis of T&E Infrastructure, February 1995
- (B) AFEWES Equipment-Moving Costs Estimate
- (C) Col. Wes Heidenreich presentation, 20 April 1995, Electronic Combat (EC) Test and Evaluation (T&E) Realignment Proposals

Dear Sir:

Speaking for the 100 AFEWES contractor employees at Lockheed Martin Tactical Aircraft Systems (LMTAS) in Fort Worth, we are very appreciative of your Reference (A) request for additional information from the Air Force (AF) and for the opportunity to review it. We have carefully examined the References (B) and (C) responses and would like to bring the following points to the attention of the Base Closure and Realignment Commission:



6 June 1995

Page 2

1. The AF now admits that their previous quote of \$5.8M is only a portion of the total cost of moving the AFEWES. Their new estimate is \$8.937M with a return on investment in 13 years (instead of 7 years) and a net present value in 2015 of a savings of \$2.173M instead of \$5.8M. This is a small step toward reality. Their estimate of \$2.5M for MILCON is far short of the \$8.0M estimated in the BoOD report (Reference (D)). Furthermore, their cost estimate still does not include the necessary cost of documenting the equipments to enable operations and maintenance (O&M) by non-LMTAS personnel and training of the new O&M personnel. The facts are that either far more than \$8.937M will be spent or only about 10% of AFEWES will be revived after the move.

2. Although the Air Force repeatedly states that AFEWES utilization is low, the facts are that the optimization model used by the AF to predict utilization in 2001 indicated that the AFEWES usage (in terms of test hours) would be about equal to the sum of the Open Air Range (OAR) test usage at all three Air Force OARs combined (Attachment (A)). There is a difference between low utilization in terms of percentage of capacity (especially if you define an abnormally high capacity) and low utilization in terms of hours of test conducted. In terms of actual usage, the AFEWES is predicted by the Air Force, to be its most used facility in 2001 for the purposes of effectiveness evaluations. Because of this fact, the AF optimization model recommended, in every case, that the AFEWES be retained.

3. The Air Force's "certified data" from which its cost estimate for moving the AFEWES was made was the certified cost per pound to move the Guided Weapons Evaluation Facility (GWEF) across Eglin AFB (see Attachment (B)). There are no "certified" data as to the weight of the AFEWES or to similarities between the GWEF and the AFEWES that make such a rationale reasonable. However, our estimates for the cost of moving about 50% of AFEWES is comparable (\$6.5M vs. \$5.8M) to their estimate. The difference in our total cost estimate and theirs is in the cost of MILCON, documentation, and training. The cost of MILCON was referenced in point 1 above. Our estimate of the cost of documentation and training were based on knowledge of the existing AFEWES data and the requirements for the XM-11 equipments which we delivered to the Army and the Have Copper equipments which we delivered to the AF at Eglin AFB. Since the AF said the move was to occur in 1998, we used 1998 rates as approved by our DPRO for forward pricing. Our quotes are easily verifiable. The AF's plan to "reverse engineer" the documentation is a far more expensive and time consuming process; especially when the AF plans to replace 100 people who have in excess of 1500 years of AFEWES experience with far fewer untrained people with no simulation experience.

6 June 1995

Page 3

4. LMTAS agrees that some of the AFEWES simulations have not been used for several years and that cost savings can be achieved by reducing infrastructure and operations support. However, maintaining a capability for all AFEWES simulations has been a contractual requirement. By modifying the O&M contract to delete the requirement to support these seldom used simulations, comparable savings could be realized by reducing AFEWES infrastructure and operations support at Air Force Plant No. 4 without the unnecessary expense in dollars and lost T&E capability associated with facility relocation.

5. The AF claim that it will achieve savings by having the AFEWES collocated with an installed systems test capability and integration laboratory is wishful thinking. The AFEWES is now on the same campus (AF Plant 4) with an installed system facility and integration laboratory but there is no cost savings because there is no common denominator for reduction.

6. The claim that the cost of AFEWES is too high for the workload supported is totally subjective and devoid of any factual justification. The average contingency liability expenditure over the last 10 years is about \$300K per year, which is a fraction of the total potential liability.

7. The statement that "competition within the Air Force does not exist for relocated assets" is curious. The fact is that the AFEWES is being split up and the infrared (IR) portion is to be sent to Eglin AFB in Florida according to a presentation to the BRAC on 20 April 1995 at Eglin AFB (see Attachment (C)). Putting the RF and IR portions on opposite sides of the continent is a large step away from satisfying the need for multi-spectral integrated systems testing as needed on the F-22 and other future aircraft.

8. The Air Force admits in the next-to-last paragraph of Reference (B) that it does not understand the AFEWES situation. This despite the presence of a five-person Air Force office, headed by a Lt. Colonel, on site, fully capable of answering such questions if asked. The approximately 100 jobs are clearly defined and individual names identifiable. The analogy to Eglin is clearer if the AF corrects its facts. The 100 AFEWES jobs include both upgrade and O&M work. The AFEWES has 39 simulations, not 20. The current number of contractor and government personnel associated with EW testing on the EMTE at Eglin is between 150 and 200, not 50-60. In addition, because the AFEWES is a simulation, not flight test facility, there is much test preparation work that is not associated with radar setup on a range.

Clearly the AF has not done a thorough job of analyzing the cost of moving the AFEWES nor the impact on testing that such a move will create. I believe this will be made clear to the BRAC if it will request that the AF answer the questions previously submitted (Reference (E)) and provide the following which they claim to have:

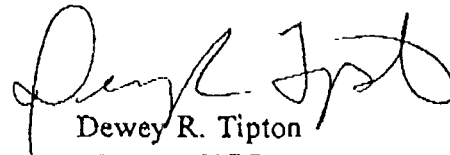
6 June 1995

Page 4

1. The data which identifies who the AFEWES customers (including international) are, when and what they plan to test, and the impact on their test plans of moving the AFEWES. This must exist as they say they "considered all utilization by test customers (including international utilization)" and "AFEWES customer impacts are being strongly considered in our process" and "most of the testing conducted at AFEWES can be done elsewhere."

2. Identification of the "elsewhere" that "most of the testing conducted at AFEWES can be done." This "elsewhere" must be capable of doing simultaneous integrated RF and IF effectiveness testing on equipment not yet capable of being installed on an aircraft since the AFEWES niche is to provide a measure of countermeasures effectiveness in the early stages of development where changes to the system under test can be accomplished economically.

My staff and I are also available to answer additional questions if necessary. Your time in reading this response and in assuring a cost effective test process is greatly appreciated.



Dewey R. Tipton  
Manager, EC Programs  
LMTAS

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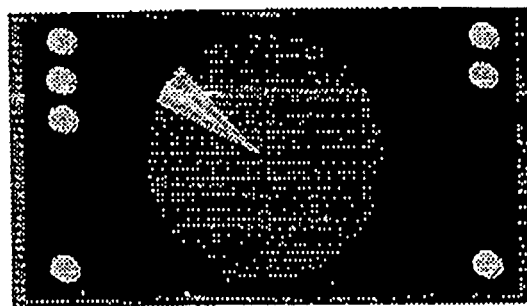


# **Annex 1**

## **Air Force BRAC '95 Analysis of T&E Infrastructure**

### **Completion of T&E JCSG Analysis Plan**

#### **Electronic Combat T&E Analysis**



February 1995

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**EC T&E Baseline**  
**DoD Workload (Test Hours)**

Activity	Functional						
	Value	DM&S	MF	IL	HITL	ISTF	OAR
AFDTC Eglin	65		2390			761	899
NAWC Pt Mugu	58		487	459	223		
NAWC Pax River	53		148			2843	
AFTC Edwards	52			3088			758
NAWC China Lake	47		2311	1770			745
EPG	47	246	858				369
AFDTC Holloman	29		6091				
AFDTC AFEWES	17				2524		
NSWC Crane	17		4344				
AFDTC REDCAP	15				86		

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File: lewc0118.ppt 7 2/13/95

This chart is similar to the previous one except that, here, workload (in terms of test hours/year projected for the year 2001) is shown in place of capacity. Figures on this chart are directly related to the quantity of electronic combat T&E work being accomplished at each facility today. Comparing this chart to the previous one allows determination of where and how much excess capacity exists, and in which test facility categories.

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### Optimization Model Outputs

#### EC T&E

Objective Functions

Activity	MAXSFV (W=0)	MINSITES (W=25)	MAXSFV (MINSITES)	MINXCAP (W=100)	MAXSFV (nsite)	MIN NMV (W=95)	Summary
AFDTC, Eglin AFB	1	1	1	1	1	1	Retain
NAWC, Pt Mugu	1	1	1	1	1	1	Retain
NAWC, Pax River	1	1	1	1	1	1	Retain
AFDTC, Edwards AFB	1	1	1	1	1	1	Retain
NAWC, China Lake	1	0	0	0	0	0	Realign
EPG	1	1	1	1	1	1	Retain
AFDTC, Holloman	1	1	1	1	1	1	Retain
AFDTC, AFEWES	1	1	1	1	1	1	Retain
NSWC, Crane	1	1	1	1	1	1	Retain
AFDTC, REDCAP	0	0	0	0	0	0	Realign

1 = Retain      0 = Realign

File: 16ec0116.ppt

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14 2/13/95

The optimization model was run six times, each for a different objective function. Objective functions are described in detail in the JCSG analysis plan, and are discussed in the main body of this report

In terms of activities, the model output was basically identical under five of the six objective functions. The "summary" column summarizes the model's output, which basically indicates that (considering EC T&E functional value, capacities and workload) DoD can best be served by realigning all Electronic Combat test workload from NAWC China Lake and AFDTC REDCAP. Unfortunately, NAWC China Lake was designated a core T&E activity by the JCSG, eliminating all facilities located thereon from realignment consideration by the JCSG working group. Realignment of AFDTC REDCAP (along with two other EC test activities) was considered by the JCSG working group, and will be described in greater detail in following charts.

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AFEWES EQUIPMENT - MOVING COSTS ESTIMATES

AFEWES

JCSG total equipment tonnage is 281.1. Identified 20 of 33 systems to relocate which is 60.6%. Used 65% of total tonnage or 182.7 tons to be moved. Equated this facility to the GWEF, a new facility at AFDTC which has 30% more space and an equivalent tonnage of equipment (245 tons). The GWEF had certified moving costs of \$7.75M or \$31.6K per ton. Moving costs are estimated as 281.1 x .65 x \$31.6K = \$5.77M.

Move to Pt Mugu all but 9,610 lbs or 553,749 lbs or 276.87 ton or \$8,749K.

Move to Pax River same amount of equipment that was moved to Edwards = \$5,770K.

REDCAP EQUIPMENT - MOVING COSTS ESTIMATES

REDCAP

Total equipment value not identified in JCSG. Total equipment tonnage is identified as 109.6 tons. Equated this facility to the GWEF, a new facility at AFDTC which has 2X the square footage of REDCAP and 2X the equipment tonnage of REDCAP. The GWEF had BRAC certified moving costs of \$7.75M or \$31.6K per ton. Only 42% of the equipment at REDCAP has been identified to move. Using a conservative estimate of 50% of equipment to be moved, the moving costs are 109.6 tons x .5 x \$31.6K = \$1.7M.

Move to Pt Mugu all equipment or 109.6 tons @ \$31.6/ton for a total of \$3,464K.

Move to Pax River all equipment except the Communications Multiple Emitter Generator (COMEG). COMEG estimated at approximately 5% of total equipment. Total shipping cost is \$3,290K.

EDWARDS CONTRACTOR COSTS

REDCAP = 2 CONTRACTORS @ 180K PLUS 30K EQUIPMENT	390
AFEWES = 3 CONTRACTORS @ 180K PLUS 30K EQUIPMENT	570
ALL EFFORT TRANSFERS IN FY 98	

**ELECTRONIC COMBAT (EC)  
TEST AND EVALUATION (T&E) REALIGNMENT PROPOSALS**



**COL WES HEIDENREICH  
20 APRIL 1995**

JUN-6-95 TUE 16:00  
APR 26 '95 07:44AM

LOCKHEED FORT WORTH CO  
FAX NO. 8177771564

P.2  
P.10  
Attachment (C)





# PURPOSE

PROVIDE BRAC RATIONALE  
FOR EC T&E REALIGNMENT  
RECOMMENDATIONS

JUN-6-95 TUE 16:00  
APR 26 '95 07:44AM

LOCKHEED FORT WORTH CO  
FAX NO. 8111111564

P.3  
P. 11  
Attachment (C)



# AFEWES PROPOSAL

- RELOCATE APPROXIMATELY 65% OF AFEWES CAPABILITIES
  - » RADIOFREQUENCY CAPABILITIES TO EDWARDS AFB, CA
  - » INFRARED CAPABILITIES TO EGLIN AFB, FL
- INTEGRATE HARDWARE-IN-THE-LOOP AND INSTALLED SYSTEMS TEST FACILITIES

FROM: GORSKI, DENNIS	TO: DIXON
TITLE: COUNTY EXECUTIVE	TITLE: CHAIRMAN
ORGANIZATION: CO. OF ERIE, NY	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: NIAGARA FALLS AIR BASE	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT.

*[Handwritten Signature]*  
Dennis Reck

Due Date: 950608	Routing Date: 950606	Date Originated: 950530	Mail Date:
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# County of Erie

OFFICE OF THE COUNTY EXECUTIVE

95 FRANKLIN STREET  
BUFFALO, N. Y. 14202

## County of Erie

DENNIS T. GORSKI  
COUNTY EXECUTIVE

PHONE: 716-858-8500

May 30, 1995

Hon. Alan J. Dixon, Chair  
The Defense Base Closure and  
Reassignment Committee  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Chairman Dixon:

I am writing to express my support for the continuance of the Niagara Falls Air Base and the military operations at that site. NFAB is one of the largest employers in neighboring Niagara County and in all of Western New York. The 800 civilian employees and 2500 military personnel assigned to the base make it a major player in a shrinking employment market. The annual payroll of \$56,000,000 and overall economic impact of \$125,000,000 is of such size that this region cannot reasonably expect to replace it.

We in Western New York have been hard hit by industrial closings over the past twenty years. In the past two years, upstate New York has suffered greatly from base closings in Plattsburg and Rome. Locally, we are already fighting to retain the REDCAP program at Calspan. An equitable sharing of the community pain that comes from base closings requires that the commission look elsewhere.

Beyond the fact that the Niagara Falls Air Base has been an important part of Western New York's economy, the nation has benefited from a cost-effective military base affordably providing broad capabilities. It is well documented that reserves units provide the nation with well-motivated, highly-skilled personnel at far less cost than maintaining similar capacity on a full-time basis. Niagara Falls Air Base is located such that it provides a convenient focus for thousands of Reserve and Air National Guard personnel whose skills might otherwise be lost if they were required to travel hundreds of miles to more distant bases to perform their routine training. The reserve components simply cannot perform their missions if they abandon their sources of personnel.

Hon. Alan J. Dixon  
May 30, 1995  
page two.

The skills of local Reservists have been tested and proven repeatedly.

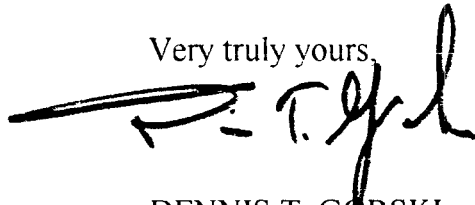
The 914th Tactical Airlift Group flew C-130's with distinction during Desert Shield / Desert Storm, and again in Panama, over Bosnia, and in Haiti.

The 107th Air Interceptor Group provided valuable service defending the East Coast during the Cold War. Now, as an Air Refueling Group, it has converted to flying KC-135 tankers, providing in-flight refueling to expand the range of tactical and support aircraft as far away as the Adriatic.

The experience and accomplishments of these units must be recognized when evaluating their future.

Please keep the Niagara Falls Air Base operational.

Very truly yours,

A handwritten signature in black ink, appearing to read "D. T. Gorski". The signature is written in a cursive style with a long horizontal stroke at the beginning.

DENNIS T. GORSKI  
County Executive

DTG: RMT:sjk

cc: President Bill Clinton  
Hon. Daniel Patrick Moynihan  
Hon. Alfonse M. D'Amato  
Hon. John J. LaFalce  
Hon. L. William Paxon  
Hon. Jack Quinn  
Hon. Niagara County Legislature  
Hon. Erie County Legislature  
CO, 914th Tactical Airlift Group  
CO, 107th Air Refueling Group  
Commissioner Richard M. Tobe

FROM: <u>HALL, T.F.</u>	TO: <u>DIXON</u>
TITLE: <u>DIR. OF NAVAL RESERVE</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>DEPT OF THE NAVY</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (s) DISCUSSED: <u>NAS FORT WORTH, CARSWELL FIELD</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER	✓		
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER			
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓ FYI

Subject/Remarks:  
LETTER OF SUPPORT.

Due Date: <del>                    </del>	Routing Date: <u>950605</u>	Date Originated: <u>950602</u>	Mail Date: <del>                    </del>
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IN REPLY REFER TO

Ser N955/5U569624

10.2 JUN 1995

MEMORANDUM FOR CHAIRMAN, THE DEFENSE BASE CLOSURE AND REALIGNMENT  
COMMISSION

Subj: NAVAL AIR STATION, FORT WORTH, JOINT RESERVE BASE,  
CARSWELL FIELD

1. As you know, as a result of BRAC 93 decisions, we are well on the way to closing NAS Dallas and transitioning all units to NAS Fort Worth, JRB. Most significantly, NAS Fort Worth, JRB is on track to be our Nation's first master Guard/Reserve base. As such, it serves as a model for future consolidations. It is one of the many success stories of BRAC 93 and the base will take advantage of joint operations, training and infrastructure for Army, Navy, Air Force and Marine Reserve and National Guard units. Serving more than 100 aircraft and 11,000 personnel, the enhanced facilities at NAS Fort Worth, JRB will increase the training opportunities and readiness of the Guard/Reserve, while taking advantage of efficiencies associated with a truly joint operation. The Navy took responsibility for the operation of the facilities on 1 October 1994 and we are already seeing the wisdom of this operation and realizing efficiencies in all areas of operation.
2. Key to the joint nature of NAS Fort Worth, JRB are the Air Force Reserve's 1,269 Reservists and 437 civilians of the 301st Fighter Wing, who are a major component of the joint base concept. They comprise the wing headquarters, combat support, civil engineering, aerial port squadron, communications, maintenance squadron, and one flying squadron. Fort Worth is the long time home for these units, providing a well established demographic base of skilled and dedicated Reservists.
3. Through a collaborative process, the 301st Fighter Wing and the Naval Reserve have developed an operations plan which clearly reduces costs and promotes efficiency through mutual support. No other base in Texas offers this opportunity and no other base in the USA offers it to this degree. If the 301st Fighter Wing should leave NAS Fort Worth, JRB it would greatly alter the equation for taking advantage of the joint synergism which benefits all services, and the taxpayers.

Subj: NAVAL AIR STATION, FORT WORTH, JOINT RESERVE BASE,  
CARSWELL FIELD

4. I am encouraged that the commission will visit NAS Fort Worth, JRB and will have the opportunity to see first hand this superb model of joint efficiency. I believe it would be a mistake to reverse the decisions of BRAC 93 with respect to NAS Fort Worth, JRB. We should continue to pursue our present course of action which will make this joint reserve base a model for the future.

*T.F. Hall*

T. F. HALL  
Rear Admiral, U.S. Navy  
Director of Naval Reserve



THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950607-16

FROM: MEYER, ROBERT L.	TO: LYLES, DAVID
TITLE: DIRECTOR	TITLE: STAFF DIRECTOR
ORGANIZATION: BASE CLOSURE	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED:	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER	✓		
				NAVY TEAM LEADER	✓		
DIRECTOR OF ADMINISTRATION	✓			AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER	✓		
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	FYI

Subject/Remarks:

FORWARDING LIST OF WITNESSES FOR JUNE 14. HEARING

ALL DPT

Due Date: _____	Routing Date: 950607	Date Originated: 950607	Mail Date: _____
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ECONOMIC SECURITY

OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE  
3300 DEFENSE PENTAGON  
WASHINGTON, DC 20301-3300



7 JUN 1995

Mr. David S. Lyles  
Staff Director, Defense Base Closure  
and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, Virginia 22209

Dear Mr. Lyles:

The following witnesses will appear at the Commission's  
June 14, 1995, hearing:

OSD:

Joshua Gotbaum, Assistant Secretary of Defense (Economic  
Security)  
Robert E. Bayer, Deputy Assistant Secretary of Defense,  
(Installations)

Army:

Togo D. West, Jr., Secretary of the Army  
General Gordon R. Sullivan, USA, Chief of Staff of the Army  
Michael Walker, Assistant Secretary of the Army (I, L & E)  
Brigadier General James Shane, USA, Director of Management,  
Office of the Assistant Chief of Staff of the Army

Navy:

John H. Dalton, Secretary of the Navy  
Admiral J. M. Boorda, USN, Chief of Naval Operations  
General Carl E. Mundy, Jr., USMC, Commandant of the Marine Corps  
Robin B. Pirie, Assistant Secretary of the Navy (I&E)

Air Force:

Sheila E. Widnall, Secretary of the Air Force  
General Ronald R. Fogleman, Chief of Staff of the Air Force  
Major General Jay D. Blume, Special Assistant to the Chief of  
Staff for Base Realignment and Transition  
James Boatright, Consultant to the Secretary of the  
Air Force

DLA:

Lieutenant General George T. Babbitt, Jr., USAF, Principal Deputy  
Director, Defense Logistics Agency  
Marge V. McMananay, BRAC Team Chief, Defense Logistics Agency

Sincerely,

Robert L. Meyer  
Director  
Base Closure



EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950607-25

FROM: HAYSLETT, FRED	TO: BEYER, MERRILL
TITLE:	TITLE: AIR FORCE DOD ANALYST
ORGANIZATION: CAFB 2000	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: COLUMBUS AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		ⓧ		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/> Prepare Reply for Chairman's Signature	<input type="checkbox"/> Prepare Reply for Commissioner's Signature
<input type="checkbox"/> Prepare Reply for Staff Director's Signature	<input type="checkbox"/> Prepare Direct Response
X ACTION: Offer Comments and/or Suggestions	✓ FYI

Subject/Remarks:  
 STATING AIR FORCE DID NOT INCLUDE THE MERIDIAN 1 EAST MOA INTO COLUMBUS AIR SPACE EVEN THOUGH THE BASE MANAGES IT.

Due Date: 950614	Routing Date: 950607	Date Originated: 950601	Mail Date:
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CAFB 2000  
P. O. BOX 1111  
Columbus, MS 39703-1111  
(601) 328-0301 Fax (601) 328-0880

100-1111-1111  
100-1111-1111  
950607-25

June 1, 1995

LTC Merrill Beyer  
Air Force DOD Analyst  
Defense Base Closure and Realignment Commission  
1700 North Monroe Street Suite 1425  
Arlington, Virginia 22209

Re: Staff Analysis II - UPT Bases - Airspace

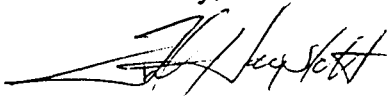
Dear Colonel Beyer:

After an indepth analysis of the data used to accumulate "airspace" totals, it was evident that the Meridian 1 East MOA was not included.

Although not owned by Columbus Air Force Base, by letter of agreement, this airspace has been scheduled and manager by Columbus Air Force Base for a number of years. This would add 1,773.9 cubic miles to the CAFB total which you utilized. This is a primary T-37 training area.

A copy of the letter of agreement is attached. We would appreciate an update to this vital category.

Sincerely,



Fred Hayslett

FH/sh  
Enclosure

MEMPHIS ARTC CENTER, MERIDIAN RADAR AIR TRAFFIC CONTROL FACILITY  
COLUMBUS APPROACH CONTROL,  
TRAINING AIR WING ONE AND THE 14TH FLYING TRAINING WING  
LETTER OF AGREEMENT

Effective: January 9, 1989

SUBJECT: MERIDIAN ONE EAST AND WEST MILITARY OPERATIONS AREAS (MOA's) AND ATC  
ASSIGNED AIRSPACE (ATCAA)

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1. PURPOSE. This agreement establishes procedures between the following facilities for control and use of the subject areas:

Memphis ARTC Center (CENTER) - the controlling agency,

Meridian Radar Air Traffic Facility (RATCF),

Columbus Approach Control (RAPCON),

Training Air Wing One (TRAWING ONE) - the scheduling/using agency for the Meridian One West MOA, and

14th Flying Training Wing (14th FTW) the scheduling/using agency for the Meridian One East MOA.

2. CANCELLATION. Memphis ARTC Center, Meridian RATCF, Columbus Approach Control, Training Air Wing One, and 14th Flying Training Wing Letter of Agreement, dated March 7, 1983, Subject: Meridian East and West Military Operations Areas and ATCAA is canceled.

3. AREA. The Meridian One East and West MOA's include airspace as defined in Attachments 1 and 2 from 8,000 feet up to, but not including, FL180. The Meridian ATCAA includes that airspace from FL180 through FL230 overlying the Meridian One East and Meridian One West MOA's.

4. RESPONSIBILITIES.

a. The Commander of TRAWING ONE is responsible for:

(1) TRAWING ONE aircraft remain within assigned airspace.

(2) Proper notification is made concerning activation/deactivation of subject airspace.

(3) Aircraft shall not depart enroute to/enter the subject airspace without prior coordination with the controlling agency.

(4) Military assumes responsibility for separation of aircraft (MARSA) for all aircraft under the jurisdiction of TRAWING ONE.

(5) All other military aircraft as prescribed in FAA Handbook 7610.4 Special Military Operations, Part 5, Section 2, Paragraph 5-14.

b. The Commander of 14th FTW is responsible for:

(1) 14th FTW aircraft remain within assigned airspace.

(2) Proper notification is made concerning activation/deactivation of subject airspace.

(3) Aircraft shall not depart enroute to/enter the subject airspace without prior coordination with the controlling agency.

(4) All other military aircraft as prescribed in FAA Handbook 7610.4 Special Military Operations, Part 5, Section 2, Paragraph 5-14.

c. CENTER shall execute appropriate NOTAM actions required by activation/deactivation of the subject areas.

d. The Controlling Agency for each of the areas shall restrict MOA/ATCAA activities as necessary in order to accommodate SAFI (FAA Semi-Automatic Flight Inspection flights when such flights cannot accept alternatives due to mission derogation. Normally SAFI flights will be assigned FL240 to avoid MOA/ATCAA activity interruption.

5. DELEGATION OF AUTHORITY. CENTER hereby delegates to RAPCON its authority as the Controlling Agency of the Meridian One East MOA/ATCAA, as defined in Attachment 1 and 2 of this letter.

6. MOA/ATCAA ACTIVATION/DEACTIVATION.

a. Meridian One West areas will normally be activated within the published hours as indicated below, but may also be scheduled active for Saturdays/Sundays.

(1) Meridian One West MOA/ATCAA (80-FL230) intermittent Sunday through Friday, Sunrise to Sunset.

(2) Meridian One West MOA (80 to, but not including, FL180) intermittent Sunday through Friday, Sunset to 0500Z.

b. Meridian One East MOA/ATCAA will normally be activated within the published operational times, daylight hours, Monday through Friday. Other times by NOTAM.

7. NOTIFICATION.

a. FOR MEI 1 WEST MOA/ATCAA TRAWING ONE shall:

(1) Furnish CENTER Mission Coordinator/Watch Supervisor and RATCF Supervisor by noon each Friday, a realistic activity schedule in ZULU time, covering Sunday through Saturday of the following week. Make the same notification when any part of a scheduled period is canceled and 2 1/2 hours' notice for changes contrary to schedule.

(2) Notify RATCF Supervisor and CENTER Sector Controller when activity will be interrupted for a period of one hour or more, and of reactivation request.

b. RAPCON/RATCF Supervisors and appropriate Sector Controllers shall coordinate directly with each other concerning requirements in paragraphs 5 and 6 above.

8. ALTIMETER SETTINGS.

a. All aircraft operating in the areas shall use local altimeter settings; Columbus AFB for the Meridian One East MOA and NAS Meridian for all others.

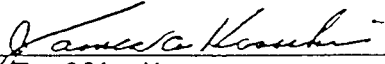
b. Navy UPT aircraft and RAPCON shall adjust altitude assignments when a change in atmospheric pressure affects the lowest usable flight level, in accordance with the following:

<u>Local Altimeter Setting</u>	<u>Highest Available Altitude</u>
29.92" or higher	FL230
29.91" to 28.92"	FL220
28.91" to 27.92"	FL210

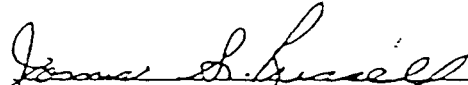
9. ATTACHMENTS.

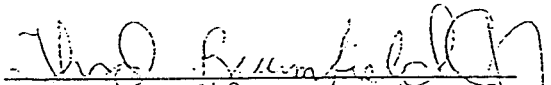
a. Attachment 1 - Depicts Meridian One East and West MOA/ATCAA.


b. Attachment 2 - Narrative description of Meridian One East and West MOA/ATCAA.

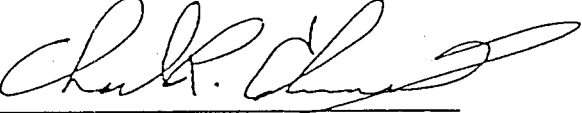
  
\_\_\_\_\_  
Air Traffic Manager  
Memphis ARTCC

  
\_\_\_\_\_  
Air Traffic Manager  
Meridian RATCF

  
\_\_\_\_\_  
Air Traffic Representative  
Columbus AFB, MS

  
\_\_\_\_\_  
Commander, 1948 Communications Squadron  
Columbus AFB, MS

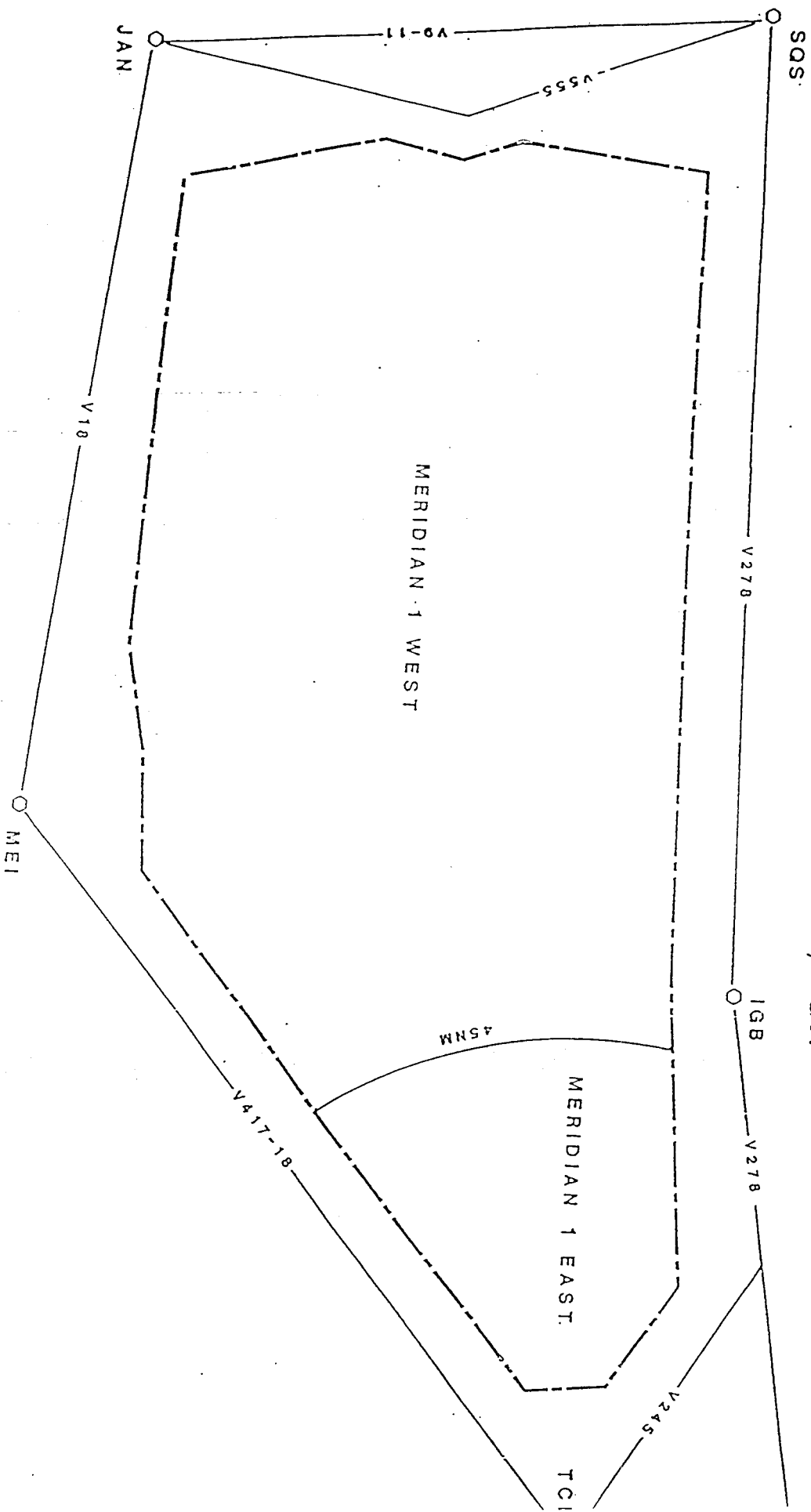
  
\_\_\_\_\_  
Commander  
Training Air Wing One

  
\_\_\_\_\_  
Commander  
14th Flying Training Wing

ATTACHMENT 1

MEMPHIS ARTC CENTER, MERIDIAN RATCF,  
COLUMBUS RAPCON, TRAINING AIR WING ONE,  
AND THE 14TH FLYING TRAINING WING  
LETTER OF AGREEMENT

SUBJECT: MERIDIAN ONE EAST AND WEST MOA/ATCAA





Memphis ARTCC, Meridian RATCF, Columbus RAPCON,  
DRAWING ONE and 14th FTW Letter of Agreement  
Subj: Meridian One East and West MOA and ATCCA

ATTACHMENT 2

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1. Narrative description of Meridian One East MOA/ATCAA:

From 33-18-30/87-49-00 to  
33-11-00/87-48-30 to  
33-07-30/87-53-30 to  
33-03-35/87-59-10 to  
32-51-12/88-17-11 thence via TCL 45 DME arc north to  
33-23-48/88-25-04 to  
33-25-00/88-00-00 to Point of Beginning

2. Narrative description of Meridian One West MOA/ATCAA:

From 33-23-48/88-25-04 thence via TCL 45 DME arc south to  
32-51-12/88-17-11 to  
32-34-00/88-42-00 to  
32-34-00/88-54-05 to  
32-32-00/89-06-10 to  
32-34-30/89-56-00 to  
32-53-00/90-01-00 to  
33-00-10/89-59-15 to  
33-05-35/90-01-40 to  
33-23-00/89-59-30 to  
33-23-30/88-31-00 to Point of Beginning

FROM: <u>VOINOVICH, GEORGE U.</u>	TO: <u>DIXON</u>
FILE: <u>GOUVERNOR</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>STATE OF OHIO</u>	ORGANIZATION: <u>ABCRC</u>
INSTALLATION (s) DISCUSSED: <u>YOUNGSTOWN</u>	<u>ARS</u>

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	<input checked="" type="checkbox"/>		
STAFF DIRECTOR	<input checked="" type="checkbox"/>			COMMISSIONER COX	<input checked="" type="checkbox"/>		
EXECUTIVE DIRECTOR	<input checked="" type="checkbox"/>			COMMISSIONER DAVIS	<input checked="" type="checkbox"/>		
GENERAL COUNSEL	<input checked="" type="checkbox"/>			COMMISSIONER KLING	<input checked="" type="checkbox"/>		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	<input checked="" type="checkbox"/>		
				COMMISSIONER ROBLES	<input checked="" type="checkbox"/>		
DIR./CONGRESSIONAL LIAISON		<input checked="" type="checkbox"/>		COMMISSIONER STEELE	<input checked="" type="checkbox"/>		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	<input checked="" type="checkbox"/>		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		<input checked="" type="checkbox"/>	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	<input checked="" type="checkbox"/>		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input checked="" type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/>	FYI

Subject/Remarks:

LETTER OF SUPPORT.

Date: <u>950612</u>	Routing Date: <u>950608</u>	Date Originated: <u>950525</u>	Mail Date:
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GEORGE V. VOINOVICH  
GOVERNOR

STATE OF OHIO  
**OFFICE OF THE GOVERNOR**  
COLUMBUS 43266-0601

May 25, 1995

950607-27

The Honorable Alan J. Dixon  
Chairman  
Base Realignment and Closure Commission  
1700 North Moore Street, Suite 1425  
Arlington, Virginia 22208

Dear Chairman Dixon:

The U.S. Air Force Reserve Base at the Youngstown-Warren Regional Airport is an integral part of the local community and should not be on the list of bases to be considered for closing.

I am confident others will supply you with full details on the value and importance of this base, both to the military and to the local community; on the unique attributes such as the aerial spray unit installed here; and on a myriad of other factors that support the ongoing operation of this Base. Perhaps I may add a little different perspective on why this base is a key factor in the future of Ohio and, indeed, the nation.

The State of Ohio has the most firms involved in exporting of all fifty states and, in fact, ranks third in the total value of exported products. We are the only state (except California with three times our population) which has more than 1 million workers employed in the manufacturing sector. Northeast Ohio produces more than 40% of the manufactured goods in Ohio. More and more of these manufactured goods are high-value, low-weight products which will be shipped by air freight.

All of these factors were considered by the State of Ohio as we developed our plans for the future as contained in our recently released study, Access Ohio - Phase Two. In this study, we have identified the Youngstown-Warren Regional Airport as the primary location for an air cargo hub to serve not only northeast Ohio but also to serve as a key international trade port for the entire Midwest.

We have all the ingredients to be the low-cost, high-efficiency operation necessary to become one of perhaps a half-dozen major air cargo hubs likely to be developed in the U.S. These hubs will keep us on the leading edge of the international marketplace as world trade relies more heavily on air shipment of goods.



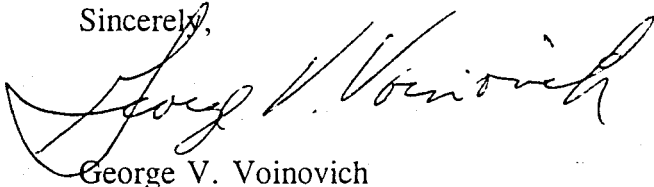
Alan J. Dixon, Chairman  
Page Two  
May 25, 1995

As solid and forward-looking as these plans are, we are nevertheless at a critical and vulnerable stage. After devastating losses in the steel industry, the Mahoning Valley is making a marvelous recovery and is becoming much more diversified. However, the loss of the Air Reserve Base at this point in time would certainly kill any hopes of maintaining the recovery and necessary community support to develop the air cargo hub concept.

Rather than consider that grim possibility, let's instead focus on the wonderful partnership that now exists. The continuation of this partnership will be of great importance to not only the Mahoning Valley and the State of Ohio, but also to the nation as we strive to maintain and improve our position in world trade.

Your favorable consideration will be greatly appreciated.

Sincerely,

A handwritten signature in cursive script, reading "George V. Voinovich". The signature is written in dark ink and is positioned above the printed name and title.

George V. Voinovich  
Governor

GVV/JPE/cac

FROM: STREHL, KATHERINE A.	TO: PROSS, MARK
FILE: PUBLIC AFFAIRS MANAGER	TITLE: AF GAO ANALYST
ORGANIZATION: LOCKHEED MARTIN	ORGANIZATION: OBCRC
INSTALLATION (S) DISCUSSED: ONIZUKA AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON	✓			COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input checked="" type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/>	FYI

Subject/Remarks:

INFO ON COST IMPLICATIONS OF THE ONIZUKA REALIGNMENT; ALSO, HER TESTIMONY. FROM THE SAN FRANCISCO REGIONAL HEARING

MARY

Date:	Routing Date: 950608	Date Originated: 950605	Mail Date:
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June 5, 1995

Mr. Mark Prost  
Base Realignment and Closure Commission  
1700 No. Moore Street, Suite 1425  
Arlington, VA 22209

9150608-6

Dear Mr. Prost:

This is a follow-up on the request you made during the BRAC visit to Lockheed Martin Missiles & Space in late April. At that time you requested our input on the cost impacts of the proposed realignment of Onizuka Air Force Base, the implications of relocating the 129th Air National Guard from Moffett Air Field to McClellan Air Force Base, and how these decisions related to the Lockheed Martin consolidation studies.

Enclosed is information, forwarded earlier to the BRAC offices by Lockheed Martin Technical Operations, on the cost implications of the Onizuka realignment. I have also enclosed a copy of my testimony at the San Francisco Regional BRAC hearing on April 28, 1995. As you may recall, that testimony focused on the importance of Moffett Federal Air Field to the Lockheed Martin Missiles & Space and the potential negative impacts of relocating the California Air National Guard to McClellan.

With respect to the movement of products to and from our Missiles & Space operations in Sunnyvale, we have determined that there are no feasible alternatives. Moffett Field provides requisite national security and public safety and is the only environmentally feasible transportation alternative.

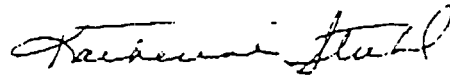
As part of the 1991 BRAC process, Lockheed studied alternatives to Moffett. Given the size and weight of our payloads, road access to public airports was not possible and the only feasible alternative was barging payloads to Alameda Naval Air Station. However, this option faced numerous obstacles. Given the protection accorded environmentally sensitive areas (Moffett and Lockheed Martin are adjacent to bay-designated wetlands and support special wildlife) and the regulatory restrictions on dredging, we determined that it would be highly unlikely that necessary environmental permits to undertake

this means of transport could be secured. Further, if these hurdles could be overcome, the capital construction and annual maintenance costs would be prohibitive. In 1991, those annual costs were estimated to be \$50 million at a minimum. If Moffett were not available to Lockheed Martin today, those costs (which potentially could exceed \$50 million annually) would be absorbed largely by the company's government customer.

In terms of Lockheed Martin's consolidation studies, Moffett Field represents an essential part of the infrastructure which supports Missiles & Space operations in Sunnyvale. Decisions affecting the future viability of Moffett would have major repercussions for the choice of the locations of Lockheed Martin's satellite business as site consolidation decisions are made. These Corporate site consolidation decisions will be made in June and announced by June 30, 1995. Thus, closure of Moffett would be a major business impediment and could impact the site consolidation decisions.

Thank you for the opportunity to provide you with this information. Please do not hesitate to contact me if you have additional questions or if I can be of further assistance (408/742-1605).

Sincerely,



Katherine A. Strehl  
Public Affairs Manager

Enclosures

Base Realignment and Closure Commission  
San Francisco, April 28, 1995  
Katherine A. Strehl

Chairman Dixon and Commission Members:

Thank you for this opportunity to present testimony concerning the potential realignment of the 129th Air National Guard. I am Katherine Strehl, Public Affairs Manager of the Missiles & Space Company of Lockheed Martin Corporation. As you may be aware, Lockheed Martin is the largest defense company, world-wide, with annual sales exceeding \$23 billion. The possible realignment of the 129th Air National Guard is of deep concern to us as well as other aerospace contractors.

The Moffett Field Connection

Missiles & Space is one of Northern California's largest industrial employers, with 11,000 workers at our Sunnyvale facility. This site was selected more than 30 years ago largely because of its proximity to Moffett. As a subsidiary of Lockheed Martin Corporation, Missiles & Space has sales exceeding \$3.6 billion annually. We do business with nearly 2,800 companies in the Bay Area valued in excess of \$200 million annually. We have 400 active contracts, most of which are defense and civilian space related. Today, our primary customers are the Department of Defense and NASA. However, since the end of the Cold War, we have significantly expanded in the commercial space business and within the next five year we expect these sales to exceed \$1 billion annually.



The company has made substantial investments in state-of-the-art facilities, including world class high-bay clean room integration facilities, as well as large environmental test facilities ranging from thermal vacuum, acoustic and test chambers, and autoclaves. With an estimated replacement value of \$2 billion, these facilities produce flight-ready systems.

Missiles & Space has long been a premier integrator of strategic missiles, space and ground systems critical to our nation's defense. Most germane to Lockheed Martin's concern about the continued presence at Moffett is that we produce large, heavy and extremely valuable hardware items for both the Department of Defense and NASA. Such items include the Trident Fleet Ballistic Missile, Milstar Satellites, classified space programs, the Hubble Space Telescope and the International Space Station Alpha.

These products must be delivered to our customers in a safe and secure manner that does not dramatically interfere with the surrounding community. Thus, direct access to an airfield with heavy lift aircraft capability is paramount. Clearly, Moffett Field's ability to handle aircraft is not only the ideal, but the essential egress point for most of Lockheed's products. Further, design criteria for many of our systems are based on direct access to Moffett. Proximity to Moffett's secured airfield is integral to 40% of our business.

We have evaluated alternatives to Moffett and determined that there are no feasible or viable transportation options. The military transport used to move these systems -- C-5 aircraft -- cannot land at most public airports. Additionally, public highways leading to major airports are not designed to handle over-sized shipments because of height and weight restrictions. The best example is the Hubble Space Telescope, which was assembled in Sunnyvale. It measures 43 feet in

height, 14 feet in diameter and weighs nearly 13 tons. These dimension did not include the container used for shipping the telescope--which was transported via a C-5 from Moffett.

An alternative we studied was barging payloads to Alameda Naval Air Station; however, this option would face numerous obstacles. Given the protection accorded environmentally sensitive areas (i.e., Moffett and Lockheed Martin are adjacent to Bay designated wetlands that support special wildlife) and the regulatory restrictions on dredging, it is highly unlikely that we could secure the necessary environmental permits to undertake this means of transport on a regular basis. If these hurdles could be overcome, the capital construction and annual maintenance costs would be prohibitive.

### Summary

We have determined that any action which could potentially affect Moffett Field's continued operation as a secure facility would have a chilling effect on Lockheed Martin's Sunnyvale operations, adversely affecting approximately 40% of our business. For these programs (valued at over \$1.5 billion annually), there are no feasible or viable transportation alternatives.

In closing, Moffett Field represents a unique, preeminent resource--not just to Santa Clara County, but to the Nation. It has been the genesis for high-technology development in Silicon Valley and continues to be an integral part of aerospace development and technology. In considering the vital work of NASA, Lockheed Martin and other aerospace contractors to this nation, we believe that realignment of the 129th Air Guard does not serve taxpayers and the national interest.

The DOD justification in deciding to significantly realign Onizuka Air Station is incomplete and potentially misleading. The Onizuka realignment directly affects two military units -- the 750th Space Group whose functions are being consolidated at Falcon AFB, Colorado, and Detachment 2 who is to relocate to Falcon AFB without any consolidation. The Air Force justification for this realignment treats these two units as if they were one, leading to the false conclusion that there is a cost savings.

BRAC selection for realignment or closure is based upon three criteria--military value, return on investment, and impact. The press releases accompanying the Onizuka realignment announcement on February 28, 1995, adequately addressed the military value and return on investment rationale for deactivating the 750th Space Group. Not addressed, however, was the rationale for relocating Detachment 2. This rationale needs to be explored further.

**Military Value.** The Detachment 2 mission, test and evaluation of future space systems, is not being changed. There is no consolidation with other military units at Falcon AFB. Similar missions and supporting infrastructure will remain at Onizuka Air Station. The industry "backbone" that has been the key support to the space research and development mission for over 35 years is also in place in Sunnyvale. Conclusion -- there is no apparent military value to the relocation of Detachment 2.

**Return on Investment.** The annual recurring savings after implementation of the total Onizuka realignment is projected to be \$30.3 million after a one-time implementation cost of \$124.2 million. These numbers ignore the fact that relocating Detachment 2 yields no savings and has significant implementation costs.

1) Based upon previous studies that evaluated a potential move of Detachment 2 to Kirtland AFB, New Mexico, the cost of relocating Detachment 2 is at least \$37 million. Detachment 2 conducts its mission today out of a dedicated satellite control center in existing government facilities and uses communications systems shared with other tenant units who are remaining at Onizuka. To relocate this mission to another base requires facility modifications (\$2 million, if facilities already exist), new communications (\$7 million), and a new control system (at least \$20 million). 350 personnel must also be relocated (110 Air Force and 240 contractors) at a cost of about \$7 million. All of the above are in the category of one-time "up-front" costs. If Detachment 2 relocates to their preferred location of Kirtland AFB rather than Falcon AFB, there are increased recurring costs of about \$1.5 million per year to operate and maintain new, dedicated communications equipment and an additional cost of \$1 million or more per year to cover contractor revenues subject to a New Mexico gross receipts tax of 5%.

2) The Air Force states that they will save \$10 million out of the \$14 million required today for base operating support. This identified savings is subject to question since Onizuka Air Station is not closing. Other tenant units, which have functionally similar mission requirements as Detachment 2, will continue to operate at Onizuka. This continuing mission at Onizuka requires most of the existing base infrastructure, e.g., buildings, electrical power, air conditioning, grounds maintenance, communications terminals and security.

3) Other costs, which are not as easy to define, would also be incurred in relocating Detachment 2. First, the Air Force did not indicate if sufficient excess facility space is available at Falcon AFB to accommodate Detachment 2 (potential impact of \$20 million). Second, Falcon AFB does not have the communication capability to support all required mission elements. They use Onizuka today to cover their communication shortfall. The cost impact of adding additional communications at Falcon has apparently not been addressed. Third, Detachment 2 has an ongoing 24 hour-per-day, 7 day-per-week mission to perform while relocating. This means that they will need additional personnel during the transition period. Next, in a recent survey, only 20% of the people indicated that they would be willing to relocate from Sunnyvale. This loss of an experienced workforce creates the need for increased training costs or other financial incentives to ensure a viable mission at another location. Finally, several of the 75 military personnel in Detachment 2 reside in base housing at Moffett Federal Airfield. Since neither Falcon AFB nor Kirtland AFB has excess on-base quarters, these relocated personnel will be paid additional compensation in quarters allowance to live off the local economy.

4) The Air Force has, since 1977, consistently emphasized the mission need for a geographically separated redundancy and backup in the space control mission. The impact of eliminating the current backup has not been addressed in the Air Force announcement. If these backup capabilities are to be relocated, this can only occur at considerable expense. Onizuka Air Station also maintains a control capability for defense communications satellites operated by DISA. None of the announcements to date have addressed the impact of potentially relocating this resource.

5) The backup role provided at Onizuka applies not only to military missions but also to the manned NASA Space Shuttle. The Air Force cannot unilaterally decide to eliminate this capability. With Space Shuttle flights and readiness activities occurring on almost a continuous basis, moving this capability to another location requires the building of new equipment and facilities in order to ensure uninterrupted backup support. Again, there is considerable expense associated with restoring this important mission at a location other than Onizuka Air Station.

**Impact.** The Detachment 2 relocation results in a reduction of 554 jobs (350 direct and 204 indirect – using the Air Force ratios) in the local area. Additional impacts, associated with the total realignment of Onizuka, were not addressed. There is a cost associated with moving existing government personnel (including remaining tenants at Onizuka) onto the local economy for housing and medical services. There is also a significant impact upon the thousands of federal workers and retired military personnel living in the San Jose area. They depend upon the military support services at Moffett Federal Airfield (clinic, commissary, base exchange) to maintain a quality of life that has consistently eroded with the elimination of virtually all other facilities in the San Jose metropolitan area—Alameda, Oakland, Treasure Island, and The Presidio. Compensation adjustments must be made to alleviate these impacts as well as additional funds allotted for CHAMPUS and other health care programs. We do not know how to estimate this cost.

A lot of confusion has accompanied the realignment recommendation concerning Detachment 2 as there were active, yet unannounced, actions to relocate this unit to Kirtland AFB. With the inclusion of Kirtland AFB in the realignment announcement, there is now a cantonment problem with relocating to Kirtland. Reducing the size of Detachment 2 to overcome the cantonment issue is not an alternative – this option is independent of location, requiring investment in new command and control infrastructure, and can be done at Onizuka Air Station as well as any other base. Relocating a portion of Detachment 2 (such as the deployable ground stations) to another base has been discussed, but also represents an additional cost to the government. It should be noted that the costs of relocating Detachment 2 to Kirtland are the same regardless of its being on or off the realignment list. Whether relocating to Falcon or Kirtland, as shown above, there is still a significant cost.

In summary, none of the BRAC criteria have been satisfied in proposing a relocation of Detachment 2 to either Falcon AFB or Kirtland AFB. With no consolidation or mission change, there is no military value to relocation. The relocation carries not only significant implementation costs, but additional recurring costs as well. Finally, the impacts to the local community are significant.



UNITED STATES TRANSPORTATION COMMAND

508 SCOTT DR

SCOTT AIR FORCE BASE IL 62225-5357

9 June 1995

The Honorable Alan J. Dixon  
Chairman  
Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, Virginia 22209

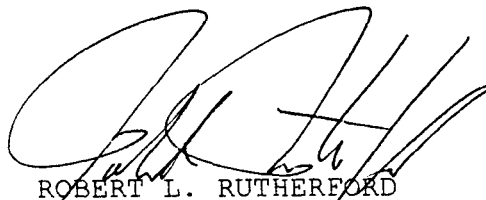
Dear Mr. Chairman

United States Transportation Command (USTRANSCOM) is concerned with the Defense Base Closure and Realignment Commission's addition of Grand Forks Air Force Base (AFB) to the list of installations for possible closure or realignment.

Grand Forks AFB, with its strategic central location and extensive infrastructure, is ideally suited to support the Single Integrated Operational Plan (SIOP), force deployments to Europe, Southwest Asia, and the Pacific area. The wisdom of establishing a refueling wing at Grand Forks was validated during recent high priority operations including VIGILANT WARRIOR in Iraq and SUPPORT HOPE in Rwanda. This proven operational capability supports the retention of this strategically located base.

USTRANSCOM's airborne tanker force supports deployment, employment, and redeployment of U.S. forces worldwide. The KC-135 portion of the tanker force is located at three "core" air refueling bases: Fairchild AFB, WA; McConnell AFB, KS; and Grand Forks AFB, ND. This "core" base concept allows us to consolidate our infrastructure and leverage our assets to best support the warfighting Commanders in Chief. To close one of these "core" bases and distribute the KC-135s to smaller, less efficient "force packages" will create unnecessary personnel turbulence in current organizations, require force structure adjustments, and impair our ability to effectively execute assigned national mobility missions.

Request you carefully weigh the negative aspects of closing Grand Forks AFB with the attendant disruption of the "core" air refueling base concept and decreased air mobility efficiency. The "core" air refueling wings offer the best organizational structure for meeting the rigorous demands placed on this force. Retaining the KC-135s at Grand Forks provides stability for our people and enhances our ability to carry out strategic mobility missions in support of national strategic objectives.



ROBERT L. RUTHERFORD  
General, USAF  
Commander in Chief



SECRETARY OF THE AIR FORCE  
WASHINGTON

JUN 9 1995

Honorable Alan J. Dixon  
Chairman, Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Mr. Chairman:

As you know, the Department of Defense and the 1993 Defense Base Closure and Realignment Commission agreed with a City of Chicago proposal to close the Air Force Reserve Station at O'Hare International Airport (IAP), provided the City pay all of the costs to move the Guard and Reserve activities to either the Greater Rockford Airport or another location acceptable to the Air Force. Since that time, the City has been exploring a number of alternatives and has been working closely with the Air Force in an effort to find both an affordable and acceptable solution. While we have found some solutions acceptable to the Air Force, none are considered affordable by the City of Chicago. The City remains most desirous of obtaining the property held by the Department of the Air Force at O'Hare IAP.

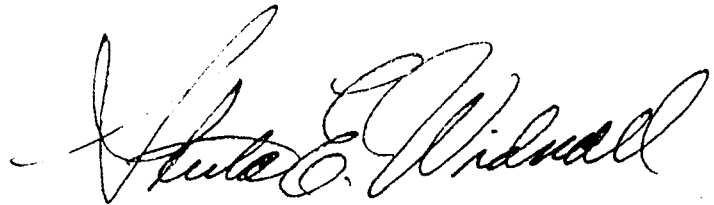
The Secretary of Defense recommendations presently being considered by your Commission include the closure of one Air Force Reserve C-130 installation at the Greater Pittsburgh IAP. The Commission has also added several alternative Air Force Reserve C-130 locations, including O'Hare IAP, for closure consideration. In view of these circumstances, it would appear that inactivation of the Air Force Reserve C-130 unit at O'Hare IAP instead of the C-130 unit at Pittsburgh IAP is a reasonable alternative. The Air Force Reserve squadron at O'Hare could be inactivated under BRAC 95 and the aircraft appropriately distributed. The Air National Guard activities at O'Hare could be relocated at the expense of the City of Chicago to other locations within Illinois acceptable to the Air Force. It is my understanding that this would make the closure of the Air Force Reserve Station at O'Hare IAP affordable to the City of Chicago.

Should the Commission desire to explore this alternative, the Air Force will be pleased to provide further details and work with the Commission staff to develop an appropriate modification to the 1993 Commission recommendation concerning O'Hare IAP. This would include additional time beyond the July 1995 deadline established in the 1993 recommendation for exploration and implementation of the movement of the Air National Guard mission.

I believe it is important to stress the point made to you in a recent letter from the Chief of Staff and the Chief of Air Force Reserve. While there is justification for the inactivation and closure of one Air Force Reserve C-130 installation, closure of more than one is inappropriate.

Apart from capacity considerations, the closure of more than one C-130 base would cause unacceptable harm to recruiting and retention efforts as well as our efforts to maintain presence in as many locales as possible. Should the unit at O'Hare IAP be inactivated, no further actions on Reserve C-130 bases should be considered. In addition, movement of the Air National Guard unit from O'Hare IAP is for the benefit of the City, not the Air Force and, thus, should continue to be at the City's expense.

Sincerely,

A handwritten signature in black ink, appearing to read "Sheila E. Widnall". The signature is fluid and cursive, with a large initial "S" and "W".

**Sheila E. Widnall**



THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950609-19

FROM: <u>Perry, William</u>	TO: <u>DIXON</u>
FILE: <u>SEC OF DEFENSE</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>DOD</u>	ORGANIZATION: <u>DBRC</u>
INSTALLATION (s) DISCUSSED: <u>KIRTLAND AFB</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER			
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/> Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	FYI

Subject/Remarks:

Recommending removing Kirtland from DOD list.

EXC  
MARR

File No: <u>950612</u>	Routing Date: <u>950609</u>	Date Originated: <u>950609</u>	Mail Date:
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THE SECRETARY OF DEFENSE  
WASHINGTON, DC 20301-1000

Please refer to this number  
when responding 950609-10

9 JUN 1995

Honorable Alan J. Dixon  
Chairman  
Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Mr. Chairman:

Since I forwarded my recommendations to you on February 28, 1995, I have appreciated the excellent manner in which the Commission has conducted its demanding work under your leadership. I write today to maintain the open exchange of information that has been a hallmark of this Commission's relationship with the Department of Defense.

As a normal part of its process, the Air Force has been conducting site surveys to refine the financial analysis of recommendations affecting Air Force bases. During this process, the financial picture on Kirtland Air Force Base, New Mexico, has changed considerably. As you know, the recommendation concerning Kirtland AFB was designed to retain the Phillips Laboratory and other largely civilian operations, while relocating most of the active duty military operations, and closing related support functions.

In its site survey process, the Air Force discovered that many of the original cost estimates significantly understated the costs of relocating the active duty units. The final estimate of the one-time cost to implement the recommended realignment is \$538 million. I understand this figure and the supporting COBRA analysis have been provided previously to your staff. Although some options to reduce these costs were examined, I understand that none of the options provided the same benefits as estimated for the recommended realignment. Significantly, the Department of Energy also asserted that they received support far in excess of that currently reimbursed to the Department of the Air Force for DOE activities on Kirtland AFB. As a result, the total costs to the United States Government were not captured in the original estimates.

After reviewing the results of the site survey, it is my judgment that the recommendation for the realignment of Kirtland AFB no longer represents a financially or operationally sound scenario. I ask that you take these matters into consideration as the Commission conducts its review of my recommendations.

Sincerely,

*William J. Perry*

FROM: MANZULLO, DONALD A.	TO: DIXON
FILE: U.S. REP (IL)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: O'HARE AIR RESERVE STATION	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		①		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER			
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

①	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
	ACTION: Offer Comments and/or Suggestions		FYI

Subject/Remarks:

SUPPORT LETTER; ATTACHMENT.

Date: 950600	Routing Date: 950608	Date Originated: 950607	Mail Date:
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DONALD A. MANZULLO

16TH DISTRICT, ILLINOIS  
426 CANNON BUILDING  
WASHINGTON, DC 20515  
202/225-5676

INTERNATIONAL RELATIONS  
VICE CHAIRMAN—INTERNATIONAL  
ECONOMIC POLICY AND TRADE  
ASIA AND THE PACIFIC

SMALL BUSINESS  
CHAIRMAN—PROCUREMENT,  
EXPORTS AND BUSINESS  
OPPORTUNITIES

JOINT ECONOMIC COMMITTEE

DISTRICT OFFICES:  
415 SOUTH MULFORD ROAD  
ROCKFORD, IL 61108  
815/394-1231

181 N. VIRGINIA AVENUE  
CRYSTAL LAKE, IL 60014  
815/356-9800

Congress of the United States  
House of Representatives  
Washington, DC 20515-1316

June 7, 1995

SEARCHED AND INDEXED  
SERIALIZED FILED  
JUN 10 1995  
950608-28

Alan J. Dixon, Chairman  
Defense Base Closure and  
Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Chairman Dixon:

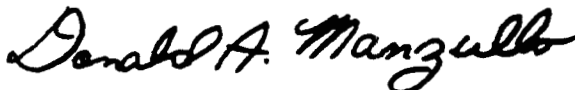
As the Representative from the 16th District of Illinois, I want to express my strong support for the O'Hare Air Reserve Station in Chicago, Il to remain open. I respectfully request that your commission carefully review the attached document prepared by the Greater Rockford Airport (GRA). It is a proposal for the relocation of the military units from O'Hare International Airport to the Greater Rockford Airport.

As you know, the 1993 BRAC recommended that the units be relocated to Rockford, Il or a site acceptable to the Air Force, or the units should remain where they are. I believe the GRA proposal is in the best interest of the City of Chicago, the Air Force and the City of Rockford. Keeping the Air Force Reserve and Air National Guard units open and relocating them to Rockford will maintain the readiness of both units, and allow them to continue their outstanding record of service to the country.

The City of Chicago will benefit by developing the land once occupied by the units. The City of Rockford will benefit from the estimated \$40 million economic impact of having the base located there.

I appreciate your willingness to hear and consider my views on this matter. Please feel free to contact me if you have any questions. Best wishes.

Sincerely,



Donald A. Manzullo  
Member of Congress



SECRETARY OF THE AIR FORCE  
WASHINGTON

JUN 9 1995

Honorable Alan J. Dixon  
Chairman, Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Mr. Chairman:

As you know, the Department of Defense and the 1993 Defense Base Closure and Realignment Commission agreed with a City of Chicago proposal to close the Air Force Reserve Station at O'Hare International Airport (IAP), provided the City pay all of the costs to move the Guard and Reserve activities to either the Greater Rockford Airport or another location acceptable to the Air Force. Since that time, the City has been exploring a number of alternatives and has been working closely with the Air Force in an effort to find both an affordable and acceptable solution. While we have found some solutions acceptable to the Air Force, none are considered affordable by the City of Chicago. The City remains most desirous of obtaining the property held by the Department of the Air Force at O'Hare IAP.

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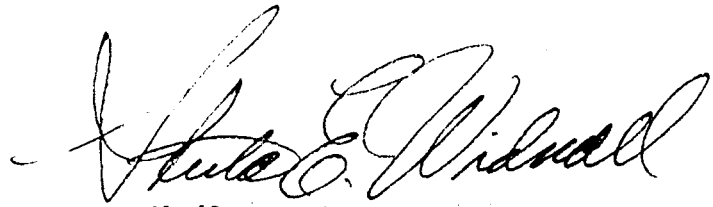
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I believe it is important to stress the point made to you in a recent letter from the Chief of Staff and the Chief of Air Force Reserve. While there is justification for the inactivation and closure of one Air Force Reserve C-130 installation, closure of more than one is inappropriate.

*Maddyn*

Apart from capacity considerations, the closure of more than one C-130 base would cause unacceptable harm to recruiting and retention efforts as well as our efforts to maintain presence in as many locales as possible. Should the unit at O'Hare IAP be inactivated, no further actions on Reserve C-130 bases should be considered. In addition, movement of the Air National Guard unit from O'Hare IAP is for the benefit of the City, not the Air Force and, thus, should continue to be at the City's expense.

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**Sheila E. Widnall**

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950609-9

FROM: <u>Rutherford, Robert</u>	TO: <u>DIXON</u>
FILE:	TITLE: <u>Chairman</u>
ORGANIZATION:	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (s) DISCUSSED: <u>Grand Forks AFB</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		①		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER			
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

① Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	FYI

Subject/Remarks:

USSTRANSCOM is concerned with DBCRC addition of Grand Forks AFB to the Add's List.

Rick  
Dave

Date: <u>950612</u>	Routing Date: <u>950609</u>	Date Originated: <u>950609</u>	Mail Date:
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## UNITED STATES TRANSPORTATION COMMAND

506 SCOTT DR  
SCOTT AIR FORCE BASE IL 62225-5357

9 June 1995

The Honorable Alan J. Dixon  
Chairman  
Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, Virginia 22209

Refer to this number  
when responding 950609-9

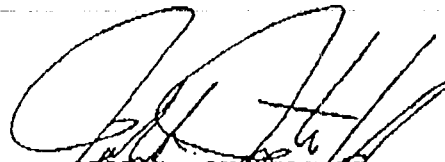
Dear Mr. Chairman

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USTRANSCOM's airborne tanker force supports deployment, employment, and redeployment of U.S. forces worldwide. The KC-135 portion of the tanker force is located at three "core" air refueling bases: Fairchild AFB, WA; McConnell AFB, KS; and Grand Forks AFB, ND. This "core" base concept allows us to consolidate our infrastructure and leverage our assets to best support the warfighting Commanders in Chief. To close one of these "core" bases and distribute the KC-135s to smaller, less efficient "force packages" will create unnecessary personnel turbulence in current organizations, require force structure adjustments, and impair our ability to effectively execute assigned national mobility missions.

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ROBERT L. RUTHERFORD  
General, USAF  
Commander in Chief



EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950608-27

FROM: <u>CASEY, JIM</u> FILE: <u>PRESIDENT/CEO</u> ORGANIZATION: <u>TEAM CONCEPTS</u> INSTALLATION (s) DISCUSSED: <u>DYESS AFB</u>	TO: <u>DICAMILLO</u> TITLE: <u>AIR FORCE ANALYST (OOD)</u> ORGANIZATION: <u>DBCRC</u>
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OFFICE OF THE CHAIRMAN	FYI	ACTION	INTT	COMMISSION MEMBERS	FYI	ACTION	INTT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		①		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER			
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	①	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions		FYI

Subject/Remarks:

Thanks for meeting with Bill Ehrle; Support for Abilene.

Rick

File: <u>950615</u>	Routing Date: <u>950608</u>	Date Originated: <u>950607</u>	Mail Date:
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June 7, 1995

Mr. Rick DiCamillo  
Air Force Team  
Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

file number  
950608-27

Dear Mr. DiCamillo:

Bill Ehrie (Abilene, Texas community representative) sends his thanks for meeting with him recently. He really enjoyed meeting with you and Frank Cirillo. Hopefully you did and can understand Bill and Abilene's BRAC 95 mission, they are simply trying to make sure that the most current facts are presented.

In that regard, one of Abilene's concerns centered on statements made and apparently used by the Air Force via HQ ACC's BRAC 95 capacity analysis (atch 1). This analysis stated that Dyess/ Abilene would need additional family housing if additional force structure was relocated to Dyess. However, recent Dyess base populations and current statistics do not totally support these housing statements. Dyess' total population has been declining in recent years, and in fact, on-base housing capabilities are being improved. All dorms are being or will be refurbished and 172 new housing units are being built. Plus, current on-base housing numbers reflect that over 700 additional personnel should be able to live on-base (atch 2 - cover notes - on-base population 1233, however, 988 housing units and 980 dorms spaces are/or will be available). Additionally, off-base housing is readily available to support increased assigned personnel. Therefore, you can see why Abilene is concerned about some aspects of the information that was used to support BRAC 95 deliberations and decisions.

Another concern that the Abilene community has identified, is the statements made by the Air Force that indicate that Dyess can not take on additional missions and/or aircraft without operational concerns. This statement is simply not true. Dyess has both the base and airspace

infrastructure to support 90-100 large aircraft—a fact that was endorsed by an official on-site capacity analysis survey completed in June 1992 by HQ USAF and HQ ACC officials. The results of this certified survey are on file in the Commission's library. With respect to large aircraft capacities, please reference page 5 of attachment 2. This page depicts a B-1B PAA of 38 B-1Bs with 45 B-1Bs assigned. This was true when this attachment was published, however, now Dyess has only 32 funded B-1Bs and could go down to only 24 funded B-1Bs. This reduction to 24 B-1Bs is a highly probable scenario due to the building of the new B-1 operating location at Robins AFB. It appears Dyess will be the source for Robins' B-1Bs. This statement is based on the following facts: Dyess has 32 funded B-1Bs to only 18 funded B-1Bs at Ellsworth and only 10 funded B-1Bs at McConnell. The Air Force's upcoming public announcement, scheduled for June 28, 1995 will identify the source for Robins AFB's B-1Bs. If Dyess, as expected, is the Robins B-1B source, it will leave Dyess with a primary large aircraft inventory of only 48 (24 B-1Bs and 24 C-130s).

Given the above facts, the in place large aircraft infrastructure and Dyess' overall BRAC ratings, Dyess should be considered as a possible receiver base for any displaced force structure.

Again, thanks for meeting with Bill Ehrie. If you have any questions, please don't hesitate to call.

Sincerely,



Jim Casey

Attachments (2)

- 1) BRAC 95 Capacity analysis
- 2) Dyess population and aircraft numbers

13539 Smallwood Lane  
Chantilly, VA 22021  
(703) 378-5350 Fax (703) 378-5325

# ACC CAPACITY ANALYSIS SUMMARY

BASE	F-18	F-15	B-1	KC-135	C-130	MILCON	ROBUST	O&M	MRTI	TOTAL
BASE										
BARNSDALE						\$0.00	12 B-52		\$0.00	\$0.00
BEALE						\$3.50			\$0.00	\$3.50
CANNON	1					\$15.90			\$18.00	\$33.90
DAVIS-MORTMAN		1				\$20.40			\$0.00	\$21.90
D-M (OPT 2)						\$8.70	18 A-10	\$1.50	\$0.00	\$6.70
D-M (OPT 3)					1	\$14.40		\$1.10	\$0.00	\$15.50
DYESS						\$0.00			\$15.00	\$15.00
DYESS (OPT 2)			1			\$19.00	5 B-1B		\$50.00	\$69.00
ELSWORTH			2			\$0.00			\$0.00	\$0.00
GRIFFISS										
HOLLDMAN		1				\$31.00			\$41.00	\$72.00
LANGLEY						\$0.20	18 F-16		\$0.00	\$0.20
LANGLEY (OPT 2)		1				\$0.00			\$0.00	\$0.00
LANGLEY (OPT 3)							AIR REBC SQ			\$12.95
LITTLE ROCK					2	\$21.70			\$02.00	\$09.30
MACPILL										\$0.00
MINOT						\$0.00	10+ B-52		\$0.00	\$0.00
MOODY						\$1.00	F-19/MC-1	\$0.05	\$20.00	\$31.05
MOODY (OPT 2)	1					\$2.00			\$35.00	\$38.00
MT HOME						\$0.00	16C/F-16	\$4.00	\$27.00	\$31.00
NEELIS	1					\$48.00			\$0.00	\$48.00
OFFUTT						\$0.00	4 KC-135		\$0.00	\$0.00
POPE						\$0.00	C-130/F-	\$0.01	\$19.00	\$19.01
POPE (OPT 2)	1					\$33.00			\$15.00	\$48.00
SEMAUR JOHNSON				1		\$10.50			\$0.00	\$10.50
SHAW						\$0.00	30 F-16		\$00.00	\$00.00
SHAW (OPT 2)	1					\$1.50	30 F-16		\$00.00	\$01.50
SHAW (OPT 3)		1				\$5.20	30 F-16		\$00.00	\$05.20
SHAW (OPT 4)					1	\$15.00	36 F-16	\$0.20	\$00.00	\$15.20
WHITMAN						\$30.00			\$0.00	\$30.00
WHITMAN (OPT 2)		1				\$24.40			\$0.00	\$24.40
ACC TOTAL										\$51.00

FOR OFFICIAL USE ONLY

ATCH 1



FACSIMILE ELECTRO MAIL TRANSMITTAL

(This information collection is not subject to OMB review under PL-86. The Paperwork Reduction Act.)

SECTION I - TO BE COMPLETED BY ORIGINATOR

CLASSIFICATION **UNCLAS** TRANSMISSION  IMMEDIATE  ROUTINE PAGE 1 OF 4 PAGES

FOR OFFICIAL USE ONLY

TO (Organization and Functional Address Symbol) **ABILENE INDUSTRIAL FOUNDATION** FAX NO. **(915) 673-9193** COMMERCIAL

ATTENTION **Bill Ehrie** VOICE NO. **(915) 673-7349** COMMERCIAL

SUBJECT **DYESS AFB POPULATION & A/C INFO**

FROM (Organization and Functional Address Symbol) FAX NO. DSN COMMERCIAL ( )  
 VOICE NO. DSN COMMERCIAL ( )

REMARKS

A/C	PAK	ASSIGNED	REMOVED PERSONNEL NUMBERS FROM 7 MESA/CC OFFICE:	OFF BASE	ON BASE	TOTAL
B-1B	38	45	MILITARY:	3,538	1,233	4,771
C-130H	24	27	DEPARTMENTS:	4,681	1,753	6,434
T-38	5	6	TOTAL:	8,219	2,986	11,205

NOTE: A COPY OF OUR BASE "ERIS" REMOVED "ECONOMIC RESOURCE GUIDES" IS IN THE MAIL TO YOUR OFFICE. IT IS SUPPOSED TO REFLECT NUMBERS AS OF 30 SEP 95 BUT HAS BEEN MODIFIED BY W/CC. ABOVE NUMBERS ARE CURRENT.

RELEASER'S SIGNATURE \_\_\_\_\_ DATE **1 JUN 95** TIME \_\_\_\_\_

SECTION II - TO BE COMPLETED BY ELECTRO MAIL OPERATOR

DATE TRANSMITTED	TIME TRANSMITTED	TRANSMITTER'S SIGNATURE
DATE ADDRESSEE CONTACTED	TIME ADDRESSEE CONTACTED	CONTACTOR'S SIGNATURE

ATCH 2

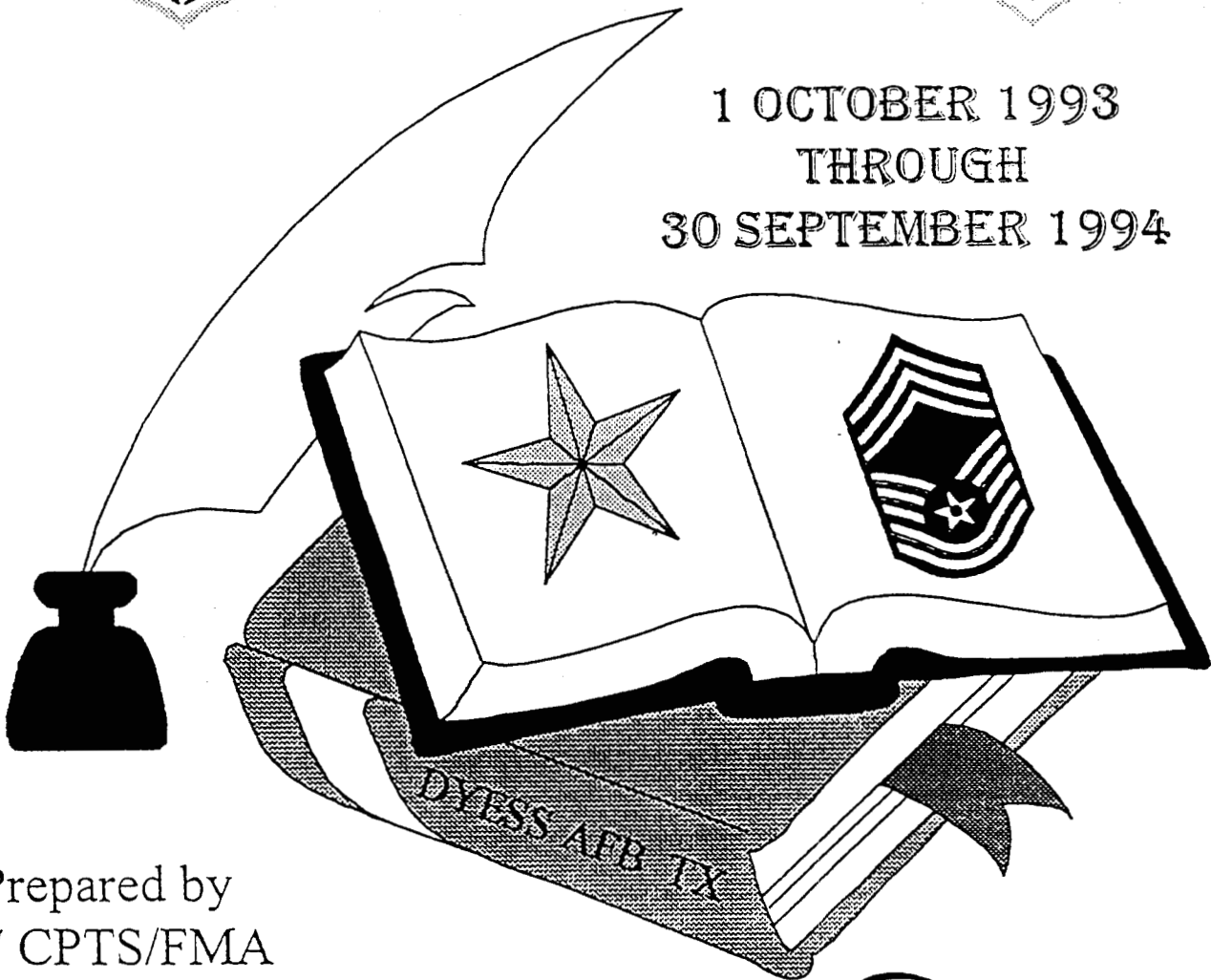
# ECONOMIC RESOURCE



## GUIDE FY94



1 OCTOBER 1993  
THROUGH  
30 SEPTEMBER 1994



Prepared by  
7 CPTS/FMA

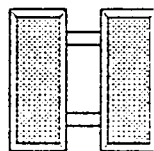
ATCH 2



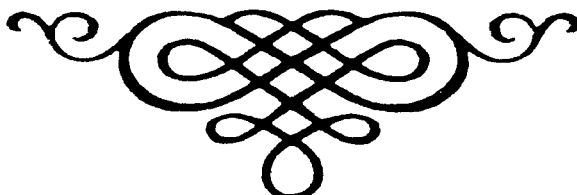
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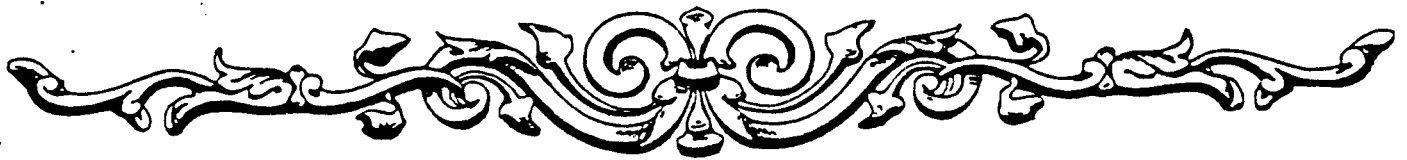
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*Information Acquired by:*  
*Capt. John C. Shuttee*  
696-2020



*Prepared by:*  
*TSgt Dale R. Armstrong*  
696-4161





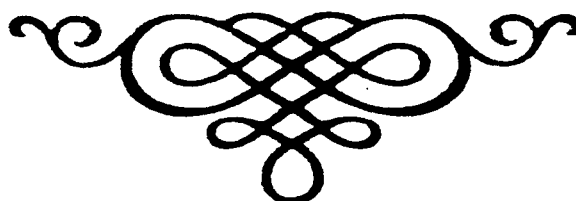
## FOREWORD

The Economic Resource Guide is a new publication designed to provide the reader with an overview of the resource allocations of Dyess Air Force Base. Dyess AFB is among the most important military installations in the free world. It is the home of the first operational wing of B-1B bombers and is the training center for all B-1B activities. Dyess AFB is also the home of two squadrons of C-130H Hercules aircraft, which performed major roles in many contingencies and humanitarian-aid missions and provides a significant portion of our nation's tactical-airlift capability.

A long-standing, rich history of mutual respect and support exists between the citizens of the "Big Country" and the personnel of Dyess AFB. This spirit of cooperation has long been fostered by Abilenians and their civic leaders who have expressed their interest in the welfare of the Dyess family. The excellent community relations are evidenced in such activities as the annual "World's Largest Barbecue" for Dyess personnel and their families, and the Veterans Day parade sponsored by the citizens of Abilene. Local interest in the military presence is also reflected in the wide participation in the Dyess Open House as well as numerous honorary squadron commanders who share their business expertise and experience with the military community. Dyess personnel return their generosity by volunteering their time and services to many local charities and civic groups. In addition to the appropriated monies spent here, Dyess people contributed generously to the Combined Federal Campaign, with over \$73,000 of the funds collected earmarked for local United Way organizations.

The information in this guide will answer your resource-related questions about Dyess AFB. I know the economic and friendship bonds will continue to grow stronger as we meet the challenges of the future together.

CHARLES R. HENDERSON  
Brigadier General, USAF  
Commander, 7th Wing





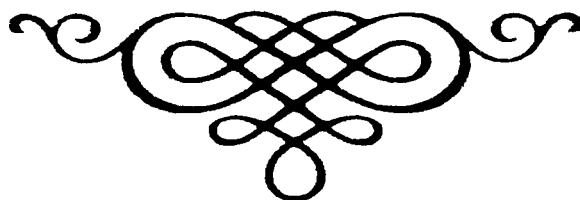
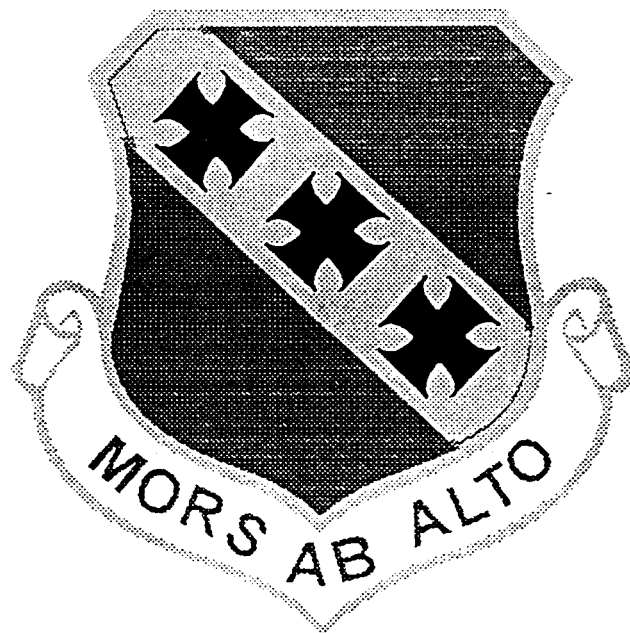


## 7th WING MISSION

Proud people working together

Training and exercising to provide the  
"best" quality professionals

Delivering global power and airlift forces to the  
theater commander





# ORGANIZATIONS

as of September 1994

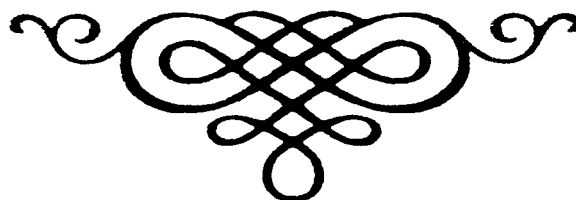
## HOST

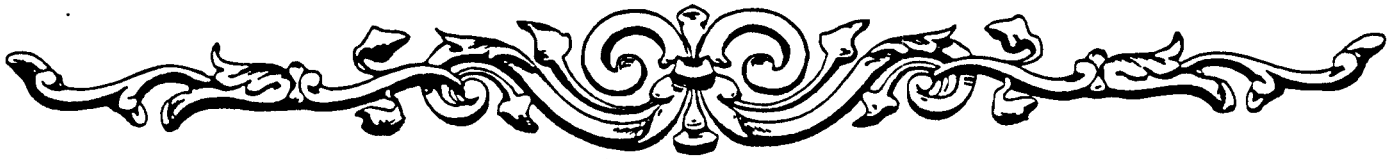
7th Wing	ACC
7th Logistics Group	ACC
7th Support Group	ACC
7th Operations Group	ACC
7th Medical Group	ACC

## ASSOCIATE UNITS

Detachment 4, 29th Training Systems Squadron	ACC
Detachment 222, Air Force Office of Special Investigations	AFOSI
Detachment 14, 4444th Operations Squadron	ACC
Defense Commissary Agency	DeCA
Area Defense Council	USAFJUD
Defense Reutilization and Marketing Office	DLA
Defense Investigative Service	DIS
Defense Finance Accounting Service	DAO
Air Force Audit Agency	AFAA

Army Veterinary Services  
 Army and Air Force Exchange Service  
 American Federal Government Employees  
 Scheduled Airline Ticket Office  
 U.S. Army Corps of Engineers  
 Dyess Federal Credit Union  
 Federal Aviation Administration  
 NationsBank  
 Eaton Corporation  
 U.S. Post Office  
 Raytheon, Inc  
 Boeing Corporation  
 Rockwell Corporation





## FORCE STRUCTURE

		<u>PAA</u>	<u>Assigned</u>
7th Wing	B-1B	38	45
	C-130H	<u>24</u>	<u>27</u>
<b>TOTAL</b>		62	73



## CAPITAL ASSETS

<u>LAND</u>	<u>ACRES</u>	<u>VEHICLES</u>	
Free Owned	5,368	Registered	556
Easements	1,044	Non-registered	36
Leased	<u>25</u>	Leased	<u>1</u>
<b>TOTAL</b>	6,437	<b>TOTAL</b>	593

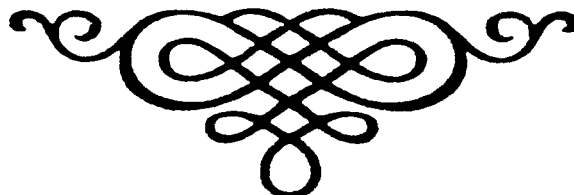
## COMPUTERS

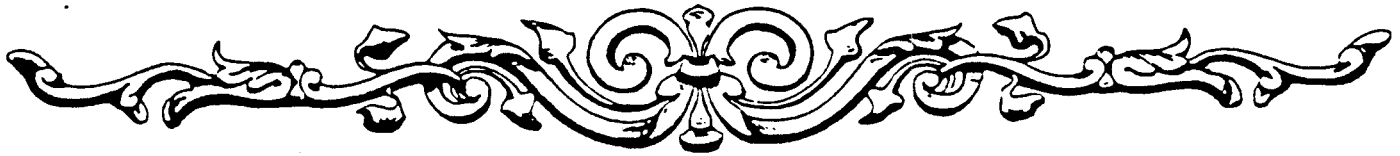
Owned 2,159

<u>RUNWAYS</u>	<u>WIDTH</u>	<u>LENGTH</u>
Short Field Runway	60'	3,500'
Overruns (2 each)	60'	300'
Instrument Runway (dual)	300'	13,500'
Overruns (2 each)	300'	1,000'

Parking Apron 808,000 square yards

**TOTAL AIRCRAFT PAVEMENTS 2,270,134 square yards**





# CAPITAL ASSETS

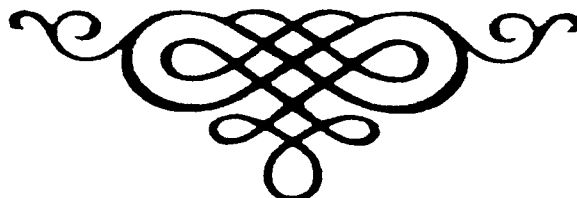
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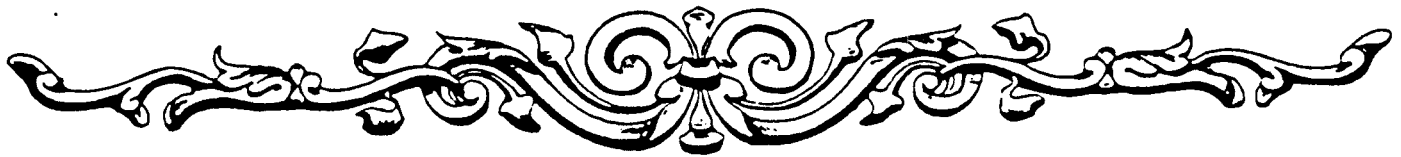
<u>BUILDINGS</u>	<u>NUMBER</u>	<u>SQ FT</u>
Service Facilities	35	503,077
Industrial & CE	108	404,289
Aircraft Maintenance	43	725,586
Base Supply Warehouse	65	302,745
Administration	51	338,790
AAFES	10	82,320
Commissary	1	72,989
Recreation	22	128,886
Hospital	3	175,668
Education and Training	11	227,754
Other	<u>10</u>	<u>105,630</u>
TOTAL	359	3,067,734

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<u>FAMILY HOUSING</u>	<u>2-BR</u>	<u>3-BR</u>	<u>4-BR</u>	<u>TOTAL</u>
Officer	0	116	26	142
Enlisted	<u>248</u>	<u>549</u>	<u>51</u>	<u>848</u>
TOTAL	248	665	77	990

<u>DORMITORY</u>	<u>NUMBER</u>	<u>CAPACITY</u>
Airman/NCO	11	1,776
Visiting Airman Quarters	1	56
Visiting Officer Quarters	4	79
Temporary Lodging	<u>1</u>	<u>40</u>
TOTAL	17	1,951





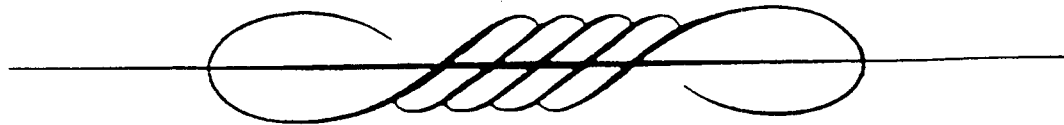
## VALUE OF RESOURCES AND EXPENDITURES

### WEAPON SYSTEMS

Aircraft	\$10,797,500,000
Spt Equip*	<u>\$314,930,363</u>
TOTAL	\$11,112,430,363

### CAPITAL ASSETS

Land, Buildings	\$231,719,979
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### EQUIPMENT

App Fund	\$322,365,486
NonApp Fund	<u>\$1,727,639</u>
TOTAL	\$324,093,125

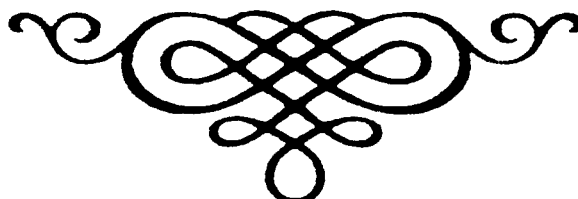
### INVENTORIES

Stock Funds	\$254,336,104
Base Exchange	\$2,746,000
Commissary	\$786,325
NonApp Fund	<u>\$115,025</u>
TOTAL	\$257,983,454

### RETAIL SALES

Base Exchange	\$14,257,000
Commissary	\$16,316,249
NonApp Fund	<u>\$1,844,256</u>
TOTAL	\$32,417,505

\* as of July 1995





# SUMMARY OF PERSONNEL

## APPROPRIATED FUND MILITARY

<u>ON BASE</u>	<u>OFF BASE</u>	<u>TOTAL</u>
1,729	3,183	4,912

## APPROPRIATED FUND CIVILIAN

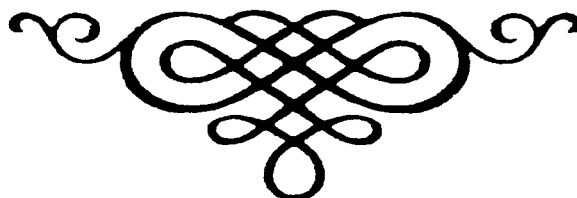
General Schedule	295
Federal Wage	86
Other	<u>1</u>
TOTAL	382

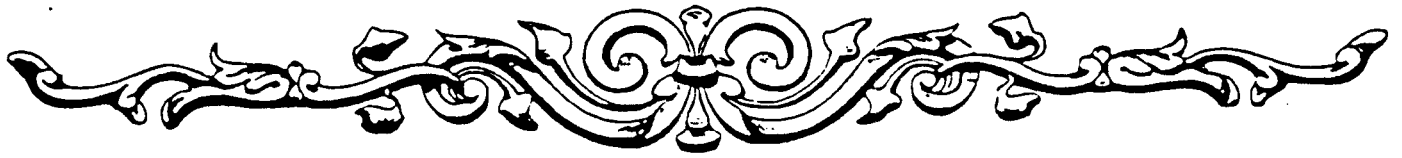
## MILITARY RETIREES

Air Force	4,404
Army	1,334
Navy	711
Marines	154
Coast Guard	<u>21</u>
TOTAL	6,624

## NONAPPROPRIATED FUND, CONTRACT CIVILIAN, AND PRIVATE BUSINESS

Civilian NAF	226
AAFES	152
Other Civilian	<u>276</u>
TOTAL	654





# SUMMARY OF ANNUAL GROSS PAYROLL

## APPROPRIATED FUND MILITARY

<u>ON BASE</u>	<u>OFF BASE</u>	<u>TOTAL</u>
\$32,369,326	\$97,690,701	\$130,060,027

## APPROPRIATED FUND CIVILIAN

\$14,303,858

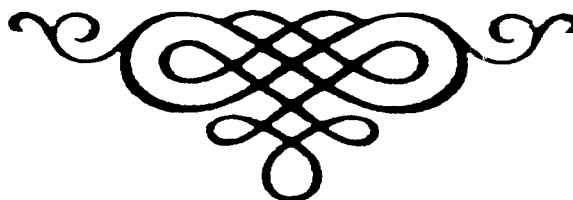
## MILITARY RETIREES

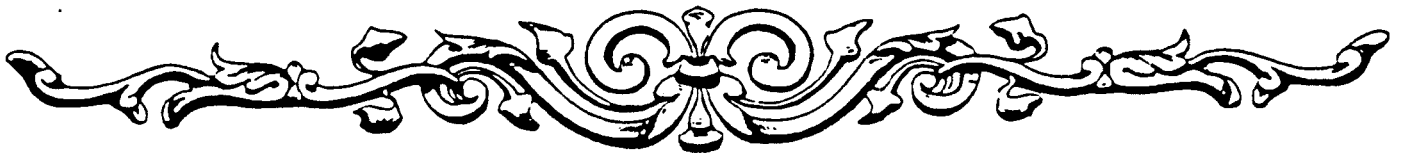
Air Force	\$52,848,000
Army	\$16,008,000
Navy	\$8,532,000
Marines	\$1,848,000
Coast Guard	<u>\$252,000</u>
TOTAL	\$79,488,000

## NONAPPROPRIATED FUND, CONTRACT CIVILIAN, AND PRIVATE BUSINESS

Civilian NAF	\$2,302,808
AAFES	\$2,213,000
Other Civilian *	<u>\$1,912,000</u>
TOTAL	\$6,427,808

\* Dining Halls, Henry's Service, Painters, Trans Maint, SATO, Refuse, Grounds, CAE-Link, Rockwell, and Loral-Quintron did not respond to our payroll information requests.





# SUMMARY OF CONSTRUCTION, CONTRACTS, AND EXPENDITURES

## CONSTRUCTION

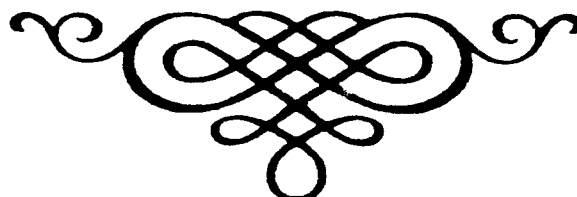
Environmental Compliance	\$1,172,300
Military Construction	\$25,679,000
Nonappropriated Fund *	N/A
Military Family Housing	\$2,498,000
Operations and Maintenance	\$7,759,370
Medical	<u>\$1,614,890</u>
TOTAL	\$38,723,560

\* Nonappropriated Fund Construction was carried over to FY95 totaling \$1,600,000

## CONTRACTS AND PROCUREMENTS

Services Contracts	\$7,385,127
Small Business Contracts	\$4,724,871
Large Business Contracts	\$3,249,345
Non-Profit Contracts	\$544,192
Disadvantaged Business Contracts	\$3,555,904
Local Contract Expenditures	<u>\$21,720,410</u>
TOTAL CONTRACT EXPENDITURES	\$41,179,849

Commissary (Local Vendors)	\$3,606,179
Base Exchange	\$158,500
Health (Govt. Paid Champus)	\$8,067,452
Education (Impact Aid)	\$903,436
Tuition Assistance	\$795,400
Contract Quarters	\$204,558
Other Materials, Equipment, and Procurement	<u>\$7,960,499</u>
TOTAL EXPENDITURES	\$21,696,024





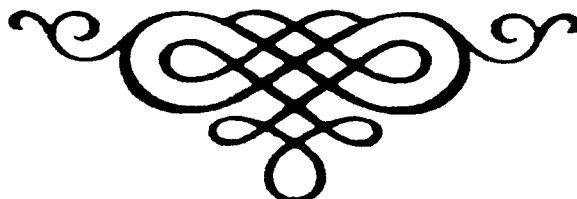


## EDUCATION ENROLLMENT

<u>Technical</u>	<u>MILITARY</u>	<u>CIVILIAN</u>	<u>FAMILY MEMBER</u>
TSTC	122	60	45
Cisco	662	172	88
TOTAL	784	232	133
Undergraduate			
Embry - Riddle	87	0	0
McMurry	1,305	365	92
Hardin - Simmons	61	15	29
Abilene Christian	265	132	13
TOTAL	1,718	512	134
Graduate			
Embry - Riddle	166	0	0
Hardin - Simmons	41	6	9
Abilene Christian	197	149	8
TOTAL	404	155	17
Group Study	<u>116</u>	<u>1</u>	<u>21</u>
TOTAL	3,022	900	305

## FLYING HOURS & NUMBER OF SORTIES

<u>AIRCRAFT</u>	<u>FLYING HOURS</u>	<u>SORTIES</u>
B-1B	11,125	2,639
C-130	<u>14,062</u>	<u>7,049</u>
TOTAL	25,187	9,688

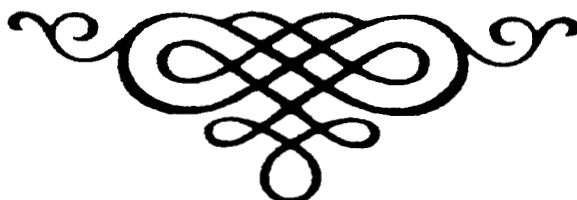
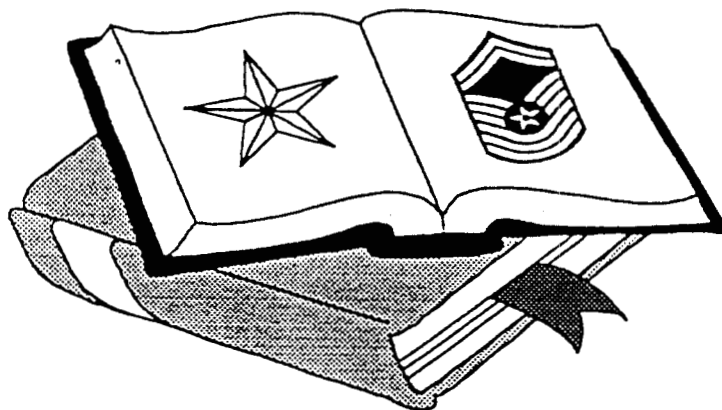




# FY94 FUNDING

as of 30 September 1994

<u>TITLE</u>	<u>FUNDING TYPE</u>	<u>FY 94</u>
BRAC - CARSWELL	Direct	\$413,305
CIV TRNG - DYESS	Direct	\$198
HOSPITAL	Direct	\$11,111,700
	Reimb	\$343,088
	<b>SUB-TOTAL, HOSPITAL</b>	<b>\$11,454,788</b>
OPERATIONS & MAINT (O&M)		
B-1B	Direct	\$145,835,900
C-130H	Direct	\$28,850,800
EDUCATION/PME	Direct	\$1,073,000
DERA/CC REP	Direct	\$308,000
	Reimb	\$3,167,531
	<b>TOTAL</b>	<b>\$179,235,231</b>



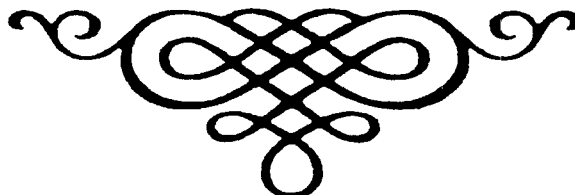


# FY94 FUNDING

as of 30 September 1994

<u>TITLE</u>	<u>FOR</u>	<u>FUNDING TYPE</u>	<u>FY 94</u>
INVESTMENT EQUIP - BASE	Base FASCAP	Direct	\$254,700
		Direct	\$141,408
		<b>TOTAL</b>	<b>\$396,108</b>
INVESTMENT EQ - HOSP	Hospital	Direct	\$317,500
O&M LEGACY		Direct	\$50,000
TRANSITION ASSISTANCE		Direct	\$95,000
RELOCATION ASSISTANCE		Direct	\$27,914
DEFENSE EMER RESPONSE/REAL PROPERTY MAINT.		Direct	\$4,442,873
MILITARY FAMILY HOUSING	Operations Services Equip Maint Utilities	Direct	\$251,650
		Direct	\$127,000
		Direct	\$50,494
		Direct	\$3,022,600
		Direct	\$1,010,000
		Reimb	\$11,301
		<b>TOTAL</b>	<b>\$4,473,045</b>
<b>GRAND TOTAL, ALL APPROPRIATIONS</b>			<b>\$200,905,962</b>

(Pg 12&13)





# FY94 O&M DETAIL

as of 30 September 1994

## DERA, COMMANDERS CONTINGENCY FUNDS

### TITLE

### FY 94

CIV PAY	\$1,609,350
TRAVEL	\$7,300
CONTRACTS	\$98,700
SUPPLIES/EQ	\$31,600
<b>TOTAL</b>	<b>\$1,746,950</b>

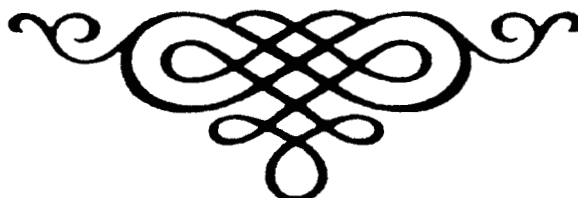
### MEDICAL

HOSPITAL - DYESS AFB	
CIV PAY	\$1,440,400
TRAVEL	\$452,200
CONTRACTS	\$3,401,488
SUPPLIES/EQ	\$5,113,500
HEALTH CARE	\$1,047,200
<b>TOTAL</b>	<b>\$11,454,788</b>

## COMBINED FEDERAL CAMPAIGN



TOTAL CONTRIBUTION	\$205,466
United Way Contribution	\$73,328



EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 95 06 09-12

FROM: <u>La Vach, Beth</u>	TO: <u>CIRILLO, Frank</u>
FILE:	TITLE: <u>Air Force Team Leader</u>
ORGANIZATION: <u>Gadsby and Hannah</u>	ORGANIZATION: <u>DBRC</u>
INSTALLATION (s) DISCUSSED: <u>BROOKS AFB</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INTT	COMMISSION MEMBERS	FYI	ACTION	INTT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
DIR./CONGRESSIONAL LIAISON	✓			COMMISSIONER ROBLES	✓		
				COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER			
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature		Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

Point paper on why Armstrong Lab, Human Systems Center, School of Aerospace Medicine, and SAS should be consolidated at Wright-Patterson AFB. Cross Svc Team - SIM A Some points for you

Date:	Routing Date:	Date Originated:	Mail Date:
			"ISSUES SLIDE" I would think Frank

GADSBY & HANNAH  
Washington, D.C.

Please refer to this number  
when responding 950609-12

125 SUMMER STREET  
BOSTON, MASSACHUSETTS 02110

1747 PENNSYLVANIA AVENUE, N.W.  
WASHINGTON, D.C. 20006

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(202) 429-9600

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TELEX: 6817512 GADHAN BSN

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TELEFAX COVER LETTER

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Time of Transmission: \_\_\_\_\_

Client No. \_\_\_\_\_

Please deliver the following pages to:

Name: Frank Cirillo

Company/firm: \_\_\_\_\_

Number: 703-696-0550

From: Beth Lavach

*Subject*  
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*- HSC -* - Library  
*- Bon*  
*CC - XSUS*  
*- CRAIG*

We are transmitting \_\_\_\_\_ page(s) plus this cover letter from a Xerox 7020.  
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*Liz King*  
*To*  
*Beth Lavach*  
*[Signature]*  
*(3)*

Remarks: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Why Armstrong Laboratory, Human Systems Center, School of Aerospace  
Medicine, and the Systems Acquisition School  
Should be Consolidated  
at Wright-Patterson AFB**

## **INTRODUCTION**

The future of human flight in high performance aircraft will require a shortened acquisition process, an increased need for cross servicing capability and a total integrated focus on the human and machine interface.

Consolidating the Armstrong Laboratory, Human Systems Center, the School of Aerospace Medicine, and the Systems Acquisition School with Wright-Patterson's premier research and development activities makes good economic sense. This BRAC action will also maximize military value and reduce excess laboratory capacity within the Department of Defense.

- **Military Value** - Provides the enhanced man-machine integration required for new and evolving weapon systems.
- **Economics** - Makes the best business case in terms of annualized savings and long term payback.
- **Reduces Excess Capacity** - It offers the only option under consideration that reduces excess AF laboratory capacity while providing the best long term value for the DoD.

## **MILITARY VALUE**

Realignment and consolidation at WPAFB maximizes military value by enhancing man-machine integration.

The Human Systems Center currently at Brooks AFB is composed of three key elements:

- **Human Systems Program-Office (HSPO)** - an acquisition management and sustainment organization with projects centered on the health, safety and efficiency of the human weapon system operator.
- **Armstrong Laboratory (AL)** - a research and development laboratory focused on the basic and applied core technologies associated with human aspects of weapon system performance.
- **Air Force School of Aerospace Medicine (AFSAM)** - a medical education institution providing a flight surgeon residency program and training programs for medical technicians.

Consolidation of these elements at Wright-Patterson AFB would provide military benefit through the synergy resulting from having both the basic research and the development/acquisition of human centered technologies/equipment and the aeronautical weapon systems at one location.

- Aeronautical Systems Center (ASC) at Wright-Patterson has the mission of acquiring all aeronautical weapon systems (i.e., F-16, F-15, F-22, B-2, C-17, F-117, etc.) and associated training and support equipment. Human centered considerations are inextricable from the design and development of such systems. Additionally, man-machine interface issues are more efficiently resolved during the early stages (i.e. research, development, acquisition) of weapon systems management life cycle. Until 1989, the HSPO was located at Wright-Patterson with the weapon system program offices it served.
- Wright Laboratory (WL), the Air Forces largest 'super lab', is located at WPAFB. Its core technologies are flight dynamics, avionics, propulsion, and materials which are the leading edge technologies upon which advanced weapon systems are based. WL works closely with the AL divisions currently located at WPAFB in the joint cockpit office. It would forge stronger bonds with the remaining AL divisions, once collocated. There is a 50 year tradition of physiological research at WPAFB which started with the Aeromedical Research Lab which is the genesis of the current AL and the roots of the divisions of AL currently at WPAFB.
- The AFSAM would be sustained and enhanced within the WPAFB community. The local universities provide a wealth of education in the field of medicine. The region has a total of over 1600 full-time faculty, 1100 part-time faculty and 1800 full-time medical students. Wright State University School of Medicine, which is contiguous to WPAFB, has the only civilian school of aerospace medicine in the United States. Additionally, the AF's second largest medical center is located at WPAFB and currently services tri-service medical needs across a 10 state region. It provides direct access to clinical resources to complement the AFSAM curriculum. Moreover, there is a full complement of private medical facilities and biomedical research institutions in proximity of WPAFB.
- Brooks AFB has no ability to "accommodate contingency, mobilization and future total force requirements." However, WPAFB continues to be a principal part of these AF activities with considerable demonstrated potential to expand (i.e. every major class of AF aircraft has been operated from WPAFB at some time in the last 20 years--fighters, bombers, transports, tankers).

The military value of locating the HSC elements currently at Brooks AFB at WPAFB are derived from the synergistic benefit of co-locating the basic and applied research, as well as the development and acquisition, of both the weapon systems and the human centered technologies, upon which they rely. The AF can no longer afford the inefficiencies of maintaining separate infrastructures for these two inextricable facets of military capability -- the weapon systems and the humans which fly them.



## ECONOMICS

**Cost of relocation of Brooks AFB activities would save money with payback in six years.**

- This is driven by the lower cost of operations at Wright-Patterson AFB. All COBRA analysis studies run by the Air Force and the San Antonio community agree that more efficient operations of facilities would be at Wright-Patterson AFB.
- The one time cost of closure of Brooks AFB is \$211.5M vs \$42.4M for cantonment. However, the cantonment should not be viewed as a true closure since most missions and facilities will remain. The one time costs of closure is offset by the higher annual savings of \$32.3M vs \$10.5M for cantonment. The site survey process has now refined the Air Force estimate for return on investment to 6 years (very desirable in BRAC terms). Note: It will take at least two years for the cantonment (with its lower military value) to "pay back" vs the immediate payback asserted in the San Antonio proposal.
- Consolation at WPAFB will save significant dollars by reducing base support management, oversight and Headquarters support functions now duplicated between Brooks and Wright-Patterson Air Force Bases.

**The cantonment alternative proposed by the San Antonio community understates the true cost of that option.**

- The proposed cost of other cantonment operations across DoD have been historically understated (Kirkland AFB and Rome AFB are examples).
- The Brooks cantonment plan closes no facilities or infrastructure as represented by that option (it sells land, but does not close physical plant).
- The city of San Antonio has provided estimated "cost and manpower implications" for the cantonment. This data as well as the data for the proposed closure has been updated. This data shows that closure eliminates almost twice as many people - 506 vs 266 and moves four times as many, 2876 vs 689. From a cost standpoint, it is the elimination of positions which produce significant savings which more than offset one time moving costs.
- The updated Air Force COBRA analysis of the Brooks closure delineates "the extent and timing of potential costs and savings." Closure has a 43% greater net present value (\$172.1M vs \$119.7M) than cantonment. Thus, cantonment would cost the Air Force at least \$52M more than closure in constant dollars.
- The cantonment option does not result in like consolidations of laboratory functions. The cantonment option also fails to reduce DoD infrastructure which is a primary consideration of the BRAC process.

## CONSOLIDATION

**Realignment of Brooks AFB activities to Wright-Patterson AFB significantly contributes to accomplishment of DoD/Air Force goals for *laboratory consolidation*.**

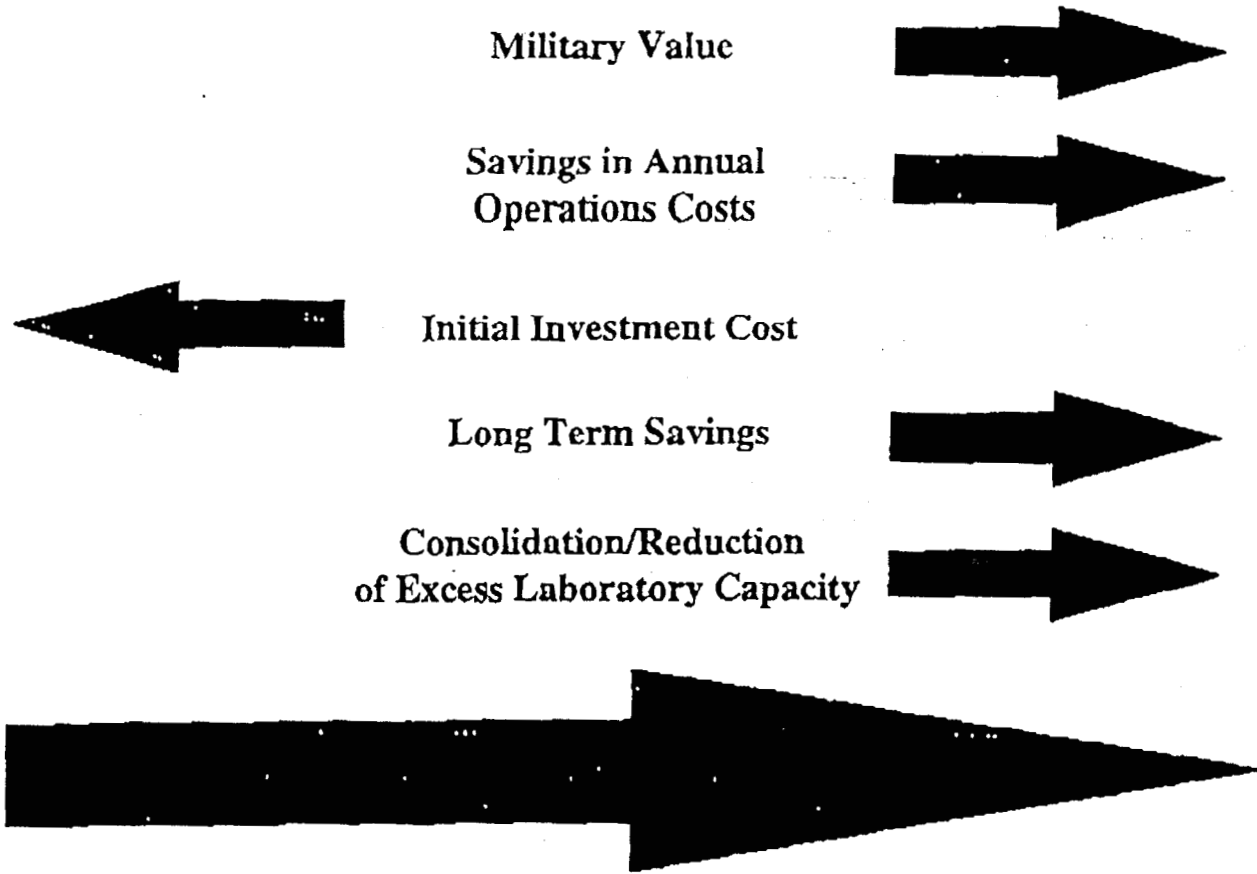
- Wright-Patterson has the highest concentration and diversity of research and development activities and is ranked as a Category one (1) Air Force Product Center (Best) by the DoD Joint Cross Service Group and the Air Force.
- Brooks AFB ranked lowest of nine (9) Air Force Product Center/Laboratories by the DoD Joint Cross Service Group and has no excess capacity to accomplish additional future taskings.

**Consolidation also supports joint facility use, reduces infrastructure and overhead.**

- There are highly effective and efficient support activities at Wright-Patterson AFB, i.e. a regional military housing and other necessary base operating support infrastructure.
- Collocation reduces infrastructure for base and headquarters support with 506 positions eliminated.
- Availability, affordability and quality of housing and educational opportunities, both on an off base are available at Wright-Patterson AFB and Dayton, Ohio.
- Movement of Brooks AFB activities to Wright-Patterson AFB provides synergistic effects with the collocation of similar and mutually dependent activities.
- WPAFB has available laboratory and office space capacity to support a critical mass of the transferring activities' needs.
- Complements research, development, education, and acquisition skill base readily available at Wright-Patterson AFB.
- A significant skill base for aerospace medicine and human factors engineering is also resident at Wright-Patterson AFB and the surrounding area.

SUMMARY

Cantonment Consolidation of Laboratories to WPAFB



Consolidation of Brooks activities to Wright-Patterson is the right answer. It meets all relevant BRAC criteria.

Relocation to Wright-Patterson is the right answer when viewed from three perspectives:

- Military Value - Provides total man-machine integration for all USAF weapon system management.
- Economics - Provides for best business case. The up front cost pays back in only six years.
- Reduction of Excess Capacity - Provides for reduction of excess capacities and promotes cross-servicing in weapon system man-machine endeavors.

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950613-16


FROM: FINCHER, HORACE	TO: DIXON
TITLE: MAJOR	TITLE: CHAIRMAN
ORGANIZATION: LITTLE, TX	ORGANIZATION: OBCRC
INSTALLATION (S) DISCUSSED: BROOKS, KELLY	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		①		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER		X	
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:  
 LETTER OF SUPPORT

  
 INFO  
 CFA19

Due Date: 950615	Routing Date: 950613	Date Originated: 950605	Mail Date:
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CITY OF LYTLE

A City on the Grow  
P.O. Box 743 Lytle, Texas 78052  
(210) 709-3692

Brooks

Please refer to this number  
when responding 950613-16

June 5, 1995

Allan J. Dixon,  
Chairman  
Base Closure & Realignment Commission  
1700 N. Moore St.  
Suite 1425  
Arlington, VA 22209

Dear Senator Dixon:


I am writing on behalf of myself, City Council members and the citizens of Lytle, Texas to express our concerns regarding the possible closure of Brooks AFB and Kelly AFB and the realignment/downsizing of the air logistics.

The City of Lytle is located nine miles from the city limits of San Antonio, Texas on IH 35 towards Laredo, Texas.

Approximately two hundred of our local citizens work at Kelly. Should Kelly be closed or downsized, this would have a great impact on our City's economics, as well as the devastating impact on the families of these employees. Their total financial resources depend on their jobs at Kelly and Brooks AFB.

On behalf of myself, the City Council of Lytle, the citizens of Lytle and especially those who it would effect the most, we urge you to reconsider closing these bases. Thanking you in advance.

Sincerely,

  
Mayor Horace Fincher  
Lytle, Texas

HF:re

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950613-12

FROM: <u>KIECK, DAVID M.</u>	TO: <u>DIXON</u>
TITLE: <u>MAYOR</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>SOUTH MILWAUKEE, WI</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>GENERAL MITCHELL AIR RESERVE STATION</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

Ⓢ	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:  
FORWARDING RESOLUTION # 95- IN SUPPORT OF STATION  
Rich

Due Date: <u>950620</u>	Routing Date: <u>950613</u>	Date Originated: <u>950608</u>	Mail Date:
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city of . . .

# South Milwaukee

OFFICE OF THE MAYOR  
David M. Kleck  
414-762-2222

Please refer to this number  
when responding 950613-12

June 8, 1995

Allan J. Dixon  
Defense Base Realignment Enclosing Commission  
1700 N. Moore Street  
Suite 1425  
Arlington, VA 22209

Dear Mr. Allan J. Dixon:

Attached is a resolution adopted by the South Milwaukee Common Council in support of the General Mitchell Air Reserve Station, 440th Airlift Wing. We understand that the task of the DBRCC is a difficult one and trust you will give consideration to the 440th, based upon its value to the United States government and with consideration to its value to the southeast part of Wisconsin. Thank you for your consideration.

Sincerely,

David M. Kleck  
Mayor

cc Mayor John Norquist  
Mayor Milton Vretenar  
Mayor Raymond Glowacki  
Mayor Dale Richard  
Raymond Perry

**RESOLUTION NO. 95-**

**CITY OF SOUTH MILWAUKEE**

**RESOLUTION SUPPORTING THE CONTINUED OPERATION  
OF THE 440TH AIRLIFT WING, AIR RESERVE STATION**

**WHEREAS**, the 440th Airlift Wing has been a part of our community and neighboring communities since 1952; and

**WHEREAS**, the Defense Base Realignment and Closure Commission is currently evaluating the 440th's relative value to the Total Force requirement; and

**WHEREAS**, the 440th has been an outstanding neighbor to the Cities of South Milwaukee, Cudahy, Oak Creek, Milwaukee, and St. Francis; and

**WHEREAS**, the members of the 440th have participated in our communities and actually played a role in furthering cooperation and communication between our communities; and

**WHEREAS**, the 440th employs 350 civilian employees and is home for 1300 reservists, making a substantial contribution to the local economy; and

**WHEREAS**, the 440th is an effective and cost efficient base for the United States government;

**NOW, THEREFORE, BE IT HEREBY RESOLVED**, by the South Milwaukee Common Council, that we urge the Defense Base Realignment and Closure Commission to give favorably consideration to the continued operation of the 440th Airlift Wing, based upon its excellent record.

**BE IT FURTHER RESOLVED**, that the South Milwaukee Common Council gives its unreserved support to the continuation of the General Mitchell Air Reserve Station.

Introduced at a regular meeting of the Common Council of the City of South Milwaukee this \_\_\_\_\_ day of \_\_\_\_\_, 1995.

\_\_\_\_\_  
DAVID M. KIECK, Mayor

\_\_\_\_\_  
JACQUELINE JOHNSON, City Clerk

Adopted: \_\_\_\_\_

Approved: \_\_\_\_\_



EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950613-15

<b>FROM:</b> SCHUYLER, VINCENT E	<b>TO:</b> DIXON
<b>TITLE:</b> MAYOR	<b>TITLE:</b> CHAIRMAN
<b>ORGANIZATION:</b> GIRARD, OH	<b>ORGANIZATION:</b> DBCRC
<b>INSTALLATION (S) DISCUSSED:</b> YOUNGSTOWN - WARREN ARS	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		⊙		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

⊙	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT

J

Craig  
Rich

Due Date: 950620	Routing Date: 950613	Date Originated: 950530	Mail Date:
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*Girard City Hall & Gym  
Erected 1937*

**Office of the Mayor**  
Vincent E. Schuyler/Mayor  
City of Girard, Ohio

City Building / 100 W. Main St.  
Girard, Ohio 44420  
Telephone: (216) 545-3879  
Fax: (216) 545-4508

May 30, 1995

The Honorable  
Alan J. Dixon, Chairman  
BRAC Commission  
1700 North Moore St, Suite 1425  
Arlington, VA 22208

PLEASE REFER TO THIS NUMBER  
WHEN RESPONDING 950613-15

Dear Chairman Dixon:

I am writing you to support the continued operation of the 910 AW/CC, 3976 King Graves Road, Youngstown-Warren Regional Airport, Air Reserve Station, Vienna, Ohio.

Sincerely,

VINCENT E. SCHUYLER

VES/ko

Enclosure

- The Youngstown Air Reserve Station is an integral part of the future development of the adjacent Youngstown-Warren Regional Airport. Plans are underway to develop a "cargo hub" at the regional airport which would tie in with the new philosophy of being able to move assets and resources through expedient commercial means (i.e., express mail service, just in time inventory.)
- The Youngstown Air Reserve Station has become one of the area's largest single employers and its loss would have serious consequences. In fact, because of its recent expansion efforts and anticipated growth, the area has seen a number of local businesses are also planning expansion.
- The local community depends heavily on several key capabilities of the Reserve Station. One in particular is the Reserve Station Fire Department. The station provides full time fire/crash rescue capability for the Regional Airport and has numerous mutual aid agreements with surrounding communities. Over the past several years, the station has responded with assistance during tornado damage recovery, fuel fires, and numerous automobile accidents; and in 1981 and 1995, the station responded to local aircraft crashes.
- The local community views the Air Reserve Station as an extension of the larger local community. The surrounding areas have been extremely active in humanitarian causes throughout the world. In extending the arm of the local community, the personnel assigned to the station assisted in airlifting supplies and resources to Central and South America and throughout the southern region. Recently, air station personnel supported a high-visibility mission to India in support of Mother Teresa and her cause while en-route to Thailand to participate in an exercise.
- The aerial spray mission is unique to the 910 AW within the DOD as both a peacetime and wartime capability. The unit has helped during the aftermath of national disasters (Hurricanes Andrew and Hugo) by spraying large areas for pest borne disease control and has developed an oil spill dispersant response capability with the Coast Guard. This capability is also a wartime tasking.
- The 910 AW hosts well over a thousand visitors every year who take advantage of the facilities and capabilities of the base. Examples are school group tours, civic leader flights, Employer Support of Guard and Reserve functions, scouting events, handicapped sports jamborees, social events, and intramural sports.
- The Navy and Marine Corps Reserve Center is a \$3.8 million facility and is a tenant at the Air Station.
- The Navy supports five separate units (cargo handling, hospital, military sealift, Marine medical support and Seabees (with a total of 210 reservists.) There are ten Navy full-time staff.
- The Marine Corp consists of one 172 member landing support and cargo handling unit. There are ten Marine full-time staff members.
- The Navy-Marine Corps Reserve Center benefits many ways from being located at the Youngstown Air Reserve Station to include physical, operational, and personal security and shared use of base facilities such as billeting, base exchange, gym, and club which are not normally available at a Reserve Center.

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950613-19

FROM: <u>NADER, ROBERT A.</u>	TO: <u>DIXON</u>
FILE: <u>JUDGE, COURT OF APPEALS</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>STATE OF OHIO</u>	ORGANIZATION: <u>DBRC</u>
INSTALLATION (S) DISCUSSED: <u>YOUNGSTOWN - ARS</u>	


OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT

  
 CRing  
 Rich

Date: <u>950620</u>	Routing Date: <u>950613</u>	Date Originated: <u>950601</u>	Mail Date:
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# Judge Robert A. Nader

COURT OF APPEALS OF OHIO  
ELEVENTH APPELLATE DISTRICT

THE STONE BUILDING, 4TH FLOOR  
106 HIGH STREET, N.W.  
WARREN, OHIO 44481

AREA CODE (216) 675-2650  
FAX (216) 675-2655

June 1, 1995

Please refer to this number  
when responding 950613-19

The Honorable Mr. Alan J. Dixon  
Chairman  
Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22208

Dear Mr. Dixon:

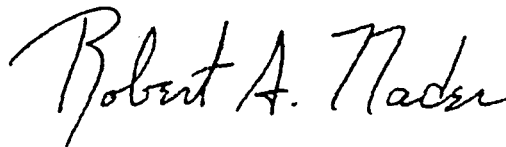
This letter is written in support of retention of the Youngstown Air Reserve Station. I recognize the importance of balancing the budget and strongly support that posture. I also acknowledge the difficulty of your job and wish you success in its resolution.

It is my belief that the function served by the Youngstown Air Reserve Station is an essential one and that the government's gradual increase of capital investment and assigned personnel substantiates this belief and endorses the efficiency with which this is performed at its Vienna facility.

This base is appreciated by our area as a direct involvement of our citizens with our military efforts. Its operation has a positive psychological effect on our community as well as providing financial benefit to a stabilizing economy.

I suggest that maintenance of the skills necessary for tactical air lift techniques is of great value to our combat readiness and can best and most economically be served at the Youngstown Air Reserve Station which has been specifically created for this service.

Sincerely,

  
JUDGE ROBERT A. NADER

cc: Commander Bernard J. Pieczynski

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950612-2

FROM: WIDONALL, SHEILA	TO: DIXON
TITLE: SEC OF THE AIR FORCE	TITLE: CHAIRMAN
ORGANIZATION: DEPT OF THE AIR FORCE	ORGANIZATION: DBRC
INSTALLATION (S) DISCUSSED: AF RS AT O'HARE	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓ FYI

Subject/Remarks:

STATING THAT CLOSING OF AIR FORCE RESERVE C-130 UNIT AT O'HARE IAP INSTEAD OF THE C-130 UNIT AT PITTSBURGH IAP IS A REASONABLE ALTERNATIVE

Rich  
CRAIG

Due Date:	Routing Date: 950612	Date Originated: 950609	Mail Date:
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SECRETARY OF THE AIR FORCE  
WASHINGTON

JUN 9 1995

Honorable Alan J. Dixon  
Chairman, Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Please refer to this number  
when responding 950612-2

Dear Mr. Chairman:

As you know, the Department of Defense and the 1993 Defense Base Closure and Realignment Commission agreed with a City of Chicago proposal to close the Air Force Reserve Station at O'Hare International Airport (IAP), provided the City pay all of the costs to move the Guard and Reserve activities to either the Greater Rockford Airport or another location acceptable to the Air Force. Since that time, the City has been exploring a number of alternatives and has been working closely with the Air Force in an effort to find both an affordable and acceptable solution. While we have found some solutions acceptable to the Air Force, none are considered affordable by the City of Chicago. The City remains most desirous of obtaining the property held by the Department of the Air Force at O'Hare IAP.

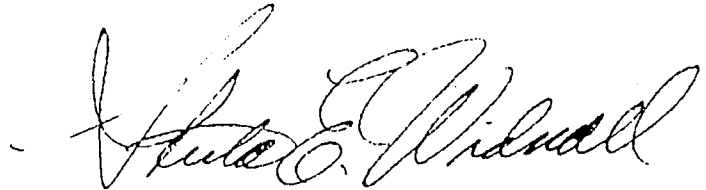
The Secretary of Defense recommendations presently being considered by your Commission include the closure of one Air Force Reserve C-130 installation at the Greater Pittsburgh IAP. The Commission has also added several alternative Air Force Reserve C-130 locations, including O'Hare IAP, for closure consideration. In view of these circumstances, it would appear that inactivation of the Air Force Reserve C-130 unit at O'Hare IAP instead of the C-130 unit at Pittsburgh IAP is a reasonable alternative. The Air Force Reserve squadron at O'Hare could be inactivated under BRAC 95 and the aircraft appropriately distributed. The Air National Guard activities at O'Hare could be relocated at the expense of the City of Chicago to other locations within Illinois acceptable to the Air Force. It is my understanding that this would make the closure of the Air Force Reserve Station at O'Hare IAP affordable to the City of Chicago.

Should the Commission desire to explore this alternative, the Air Force will be pleased to provide further details and work with the Commission staff to develop an appropriate modification to the 1993 Commission recommendation concerning O'Hare IAP. This would include additional time beyond the July 1995 deadline established in the 1993 recommendation for exploration and implementation of the movement of the Air National Guard mission.

I believe it is important to stress the point made to you in a recent letter from the Chief of Staff and the Chief of Air Force Reserve. While there is justification for the inactivation and closure of one Air Force Reserve C-130 installation, closure of more than one is inappropriate.

Apart from capacity considerations, the closure of more than one C-130 base would cause unacceptable harm to recruiting and retention efforts as well as our efforts to maintain presence in as many locales as possible. Should the unit at O'Hare IAP be inactivated, no further actions on Reserve C-130 bases should be considered. In addition, movement of the Air National Guard unit from O'Hare IAP is for the benefit of the City, not the Air Force and, thus, should continue to be at the City's expense.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sheila E. Widnall".

Sheila E. Widnall



EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 95061229

FROM: CONRAD, KENT	TO: DIXON
TITLE: SENATOR (ND)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCR
INSTALLATION (s) DISCUSSED: GRAND FORKS AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON	✓			COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	FYI ✓

Subject/Remarks:

THANK YOU FOR VISITING BASE

Due Date: _____	Routing Date: <u>950612</u>	Date Originated: <u>950605</u>	Mail Date: _____
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KENT CONRAD  
NORTH DAKOTA



Please refer to this number  
when responding 9506123

United States Senator

WASHINGTON, D. C. 20510

June 5, 1995

Commissioner Alan Dixon  
Chairman  
Defense Base Closure and Realignment Commission  
1700 N Moore St  
Suite 1425  
Arlington VA 22209

Dear Mr. Chairman:

I appreciated the chance to visit with you last week at the Commission's regional hearing in Chicago. All of us in the Grand Forks group were pleased to have the opportunity to make the case for retaining the core tanker mission at Grand Forks Air Force Base.

The goal of our presentation was to provide you with information that will be useful in making your final decisions. We emphasized military value because we understand that must be the focus of your consideration.

The challenge of reducing our defense infrastructure while still maintaining key military assets is a difficult one. However, the over-riding consideration in base closure decisions must be military value, and, as Lt. General Tenoso stated in Chicago, the Air Force strongly believes the military value of retaining Grand Forks far outweighs the cost savings of closing it. After you have fully reviewed the issues related to Grand Forks, I hope you reach the same conclusion as the Air Force, the U.S. Strategic Command, and the Department of Defense and vote to retain Grand Forks Air Force Base.

Thank you for your consideration.

Sincerely,

KENT CONRAD  
United States Senator

FROM: <u>DORGAN, BYRON L.</u>	TO: <u>DIXON</u>
TITLE: <u>SENATOR (IND)</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>U.S. CONGRESS</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>GRAND FORKS AFB</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

FORWARDING COPY OF "A WHITE PAPER ON USAF CORE TANKER WINGS" AND LETTER FROM THE COMMANDER IN CHIEF OF US TRANSPORTATION COMMAND IN SUPPORT OF MAINTAINING GRAND FORKS

*LDavey  
-Rick*

Due Date: <u>950614</u>	Routing Date: <u>950612</u>	Date Originated: <u>950609</u>	Mail Date:
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BYRON L. DORGAN  
NORTH DAKOTA  
713 HART BUILDING  
WASHINGTON, DC 20510-3405  
202-224-2651  
202-224-9378 TDD

COMMITTEES  
COMMERCE, SCIENCE, & TRANSPORTATION  
ENERGY & NATURAL RESOURCES  
GOVERNMENTAL AFFAIRS  
JOINT ECONOMIC  
INDIAN AFFAIRS

United States Senate  
WASHINGTON, DC 20510-3405

9 June 1995

STATE OFFICES

312 FEDERAL BUILDING  
THIRD AND ROSSER AVENUE  
P.O. BOX 2679  
BISMARCK, ND 58502  
701-260-4018  
1-800-886-4482 TOLL-FREE

112 ROBERTS STREET, ROOM 110  
P.O. BOX 2250  
FARGO, ND 58107  
701-238-6389

102 NORTH 4TH STREET, ROOM 108  
GRAND FORKS, ND 58701  
701-746-8972

100 1ST STREET, S.W., ROOM 106  
MINOT, ND 58701  
701-862-0703

Attn: David Lyles

Please refer to this number  
when responding 950612-5

The Honorable Alan J. Dixon  
Chairman  
Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, Virginia 22209

Dear Mr. Chairman:

Thank you for your gracious note concerning my remarks at the recent hearing in Chicago. I appreciate your thoughtful consideration of the presentation made in support of retaining the Grand Forks Air Force Base. I am enclosing copies of "A White Paper on United States Air Force Core Tanker Wings" and the letter from the Commander in Chief of the U.S. Transportation Command which offer further support for maintaining the Grand Forks Air Force Base as a core tanker unit.

I formally request that the enclosed documents be made a part of the official record and that copies be promptly distributed to the commissioners.

Thank you for your cooperation,

Sincerely,

  
Byron L. Dorgan  
U.S. Senator

Enclosures

Post-it™ Fax Note	7671	Date	9 June	# of pages	9
To	David Lyles	From	Bob Russell		
Co./Dept.	BRAE	Co.	Sen Dorgan		
Phone #		Phone #	224-4265		
Fax #		Fax #			



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**A WHITE PAPER**

**ON**

**UNITED STATES AIR FORCE**  
**CORE TANKER WINGS**

## CORE TANKER WINGS

The primary objective of the tanker (aerial refueling) forces during the Cold War was to support nuclear bomber forces under the Single Integrated Operational Plan (SIOP). The basing requirements for tanker aircraft were dependent upon meeting the SIOP mission. Since the end of the Cold War, the size and shape of the Air Force has been affected by many reorganization initiatives. These reorganization initiatives were designed so DoD could continue to meet our nation's military requirements despite a reduction in force structure and funding. At the heart of the Air Force's capability to meet these military requirements lies rapid Global Mobility. As our units return home from overseas bases and the defense budget decreases, America must rely on highly mobile United States-based forces. Without the capability to project forces, conventional deterrence suffers, as does our ability to respond to an array of threats and conduct operations-other-than-war (OOTW). The core tanker wing is designed to support both the initial surge and long-term sustainment/resupply efforts across the spectrum of military operations.

Although the Cold War is over, a major requirement of our core tanker (currently the KC-135) remains supporting the SIOP mission. A core tanker wing must be fully capable of supporting bomber missions in a nuclear scenario by providing large offloads to ensure maximum response flexibility. Therefore, the SIOP

mission is a paramount consideration for tanker basing. When the focus shifts to SIOP, the core tanker wing can immediately transfer its resources and energy to that mission. It can ease command and control issues, and minimize turmoil when tanker assets are transferred from Air Force component commands to the United States Strategic Command.

The Defense Base Closure and Realignment Commission process has closed or realigned 12 tanker bases since 1988. As a result, three core tanker wings have emerged. They are Fairchild AFB, WA; McConnell AFB, KS; and Grand Forks AFB, ND. Providing "Global Reach for America" on short notice and for extended periods of time is the fundamental basis of these core tanker wings. A core tanker wing has inherent benefits not apparent in smaller geographically separated units. These include economy of force, unit integrity, and a concentration of expertise and experience. All these benefits complement a smaller DoD.

These core tanker wings can support the National Military Strategy more efficiently than geographically dispersed smaller units. United States forces permanently assigned overseas have been reduced by six fighter wings and two Army divisions since the breakup of the Soviet Union. Operationally, a core tanker wing can support simultaneous mission requirements and rapidly shift resources from: East to West Major Regional Contingency (MRC), from SIOP to OOTW deployments, and from support operations in

CONUS or any theater around the world. Core tanker wings are also compatible with our shrinking defense dollars. Less personnel overhead is required when several squadrons are consolidated into a larger wing. Additionally, there's a reduction in duplication of facilities and equipment with larger tanker wings, which is consistent with most Air Force wings.

A core tanker wing can operate more effectively by maintaining unit integrity within a larger force. The synergistic benefits of a larger wing are more apparent during long term deployments. Smaller tanker units must combine and rotate personnel more often to sustain the same long term mission of a deployed core tanker wing. Tanker personnel are currently tasked extensively and are deployed on an average of nearly four months per year. The pressure on these people from this high operations tempo when combined with the reorganization of our forces has been increased turbulence in their lives. Leadership at these core tanker wings deploy with their units and have a better appreciation of their personnel capabilities and historical aircraft maintenance limitations. Additionally, core tanker wings provide concentrated expertise and experience on aerial refueling operations necessary to better manage these critical resources.

In summary, as America reduces its forward deployed forces and defense dollars, the DoD will rely more heavily upon highly mobile and highly trained forces capable of responding to



operations across the spectrum of peace-to-war. A larger wing can support a long-term contingency on its own by avoiding duplication of equipment, supply, manpower, and more efficiently using in-place infrastructure to sustain a large number of aircraft. Obviously, the fewer locations we operate from, the less overhead manning, units, and facilities we need to support that operation. The core tanker wing is designed with all this in mind and enables Air Mobility Command to craft a tailored force to deploy and sustain the principles of *Global Reach -- Global Power*.



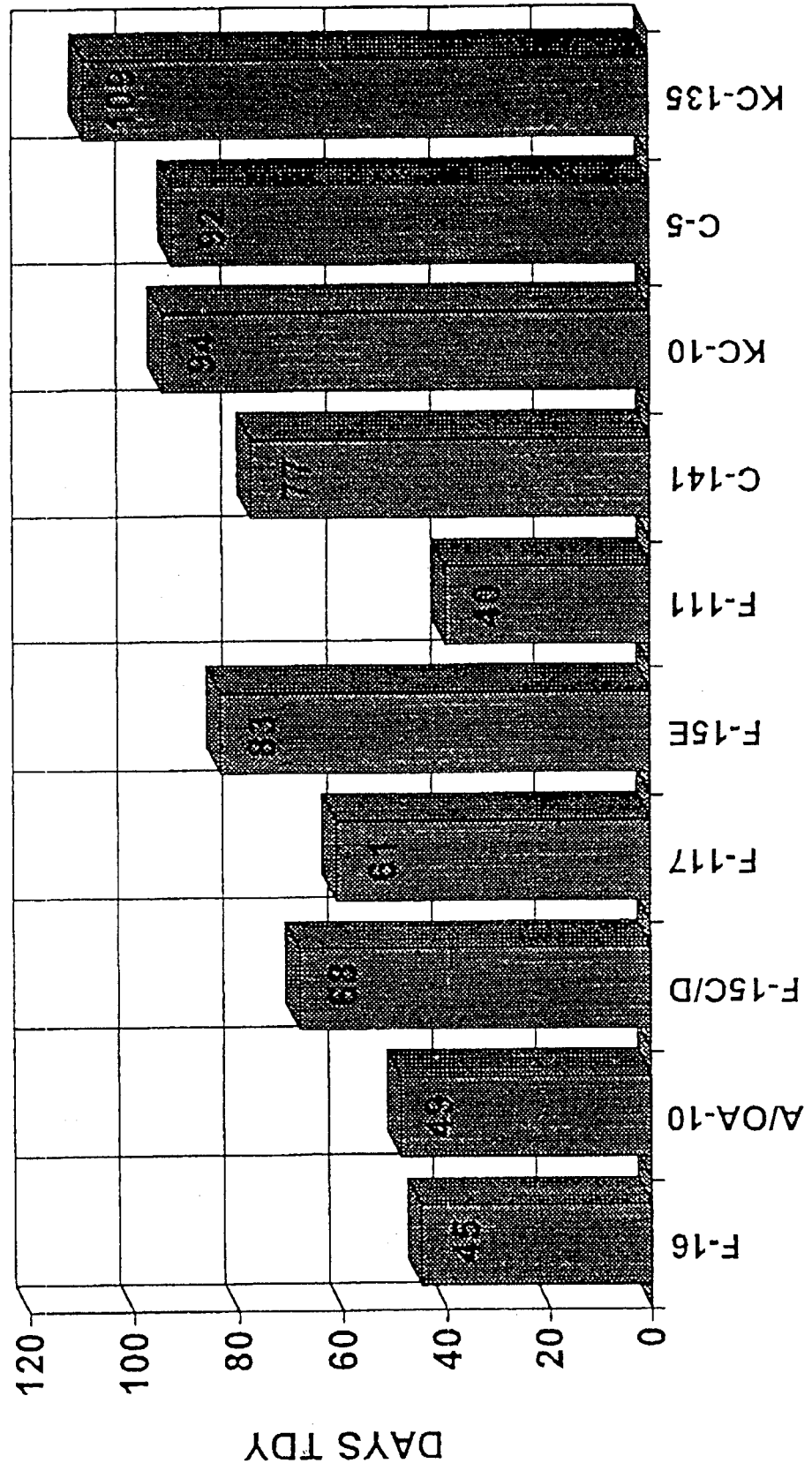
# Grand Forks AFB (Cont)

- 319th Air Refueling Wing
  - 4 Squadrons, 43 KC-135Rs and 5 KC-135Ts
- Manpower authorizations
  - Active Military - 4,664
  - Civilian - 402
- Milcon
  - FY95 - \$10M
  - FY96 - \$14.8M

GLOBAL REACH FOR AMERICA



# FY94 Active Duty Crew TDY Rates



## POINT PAPER

**SUBJECT:** Grand Forks support for Integral Tanker Unit Deployment (ITUD) and additional taskings

**DISCUSSION:** This paper evaluates the level of support by Grand Forks AFB for the ITUD program and additional taskings .

- Grand Forks has provided about 20% of the ITUD support from Oct 93 through present.
- Percent of time each ITUD was supported by Grand Forks.
  - Deny Flight 14%
  - South West Asia 24%
  - European Tanker Task Force 29%
  - Howard Tanker Task Force 12%
  - Provide Comfort 18%
- Grand Forks flew 34% of their sorties as ITUD employment sorties in FY94.
- Countries supported by Grand Forks from Oct 93 through present while supporting ITUD schedule.
  - England, Italy, Saudi Arabia, Panama, Turkey, France
- Additional countries supported by Grand Forks.
  - Canada, Spain, Japan, Portugal, China, Azores, Greece, Germany, France, Hong Kong, S Korea
- Grand Forks has supported several other taskings from Oct 93 through the present.
  - Supported 15 Air Shows in England, Canada, and the United States
  - Grand Forks has supported over 90 Business Efforts including: Eglin, Hurlburt (Special Ops), Dyess, Edwards, Tinker, Altus, Charleston (C-17), Dover (C-5), Cannon, Robins, Travis
  - Additional Taskings: Red Flags, Quick Force, Operation Restore Hope, Atlantic and Pacific Capstone, Uphold Democracy, Vigilant Warrior, Fleetex 93, Cope Thunder, Global Cruise, Global Reach, B-1 Speed Record
  - Supported 28 Pacific West Channel missions
  - Supported over 20 Trans-atlantic Coronet missions



## UNITED STATES TRANSPORTATION COMMAND

208 SCOTT DR

SCOTT AIR FORCE BASE, IL 62228-9327

9 June 1995

The Honorable Alan J. Dixon  
 Chairman  
 Defense Base Closure and Realignment Commission  
 1700 North Moore Street, Suite 1425  
 Arlington, Virginia 22209

Dear Mr. Chairman

United States Transportation Command (USTRANSCOM) is concerned with the Defense Base Closure and Realignment Commission's addition of Grand Forks Air Force Base (AFB) to the list of installations for possible closure or realignment.

Grand Forks AFB, with its strategic central location and extensive infrastructure, is ideally suited to support the Single Integrated Operational Plan (SIOP), force deployments to Europe, Southwest Asia, and the Pacific area. The wisdom of establishing a refueling wing at Grand Forks was validated during recent high priority operations including VIGILANT WARRIOR in Iraq and SUPPORT HOPE in Rwanda. This proven operational capability supports the retention of this strategically located base.

USTRANSCOM's airborne tanker force supports deployment, employment, and redeployment of U.S. forces worldwide. The KC-135 portion of the tanker force is located at three "core" air refueling bases: Fairchild AFB, WA; McConnell AFB, KS; and Grand Forks AFB, ND. This "core" base concept allows us to consolidate our infrastructure and leverage our assets to best support the warfighting Commanders in Chief. To close one of these "core" bases and distribute the KC-135s to smaller, less efficient "force packages" will create unnecessary personnel turbulence in current organizations, require force structure adjustments, and impair our ability to effectively execute assigned national mobility missions.

Request you carefully weigh the negative aspects of closing Grand Forks AFB with the attendant disruption of the "core" air refueling base concept and decreased air mobility efficiency. The "core" air refueling wings offer the best organizational structure for meeting the rigorous demands placed on this force. Retaining the KC-135s at Grand Forks provides stability for our people and enhances our ability to carry out strategic mobility missions in support of national strategic objectives.

ROBERT L. RUTHERFORD  
 General, USAF  
 Commander in Chief

FROM: FRANCIS, BOB	TO: DIXON
TITLE:	TITLE: CHAIRMAN
ORGANIZATION: KIRTLAND RET. TASK FORCE	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: KIRTLAND AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		⊙		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

⊙	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

RESTATING CASE FOR REJECTING THE DCID PROPOSAL TO RE-ALIGN MISSIONS AT BASE

EXC  
F

Due Date: 950619	Routing Date: 950612	Date Originated: 950607	Mail Date:
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**KIRTLAND RETENTION TASK FORCE**

320 Gold Suite 200  
Albuquerque, NM 87102  
(505) 766-6471  
Fax (505) 766-6474

950612-14 7 June, 1995

**KIRTLAND  
RETENTION  
TASK FORCE  
STEERING  
COMMITTEE:**

The Honorable Alan Dixon  
Chairman  
Base Realignment and Closure Commission  
Suite 1425  
1700 North Moore Street  
Arlington, VA 22209

Bob Francis

Leo Marquez

Dear Chairman Dixon,

Sherman McCorkle

Hanson Scott

Charlie Thomas

John Vuksich

**Task Force  
Coordinator:**

Leo Marquez

As the Base Realignment and Closure Commission moves closer to making the critical and difficult decisions it faces, the Albuquerque community would like to restate the case for rejecting the DOD proposal to re-align missions at Kirtland AFB. As you may recall from our presentation, we based our case on four factors: 1) the proposal does not save money, 2) the surety and safety of our nuclear stockpile will be severely compromised, 3) the training effectiveness of the 58th SOW will be seriously impaired, and 4) Because of the cantonments, the plan effectively precludes any community re-use.

The Air Force proposed to spend \$277 M to implement the plan which, when completed, they claimed would save \$62 M per year for an ROI period of 5 years. The community found that the proposal would instead cost \$525 M to execute and would actually cost the taxpayers an additional \$12 M annually thereafter with an ROI period of infinity. Subsequently, the Air Force after completing the site surveys, in a COBRA run dated 3 May actually found it would cost \$538 M to execute but would save \$30 M annually, an 18 year ROI period, if it took credit for the cost shift to the DOE. In a companion COBRA run including DOE costs, it projected a cost of \$602 M to execute which would save \$2 M annually for an ROI period of 300 plus years. The cost projections made by the community have been validated by the Air Force. This proposal will not save the taxpayers any money.

The proposal would separate the elements which comprise the nuclear surety umbrella by sending parts of Defense Nuclear Agency/Field Command to Kelly AFB, TX, Nellis AFB NV, and leave part of it at Kirtland and send the Air Force Nuclear Safety Agency and the Security Police Agency to Kelly AFB, TX. It would also civilianize the security force for the Kirtland Underground Munitions Storage Center, a large repository for nuclear weapons. These


organizations were put here purposely to be in close proximity to the Los Alamos and Sandia National Laboratories to insure the safety and surety of the nuclear stockpile. The proposal would severely damage the ability to insure that safety of the nuclear stockpile would be preserved. It also impairs on-going efforts to safely dismantle US and Soviet nuclear warheads, prevent nuclear proliferation and combat nuclear terrorism. In a letter to you dated 3 May, the Air Force acknowledged these concerns as valid.

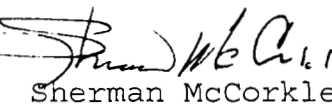
The operational effectiveness of the 58th SOW will be adversely affected by the move to Holloman AFB. Besides incurring a lengthy disruption due to the re-location of the simulators, the move to Holloman places the 58th SOW an additional one hour flying time from the low level route entry points and from the assault runway, etc. Known nesting sites for endangered bird species will have to be circumnavigated making for unproductive flying time. Facilities for the 58th are non-existent at Holloman and would require construction. In all, moving would be disadvantageous operationally and would never recoup the site advantages of varied terrain, high elevation, etc. which Kirtland provides.


The cantonment plan would encompass all but the three housing areas and the small site around the BX and Commissary. There would not be access to the runways and ramps, nor would the industrial areas be available to the community. The requirement for continued security would deny the city of any re-use potential. It would be a double negative; the City would lose the jobs, but would not be able to use any of the facilities to replace them.

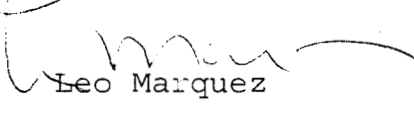
Finally, Kirtland is a Federal installation with a variety of Federal missions being hosted on one installation. It is a BRAC model which should be emulated, not disbanded. The Air Force has tried diligently to find a different configuration to propose as an alternative. That they have not succeeded proves that Kirtland is a very efficient installation deserving of praise, not opprobrium.


As you approach the decision, we ask that you consider that our case on it's merit which is based on verifiable fact and we request that you reject the proposal in it's entirety. With all best wishes,

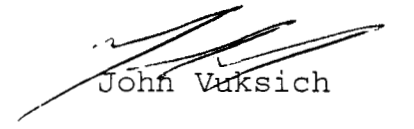
  
Bob Francis

  
Sherman McCorkle

  
Hanson Scott

  
Leo Marquez

  
Charlie Thomas

  
John Vuksich



EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950605-23

FROM: <u>TOKASZ, PAUL A</u>	TO: <u>Dixon</u>
TITLE: <u>ASSEMBLYMAN</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>STATE OF NY</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (s) DISCUSSED: <u>REDCAP.</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input checked="" type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/>	FYI

Subject/Remarks:  
LETTER OF SUPPORT.

Due Date: <u>950607</u>	Routing Date: <u>950605</u>	Date Originated: <u>950525</u>	Mail Date:
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THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

PAUL A. TOKASZ  
Assemblyman 143rd District

DISTRICT OFFICE:  
General Donovan State Office Building  
125 Main Street  
Buffalo, New York 14203  
(716) 852-2791  
FAX (716) 852-2794

ALBANY OFFICE:  
Room 727  
Legislative Office Building  
Albany, New York 12248  
(518) 455-5921  
FAX (518) 455-3962

CHAIRMAN  
Committee on Election Law

COMMITTEES  
Environmental Conservation  
Higher Education  
Local Governments  
Transportation

Please refer to this bill for  
when recording 950605-23

May 25, 1995

Honorable Alan Dixon  
Chairman  
Defense Base Realignment and Closure Commission  
1700 North Moore Street, Suite 1425  
Arlington, Virginia 22209

Dear Chairman Dixon:

I am writing to you regarding the Base Realignment and Closure Commission's (BRACC) proposal to designate for closure the REDCAP Netted Air Defense Simulation Facility operated by the Calspan Corporation in Buffalo, New York. I am greatly concerned that BRACC may include REDCAP on the closure list; this would be a grievous mistake.

If BRACC does not reconsider the plan to close REDCAP, this action will result in a loss of approximately 75 jobs and 20 percent of Calspan's business. Further, without the REDCAP facility, Calspan may not be large enough to remain in business. Calspan currently employs 526 people in Western New York.

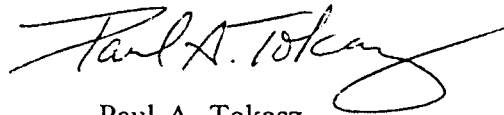
However, above and beyond the potentially devastating economic impact of job loss, I believe REDCAP should never even have been considered for closure. REDCAP is not a base -- it is a technology incubator for Western New York. More than 30 companies in the area were started by former Calspan employees. During their employment at Calspan, these men and women were able to develop special technology and learn how to run a business, enabling them to endeavor to open their own companies. Cumulatively, they represent hundreds of millions of dollars for Western New York's economy.

I urge you consider the importance of REDCAP and request that the Commission reverse the decision to discontinue the REDCAP program. If you have any questions, please do not hesitate to contact me.

Honorable Alan Dixon  
May 25, 1995  
Page 2

Thank you for your attention to this matter of utmost importance.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul A. Tokasz". The signature is fluid and cursive, with a large loop at the end.

Paul A. Tokasz  
Member of Assembly

PAT/sl

cc: Honorable Alfonse D'Amato  
Honorable Daniel Patrick Moynihan  
Honorable Jack Quinn  
Honorable Bill Paxon  
Honorable John J. LaFalce

FROM: NICKLES, DON	TO: DIXON
TITLE: SENATOR (OK)	TITLE: CHAIRMAN
ORGANIZATION: DBCRC	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: VANCE AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
DIR./CONGRESSIONAL LIAISON		⊙		COMMISSIONER ROBLES	✓		
				COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

⊙	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:  
 REQUESTING DBCRC CONSIDER AIRSPACE, WEATHER AND LACK OF ENCROACHMENT WHEN ANALYSING UPT BASES.

Due Date: 950614	Routing Date: 950612	Date Originated: 950608	Mail Date:
------------------	----------------------	-------------------------	------------

# United States Senate

WASHINGTON, DC 20510-3602

June 8, 1995

Alan Dixon, Chairman  
Defense Base Closure  
and Realignment Commission  
1700 N. Moore St., Suite 1425  
Arlington, VA 22209

950612-20

Dear Chairman Dixon:

As the commission moves towards its final deliberations, we welcome the opportunity to showcase Vance Air Force Base and underscore the reasons why every reviewing entity in the Department of Defense believes that Vance should continue to provide quality, state-of-the-art undergraduate pilot training for our aviators.

When analyzing UPT bases, we believe it is imperative to consider three important aspects of pilot training that cannot be bought. These are airspace, weather and lack of encroachment. We believe these are important measures fulfilling the pilot training mission and in all three instances Vance meets the mark.

Vance possesses the most consistently used airspace of any UPT base, with its training areas in close proximity. This discriminator alone increases the opportunity for quality training by up to 15 percent in the UPT program. In addition, Vance has less civilian and general aviation congestion from airports within fifty nautical miles than any other UPT base. Yet, it has ready access to more airports outside these limits than any other.

We understand that weather, particularly cross winds and icing days, were heavy weighting factors in early BRAC staff analyses. We would respectfully suggest that a more effective measure of weather is to analyze actual weather losses over the last ten years. While a number of factors enter into this, including scheduling, historical Air Force data indicates that Vance more than satisfies its ability to train to any measure of weather condition.


Encroachment is already a significant factor in pilot training. As urban areas face increased growth and "creep" towards training bases, Vance's community action has ensured that this will not be a factor, with only one development to the north of the base in the least critical zone and additional parcels of land having been purchased to negate encroachment. In addition, the city of Enid has passed a restrictive zoning ordinance which will prevent further encroachment.

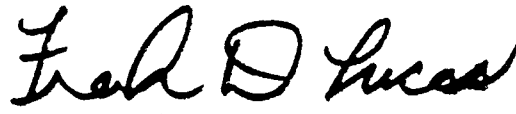
Cost is also an important factor. Because of Vance's efficiency, it requires less officer and enlisted personnel to perform the same mission than other UPT bases. These savings are further achieved with an umbrella maintenance contract. With more than thirty years experience in this area.


We do not wish to belabor the economic impact issue, but we firmly believe the closure of Vance would have a greater regional economic impact than would the closure of any other UPT base save one. The certified data sent by the Department of Defense validates this.

We stand ready to answer any questions you may have regarding Vance.

Sincerely,

  
DON NICKLES  
U.S. Senator

  
FRANK LUCAS  
Member of Congress

  
JIM INHOFE  
U.S. Senator

J. E. STURM  
506 Stevenson Lane  
Towson, MD 21286  
Telephone: 410-296-0437

Base Realignment and Closure Commission  
Att: Air Force Team Chief  
1700 N. Moore St. Suite 1425  
Arlington, VA 22208

June 6, 1995

Subject: Money Saving and Effectiveness Suggestions for Air Force Reserve (AFRES) and Air National Guard (ANG): Base Closures and Realignments

Dear Sir:

As a conscientious citizen, I am concerned about the economic efficiencies of government agencies. The following suggestions, issues and concerns are the culmination of private discussions with family members and friends who are current or retired AFRES and ANG members.

These opinions are supported by writings from professional military organizations such as the Reserve Officers Association (ROA); National Guard Association of the United States (NGAUS); the Air Force Association (AFA); and the Air Force Sergeants Association (AFSA).

The specific units discussed in this writing have already been identified by the BRAC Commission for further study. The suggestions are based on information that is accurate to the best of my knowledge. If any of the suggestions and supporting statements appear valid, I encourage the Research Staff of the BRAC Commission to verify them through their own independent sources.

1. 911 Tactical Airlift Group; Pittsburgh International Airport (PIA), PA:  
**REMAIN OPEN**

a. Recent Addition to Aircraft Parking Apron. PIA authorities recently gave the 911th an unused aircraft parking apron area, next to the Old Passenger Terminal. This enables expansion to accommodate additional C-130 Hercules airplanes, or larger aircraft of a different type (e.g. C-5 Galaxy, C-141 Starlifter).

b. Old Passenger Terminal. The Old Passenger Terminal is vacant and is still in serviceable condition. I understand that the City of Pittsburgh would be willing to sell or lease the Old Passenger Terminal to the Federal Government for a very reasonable, or even nominal cost.

c. Aerial Port Of Embarkation (APOE). The Old Passenger Terminal is suitable for inexpensive conversion to other purposes. For example, it could be easily converted to an APOE facility, under the U.S. Transportation Command. This APOE could be especially valuable for assembling, and then deploying, activated Guard and Reserve troops overseas during a crisis.

d. **Transportation Command Training Center.** During peacetime, the converted Old Passenger Terminal could be used as a Transportation Command Training Center, featuring classrooms and hands-on deployment training mockups, e.g. tanks, trucks, computer simulation modules. This Center could be very useful for training reservists from all over the U.S. Similarly, PIA is strategically located within the global air transportation infrastructure, because so many domestic and international airlines have routes that service PIA.

e. **Barracks.** Existing barracks at 911 Tactical Airlift Group base can accommodate about 1,000 personnel for training or during a crisis.

f. **World-Class Runways, Taxiways, Aircraft Parking Aprons, and Passenger Terminal.** PIA has recently completed major expansion. For example, it now has two runways over 10,000'; and two over 8,000' length; all capable of accommodating "wide-body" transport aircraft. The New Passenger Terminal is one of the largest and most efficient in the world.

g. **Aircraft De-Icing Station.** PIA features a new state of the art aircraft de-icing station that can service several airliners simultaneously. Note this facility is "environmentally friendly" because it recycles tons of de-icing fluid. This station can also facilitate military aircraft flying in winter months, without hiring additional government personnel or equipment.

h. **Fire Department Services.** PIA provides fire department services for the two resident military units at this location (911 Tactical Airlift Group, and 171 Air Refueling Wing (ANG). This eliminates the need for additional government personnel and equipment.

i. **Non Development Airlift Aircraft (NDAA).** The 911 Tactical Airlift Group, using the now-available facilities at PIA, could convert to the NDAA, or similar wide-body cargo airplane. This NDAA, which is a converted civilian wide-body transport plane, is a proposed supplement to the expensive military C-17 Globemaster II cargo plane.

(1). **NDAA Assignments to AFRES and ANG Units.** Note that PIA is headquarters of U.S. Air Airlines. After Desert Storm, an airlift study group suggested that the NDAA be assigned directly to ANG and AFRES units, ~~that are co-located with major-U.S. airlines that belong to the Civil Reserve Air Fleet (CRAF).~~

(2). **NDAA Support.** In compensation for their CRAF membership, these major U.S. airlines would have preference to receive lucrative contracts for NDAA aircraft periodic maintenance, plus NDAA air crew and maintenance personnel training. ~~Such contracts could help keep these major U.S. airlines (which are vital national transportation assets) financially solvent. Similarly, these contracts could help the Government save money, since the contracts would eliminate the costly need for Air Force depots to support another aircraft type.~~

(The same strategy could apply for Minneapolis-St. Paul Airport, MN, which is the headquarters for Northwest Airlines, and the base for the 133 Tactical Airlift Wing - ANG).



2. 910 Tactical Airlift Group; Youngstown Air Reserve Station, Vienna, OH:  
CLOSE BASE

-- Transfer Aerial Insect and Oil Spill Dispersant C-130 Sprayer Airplanes  
to Avon Park AFB, FL.

-- "Stand-Alone" Navy/Marine Corps Reserve Building: REMAIN OPEN

a. Duplication of AFRES Bases. Another AFRES base (Pittsburgh IAP) is only about 60 miles away. It seems redundant to keep two bases open in such proximity to each other.

b. Declining Demographic Base. According to a recent Donnelly Market Profile Analysis Community Profile, the military-age demographic base in Northeast Ohio is probably still declining. For example, over 16% of the 910th's personnel do not reside in Ohio (the majority of this group live in Pennsylvania).

c. Displaced Personnel. Displaced 910th personnel could be absorbed by other AFRES and ANG units in the general vicinity, such as Pittsburgh, PA; Mansfield, Columbus, Springfield, and Dayton, OH.

(1). Conservation of AFRES and ANG Human Resources. The many trained AFRES and ANG personnel, who have been displaced by BRAC Commission, or similar force restructures, are still a valuable defense resource. However, I am not aware of a coordinated AFRES/ANG Human Resource Program to help conserve the utilization of these displaced personnel.

(2). Streamline Transfer of Personnel Between AFRES and ANG. To help conserve this human resource, I think there is a need for streamlined Air Force policies to enable them to easily transfer between AFRES and ANG units. I encourage the BRAC Commission, in its Final Report, to include a suggestion that senior Air Force management develop such streamlined policies to implement "1 Stop Shopping" to help these personnel join another unit in their vicinity.

~~d. Runways and Taxiways. Existing runways and taxiways are limited. For example, the longest runway is 7500' long. For example, this is too short for a fully-loaded C-5 cargo plane to safely take off. Similarly, when existing parking apron areas are occupied by the eight C-130 Hercules airplanes currently assigned to the station; the visiting C-5's must park on a taxiway. This situation can only be improved by multi-million dollar construction projects.~~

e. Aerial Insect and Oil Spill Spray Aircraft. The only authorized flying training site for this "crop dusting" specialty is at Avon Park AFB, FL. It would save considerable money for these C-130 airplanes to be based at the training site, instead of flying back and forth from Ohio. According to the Armed Forces Pest Management Board, most of the insect control missions have been in the Southeast U.S. Since environmental emergencies can suddenly arise, and need to be addressed immediately, it is efficient to base these unique airplanes as close as possible to their probable operating area.

f. **Airport Fire Station.** The Government provides fire station services for the civilian airport; incurring significant personnel and equipment costs.

g. **Air Cargo Terminal.** Ohio and Pennsylvania media recently reported that the Ohio Department of Transportation (ODOT) transportation manager, Mr. John R. Platt, stated that the Vienna Airport had been identified as the preferred site for a Air Cargo Terminal to handle about 4,000,000 tons of cargo per year.

(1). **Air Cargo Terminal Funding.** Although ODOT has a Master Plan, there are currently no state contribution grants, or county funds, available to build the proposed Air Cargo Terminal from scratch (about \$40,000,000). Similarly, although the Vienna Airport currently loses about \$100,000 a year, the creation of this Air Cargo Terminal could help the airport to eventually become financially solvent.

(2). **Economic Benefit to Local Community.** Donation of the Youngstown Air Reserve Station to the State of Ohio would present ODOT with a jet cargo terminal, including key infrastructure (office space, access roads, electrical power distribution, etc.) already in place. One report noted that this Air Cargo Terminal could provide full-time jobs for about 600 people.

3. 913 Tactical Airlift Group (AFRES), 107 Tactical Fighter Group (ANG), Niagara Falls International Airport (NFIA), NY: CLOSE BASE

-- Transfer units to Griffiss AFB, NY; or (secondary) Hancock ANG Base, Syracuse NY.

a. **Declining Demographic Base.** According to local newspapers, the military-age demographic base in Northeast New York is declining. In addition, the fact that Canada is adjacent to NFIA effectively cuts the local recruitment area in half, thus exacerbating personnel availability situation.

b. **Fire Station Services.** The Government provides fire station services for the civilian airport; incurring significant personnel and equipment costs.

c. **Superior Facilities at Griffiss AFB, NY.** Existing multi-million dollar facilities at Griffiss AFB, New York could accommodate both units (and possibly the 174 Tactical Fighter Wing (ANG); Syracuse, NY; or the 109 Tactical Airlift Group (ANG); Schenectady, NY).

d. **Critical Aerial Port of Embarkation Base.** Griffiss is a critical base to support the air deployment of the Army 10th Mountain Division, nearby at Ft. Drum. In addition, several unique Air Force research laboratories still operate at Griffiss.

e. **Economies of Consolidation.** Consolidating ANG and AFRES units to Griffiss should eliminate redundant effort at NFIA, and spread out operation costs of Griffiss AFB. In addition, maintenance of Griffiss as an Armed Forces Reserve Center (AFRC) - similar to the facility at Los Alamitos, CA -

would eliminate the need to build a costly new runway at Ft. Drum to service the 10th Division.

f. **Maximize Consolidation Savings.** Note that I mentioned the 107 Tactical Fighter Group (ANG); and the 109 Tactical Airlift Group (ANG) in this suggestion. As far as I know, these units have not been identified by the current or previous BRAC Commission recommendations. However, base consolidation savings should be commensurate with the number of units consolidating at Griffiss.

4. 178 Tactical Fighter Group (ANG) - Springfield Municipal Airport, OH:  
CLOSE BASE

-- Transfer unit to Wright-Patterson AFB, Dayton, OH.

a. **Duplicate Facilities at Wright-Patterson AFB.** Existing facilities at Wright-Patterson (formerly for the 89th Tactical Fighter Squadron - AFRES) can accommodate the 178th. Moving the 178th to Wright-Patterson would eliminate the cost of maintaining duplicate facilities at Springfield.

b. **Consolidation Savings.** Wright-Patterson is only about 25 miles away from Springfield. Moving the 178th to Wright-Patterson would increase utilization of existing there, such as the large PX, and extensive barracks facilities (e.g. Hope Hotel and Conference Center).

5. 126 Air Refueling Wing (ANG) and 928 Tactical Airlift Group (AFRES), O'Hare International Airport (OIA), Chicago, Illinois: CLOSE BASE

-- Transfer one or both units to Naval Air Station Glenview, IL; or Scott AFB, IL.

a. **NAS Glenview, IL.** This Navy Reserve base was previously identified by the BRAC Commission for closing. However, it could still serve the greater Chicago military-age demographic pool by restructuring and redesignating it as an Armed Forces Reserve Center (AFRC).

b. **Scott AFB, IL.** Vast new expansion of new runways and facilities at Scott AFB, near Belleville, IL are under construction. Although this location is too far away from Chicago to utilize Chicago's military-age demographic pool, there is room for both units to move there if NAS Glenview is not available. Collocation at Scott would increase utilization of existing facilities there.

6. 934 Tactical Airlift Group (AFRES), Minneapolis-St. Paul Airport (MSPA), MN: CLOSE UNIT

-- Transfer airplanes, aircraft parking apron, key support facilities, and personnel to the 133 Tactical Airlift Wing (ANG) - also at MSPA.

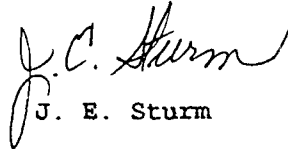
a. **Redundant Force Structure.** Current force structure situation at MSPA is clearly redundant: two independent C-130 units - one ANG and the other AFRES - at the same base.

b. Streamline Transfer of Personnel Between AFRES and ANG. As suggested above, streamlined Air Force policies could enable trained personnel to easily transfer between AFRES and ANG nationwide; but particularly in this case where both units have the same type airplanes. In this example, such policies would help maintain the availability of these valuable trained personnel who are already at MSPA.

c. Potential Non Development Airlift Aircraft (NDAA) Location. Please refer to the "NDAA" suggestion above for Pittsburgh, PA. This same NDAA strategy could apply to MSPA, as this is the home base for Northwest Airlines. MSPA also has favorable airline route advantages, to be an Aerial Port of Embarkation (APOE).

d. Limited Existing Military Aircraft Parking Apron. However, the combined (133rd and 934th) military parking apron areas existing at MSPA could accommodate only about 12 NDAA aircraft. Therefore, if the NDAA would be assigned to either unit at MSPA, there would not be enough room for the other unit's airplanes, regardless of their size.

Thank You.

  
J. E. Sturm



SECRETARY OF THE AIR FORCE  
WASHINGTON

JUN 15 1994

Honorable Alan J. Dixon  
Chairman, Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Mr. Chairman:

During the hearings on Wednesday, several commissioners made reference to depot closure scenarios that can be implemented at lower cost and with greater forecast savings than those estimated by the Air Force. From their remarks, I gather that these scenarios may include different assumptions about personnel reductions, unemployment compensation, and other factors.

You know my concern over the budgetary impacts of closures of depot installations. Consistent with that, I am concerned that the scenarios developed by your staff may include assumptions that decrease costs but are not capable of implementation. I believe that any scenario developed by your staff should be provided to my BRAC staff for review and comment, and ask for your assistance to ensure we have this opportunity before your deliberations commence. Major General Blume is my point of contact for this effort.

I continue to appreciate the dedication and fairness displayed by your Commission and your staff and appreciate this opportunity to continue our cooperative work.

Sincerely,

A handwritten signature in cursive script, reading "Sheila E. Widnall".

Sheila E. Widnall

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950615-30

FROM: DAVIS, J.B. (GEN)	TO: MCCAFFREY, BARRY R.
TITLE: COMMISSIONER	TITLE: COMMANDER-IN-CHIEF
ORGANIZATION: DBCRC	ORGANIZATION: U.S. SOUTHERN COMMAND
INSTALLATION (s) DISCUSSED: HOMESTEAD ARS	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature		Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

REQUESTING HIS VIEWS REGARDING MILITARY  
VAL OF BASE

*[Signature]*  
Merrill

Due Date:	Routing Date: 950615	Date Originated: 950615	Mail Date: 950615
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THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

1700 NORTH MOORE STREET SUITE 1425

ARLINGTON, VA 22209

703-696-0504

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:

AL CORNELLA

REBECCA COX

GEN J. B. DAVIS, USAF (RET)

S. LEE KLING

RADM BENJAMIN F. MONTOYA, USN (RET)

MG JOSUE ROBLES, JR., USA (RET)

WENDI LOUISE STEELE

June 15, 1995

General Barry R. McCaffrey, USA  
Commander-in-Chief  
U.S. Southern Command  
Quarry Heights, Panama  
APO AA34003

Please refer to this number  
when responding 950615-30

Dear General McCaffrey:

As you may know, the Base Closure and Realignment Commission added Homestead ARS to the list of installations we are considering for closure in the Reserve Component category. The community group representing Homestead believes there is a strong case for its military value.

As the Commission prepares for its final deliberations, it would be helpful if we could have your views on Homestead's military value. Please structure your reply to include its value for Caribbean operations, peacetime training and contingency exercises, and any other activities you believe to be militarily significant. In addition, as SOUTHCOM prepares to move to Miami, what functions will Homestead provide for day-to-day or contingency activities?

It would be helpful if the Commission had your reply no later than June 21.

Warm regards,

J.B. Davis

General, USAF (Ret)

**THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950615-31

FROM: <u>DAVIS, J. B. (GEN)</u>	TO: <u>SHEEHAN, JOHN J.</u>
TITLE: <u>COMMISSIONER</u>	TITLE: <u>COMMANDER-IN-CHIEF</u>
ORGANIZATION: <u>DBCRC</u>	ORGANIZATION: <u>U.S. ATLANTIC COMMAND</u>
INSTALLATION (S) DISCUSSED: <u>HOMESTEAD AFB</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

<input type="checkbox"/> Prepare Reply for Chairman's Signature	<input type="checkbox"/> Prepare Reply for Commissioner's Signature
<input type="checkbox"/> Prepare Reply for Staff Director's Signature	<input type="checkbox"/> Prepare Direct Response
<input checked="" type="checkbox"/> ACTION: Offer Comments and/or Suggestions	<input type="checkbox"/> FYI

Subject/Remarks:

REQUESTING THE COMMENT ON MILITARY VALUE OF BASE

*fc mor...*

Due Date:

Routing Date: 950615

Date Originated: 950615

Mail Date: 950615





THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION  
1700 NORTH MOORE STREET SUITE 1425  
ARLINGTON, VA 22209  
703-696-0504

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:  
AL CORNELLA  
REBECCA COX  
GEN J. B. DAVIS, USAF (RET)  
S. LEE KLING  
RADM BENJAMIN F. MONTOYA, USN (RET)  
MG JOSUE ROBLES, JR., USA (RET)  
WENDI LOUISE STEELE

June 15, 1995

General John J. Sheehan, USMC  
Commander-in-Chief  
U.S. Atlantic Command  
1562 Mitscher Avenue, Suite 200  
Norfolk, VA 23551-2488

9150615-31

Dear General Sheehan:

As you may know, the Base Closure and Realignment Commission added Homestead ARS to the list of installations we are considering for closure in the Reserve Component category. The community group representing Homestead believes there is a strong case for its military value.

As the Commission prepares for its final deliberations, it would be helpful if we could have your views on Homestead's military value. Please structure your reply to include its value for Caribbean operations, peacetime training and contingency exercises, and any other activities you believe to be militarily significant.

It would be helpful if the Commission had your reply no later than June 21.

Warm regards,

J.B. Davis  
General, USAF (Ret)

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950614-4

FROM: LAFALCE, JOHN J.	TO: DIXON
FILE: REP. (NY)	TITLE: CHAIRMAN
ORGANIZATION: U. S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: REDCAP	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:  
 LETTER OF SUPPORT FOR REDCAP.

ate: 950616	Routing Date: 950614	Date Originated: 950609	Mail Date:
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JOHN J. LAFALCE  
29TH DISTRICT, NEW YORK

2310 RAYBURN BUILDING  
WASHINGTON, DC 20515-3229  
(202) 225-3231

FEDERAL BUILDING  
BUFFALO, NY 14202  
(716) 846-4058

MAIN POST OFFICE BUILDING  
NIAGARA FALLS, NY 14302  
(716) 284-9978

409 SOUTH UNION STREET  
SPENCERPORT, NY 14559  
(716) 352-4777

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-3229**

June 9, 1995

The Honorable Alan Dixon  
Chairman  
Defense Base Closure and Realignment Commission  
1700 N. Moore Street, Suite 1425  
Arlington, VA 22209

PLEASE PRINT NAME AND PHONE NUMBER  
WHEN REPORTING 950614-4

Dear Chairman Dixon:

I write to express my strong support for the Real-Time Digitally Controlled Analyzer Processor (REDCAP), which has been placed on the list of defense facilities facing possible closure.

I believe that REDCAP should remain in Buffalo, New York, rather than being moved to Edwards Air Force Base, because that is how this country will best be served by REDCAP's capabilities. Calspan Corporation, the company that founded REDCAP and has operated it for over 30 years, has a unique understanding of Electronic Combat issues as they relate to protecting the safety of the war fighter. By using REDCAP and many other contracts which Calspan holds, the Air Force and other services have been able to gain an unprecedented understanding of how to defeat enemy electronic warfare systems. This unique synergy between Calspan people operating REDCAP, the Calspan people servicing the other contracts, and their association with the intelligence and Electronic Combat communities provides an asset to this nation that far transcends any perceived benefits from moving REDCAP. If REDCAP were moved, the infrastructure supporting this unique capability would be lost forever.

As I am sure you are aware, this country has experienced major problems and expended hundreds of millions of dollars trying to build successful Electronic Combat systems. In the late 1980's, the Air Force put forth the "Electronic Combat Test Process" in order to convince Congress that the same mistakes will not be made again. This process took many years to refine, and many millions of taxpayers dollars were spent to support this process -- \$75M at REDCAP alone. I firmly believe that if REDCAP

Page 2

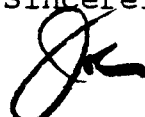
is moved, we will revert to the same situation that caused all the wasted millions in the past. I am concerned about programs such as the F-22 which, I believe, will not be adequately tested if they are not tested in an independent facility such as REDCAP, by people with adequate backgrounds in this type of testing. I know my colleagues in Congress are also concerned -- concerned to the extent that the Committee Report accompanying the 1995 Defense Authorizations Act included language requiring an Electronic Combat Master Plan before taking any action involving facilities that perform Electronic Combat testing. Again, moving REDCAP will destroy a valuable tool that the DOD and Congress can use to avoid the mistakes of the past and the expense associated with those mistakes.

In addition, I believe there is no need for BRAC to take any action affecting REDCAP. It does not meet the criteria of being a base, nor does it have the prerequisite number of civilian (government) employees. Also, I have looked at the Return on Investment figures and it seems to me that clearly a 35 year payback would not warrant moving REDCAP. Further, consider the effect of such a move as it relates to our desire to shift jobs from the government sector to the private sector. The May 24 "Report of the Commission on Roles and Missions of the Armed Forces" strongly recommends outsourcing to the maximum extent possible, including Research, Development, Test and Evaluation. Clearly, REDCAP falls in this category, yet moving REDCAP to Edwards would mean moving jobs from the private sector to the government sector. This is the opposite of the intentions of this report and government policy.

I have also looked at the planning utilization of the facility and can see that even the most pessimistic projections, as shown on the attached charts, show nearly full facility utilization for at least the next two years.

In summary, moving REDCAP will render ineffective an asset that the DOD, Congress and this country sorely needs. The savings in moving are illusory or negligible. The gains from keeping it where it is will last for decades.

Sincerely,

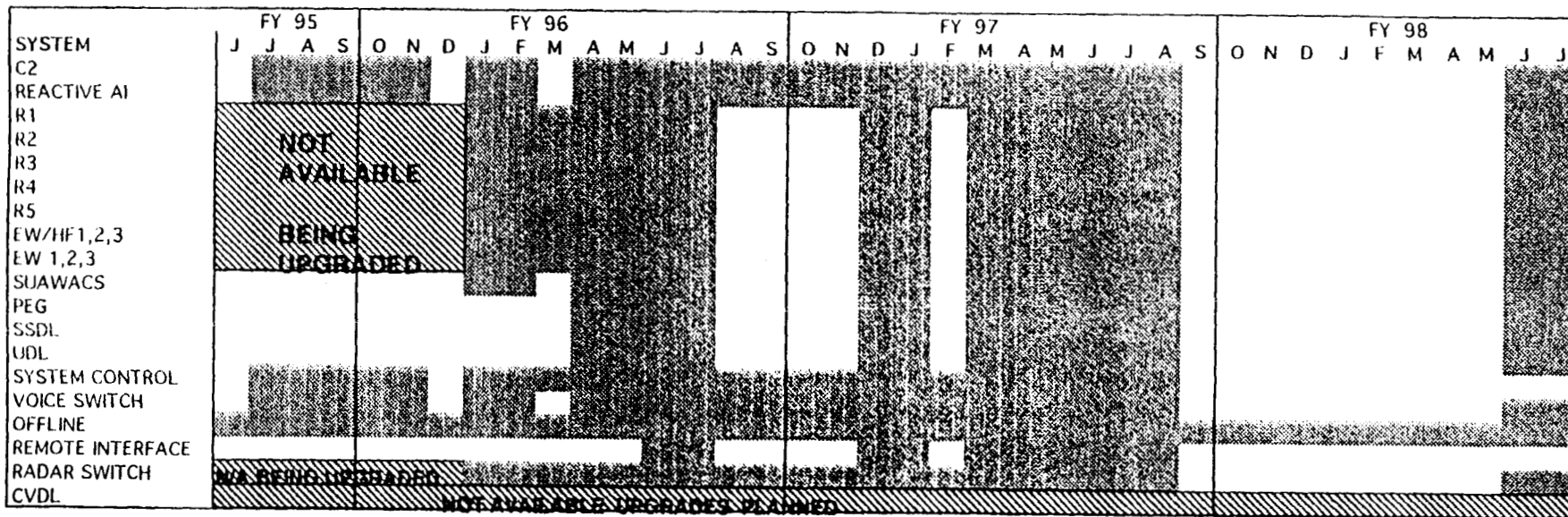


JOHN J. LaFALCE  
Member of Congress

# REDCAP UTILIZATION IDENTIFIED FOR 93% OF FACILITY

SYSTEM	TEST CUSTOMER																															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
C2	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X													
REACTIVE AI	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X													
R1					X	X	X	X	X	X	X	X	X	X		X	X	X	X										X	X	X	
R2					X	X	X	X	X	X	X	X	X	X		X	X	X	X									X		X	X	
R3					X	X	X	X	X	X	X	X	X	X		X	X	X	X									X		X	X	
R4					X	X	X	X	X	X	X	X	X	X		X	X	X	X									X		X	X	
R5					X	X	X	X	X	X	X	X	X	X		X	X	X	X									X		X	X	
EW/HF-1,2,3					X	X	X	X	X	X	X	X	X	X		X	X	X	X									X		X	X	
EW 1,2,3					X	X	X	X	X	X	X	X	X	X		X	X	X	X									X		X	X	
SJAWACS					X	X	X	X	X	X	X	X	X	X		X	X	X	X									X		X	X	
PEG					X	X	X	X	X	X	X	X	X	X		X	X	X	X										X	X	X	
SSDL					X	X	X	X	X	X	X	X	X	X		X	X	X	X										X	X	X	
CVDL					X	X	X	X	X	X	X	X	X	X		X	X	X	X											X	X	
UDL					X	X	X	X	X	X	X	X	X	X		X	X	X	X											X	X	
SYSTEM CONTROL	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X											X	X	
VOICE SWITCH	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X									X	X	X	X	
OFFLINE	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X									X	X	X	X	
REMOTE INTERFACE					X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
RADAR SWITCH					X	X	X	X	X	X	X	X	X	X		X	X	X	X									X	X	X	X	

# SCHEDULED REDCAP UTILIZATION FY'95 TO FY'98



THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950616-16

FROM: MULLINS, DAVID E.	TO: DIXON
TITLE: SQUADRON COMMANDER?	TITLE: CHAIRMAN
ORGANIZATION: 304 YOUNGSTOWN - WARREN	ORGANIZATION: DBRC
INSTALLATION (S) DISCUSSED: YOUNGSTOWN - WARREN ARB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		✓		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT

Due Date: 950623	Routing Date: 950616	Date Originated:	Mail Date:
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**CIVIL AIR PATROL  
YOUNGSTOWN - WARREN  
SQUADRON 304, OHIO WING**  
(United States Air Force Auxiliary)

DAVID E. MULLINS, 1LT.  
Squadron Commander  
Communications Officer  
(216) 799-4570

VIRGINIA PACHNER, 1LT.  
Administrative Officer  
Safety Officer  
(216) 793-3903

MICHAEL FOX, CAPT.  
Deputy Commander  
Emergency Service  
(216) 793-5852

The Honorable Alan J. Dixon, Chairman  
Base Realignment and Closure Commission  
1700 North Moore Street, Suite # 1425  
Arlington, Virginia 22208

950616-16

Dear Mr. Dixon:

I would like to take this opportunity to express our concerns in reference to possible realignment or closure of the Youngstown Air Force Reserve Base. I regret my inability to have met with you on your recent tour of the facility.

Base officials, both past and present, have extended to the Civil Air Patrol an incalculable amount of assistance. We have been provided office and meeting facilities, training facilities, military instructors, and military transportation, whenever needed and appropriate. Assistance has not only been provided to our squadron, but also to Group III and IV, to the Regional Chaplains Staff College, and to the extended community in general. Without the enthusiastic and thorough assistance of the Air Force, our routine and emergency services within Ohio and western Pennsylvania would suffer drastically.

This assistance and leadership has been a major factor in Squadron 304's capability and readiness. In 1993, Ohio Wing Headquarters issued our squadron the Most Improved Squadron Award, and in 1994, the Ohio Wing Squadron of the Year Award. Most recently in May 1995, National Headquarters awarded the squadron the Squadron of Merit Award; we were recognized as one of the best squadrons in the entire nation. We have worked hard to demonstrate our capabilities in supporting the Air Force, other emergency service organizations and our local communities. However, our success in doing so could not have been accomplished without the direct and indirect assistance of the personnel and facilities at the Youngstown Air Force Reserve Base. In working with other military installations,

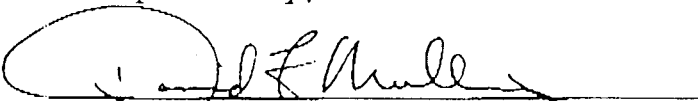


I have never been afforded the enthusiastic support and assistance rendered here. And this support only seems to be increasing with the passage of time.

With the impending closure of Rickenbacher facility and Wright Patterson Air Force Base being unable to provide facilities, the Ohio Wing Headquarters may have to consider the Youngstown base as the only other Air Force facility available and capable of supporting a headquarters. The Youngstown Air Force Reserve Base's centralized location is capable of providing near field services to four major metropolitan areas: Youngstown-Warren, Cleveland, Akron and Pittsburgh. It is strategically located between Buffalo, New York and Minnesota facilities. Its distant services are even now provided throughout the nation and world.

In conclusion, my squadron and I are opposed to any closure or realignment actions with respect to the Youngstown Air Force Reserve Base. We ask you to remove this base from any further consideration of closure.

Respectfully,



David E. Mullins, 1Lt.  
Squadron Commander  
1915 Laurelwood Place  
Youngstown, OH. 44515

cc: The Honorable William Clinton, President  
The Honorable John Glenn, US Senator  
The Honorable Michael Dewine, US Senator  
The Honorable James Trafficant, US Congressman  
The Honorable George Voinovich, Ohio Governor  
Maj. General Robert McIntosh, Chief of the USAFR  
Col. Bernard Pieczynski, USAFR/910AW  
File.

**THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

**EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #** 950616-11

<b>FROM:</b> STEELY, PHILLIP	<b>TO:</b> COWSEY, Jim
<b>TITLE:</b> DIR, FINANCIAL MANAGEMENT	<b>TITLE:</b> CROSS SERVICE TEAM LEADER
<b>ORGANIZATION:</b> KELLY AFB	<b>ORGANIZATION:</b> DBCRC
<b>INSTALLATION (s) DISCUSSED:</b> TINKER AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER		X	
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

<input checked="" type="checkbox"/> Prepare Reply for Chairman's Signature	<input type="checkbox"/> Prepare Reply for Commissioner's Signature
<input type="checkbox"/> Prepare Reply for Staff Director's Signature	<input type="checkbox"/> Prepare Direct Response
<input checked="" type="checkbox"/> ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/> FYI

**Subject/Remarks:**

DISCUSSING UET ENGINE TEST CELL CAPACITY FOR TINKER.

Due Date: _____	Routing Date: <u>950616</u>	Date Originated: <u>950615</u>	Mail Date: _____
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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS SAN ANTONIO AIR LOGISTICS CENTER (AFMC)  
KELLY AIR FORCE BASE, TEXAS

15 JUN 1995

MEMORANDUM FOR DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

ATTN: Mr. Jim Cowsley  
1700 N Moore St Ste 1425  
Arlington VA 22209

Please refer to this number  
when responding 950616-11

FROM: SA-ALC/FM  
100 Moorman St Ste 2  
Kelly AFB TX 78241-5809

SUBJECT: Jet Engine Test Cell Capability

1. General Curtis asked me to send this to set the record straight regarding engine test cell capability at Tinker AFB. During your visits to Kelly AFB, we briefed that Tinker does not currently have the capability to test the jet engines repaired here. While both Tinker and Kelly have four large universal test cells, the equipment for each center was built by different manufacturers. For this reason, adapters would have to be purchased, or their test cells would have to be reconfigured to use our adapters. Furthermore, testing of the T56 engine requires a specific test configuration which includes either a slave propeller or a dynamometer, neither of which is available at Tinker AFB.
2. With the full ramp-up of the Two Level Maintenance (2LM) transition to the depot and the closing of the F100 engine 2LM second source of repair, the test cells at both Kelly and Tinker will be saturated. In either case, consolidation of the total engine workload at a single center would require a significant investment.
3. The bottom line is that with the current configuration, neither Kelly nor Tinker can test all Air Force jet engines. However, with modifications, additional facilities and equipment, and a substantial taxpayer investment, either depot could accommodate the requirement.

A handwritten signature in black ink, appearing to read "Phillip W. Steely".

PHILLIP W. STEELY, SES. USAF  
Director  
Financial Management

NEWS CLIPPINGS FROM:

L.A. TIMES (West Ventura Co. Edition)

DAILY INDEPENDENT (RIDGECREST)

DATE: 6/15/95

Ventura County STAR

OTHER: \_\_\_\_\_

Section/Page: B1

# Secretary of Navy Defends Point Mugu Base

■ **Hearing:** John Dalton says it shouldn't be closed because it's a national asset and works cooperatively with the China Lake base.

By MARC LACEY  
TIMES STAFF WRITER

WASHINGTON—Calling Point Mugu naval base "a critical national asset," Navy Secretary John H. Dalton offered a last-minute defense of the Ventura County facility Wednesday as the federal base closure commission prepares to vote next week on which installations ought to close.

"The Department of the Navy feels strongly that Point Mugu is a critical national asset for research, development, training and engineering for the Navy," Dalton told the Defense Base Closure and Realignment Commission at its final hearing, this one reserved for military brass.

Dalton, adding his influential voice to the chorus of Navy officials and local Point Mugu boosters, said the Navy evaluated the installation in previous base closure rounds, but never proposed closure because of its high military value, which places it No. 2 among Navy technical centers.

He disagreed with the commission's decision last month to add Point Mugu to the list to consider for closure. And he praised the installation for streamlining its activities in recent years and working cooperatively with the nearby China Lake base.

"We now have an efficient, irreplaceable set of land and sea ranges collocated with and integral to research and development laboratories that are unique within the Department of Defense," Dalton said.

He cited many of the critical functions offered at Point Mugu, including air tracking for the off-shore sea test range and support for the Naval Reserve and Air National Guard. Without mentioning the controversial Pentagon inspector general's report that suggested keeping the sea test range open while transferring most other functions, Dalton argued that significant numbers of workers would still be needed to run the test range extending off the Ventura coast.

"The closure of this facility would provide no reduction in numbers of technical personnel, even if all Point Mugu research and development functions were transferred," Dalton said. "And, there would only be limited reductions in base support staff, since most would still be required to

support the test range."

Point Mugu was one of five bases Dalton emphasized in his testimony before the commission. Wednesday's hearing brings to a close the commission's public sessions, which have included numerous regional hearings and two days of testimony from members of Congress. The eight BRAC commissioners have offered few hints of Point Mugu's fate. On Wednesday, they questioned Dalton and other military officials on other proposed closures but did not bring up Point Mugu.

In other testimony Wednesday, Joshua Gotbaum, assistant secretary of defense for economic security, said the Pentagon stands by its original recommendations, which spared Point Mugu from closure or realignment.

In addition, Gotbaum agreed with commission Chairman Alan Dixon on the need for another round of closures once this one is complete. Defense Secretary William Perry has recommended that the next round come in three to four years, but Dixon said he is inclined to delay the process until 2001 to give the country time to absorb the latest closures.

Routed to:

- Code 000000D Commander
- Code 00A000E Vice Commander
- Code 08A000D Executive Assistant
- Code 500009E Competency Leader, T&E
- Code 700000D Corporate Operations
- Code 750000D PAO
- Code 750000E PAO
- Code 830000E NAWS PM CO/XO
- Code 833000E NAWS PM PWO
- Code 833200E NAWS PM Environmental
- Code 835000E NAWS PM Air Ops
- Code 839000E OIC/SNI
- NAVAIRSYS COM PAO
- CHINFO
- NAVINFO WEST
- OTHER: *L. INCREASEL PAO*

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

# of pages ▶ 02

To	Mr LES FARRINGTON	From	MARGE HAYS/POINT MUGU
Dept./Agency	DBCRC	Phone #	805 989 8094
Fax #	703 696 0550	Fax #	805 989 1785
NSN 7540-01-317-7268		5095-101	
(GENERAL SERVICE ADMINISTRATION)			

## NEWS CLIPPINGS FROM:

L.A. TIMES (West Ventura Co. Edition)

DAILY INDEPENDENT (RIDGECREST)

DATE: 6/15/95

Ventura County STAR

OTHER: \_\_\_\_\_

Section/Page: A1

# Secretary of Navy defends local base

**POINT MUGU: He tells BRAC commission that it is 'critical to the Department of Defense.'**

**By Lauren Dodge**  
Staff writer

The Secretary of the Navy appealed to the base closure commission on Wednesday to preserve a national asset and pull the Point Mugu naval base off its hit list.

Secretary John H. Dalton, addressing the eight-member panel on behalf of all targeted Navy installations, said Point Mugu's activities cannot be duplicated.

"Point Mugu is an asset with capabilities and capacities critical to the Department of Defense," Dalton said.

His remarks came as part of daylong testimony by the four military branches and the Department of Defense. It is the final hearing before the Defense Base Closure and Realignment Commission begins voting on a list of 178 bases next week.

Coupled with its counterpart base at China Lake, the Naval Air Warfare Center, Weapons Division, is the most highly valued technical activity in the Navy, Dalton said.

"We now have an efficient, irreplaceable set of land and sea ranges ... integral to research and development laboratories that are unique within the De-

partment of Defense," he said.

The commission is studying a proposal to shift much of Point Mugu's activities to China Lake. Under the scenario, the 36,000-square-mile sea test range would remain open but would be managed from China Lake. Point Mugu's runways and hangars would be mothballed.

Dalton said the Navy has spent five years consolidating the two bases under one command, saving money and reducing overlapping activities.

"Redundant organization structures and functions have been eliminated," Dalton said. "The remaining functions are critical."

Also in testimony Wednesday afternoon, Assistant Secretary of Defense Joshua Gotbaum urged the commission to abide by the Pentagon's recommendations released in February, which did not include closing Point Mugu.

The testimony comes on the heels of congressional hearings Monday and Tuesday, when four state lawmakers argued on behalf of Point Mugu. Their message was much the same: Shutting down the base would be costly to taxpayers and national defense.

In a report released last year, the Pentagon's inspector general found \$1.7 billion would be saved over 20 years under a scenario similar to what the commission has proposed.

But in an analysis completed last month, the Navy found such a move would cost taxpayers \$430 million over the same time span.

A final list of closures is due to the president on July 1. The president must approve the list in its entirety and forward it to Congress by Sept. 1.

## Routed to:

Code 000000D Commander  
Code 00A000E Vice Commander  
Code 06A000D Executive Assistant  
Code 500000E Competency Leader, T&E  
Code 700000D Corporate Operations  
Code 750000D PAO  
Code 750000E PAO  
Code 830000E NAWS PM CO/O  
Code 833000E NAWS PM PW/O  
Code 833200E NAWS PM Environmental  
Code 835000E NAWS PM Air Ops  
Code 839000E OIC/SNI  
NAVAIRSYS/COM PAO  
CHINFO  
NAVINFO/WEST  
OTHER: CINC PACFLT PAO

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950616

FROM: HAYSLETT, FRED	TO: BEYER, MERRILL
TITLE:	TITLE: AIR FORCE OOD ANALYST
ORGANIZATION: C AFB 2000	ORGANIZATION: OBCRC
INSTALLATION (S) DISCUSSED: COLUMBUS. AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON	✓			COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/> Prepare Reply for Chairman's Signature	<input type="checkbox"/> Prepare Reply for Commissioner's Signature
<input type="checkbox"/> Prepare Reply for Staff Director's Signature	<input type="checkbox"/> Prepare Direct Response
<input checked="" type="checkbox"/> ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/> FYI

Subject/Remarks:

DISCUSSING NUMBER OF MILITARY TRAINING ROUTES OWNED / SCHEDULED

Due Date: \_\_\_\_\_ Routing Date: 950616 Date Originated: 950606 Mail Date: \_\_\_\_\_

CAFB 2000  
P. O. BOX 1111  
Columbus, MS 39703-1111  
(601) 328-0301 Fax (601) 328-0880

Please refer to this number  
when responding 915061A-10

June 6, 1995

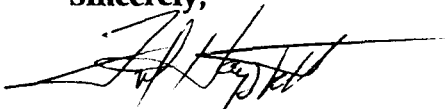
LTC Merrill Beyer  
Air Force DOD Analyst  
Defense Base Closure and Realignment Commission  
1700 North Monroe Street Suite 1425  
Arlington, Virginia 22209

Dear Colonel Beyer:

Enclosed are a couple of thoughts for your consideration as you continue to review the myriad of data and attempt to turn it into meaningful, relevant, accurate information.

I appreciate your willingness to consider our input and taking time to address our concerns.

Sincerely,



Fred Hayslett

FH/sh  
Enclosures

In Staff Analysis two, airspace comparisons were made for "owned/scheduled" airspace only. However the data for low level routes was not changed to reflect a consistent comparable bases. To provide a consistent analysis "the number of military training routes available" should be changed to "number of military training routes owned/scheduled." Using the analysis the number of training routes would reflect:

Columbus	Laughlin	Reese	Vance
10	14	6	9

Also, in staff analysis two, 85 points were assessed for the criteria "percent of sorties CXL/RESCHD." On the other hand the "Sortie Planning Factor" was assessed 30 points. There has been some discussion at the regional hearings regarding the use of the planning factor in the Joint Analysis rather than the actual sorties canceled/rescheduled, with the implication that the "sorties canceled/rescheduled" was a more accurate figure. The "percent of sorties canceled/rescheduled" is based on one year of historical data. The "Sortie Planning Factor" is based on 5 years of historic data and is revised each year. Even more reliable is the weather attrition factor in the 1993 Air Force Data Call which was based on 10 year averages. Weather professionals have said that a nine to ten year history of weather data is needed to develop reliable trends. Considering the larger data base, the 93 data is the most accurate analysis. Since both factors considered in the Staff Analysis are based on historical weather data, one criteria regarding sortie loss/rescheduled should be used, the one with the longer data base. Consequently, 115 points should be assigned to the 93 Data Call Weather Attrition.

During this process data of the four primary pilot training bases has been analyzed along



**with Randolph Air Force Base data. Randolph currently does not conduct Undergraduate/Specialized Pilot Training. Consequently to include Randolph data skews data factors that are influenced by the type of flying being accomplished. Since the training at Randolph is by rated pilots, the weather requirements to accomplish training are different and affect such factors as "percent of sorties canceled/rescheduled" and the "sortie planning factor." To obtain the purest analysis between bases of like mission, Randolph data should not be directly compared to similar (but not the same) factors of bases conducting SUPT/UPT.**

**I respectfully request that these matters receive consideration by you and your staff, as you continue with your difficult responsibilities.**

**THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

**EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #** 950616-1

<b>FROM:</b> DAVIS, TIM	<b>TO:</b> DIXON
<b>TITLE:</b> EXECUTIVE	<b>TITLE:</b> CHAIRMAN
<b>ORGANIZATION:</b> Summit County, OHIO	<b>ORGANIZATION:</b> DBCRC
<b>INSTALLATION (s) DISCUSSED:</b> Youngstown	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		①		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER			
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
	ACTION: Offer Comments and/or Suggestions		FYI

**Subject/Remarks:**

Oppose the possible closing of Youngstown Air Reserve Station.

CRAIG  
RICK

Due Date: 950623	Routing Date: 950616	Date Originated: 950615	Mail Date:
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# SUMMIT COUNTY, OHIO

June 15, 1995

Please refer to this number  
when responding 950616-1

TIM DAVIS, EXECUTIVE

The Honorable Alan J. Dixon, Chairman  
Base Realignment and Closure Commission  
1700 North Moore Street, Suite 1425  
Arlington, Va. 22208

Dear Chairman Dixon:

I am writing to oppose the possible closing of the Youngstown Air Reserve Station, home of the 910 Airlift Wing. You have received many letters voicing concerns about the importance of this facility to the economy of the Youngstown, Ohio area. I would like to take this opportunity to impress upon you and members of the Commission the strategic importance of this facility to the larger region of Northeast Ohio.

Northeast Ohio is home to one of the largest concentrations of industry in the United States. For years the region was known as the "Rust Belt" since the restructuring of our nation's manufacturing base was felt most acutely here. The harsh lessons of the 1980's have begun to yield impressive results as the region's businesses and governments have prepared themselves for the next century.

An important lesson learned is that regional cooperation and collaboration is essential for continuing growth and development. Collaboration and cooperation can leverage and extend our resources to accomplish successes together that would be impossible to achieve as individual units of government. Governments in this region, together with the State of Ohio, are working in concert to enhance the region's infrastructure to better serve the needs of business - job creators that will continue to turn the "rust belt" into the "productivity belt".

An essential ingredient of the region's future prosperity is world class air cargo service. The ability to source components and raw materials from around the world and export our region's sought after finished goods depends upon air cargo. As a result of a comprehensive three year analysis by the State of Ohio which identified the most critical transportation needs and resources in the State, "ACCESS OHIO" the State's strategic intermodal transportation plan identified the Youngstown-Warren Regional airport as the designated facility to serve the air cargo needs of the state's most industrialized region.

OFFICE OF EXECUTIVE

175 S MAIN STREET, EIGHTH FLOOR  AKRON, OHIO 44308-1308

Home of the All-American  
Soap Box Derby

(216) 643-2510  FAX: (216) 643-2507

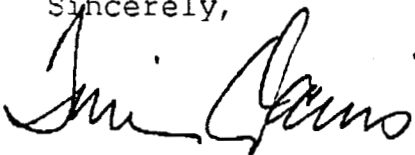
The Honorable Alan J. Dixon  
June 15, 1995  
Page 2

While there are other airports in Northeast Ohio, none had the combination of existing facilities, proximity to business and industry, open land and the federal partner that existed at the Youngstown-Warren Regional Airport. The federal, state, local and regional partnership unique to this facility provides not only a sound basis for future growth and prosperity of the region's industrial base, it provides unmatched resources and opportunities for existing and future military operations. Situated in the middle of important intermodal transportation facilities including Lake Erie and Ohio River Ports and a new, unique rail/truck transfer facility, combined with proximity to the 25,000 acre Ravenna Arsenal, the Youngstown Air Reserve Station is well suited to accommodate current and future military needs.

In conclusion, I would urge you to make your recommendations not only on the basis of the importance of the 910 Airlift Wing to our region's economic well-being, but to consider the assets of this region including land availability, industrial base, and transportation advantages as important resources available for supporting the current and future needs of the United States military.

For these reasons, I encourage you and the members of the Commission to support continued operations at the Youngstown, Ohio Air Reserve Station.

Sincerely,



TIM DAVIS  
EXECUTIVE

TD:pc

CC: The Honorable John H. Glenn  
The Honorable Mike De Wine  
The Honorable Steven LaTourette  
The Honorable James A. Traficant  
The Honorable Ralph Regula  
The Honorable Thomas C. Sawyer  
The Honorable Sherrod Brown

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950616-8

FROM: NEAL, LOYD	TO: DIXON
TITLE: CHAIRMAN	TITLE: CHAIRMAN
ORGANIZATION: SO. TX. MIL. FACILITIES TASK FORCE	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: KINGSVILLE / CORPUS CHRISTI	

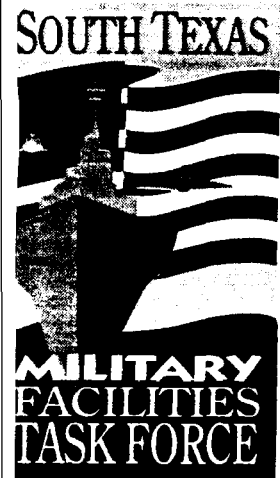
OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER	✓	✗	
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER			
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER	✓		
MR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Ⓢ	Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature	Prepare Direct Response
	ACTION: Offer Comments and/or Suggestions	FYI

subject/Remarks:  
 Changes in Pilot Training Req. (PTR) which dictate review of So. Tx. complex capacity (See attached booklet); Issue is not for BRAC, and should be returned to Navy after process is complete. \*BOOKLET RETAINED IN FILE\*  
 - MARK  
 - MERVIN  
 - JIM B

ne Date: 950623	Routing Date: 950616	Date Originated: 950614	Mail Date:
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14 June 1995

Please refer to file number  
when responding 950616-8

Senator Alan J. Dixon  
Chairman  
Defense Base Closure & Realignment Commission  
1700 N. Moore Street, Suite 1425  
Arlington, VA 22209

Dear Senator Dixon:

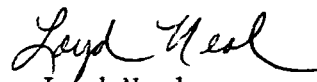
Recent changes in Pilot Training Requirements (PTR) dictate a review of the South Texas complex capacity. The enclosed booklet details that capacity in light of the new requirements and confirms the soundness of the Navy's BRAC 95 proposal to single-site T-45 training at NAS Kingsville. However, the additional requirement for 20% surge above the new requirements suggests the prudent action of retaining the outlying field at Goliad for any future training uncertainties.

This analysis confirms a fatal flaw in the proposal to relocate Multi-engine T-44 training to NAS Pensacola. Current base operations and a 200% growth in joint NFO training by FY97 will exceed the most optimistic complex capacity by 44,000 operations even before a 20% surge requirement is considered. Movement of the E2/C2 training from NAS Pensacola to NAS Kingsville would help this capacity issue but would not satisfy the operational requirements. Joint Multi-engine T-44 training should remain at NAS Corpus Christi where it is ideally sited.

This Task Force continues to support the Navy's proposal to relocate Primary T-34 training out of NAS Corpus Christi in order to accommodate both east and west coast Mine Warfare HM squadrons. This analysis indicates sufficient hangar space to accommodate both the Mine Warfare helicopter assets as well as the Multi-engine T-44 assets.

The proposal to downgrade NAS Corpus Christi to a NAF in support of NAS Kingsville clearly ignores the nature of the present federal complex involving 46 tenant activities and the proposed addition of Mine Warfare helicopter squadrons. This redesignation should not be a BRAC issue but should be returned to the Navy for action after the BRAC process is complete.

Thank you for your consideration.

  
Loyd Neal  
Chairman

O. Box 640  
Corpus Christi  
Texas 78403  
(512) 883-5571

COOPERATIVE  
FORT BY ARANSAS,  
EBERG, NUECES,  
SAN PATRICIO  
COUNTIES

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950616-23

FROM: <u>WEAVER, DAVID R.</u>	TO: <u>DIXON</u>
TITLE: <u>CONVENING CHAIRMAN</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>TEAM MIAMI</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>HOMESTEAD</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		⊙		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT

Merrill

Due Date: 950623    Routing Date: 950616    Date Originated: 950614    Mail Date:



June 14, 1995

The Honorable Alan Dixon, Chairman  
Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Chairman Dixon:

We greatly appreciate the attention of the Defense Base Closure and Realignment Commission and its staff to our presentations in Birmingham and Atlanta on behalf of Homestead Air Reserve Base.

Our presentation clearly demonstrates that the Base represents an irreplaceable and valuable piece of real estate for the nation due to its strategic location; its dual-use airfield; its 11,200 foot runway; its funded facilities program; its exemplary capacity for training and contingency operations; its designation as one of Secretary Perry's model bases; and, most importantly, its cost effectiveness.

The community and Homestead Air Reserve Base are also poised for the future to meet America's defense and peacekeeping missions. The Base's new state-of-the-art air traffic control tower is nearing completion. Real estate and infrastructure are also presently available for beddown of KC-135 and/or C-130 aircraft, in addition to the F-16's. Such an enhanced military presence would be welcomed by our community.

As cited in your March 1995 report, "Each potential recommendation is measured by published criteria, which give priority first to military value, then to cost savings and to the economic and other impacts upon local communities." Homestead Air Reserve Base positively meets not only the military but also the cost saving and economic criteria. Please consider these factors as the deliberations are proceeding. Thank you.

Sincerely,

David R. Weaver  
Convening Chairman



THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950616-24

FROM: HUTCHISON, KAY BAILEY	TO: DIXON
TITLE: SENATOR (TX)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: KELLY AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER		X	
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

RESPONDING TO TINKER COMMUNITY'S PRESENTATION AT DALLAS REGIONAL HEARING - LTG BURPER

FXC

Due Date: 950620	Routing Date: 950616	Date Originated: 950616	Mail Date:
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KAY BAILEY HUTCHISON  
TEXAS

COMMITTEES:  
ARMED SERVICES  
SMALL BUSINESS  
COMMERCE, SCIENCE,  
AND TRANSPORTATION

# United States Senate

WASHINGTON, DC 20510-4304

June 16, 1995

The Honorable Alan J. Dixon  
Chairman  
Defense Base Closure and  
Realignment Commission  
1700 North Moore Street  
Suite 1425  
Arlington, VA 22209

Please refer to this number  
when responding 950616-24

Dear Alan:

Recent comments by LTG (Ret.) Burpee and other supporters of Tinker AFB during testimony at a recent BRAC hearing require clarification to avoid any misrepresentation.

During his testimony on June 10, 1995 at the hearing in Fort Worth, Texas, LTG Burpee stated that facilities at Tinker AFB could be modified to accommodate C-5s at a cost of \$52 million. This estimate is based on an AFMC study which projected \$52 million in Military Construction Costs for the annual maintenance of 13 aircraft. The current projected annual workload is 21 aircraft. Additionally, this estimate does not include transfer of equipment and personnel, training costs, or added production costs. As a result, the actual costs to transfer the C-5 workload would include:

- Military Construction \$82M
- Transfer of Equipment \$102M
- Training and additional production costs \$45M

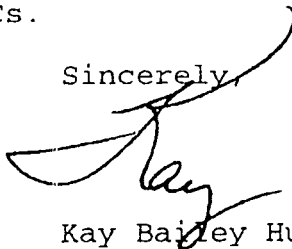
These costs do not include the "cost" of losing experienced personnel and resulting degradation of support of the C-5 which would surely occur if the workload were relocated. That could well prove to be the most unaffordable "cost" of all.

Most recently, on June 13, 1995, during testimony before the Commission, information was presented that Kelly's on-time delivery rate was 10%, while Tinker's was over 90%. The facts are as follows: during 1994, Kelly delivered 1 of 19 C-5s on time for a %5 rate. Tinker's on time deliveries were 3 of 51 KC-135s for the same period for a 6% rate. The Kelly rate was the result of a significant increase in the work required. Similarly, other mitigating factors may have affected Tinker's rate. The point is that it is inappropriate to cite a single measure of performance without an explanation of the circumstances which may have caused the rate to go up or down. In the case of Kelly's rate, the original work package was increased by 166% as a result of increased flying related to operational requirements.

Much of the credit for the low-cost and high effectiveness of operations at the San Antonio Air Logistics Center is a result of joint initiatives undertaken by the ALC management and the AFGE, Local 1617. In November 1994, management and the union formalized a partnership to establish mutually beneficial goals, implement joint training, and decrease adversarial relationships. The outcome has been a unified focus on providing quality service to the ALC's customers. This partnership is a model for all Federal agencies. A measure of that relationship was shown by the workers' support at the hearing in Fort Worth and at the site visit. Their team spirit is heartfelt and solid.

I still believe that the Air Force position of maintaining all five Air Logistics Centers is the correct one from a national security perspective. A substantial deviation from Air Force recommendations has not been shown when military value, cost to close and use of assets are considered. It would be a substantial leap to go against the strong Air Force request made by General Fogelman. If the Commission decides, however, that it is necessary to close one or two Air Logistics Centers, I believe the data on quality, productivity, cost advantage and facilities clearly place Kelly AFB among the top ALCs.

Sincerely,



Kay Bailey Hutchison

KBH:kj

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950616-21

FROM: BUSH, GEORGE W	TO: DIXON
TITLE: GOVERNOR	TITLE: CHAIRMAN
ORGANIZATION: STATE OFF TX	ORGANIZATION: DBRC
INSTALLATION (S) DISCUSSED:	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		⓪		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXE				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRE				AIR FORCE TEAM LEADER	✓		
CHIE				INTERAGENCY TEAM LEADER	✓		
DIRE				CROSS SERVICE TEAM LEADER	✓		
DIR./							

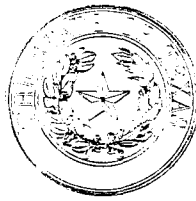
*f*  
Copy to  
- FXC  
- Deirdre

OF ACTION REQUIRED

<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Direct Response
<input checked="" type="checkbox"/>	FYI

Subject: DISCUSSING DEVELOPMENTS IN SAN ANTONIO'S WATER SITUATION

Due Date: 950620      Routing Date: 950616      Date Originated: 950608      Mail Date:



STATE OF TEXAS  
OFFICE OF THE GOVERNOR

GEORGE W. BUSH  
GOVERNOR

June 8, 1995

Please refer to this number  
when responding 950616-21

The Honorable Alan Dixon  
Chairman, The Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, Virginia 22209

Dear Chairman Dixon:

I am writing to update you on some critical developments in San Antonio's water situation and to assure you the city has ample water to support the needs of the military.

The Texas Legislature passed legislation this session to establish an elected board to oversee the Edwards Aquifer. I have received reassurances from the U.S. Justice Department that this legislation will resolve the dispute with the federal government over aquifer management by bringing the state into compliance with the Voting Rights Act.

In addition, the federal judge in the Sierra Club case, Lucius D. Bunton, has pledged to exempt San Antonio military installations from any pumping restrictions he may order in the event of an emergency.

San Antonio's military bases will benefit from two other water initiatives. First, San Antonio has passed an ordinance guaranteeing the availability of reuse water to all military bases. Second, the city is coordinating a substantial surface water source as a supplemental supply should the military require additional water in the future.

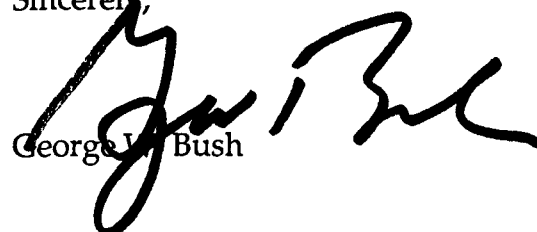
I hope these developments put to rest any concerns about San Antonio's ability to support the water needs of the military. I know those concerns have influenced the Department of Defense and BRAC Commission decisions to place San Antonio military installations on the 1995 base closure list.

The Honorable Alan Dixon  
June 8, 1995  
Page 2

Since both the state and city have taken steps to meet the military's water needs, I request that you eliminate the water issue from any decision-making process pertaining to whether San Antonio bases appear on the final closure list.

Thank you for your assistance on this matter and please do not hesitate to contact me personally should you have any questions.

Sincerely,



George W. Bush

**THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

**EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #** 950616-30

<b>FROM:</b>	<b>TO:</b>
<b>TITLE:</b> 482d FIGHTER WING	<b>TITLE:</b>
<b>ORGANIZATION:</b> HOMESTEAD ARB	<b>ORGANIZATION:</b> HQ AFRES/CUA
<b>INSTALLATION (s) DISCUSSED:</b> HOMESTEAD	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓ FYI

**Subject/Remarks:**

REPORT DISCUSSING F495 STRENGTH SHORTFALL AND STATING MANNING IN 482 IS BELOW THE MINIMUM ACCEPTABLE LEVEL OF 98%.

*Merrill*

Due Date:	Routing Date: 950616	Date Originated: 950317	Mail Date:
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DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE

17 March 1995

MEMORANDUM FOR HQ AFRES/CVA

FROM: 482d Fighter Wing  
360 Coral Sea Blvd, Box 10  
Homestead ARB FL 33039-1299

Please refer to this number  
when responding 950616-30

SUBJECT: Staff Study - FY95 Strength Shortfall (Yr Ltr, 3 Mar 95)

PROBLEM: The manning in the 482 FW is below the minimum acceptable level of 98 percent.

ASSUMPTIONS: The Miami population base would support a manning in excess of 98 percent.

FACTS BEARING ON THE PROBLEM:

1. Prior to Hurricane Andrew, 482 FW manning was at 106 percent.
2. After Hurricane Andrew, and during the unit's TDY to MacDill AFB, 482 FW manning was at an all-time low of 74 percent. Many personnel otherwise counted as available were not active participants.
3. Immediately upon return to Homestead ARB, we found that the base meets no USAF quality of life standards:
  - a. No base gas station
  - b. No active duty presence and associated programs for which we reservists are eligible
  - c. ~~No BX~~
  - d. No commissary
  - e. No Clothing Sales
  - f. Substandard billeting
  - g. Inadequate club facilities
  - h. No recreational facilities
  - i. No dining facility



- j. Limited off-base housing
  - k. Promised facilities were not ready upon unit's return
  - l. Most existing facilities are far below USAF standards
4. Many personnel did not return to Homestead ARB from MacDill AFB because they had lost their homes in the Homestead area and/or obtained permanent employment in the MacDill AFB area.
  5. During July 1994, 482 FW Recruiters took the initiative to obtain Atlas Variables of local prior-service military personnel currently in inactive status from the Air Reserve Personnel Center (ARPC). They have since been exhausted. Currently, projected losses far outnumber projected gains. The vast majority of eligible military-aged high school graduates in the Miami area are minorities. Only five percent of that population are viable/available applicants. Only one percent of these actually qualify. Most are INS 151 "green card resident aliens" and/or have past criminal records. In addition, most heavily populated minority high schools are in areas that are physically dangerous to recruiters.
  6. The All Ranks Club is open; however, no efforts have been made to improve the club or its membership.
  7. Off-base housing and hotels/motels are numerous and affordable in the Homestead area. Base billeting continues to be substandard.
  8. The small, inadequate on-base fitness center is open; however, base personnel are convinced there will never be an adequate base gym, and the building remains boarded up.
  9. The shuttle is operating Charleston-Tampa-Homestead; however, this does not help us for the Patrick AFB, Eglin AFB, Jacksonville or Orlando areas where there are concentrations of military-aged and qualified personnel.
  10. The BX/Commissary/Clothing Sales Mart is scheduled to open 11 May 1995.

#### DISCUSSION:

1. The first possible solution is as a result of the new AFRES policy restricting projected losses from dropping from file for 180 days unless a replacement is found sooner. Implementing this policy at Homestead will result in approximately 96 personnel on file 30 September 1995 who would otherwise have dropped from the 482 FW roles. This is a cosmetic fix.

2. Another partial solution is obtaining PTI 204 authority from ARPC to allow us to more quickly gain new recruits, thereby potentially increasing by 21 the number of personnel on our roles on 30 September 1995.

3. The above two solutions should permit the 482 FW to obtain 98 percent manning on the books on 30 September; however, these are not long-term solutions with which we should be satisfied.

4. The long-term solution for manning at HARB is retention of a quality workforce and increasing morale and job satisfaction. We must identify and address the reasons the members want to leave the 482 FW. Some of the more significant and recurring reasons being given by exiting personnel include:

- a. Perceived lack of promotion opportunities
- b. Retraining linked with demotion (Year of Training initiatives)
- c. Depressing surroundings and working conditions
- d. upcoming inspections

5. We are attempting to implement fixes that are easy and most readily apparent (i.e., clean and/or replace carpeting, upgrade recreational facilities, add picnic tables, landscape, provide shower facilities, increase cleanliness in the All Ranks Club, billeting and office areas).

6. We are attempting to increase morale somewhat by proposed celebrations (i.e., Memorial Day, VE Day, BX Grand Opening, Quality Day, Earth Day). Base personnel need to know that wing leadership are, themselves, totally committed to participating and making Homestead ARB a better working environment.

7. Commanders have been charged with recognizing their performers.


#### CONCLUSIONS:

1. The 482 FW may not make its 98 percent manning goal by 30 September 1995.
2. Unless drastic changes occur, the 482 FW will not maintain 98 percent manning past the end of stop-gap measures.

#### RECOMMENDATIONS:

1. Obtain PTI 204 authority from ARPC/DPRA.

2. Maintain the 180-day AFRES policy.
3. Increase efforts and means in minority communities to seek out qualified recruits.
4. Follow through with proposed celebrations.
5. Implement quick, easy, cosmetic fixes.
6. Retain our people.
7. Meet customer (reservist) requirements regarding facilities, programs, etc. they expect, and to which they are entitled but which are currently beyond the means of the Wing to provide.



JAMES L. TURNER, Brig Gen, USAFR  
Commander

cc: AFRES/DPRC, ATTN: CMSgt Sowell  
TSgt Printup

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950616-31

FROM: <del>XXXXXXXXXX</del>	TO: LYLES, DAVID
TITLE:	TITLE: STAFF DIRECTOR
ORGANIZATION: AF/RT	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: WAS AGAWA, GUAM	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A			
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER			
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER			
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

NAVY Team also  
 ✓  
 ✓  
 ✓

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓ FYI

Subject/Remarks:  
 REQUESTING DBCRC ADD. ANDERSEN SOUTH HOUSING AREA TO REALIGNMENT OF WAS AGAWA.

Due Date:	Routing Date: 950616	Date Originated: 950616	Mail Date:
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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE



16 JUN 1995

Please refer to this number  
when responding 950616-31

MEMORANDUM FOR Defense Base Closure and Realignment Commission  
(Mr. David Lyles)

FROM: AF/RT  
1670 Air Force Pentagon  
Washington DC 20330-1670

SUBJECT: Addition of Andersen South Housing Area to Realignment of Naval Air  
Station Agana, Guam

Request the addition of Andersen South housing area to the realignment of Naval Air Station Agana, Guam. The BRAC 95 plan calls for relocation of the Navy HC-5 unit to Kaneohe Hawaii and the deactivation of the Navy Public Works Center (PWC) Guam.

The Air Force has hosted Navy flying units at Andersen AFB and provided housing support for Navy families beginning with the Navy VRC-50 carrier logistic resupply unit and now the Navy HC-5 helicopter unit. Andersen South family housing capacity has been required to support the family load of these Navy missions. Additionally, PWC has provided significant change of occupancy maintenance work on a reimbursable basis that the Air Force and on-island contractors could not perform. Therefore, the 360 unit Andersen South family housing area will be excess to Air Force needs due to BRAC 95 Navy realignments.

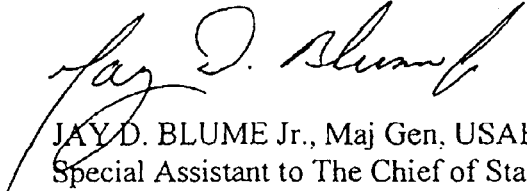
The table below shows the estimated net savings by consolidating housing operations on Andersen's main base:

	<u>FY97</u>	<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>
Total Savings	\$1.86M	\$2.17M	\$2.18M	\$2.18M	\$2.19M
Caretaker Cost*	\$.5M	\$.5M	\$.5M	-	-
Environmental Costs**	\$.08M	\$.75M	-	-	-
<b>Net Savings</b>	<b>\$1.28M</b>	<b>\$1.47M</b>	<b>\$1.68M</b>	<b>\$2.18M</b>	<b>\$2.19M</b>

\* Caretaker costs are for minimal maintenance of units and grounds until transfer occurs.  
\*\* Environmental costs are for EBS, EIAP, and potential remediation requirements.  
There are no Installation Restoration Program (IRP) sites at Andersen South housing.

00 26 33 01:21PM FROM HQ COMNAV MAR TO 30300110 1000

The Commander Naval Forces Marianas (COMNAVMAR) is the Joint Forces authority for land use on Guam and has developed a comprehensive Guam Land Use Plan (GLUP). COMNAVMAR supports our initiative to include Andersen South housing as part of BRAC 95. We believe adding Andersen South to the BRAC 95 plan is the best way to support the Air Base and the people of Guam.



JAY D. BLUME Jr., Maj Gen, USAF  
Special Assistant to The Chief of Staff  
for Base Realignment and Transition

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950620-12

FROM: <u>BECHTEL, JOAN</u>	TO: <u>DIXON</u>
TITLE: <u>CHAIRMAN</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>SUTTER, CA BOARD OF SUP.</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>MCCLELLAN AFB</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER		X	
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Ⓢ	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT,

*[Handwritten signature]*  
 → EX  
 DAVP

Due Date: 950627    Routing Date: 950620    Date Originated: 950612    Mail Date:

# BOARD OF SUPERVISORS

## COUNTY OF SUTTER

1180 CIVIC CENTER BLVD.  
YUBA CITY, CALIFORNIA 95993

(916) 741-7108



June 12, 1995

The Honorable Alan J. Dixon, Chairman  
Defense Base Closure and Realignment Commission  
177 N. Moore Street, Suite 1425  
Arlington, Virginia 22209

Please refer to this number  
when responding 95062042

Dear Chairman Dixon:


As Chairman of the Board of Supervisors for the County of Sutter in California, I am writing this letter to express the concerns of the constituents of my County to the Defense Base Closure and Realignment Commission before their scheduled meetings on 22 June 1995. I respectfully request that your Commission strongly consider the importance of McClellan Air Force Base to its surrounding counties and communities before making any decisions.

The value of McClellan to the national security of our Country is unquestionable. McClellan's organic treaty monitoring facility, their neutron x-ray facility, their unique electronic warfare systems expertise and the many other specialized missions at McClellan are vital to our national defense. The process of duplicating or replacing any of these unique missions would be cost prohibitive.

Closure of McClellan would be devastating to a community already reeling from the previous closures of two major installations in the local area. McClellan is located approximately 20 miles from the borders of Sutter County and a large number of our residents are employed at the Base. The payroll for these employees is approximately 10 million dollars. Closure of this installation would significantly affect our local unemployment rates that already reach seasonal highs of 17-20 percent. Loss of these dollars would also adversely affect the small independent business typically found in rural towns.

As your Commission enters into deliberations, please consider the importance of McClellan to the counties and communities that surround it, as well as its vital importance to our national defense.

Best wishes,

  
Joan Bechtel  
Chairman

JBB/smj

#### MEMBERS OF THE BOARD

CASEY KROON	DISTRICT 1	COUNTY ADMINISTRATOR
DENNIS NELSON	DISTRICT 2	LARRY T. COMBS
LARRY MUNGER	DISTRICT 3	
JOAN BECHTEL	DISTRICT 4	CLERK OF THE BOARD
DICK AKIN	DISTRICT 5	LONNA SMITH

REGULAR MEETINGS ARE HELD TUESDAY OF EACH WEEK



THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950620-8

FROM: BUKOSKI, CHARLES	TO: DIXON
TITLE: PRESIDENT	TITLE: CHAIRMAN
ORGANIZATION: GREATER MIAMI AVIATION ASSOC	ORGANIZATION: DBCRC
STATION (S) DISCUSSED: HOMESTEAD AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
RELATIONSHIP CONGRESSIONAL LIAISON		✓		COMMISSIONER STEELE	✓		
RELATIONSHIP COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
DEPUTY FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
RELATIONSHIP INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/> Prepare Reply for Chairman's Signature	<input type="checkbox"/> Prepare Reply for Commissioner's Signature
<input type="checkbox"/> Prepare Reply for Staff Director's Signature	<input type="checkbox"/> Prepare Direct Response
<input checked="" type="checkbox"/> ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/> FYI

Subject/Remarks:

LETTER OF SUPPORT

*[Handwritten Signature]*  
F. March

Date: 950627	Routing Date: 950620	Date Originated: 950604	Mail Date:
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apter of the National Aeronautical Association  
Box 996126 - Miami, Florida 33299-6126



June 9, 1995

Please refer to this number  
when necessary 950620-8

The Honorable Alan J. Dixon, Chairman,  
and Commissioners, Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Subject: Homestead Air Reserve Base

Chairman Dixon and Commissioners:

The members of the Greater Miami Aviation Association, both individual and corporate, represent all aspects of the field of aviation in the South Florida Region. Our interests include both civilian and military aviation, the public and private sectors, airport sponsors and operators and users, both commercial and general aviation and the complete infrastructure required to support the industry. We are very concerned that the issue of closing the U.S. Air Force operation at Homestead is being revisited, and we strongly urge you to recommend retaining the Air Force Reserve and the Florida Air National Guard at HARB, and to expand the role of the Base to the extent feasible.

Weather and the terrain have made Florida a mecca for aviation since its earliest days. Since World War II, the geo-political importance of its location has greatly expanded the area's importance to aviation, just as aviation has become key to the function and purpose of the South Florida community. As a result of this evolution, today our area boasts a complete aviation support infrastructure, both equipment and people, in-place and functioning.

In addition to its military significance, the Homestead Air Reserve Base and the Air Force Reserves stationed there are important to and benefit from the local civil aviation interests. Many reservists, including pilots and support personnel, work for airlines, maintenance bases, etc. located here in South Florida. The FAA's air traffic control system is designed for and well experienced in the dual use of the Florida airspace for both military and civilian operations. Also the weather is conducive to flight training, and the many Military Operation Areas in the area coupled with the airspace over the Atlantic Ocean and the Gulf of Mexico enhance the opportunity for military operations and training out of the HARB facility.

The Honorable Alan J. Dixon, Chairman,  
and Commissioners, Defense Base Closure and Realignment Commission  
June 9, 1995  
Page -2-

With the Southern Command relocating from Panama to the Greater Miami Area, the logistical role of the Homestead Air Reserve Base could be expanded and its importance to the Department of Defense significantly increased. Although defense policy matters are not within the role of GMAA, we do have an enlightened self-interest and a considerable degree of experience within the membership.

Lastly, in support of retaining HARB and its military function, it makes good fiscal sense because it will be a joint use facility with the airport maintained by civil aviation authorities (Dade County Aviation Department), and as civil aviation activities increase more of the operational costs will be assumed by the civil aviation users.

We sincerely hope that the Defense Base Closure and Realignment Commission will recommend maintaining the operation at Homestead Air Reserve Base. It is in the best interest of the community, the State and the Nation that you do so.

Very truly yours,

GREATER MIAMI AVIATION ASSOCIATION, INC.



Charles Bukoski, President

cc: Honorable William Perry, Secretary of Defense

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950620-17

FROM: KORTH, FRED	TO: MONTOYA, BENJAMIN
TITLE: ATTORNEY	TITLE: COMMISSIONER
ORGANIZATION: KORTH AND KORTH	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: CARSWELL AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		⓪		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input type="checkbox"/>	Prepare Reply for Chairman's Signature	<input checked="" type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

SUPPORTING RETAINING THE 301ST AFR WING AT CARSWELL FIELD IN FORT WORTH - SUPPORTING INFO INCLUDED

*[Signature]*  
Merrill

Due Date: 950627      Routing Date: 950620      Date Originated: 950616      Mail Date: \_\_\_\_\_

LAW OFFICES

KORTH AND KORTH

SUITE 501

1700 K STREET, N.W.

WASHINGTON, D.C. 20006

AREA CODE (202) 223-3630

Please refer to this number  
when responding 950620-17

FRED KORTH  
FRITZ-ALAN KORTH

TELEFAX  
(202) 223-1878

June 16, 1995

Benjamin F. Montoya, Commissioner  
Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Ben,

You may recall that when I assumed the position of Secretary of the Navy under President Kennedy, I was a resident of North Central Texas, specifically Fort Worth. It has come to my attention in the last couple of weeks that there is an effort by Austin to mitigate its loss of the 294th Air Force Reserve Wing by encouraging the BRAC Commission to move the 301st Air Force Reserve Wing from Fort Worth to Bergstrom. Although I am not fully conversant with all the details of this particular issue, I have discussed this matter with a couple of individuals who I believe are quite knowledgeable. There is overwhelming support by the military of the entire joint reserve base concept, which is being implemented in an excellent fashion at the Naval Air Station Fort Worth Joint Reserve Base Carswell Field in Fort Worth. There are substantial savings, but most importantly great improvement in readiness training.

Congressman Pete Geren of the 12th District, which includes Fort Worth, has sent me some information on this matter. Congressman Geren is a very astute and knowledgeable congressman who is known for both his intelligence and his unimpeachable integrity. He strongly feels that the leaders of Austin have misled the BRAC Commissioners on a number of issues relative to the actions of previous BRAC Hearings and the military value of Carswell. It seems to me, however, that if the '93 BRAC created this exemplary model reserve base that it makes no sense to start breaking it up. I don't know of any time when two cost centers have been less expensive than one cost center. I know for a fact that the military value of the joint reserve base concept and the physical facility at Carswell, including its air space, is tremendous.

I just wanted to drop you a note on this matter and encourage you to strongly consider the position of Congressman Geren and the Fort Worth Chamber. I am also enclosing a couple of attachments which I hope are informative. As always, I hope everything is going well with you. Please give me a call the next time you are in Washington and I do appreciate your consideration of my ~~comments~~ on this matter.

Sincerely,

  
Fred KORTH

P.S. I know you are terribly busy, but would it be possible for Congressman Geren to visit with you, either in person or over the phone?

FK/ck:Enclosures

JUN-14-1995 08:26

P.02



CHAIRMAN OF THE JOINT CHIEFS OF STAFF  
WASHINGTON, D. C. 20318-9909

12 June 1995

General John T. Chain, Jr., USAF (Ret)  
Executive Vice President  
Burlington Northern Railroad  
777 Main Street  
Fort Worth, Texas 76102

Dear Jack,

Thank you for your letter regarding the proposed relocation of the 301st Tactical Fighter Wing from Naval Air Station Fort Worth Joint Reserve Base to Bergstrom Air Reserve Base.

The Joint Reserve Base now being created at Fort Worth with units from each of the Services and the Texas Air National Guard offers a prime opportunity to demonstrate the viability of joint basing. This concept holds great promise for streamlining our infrastructure and enhancing joint operational effectiveness.

Concerning Bergstrom ARB, the CINCs, Chiefs of the Services, and I reviewed the Air Force proposal to close this installation as part of the 1995 base closure process and determined that it would not impair our ability to execute the national military strategy.

Your views on this important issue are greatly appreciated. With best wishes,

Sincerely,

JOHN M. SHALIKASHVILI  
Chairman  
of the Joint Chiefs of Staff

TOTAL P.02

TOTAL P.02

STATEMENT

BY

MINTER ALEXANDER, LT. GEN., USAF (Retired)

Good morning Mr. Chairman and members of the Commission. It is an honor for me to be allowed to comment this morning in support of the decision by the Defense Department to leave the 301st Fighter Wing at the Fort Worth JRB. I was a former commander at the old Carswell Air Force Base, which is now the JRB. I live in Virginia and, from there, I have watched with pride the joint initiatives underway at the JRB. When I learned of the potential removal of the fighter wing and its F-16s, I felt compelled to travel here from Virginia and speak out.

The progress that has been made by the Reserve Component in developing the JRB is impressive and represents an enormous gain for jointness. I spent the last portion of my career working in a joint environment and know the value of the contribution to jointness that the organizational structure being developed at the JRB will have. It is a wonderful concept and will lead the way in pioneering new frontiers in jointness among the services. The recently published report from the Commission on Roles and Missions of the

Post-It® Fax Note	7671	Date	6/14	# of pages	6
To	Terry Ryan	From	James Seal		
Co./Dept.		Co.	UKUG		
Phone #		Phone #	335-4991		
Fax #	877-4034	Fax #	877-1861		

Armed Forces gives a strong endorsement for increased joint training and the type of activities that will be going on at the JRB. There we have a rich mixture of forces with exciting new joint tactical training activities being planned and executed. We are seeing parochial service barriers broken down and efforts at commonality being established. There is daily interaction among the AF Reserve, Texas Air National Guard, Texas Army National Guard, Naval Reserve and the Marine Corps Reserve units. They are working together in joint tactical training and in the routine execution of joint service support functions. This joint activity is building increased readiness for the gaining CINCs in time of hostilities. That, really, is the ultimate mission of the Reserve Component, to provide ready forces for the war fighting CINCs.

The removal of the 301st Fighter Wing and its F-16s from the JRB will be a step backward in jointness and result in a lessening of the total combat readiness of the forces at the JRB. Those of us who believe in jointness and how it improves our combat readiness must speak out in support of the JRB.



Let me turn now to recruiting. The 301st Fighter Wing has always enjoyed the ability to recruit from the finest and best the country has to offer. The Fort Worth-Dallas Metroplex provides a population base of over 4 million within a 50 mile radius and a large aerospace and air transportation industry. A talented and skilled pool of pilots, technicians and other support personnel are readily available for recruiting by the 301st as well as all of the other units at the Base. These units have been recruiting very successfully in the past from this same growing population base. Recruiting in the metroplex is a major STRENGTH in favor of DOD's decision.

The JRB's ground and airspace operations are not overcrowded. In 1993 and 1995 the FAA fully supported moving NAS Dallas aviation units to the Fort Worth JRB. The FAA stated that moving the Reserve units from Dallas to Fort Worth would improve safety and the entire airspace system. The Navy, who has been controlling traffic at the Fort Worth JRB for the last two years, has stated that there are no airspace problems; specifically no airspace overcrowding or no arrival or departure delays...and they don't expect any in the future.

As for ground operations, the JRB has the advantage of excess ramp and hangar space. The Naval Facilities Engineering Command's survey shows that there will be sufficient space for bedding down a total of 186 aircraft without any additional ramp construction.

The 12,000 foot runway will easily accommodate the planned 104 aircraft. Of those 104, twenty-four are Texas Army Guard helicopters which normally will not use the runway. And, in fact, the runway is capable of handling three times the 71,000 runway operations that are expected each year. The need to divert aircraft from single runway airfields is rare, and in the case of the JRB, Alliance Airport is located only 10 miles northeast. It has a published DOD approach and DOD fuel contract to accommodate these occasions. I might add that the Fort Worth JRB has a 12,000 foot parallel taxiway that the Marine Reserve C-130 units plan to use as a practice assault strip. The taxiway also serves as an emergency landing runway.

Fort Worth JRB has outstanding training areas and ranges. These were the training areas the 301st used to prepare for its deployment to Operation Deny Flight, which is the UN's peace keeping efforts over Bosnia. No additional pre-deployment training at some other location was needed to

have the 301st reach combat ready status. The unit deployed directly from Fort Worth to Aviano, Italy, ready to immediately fly combat air patrol in joint operations with the entire spectrum of military units.

Title 10 requires the greatest possible joint use of facilities by units of two or more Reserve components. I can think of no better example than the Fort Worth JRB in meeting this requirement of law. Not only are the facilities shared but there are new initiatives at commonality and mutual support being developed. An increasing number of support functions are being distributed among the various units at the base. Even at this early stage of the development of its joint management of the base, the Navy estimates that if the 301st Fighter Wing is removed from the Fort Worth JRB that the Navy's annual costs for the operation of the base would be increased.

Finally, from DOD's COBRA analysis, we know that there is a net cost of over four million dollars to close Bergstrom and a net cost of approximately 21 million dollars to deactivate the 301st. That's a one time cost difference of over 16 million dollars. More importantly, there is an ongoing annual savings of over four million dollars by keeping the 301st and closing Bergstrom.

In summary, let me go back to my comments at the beginning. The key attribute of the Fort Worth JRB is its contribution to jointness and the resulting improvement in readiness. This is a wonderful initiative that should be encouraged and nurtured. Improvements in jointness across the Reserve Component can be realized from what we learn from the evolution of the JRB at Fort Worth. The DOD analysis shows that the Fort Worth JRB remains the most cost effective location for the 301st Fighter Wing. It is clear to an old airman like me who believes strongly in jointness, that Fort Worth JRB is a bargain...not only is it more cost effective but the nation gets a better product.

Thank you Mr. Chairman. This concludes my comments.

Now, I would like to introduce Col. Tommy Dyches.

**THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

**EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #** 950616-32

FROM: CASEY, dim	TO: CORNELLA, AL
TITLE: PRESIDENT	TITLE: COMMISSIONER
ORGANIZATION: TEAM CONCEPTS	ORGANIZATION: DBCR
INSTALLATION (s) DISCUSSED:	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	FYI

Subject/Remarks:

DISCUSSING OPTION FOR POSSIBLE RELOCATION OF KC 135 TANKER AIRCRAFT.

Due Date:	Routing Date: 950616	Date Originated: 950616	Mail Date:
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# FAX

Please refer to this number  
when responding 450616-32

Date 06/16/95

Number of pages including cover sheet 2

**TO:** Commissioner Cornella  
Defense Base Closure &  
Realignment Commission  
1700 North Moore St.  
Suite 1425  
Arlington, VA 22209

Phone (703) 696-0504

Fax Phone (703) 696-0550

**FROM:** Jim Casey  
President  
Team Concepts  
13539 Smallwood Lane  
Chantilly, VA 22021

Phone (703) 378-5350

Fax Phone (703) 378-5325

CC:

**REMARKS:**  Urgent  For your review  Reply ASAP  Please Comment

Sir,

I was asked to forward you a copy of the following potential Air Force KC-135 tanker beddown option.

If you have any questions, please call me.

*Jim Casey*

**FAXED**  
16 Jun / 95  
2:30 pm

## The Best Possible Relocation of KC-135 Tanker Aircraft

**Background:** The BRAC 95 Commission has before it several options that involve KC-135 tanker aircraft: 1) the DoD recommendation to relocate Malmstrom AFB's 12 KC-135 tanker aircraft to MacDill AFB; and 2) the Commission's added option of relocating Grand Forks AFB's 48 KC-135 tanker aircraft to another location(s). The Air Force has expressed a desire to maintain a nuclear deterrence capability in the North-Central U.S. and requested that the Commission reject a total closure of Grand Forks AFB. Additionally, the Air Force has agreed that there is a major shortfall of tanker aircraft in the South, especially the Southeast. In fact, recent BRAC 95 Commission hearing statements indicate that the Southeast has 27 percent of the peacetime tanker requirements but only 7 percent of the tankers, but no solution to this tanker shortfall was presented by the Air Force.

**Discussion:** However, there are options to resolve all concerns: save scarce budget dollars, retain tankers in the North as nuclear deterrence assets, and solve the serious tanker shortfall in the South. Specifically, if the Commission endorses relocating Malmstrom's 12 KC-135s and Grand Forks' 48 KC-135s as follows, all of these concerns will be met:

**Actions Required:** Realign Malmstrom AFB (retain missile field) and close Grand Forks

**Relocate force structure to:**

Ellsworth AFB, SD *	18 KC-135s (retains tankers in North-Central U.S.)
MacDill AFB, FL	16 KC-135s (helps resolve tanker shortfall in Southeast)
Dyess AFB, TX *	16 KC-135s (helps resolve tanker shortfall in South)
Robins AFB, GA **	10 KC-135s (helps resolve tanker shortfall in Southeast)

\* KC-135s are totally compatible with currently assigned force structure

\*\* KC-135s are compatible with currently assigned JSTARs aircraft

Although the above scenario does not comply with the Air Force's "one base-one boss" policy, it does resolve the serious tanker shortfall in the South, saves scarce budget dollars, and retains tankers in the North-Central U.S. It is important to note that, all of the above locations have had permanently assigned tanker aircraft in the recent past and still retain the required infrastructure to support KC-135 tanker aircraft, with the exception of MacDill AFB.

Therefore, military construction requirements would be minimal. Although this optimal solution does relocate tankers from two bases to four, the operational peacetime and deterrence advantages gained outweigh the potential impacts of increasing the number of tanker locations. In fact, when long run operating costs are totalled, it will probably be less expensive to beddown the tanker force as depicted above primarily due to reduced O&M costs incurred in the Southern versus Northern locations, e.g., meeting the tanker demand in the South.

**Conclusion:** Consideration must be given to relocating tanker assets as depicted above. This option saves money, increases peacetime productivity, and retains nuclear deterrence.

June 20, 1995

*Sent to  
Cinillo  
JTC*

# city of Minot

OFFICE OF THE MAYOR

Honorable Alan Dixon, Chairman  
Defense Base Closure and Realignment Commission  
1425 North Moore Street  
Suite 1426  
Arlington, Virginia 22209

Please refer to this number  
when responding 950620-25

Dear Mr. Chairman,

During the last several months, the 91st Missile Group at Minot Air Force Base has received three awards which clearly establish it as the preeminent ballistic missile group in the United States. Because the Commission is currently evaluating ballistic missile bases, we are writing to detail the 91st's outstanding recent achievements.

## OMAHA TROPHY

On the 25th anniversary of the establishment of the Strategic Air Command (SAC), the citizens of Omaha, Nebraska presented the Omaha Trophy to the SAC Commander-in-Chief with a request that it be awarded annually to the outstanding wing in SAC. With the deactivation of SAC, the responsibility for awarding the Omaha Trophy falls to the Commander-in-Chief of the United States Strategic Command (STRATCOM).

Two such trophies are now presented annually - one to the outstanding aircraft operations wing supporting STRATCOM's mission. The second award, the ballistic missile unit Omaha Trophy, recognizes the best ICBM wing or fleet ballistic missile submarine.

The 1994 ballistic missile unit Omaha Trophy was awarded to Minot's 91st Missile Group, or "Roughriders", as they are also known. This group was rated superior to the other three Minuteman missile bases, and all operational ballistic missile submarines for this award.

The primary factor for nomination and selection for the trophy is a unit's overall performance while contributing to the STRATCOM mission. In nominating the 91st Missile Group at Minot, Colonel Frank G. Klotz, USAF Commander, cited the continued "absolute commitment to excellence" demonstrated by the group in the face of "reorganization, leadership changes and down sizing".



Specific criteria include formal evaluation/inspection results, competition results, meritorious achievements/service award recognition, safety, mission/deployment exercise taskings, magnitude of responsibilities, and equipment conversions. The Roughriders were shown to have achieved the highest possible ratings on a Nuclear Surety Inspection, a "flawless Combat Capability Assessment", and "unequaled performance" at the Space and Missile Competition.

Another important factor in the selection of the winner of the Omaha Trophy is the alert rate which is achieved by the unit for the year. For the seventh year in a row, Minot's 91st Missile Group had the highest alert rate of all four major missile bases. The 1994 rate was 99.5%.

#### COLONEL LEE R. WILLIAMS MEMORIAL TROPHY

Minot's 91st Missile Group was selected by the Commander-in-Chief of the 20th Air Force as the winner of the Colonel Lee R. Williams Trophy. The trophy is awarded to the outstanding missile wing in the Air Force Space Command (AFSPC). Space Command includes all four operational missile Minuteman III wings in its evaluation. The determining factor is the unit's overall performance in accomplishing its portion of the AFSPC mission. Factors in the selection include formal evaluation/inspection results, competition results, quality initiatives, meritorious achievements/service, safety, and other factors.

#### COLONEL GEORGE T. CHADWELL MEMORIAL TROPHY

This trophy is awarded annually to the ICBM maintenance organization which achieves the most superior maintenance record in support of its assigned mission during the previous year. Items included in the evaluation are:

- \* weapons system performance
- \* local or higher headquarters exercises/inspections
- \* special programs
- \* effective use of maintenance resources which maximize equipment repair capability and promote effective use of maintenance resources
- \* innovative management actions improving mission capability, work environment, and support to personnel and community.

The Air Force evaluation of its four missile bases amounted to a somewhat static analysis of factors such as geology, range, spacing, weather and maintainability. Another way to look at these missile fields is their proven record of operation. The award of these three trophies to Minot's 91st Missile Group clearly establishes this group as the finest Air Force ballistic missile unit.

Sincerely,

*Orlin W. Backes*  
Orlin W. Backes  
Mayor  
City of Minot

*M. E. Syria*  
M.E. Syria  
Co-Chair  
Task Force 96

*Bruce Christianson*  
Bruce Christianson  
Co-Chair  
Task Force 96



DEPARTMENT OF THE AIR FORCE  
WASHINGTON DC 20330-1000

OFFICE OF THE SECRETARY

June 21, 1995

SAF/LL  
1160 Air Force Pentagon  
Washington, DC 20330-1160

The Honorable John Glenn  
United States Senate  
Washington, DC 20510

Dear Senator Glenn

This is to provide you with the current status of Newark Air Force Base (AFB), Ohio.

Upon receipt of the Newark privatization proposals, the Air Force performed an evaluation to determine whether the Air Force needed to request relief from the 1993 Defense Base Closure and Realignment Commission recommendation to close Newark AFB. The Air Force believes that privatization will provide a reasonable cost and operationally effective means to close and then privatize Newark AFB in place. Accordingly, the Air Force will continue to implement the BRAC 93 recommendation.

We appreciate your continued interest in Newark AFB and trust this information is useful. A similar letter is being provided to Senator DeWine and Representative Ney.

Sincerely

NORMAN G. LEZY  
Major General, USAF  
Director, Legislative Liaison

- COPY

# WESTERN PENNSYLVANIA COALITION

1000 Beaver Grade Road, Moon Township, Pa. 15108 Phone - 269-7469 Fax - 269-7468

June 17, 1995

Frank Cirillo  
The Defense Base Closure and Realignment Commission  
1700 North Moore Street  
Suite 1425  
Arlington, VA 22209

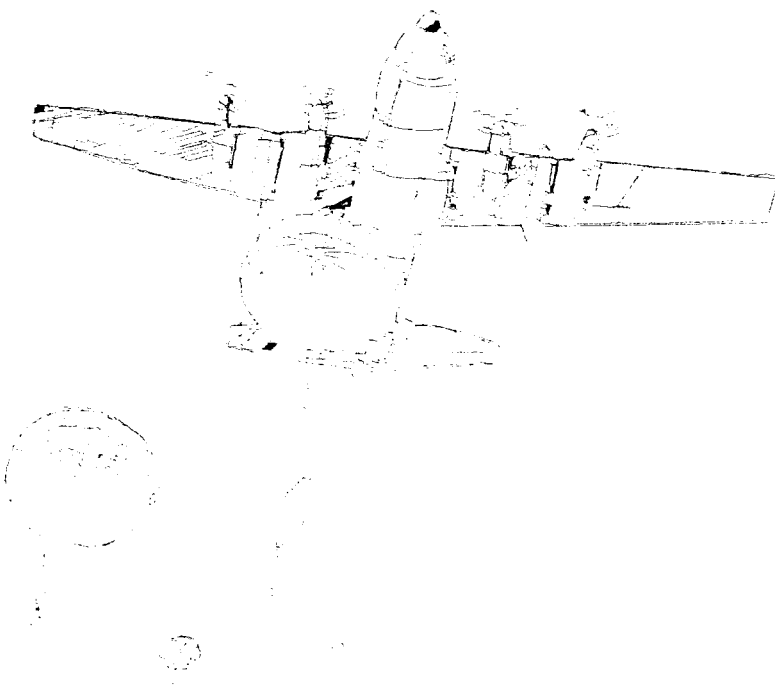
Dear Frank,

Enclosed please find our most recent point paper on the expansion capabilities available at the 911th Airlift Wing at Pittsburgh International. Contrary to Major General Blume's June 7, 1995 letter to the BRAC commission concerning expansion of the 910th Airlift Wing at Youngstown, Ohio, Pittsburgh has 77 acres of ramp space now available to the Wing at no cost to the Air Force. This would allow the 911th the capabilities to take on an additional four aircraft at no new construction costs.

We appreciate your efforts in reviewing the point paper, and thank you for your consideration.

Sincerely,

Charles Holsworth  
Western Pennsylvania Coalition



**911th AIRLIFT WING RETENTION**

## POINT PAPER ON THE 911TH AIRLIFT WING EXPANSION CAPABILITY

It appears from Major General Blume's June 7, 1995 letter to the BRAC Commission on the 910th Airlift Wing expansion at Youngstown, Ohio that the Air Force still does not recognize the unlimited potential for expansion and increased operations available at Pittsburgh International Airport for the Air Force Reserve.

- **There is no basis for the alleged limitations of the expansion capabilities of the 911th.**
  - \*\* Currently the base operates efficiently on 115 acres of land as part of the tremendous facilities comprising the Pittsburgh International Airport.
  - \*\* Yet according to Major General Blume's letter, the Air Force is calling for **over \$20M in construction just to enable another base to operate at the present capacity of the 911th.**
  - \*\* The 911th at present has the ability to handle 13 aircraft without any expansion necessary.
  
- In the summer of 1994 Allegheny County, Pennsylvania offered to include 30 acres of additional **ready ramp space** to the present perpetual **one dollar a year** lease the United States enjoys for the 911th Wing Base.
  - \*\* This proposal became a formal offer in the Fall of 1994.
  - \*\* This offer is at **no additional cost to the Air Force.**
  - \*\* This is extremely valuable, concrete parking ramps and taxiways is adjacent to the 911th ramp.
  - \*\* For two years the 911th has been parking planes there under an Allegheny County/Air Force Memorandum of Agreement.
  
- The County has also offered an additional 77 acres offer, which makes **the 911th's expansion capabilities unlimited.** No military construction is needed to begin consolidated operations. **No new costs would be incurred by the Air Force.** Instead of closure, common sense, let alone good business sense, would say we should be adding to this Wing.
  
- The Reserve base now has totally unrestricted access to the airport's runways.
  - \*\* The 911th has the opportunity and capability to handle any configuration of current and future aircraft.
  - \*\* There is a virtual seamless coexistence of the military and civilian airfield operations.
  
- The 911th's access to the remarkable facilities of the Pittsburgh International Airport, is unique and unmatched by any other Reserve unit.
  - \*\* The 911th has the ability to handle simultaneous arrivals and departures - this can not be said at a one runway operation.
  - \*\* The 911th is capable of parking almost any numbers of aircraft.
  - \*\* The 911th is one of only two Air Reserve units considered able to do so.
  - \*\* To do so else where would cost millions of dollars in just the laying of concrete alone and yet **Pittsburgh is costing the Air Force nothing .**
  - \*\* There are four runways now, from 8,100 to 11,500 feet long and 2/3 of a football field wide.
  - \*\* **The 911th uses this for absolutely no cost.**
  - \*\* A 5th runway is going to be built in 1998 - **at no cost to the Air Force.**
  - \*\* Never would military operations cease here because of something like even a blown tire could cause on a one runway operation.

**The question still remains. . . Why does the Air Force plan, according to Major General Blume's letter, to spend millions of taxpayer dollars just to enable another base to be able to handle more aircraft like Pittsburgh already can, at an area of not nearly the demographic recruiting potential of Southwest Pennsylvania?**

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950621-8

FROM: DESTADLO, FRANK J.	TO: DR. WOLFF
TITLE: ASST CIVIL ENGINEER	TITLE:
ORGANIZATION: DEPT OF AIR FORCE	ORGANIZATION: HQ USAF/CE
INSTALLATION (s) DISCUSSED: ANDERSON SOUTH FACILITY	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓ FYI

Subject/Remarks:  
 DISCUSSING AIR FORCE POSITION ON ANDERSON SOUTH FAMILY HOUSING

Due Date:	Routing Date: <u>950620</u>	Date Originated: <u>950620</u>	Mail Date:
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DEPARTMENT OF THE AIR FORCE  
PACIFIC AIR FORCES



20 JUN 1995

MEMORANDUM FOR HQ USAF/CE (DR. WOLFF)

FROM: HQ PACAF/CE  
25 E St Ste D306  
Hickam AFB HI 96853-5412

Please refer to this number  
when responding 950621-8

SUBJECT: BRAC 95 Insert Request--Andersen South MFH, Guam

References: (a) HQ PACAF/XP memo, 25 Apr 95, same subject

(b) HQ USAF/RT memo, 19 May 95, same subject

1. Reference (a) requested USAF/RT assistance to insert Andersen South family housing into DoD's proposed BRAC 95 language. Reference (B) is HQ USAF/RT response to PACAF indicating a request for inclusion was made to the Navy's Base Structure Evaluation Committee.
2. Based on conversations with your staff, we now understand that the Navy is modifying their BRAC 95 language to include closure and disposal of the Andersen South family housing area as a consequence of proposed Navy unit relocations from Guam. We also understand the Navy is reluctant to support a \$500K/year caretaker maintenance requirement to maintain the 360 units in a reasonable condition until GSA can surplus the property and housing units.
3. PACAF concurs with the BRAC approach for Andersen South family housing and will pursue caretaker maintenance funding requirements by other means if the BRAC account cannot be sourced. PACAF did not POM for this maintenance requirement, therefore we will either source funds from our existing MFH O&M account or more likely, submit as an unfunded requirement to HQ USAF/CEH. We do not anticipate caretaker maintenance costs to be incurred over an extended period. We look to lease arrangement possibilities with GovGuam or expedited GSA surplus procedures.
4. Please ensure the environmental requirements for the EBS (\$75K for Phase I; \$200K for Phase II) and potential remediation (\$550K) are still carried as valid BRAC requirements. PACAF has already budgeted for the three to four bedroom conversions that will be required on the main base.

5. We appreciate your continued assistance in this matter. Questions can be directed to my POC, Maj Bryan Bodner, DSN 449-8075.

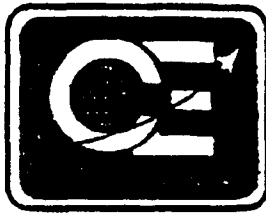
*Frank J. Destadio*

**FRANK J. DESTADIO, Colonel, USAF**  
**Assistant Civil Engineer**

cc:  
PACAF/CS  
HQ PACAF/JA/PA/XP/FM  
AFREA/MI  
36 ABW/CC/  
36 SPTG/CC/CE



URGENT



HEADQUARTERS UNITED STATES AIR FORCE

AF/CEH

DIRECTORATE OF HOUSING

1250 AIR FORCE PENTAGON WASHINGTON, DC 20330-1260 ROOM 5D433

DATE: 21 JUN 95

DELIVER TO:

NAME: FRANK CIRILLO

OFFICE: BRAC COMMISSION

PHONE NO: 696 0504

WE TRANSMITTED 3 PAGES, INCLUDING THIS  
COVER SHEET. OUR FAX NUMBER IS (703) 697-3266

OR DSN 227-3266

SENT BY: NAME: MAJ. RON DEAK

PHONE NO: 697-0157

MESSAGE: SIR PER YOUR REQUEST

LTR THAT SAY AIR FORCE WILL FUND

CALETAKER STATUS ETC.

P.S. YOUR FRIENDS AT PACAF SAY

HI

PLS CALL TO CONFIRM RECEIPT.

VR.  
Ron

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950621-6

FROM: SANDERS, CHARLES R.	TO: DIXON
TITLE: CHIEF CLERK	TITLE: CHAIRMAN
ORGANIZATION: WISCONSIN STATE ASSEMBLY	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: GENERAL MITCHELL ARS	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		⊙		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	FYI

Subject/Remarks:  
 FORWARDING RES IN SUPPORT OF STATION

Due Date: 950628	Routing Date: 950621	Date Originated: 950614	Mail Date:
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# Charles R. Sanders

## Assembly Chief Clerk



Please refer to this number  
when responding 950621-6

June 14, 1995

Mr. Alan Dixon, Chair  
Defense Base Realignment and Closure Committee  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Mr. Dixon:

As Chief Clerk of the Wisconsin State Assembly, I have been officially ordered to transmit to you Assembly Joint Resolution 46 relating to:

the closure of the General Mitchell Air Reserve Station.

The Resolution has been passed by both houses of the Wisconsin Legislature.

Respectfully,

A large, stylized handwritten signature in black ink, appearing to read "Charles Sanders".

CHARLES R. SANDERS  
CHIEF CLERK

CRS:rav

Enclosure

# State of Wisconsin



1995 Assembly Joint Resolution 46

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## ENROLLED JOINT RESOLUTION

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**Relating to:** the closure of the General Mitchell Air Reserve Station.

Whereas, the General Mitchell Air Reserve Station is the site of the headquarters for the 440th Airlift Wing; and

Whereas, the mission of the 440th Airlift Wing is to maintain operation readiness for the airlift of tactical units, airborne units, personnel, supplies and equipment into prepared or unprepared areas by landing or airdrop; and

Whereas, the peacetime and wartime mission of the 440th Airlift Wing is global in scope; and

Whereas, the General Mitchell Air Reserve Station in Milwaukee has been included on the Defense Base Realignment and Closure Commission's list of installations for consideration; and

Whereas, the commission will conduct an in-depth evaluation of the 440th Airlift Wing operation at the General Mitchell Air Reserve Station, focusing on the base's current military value and its suitability for meeting the challenges of future total force requirements; and

Whereas, former Congressman and Secretary of Defense Les Aspin was intending to testify before the Defense Base Realignment and Closure Commission in opposition to the closure of the General Mitchell Air Reserve Station but was prevented from doing so because of his untimely death; and

Whereas, the General Mitchell Air Reserve Station is the only federal air force installation in the entire state of Wisconsin; and

Whereas, outstanding facilities at Wisconsin's Fort McCoy and Volk Field offer the 440th Airlift Wing cost-efficient and nearby training opportunities for accomplishing its primary mission; and

Whereas, the joint training opportunities and overall environment throughout the state for the 440th Airlift Wing to hone its mission skills is unparalleled; and

Whereas, operating the 440th Airlift Wing out of General Mitchell Air Reserve Station, and throughout the other Wisconsin training venues, gives the taxpayer more value for each dollar spent on training; and

Whereas, General Mitchell Air Reserve Station's physical facilities are extremely well-maintained, both inside and outside, and there is room to develop more than 30 acres of property to reach future expansion and training needs; and

Whereas, the 16 units assigned to the General Mitchell Air Reserve Station are the 440th Logistics Group, 440th Logistics Support Squadron, 440th Maintenance Squadron, 440th Operations Group, 440th Airlift Control Flight, 34th Aerial Port Squadron, 440th Operations Support Flight, 95th Airlift Squadron, 440th Support Group, 440th Mission Support Squadron, 440th Civil Engineering Squadron, 440th Security Police Squadron, 440th Services Squadron, 440th Medical Squadron, 440th Communications Flight and 440th Airlift Wing; and

Whereas, the 440th Airlift Wing was called to active duty in 1951 for the Korean War and again in October 1962 for the Cuban Missile Crisis; and

Whereas, during Operation Desert Shield, volunteers from the 440th's Airlift and Maintenance squadrons volunteered for 30-day rotations supporting the operation; and

Whereas, in January of 1991, members of the 440th's Medical Squadron were activated and deployed in support of Operation Desert Storm; and

Whereas, the 440th Airlift Wing has been participating in the Panama Rotation since 1977 and has provided at least one aircraft and aircrew to support the reserve rotation of South America each year; and

Whereas, members of the 440th Airlift Wing provided support to Operation Uphold Democracy in Haiti and also to Operation Provide Promise, flying more than 100 humanitarian relief supply missions into war-torn Sarajevo; and

Whereas, the units at the 440th Airlift Wing are manned by approximately 1,300 reservists and approximately 350 full-time civilians, including 140 Air Reserve technicians; and

Whereas, there are 9 Lockheed C-130H airlift assigned to the 440th Airlift Wing in Milwaukee; and

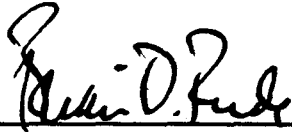
Whereas, the 440th Airlift Wing was named the nation's outstanding Air Force Reserve unit in December 1963 and again in 1964; and

Whereas, in June of 1993, the Airlift Rodeo team representing the 440th Airlift Wing won the overall Air Mobility command International Airlift Rodeo championship, and earned the right to be called the "Best of the Best" in worldwide air mobility; now, therefore, be it

**Resolved by the assembly, the senate concurring, That** the members of the Wisconsin legislature oppose the closure of the General Mitchell Air Reserve Station and respectfully request that all members of the Wisconsin delegation to the U.S. Congress support efforts to maintain the General Mitchell Air Reserve Station and

that they do whatever is necessary to remove the General Mitchell Air Reserve Station from consideration for closure by the Defense Base Realignment and Closure Commission; and, be it further

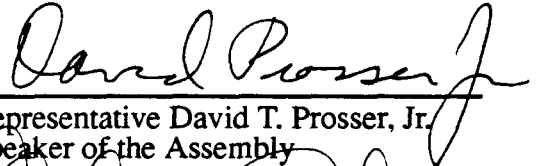
**Resolved, That** the assembly chief clerk shall provide copies of this joint resolution to President Clinton, to each member of the U.S. congressional delegation from this state and to Mr. Alan Dixon, chair of the Defense Base Realignment and Closure Committee.



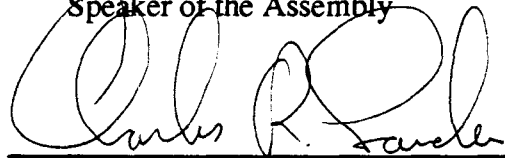
\_\_\_\_\_  
Senator Brian D. Rude  
President of the Senate

June 8, 1995

Date



\_\_\_\_\_  
Representative David T. Prosser, Jr.  
Speaker of the Assembly



\_\_\_\_\_  
Charles R. Sanders  
Assistant Chief Clerk

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950621-11

FROM: <u>GEREN, PETE</u>	TO: <u>GENERAL</u>
TITLE: <u>REP. (TX)</u>	TITLE:
ORGANIZATION: <u>U.S. CONGRESS</u>	ORGANIZATION: <u>DBCR</u>
INSTALLATION (s) DISCUSSED: <u>BERGSTROM ARB</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:  
 FORWARDING MINUTES OF THE USR CFB MEETING  
 IN WHICH THEY DISCUSS BRAC ISSUES THAT  
 MIGHT AFFECT RESERVE COMPONENTS  
 SPECIFICALLY BERGSTROM

Due Date:	Routing Date: <u>950621</u>	Date Originated: <u>950501</u>	Mail Date:
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OPTIONAL FORM 99 (7-80)

FAX TRANSMITTAL

# of pages 6

From <i>Jaacs Toll</i>	To <i>CDR Roth</i>
Dept./Agency	Phone # <i>(817) 782-6201</i>
Fax # <i>877-1861</i>	Fax # <i>NAS FW</i>



Please refer to this number when responding 950621-11

ADJUTANT GENERAL'S DEPARTMENT

Post Office Box 5218  
Austin, Texas 78763-5218  
512-465-5001

AGTX-E (405)

1 May 1995

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Minutes of the Joint Services Reserve Component Facility Board (JSRCFB)

1. The minutes for the spacial meeting of the JSRCFB that was held 24 April 1995 are shown at Enclosure 1. Review, make any comments and return to the following address:

The Adjutant General's Department  
ATTN: AGTX-E, Bldg. 1, Tina Burford  
P.O. Box 5218  
Austin, Texas 78763-5218

2. For the board members that were in attendance your signature will be required on the last page of the minutes. Please return this page, even if you do not have any comments, so it can be forwarded to the next individual.

3. A final copy of the minutes will be distributed at a later date.

4. POC is Tina Burford at DSN 954-5368 or Commercial (512) 465-5071.

FOR THE ADJUTANT GENERAL:

WILLIAM R. FURR  
LTC, GS, TXARNG  
Director, Facilities  
and Engineering

1 Encl

DISTRIBUTION:  
Air National Guard, MAJ Hooten  
Navy Reserves, LCDR Roth  
Army Reserves, COL Blount  
Marine Reserves, CW04 Powers  
Air Force Reserves, Maj Garcia

CI



SPECIAL  
BOARD MEETING MINUTES  
OF THE  
JOINT SERVICE RESERVE COMPONENT FACILITY BOARD  
STATE OF TEXAS

A. CONVENING THE BOARD

In accordance with DoD Directive 1225.7, dated 9 November 1991, the board held a special meeting at 0900 hours on 24 April 1995 in the conference room of building 1, Camp Mabry, Austin, Texas.

B. ATTENDANCE

1. Principal members present:

LTC William R. Furr, TXARNG  
COL Wm. V. Blount, USAR  
CW04 Dennis Powers, USMCR  
Maj Ed Garcia, USAFR

2. Alternate members or others present:

Maj Ray Kicker, 924th FW/XP, USAFR  
George Steere, 924th FW/XP, USAFR  
Capt John Sutter, Navy Reserves, Redcom 11  
Charles C. Hudson, 122d ARCOM, Force Structure  
Hays Kinslow, 122d ARCOM, Engineer Office  
Peggy Sims, HQ USARC, DCSENGR Office  
MAJ Art Dias, 90th ARCOM  
Ruth Lloyd, 90th ARCOM  
Jim Bohn, HQ USARC, DCSENGR Office  
Tina Burford, TXARNG

C. ACTION ON MINUTES OF PREVIOUS MEETING

The last meeting was a regular scheduled meeting and the minutes will be discussed at the next regular scheduled meeting of the board.

D. PROJECT SUMMARIES

The meeting was a special call meeting to discuss BRAC issues that might effect any of the reserve components. The main issue of discussion was Bergstrom AFB were the 924th FW is currently stationed.

LTC Furr stated that this meeting was in no way a statement that the 924th will be going away or that the reserve portion of Bergstrom will be closing. He stated that all decision will support BRAC and that the charter of the board is to determine joint use of facilities. Since Bergstrom is on the closure list

C2

the needs of all joint services should be reviewed for the existing facilities.

Maj Kicker which is with the 924th stated that they will support BRAC in any decisions. The Commander of the 924th feels they have a 50/50 chance. If they receive a new weapons system or if the gct to keep the F16 will be the big decision factor. The Force Structure has been delayed until 15 May 95. It may be that the Guard will get the KC135 not the Air Force Reserves.

} a

The Air Force Reserves has one more hangar than they are authorized but NASA would like some space at Bergstrom. Currently a Memorandum of Agreement (MOA) is being worked for NASA to occupy building 4534. They would have three exercises a year with 55 days for each exercise. A copy of this MOA is enclosed as part of these minutes. If any reserve components do move to Bergstrom it is requested they look at this issue.

The Navy Reserves currently have a Host/Tenant Agreement with the Air Force Reserves for space. There will still be this need.

The FBI has also contacted Maj Kicker and shown a concern in space.

LTC Furr stated, for those who were not aware, why the National Guard will be moving to Bergstrom. When the City of Austin took over Bergstrom they agreed with FAA for funding that 30 days after the control tower was operational at the new airport (Bergstrom) that all flight operations will cease at Robert Mueller Airport. The target date for moving is 14 November 1998 or January 1999. The Guard currently has their flight operations along with an Organizational Maintenance Shop (OMS), Armory and C-12 Hangar at Robert Mueller. These facilities will need to be relocated. If the Air Forces retains the federal enclave at Bergstrom the Guard will construct on 10 acres of this enclave plus 20 acres of another parcel acquired from the city. If the Air Force does not retains the federal enclave the Guard would have a need for existing facilities.

} b

COL Blount asked who gets first rights to the property. Under normal circumstances all DoD entities have first choice. If it does not remain under DoD control then it will go back to the City.

It was stressed that each reserve component needs to submit their requirements to higher headquarters to be forwarded to BRAC as soon as possible if not already done so.

The Guard has a need for an extensive amount of space. The Army Reserves is looking as building 4588 and 4920. These two buildings would be to replace the Reserve Center at Fairview Drive, Austin, Texas and leased space in Austin. The Navy also needs space to replace space at the Fairview Armory. If there is

} c

CB

not enough existing space at Bergstrom for all components then construction of a joint facility may be possible.

It was agreed that all components would forward their requirements to their higher headquarters but also send them to the chairman, LTC Furr, for a packet to be put together of all requirements of the reserves to utilize the space at Bergstrom is necessary.

The National Guard would be willing to be a host of the installation. The position of all components is they would be host if necessary and this can be worked out at a later date if necessary.

There is a problem with utilities. Currently the city is tied into the Air Force Reserves utilities and the city needs to reimburse the Air Force. The city does not want to change any utilities at this point. They feel that if the 924th goes away it might be an expense they need not incur.

Handwritten mark resembling a bracket or 'd' on the right side of the text block.

LTC Furr asked the board members what they felt about coming up with a vision/goal statement for the board. It was agreed that the board should. Each member will forward their thoughts to the chairman for compiling. This will be passed on at the next formal meeting. This will help new members become familiar with the board.

E. OTHER BUSINESS

LTC Furr discussed the joint facility that is under construction at Lubbock. He reminded everyone that the property was city land, a federal building constructed by the Armory Board a separate State agency for the National Guard. The Armory Board has a 99 year lease with the city.

There are two Memorandum of Understanding (MOU) being prepared. One for utility services and one for a service contract. The National Guard is the leading agency, Phyllis Bosserman, Contracting Officer is the POC, (512) 465-5071.

Dr. Huff, Executive Director of the Armory Board is looking into hiring a building manager for onsite.

Currently there are worker groups discussing the utility issues. It will be based on square footage of exclusive use and common use space. The Armory Board (State) will pay all expenses and be reimbursed by the reserve components. They cannot except MIPR's because they are not a federal agency.

There will also be a joint board locally at Lubbock to de-conflict any issues that may arise, i.e., backing into a fence, leaving lights on in common use areas. This board will also meet with the JSRCFB once a year to discuss strength issues and should the cost of each component be changed to reflect their strength.

Handwritten number '4' at the bottom right of the page.

MAY. -26' 95 (MON) 08:26 N. A. S. FT. WORTH TX.

TEL: 817 782 7897

P. 005

The authorized strength of each component as of 1 Oct will be used to compute cost. Because of budgets and when they need to be submitted, around April of each year the anticipated authorized strength as of 1 Oct of that same year will be used for submitting budgets.

Each component needs to budget for maintenance and repair of this facility.

F. NEXT MEETING

On call as needed or until the next regular scheduled meeting.

G. ADJOURNMENT

The undersigned has completed or determined the disposition of all matters before the Board and adjourned at 1120 hours.

I. AUTHENTICATION

See attached sheet.

CS

2

1. COMPONENT ARNG	FY 1996 GUARD AND RESERVE MILITARY CONSTRUCTION			2. DATE 23 JAN 95	
3. INSTALLATION AND LOCATION BERGSTROM AFB, (AUSTIN), TEXAS				4. AREA CONTR COST INDEX	
6. FREQUENCY AND TYPE OF UTILIZATION NORMAL ADMINISTRATION FIVE DAYS PER WEEK, WITH A TWO-DAY TRAINING ASSEMBLY TWO OR THREE TIMES PER MONTH.					
8. OTHER ACTIVE GUARD/RESERVE INSTALLATIONS WITHIN 16 MILE RADIUS					
ARNG	CAMP MABRY, (AUSTIN)	12 MILES	ARMORY	23,051 SF	1917
ARNG	BEE CAVES, (AUSTIN)	20 MILES	ARMORY	7,132 SF	1960
ARNG	CAMP SWIFT, (AUSTIN)	35 MILES	ARMORY	27,490 SF	1994
7. PROJECTS REQUESTED IN THIS PROGRAM					
CATEGORY CODE	PROJECT TITLE	SCORE SF	CONSTRUCTION COST (\$000)	DESIGN COST (\$000)	
171	ARMORY	72,337 SF	5,919	(474)	
214	ORGANIZATION MAINTENANCE SHOP	8,059 SF	1,006	(80)	
211	ARMY AVIATION SUPPORT FACILITY	81,314 79,704 SF	9,694	(776)	
211	C-12 HANGAR	9,488 SF	883	(71)	
TOTAL FEDERAL REQUEST		169,584 SF	517,502		
(DESIGN APPROPRIATION)		171,396		(31,401)	
11. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION					
FACILITIES IDENTIFIED IN ITEM #6 HAVE BEEN EXAMINED BY THE JOINT SERVICE RESERVE COMPONENTS FACILITIES BOARD FOR POSSIBLE JOINT USE/EXPANSION. THE BOARD RECOMMENDATIONS ARE UNILATERAL CONSTRUCTION.				18 NOV 94 (Date)	
9. LAND ACQUISITION REQUIRED					
NONE				0	
(Number of acres)					
10. PROJECTS PLANNED IN NEXT FOUR YEARS					
NONE.					
*A SITE SURVEY HAS BEEN COMPLETED AND THE SITE IS SUITABLE FOR CONSTRUCTION OF THE PROPOSED PROJECT AT THE ESTIMATED COST INDICATED.*					

C7

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950613-23

FROM: <u>ODDOS, SCOTT</u>	TO: <u>DIXON</u>
FILE: <u>PRESIDENT</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>NAS KINGSVILLE TASK FORCE</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (s) DISCUSSED: <u>NAS KINGSVILLE</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER	✓		
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

STATING THEY SUPPORT THE SEC DEF RECOMMENDATIONS REGARDING NAVY UPT PROGRAM, ALSO, REQUESTING DBCRC CONSIDER CERTAIN ACTIONS BY DON THAT THEY BELIEVE ARE INCONSISTENT WITH BRAC PROCESS

Date: 950620

Routing Date: 950613

Date Originated: 950609

Mail Date:



June 9, 1995

Please refer to this number  
when responding 9506B-23

Honorable Alan Dixon, Chairman  
Defense Base Closure and Realignment Commission  
1700 N. Moore St., Suite 1425  
Arlington, VA 22209

Dear Mr. Chairman:

The Kingsville community supports the entire recommendations of the Secretary of the Defense concerning Navy undergraduate pilot training (UPT), including but not limited to the single siting of strike pilot training. In this current environment of downsizing the force structure and decreasing defense budgets, it appears to be in the best interest of the Department of Defense and the taxpayers of America to identify economies of scale and implement those economies at the earliest convenience.

Maintaining two strike pilot training bases, each operating at approximately 45% of capacity, is not in the best interest of the Department of Defense nor the taxpayers of America. If the Navy is forced to maintain the infrastructure of two strike bases it could seriously jeopardize the funding necessary for training pilots in a safe environment with modern, well maintained aircraft. Keeping surplus capacity is not consistent with the purpose of the Defense Base Closure and Realignment Commission (BRAC) process as authorized by Congress.

As I stated earlier, we support the recommendations of the Secretary of Defense but we are somewhat concerned at some recent decisions by the Department of the Navy concerning pilot training. After spending a year developing data and conducting analysis, the Navy concluded (as they did in 1993) that there was surplus capacity in the Navy Strike pilot training command. In addition, the number of new pilots needed has decreased with the reduction in carriers and airwings, and projections call for incremental downsizing through the end of the century.

Two months before the final vote by the present Base Closure Commission, the Navy suddenly decided to "buy back" six additional F/A-18 squadrons. This decision will require a 5% increase in the number of new pilots, thereby raising the strike PTR from 336 to 360. The Chief of Naval Operations then increased the surge requirement for Undergraduate Pilot Training to 20% (compared to the Air Force surge requirement of 12%).

*(CNO's decision to add six additional F/A-18 squadrons is predicated upon Congressional approval for the supplemental dollars to purchase the aircraft and provide operating expenses for the new squadrons. Specific funding for the aircraft may not be possible in the face of current Congressional budget constraints.)*

Last week, CNO announced that the Navy has decided to "accelerate the relocation of E-2/C-2 training (36 PTR) from NAS Pensacola to NAS Kingsville. Because the requirements for E-2/C-2 training are about half that of strike, this would equate to roughly 22 additional Strike PTR." Just two months ago, we asked the Chief of Naval Education and Training about the Navy's plan for E-2/C-2 training and were told "the official Navy plan is to keep E-2/C-2 training at NAS Pensacola through the year 2005."

It has been very bewildering for the Kingsville community to witness this contradictory process by the Navy of developing data, analyzing it, and then reaching a conclusion, only to see a concerted effort over the last four months to reverse the original recommendation. Were the last minute decisions to increase UPT training, raise the surge requirement, move E-2/C-2 training and delay reducing the T-45 Syllabus (each involving major financial and operational decisions) the result of poor planning or politically motivated?

In summary, we respectfully ask the Commission to consider the following actions by the Department of the Navy that appear to be inconsistent with the BRAC process:

- Increasing the Strike PTR from 336 to 360 less than two months prior to the final vote by the Base Closure Commission (PTR letter from CNO May 10, 1995);
- Announcing the decision to accelerate the relocation of a training operation from one base to another one month before the final vote of the Base Closure Commission (CNO letter to Congressman Sonny Montgomery May 25, 1995 concerning E-2/C-2 training moving from NAS Pensacola to NAS Kingsville);
- Delayed implementation of Version VII of the T-45 Syllabus reducing the requirement per PTR by 20 hours (originally scheduled to begin May 1, 1995, but halted until after BRAC '95).
- Changed the certified data for number of operations per year at NAS Kingsville from 286,770 ops in 1993 to 229,416 ops in 1995; and the numbers for OLF Alice/Orange Grove from 178,698 ops in 1993 to 148,457 ops in 1995, with no explanation.

Each of these moves, however minor in the total UPT picture, serves as an impediment to single siting Navy Strike Pilot Training.

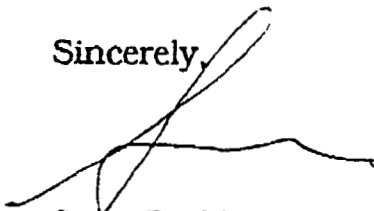


The Kingsville community respectfully asks the Commission to make their decision based on the facts as presented via certified data from the Department of the Defense. We feel that the data, analysis and recommendations by the Department of Defense, as presented by the Secretary to the Commission earlier this year, are in the best interest of the Department of Defense and the taxpayers of America.

Kingsville fully supports the recommendations of the Secretary of Defense concerning the Navy's Undergraduate Pilot Training program. Your favorable consideration of the Secretary of Defense's recommendations would be greatly appreciated, not only by South Texas but the taxpayers of America.

We applaud you for serving your country in this most difficult but necessary endeavor.

Sincerely,



Scott Dodds,  
President  
Chairman, NAS Kingsville Task Force

cc: BRAC Commissioners and Staff  
Senator Phil Gramm  
Senator Kay Bailey Hutchinson  
Congressman Kika de la Garza  
Congressman Solomon Ortiz

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950613-7

FROM: POSUAR, WESLEY	TO: DIXON
TITLE: PRESIDENT EMERITUS	TITLE: CHAIRMAN
ORGANIZATION: UNIV. OF PITTSBURGH	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: PITTSBURGH ARS-911TH AIRLIFT WING	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
DIR./CONGRESSIONAL LIAISON		①		COMMISSIONER ROBLES	✓		
				COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

<input checked="" type="checkbox"/> Prepare Reply for Chairman's Signature	<input type="checkbox"/> Prepare Reply for Commissioner's Signature
<input type="checkbox"/> Prepare Reply for Staff Director's Signature	<input type="checkbox"/> Prepare Direct Response
<input checked="" type="checkbox"/> ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/> FYI

Subject/Remarks:  
 LETTER AND INFO IN SUPPORT OF STATION.

Due Date: 950620	Routing Date: 950613	Date Originated: 950608	Mail Date:
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# University of Pittsburgh

Pittsburgh, Pennsylvania 15260

June 8, 1995

Please refer to this number  
when responding 950613-7

Mr. Alan J. Dixon  
Chairman  
Base Closure & Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, Virginia 22209

Dear Mr. Dixon:

First, let me as a citizen thank you for your valuable contribution of time and expertise to the very difficult task of deciding about the closure and realignment of military bases. As a long-serving university president and consultant on national security, I know well that the decisions you encounter have a background of intense regional political dispute, and also that they are stressful for military professionals who properly remain quiet.

I present to you a special case for retention of the 911th Airlift Wing of the USAF Reserves at the Greater Pittsburgh International Airport. My argument has not been used heretofore, because I was unaware of this impending base closure. Its relevance to Pittsburgh is fortuitous. It goes quite beyond political influence and relates to national security.

In 1989, I headed a national study for the Federal Aviation Administration, in which the expert participants deplored the lack of systematic national airport, air route, and infrastructure planning--a set of problems still largely ignored (inclosure).

During our meeting, four former heads of the FAA and I toured the new Greater Pittsburgh, and said "this can be the best airport in the Western Hemisphere--the logical main interior air gateway to this continent from overseas."

These views were based on the superb design, quality, and technology of the new airport, and also on the fact that Pittsburgh lies at the center of the main population density in North America--within about one hour's flight of half the people--and is surrounded by uncongested air space.

Mr. Alan J. Dixon  
Chairman  
Base Closure & Realignment Commission  
Page Two  
June 8, 1995

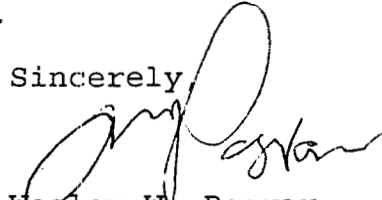
Therefore, in the urgent contingency of actual major war, the national mobilization of the Civil Reserve Air Fleet (all the airlines) would make the Greater Pittsburgh Airport a crucial national center of military airlift operations--vastly better than other competing sites in the traffic grid-locked East Coast or Great Lakes areas or in small non-international airports to our West and South. This judgment was confirmed in a conversation I had at a high level in the Pentagon just last Tuesday.

Further, Greater Pittsburgh has tremendous open space for expansion--and vast empty aircraft parking areas--left from the old airport. It also has one of the three newest and most advanced military communication centers in the country.

I know that for your final decisions time is short. So I have written our local political leaders and Congressional representatives. And far more important, I am writing you.

A brief summary of my own experience that bears on this issue follows as a note.

Sincerely



Wesley W. Posvar  
Professor of International Politics  
President Emeritus  
University of Pittsburgh

WWP:bk

Note: Degrees from the U. S. Military Academy, Harvard, and Oxford; Fighter test pilot, Eglin Field; pilot, Berlin Airlift, Southeast Asia, flew 35 types of military aircraft; Brig Gen, USAF (Ret); Chairman, Advisory Board of FEMA for 1st 12 years; airline consultant, Director of Eastern Airlines for 15 years; Chairman, Technology and Policy Council of EPA 1st 6 years; chairman, studies for the FAA, CIA, Defense Intelligence College, National Communications System; board member of RAND, Carnegie Endowment for International Peace; National Defense University.

**MIDWEEK PERSPECTIVES****WESLEY W. POSVAR****Airport city***National security is served by keeping the 911th Airlift Wing at Pittsburgh International Airport, thanks to ideal design and geography*

**R**ecent news reports told us that the 911th Airlift Wing of the U.S. Air Force Reserves at Pittsburgh International Airport was to be closed. Soon thereafter, reports told that that decision is being reconsidered by an appointed commission, in competition with other air reserve units. Military base closure decisions are obviously political, and involve intense partisan regional bickering; they are also very stressful for the active-duty military leadership, who properly remain quiet.

I am well informed in respect to both civil aviation and national security policy, and I herewith speak out. Several years ago I headed a national study for the Federal Aviation Administration, in which the expert participants deplored the lack of systematic national aviation, airport, air route, and infrastructure planning — a set of problems still largely ignored.

My immediate concern is the 911th Wing. In this I join local civic leaders, including Judge John Brosky, who has been temporarily benched by serious (and successful) surgery. I want to emphasize an argument which has not been used but which goes beyond political influence and serves national security. In the study I chaired, four

former heads of the FAA said of Pittsburgh International: "This can be the best airport in the Western Hemisphere — the logical main interior air gateway to this continent from overseas."

These views were based on the superb design, quality and technology of the new airport, and also on the fact that Pittsburgh lies at the very center of the main population density in North America, and is surrounded by uncongested air space.

In the urgent contingency of actual major war, the national mobilization of the Civil Reserve Air Fleet (all the airlines) would make Pittsburgh International Airport a crucial national center of operations — vastly better than other competing sites in the traffic-gridlocked East Coast or Great Lakes areas or in small noninternational airports to our west and south.

Further, Pittsburgh International has tremendous open space for expansion from the old airport, and one of the most modern military communication centers anywhere.

For the 911th, time is short, maybe three weeks. So I have written our local political leaders and congressional representatives — and I am writing this. Through us all, the

decision-makers should be informed — or, if need be, a higher appeal made later at the national level, based upon the complete strategic case.

Our study group was also concerned with growing air traffic congestion, and worried even more that U.S. world airline supremacy is coming into jeopardy, through weak infrastructure, escalating costs of operations and ticket prices that are damagingly low or monopolistically high.

The lesson for us in Western Pennsylvania is that realizing our potential as an international transportation hub will require political action, less urgent than for the 911th, but more comprehensive:

- To completely fulfill the ground transportation linkages that have been proposed: ample service to Downtown and satellite suburban hubs — and even to Cleveland! The eventual direct economic benefits to our region gained from transient passengers should exceed the cost, as well as enhance the attraction of Pittsburgh as an international business center.

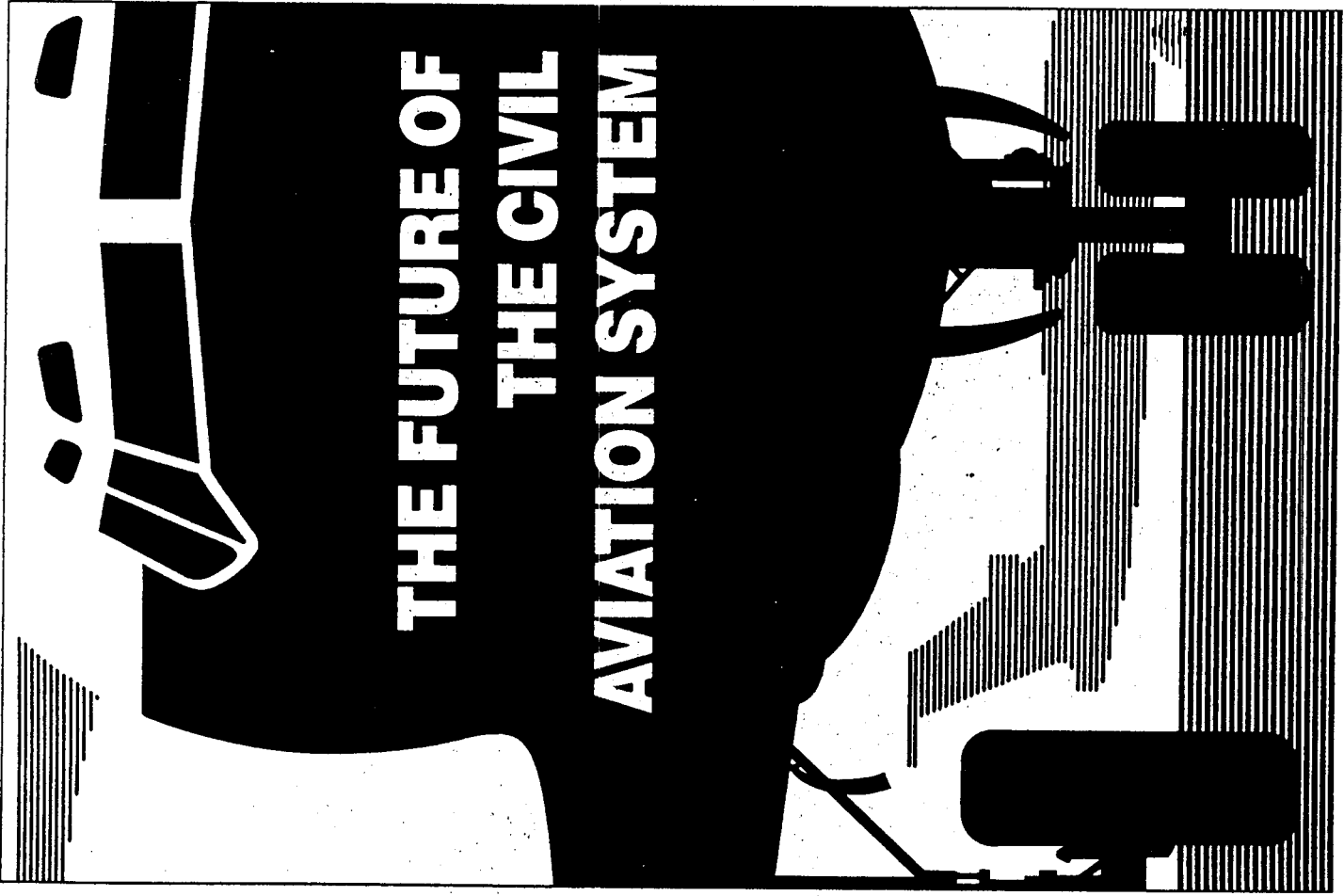
- To obtain more international carriers and/or intercontinental linkages to serve

our airport with direct flights. The agreement between USAir and British Airways has been a vital first step. International initiative is the key to the utility of the hub. Through political influence — lobbying — less likely cities have been much more successful doing this. The long-term potential is enormous for Pittsburgh — even like old St. Louis as the hub of river transportation, or old New York as the oceanic terminus, or old Chicago as the railroad nexus.

Our group was also concerned with another enormous civil aviation problem (but beyond our scope). "Deregulation" of the airways has not fostered the free-market competitive environment as expected. Rather, it has cut out many local air services and created outrageous prices on many vital routes.

As I close, I am off on a business trip from Pittsburgh to Washington, the air fare of which will cost more than a recent business trip to Berlin.

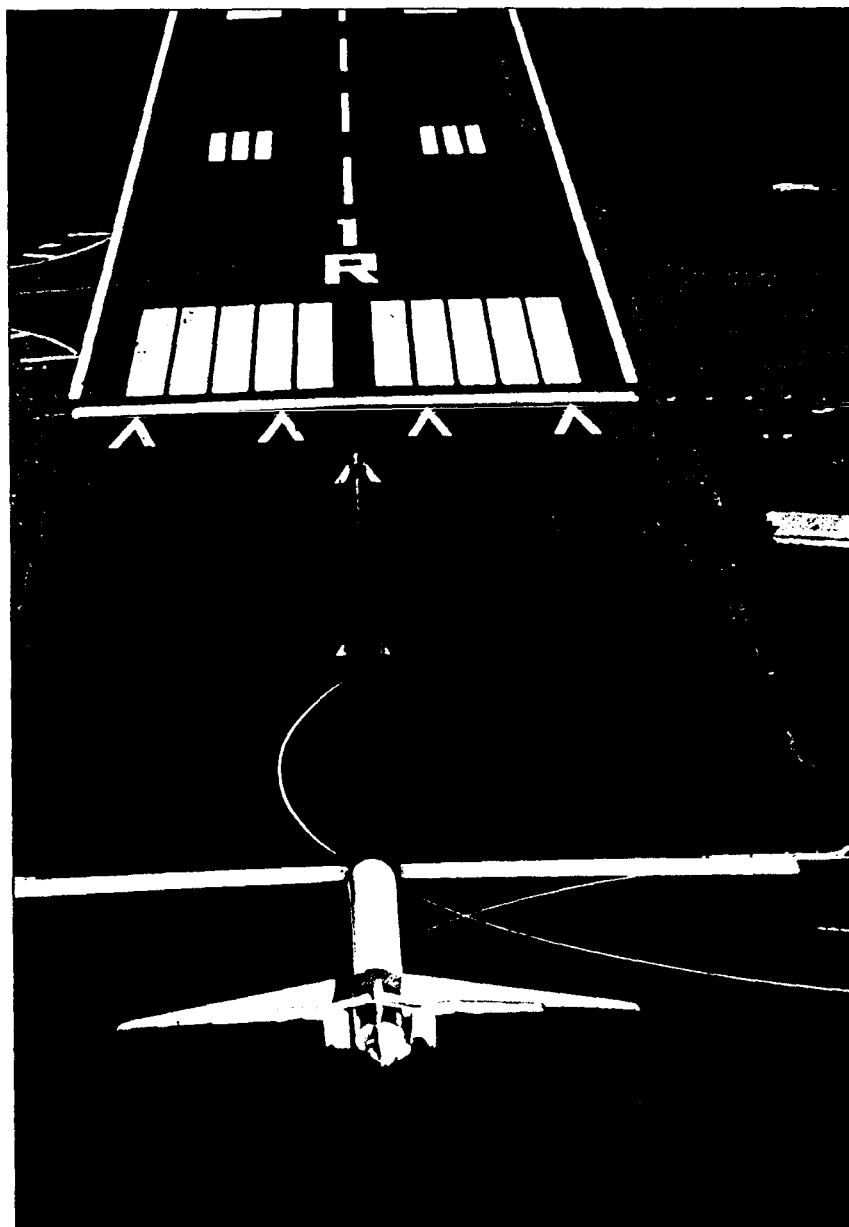
*Wesley W. Posvar is a professor of international politics and security and president emeritus of the University of Pittsburgh.*



**THE FUTURE OF  
THE CIVIL  
AVIATION SYSTEM**

**RECOMMENDATIONS FROM A  
SYMPOSIUM OF NATIONAL  
AVIATION LEADERS CONVENED  
JANUARY 11-13, 1989 AT THE  
UNIVERSITY OF PITTSBURGH**





## FOREWORD

**C**ivil aviation has developed essentially in the last half century, and has altered the nature of world travel and commerce in that short period more than all other factors in the prior millenium. It emerged in our time through leaps in technology driven by creative leadership that was in large part American. It remains a vitally important economic stake for this nation.

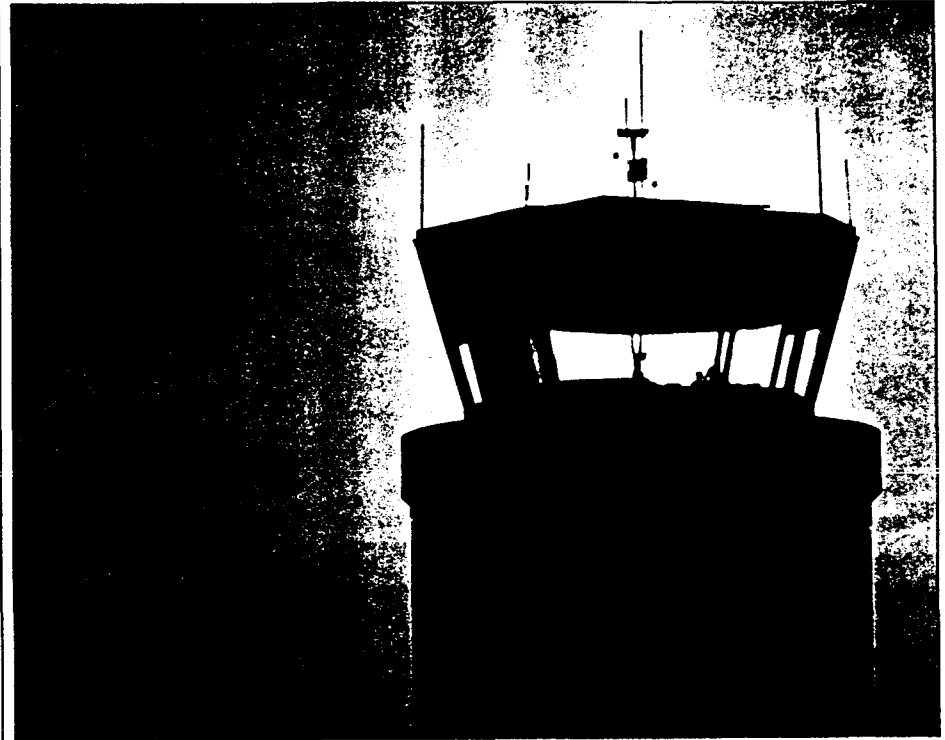
Yet the civil aviation scene now is troubling: air traffic is increasingly congested, and there are incipient anxieties about prospective air space gridlock and safety; technologies of avionics, airframes, and traffic control seem to be moving ahead without integrated planning of total projected needs; airport capacity and connecting ground networks have surpassed saturation in some areas; commercial airline markets are a shifting flux of routes and prices; there is a growing shortage of skilled crews and technicians; labor relations are in crisis.

These problems are manageable, provided they are addressed vigorously and coherently. Civil aviation is truly

a complete economic system of interrelated elements and external connections that is insufficiently perceived and examined as a system — one that is in need of and amenable to a broad systems-analytical approach, such as proven successful in other large economic sectors. Thus, much of the energy and resources expended in developing the capital assets of civil aviation are focused on sub-optimal elements of air traffic, aeronautical R&D, training and education, airport design, regulatory controls, and market forces — but do not include a system-wide perspective on reciprocal relations among these elements.

Operationally, the civil aviation system is a highly interdependent set of dynamic functional elements that must continually adapt to a random variation of external factors, especially weather and shifting demand patterns. To sustain reasonable service at reasonable cost, this extraordinarily complex system must be robust enough to accommodate change on time scales far shorter than those required to assemble the capital assets that constitute the system.

All these elements of civil aviation are under the limited oversight of the Federal Aviation Administration (FAA), which itself is a relatively

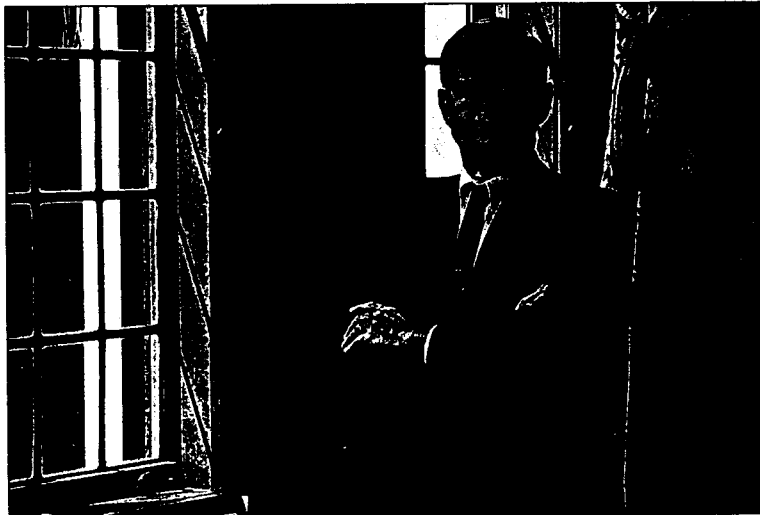






young organization staffed with people who come from various professional specialties and require new skills of many kinds.

A case can be made that the FAA and its leaders could benefit from direct access to expert advice and analysis. Further, airlines, aircraft and component manufacturers, air crews, managers, local political authorities who build airports, and national officials who make relevant rules and laws could all benefit by better information and perspective about the scope and future of civil aviation. The result would be greater safety and efficiency, enhanced economic impact, and a better-functioning competitive market – without more regulatory bureaucracy.



Wesley W. Posvar  
*Symposium Chairman*  
*President*  
*University of Pittsburgh*

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Carnegie Mellon University

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National Aeronautics and Space  
Administration

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Airport Area Development  
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**James C. Greene**

Science Consultant  
US House of Representatives  
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**Michael Maccoby**

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**\*T. Allan McArtor**

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**\*Homer (Mac) C. McClure**

Director  
Mike Monroney Aeronautical Center

**John McLucas**

Chairman  
QuesTech  
Former Administrator, Federal Aviation  
Administration  
Former Secretary of the Air Force

**\*Tex Melugin**

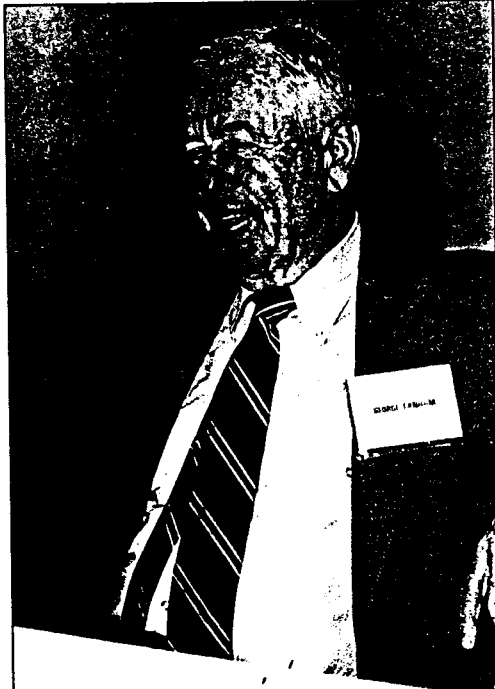
Executive Director for Regulatory  
Standards and Compliance  
Federal Aviation Administration

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Director  
Center for Aerospace Science  
University of North Dakota

**James Pappas**

Vice Provost  
University of Oklahoma



**Wesley W. Posvar**  
President  
University of Pittsburgh

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Department of Transportation

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Institute for Defense Analysis  
Former Deputy Commander-in-Chief,  
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Former Senior Vice President  
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#### **EDITOR**

**John H. Funari**  
Special Assistant to the President  
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#### **STAFF**

**\*Abram Engelman**  
Consultant to the Administrator  
Federal Aviation Administration

**Kevin P. Kearns**  
Assistant to the President  
University of Pittsburgh

**\*Judy G. Nauman**  
Assistant to the Administrator  
Federal Aviation Administration

**William J. Wallisch**  
Consultant to the Administrator  
Federal Aviation Administration

*\*Participated in discussions but, because  
of organizational affiliations, cannot  
endorse recommendations.*

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950605-23

FROM: TOKASZ, PAUL A	TO: Dixon
TITLE: ASSEMBLYMAN	TITLE: CHAIRMAN
ORGANIZATION: STATE OF NY	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: REOCAP.	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
DIR./CONGRESSIONAL LIAISON		⊙		COMMISSIONER ROBLES	✓		
				COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input checked="" type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/>	FYI

Subject/Remarks:

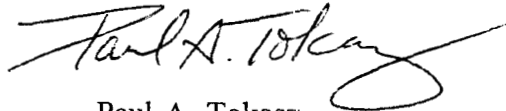
LETTER OF SUPPORT.

Due Date: 950607	Routing Date: 950605	Date Originated: 950525	Mail Date:
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Honorable Alan Dixon  
May 25, 1995  
Page 2

Thank you for your attention to this matter of utmost importance.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul A. Tokasz". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Paul A. Tokasz  
Member of Assembly

PAT/sl

cc: Honorable Alfonse D'Amato  
Honorable Daniel Patrick Moynihan  
Honorable Jack Quinn  
Honorable Bill Paxon  
Honorable John J. LaFalce

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950614-4

FROM: LAFALCE, JOHN J. RE: REP. (NY)	TO: DIXON TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: REOCAP	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INTT	COMMISSION MEMBERS	FYI	ACTION	INTT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Ⓢ	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT FOR REOCAP.

Date: 950616

Routing Date: 950614

Date Originated: 950609

Mail Date:

JOHN J. LAFALCE  
29TH DISTRICT, NEW YORK

2310 RAYBURN BUILDING  
WASHINGTON, DC 20515-3229  
(202) 225-3231

FEDERAL BUILDING  
BUFFALO, NY 14202  
(716) 846-4056

MAIN POST OFFICE BUILDING  
NIAGARA FALLS, NY 14302  
(716) 284-9976

409 SOUTH UNION STREET  
SPENCERPORT, NY 14559  
(716) 352-4777

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-3229**

June 9, 1995

The Honorable Alan Dixon  
Chairman  
Defense Base Closure and Realignment Commission  
1700 N. Moore Street, Suite 1425  
Arlington, VA 22209

RECEIVED  
JUN 14 1995  
950614-4

Dear Chairman Dixon:

I write to express my strong support for the Real-Time Digitally Controlled Analyzer Processor (REDCAP), which has been placed on the list of defense facilities facing possible closure.

I believe that REDCAP should remain in Buffalo, New York, rather than being moved to Edwards Air Force Base, because that is how this country will best be served by REDCAP's capabilities. Calspan Corporation, the company that founded REDCAP and has operated it for over 30 years, has a unique understanding of Electronic Combat issues as they relate to protecting the safety of the war fighter. By using REDCAP and many other contracts which Calspan holds, the Air Force and other services have been able to gain an unprecedented understanding of how to defeat enemy electronic warfare systems. This unique synergy between Calspan people operating REDCAP, the Calspan people servicing the other contracts, and their association with the intelligence and Electronic Combat communities provides an asset to this nation that far transcends any perceived benefits from moving REDCAP. If REDCAP were moved, the infrastructure supporting this unique capability would be lost forever.

As I am sure you are aware, this country has experienced major problems and expended hundreds of millions of dollars trying to build successful Electronic Combat systems. In the late 1980's, the Air Force put forth the "Electronic Combat Test Process" in order to convince Congress that the same mistakes will not be made again. This process took many years to refine, and many millions of taxpayers dollars were spent to support this process -- \$75M at REDCAP alone. I firmly believe that if REDCAP

Page 2

is moved, we will revert to the same situation that caused all the wasted millions in the past. I am concerned about programs such as the F-22 which, I believe, will not be adequately tested if they are not tested in an independent facility such as REDCAP, by people with adequate backgrounds in this type of testing. I know my colleagues in Congress are also concerned -- concerned to the extent that the Committee Report accompanying the 1995 Defense Authorizations Act included language requiring an Electronic Combat Master Plan before taking any action involving facilities that perform Electronic Combat testing. Again, moving REDCAP will destroy a valuable tool that the DOD and Congress can use to avoid the mistakes of the past and the expense associated with those mistakes.

In addition, I believe there is no need for BRAC to take any action affecting REDCAP. It does not meet the criteria of being a base, nor does it have the prerequisite number of civilian (government) employees. Also, I have looked at the Return on Investment figures and it seems to me that clearly a 35 year payback would not warrant moving REDCAP. Further, consider the effect of such a move as it relates to our desire to shift jobs from the government sector to the private sector. The May 24 "Report of the Commission on Roles and Missions of the Armed Forces" strongly recommends outsourcing to the maximum extent possible, including Research, Development, Test and Evaluation. Clearly, REDCAP falls in this category, yet moving REDCAP to Edwards would mean moving jobs from the private sector to the government sector. This is the opposite of the intentions of this report and government policy.

I have also looked at the planning utilization of the facility and can see that even the most pessimistic projections, as shown on the attached charts, show nearly full facility utilization for at least the next two years.

In summary, moving REDCAP will render ineffective an asset that the DOD, Congress and this country sorely needs. The savings in moving are illusory or negligible. The gains from keeping it where it is will last for decades.

Sincerely,

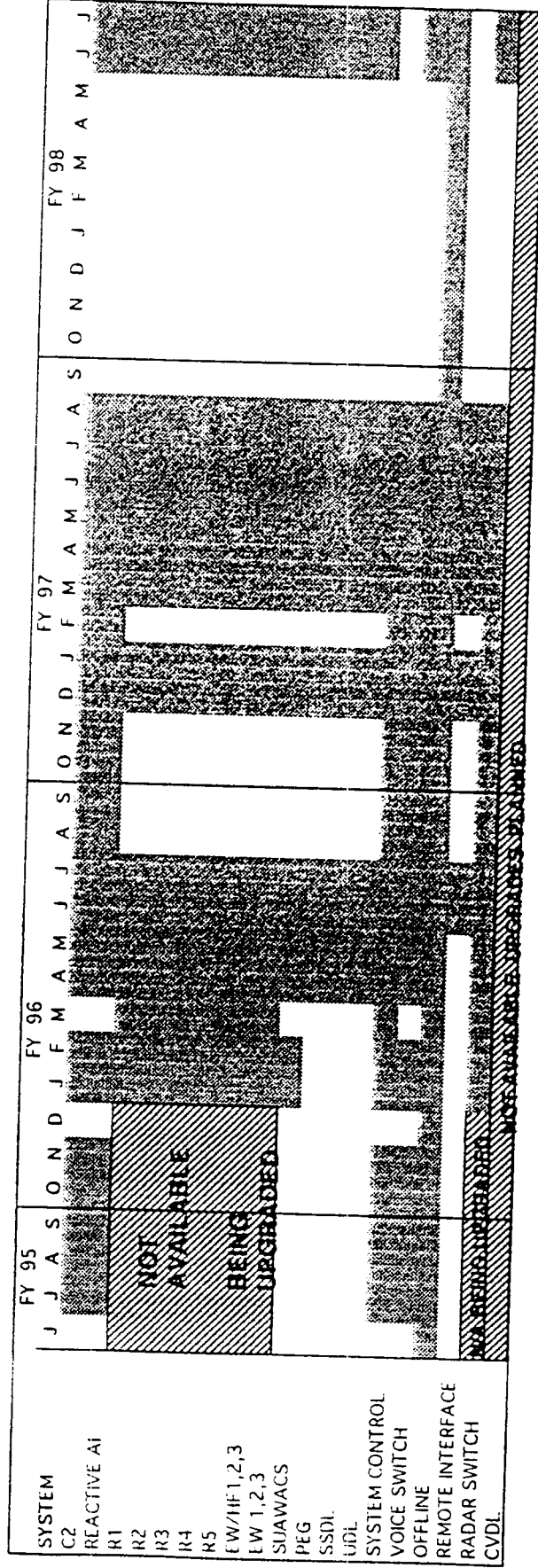


JOHN J. LaFALCE  
Member of Congress





# SCHEDULED REDCAP UTILIZATION FY'95 TO FY'98



EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950628-6

FROM: <b>FOGLEMAN, RONALD</b>	TO: <b>DIXON</b>
TITLE: <b>CHIEF OF STAFF</b>	TITLE: <b>CHAIRMAN</b>
ORGANIZATION: <b>USAF</b>	ORGANIZATION: <b>DBCRC</b>
INSTALLATION (S) DISCUSSED: <b>DEPOTS</b>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER	✓		
DIR./INFORMATION SERVICES							

**TYPE OF ACTION REQUIRED**

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	FYI

Subject/Remarks:

STATING AIR FORCE RECOMMENDATIONS FOR DEPOTS IS BEST POLICY

Due Date:	Routing Date: <b>950628</b>	Date Originated: <b>950624</b>	Mail Date:
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SECRETARY OF THE AIR FORCE  
WASHINGTON

JUN 21 1995

The Honorable Alan J. Dixon  
Chairman, Defense Base Closure  
and Realignment Commission  
1700 N. Moore Street, Suite 1425  
Arlington, VA 22209

Please refer to this number  
when responding 950628-6

Dear Mr. Chairman:


The Air Force approach to the depots is prudent because it saves money for the taxpayers and protects military readiness. It is also the product of exhaustive analysis by military professionals and senior leadership who have been working the proposal for over a year.

Our depot proposal is simple. Building on the personnel reductions that have already been taken from the Air Logistic Centers and depots during the last five years (over 26,000 people), the pending Air Force proposal would reduce and realign the depots by an additional 1,987 jobs (with a net present value of \$975 million). While there would be some disruption, the business of the Air Force -- flying combat and transport aircraft, and maintaining our command and control and space network -- would continue unimpeded. This total Air Force depot reduction of 28,000 jobs is almost two and a half times the total depot reduction achieved by all other DoD components in all four BRAC rounds combined.

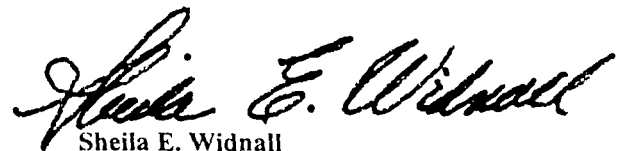
On the other hand, the staff generated BRAC proposal described to us will cost the Air Force hundreds of millions of additional dollars (in excess of \$1 billion in environmental and military construction costs) during the next five years; disrupt military readiness because of the total restructuring of the Air Force logistics and depot system; preclude the Air Force from carrying through on vital readiness and modernization programs; and have a devastating impact on as many as 25,000 DoD employees in Texas and California who would lose their jobs or have to relocate to other Air Force installations at great personal and public expense.

Most importantly, the essential business of the Air Force -- operations, logistics, and budget dollars that are critical to future modernization -- would be greatly disrupted. Since the end of the cold war, the Air Force has reduced its budget by more than \$20 billion and reduced personnel by over 200,000 people. Some further reductions and savings are necessary; however, they must be taken in a way that permits the Air Force to continue to carry out its essential mission. The Department of Defense proposal does that; the Commission staff alternative does not.

Sincerely,



Ronald R. Fogleman, General, USAF  
Chief of Staff



Sheila E. Widnall  
Secretary of the Air Force

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950628-7

FROM:	TO: GENERAL
TITLE:	TITLE:
ORGANIZATION: OFFICE OF SECDEF	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: CALIFORNIA BASES	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER	✓		
				NAVY TEAM LEADER	✓		
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER	✓		
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature		Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

PROVIDING INFO REGARDING BRAC 95  
ECONOMIC IMPACT - TOTAL JOB CHANGE  
BY INSTALLATION IN CALIFORNIA

Due Date:	Routing Date: 950628	Date Originated:	Mail Date:
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*Includes  
Redirects.*

**BRAC-95 Economic Impact  
Total Job Change By Installation  
California**

<u>Activity</u>	<u>Direct</u>	<u>% of State Jobs</u>
<b>Jobs Out :</b>		
DEFENSE DISTRIBUTION DEPOT MCCL	(428)	0.0%
FISC OAKLAND	(416)	0.0%
FORT HUNTER LIGGETT	(478)	0.0%
NSY LONG BEACH	(4,029)	0.0%
MCCLELLAN AFB	(11,585)	(0.1%)
NAS LEMOORE	(3,573)	0.0%
NAS MIRAMAR	(831)	0.0%
NAS NORTH ISLAND	(423)	0.0%
NCCOSC RDT&E SAN DIEGO	(289)	0.0%
NISE WEST SAN DIEGO	(58)	0.0%
NRC POMONA	(10)	0.0%
NRC SANTA ANA	(14)	0.0%
NAVCOMMSTA STOCKTON	(7)	0.0%
OAKLAND ARMY BASE	(725)	0.0%
ONIZUKA AFB	(1,524)	0.0%
SIERRA ARMY DEPOT	(356)	0.0%
SUPSHIP LONG BEACH	(19)	0.0%
EAST FT BAKER	(97)	0.0%
ONTARIO AGS	(26)	0.0%
<b>Total Jobs Out :</b>	<b>(24,888)</b>	<b>(0.2%)</b>

Please refer to this number  
 when responding **950628-7**

### BRAC-95 Economic Impact Total Job Change By Installation

**Jobs In :**

CBC PORT HUENEME	2	0.0%
DEFENSE CONTRACT MANAGEMENT D	22	0.0%
DEFENSE DISTRIBUTION REGION WES	297	0.0%
EDWARDS AFB	3	0.0%
FISC SAN DIEGO	18	0.0%
MARCH AFB	176	0.0%
NAS NORTH ISLAND	1,583	0.0%
NADEP NORTH ISLAND	219	0.0%
NAVMEDECEN SAN DIEGO	137	0.0%
NAVSTA SAN DIEGO	241	0.0%
WPNSTA SEAL BEACH	177	0.0%
NAWC CHINA LAKE	302	0.0%
NCCOSC RDT&E SAN DIEGO	820	0.0%
NSWC PORT HUENEME	107	0.0%
TRACY FACILITY	319	0.0%
	4,423	0.0%
Total Jobs In :		
 Net Job Change :	 (20,465)	 (0.1%)

**BRAC-95 Economic Impact**  
**Total Job Change By Installation**  
**Texas**

<u>Activity</u>	<u>Direct</u>	<u>% of State Jobs</u>
<b>Jobs Out :</b>		
BERGSTROM AFB	(384)	0.0%
DEFENSE DISTRIBUTION DEPOT RED R	(688)	0.0%
DEFENSE DISTRIBUTION DEPOT SAN A	(578)	0.0%
KELLY AFB	(12,277)	(0.1%)
NRF LAREDO	(6)	0.0%
RED RIVER ARMY DEPOT	(386)	0.0%
REESE AFB	(2,435)	0.0%
	<hr/>	<hr/>
Total Jobs Out :	(16,754)	(0.2%)
 <b>Jobs In :</b>		
FORT BLISS	532	0.0%
FORT SAM HOUSTON	441	0.0%
LACKLAND AFB	3,064	0.0%
LAUGHLIN AFB	652	0.0%
LONE STAR ARMY AMMUNITION PLAN	510	0.0%
NAS CORPUS CHRISTI	974	0.0%
SHEPPARD AFB	224	0.0%
JRB FT WORTH	7	0.0%
	<hr/>	<hr/>
Total Jobs In :	6,404	0.1%



As of: 12:45 28 June 1995

State Report 1

**BRAC-95 Economic Impact  
Total Job Change By Installation**

**Net Job Change :**

(10,350)

(0.1%)

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950707-3

FROM: KRIDER, MATTHEW	TO: HALL, CRAIG A.
TITLE: CITY MANAGER	TITLE: AF GAO ANALYST
ORGANIZATION: SPRINGFIELD, OH	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: SPRINGFIELD	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER			
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES				CRAIG HALL	✓		

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature		Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

THANK YOU FOR NOT CLOSING BASE.

Due Date: _____	Routing Date: <u>950707</u>	Date Originated: <u>950703</u>	Mail Date: _____
-----------------	-----------------------------	--------------------------------	------------------

city of springfield

office of the city manager  
(513) 324-7300  
fax (513) 328-3497

July 3, 1995

Please refer to this file number  
950707-3

Mr. Craig A Hall, Senior Analyst  
Defense Base Closure and  
Realignment Commission  
1700 N. Moore Street, Suite 1425  
Arlington, VA 22209

RE: Springfield Air Guard Base

Dear Craig:

I cannot adequately express how pleased the community is that the BRAC Commission has again recommended that the OANG Base remain in Springfield! We think it was a wise decision and one that will prove to be in the best interest of both the taxpayers and the military.

Your willingness to give us your time and attention was a key factor in getting all the facts before the BRAC Commission. We were continually frustrated that the whole picture would not emerge and that we would be overshadowed by the sheer magnitude of the closure process.

We are extremely grateful for your professionalism and integrity in reviewing our case. It is largely through your efforts that the community was treated fairly and justly in this process.

Thank you!

Sincerely



Matthew J. Kridler  
City Manager

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950713-3

FROM: <u>DIXON</u>	TO: <u>WHITE, JOHN P.</u>
TITLE: <u>CHAIRMAN</u>	TITLE: <u>DEP. SEC DEF</u>
ORGANIZATION: <u>DBCR</u>	ORGANIZATION: <u>DEPT OF DEF</u>
INSTALLATION (S) DISCUSSED: <u>MCCLELLAN, KELLY</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER	✓		
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

STATING DOD HAS FLEXIBILITY IN DECIDING WHERE WORKLOADS WILL BE TRANSFERRED.

Due Date: _____	Routing Date: <u>950713</u>	Date Originated: <u>950717</u>	Mail Date: _____
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THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION  
1700 NORTH MOORE STREET SUITE 1425  
ARLINGTON, VA 22209  
703-696-0504

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:

AL CORNELLA  
REBECCA COX  
GEN J. B. DAVIS, USAF (RET)  
S. LEE KLING  
RADM BENJAMIN F. MONTOYA, USN (RET)  
MG JOSUE ROBLES, JR., USA (RET)  
WENDI LOUISE STEELE

July 8, 1995

The Honorable John P. White  
Deputy Secretary of Defense  
Department of Defense  
Washington, D.C. 20301

Please refer to this number  
when responding 950713-3

Dear Mr. Secretary:

This is in response to your request for my views on the Defense Base Closure and Realignment Commission's recommendations concerning the disposition of the workloads at McClellan Air Force Base and Kelly Air Force Base.

Let me say that, in general, the Commission was very supportive of the concept of privatization of DoD industrial and commercial activities, as noted in Chapter 3 of the Commission's Report:

"The Commission believes reducing infrastructure by expanding privatization to other DoD industrial and commercial activities will reduce the cost of maintaining and operating a ready military force. ... Privatization of these functions would reduce operating costs, eliminate excess infrastructure, and allow uniformed personnel to focus on skills and activities directly related to their military missions."

The Commission's recommendations for the closure of McClellan Air Force Base and the realignment of Kelly Air Force Base include the following sentence:

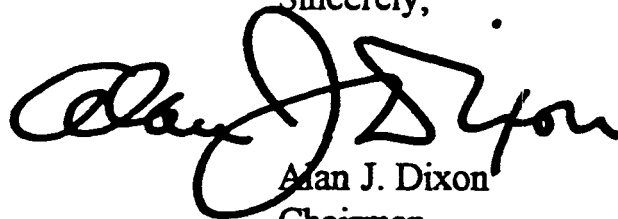
"Consolidate the [remaining] workloads to other DoD depots or to private sector commercial activities as determined by the Defense Depot Maintenance Council."

The word "remaining" is used only in the Commission's recommendation for McClellan Air Force Base because the Commission directed the movement of the common-use ground-communication electronics workload currently performed at McClellan Air Force Base to Tobyhanna Army Depot.

It is my view, and the view of the Commission's General Counsel, that the Commission's recommendation in the case of both McClellan Air Force Base and Kelly Air Force Base authorizes the transfer of any workload, other than the common-use ground-communication electronics workload, to any other DoD depot or to any private sector commercial activity, local or otherwise, including privatization in place. This recommendation also permits the Defense Department, in my view and that of the Commission's General Counsel, to carry out any activities associated with privatization, such as allowing necessary DoD personnel to remain in place to support transition activities.

I appreciate the opportunity to share my views with you on this important issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan J. Dixon". The signature is fluid and cursive, with the first name "Alan" being particularly prominent.

Alan J. Dixon  
Chairman



THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION  
1700 NORTH MOORE STREET SUITE 1425  
ARLINGTON, VA 22209  
703-696-0504

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:  
AL CORNELLA  
REBECCA COX  
GEN J. B. DAVIS, USAF (RET)  
S. LEE KLING  
RADM BENJAMIN F. MONTOYA, USN (RET)  
MG JOSUE ROBLES, JR., USA (RET)  
WENDI LOUISE STEELE

July 14, 1995

The President  
The White House  
Washington, D.C. 20500

Please refer to this number  
when responding 950113-4R1

Dear Mr. President:

Thank you for your letter indicating that you have decided to accept the recommendations of the 1995 Defense Base Closure and Realignment Commission and forward them to the Congress. I believe that these recommendations are in the best interests of our national security, and I hope they will be supported by the Congress.

The Commission's recommendations were arrived at fairly and openly, and will result in the prudent reduction of the Defense Department's excess infrastructure. The resulting savings will provide our military with financial resources needed to maintain readiness and support future modernization, and will assure the most efficient possible use of taxpayer dollars.

Like previous Commissions, the 1995 Commission made changes to the list of closures and realignments forwarded to us by the Secretary of Defense in those cases where we found that the Secretary deviated substantially from the force structure plan or the selection criteria. Of the 146 recommendations on Secretary Perry's original list, the Commission approved 123, or 84 percent. This is very similar to previous commissions. The 1993 Commission accepted 84 percent of the Defense Department's recommendations, and the 1991 Commission accepted 83 percent. Of the 23 DOD recommendations which the Commission rejected, 4 were rejected at the specific request of the Defense Department.

The Commission also closed or realigned 9, or 28 percent, of the 32 additional bases added by the Commission for consideration. Again, this is

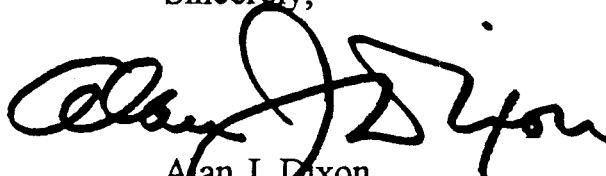
consistent with past practice. Of the 72 bases added for consideration by the 1993 Commission, that Commission closed or realigned 18, or 25 percent.

Mr. President, I want to assure you that the Commission was very cognizant of the economic impact and cumulative economic impact of all of the recommendations that we acted on. Our primary focus, however, was on military value. Of the 8 selection criteria used by the Department of Defense for the 1991, 1993 and 1995 base closure rounds, the first four deal with considerations of military value. Under the Defense Department's own guidance, these four military value criteria were given priority consideration. The economic impact criterion was important, but was not given the same priority by either the Defense Department or the Commission in deciding which bases to close or realign.

The decision to close any military installation is a very painful one. Every installation recommended for closure by this Commission has a proud history of service to our nation. At the same time, as you indicated in your remarks to the media yesterday, the Defense Department has many more bases than it needs to support our forces. I am convinced that closing bases today is the key to the future readiness and modernization of our military forces.

I appreciate the opportunity you have given me to serve the country again as Chairman of the 1995 Defense Base Closure and Realignment Commission.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan J. Dixon". The signature is stylized and cursive, with a large initial "A" and "D".

Alan J. Dixon  
Chairman





THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION  
1700 NORTH MOORE STREET SUITE 1425  
ARLINGTON, VA 22209  
703-696-0504

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:

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REBECCA COX  
GEN J. B. DAVIS, USAF (RET)  
S. LEE KLING  
RADM BENJAMIN F. MONTOYA, USN (RET)  
MG JOSUE ROBLES, JR., USA (RET)  
WENDI LOUISE STEELE

July 8, 1995

The Honorable John P. White  
Deputy Secretary of Defense  
Department of Defense  
Washington, D.C. 20301

Dear Mr. Secretary:

This is in response to your request for my views on the Defense Base Closure and Realignment Commission's recommendations concerning the disposition of the workloads at McClellan Air Force Base and Kelly Air Force Base.

Let me say that, in general, the Commission was very supportive of the concept of privatization of DoD industrial and commercial activities, as noted in Chapter 3 of the Commission's Report:

"The Commission believes reducing infrastructure by expanding privatization to other DoD industrial and commercial activities will reduce the cost of maintaining and operating a ready military force. ... Privatization of these functions would reduce operating costs, eliminate excess infrastructure, and allow uniformed personnel to focus on skills and activities directly related to their military missions."

The Commission's recommendations for the closure of McClellan Air Force Base and the realignment of Kelly Air Force Base include the following sentence:

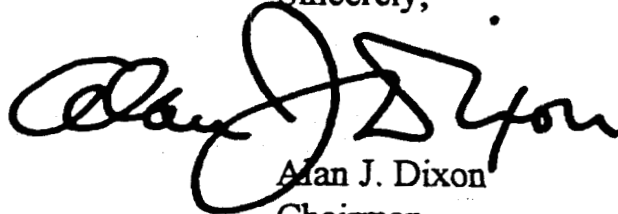
"Consolidate the [remaining] workloads to other DoD depots or to private sector commercial activities as determined by the Defense Depot Maintenance Council."

The word "remaining" is used only in the Commission's recommendation for McClellan Air Force Base because the Commission directed the movement of the common-use ground-communication electronics workload currently performed at McClellan Air Force Base to Tobyhanna Army Depot.

It is my view, and the view of the Commission's General Counsel, that the Commission's recommendation in the case of both McClellan Air Force Base and Kelly Air Force Base authorizes the transfer of any workload, other than the common-use ground-communication electronics workload, to any other DoD depot or to any private sector commercial activity, local or otherwise, including privatization in place. This recommendation also permits the Defense Department, in my view and that of the Commission's General Counsel, to carry out any activities associated with privatization, such as allowing necessary DoD personnel to remain in place to support transition activities.

I appreciate the opportunity to share my views with you on this important issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan J. Dixon". The signature is fluid and cursive, with the first name "Alan" written in a larger, more prominent script than the last name "Dixon".

Alan J. Dixon  
Chairman

## THE WHITE HOUSE

WASHINGTON

July 13, 1995

Dear Mr. Chairman:

In consultation with the Secretary of Defense and the Chairman of the Joint Chiefs of Staff, I have reviewed the recommendations of the Defense Base Closure and Realignment Commission (BRAC) submitted to me on July 1, 1995. Because of the overwhelming national security interest in reducing our base structure in line with the personnel reductions that have already taken place, I have decided, with reluctance and with the clear understanding that the Secretary of Defense can implement a privatization plan for McClellan Air Force Base (AFB), in Sacramento, California, and Kelly AFB, in San Antonio, Texas, that reduces the economic impact on these communities and avoids unacceptable disruption of Air Force readiness, to accept the Commission's recommendations. As stated in his letter of July 13, 1995 (attached), Secretary Perry recommended that I approve this course of action.

I recognize that the Commission had a difficult job to perform. I also recognize that the Commission was subject to intense political pressures from Congress and others who lobbied on behalf of communities that surround defense installations and facilities across the country.

That said, I regret that in your own words, the 1995 BRAC produced "the greatest single deviation from the recommendation of the Secretary of Defense in the history of the base closure process," including the rejection of 23 of the base closures or realignments recommended by Secretary Perry and the addition of 9 others that he had not recommended.

I do not disagree with all of your changes, but I believe that there was too much deviation from the DoD recommendations. Moreover, it appears that military readiness factors were applied inconsistently. For example, in the case of Red River Army Depot, in Texas, you rejected the DoD's recommendation that the installation be closed, citing "too much a risk in readiness" if these activities were relocated to Anniston Army Depot, Alabama. Yet in the cases of the huge air logistics centers (ALCs) at McClellan and Kelly AFBs, you disregarded the Air Force's

conclusion that closure would unacceptably disrupt Air Force readiness due to the turmoil associated with relocating these extensive and complex mission-critical activities.

In addition, I believe that the harshness of economic impact, on balance, is greater under your plan than under the DoD recommendations, for savings that were about the same as the Defense plan. Although the law requires consideration of economic impact, it does not appear that this crucial factor was adequately taken into account in some of your decisions. The Commission acknowledged but disregarded the economic impact of closing Kelly AFB, and in a number of public statements you have denied that a disproportionate impact is being inflicted on California.

In the Commission's comments on Kelly AFB, it acknowledged that closing the base would have a severe economic impact and produce a 73% increase in San Antonio Hispanic unemployment. Yet it is not clear that the reassignment of airfield operations at Kelly and certain tenant units to adjoining Lackland AFB would have adequately mitigated this impact had we not also been able to preserve jobs at the ALC through privatization.

Here are the facts on California: when the base closure rounds first began California accounted for 13 percent of the U.S. population, 15 percent of DoD military and civilian personnel and almost 20 percent of defense contract dollars. Yet in the three previous base closing rounds California suffered 52 percent of the direct jobs that were eliminated or relocated. Two of the deviations made by your Commission -- the recommendations to close McClellan and Kelly AFBs -- could, had we not clarified the options available to the Secretary of Defense, have exacerbated this previous cumulative impact and, as noted, unacceptably disrupted Air Force readiness.

The Department of Defense had carefully assessed the economic impact on communities in accordance with the established criteria for determining closure recommendations in developing its recommendations to you. Regrettably, in adding McClellan AFB, Oakland Army Base and the Fleet Industrial Supply Center, Oakland, to the closure list, the Commission's recommendations would again hit California with roughly half of all jobs eliminated or relocated in BRAC 95 -- a percentage that is both disproportionate, far in excess of that recommended by DoD and clearly unsupportable in light of new BRAC closings.

At the same time, the goal of streamlining our defense infrastructure by closing bases we no longer need is important to our national security. My Administration has pursued this goal through our support for the BRAC 1993 Commission recommendations

and our February 28, 1995, recommendations to you for a robust and balanced base closing round. We also have a commitment to treat fairly the dedicated men and women who work at these bases and the communities that have so faithfully supported our Armed Forces at these facilities.

As we reviewed your report, the Secretary of Defense advised me that if he had the clear authority to transfer work at McClellan and Kelly to the private sector -- on site or in the community -- and thereby make productive use of most of the highly skilled work force and specialized equipment in place, the operational risks and costs of the transition at these two bases would be reduced, while mitigating the adverse economic impacts on the surrounding communities.

This privatization approach is fully consistent with my Administration's initiative to reinvent government and with the recent recommendation of the Commission on Roles and Missions of the Armed Forces to establish a time-phased plan to privatize essentially all existing depot-level maintenance, including the five ALCs. This is, moreover, an approach that the Defense Department has in fact begun to implement at other facilities. For example a privatization competition is currently underway for work being performed at Newark AFB, Ohio, which was slated for closure in FY 1997 by the 1993 BRAC. I strongly support the Defense Department's pursuit of this and other suitable opportunities for privatization. Candidates identified by your Commission include the Naval Air Warfare Center in Indianapolis and the Naval Surface Warfare Center in Louisville.

In this regard, I was pleased to learn that in a July 8, 1995, letter to Deputy Secretary of Defense White, you confirmed that the Commission's recommendations permit the Department of Defense to privatize the work loads of the McClellan and Kelly facilities in place or elsewhere in their respective communities. The ability of the Defense Department to do so mitigates the economic impact on those communities and should protect against job loss, while helping the Air Force avoid the disruption in readiness that would result from relocation, as well as preserve the important defense work forces there.

Today I have forwarded the Commission's recommendations to the Congress in accordance with Public Law 101-510, as amended, and recommended that they be approved. In my communication with the Congress, I have made clear that the Commission's agreement that the Secretary enjoys full authority and discretion to transfer workload from these two installations to the private sector, in place, locally or otherwise, is an integral part of the overall BRAC 95 package it will be considering. Moreover, should the Congress approve this package but then subsequently take action

in other legislation to restrict privatization options at McClellan or Kelly, I will regard this as a breach of Public Law 101-510 in the same manner as if the Congress were to attempt to reverse by legislation any other material direction of this or any other BRAC.

Please thank the members of the Commission for their hard work. The BRAC process is the only way that the Congress and the executive branch have found to make closure decisions with reasonable objectivity and with finality.

Sincerely,



The Honorable Alan J. Dixon  
Chairman  
Defense Base Closure and  
Realignment Commission  
Suite 1425  
1700 North Moore Street  
Arlington, Virginia 22209

## THE WHITE HOUSE

## Office of the Press Secretary

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For Immediate Release

July 13, 1995

## STATEMENT BY THE PRESS SECRETARY

President Clinton approved today the recommendations of the 1995 Defense Base Closure and Realignment Commission (BRAC) and forwarded the Commission's report to Congress. In approving the BRAC recommendations, as he did in 1993, the President noted that the recommendations meet important national security and budgetary goals. Although the Commission's recommendations deviated substantially from the Defense Department's original plan, they are expected to achieve the objective of saving an estimated \$20 billion over the next 20 years. These savings are essential to maintain the operational readiness and modernization of our military forces.

President Clinton stressed the Administration's continuing commitment to treating fairly the dedicated men and women who work at these bases and the communities that have supported them. Using the same program that has helped the host communities since 1993, the Administration will press for the successful re-use of the bases' valuable assets by the communities. The Administration will assist with (1) transferring property so as to create the greatest number of jobs; (2) dispatching task forces to help communities in transition and redevelopment; (3) assigning of local transition coordinators (4) awarding economic development planning grants and (5) achieving fast-track environmental clean-up.

In some cases, the economic impact on states from base closure and realignments will be reduced through relocating operational units to other bases within that state.

- At Long Beach Naval Shipyard, many units and personnel will be relocated to the Naval Weapons Station, Seal Beach, and other naval facilities in the San Diego area.
- A number of functions performed by military units at McClellan Air Force Base in California will be moved to Beale and Travis Air Force Bases, thereby keeping the units in the Sacramento area.

- At Kelly Air Force Base in San Antonio, several base units -- as well as airfield operations -- will be transferred to the neighboring Lackland Air Force Base.

In his transmittal letter to Congress (attached), the President placed special emphasis on a July 8, 1995 letter from BRAC Chairman Alan Dixon to Deputy Secretary of Defense John P. White (attached). In that letter, Chairman Dixon made clear that the Commission's recommendations provide the Secretary of Defense authority to "privatize in place" the remaining operations of air logistics centers (ALCs) slated for closure at McClellan and Kelly Air Force Bases. The President stressed that Chairman Dixon's letter is an integral part of the BRAC recommendations. In addition, the President wrote that should Congress approve the Commission's recommendations but then attempt to restrict privatization options at either McClellan or Kelly, he would regard this as a breach of the 1990 base closure law.

The privatization plan the Administration will implement at McClellan and Kelly is fully consistent with the Administration's broader program to make government more efficient and the military more cost-effective. The plan is also consistent with the recent recommendation of the Commission on Roles and Missions of the Armed Forces to privatize virtually all existing depot-level maintenance, including all five Air Force ALCs. The Defense Department has already begun to use this approach at other facilities, including Newark AFB, Ohio. The BRAC Commission has recommended that similar privatization plans be implemented at the Naval Air Warfare Center in Indianapolis, Indiana and the Naval Surface Warfare Center in Louisville, Kentucky.

In a separate letter to Commission Chairman Dixon (attached), the President expressed his concerns about the Commission's many deviations from the Department of Defense recommendations and its disregard for the cumulative economic impact of BRAC rounds on California and Texas. The President emphasized the critical importance of the Administration's action to clarify the privatization authority of the Secretary of Defense at McClellan and Kelly. Without this, the BRAC recommendation to close these two ALCs would have greatly worsened this impact. In addition, it could have disrupted Air Force readiness to an unacceptable degree through the turmoil caused by relocating such extensive and complex mission-critical activities.

To further reduce the economic impact at McClellan and Kelly and the surrounding communities, the President directed the Secretary of Defense to space out the privatization over a five-year period. As a result, approximately 8,700 jobs at McClellan and 16,000 jobs at Kelly will be retained at the end of this



period. Thereafter, DoD plans to continue the contractor work for at least five years; during that time DoD personnel assisting in the transition will depart.

Eight years after the transition begins at McClellan, the Defense Department anticipates that the workforce remaining there and at other AFBs in the Sacramento area will be more than half the number that the Air Force had planned to maintain at McClellan under its original downsizing plan. At Kelly, the remaining workforce after eight years of this initiative is anticipated to be roughly two-thirds of the original Air Force plan. Throughout this period, Federal agencies will assist local authorities to develop plans to generate jobs through economic reuse. If private-sector job creation proceeds at a rate comparable to that at the now-closed Sacramento Army Depot, there may well be no net loss of jobs.

# # #



## THE SECRETARY OF DEFENSE

WASHINGTON, THE DISTRICT OF COLUMBIA

July 13, 1995

The President  
The White House  
Washington, D.C. 20500

Dear Mr. President:

My staff and I have reviewed the recommendations of the Defense Base Closure and Realignment Commission thoroughly and dispassionately to assess their impact on the military posture of the United States Armed Forces, on the costs of maintaining a strong national defense, and on the communities that have supported our Armed Forces.

I am pleased that the Commission followed the recommendations of the Department on the closing or realignment of 127 bases. But I am concerned that it made more changes in the Department's recommendations than did any other Commission. Some of its recommendations deviate substantially from those of the Department. The Commission rejected 23 of our recommendations to close or realign bases, and decided to close 9 bases which we wanted to retain.

In sum, the Commission's recommendations would bring about as much in 20-year savings as the Department's; however, the costs of carrying out the Commission's recommendations, both in military readiness and dollars, would be substantially higher over the next five-year period -- a period during which we know that budget funds will be tight.

I am particularly concerned with the Commission's recommendations to close the Kelly Air Logistics Center and the McClellan Air Logistics Center and associated activities. As you know, the Air Force proposed to consolidate and down-size all five of its logistics centers, and anticipated substantial productivity gains as a result. The Commission's recommendations would cost more in the near-term and would undermine the Air Force's ability to fund its operational and modernization requirements during that period. Those recommendations could also unacceptably disrupt Air Force readiness through the turmoil caused by the proposed relocation of such extensive and highly complex, mission-critical work and highly skilled personnel.

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I am also concerned about the effects of the Commission's decisions on Sacramento, California, and San Antonio, Texas. Among the selection criteria which the BRAC law requires us to apply is "the economic impact on communities," including "cumulative economic impact on communities" from prior BRAC rounds. The Commission's revisions appear not to have taken this important factor adequately into account, with California being especially hard hit -- about one-half of the job losses of the previous BRAC closings were borne by California. The Department weighed this factor, among others, in preparing its 1995 BRAC recommendations. Even so, we did recommend the closing of the Long Beach Naval Shipyard, which entailed the loss of 13,000 direct and indirect jobs. If the Commission's recommendations are followed, California will lose 38,000 jobs, directly and indirectly, about half of the total job losses of the 1995 BRAC.

In spite of the problems posed by the Commission's recommendations, I believe that it is critically important to proceed with base closings under BRAC. BRAC 95, under either the Department's or the Commission's recommendations, will allow savings approaching \$20 billion during the next 20 years. These savings are critical to our plans to maintain the operational readiness and modernization of our military forces. Therefore, the Department sought to find a way to accept the Commission's recommendations while at the same time mitigating their effects on readiness and on the communities involved.

In mitigating the deleterious effect of the Commission's recommendations on Kelly and McClellan, it was particularly important that the Department have adequate flexibility and authority to manage and privatize functions at Kelly and McClellan consistent with the Department's operational and readiness needs. We need to be able to privatize the work of these depots in place or locally, so that the Department can work with the communities and industry to privatize, minimize workload disruption, preserve the skilled labor force, and achieve the necessary cost savings at less expense.

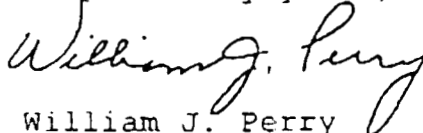
I am satisfied that these challenges can be met. As confirmed by Chairman Dixon's letter of July 8, 1995 to Deputy Secretary White, the Commission intended to provide the Department with the flexibility to privatize in place or in the communities involved. This is fully consistent with your initiative to reinvent government, and with the recent recommendations of the Commission on Roles and Missions of the Armed Forces for privatization in general. This is, moreover, an approach that the Department has in fact begun to implement at other facilities (e.g., Newark Air Force Base, Ohio), and which this Commission has allowed at such additional facilities as the

3

Naval Air Warfare Center, Indiana, the Naval Surface Warfare Center, Kentucky, and the Letterkenny Army Depot, Pennsylvania.

On the understandings reflected above, I recommend that you transmit the Commission's recommendations to the Congress together with your certification of approval. I am satisfied that the recommendations as a whole will permit us to meet our operational and readiness needs while achieving projected cumulative savings in excess of \$40 billion from this and prior BRAC rounds. This is an achievement in which the BRAC Commissions, the Congress and the Executive Branch all share.

Respectfully yours,

A handwritten signature in cursive script that reads "William J. Perry". The signature is written in dark ink and is positioned above the typed name.

William J. Perry

TO THE CONGRESS OF THE UNITED STATES:

I transmit herewith the report containing the recommendations of the Defense Base Closure and Realignment Commission pursuant to section 2903 of Public Law 101-510, 104 Stat. 1810, as amended.

I hereby certify that I approve all the recommendations contained in the Commission's report.

In a July 8, 1995 letter to Deputy Secretary of Defense White (attached), Chairman Dixon confirmed that the Commission's recommendations permit the Department of Defense to privatize the workloads of the McClellan and Kelly facilities in place or elsewhere in their respective communities. The ability of the Defense Department to do this mitigates the economic impact on those communities, while helping the Air Force avoid the disruption in readiness that would result from relocation, as well as preserve the important defense workforces there.

As I transmit this report to Congress, I want to emphasize that the Commission's agreement that the Secretary enjoys full authority and discretion to transfer workload from these two installations to the private sector, in place, locally or otherwise, is an integral part of the report. Should Congress approve this package but then subsequently take action in other legislation to restrict privatization options at McClellan or

Kelly, I would regard that action as a breach of P.L. 101-510 in the same manner as if Congress were to attempt to reverse by legislation any other material direction of this or any other BRAC.

THE WHITE HOUSE,

Attachment



THE DEFENSE BASE CLOSURE AND REALIGNMENT  
1700 NORTH MOORE STREET SUITE 1425  
ARLINGTON, VA 22209  
703-696-0304

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:

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S. LEE KLING  
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MC JOSUE ROBLES, JR., USA (RET)  
WENDI LOUISE STEELE

July 8, 1995

The Honorable John P. White  
Deputy Secretary of Defense  
Department of Defense  
Washington, D.C. 20301

Dear Mr. Secretary:

This is in response to your request for my views on the Defense Base Closure and Realignment Commission's recommendations concerning the disposition of the workloads at McClellan Air Force Base and Kelly Air Force Base.

Let me say that, in general, the Commission was very supportive of the concept of privatization of DoD industrial and commercial activities, as noted in Chapter 3 of the Commission's Report:

"The Commission believes reducing infrastructure by expanding privatization to other DoD industrial and commercial activities will reduce the cost of maintaining and operating a ready military force. ... Privatization of these functions would reduce operating costs, eliminate excess infrastructure, and allow uniformed personnel to focus on skills and activities directly related to their military missions.

The Commission's recommendations for the closure of McClellan Air Force Base and the realignment of Kelly Air Force Base include the following sentence:

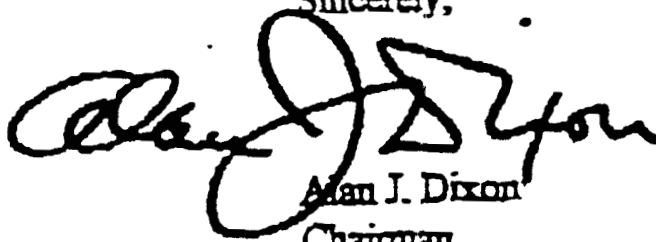
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It is my view, and the view of the Commission's General Counsel, that the Commission's recommendation in the case of both McClellan Air Force Base and Kelly Air Force Base authorizes the transfer of any workload, other than the common-use ground-communication electronics workload, to any other DoD depot or to any private sector commercial activity, local or otherwise, including privatization in place. This recommendation also permits the Defense Department, in my view and that of the Commission's General Counsel, to carry out any activities associated with privatization, such as allowing necessary DoD personnel to remain in place to support transition activities.

I appreciate the opportunity to share my views with you on this important issue.

Sincerely,

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Alan J. Dixon  
Chairman



THE WHITE HOUSE

WASHINGTON

July 13, 1995

Dear Mr. Chairman:

In consultation with the Secretary of Defense and the Chairman of the Joint Chiefs of Staff, I have reviewed the recommendations of the Defense Base Closure and Realignment Commission (BRAC) submitted to me on July 1, 1995. Because of the overwhelming national security interest in reducing our base structure in line with the personnel reductions that have already taken place, I have decided, with reluctance and with the clear understanding that the Secretary of Defense can implement a privatization plan for McClellan Air Force Base (AFB), in Sacramento, California, and Kelly AFB, in San Antonio, Texas, that reduces the economic impact on these communities and avoids unacceptable disruption of Air Force readiness, to accept the Commission's recommendations. As stated in his letter of July 13, 1995 (attached), Secretary Perry recommended that I approve this course of action.

I recognize that the Commission had a difficult job to perform. I also recognize that the Commission was subject to intense political pressures from Congress and others who lobbied on behalf of communities that surround defense installations and facilities across the country.

That said, I regret that in your own words, the 1995 BRAC produced "the greatest single deviation from the recommendation of the Secretary of Defense in the history of the base closure process," including the rejection of 23 of the base closures or realignments recommended by Secretary Perry and the addition of 9 others that he had not recommended.

I do not disagree with all of your changes, but I believe that there was too much deviation from the DoD recommendations. Moreover, it appears that military readiness factors were applied inconsistently. For example, in the case of Red River Army Depot, in Texas, you rejected the DoD's recommendation that the installation be closed, citing "too much a risk in readiness" if these activities were relocated to Anniston Army Depot, Alabama. Yet in the cases of the huge air logistics centers (ALCs) at McClellan and Kelly AFBs, you disregarded the Air Force's

conclusion that closure would unacceptably disrupt Air Force readiness due to the turmoil associated with relocating these extensive and complex mission-critical activities.

In addition, I believe that the harshness of economic impact, on balance, is greater under your plan than under the DoD recommendations, for savings that were about the same as the Defense plan. Although the law requires consideration of economic impact, it does not appear that this crucial factor was adequately taken into account in some of your decisions. The Commission acknowledged but disregarded the economic impact of closing Kelly AFB, and in a number of public statements you have denied that a disproportionate impact is being inflicted on California.

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The Department of Defense had carefully assessed the economic impact on communities in accordance with the established criteria for determining closure recommendations in developing its recommendations to you. Regrettably, in adding McClellan AFB, Oakland Army Base and the Fleet Industrial Supply Center, Oakland, to the closure list, the Commission's recommendations would again hit California with roughly half of all jobs eliminated or relocated in BRAC 95 -- a percentage that is both disproportionate, far in excess of that recommended by DoD and clearly unsupportable in light of new BRAC closings.

At the same time, the goal of streamlining our defense infrastructure by closing bases we no longer need is important to our national security. My Administration has pursued this goal through our support for the BRAC 1993 Commission recommendations

and our February 28, 1995, recommendations to you for a robust and balanced base closing round. We also have a commitment to treat fairly the dedicated men and women who work at these bases and the communities that have so faithfully supported our Armed Forces at these facilities.

As we reviewed your report, the Secretary of Defense advised me that if he had the clear authority to transfer work at McClellan and Kelly to the private sector -- on site or in the community -- and thereby make productive use of most of the highly skilled work force and specialized equipment in place, the operational risks and costs of the transition at these two bases would be reduced, while mitigating the adverse economic impacts on the surrounding communities.

This privatization approach is fully consistent with my Administration's initiative to reinvent government and with the recent recommendation of the Commission on Roles and Missions of the Armed Forces to establish a time-phased plan to privatize essentially all existing depot-level maintenance, including the five ALCs. This is, moreover, an approach that the Defense Department has in fact begun to implement at other facilities. For example a privatization competition is currently underway for work being performed at Newark AFB, Ohio, which was slated for closure in FY 1997 by the 1993 BRAC. I strongly support the Defense Department's pursuit of this and other suitable opportunities for privatization. Candidates identified by your Commission include the Naval Air Warfare Center in Indianapolis and the Naval Surface Warfare Center in Louisville.

In this regard, I was pleased to learn that in a July 8, 1995, letter to Deputy Secretary of Defense White, you confirmed that the Commission's recommendations permit the Department of Defense to privatize the work loads of the McClellan and Kelly facilities in place or elsewhere in their respective communities. The ability of the Defense Department to do so mitigates the economic impact on those communities and should protect against job loss, while helping the Air Force avoid the disruption in readiness that would result from relocation, as well as preserve the important defense work forces there.

Today I have forwarded the Commission's recommendations to the Congress in accordance with Public Law 101-510, as amended, and recommended that they be approved. In my communication with the Congress, I have made clear that the Commission's agreement that the Secretary enjoys full authority and discretion to transfer workload from these two installations to the private sector, in place, locally or otherwise, is an integral part of the overall BRAC 95 package it will be considering. Moreover, should the Congress approve this package but then subsequently take action

in other legislation to restrict privatization options at McClellan or Kelly, I will regard this as a breach of Public Law 101-510 in the same manner as if the Congress were to attempt to reverse by legislation any other material direction of this or any other BRAC.

Please thank the members of the Commission for their hard work. The BRAC process is the only way that the Congress and the executive branch have found to make closure decisions with reasonable objectivity and with finality.

Sincerely,

*Bill Clinton*

The Honorable Alan J. Dixon  
Chairman  
Defense Base Closure and  
Realignment Commission  
Suite 1425  
1700 North Moore Street  
Arlington, Virginia 22209

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950828-3

FROM: CASSINELLI, ROBERT J.	TO: DIXON
TITLE: CITIZEN	TITLE: CHAIRMAN
ORGANIZATION: SACRAMENTO, CA.	ORGANIZATION: DBRC
INSTALLATION (S) DISCUSSED:	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR. CONGRESSIONAL LIAISON		①		COMMISSIONER STEELE			
DIR. COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER			
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER	✓		
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

① Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	FYI

Subject/Remarks:

CONCERNED ABOUT McCLELLAN ALC; FORWARDING ARTICLES FOR REVIEW.

Due Date: 950904	Routing Date: 950828	Date Originated: 950821	Mail Date:
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# ROBERT J. CASSINELLI

2410 Auburn Boulevard, #4  
Sacramento, CA 95821  
(916) 486-3566

Please refer to this number  
when responding A50828-3

21 August 1995

The Honorable Alan Dixon, Chairman  
The Base Realignment and Closing Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Mr. Dixon:

And are you able to see the DIA offices in Rosslyn from where you are located?

Enclosed herewith are various letters and a newspaper column I have written on the unconscionably reckless and shortsighted decision of the BRAC to close McClellan Air Force Base. And please spare me the nostrum about Kelly AFB; it is **not being closed** as you well know. I am sure that Mr. Gramm and Mr. Armev are appropriately grateful.

Whatever animus you bear within your being regarding the closing of Chanute should be put aside when it comes to the best interests of the United States. And regardless of how many of those who are now sitting in positions of power and influence feel about the events of the 1960s and 1970s during the Vietnam War (yes, I am a veteran of that "police action."), the long-term foreign policy goals are not being served well at all with this decision.

There is much, much more I could say herein; however, I believe that the beginning of a dialogue requires someone who is willing to listen. I am that person I believe. I will toss the gauntlet at your feet: Prove to me that we will continue to need a Eurocentric foreign and military policy into the 21st Century. What will our friends and allies in the Pacific think of this decision once its ramifications have become clear to them? I will be so bold to suggest that they will look elsewhere for guarantors of their continued economic and political well-being (Beijeng?).

Do not forget that the Pacific portion of WWII was principally fought and paid for by the United States. We have longstanding, historical ties in the region which require a foreign policy and military policy which recognizes this and protects allies from aggression, whether military or economic.

Respectfully,



Robert J. Cassinelli

Enclosure

ing to his memory, the Dead will live.

## GUEST COMMENTARY

By Robert J. Cassinelli

# Looking Critically At McClellan's Future



Robert J. Cassinelli is retired from the U.S. Air Force and is third-generation Sacramentoan.

San Antonio, Texas, and Sacramento, Calif., have much in common: multicultural populations; rich, middle-class and poor enclaves; a river or two; and most significantly, two of the largest, if

of the largest, retired military communities in the United States.

What they do not have in common is the loss of a military installation. Kelly Air Force Base is *not* scheduled to close, and McClellan AFB is. San Antonio's Air Logistics Center will close, but other organizations that call Kelly AFB home will remain in place. Well into the 21st century, this central Texas city will still have six operational military installations; Sacramento, near the Pacific Rim, will have none.

How difficult is it going to be for workers at Kelly to find comparable

work at any of the six area bases? Not very, if it is as it has always been for civil service workers.

Meanwhile, the logistics line of communication for U.S. military forces will be 1,300-plus miles longer by 2001.

A careful perusal of congressional defense budgeting into the 21st century shows the Base Realignment and Closing Commission (BRAC) has been engaged in a political version of that old sideshow game, "hide the pea."

There is much speechifying about "excess capacity" within the context of the charter given to the BRAC commissioners. But after three rounds, the U.S. Army, the world's largest air force, continues to have 21 (air-ground) logistics centers. Georgia, which has 15 military installations and is the home state of Sen. Sam Nunn and Newt "small government" Gingrich, has yet to take a major hit.

The false economies of moving missions to other installations beg the question as well. If the work at McClellan is excess to the needs of

the Air Force, then why it is being moved to Tobyhannah, Pa.? This is a base we are told was operating at 50 percent of capacity; how was it allowed to remain open? McClellan has always operated at its fullest capacity. The closure of Mather AFB did not obviate the Air Force's need for well-trained navigators for its aircraft and space programs. And lest we forget, there are those navi-

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***The Base Realignment and Closing Commission (BRAC) has been engaged in a political version of that old sideshow game, "hide the pea."***

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gators from our allies, particularly on the Pacific/Asian Rim, who received advanced training at Mather. Those monies and that mission are now in TEXAS!

What is even more disturbing about this is the fact that responsible staff people of our elected representatives did not know the circumstances of the "closure" at Kelly's ALC. It should be noted that there has yet to be a vote on the proposed list by the full Congress; the list has been voted out of the House Armed Services Committee. And this city's daily newspaper has yet to give full and complete coverage to the exact nature of this latest list. Perhaps the Bee needs a refresher course on the exact nature of civil service.

As one of the approximately 400,000 retired military members who resides in Northern California, I have to be concerned about the continued diminishment of the benefits I was promised for committing myself to a military career. And the state, county and local officials need to examine closely the consequences of 400,000 retirement and post-retire-

ment earnings being slowly and probably withdrawn from the tax base.

McClellan needs to be kept as a necessary part of the history between military readiness and foreign policy objectives in the Pacific Rim and the surrounding global reality—i.e. the potential partners who will be looking to the United States to continue its role as guarantor of national sovereignty. Considering the C-5s flying in from Travis AFB, how is it that more maintenance for them is being done at McClellan?

More than 11,000 workers at McClellan have been affected. "fuzzy logic" of the BRAC and politicians who have corrupted the process. I can foresee a time when the policymakers and military "experts" will find a need to go to Congress for funds to establish what existed before—a West Coast Logistics Center. Adding 1,300 miles to the logistics lines of communication in the Pacific sends a wrong message to friend and potential foe alike. Congress should keep the list as it has been presented



13 July 95

## A FAX FROM

### Roundhouse Press

4339 Auburn Blvd.  
Sacramento, CA 95841  
Phone: (916) 488-8305  
FAX: 488-8173

TO: Ms JANICE MORRIS, LEGISLATIVE DIRECTOR

FROM: ROBERT J. CASSINELLI

NUMBER OF PAGES: 6

MESSAGE: Thank you for returning my call. I've written copies of  
my faxes to the White House. The letter to the President  
never saw light of day. I've decided to send it to the  
President as well. Thought Mr. Fazio might be interested.  
Please excuse, sometimes repetitive nature of my letters,  
but the geo-strategic consequences are tremendous  
regarding this SRM decision.



## ROBERT J. CASSINELLI

2410 Auburn Boulevard, #4  
Sacramento, CA 95821  
(916) 486-3566 FAX: (916) 863-6822

13 July 1995

TO: The Honorable William J. Clinton  
President of the United States  
The White House  
Washington, D.C. 20500

FAX: (202) 456-2461

Dear President Clinton:

Of 20 major military installations closed in the United States in the last three closure rounds California suffers the closure of 8 (40%!); and of these Sacramento with only three installations total (I certainly do not consider Mather AFB a minor installation considering what its mission was.), loses all three (37.5%!)

Why is San Antonio, Texas still the best defended city outside of Washington, D.C.? How is it possible that 21 U.S. Army Air Logistics Centers remain open? Is it because they are not called Air Logistics Center but rather Logistics Centers? I noted with some degree of interest the latest cover story of the Army Times regarding the air role the U.S. Army was prepared to play in the Bosnian situation.

Speaking of Bosnia-Serbia, can you spell Berlin Airlift? Instead of C-46 and C-47 aircraft, how about a variety of rotary winged aircraft to move the supplies in to repair the airport at Sarajevo, followed rather quickly by C-141s and C-5s? The latter could be flown from both the coasts of the United States, refueled by KC-135s and KC-10s. Diego Garcia, a Pacific Command responsibility might even serve as a staging base into the underbelly of Southern Europe. And I'm sure we could use Egyptian and Saudi Arabian air installations as staging bases as well since the humanitarian mission would be in support of the Bosnian Muslims.

The economic ramifications for Sacramento and Northern California are like the layers of an onion. With the closure of the remaining major military installation in close proximity to the foothill and mountain communities of the Sierra Nevada and Northern California (an estimated 400,000 retirees and their families), they will soon vote with their feet. The consequent economic drain on the region will further retard economic recovery here. It is unconscionable that this is even being contemplated.

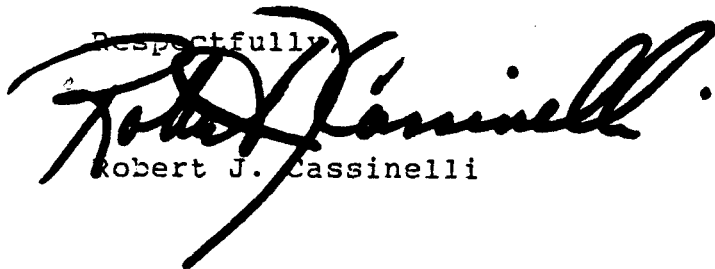
And why should we trust the words of a Commission which, despite the original purported apoliticism, has demonstrated time and again its influencibility by the members of the Eastern and Southeastern political caucuses? I speak specifically of Sam Nunn and his cronies. And I note with some degree of irony that the ALC in Jesse Helm's state was barely mentioned in passing. Why do you suppose this is?

If you saw the news last evening regarding the feelings of the workers at McClellan, you know without question the consequences

in 1996. And I would assert that the animosity to the hopes of the Democrats to retain the White House into the 21st Century will be severely impacted as well. And despite the closures, California's population will continue to grow with the subsequent increase in her Congressional delegation and electoral college representation making it very possible no one wins the Presidential election without California.

Previously, I offered that you should weigh all the considerations of acceptance of this latest round of closures. What I am hearing being bandied about by members of the commission and congress ~~is~~ (even the occasional White House "source") leads me to believe that no one knows what you have decided. The corruptability of the process undertaken by the BRAC was demonstrated in the last round; this latest only confirms it. For once let us have a President who looks beyond the immediate (instant gratification) and has the foresight and vision to gaze long and hard into the future and make a reasonable and reasoned decision.

Respectfully,

A handwritten signature in black ink, appearing to read "Robert J. Cassinelli". The signature is written in a cursive, flowing style with a large initial "R".

Robert J. Cassinelli

## ROBERT J. CASSINELLI

2410 Auburn Boulevard, #4  
Sacramento, CA 95821  
(916) 486-3566

23 July 95

Congressman Vic Fazio  
ATTENTION: Mr. Duncan McPetridge

FAX: 202-225-5141

Dear Mr. McPetridge:

Behind this is the letter which is going to The Bee. Herewith some more on the "closure" of Kelly AFB. How difficult is it going to be for the workers at Kelly to find comparable work at any of the six bases in the San Antonio area? Not very if it is as it always has been for civil service workers. As retirements and other attrition sets in at those other installations and with the units remaining at the "closed" Kelly AFB, the workers of the Air Logistics Center will be able to remain in the area, not sell their homes, not move their children from schools, (the schools won't lose their federal dollars either as will the schools here in Sacramento)

Mr. Fazio as one of the more powerful Democrats in the House needs to buttonhole Sam Nunn. And if Nunn doesn't understand the geo-strategic, geo-political stupidity of this decision, I would certainly be happy to address the issue with him.

Naturally, as a military retiree I have some selfish interest; but quite frankly, if it made good sense to close McClellan, I would say "Do it." But the reality of the world in which we live mitigates against such a decision. The potential trading partners of the Western Pacific Rim will be looking to the United States to continue its role as a guarantor of national sovereignty. Historically, the Indian Ocean and the South Asian region have been the military responsibility of the Pacific Commanders by dint of the workload borne by the Atlantic Commanders in Europe, Africa, and the Mediterranean Basin. I cannot foresee that this will change in the foreseeable future (Bosnia notwithstanding!).

I do think there has been too little effort undertaken to mobilize the retired military community which is going to be impacted by this decision. Simply put, the military community, retired and active, in the San Antonio area can afford to rest easy on their laurels given the reality of the situation there. We in Sacramento have been asked to bear an unequal share of the burden of military "downsizing." And how is it downsizing when missions, i.e., the Air Force Navigators Schools is not closed only transferred to another community. The long term need for navigators is going to be there, now a Texas community is part of the dollar multiplier effect of military money.

Thank you for listening. Certainly, I think more should have been done in terms of what was being given to the media. The issues I have addressed have not seen light of day. Are there remarks in the Congressional Record regarding these concerns? There should be.

*Robert J. Cassinelli*



# A FAX FROM

**Roundhouse Press**

4339 Auburn Blvd.  
Sacramento, CA 95841  
Phone: (916) 488-8305  
FAX: 488-8173

25 JUL 95

TO: Mr. J. Jackson

FROM: Robert Cassinell

NUMBER OF PAGES: 1

MESSAGE: I will follow up with the letter  
I sent to the White House. I'll let  
money the President was not apprised  
of this situation with Kelly. I believe  
there should be a Congressional investigation  
of this whole corrupted BRH process.  
Deals were cut with members of the Commission.  
I'd look real hard at Nixon (or was it Ford)

## ROBERT J. CASSINELLI

2410 Auburn Boulevard, #4  
Sacramento, CA 95821  
(916) 486-3566

26 July 1995

Muriel Johnson, Chairperson  
County Board of Supervisors  
700 H Street, Room 2450  
Sacramento, CA 95814

Dear Ms. Johnson:

It has come to my attention that the Sacramento County Board of Supervisors has been designated the lead agency in determining what actions are to be taken regarding the fate of McClellan AFB.

Enclosed herewith is a brief resume which outlines some of my considerable experience in policy analysis and subsequent decisions made therefrom. Please be advised as a third generation Sacramentan and a retired military veteran I am very concerned about the consequences for Sacramento and the surrounding area in light of the Base Realignment and Closing Commission's decision. I would consider myself a disloyal native son were I not to offer to step forward and be part of the planning which must take place over the next months and years.

I would like very much to have the opportunity of discussing with you the possibilities. By the way, did you know that Texas has had for several years now, German Air Force planes, crews and support personnel stationed there? I wonder if it might be possible to persuade other foreign governments that some of their aircraft maintenance could be done at McClellan, i.e., Japan, South Korea, Thailand, etc?

Please give me a call.

Best regards,



Robert J. Cassinelli

Enclosure

ROBERT J. CASSINELLI

26 July 95

Dear Mr. Eves,

Thank you for taking my call this morning. Herewith the material I promised. The letter to the White House of 11 JUL had its 2<sup>nd</sup> page changed; albeit I've included for you.

I would like to discuss with you courses of action yet to be taken.

Robert Cassinelli.

**ROBERT J. CASSINELLI**

1110 Auburn Boulevard, #4  
Sacramento, CA 95821  
(916) 486-3566

25 June 1995

The Honorable William J. Clinton  
The White House  
1600 Pennsylvania Avenue  
Washington, D.C. 20500

Dear President Clinton:

The decision to close McClellan Air Force Base by the BRAC group was interservice politics at its worst. It was a decision also made in vacuo and without regard to the geopolitical reality of U.S. foreign policy interests on the Pacific Rim. If not already being done, it is long past time when the DoD and the Joint Chiefs of Staff looked into the 21st Century and the need for one (1) service. By the way, does the U.S. Army still maintain the world's largest air force? Why?

I will not threaten you with the withdrawal of my support since I believe that in the main you have been trying your level best to be a President for all the people. However, political realism suggests that the unconscionable number of hits that Sacramento has taken in terms of base closures, will lead this, the second most important capital in the free world, to look elsewhere for leadership. And why are San Antonio and Washington, D.C., the two best defended cities in the United States?

Please veto this decision and require the BRAC to do a better job in examining the needs of a 21st Century military force.

Sincerely,



Robert J. Cassinelli

OFFICE 11/22/95 - 11/22/95

11/21/95 FAX: 202-456-2461

**ROBERT J. CASSINELLI**

2410 Auburn Boulevard  
Sacramento, CA 95821  
FAX: (916) 863-6822

29 June 1995

TO: The Honorable William J. Clinton  
President of the United States  
The White House  
Washington, D.C. 20500

FAX: 202-456-2461

Dear President Clinton:

I have called and I have written you a letter on the subject of the BRAC's action in naming McClellan AFB as a target for closure. I'm sure you have seen numerous missives and had a like number of telephone calls about the unfairness of it. I am not sure that you have seen my focus on the issue (except perhaps from me in my communications). I'm also sure you have seen the usual communications regarding your electability in 1996 without California's 54 votes.

The latter "threat" is specious on its face for me since if the closure of McClellan AFB would be of benefit to the U.S. and its foreign policy, I would say "Damn the torpedoes, full speed ahead!" The simple facts are plain: The closure of McClellan is not a wise or astute long-range geo-politically aware planning decision.

For too many decades the foreign policy establishment has focussed the majority of its energies on Europe and the surrounding area. This has ignored the constant and consistent **WESTWARD** thrust of this nation toward the Pacific Rim (east and west!) and the concomitant journey of the largest percentage of our immigrants and emigrants (internal, state-to-state). Fully 25% of new immigrants to the U.S. come to California; and after a slight decline during the early 90's, emigration to California from other states is moving upward again. Would you believe 56-58 electoral votes in 2000?

If U.S. foreign and economic policy <sup>focus</sup> (witness the latest round with Japan - well done, by the way!) is to the Pacific Rim, then the means whereby our interests can be defended and supported must needs be in place. If there is to be closure of a logistics center or two, then two of the three in the center of the nation should be closed, i.e., Hill, Kelly or Tinker. And this occasions re-iteration of my question to you in my letter regarding the Free World's largest air force - the U.S. Army's: How many of their logistics and repair depots have been examined for their continued usefulness and contribution to the military mission of the U.S. armed forces? And this of course means I must ask again: When is DoD going to force examination of **one united armed force**? No more inter-service squabbling and petty jealousies/politics!

McClellan needs to be kept open as a necessary part of that historic fit between military readiness and foreign policy objectives vide the Pacific and the surrounding geopolitical reality. Pay now or pay more later to re-establish it in the face of a real national threat.

*Respectfully, Robert J. Cassinelli.*



# ROBERT J. CASSINELLI

2410 Auburn Boulevard, #4  
Sacramento, CA 95821  
(916) 486-3566 FAX: (916) 863-6822

11 July 1995

TO: The Honorable William J. Clinton  
President of the United States  
The White House  
Washington, D.C. 20500

FAX: 202-456-2461

Dear President Clinton:

There continues to be a decided dearth of discussion regarding the very real long-range consequences of your acceptance of the recommendations of the BRAC vide the closing of the sole West Coast U.S. Air Force Air Logistics Center, McClellan AFB. What I do continue to see and hear is a considerable demonstration of inter-service parochialism and inter-state rivalry.

And, of course, we now have the redoubtable suggestion that the jobs being done at McClellan can "possibly be privatized and probably kept in Sacramento." I have to wonder at which company or companies these are which are going to forego the bottom lines (never mind ignoring their fiduciary responsibilities to their stockholders) and engage in the sort of high stakes industrial gambling that such a plan requires. I quickly note the uncertainty inherent in "possibly" and "probably." We were probably going to launch the Space Shuttle from Vandenberg AFB; it didn't happen but that is another story.

I will not delve again into the continued refusal of the Eastern foreign policy mavens to accept the reality of the U.S. historic western movement. However, the success of your efforts with the Japanese demonstrates, I believe, Tokyo's understanding of the importance of its biggest trading partner well into the 21st Century. As you can guess, I do not agree with the groups in the Eastern policy analysis circles who see your success with Tokyo as some sort of betrayal. Your globalism is to be commended.

What continues to puzzle me is the continued lack of coverage in the media and the failure by the Pentagon to address the real geo-strategic value of a West Coast USAF Air Logistics Center. I will not suggest that the U.S. will find itself embroiled in another Vietnam (as a Viet Vet, it is the last thing I would wish); however, I do argue we have a moral imperative to provide political, economic and, if necessary, military support to the duly-elected governments of our allies in the most volatile regions of the world, the most explosive of which remains as it ever was, Asia, South Asia, East Africa and the Persian Gulf region.

For the better part of more than half a century the United States has been the most powerful and potent force for democracy and its continued growth in far off places. The movement across the

Pacific can be seen as an accident of history or a natural consequence of the events of the 19th Century (see Turner's Thesis). Whatever one chooses to believe, the reality of our time will not change. Never more clearly has been evident that democracy, the freedom to be free, can happen on a global basis; we are a global community. The role of the United States in this cannot be gainsaid. Our ability to assist friends and allies, particularly in the regions I have outlined above cannot and must not be compromised. That the current BRAC has completely ignored the compelling need of the United States in this regard is unconscionable. Your own Secretaries of Defense and the Air Force spoke with one voice on the issue of the ALCs. Remember what defeated Hitler: not winter, but his forces were too far from the logistics and repair facilities. The same could be said of Napoleon. Which is not suggest that the United States should dream of Empire or 1000 year Reichs; it is only a reminder of Santayana's words on learning from history. Pearl Harbor found us little prepared to wage war on two fronts. Without a West Coast Air Logistics Center, how efficiently can the Air Force support the foreign policy and military goals of the United States vis-a-vis those in the West who will seek our help?

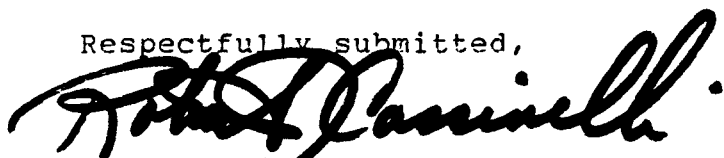
The false economies of moving missions to other bases begs the question. The Sacramento area has already been victimized by this. Navigators are still needed by the U.S. Air Force and those foreign air forces whose personnel now go to Texas and spend their money there. And how much did it cost to move the Navigation school, its students and instructors and associated equipment to Texas instead of across town to McClellan AFB?

Military downsizing is a necessary consequence of the end of the Cold War. But in the rush to do so, are we once again not heeding history and trodding the same path before us in the aftermath of WWI and WWII? I believe we are. And yet I was particularly struck at the Commission's refusal to give credence to the well-documented Air Force case viz. the five ALC's. On the other hand, I hear or read nothing about the **twenty-one U.S. Army** air logistics centers which will remain open. And just how efficient is the Army at repairing the high-tech equipment in its charge, particularly the aircraft? And why were Army and Navy statistical methods used in judging the value of McClellan and Kelly? Do you suppose the USAF could use its numbers on the aforementioned U.S. Army centers and reach the same conclusions the Army did regarding usefulness and excess capacity?

Policymakers and military "experts" will find themselves trying to legitimize the re-establishment of a West Coast USAF Logistics Center within a decade. The expense of such an endeavor is to be contemplated carefully.

The "buck stops here" was on HST's desk for good reasons; and it wasn't for/about popularity. Please concern yourself with making the right decision based upon careful consideration of **all** the facts, geo-strategic and parochial. Should you do so, I believe you will recognize the necessary role of McClellan AFB in the foreign policy objectives of the United States.

Respectfully submitted,



Changed

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Pacific can be seen as an accident of history or a natural consequence of the events of the 19th Century (See Turner's Thesis). Whatever of these one chooses to believe, it does not change the reality of the time in which we live. And for a Commission to flatly ignore, as this current BRAC has done, the compelling need of the United States vis-a-vis its ability to be able to respond quickly and efficiently is unconscionable.

The false economies of moving missions to other installations beg the question as well. There is no greater example of such falsity than the closure of Mather AFB, the previous great blow the Sacramento region absorbed. Into the foreseeable future the U.S. Air Force and certain of our allies Air Forces will have need of competent, well-trained navigators. False economy is the tremendous cost of moving the navigation school, its faculty and equipment to Texas rather than consolidating facilities and missions at McClellan Air Force Base. The Cold War may have been in the midst of its last ebbs and flows, but the requirement for navigators remained. Why disrupt the training process and spend funds to move 1500 miles when all that was required was a study into the mechanism of a move across town?

I will not at this time address the betrayal of the second largest retired military community in the nation. At this point in time, with the continued erosion of my benefits, I am, quite frankly, too angry to address the issue with any semblance of equanimity.

There is a legitimate reason to examine the issue of military downsizing. But in the rush to do so, are we once again headed down the track this nation rushed in the aftermath of WWI and less so after WWII? The military and community parochialism has been very much evident in the last two rounds of base closures. I am particularly struck by the refusal of BRAC members to accept what the Air Force offers as legitimization of its position regarding the logistics centers; and yet, I hear or read nothing about the **Twenty-one** U.S. Army air logistics centers and the real need to examine the efficacy this system. The position espoused by Mr. Nunn is emblematic of the egregious nature of regional parochialism.

I can foresee a time when the policymakers and military "experts" will find themselves once again going to Congress for funds to re-establish that which had existed before - a West Coast Air Logistics Center - for the repair and maintenance of the high tech components of aircraft which themselves are maintained by the original airframe manufacturer.

"The buck stops here" was on HST's desk for good reasons. Sir, do not worry about the "popular" decision. Concern yourself, rather, with making the right decision based upon consideration of all the facts. Should you do so, I believe you will recognize the necessary role of McClellan AFB in the foreign policy objectives of the United States.

Respectfully submitted,

Robert J. Cassinelli

P.S. The letter attached is about the F-15C incident over Iraq.

## ROBERT J. CASSINELLI

2410 Auburn Boulevard, #4  
Sacramento, CA 95821  
(916) 486-3566

24 July 1995

The Sacramento Bee  
P.O. Box 15779  
Sacramento, CA 95821

To the Editors:

Do not confuse what is happening to San Antonio, Texas, and the economic disaster which has been inflicted upon this community, the workers at McClellan AFB and, more important, the retired military community (variously estimated at between 90-125,000 in the immediate vicinity of Sacramento and over 400,000 in Northern California).

READ MY LIPS: **Kelly Air Force Base is not repeat not going to close!!**

Kelly Air Force Base is losing the Air Logistics Center. However, the base proper will come under the control of Lackland Air Force Base. A variety of tenant organizations will remain at Kelly AFB into the foreseeable future. This is but a partial list (and understand that these organizations are essential to the mission of the U.S. Air Force and to the personnel of the U.S. Armed Forces): Air Intelligence Agency (formerly Air Force Intelligence Service), 433 Airlift Wing (C-5 combat airlift support), 149th Tactical Fighter Group, Defense Commissary Agency, Armed Forces News Service, Air Force Information Agency. There are other, smaller tenant organizations which will remain in place at Kelly into the future.

According to the data available in open sources, San Antonio will continue to have six operational military installations well into the 21st Century. We in Sacramento will have lost all three.

There is validity to the idea of privatization. At the same time, however, the geo-strategic and geo-political reality of the world in which the United States must live and do business has not received due consideration in this whole process. Excess capacity has nothing to do with the plain and simple politics of what has taken place in this last round of closings.

Sam Nunn: Why were there no closures of the approximately 15-16 military installations in your state?

Dick Armev and Phil Gramm: How was it possible that San Antonio remained sacrosanct in this whole process? Why couldn't that C-5 wing be moved to Tinker (closer to its repair facilities) or for that matter to Travis and repairs be done at McClellan? If the thrust of U.S. foreign economic development is toward the western Pacific Rim, how do the technocrats propose we protect our vital interests there by lengthening the supply and repair lines by closing the sole remaining Air Force logistics center. Oh, I see! The 21 U.S. Army air logistics centers will take up the slack.

But this occasions a question: What do Caribou and helicopter maintenance people know about jet-over-two repair requirements? I see a problem here, however, the majority of the Army air logistics centers are in the area of the country east of the Sierra Nevada Mountain range.

By the way, considering the numbers of C-5s which fly into and from Travis AFB on a daily basis, I don't think it likely a new wing would make operations anymore difficult there. After all, such a transfer would require moving the associated support personnel as well. Property values would probably rise in Fairfield and Vacaville though, meaning more homes might have to be built, more apartments, perhaps a school or two, etc. But then why would Fairfield and Vacaville want to see this happen; after all the military is an anachronism in this age of peace and global prosperity.

There is much more I could address, but this perhaps will be a basis for some greater action in the Sacramento area regarding the terrible economic injustice which has been visited upon more than a few thousand workers at McClellan Air Force Base.

  
Robert J. Cassinelli

May 29, 1995

Please refer to this number  
when responding 950601-22

Merrill Beyer  
Lt. Col., USAF  
Defense Base Closure  
and Realignment Commission  
1700 N. Moore St., Suite 1425  
Arlington, VA 22209

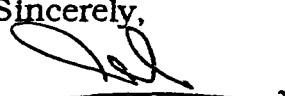
Dear Merrill,

I have enclosed for you a short one-man critique of the Joint Group and USAF analyses of UPT. If you have the time, please look it over and see if there are any glowing errors in your mind. I have sent a copy to Lt. Gen. Boles at AETC for his staff's review, since he will be present at Laughlin for my presentation. Much of my defense of Laughlin will follow the thoughts in the critique.

I appreciate all you have done in the BRAC assessment of UPT. You got it exactly right-Laughlin is the best we have. I just feel sorry for the folks in Del Rio having to go through this exercise and spend a lot of money which a very poor community could spend elsewhere. Thanks for having the integrity to do the job right.

I look forward to seeing you in Texas.

Sincerely,

  
Albert A. Gagliardi, Jr.  
14218 Bold Ruler  
San Antonio, TX 78248  
210-492-1932

**Joint Cross-Service  
Working Group  
and USAF Analyses  
of  
Undergraduate Pilot Training**

**A CRITIQUE**

**Albert A. Gagliardi, Jr.  
Brigadier General, USAF, Ret.  
Del Rio Military Affairs Association  
1915 Ave. F  
Del Rio, TX 78840**

## GENERAL COMMENTS

Little consideration in either the Joint Cross-Service Group or Air Force Analyses seems to focus on flight safety. When a disaster occurs we always ask why didn't we see it coming? In the pilot training business which is inherently risky, the problems which could lead to a disaster come from poor weather, overcrowded skies and population centers or encroachment on the ground. We don't teach our children to drive automobiles on crowded freeways for safety reasons. We should teach our student pilots to fly in uncrowded skies and free as much as possible from risk to the student, an airline passenger, general aviation buff, and citizens on the ground. Only one base fits that criteria to a tee -- Laughlin. Why didn't we ask the FAA about their opinion as to overall air safety and where they feel pilot training is best accomplished for all concerned?

If one takes the Joint Cross-Service Working Group Analysis and averages the three scores for the three tracks flown in USAF UPT, the result is that Randolph AFB is the best place to do UPT. In any case, it is rated higher than Laughlin. That is out of touch with reality. Ask Houston Center for their opinion. I did. Their reaction - Laughlin is the perfect place for UPT. Randolph has only two runways and they both direct the final turn back into the base housing area. The Randolph high school and much of Universal City is under the traffic pattern. San Antonio International is within about 15 miles and the air traffic there is growing and will continue to grow. Light airplanes fly I-10 and I-35 to get from San Antonio to Houston and Austin -right off the ends of runways 14 and 32. The airspace is relatively removed from the home field generating wasted training time. The weather is not as good as that found further west in Del Rio. Do we really want primary solo students flying around Randolph? We know the answer to that question is no, but who even decided to consider Randolph as a UPT base. Not me. When it ranks at or near the top after the analysis, it looks silly and totally discredits the analysis that placed it there. Randolph received the highest score among the Air Force bases to conduct fighter/bomber training. The aircraft for that track is the T-38 which we still plan on flying for 25 more years with an upcoming multi-million dollar avionics upgrade. Did anyone of the people doing the study know that we don't do multiple night landings at Randolph because of the problem with bat ingestion into the J-85 engine? Would we not conduct night flying? Once again, I realize that no one plans on using Randolph as a UPT base but when we include it and say it is the best, the USAF looks rather bad. I have received unsolicited a paper from citizens in Seguin who are opposed to fighter type aircraft at Randolph. I don't think you'd ever see the like in Del Rio. The author makes three points with regard to flight safety:

1. Disaster potentials are determined by the USAF after they happen
2. Randolph jet fighters train too close to civilians for a safe accident potential
3. Relocating to a remote site lowers the chance for a major civilian disaster

I think it is interesting how perceptive they are. Here they are saying move heavy flight



operations to wide open areas like Laughlin and the USAF analysis says it's better done at Randolph. I think the folks in Seguin have a better view of the big picture. When I visited the Pentagon with a group of Del Rio citizens, I presented to Mr. Jim Boatright, AF Installations, a copy of 27 letters from retired senior officers, people like Generals Bob Oaks, Andy Iosue, Bennie Davis, John Roberts, Pat Smothermon, Chris Divich and the like. All testified that Laughlin was the best UPT base. Mr. Boatright said that the letters meant nothing because the analysis would show the best base. As I said, if I average the three track scores in USAF UPT that base is Randolph. I cannot accept that!! The analysis shows nothing.

Consider the following rank order which was derived by averaging the flying training mission ratings in the same way that the USAF did with the mission ratings for their bases.

- |               |              |
|---------------|--------------|
| 1. Kingsville | 6. Corpus    |
| 2. Pensacola  | 7. Vance     |
| 3. Whiting    | 8. Sheppard  |
| 4. Meridian   | 9. Randolph  |
| 5. Columbus   | 10. Laughlin |
|               | 11. Reese    |

I will readily admit that I am not a Navy pilot training expert although I do consider myself an Air Force expert. I do realize that the best pilot training bases are derived from good weather, unencumbered airspace, and being free from population centers. Given the gulf coast weather, relatively heavy airline and general aviation traffic along the coast line and growing population centers why does the Navy rate so high? Shouldn't we consider additional costs associated with coastal operations -corrosion, search and rescue requirements, water survival training requirements, life support equipment, risk of drowning and salvage costs after mishaps? The Navy has requirements to train over water but not in the early stages of UPT-primary specifically. The cost of doing primary at a Navy base far outweighs the cost at an Air Force base and it is safer for the student inland. I postulate that primary pilot training for all of DOD could be done at Laughlin at significantly lower costs to the American taxpayer and at significant lower risk to the entire U.S. military and civil aviation community as well as citizens on the ground.

When the Air Force did its analysis they took the flying training mission ratings, which are suspect, and then averaged them to derive a score for each Air Force base. If we are going to average scores of the various flying training programs they should we weighted averages. We have generally over twice the instructors, students and aircraft assigned to primary pilot training. It is the most expensive flight training program, but the USAF weighs it the same as Panel Navigation a much cheaper program. That is not good logic or a sound analytical method.

Not enough weight was given to Airspace, Weather and Encroachment by the Joint Group and the results were just accepted by the USAF. The highest percentage was

47% of the score in Flight Screening. These are the three items money cannot buy. If we need hangars, aux fields, longer runways etc., we can buy them. Protect those things you can't control. There will never be an airspace problem in Del Rio. Can we say that about any other flying training base? The weather at Laughlin is acknowledged as the best. It won't change in lifetimes to come. There is no community buildup near the home field or auxiliary field. When the BRAC staff did their analysis they realized this and gave Airspace, Weather and Encroachment 70% of the pie. Logical!

# WEATHER ATTRITION

BASE	1993		1995 PRIMARY	PLANNING FACTOR
	T-37	T-38		
LAUGHLIN	18.6	21.3	18.0	19.0
VANCE	22.7	22.4	23.3	22.3
COLUMBUS	22.5	22.9	22.9	26.0
REESE	27.1	27.0	19.8	27.0
RANDOLPH			15.0	19.0
CORPUS			22.2	18.0
KINGSVILLE			10.0	11.0
PENSACOLA			9.0	22.0

	PANEL NAV	
	LAUGHLIN	18.0
VANCE	23.3	23.0
COLUMBUS	22.9	25.0
REESE	19.8	28.0
RANDOLPH	15.0	20.0
CORPUS	9.0	9.0
KINGSVILLE	10.0	11.0
PENSACOLA	9.0	10.5

1. Quote from 1993 Data Call on Reese AFB, "Weather attrition (high winds in the spring and highpressure altitude in the summer) is the highest of any UPT base" 1993 data which is 10 year averages supports statement while 1995 is underreported. 1995 reported planning factor supports that about 27% is correct attrition for Reese.
2. Randolph 15% attrition is based on PIT not UPT. No adjustment for solo students.
3. Do we really believe that Kingsville and Pensacola can do primary pilot training at 9 & 10 % attrition while all the other bases report 18% and higher?
4. Does the Air Force expect that Panel Navigation training flown in a Boeing 737 (T-43) by experienced pilots will incur the same attrition as Primary Pilot Training with solo students? See data. The Navy adjusted Corpus why didn't the Air Force adjust their bases. What is even more illogical is that Vance, Reese, and Randolph all report even higher planning factors for Panel Nav than Primary.
5. The Navy reports much lower attrition throughout. Is the coast that much better than the desert in terms of flying weather?
6. Air Force uses UPT/PIT attrition in all tracks, primary. fighter/bomber/ strk/adv etc. , Navy varies and in general is much lower. Again given the acknowledged inferior flying weather along the coast, why should these numbers not have been questioned by study groups?

## AIRSPACE

What is magic about the more the better. That is how we rate airspace. It would seem that if a base has enough and if it's free from encroachment by others that should count for something. Moreover, it's distance from the home field and the efficiency that it brings to the training mission that is of far more importance than just a lot of airspace. Also, in Laughlin's case if they wanted more cubic miles they could get them. In the fighter/bomber case Pensacola claims 135,531 cubic miles, Kingsville 136,737 while Vance and Reese report 35,644 and 30,958. If they can do the job in less airspace why should they be penalized? Another important factor about airspace is being off the beaten path. There is no air service to the Laughlin area. Airliners probably never get closer than 100 nautical miles in any direction. There are virtually no population centers in the bottom of that airspace, an important factor when aircraft go down which they will. Unencumbered airspace is the best life insurance policy that we can provide to a solo student.

## MTRs

Again the more the better. Why? In the primary track for example Vance reports 32 within 100 NM, Whiting 21 and Laughlin 10. Does Laughlin have enough? Of course. Why should they be given fewer points. In fact, when there are that many MTRs within 100 NM we should ask who else uses them and doesn't that suggest congestion of air traffic?

## Other Primary Fields

Points are given for other airfields within 30 NM capable of supporting primary, fighter/bomber and other flying training missions. Why? Do we need them? These are not, I think, auxiliary fields as they have their own category. I don't want other fields within 30 miles of my base if I train primary students. Congestion, mid-air potential etc. We can fly out and back to obtain instrument approaches and strange field landings but bases within 30 miles seems risky. Why give points for this?

## Adequate Training Facilities

Another how much is enough. What are we counting? If Vance and Meridian can adequately train in 26652 sq ft and 20385 of training facility space respectively why does Pensacola and Randolph report need 184,423 and 135,526. A little more might help Vance and Meridian but to compare to another base doing supposedly the same mission with 6 to 9 times the space seems excessive. Are they counting space used by other training programs that would have to be moved to free the space up for

that mission track? If more is better, shouldn't we undertake programs to build more in spite of need?

## ENCROACHMENT

In the Joint Group Analysis, Randolph scores 5.0 and Pensacola 4.2. The BRAC staff gave Randolph zero (0) points out of 10. If the 5.0 and 4.2 are correct that's scary. I know how congested it is around Randolph. Pensacola, with more encroachment, still had the second best scores for a pilot training base. That seems out of touch with reality. Where does safety play for those in the air and on the ground? Laughlin received a perfect score of 10 from the BRAC staff.

## LEVEL OF MAINTENANCE OPERATIONS

Incorrectly reported. Reese and Columbus are given credit for Depot level operations while the others are scored as Intermediate level. All UPT bases are the same. There may be some confusion over the fact that T-37s and T-38s have no Programmed Depot Maintenance (PDM) but in any case the bases do the same work on their aircraft. If I am wrong I'd like somebody to tell me as I have talked to former ATC/LG people and a former Kelly commander and they all agree with me.

## HANGAR SPACE

Another how much do you need. Corpus reports 1,854,292 square feet. Wow! They score 9.9. Laughlin reports 151,346 they score 4.7. The total for 6 Air Force bases is just over one million. Corpus counted the Army Helicopter Repair Depot. Is that available to pilot training at no cost? Do we need over 12 times the hangar space at Corpus compared to Laughlin who still gets the job done. Randolph reports LSI and hangers which Kelly uses. They support UPT not just Randolph. Share the wealth. Sheppard reports hangar space from tech training. Was there any thought of efficiency? The logic throughout the DOD analysis favors large bases with multiple missions and lots of buildings, airspace, runways etc.. We count them all, give them points, and never assess a cost to moving the other missions or saying you don't need that much and are inefficient if you do. Another reason that the Navy scores so high is that they report approximately three times the hanger space at five fields compared to that reported by the Air Force at six fields. Efficiency?

## Services

One area of the Cross-Service Training Group Analysis dealt with Services, basically number of units of military housing, BOQs and UEQs. The rationale was that "quality of life plays a significant role in determining installation compatibility with the training mission." I agree. However all the analysis did was count the number of units available without regard to the number of people assigned to the base and personnel assigned to other than the training mission.

Some of the scores assigned:

Sheppard -----9.2  
Pensacola ----- 8.1  
Columbus ----- 7.2  
Randolph ----- 7.7  
Laughlin ----- 6.6  
Vance ----- 6.3  
Reese ----- 5.9

Consider the last four Air Force bases:

Base	Military Personnel	UEQs	BOQs	Mil Housing
Randolph	5607	521	558	948
Laughlin	1326	400	222	654
Vance	831	442	247	230
Reese	1350	462	152	400

Anyone can see that the opportunity for military people to receive quarters on base is greater at Laughlin, Vance and Reese yet they score lower.. Later on in the Air Force Analysis color coding is assigned to On Base Housing. See Department of the Air Force Analyses and Recommendations -Volume V -Appendix 11 6.

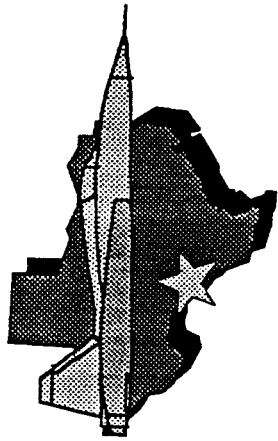
Columbus -- Yellow +  
Laughlin --- Green-  
Randolph -- Red  
Reese ----- Green  
Vance ----- Green

Since the numerical data above was used in the Flying Training Mission ratings assigned in Volume V -Appendix 11 5, we have the interesting anomaly that the three rated lowest by the Joint Group -Laughlin, Vance and Reese are now green while Randolph and Columbus which were the top point getters are now red and yellow+ respectively. Completely reversed in the same USAF analysis. Explanation??

The most amazing is Sheppard scoring highest with 8034 UEQ rooms. I hope they have a lot, it is a big technical training center. What does that have to do with pilot training? Using the logic of the more the better, Vance, with empty rooms, should build more to score better as a UPT base. Again big bases with multiple missions and large numbers of personnel score highest because no one bothered to factor in that their were more people as well.

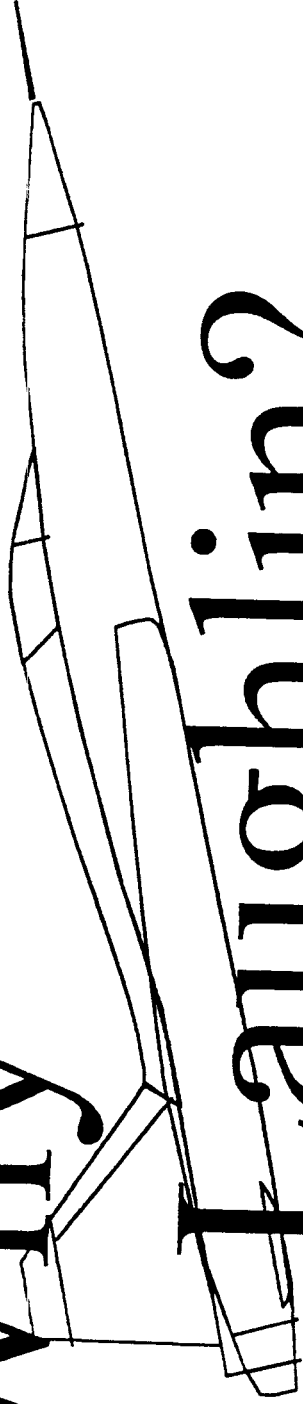
To further highlight some of the illogical aspects of the Joint Group Analysis, the services area in the flying mission rating for Panel Navigator is 8% of the total installation score. Weather, where we report 23.3 % cancellations is only given 7%. The analysis says we lose one in about every four missions and it's only 7% of the point total? The mission is flying !! Of course, we would never have 23.3% attrition and weather should be weighted more but why did all these inconsistencies get through? Why didn't somebody say "You won't lose 23.3% at Vance flying T-43s with rated and experienced pilots using weather radar and capable of flying state of the art coupled instrument approaches." ? These same things occur in virtually every flying mission area -primary, fighter/bomber, etc.. Who reviewed the analyses????

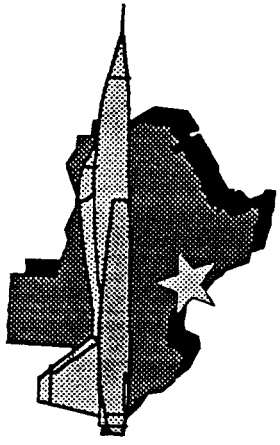




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# Why Laughlin?



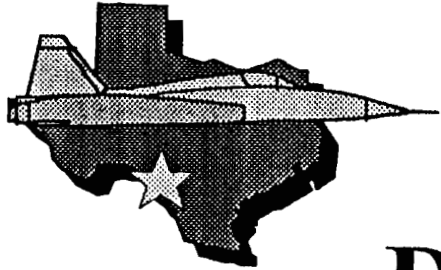


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Simply,  
it's the



Best !!!



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## **DOD Joint Cross-Service Working Group Analysis**

**1. Flight Safety**

**2. Reality**

-- **Randolph**

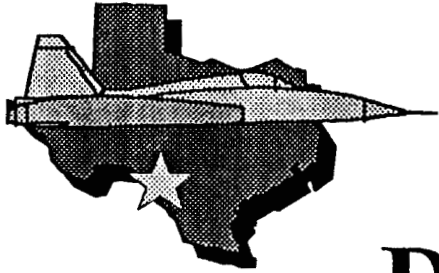
-- **Navy and Air Force**

-- **Weather Attrition**

-- **Hangers**

-- **Airspace/MTRs**

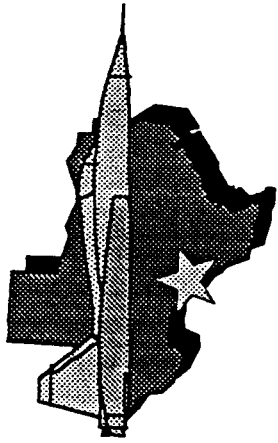
-- **Family Housing, BEQs, & BOQs**



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## **DOD Joint Cross-Service Working Group Analysis**

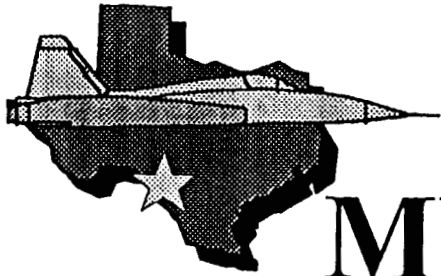
- 3. Flying Training Mission Ratings**
- 4. Mission Factor Weightings**
  - Weather**
  - Airspace**
  - Encroachment**



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# BRAC FINAL SELECTION CRITERIA

- Military Value
- Return on Investment
- Impacts

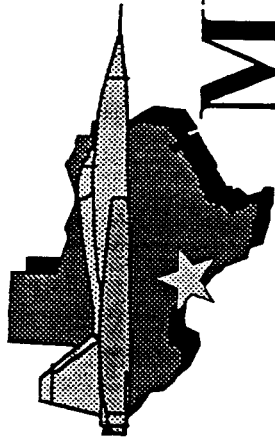


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## **MILITARY VALUE**

**“It should be noted that in an intensive flying training operation, airspace and weather are by far the most important factors. ~~Without airspace and suitable weather, the other factors become relatively insignificant.~~”**

**USAF Data Call, 1991**

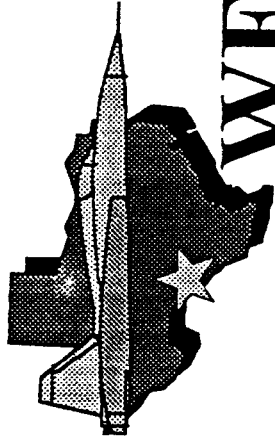


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# MILITARY VALUE

“Of all the factors influencing flying training,  
none are more important than ~~the airspace to do it in~~  
and the weather to permit it.”

ECI Consultants, 1994



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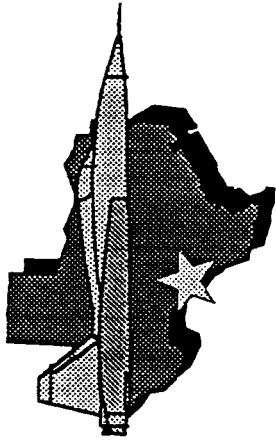
# WEATHER ATTRITION

T-37      T-38

<del>LAUGHLIN</del>	<del>18.6</del>	<del>21.3</del>
<del>VANCE</del>	<del>22.7</del>	22.4
<del>COLUMBUS</del>	22.5	22.9
REESE	27.1	27.0

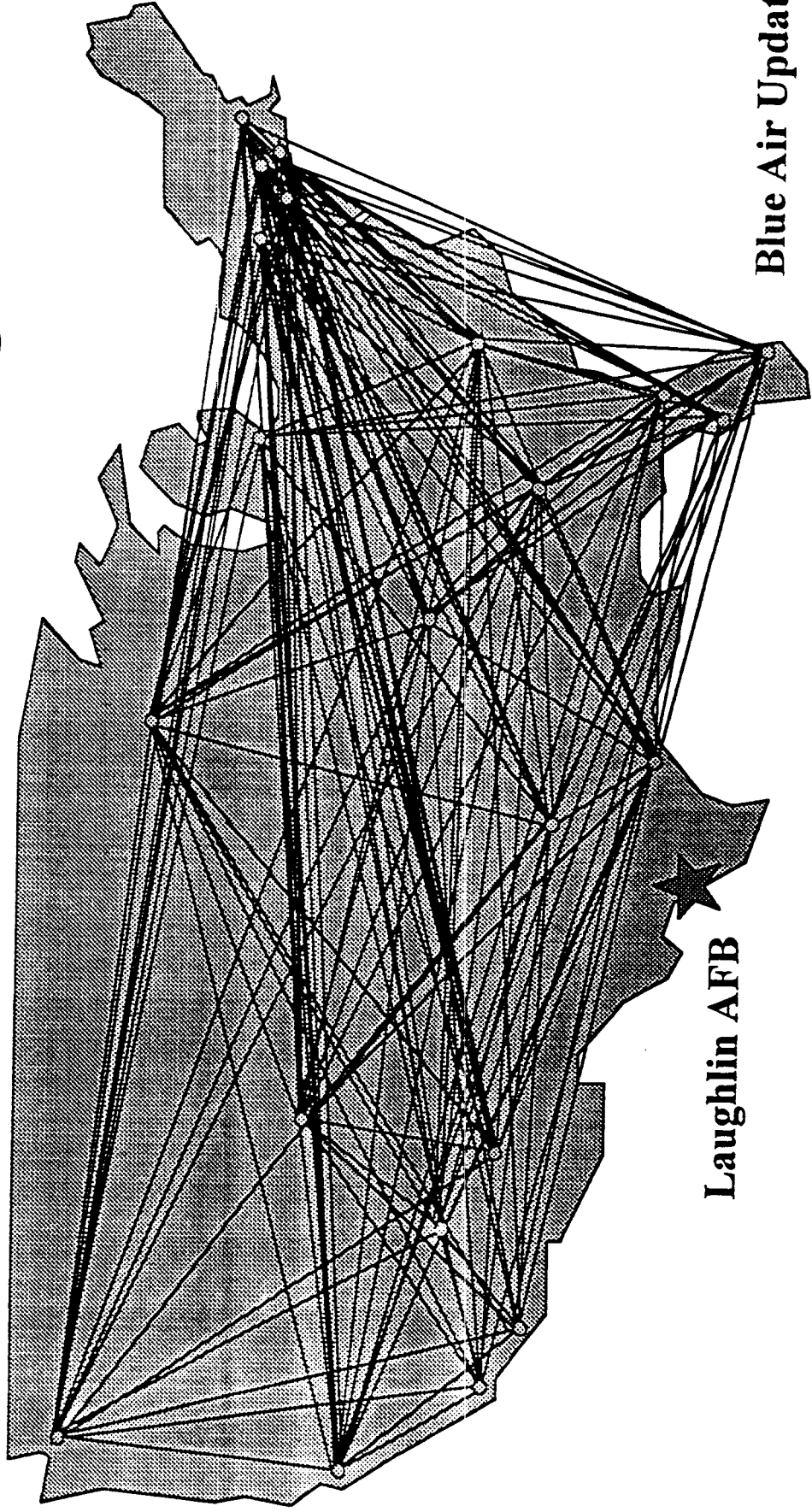
10 year averages, USAF Data Call, 1993





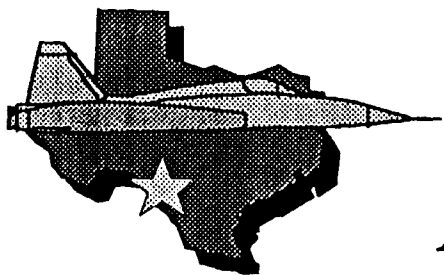
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# SCHEDULED AIRLINE TRAFFIC



**Laughlin AFB**

**Blue Air Update**



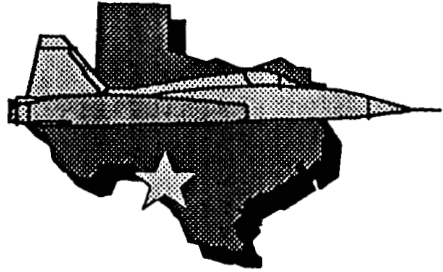
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**AIRSPACE COMMENTS**

**LAUGHLIN**

**OPS LIMITATIONS:**

The largest USAF operation in Houston Center's area is at Laughlin AFB. According to Houston Center, the several hundred sorties generated at Laughlin are almost flawless. (Blue Air)


MAJCOM/Wing inputs

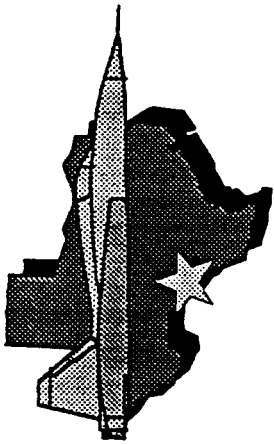


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## **SENIOR OFFICER TESTIMONIALS**

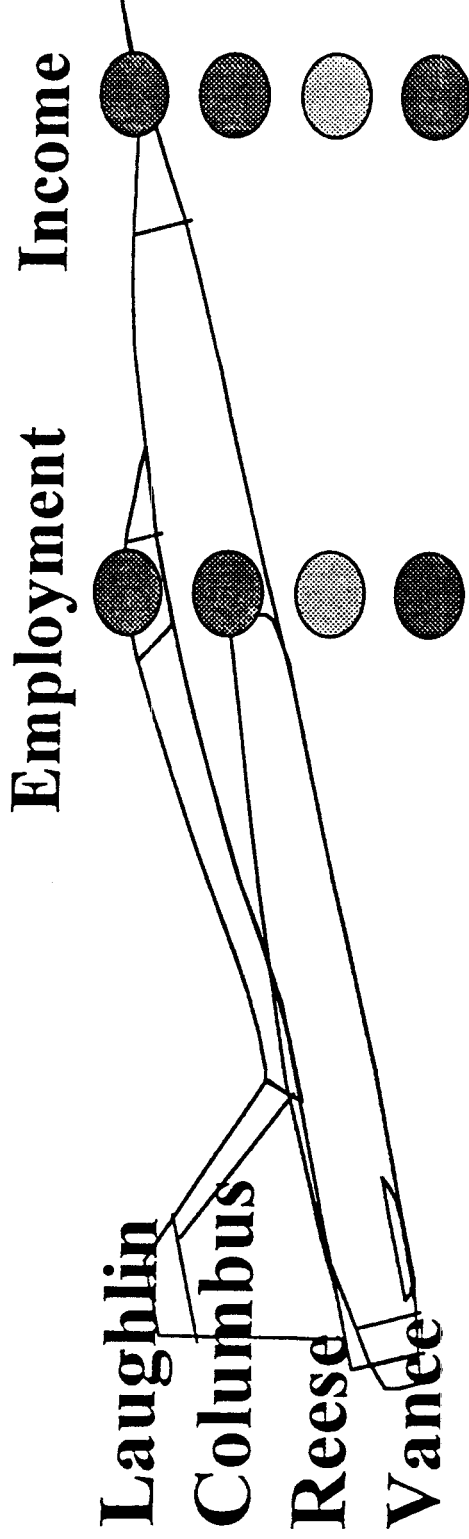
**“There is no better place to train military pilots than  
Laughlin AFB.”**

- 
- 4 ATC Commanders**
  - 3 Vice Commanders**
  - 3 Deputy Chiefs of Staff, Operations**
  - 6 Inspector Generals**
  - 1 Deputy Chief of Staff, Logistics**
  - 7 Wing Commanders**  
**(Vance, Reese, Sheppard, Columbus)**



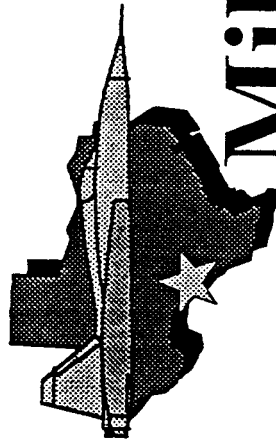
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## Economic Impact



**Green - Exceeds Historic High**

**Yellow - Within 50% of Historic High**

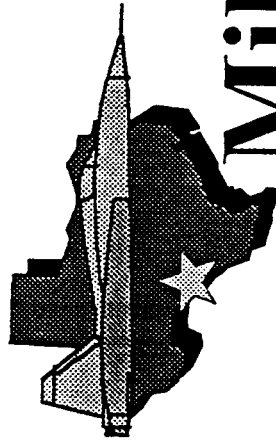


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# Military Base Expenditures

Base	County	Total	
		Impact in Thousands	% of County Gross Product
Kelly AFB	Bexar	\$1,481,089	5.27%
Laughlin AFB	Val Verde	\$144,713	24.22%
Randolph AFB	Bexar	\$574,637	2.05%
Reese AFB	Lubbock	\$170,146	3.35%

Source: Texas Dept. of Commerce Office of Economic Transition

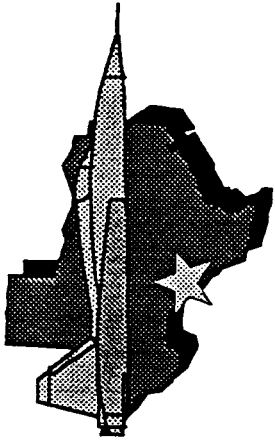


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# Military Base Employment

Base	County	Direct		% of County Employment
		Indirect Base Employment	Employment	
Kelly AFB	Bexar	40,784		6.46%
Laughlin AFB	Val Verde	3,747		21.66%
Randolph AFB	Bexar	15,365		2.43%
Reese AFB	Lubbock	3,160		2.79%

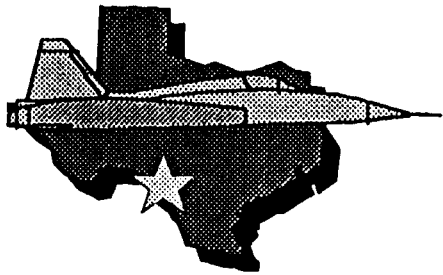
Source: Texas Dept. of Commerce Office of Economic Transition



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# Economic Impact 1995 USAF Analysis

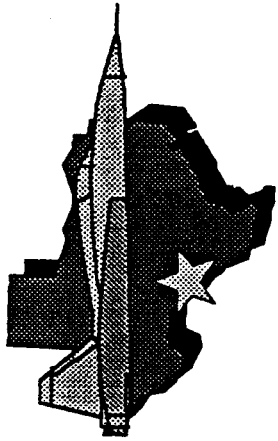
Base	Per Capita Income	Unemployment
Columbus	\$14,706	8.1
<u>Laughlin</u>	<u>\$11,167</u>	<u>14.2</u>
Randolph	\$17,284	6.7
Reese	\$17,185	5.7
Vance	\$17,398	5.6



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**Economic Impact**  
**1995 USAF Analysis**

<b>Base</b>	<b>Area Employment</b>	<b>Job loss</b>	<b>Percent</b>
<b>Columbus</b>	<b>48,953</b>	<b>2,661</b>	<b>5.4</b>
<b><u>Laughlin</u></b>	<b><u>16,109</u></b>	<b><u>3,368</u></b>	<b><u>20.9</u></b>
<b>Randolph</b>	<b>730,857</b>	<b>13,992</b>	<b>1.9</b>
<b>Reese</b>	<b>132,010</b>	<b>2,702</b>	<b>2.0</b>
<b>Vance</b>	<b>32,341</b>	<b>3,028</b>	<b>9.4</b>



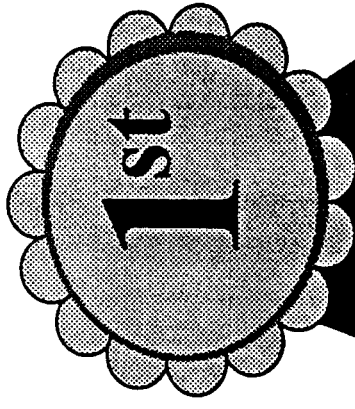


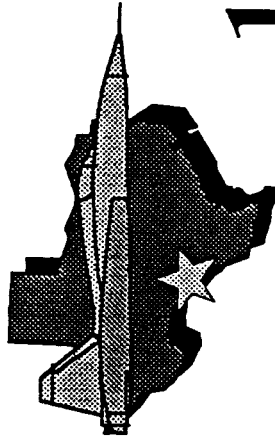
*Del Rio Military Affairs Association*

**Laughlin**

**Everyone's**

**Number One**

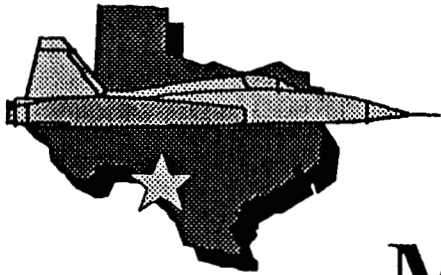




*Del Rio Military Affairs Association*

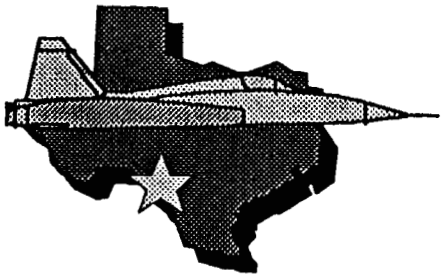
# 1991 BRAC Commission Air Force Staff Analysis

<u>Laughlin</u>	-----	<u>129</u>
Reese	-----	125
Columbus	-----	124
Vance	-----	122
Williams	-----	90



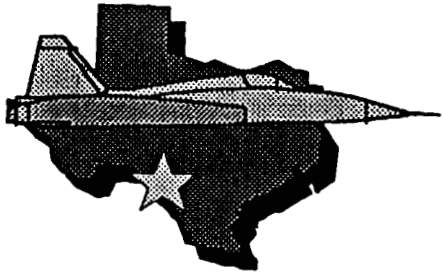
*Del Rio Military Affairs Association*  
**South Texas**  
**Military Facilities Task Force**  
**ECI Consultants, Inc.**

	<u>Salt Water</u>	<u>w/o Salt Water</u>
<b>Kingsville</b>	<b>42</b>	<b>39</b>
<b><u>Laughlin</u></b>	<b><u>39</u></b>	<b><u>38</u></b>
<b>Corpus</b>	<b>41</b>	<b>38</b>
<b>Sheppard</b>	<b>39</b>	<b>38</b>
<b>Columbus</b>	<b>37</b>	<b>36</b>
<b>Randolph</b>	<b>35</b>	<b>34</b>
<b>Vance</b>	<b>33</b>	<b>32</b>
<b>Meridian</b>	<b>31</b>	<b>30</b>
<b>Pensacola</b>	<b>32</b>	<b>29</b>
<b>Reese</b>	<b>29</b>	<b>28</b>
<b>Whiting</b>	<b>29</b>	<b>26</b>



*Del Rio Military Affairs Association*  
**1995 UPT Analysis**  
**Results Corrected**  
**City of Lubbock, Texas**

<b>Base</b>	<b>Corrected Data</b>	<b>Corrected Data Icing Instead of Wind</b>
<b><u>Laughlin</u></b>	<b><u>7.35</u></b>	<b><u>7.65</u></b>
<b>Columbus</b>	<b>7.18</b>	<b>7.01</b>
<b>Reese</b>	<b>6.97</b>	<b>7.28</b>
<b>Vance</b>	<b>6.79</b>	<b>6.99</b>



*Del Rio Military Affairs Association*

**1995 UPT Analysis**

**BRAC Staff**

**Revised Weighting of Measures of Merit**

	<b>I</b>	<b>II</b>
<b><u>Laughlin</u></b>	<b><u>7.8</u></b>	<b><u>7.4</u></b>
<b>Columbus</b>	<b>7.2</b>	<b>6.4</b>
<b>Vance</b>	<b>6.7</b>	<b>6.3</b>
<b>Reese</b>	<b>6.4</b>	<b>6.3</b>
<b>Randolph</b>	<b>5.3</b>	<b>4.4</b>

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950602-1

FROM: GUTMAN, ALBERTO	TO: DIXON
TITLE: STATE SENATOR	TITLE: CHAIRMAN
ORGANIZATION: STATE OF FLORIDA	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: HOMESTEAD AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER ROBLES	✓		
				COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Ⓢ	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT

*F. Merrill*

Due Date: 950606	Routing Date: 950602	Date Originated: 950519	Mail Date:
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THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

SENATOR ALBERTO "AL" GUTMAN

34th District

- COMMITTEES:
- Health Care,  
Vice Chairman
  - International Trade, Economic  
Development and Tourism,  
Vice Chairman
  - Agriculture
  - Finance, Taxation and Claims
  - Natural Resources and Conservation

May 19, 1995

Please refer to this number  
when responding 950602-1

The Honorable Alan J. Dixon  
 Chairman  
 Defense Base Closure and Realignment Commission  
 1700 North Monroe Street, Suite 1425  
 Arlington, VA 22209

Dear Chairman Dixon:

The South Florida Community was deeply shaken last week by the news that Homestead Air Reserve Base will be considered for closure by the 1995 Defense Base Closure and Realignment Commission.

Only Homestead Air Reserve Base is able to meet the unique challenges of the Caribbean Basin, as demonstrated so dramatically by the Haitian buildup, and the continued uncertainty of America's relations with Cuba. Homestead ably satisfies the strategic and operational requirements of the Air Force and Department of Defense.

We believe that it is neither necessary nor in the country's best interests to revisit closing Homestead. We wholeheartedly support:

- The continued presence of the 482nd Fighter Wing
- The return of the 301st Rescue Squadron
- The economically feasible transfer of base facilities to local authorities

Thank you for your attention to this very important matter. If you have any questions or if I can be of any assistance, please do not hesitate to contact me.

Sincerely,

Alberto "Al" Gutman  
 State Senator  
 Dist. #34

REPLY TO:

- 1800 S. W. 27th Avenue, Suite 300, Miami, Florida 33145 (305) 442-6990
- 204 Senate Office Building, Tallahassee, Florida 32399-1100 (904) 487-5109

PAT THOMAS  
 President

ANDER CRENSHAW  
 President Pro Tempore

JOE BROWN  
 Secretary

WAYNE W. TODD, JR.  
 Serecant at Arms

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950602-2

FROM: MICHELAKIS, CHRIST	TO: DIXON
TITLE: TRUMBULL CO TREASURER	TITLE: CHAIRMAN
ORGANIZATION: TRUMBULL CO, OH	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: YOUNGSTOWN-WARREN AIR RESERVE STATION	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

LETTER OF SUPPORT



Due Date: 950609	Routing Date: 950602	Date Originated: 950526	Mail Date:
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TREASURER'S OFFICE  
TRUMBULL COUNTY

160 HIGH STREET, N.W.  
WARREN, OHIO 44481-1090  
PHONE: (216) 675-2436 FAX: (216) 675-2443

CHRIST MICHELAKIS  
Treasurer

JOSEPH J. MELFI  
Chief Deputy Treasurer

BARBARA A. KATZENBERGER  
Administrative Assistant

May 26, 1995

The Honorable Mr. Alan J. Dixon, Chairman  
Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22208

Please refer to this number  
when responding 950602-2

RE: Youngstown Air Reserve Station

Dear Mr. Dixon:

As a resident of Howland Township and the Treasurer of Trumbull County, Ohio, I would like to express to you my opposition to any plan that would result in the closure of the Youngstown Air Reserve Station in Vienna Ohio.

Since 1947 this area has benefited from the Youngstown Air Reserve Station. There are 1,500 people on its payroll, including civilian and military personnel. The loss of the Station would have the same devastating effect on the Warren-Youngstown area as would the loss of a steel mill or a factory. The trickle down effect of a closing would adversely impact on a number of local businesses, on mutual aid agreements with the regional airport and surrounding communities, (such as the Reserve Station Fire Department) and many programs for visitors to, and tenants of the facility.

The Youngstown Air Reserve Station is an integral part of the proposed cargo hub at the regional airport. Said cargo hub would have a very positive effect on the growth and economic development of the area.

The ongoing military training includes air drop and air-to-land techniques for low-level infiltration during combat situations. During peacetime, Air Force Reserve crews maintain a state of readiness and assist in non military projects.

We would very much like to keep this base open. Thank you for your attention to this matter.

Respectfully yours,

Christ Michelakis  
Trumbull County Treasurer

CM/bak

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950602-3

FROM: FLYNN, MICHAEL D	TO: REESE, ANN
TITLE: DIR, SPACE & 31 SYSTEMS DIR	TITLE: CROSS SERVICE A&O ANALYSIS
ORGANIZATION: MCCLELLAN AFB	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: MCCLELLAN AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INTT	COMMISSION MEMBERS	FYI	ACTION	INTT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON	✓			COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER	✓		
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature		Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

FORWARDING REPORT ENTITLED "FUNCTIONAL VALUE ANALYSIS OF THE CROSS SERVICING CAPACITIES AND CAPABILITIES FOR GROUND COMMUNICATIONS ELECTRONICS DEPOT MAINTENANCE"

DAVE INFO

Due Date:	Routing Date: 950602	Date Originated: 950526	Mail Date:
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# DEPARTMENT OF THE AIR FORCE

HEADQUARTERS SACRAMENTO AIR LOGISTICS CENTER (AFMC)  
McClellan Air Force Base, California

MEMORANDUM FOR DEFENSE BASE CLOSURE AND REALIGNMENT  
COMMISSION

26 MAY 1995

ATTENTION: MS. ANN REESE  
1700 N Moore St, Ste 1425  
Arlington VA 22209

FROM: SM-ALC/LH  
5049 Dudley Blvd  
McClellan AFB CA 95652-1028

SUBJECT: Ground Communications-Electronics (C-E) Information (BRAC Tour,  
22 May 95)

1. We prepared the attached folder in response to your comment at the end of Monday's tour, "that all this workload could be transferred to Tobyhanna." It is our intention that this will provide you with a better picture of unique capabilities between the two centers.
2. We believe the JCSG-DM report underscores the following:
  - a. Cost-per-hour figures support SM-ALC as the best value for ground C-E.
  - b. Depicts our technological leadership in area of functional value (Tab A). (Note: Our "electronic warfare" work is under "radar" stock class, therefore, not comparable to the JCSG definition).
  - c. The JCSG functional capacity data analysis supports our ability to absorb the total TOAD ground C-E workload.
3. We have included (Tabs C, D, and E) additional information on our extensive antenna testing capabilities, capabilities not found at TOAD or elsewhere in the Department of Defense.
4. Please advise if we can provide additional assistance or call M. Greg Schellhase, (916) 643-3906.

FOR THE COMMANDER

MICHAEL D. FLYNN, Col, USAF  
Director  
Space & C3I Systems

Attachment:  
Functional Value Analysis

**FUNCTIONAL VALUE ANALYSIS**  
**OF THE**  
**CROSS-SERVICING CAPACITIES AND**  
**CAPABILITIES**  
**FOR**  
**GROUND COMMUNICATIONS-**  
**ELECTRONICS DEPOT MAINTENANCE**

**BY**  
**INDUSTRIAL OPERATIONS DIVISION**  
**SPACE AND C3I SYSTEMS DIRECTORATE**  
**MCCLELLAN AFB**

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<b>EXECUTIVE SUMMARY</b>	<b>TAB B</b>
<b>ANTENNA TESTING AT MCCLELLAN AFB</b>	<b>TAB C</b>
<b>NARRATIVE FOR PICTURES</b>	<b>TAB D</b>
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<b>BACKGROUND DATA</b>	<b>TAB F</b>
<b>JSCG-DM STUDY TABLES (PGS 1-3)</b>	<b>TAB G</b>
<b>JSCG-DM STUDY FUNCTIONAL VALUE SUMMARY (PGS 1-2)</b>	<b>TAB H</b>

T A B

A

## FUNCTIONAL VALUE DATA ANALYSIS

(Information from the JCSG-DM REPORT, 28 NOV. 94, unless otherwise noted)

### FUNCTIONAL VALUE SUMMARY FOR GROUND COMMUNICATIONS-ELECTRONICS

	McCLELLAN		TOAD	
	<u>points</u>	<u>ranking</u>	<u>points</u>	<u>ranking</u>
RADIO	47.0	1	45	3
RADAR	56.5	1	43	4
NAVIGATIONAL AIDS	52.5	1	44	3
SATELLITE CONTROL/SENSORS	65.5	1	19	2
WIRE	47.5	2	41	3
ELECTRO-OPTICS/NIGHT VISION	46.5	2	20	6
ELECTRONIC WARFARE	7.5	4	57.5	1
TACTICAL SYSTEMS SOFTWARE	44.0	4	42.5	5
SUPPORT EQUIPMENT SOFTWARE	49.5	3	NONE	NONE
<b>TOTAL</b>	<b>372.5</b>		<b>269.5</b>	

### BUDGET LABOR HOUR COST ANALYSIS

	MCCLELLAN	TOAD
BUDGETED LABOR HOUR COST	\$65.27*	\$66.65**
PROGRAMMED WORKLOAD AT TOAD	1641800	1641800
COST TO PERFORM	\$107,160,290.00	\$109,425,970.00

**ECONOMIC IMPACT: CONSOLIDATION OF THE GCE WORKLOAD FROM TOAD TO  
MCCLELLAN WOULD RESULT IN A NET SAVINGS OF \$2,265,684.00**

\*source: GO35A-HF3-MM-8BV dated 2/94, for GCE workload only

\*\*source: DOD DEPOT MAINTENANCE OPERATIONS INDICATORS REPORT FOR 2/94 for GCE workload only

## FUNCTIONAL CAPACITY DATA ANALYSIS

(all figures are in manhours from the JCSG-DM Report, 28 Nov. 94, unless otherwise noted)

<b>Programmed GCE Workload</b>	<b>MCCLELLAN</b>	<b>1221950</b>	<b>MCCLELLAN max GCE Capacity</b>	<b>3052181</b>
	<b>TOAD</b>	<b>1641800</b>	<b>Consolidated GCE manhours</b>	<b>2863759</b>
	<b>TOTAL</b>	<b>2,863,759</b>	<b>DIFFERENCE</b>	<b>188422</b>

**TOTAL CONSOLIDATION OF GCE WORKLOAD REPRESENTS JUST 93% OF GCE CAPACITY AT MCCLELLAN**

### CORE WORKLOAD & TECHNOLOGY CAPABILITIES MATRIX

	MCCLELLAN	TOAD
RADAR	YES	YES*
RADIO	YES	YES
WIRE	YES	YES
ELECTRONIC WARFARE	YES	YES
NAVIGATIONAL AIDS	YES	YES
ELECTRO-OPTICS/NIGHT VISION	YES	NO
SATELLITE CONTROL/SENSORS	YES	NO
RADAR ANTENNA TESTING	YES	NO
E/O NIGHT VISION TEST FIXTURES	YES	NO
non-GCE FACILITIES AVAILABLE FOR EXPANSION	YES	NO
TACTICAL SYSTEMS SOFTWARE	YES	YES**
SUPPORT EQUIPMENT SOFTWARE	YES	NO

\* Commerce Business Daily, 29 June 94, solicitation issued by U.S. ARMY CECOM: "The requirements for contractor support is due to the lack of adequate radar range facilities at Tobyhanna Army Depot (TOAD)".

\*\* MCCLELLAN'S tactical software capacity exceeds TOAD by 398%. This lack of capacity at TOAD would necessitate duplicate facilities maintained at MCCLELLAN, in order to ensure adequate software support.



T A B

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## EXECUTIVE SUMMARY

The economies of scale sought by interservicing can only be achieved through functional and economic analysis of a depots existing capability and capacity for a **specific** commodity group and the indentured categories. Data for the Ground and Shipboard Communications and Electronic Equipment Commodity Group (categories 7A-H) is recorded in the Joint Cross Service Group for Depot Maintenance (JCSG-DM) study. This data readily lends itself to accurate, categorical Ground Communications-Electronics (GCE) interservicing/consolidation functional analysis. By using the **specific** data for each GCE category found in this study pertinent to an individual depots capacity and capability, an accurate picture is drawn of that individual depots strengths and weaknesses in comparison to other depots for GCE depot maintenance.

In the Ground and Shipboard Communications and Electronic Equipment Commodity Group (categories 7A-H), the JCSG-DM study rated McClellan higher than the 11 other DOD depots presently performing depot maintenance for GCE. Results from data gathered from all DOD depots show that McClellan received the highest rating in Radar, Radio, Navigational Aids, and Satellite Control/Sensors. McClellan was ranked second highest in Wire and Electron Optics/Night Vision, and fourth in Electronic Warfare for an overall numeric value of 323 (GCE only). Although Tobyhanna Army Depot (TOAD) is the only other depot with programmed workload in all categories, it garnered only 1 high rating, and was rated as low as sixth (Electro-optics/Night Vision), with an overall numeric value of 269.5 (GCE only). More importantly, this study reveals that McClellan is the only DOD facility with CORE capability in all GCE categories, with TOAD retaining NO CORE capability for either Satellite Control/Sensors or Electro-optics/Night Vision. Clearly, the only depot that has the technology in place to support interservicing of all GCE is McClellan.

Today's complex GCE systems require software to operate, and this highly complex circuitry requires automated test equipment at the depot for accurate diagnostics and quick turn around times. In the JCSG-DM Software Commodity Group are the categories of Tactical Systems Software and Support Equipment Software. Of the 11 depots that perform various levels of GCE maintenance, 7 also have workload in the software commodity group. Here, McClellan is ranked 4th in tactical system software, and TOAD is ranked 5th. However, McClellan's capacity for tactical systems software exceeds TOAD by **398%**, indicating that if TOAD constructed the necessary buildings (high bays) for tactical radar overhaul, they would still be non-compliant, as their low software capacity could not support the increased and diverse demand for software support. This would require duplicate facilities at the Inventory Control Point, to ensure adequate software support.

Another example of McClellan keeping pace with depot maintenance technology is in support equipment software. McClellan has become a leader in automatic test equipment test program set development, and is ranked 3rd in the support equipment software category. In this commodity (group 12.b), TOAD received **no ranking**, as TOAD has **no capacity or CORE identified** for support equipment software.

An indicator that McClellan is the ideal interservicing GCE depot is the fact that McClellan won 5 out of 9 competitions for Army workloads, which equates to 75% of the dollar value of awarded Sacramento Army Depot workload, with cost as the driving factor. According to the DOD Depot Maintenance Operation Indicator Report for the 2nd quarter of 94 (most recent data available for McClellan and TOAD, the only two depots with workload in all categories), TOAD's budgeted hourly rate (the rate given to the customer so they may plan accordingly) was \$66.55. McClellan's rate for GCE depot maintenance during this time frame was \$65.27 (source: GO35A-HF3-MM-8BV, for GCE workload only). This difference of \$1.38 an hour equates to a savings of \$2,265,684.00 by performing TOAD's workload at McClellan. Bring to this the fact that only McClellan has a technological CORE for all categories, makes McClellan the leader in economic value for GCE depot maintenance.

As shown by the results of the JCSG-DM questionnaires for CORE, Maximum capacity and capability (Table 13.1.a), TOAD has NO CORE capability for commodity groups 7E, Electro-optics/Night Vision or 7G, Satellite Control/Sensors. These categories are extremely important to supporting regional conflicts, as seen in Desert Storm: The Defense Support Program and the Global Positioning System (FAD 1-1 satellite control sensor systems) where key to our success, and our "night strike" capability led to an early and decisive victory. As of today, only McClellan has the CORE resources in place to ensure future successes, as well a funded workload **above CORE level requirements** to maintain these resources. As of today, TOAD's funded workload is below CORE level, seriously jeopardizing its ability to support the resources necessary for interservicing.

As indicated, only McClellan can support the GCE workloads presently at McClellan, and capable of the additional TOAD GCE workload, as well. What this documentation doesn't readily indicate is that McClellan's technological base reduces dependence on outside resources. In the Commerce Business Daily, dated 29 June 94, the U.S. ARMY CECOM issues a solicitation for depot services of a Doppler navigational system because ***"The requirement for contractor support is due to the lack of adequate radar range facilities at Tobyhanna Army Depot (TOAD)"***. Since becoming the Technological Repair Center for C3I in 1974, McClellan has made the capital investments necessary to keep pace with technology, with 6 antenna test ranges available for radar technologies. As such, the need for contractor support would be reduced by consolidating GCE workload at McClellan, supporting the congressional mandate of the "60/40" split, and ensuring a technological CORE for all GCE commodity categories, and the software it depends on for either depot maintenance or real time operation.

T A B

C

## ANTENNA TESTING AT MCCLELLAN AFB

Excerpt for Commerce Business Daily, 29 JUNE 1994: "The requirement for contractor support is due to the lack of adequate radar range repair facilities at Tobyhanna Army Depot (TOAD)"... US ARMY CECOM, Command, Control, Communications and Intelligence (C3I) Acquisition Center, Ft Monmouth NJ.

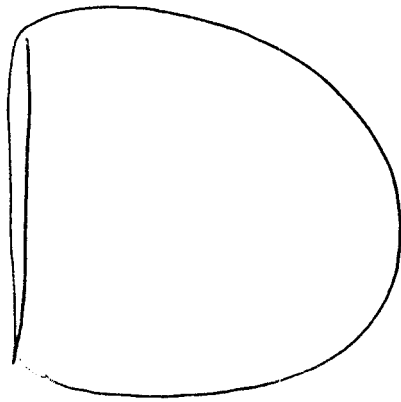
McClellan presently has six ranges specifically for radar antenna testing (see photographs)

Antenna testing at McClellan is just part of the largest radar depot in DoD, with a programmed workload three times greater than TOAD. (Source: JCSG-DM, 28 Nov 94).

McClellan capable of supporting antenna testing for all types of wave propagation technologies, from parabolic reflector through phased array.

McClellan diverse test facilities range include anechoic test chambers, engineering/design parametric test ranges, near field, low power test ranges, and far field testing for antenna and radar system accuracy.

TAB



## **NARRATIVE FOR PICTURES**

### **1. FPS-117 LOGSET**

FPS-117, Surveillance radar used throughout world. Mock-up/test range used to test hardware and software changes. Logset is the only facility available for engineering in the world.

### **2. TEST RANGE FOR US ARMY FIREFINDER RADARS**

Used as an anechoic chamber to test each individual antenna module and as test pad for field test to determine overall radar accuracy.

### **3. NEAR-FIELD TEST RANGE/ANECHOIC CHAMBER**

To evaluate receive/transmission properties of antennas.

### **4. PRECISION APPROACH RADAR ANTENNA TEST TOWER**

Far-field test range receives signals from across runway for operational certification of FAA and Air Force radars.

### **5. TEST PAD**

Used for all types of tactical radars and electronic warfare/range threat radars.

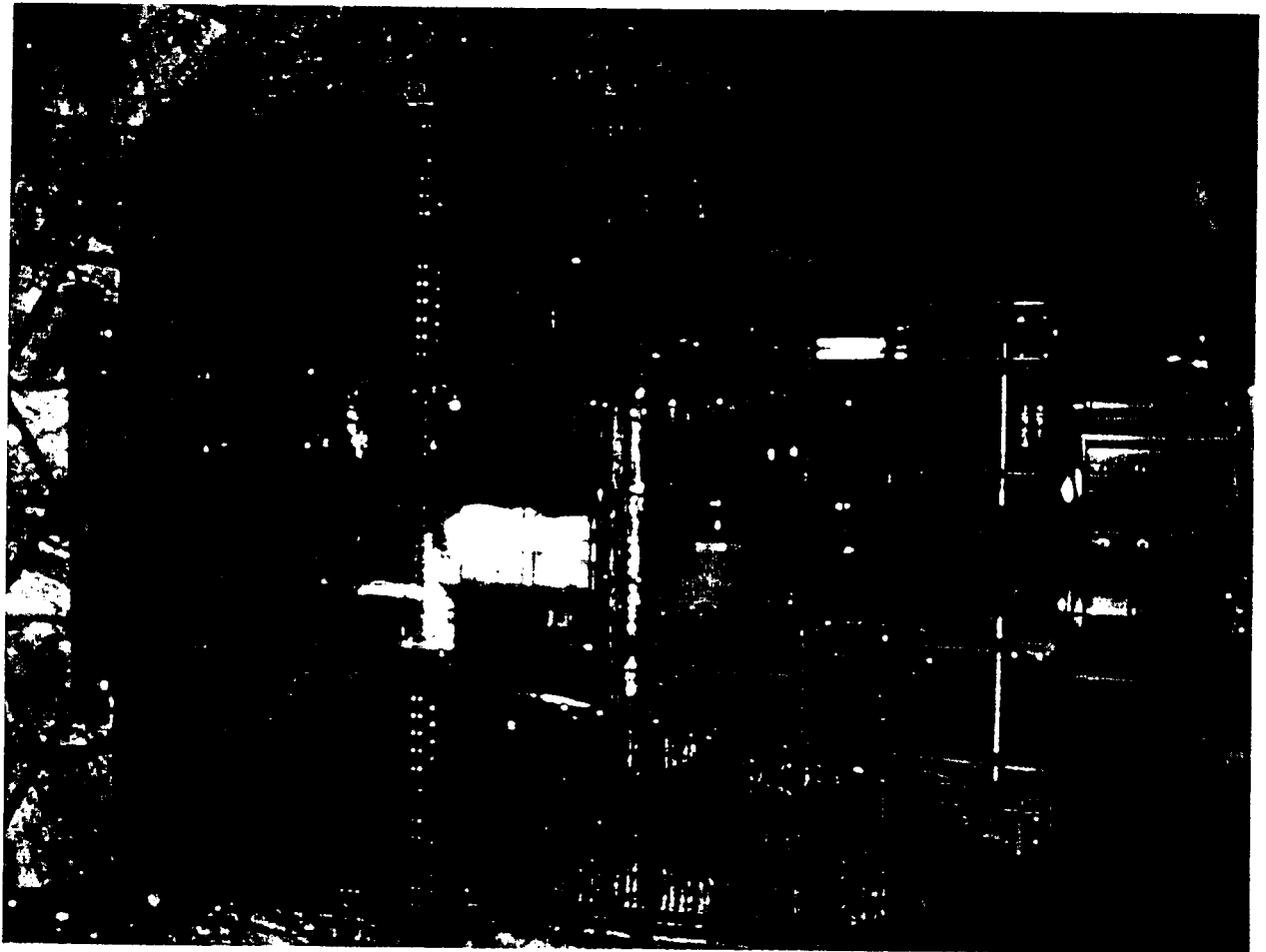
**6. NOT PICTURED:** TACAN anechoic test chamber in Building 251, used to test and ensure accuracy of Air Force and Navy TACAN antennas.

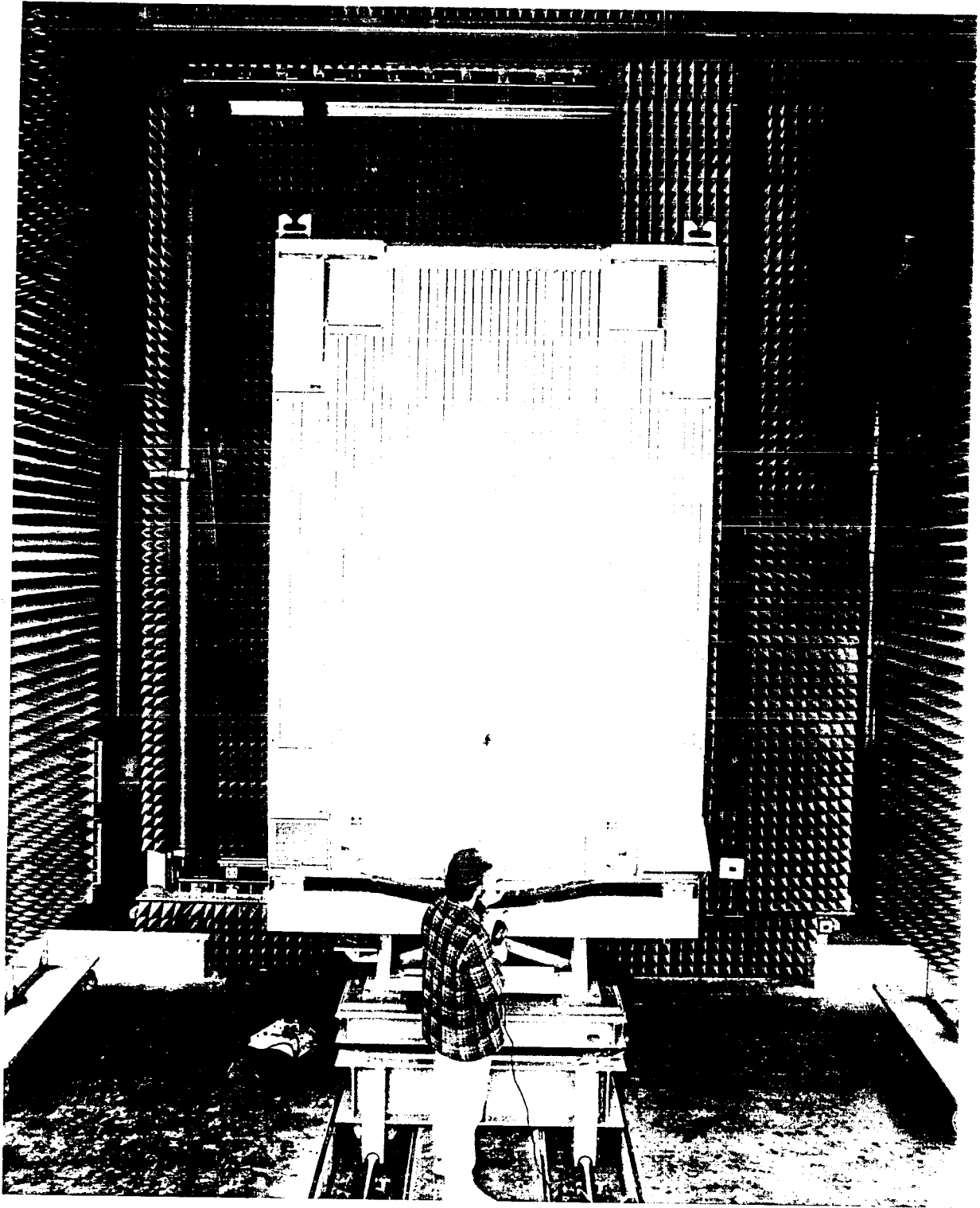
The antenna test capabilities for ground communication-electronics at McClellan Air Force Base are not duplicated at any single location with the Department of Defense or industry.

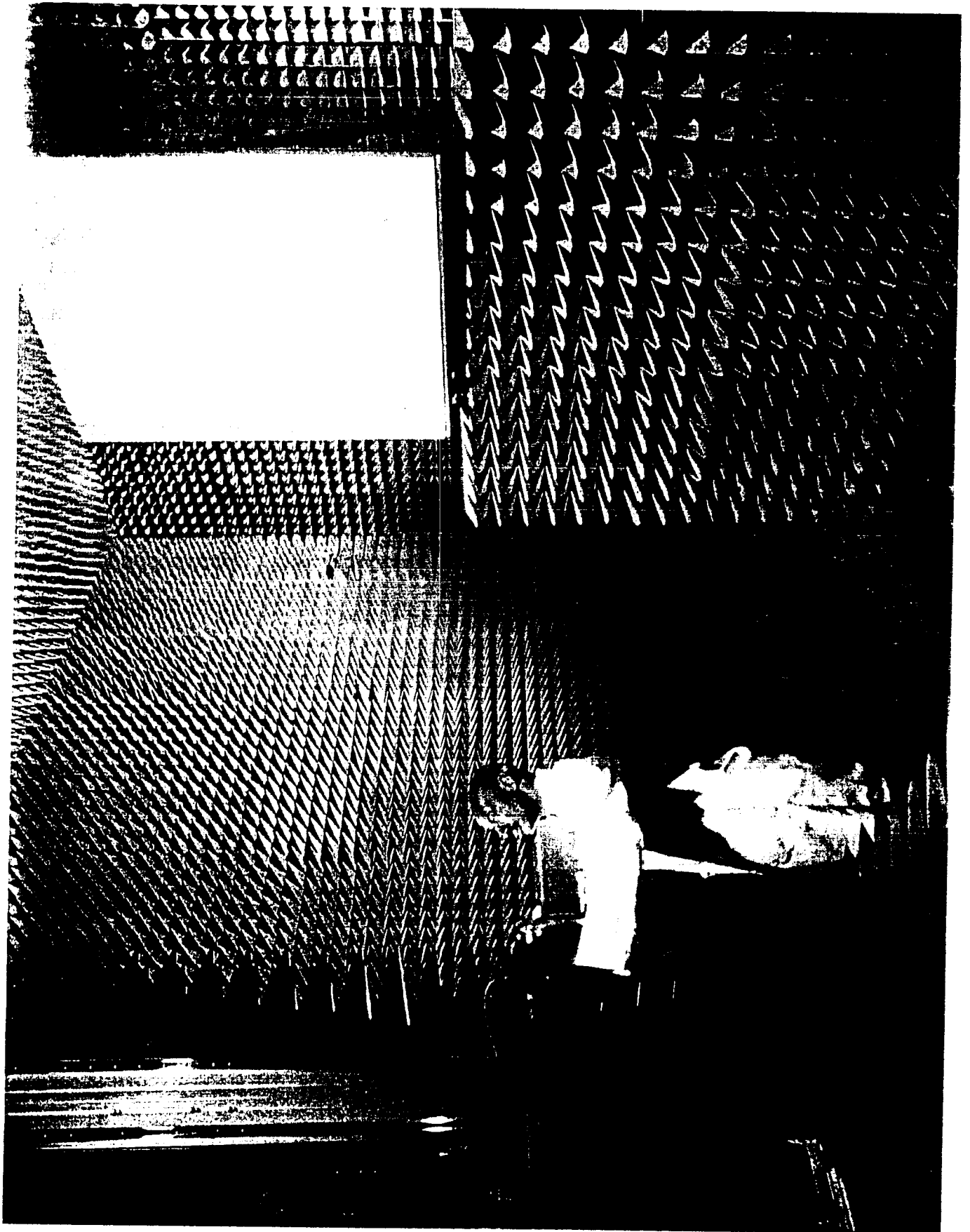
TARB

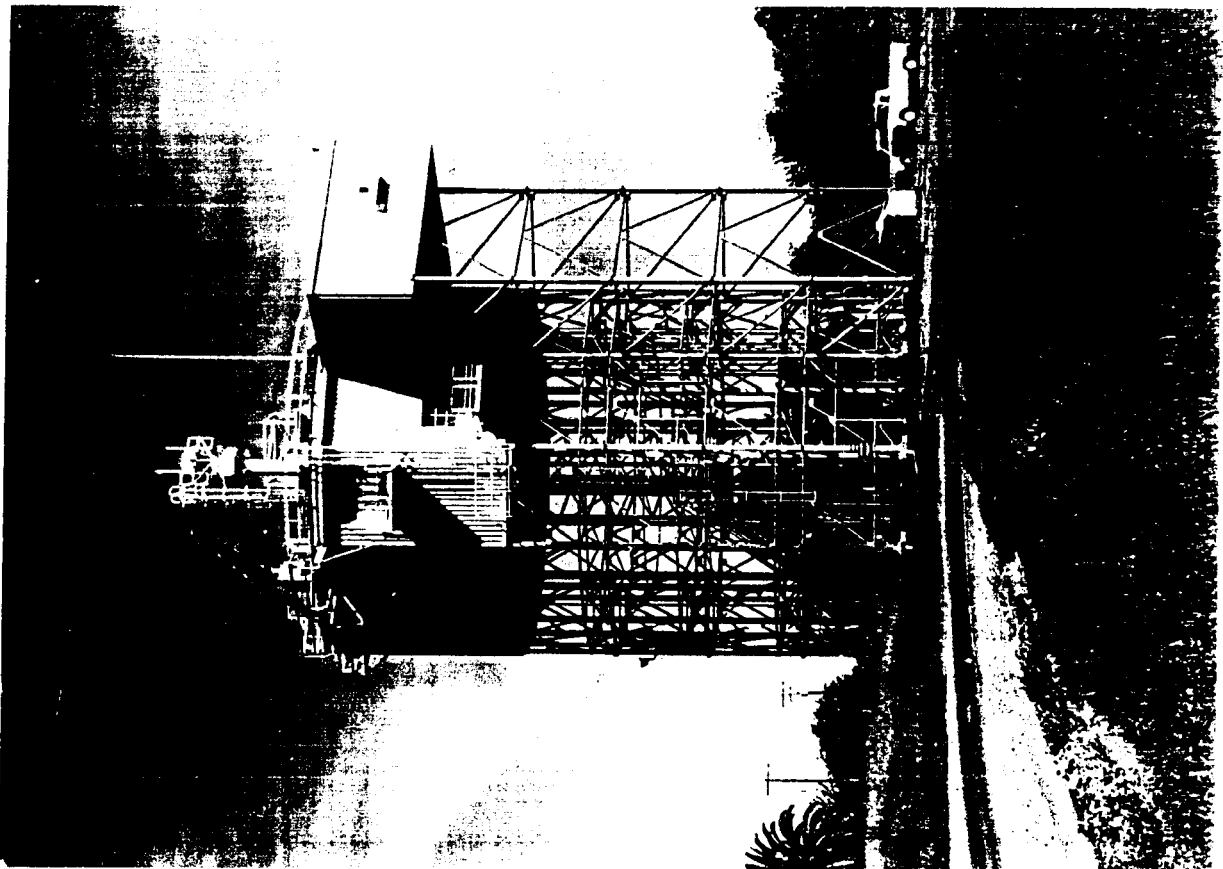
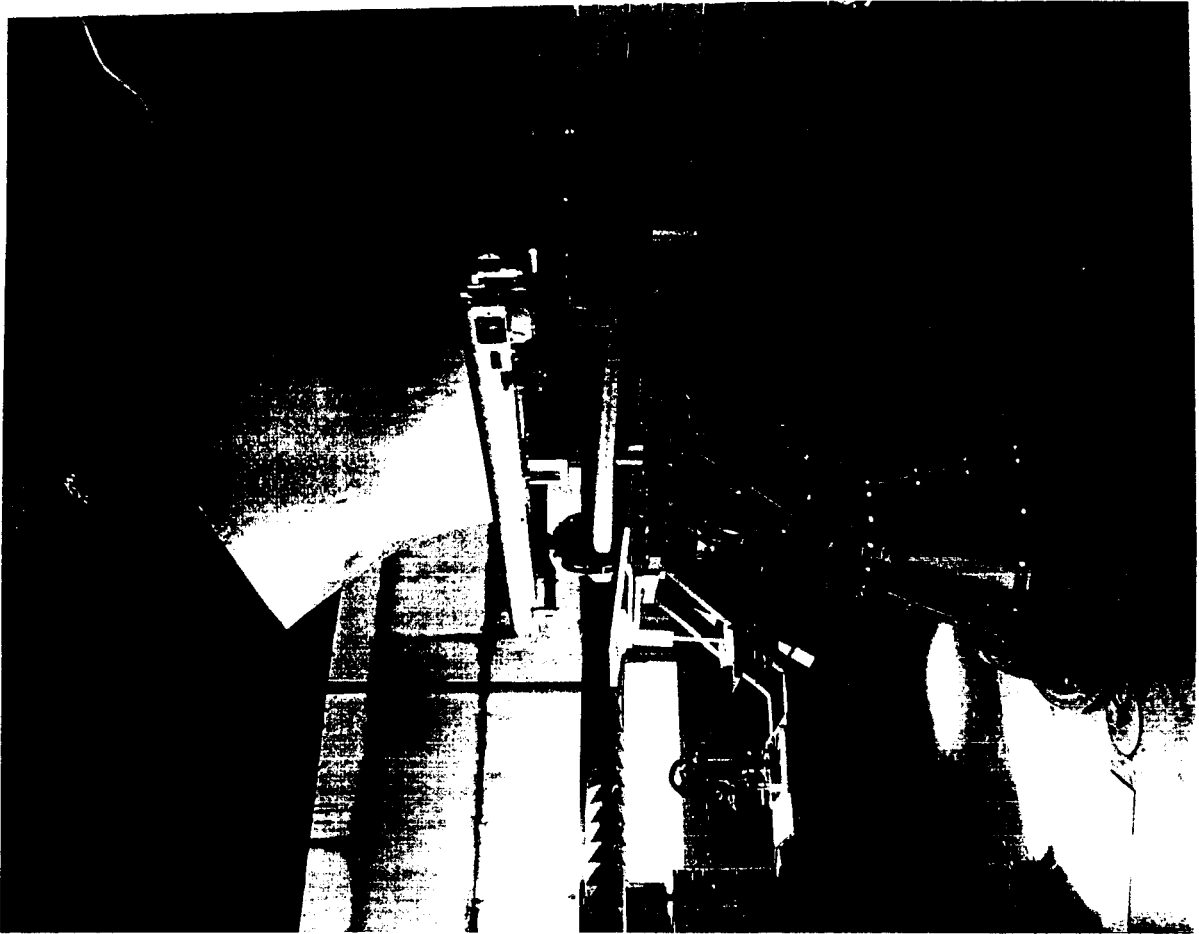
E

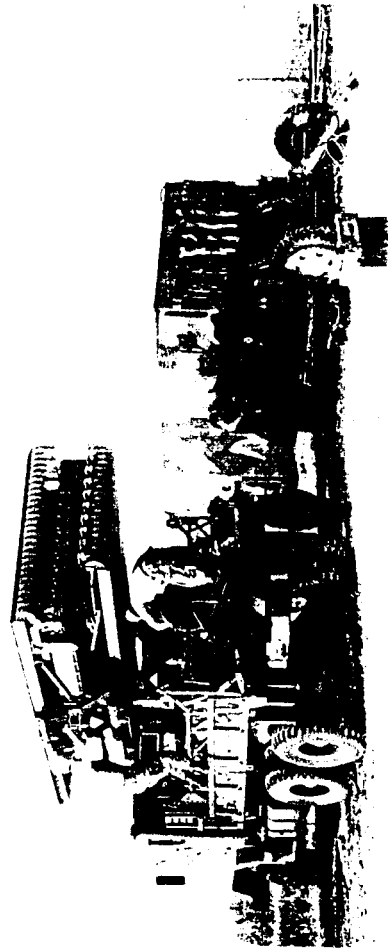
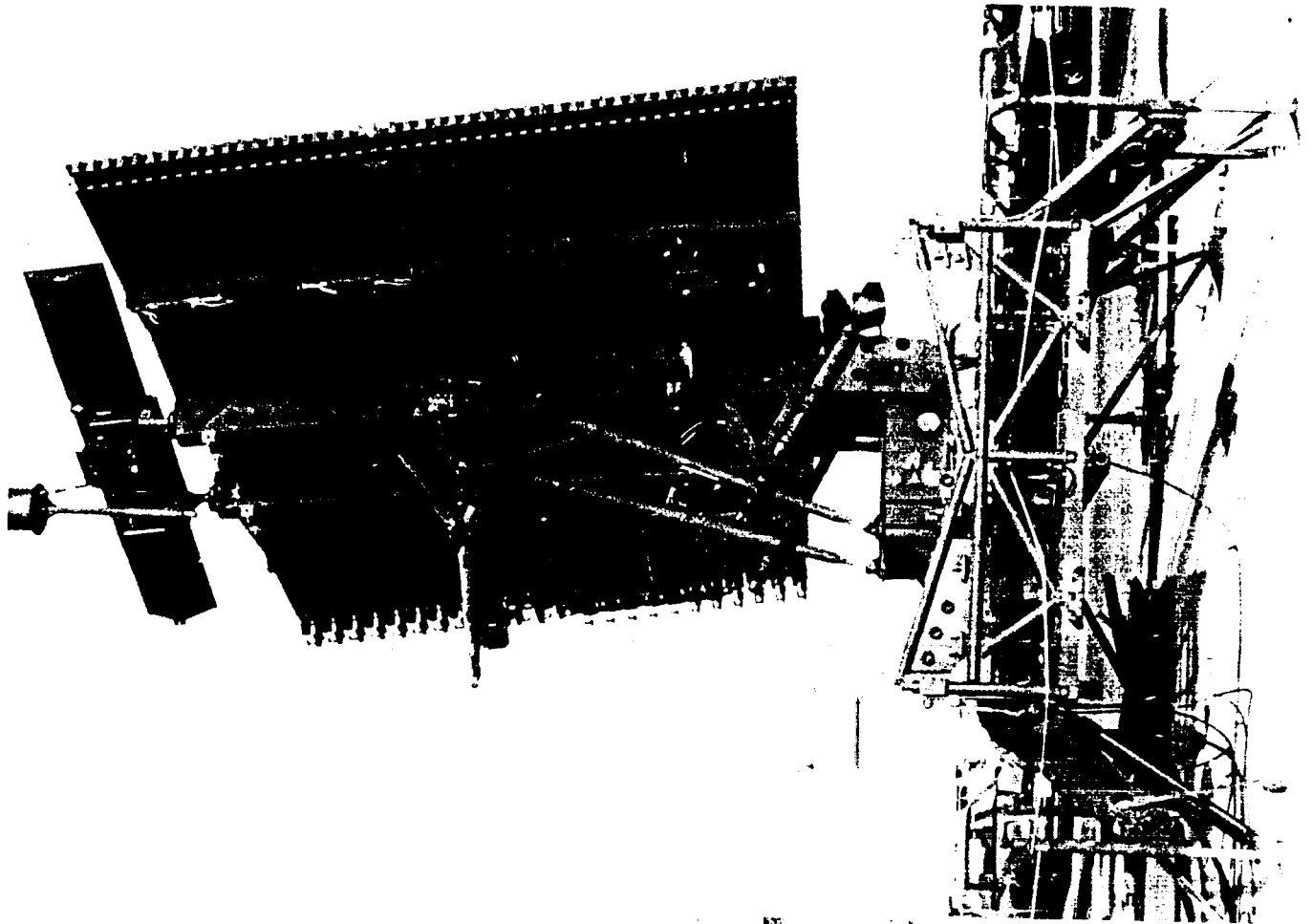












T A B

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*Controlled by [unclear]*

Sheet 1  
**Total Current Capacity (AWCap)**

*Facility  
 [unclear]*

	Table 1.1			Table 1.3		
	Cap Index			Max Cap		
	SM-ALC	TOAD	SA-ALC	SM-ALC	TOAD	SA-ALC
1 AIRCRAFT AIR FRAME						
1C1 TRANS/TNKR/BOMB	812471		1562600	963790		3250896
1C2 LIGHT COMBAT	1448159			1487959		
1C4 TRAINER			265800			795123
1D OTHER				162332		
TOTAL						
2 AIRCRAFT COMPONENTS						
2B AIRCRAFT STRUCTURES	227364		93800	596138		161844
2C HYDRAULIC/PNEUMATIC	486371		3020	778016		3672
2D INSTRUMENTS	279113		12280	529839		24230
2E LANDING GEAR			7400			15085
2F AVIATION ORDNANCE						
2G AVIONICS/ELECTRIC	451822	390000	112080	818920	774000	141768
2H APU			294980			558624
2I OTHER			250800			442575
2J MANUFACTURING/FABRICATION	566477		368940	821848		1057660
TOTAL						
3A ENGINES (GTEs) - Acft			4951320			7317828
4A MISSILES- STRATEGIC-NUCLEAR			107100			199618
4B TAC MISSILES		93000			129000	
7 GRND & SHIP COM & ELEC						
7A RADAR	708742	110000		1192080	186000	
7B RADIO	337270	1036000		740991	1757000	
7C WIRE	211625	311000		230614	527000	
7D EW		591000		8414	1003000	
7E NAVIGATION AIDS	276544	19000		506941	33000	
7F ELEC-OPTIC/NIGHT VISION	165740	5000		188649	8000	
7G SATELLITE CONT/SENSORS	171271	242000		184492	410000	
TOTAL	1371196	2296900		3052191	3924000	
10 GROUND GEN PURPOSE						
10C MUNITIONS/ORDNANCE			2780			5544
10D GROUND GENERATORS	99294			108676		
10E OTHER	64763	320000		64763	444000	
TOTAL						
12 SOFTWARE						
12A TACTICAL SYSTEMS	398483	10000	20000	450314	16000	25620
12B SUPPORT EQUIPMENT	326032		185420	405071		241179
TOTAL						
13C SPEC INT		505000	660580		622000	978486
14 OTHER	36769	1001000		36898	1697000	
TOTAL	7068310	4633000	8898900	10276745	7606000	15219752

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Table 3.1.b			Table 12.1.a			Table 12.2.a			Ser
Prog Wkld			Service Req'd Core			Core Cap retained for Other Services			
SM-ALC	TOAD	SA-ALC	SM-ALC	TOAD	SA-ALC	SM-ALC	TOAD	SA-ALC	SM-ALC
									N/A
604288.4		933914.6	506704.5		832605				
1120528			850233.3						
		194439.2							
166496.2		54997	237645		90060				
379537.4		2776.8	404947.8		7702				
204365.8		6800.2	296755.5		2514				
		4409.8			6503				
					8				
354218.4	481800	93128	394792.3	33000	28482				
		160545.8			102322				
		179028.8	697.75		181503				
418832		144615	639836		154730				
		3548334			2552505			7025	
		99803.8			50587				
	86800			76000					
A 456598	143000		397658.8	28000		105			
B 219816.2	672800		212151	1263000			6000		
C 137195.8	148800		5250.5	185000					
D 0	505000		3901	371000			14000		
E 180482.8	16000		173626.5	8000		4675			
F 116789.8	4000					127071			
G 111067	152200		38461.25						
H 1221952	1641600		331049	1855000		131851	20000		
						20,000			
						15,551			
		2686.4							
89394.6			59193.25			10980			
62774	377400								
306982.6	8000		262034.8	30000	17337				
251166		183259.6	214655		281273				
	237600	465673		268000	113385				
30543	772400		466	512000					
5211076	3605800	6074412	4699010	2774000	4421516	142831	20000	7025	N/A

Table 12.3.a		Table 13.1.a		
Ice-Controlled		Total Core Workloads		
Core (Title 10)		TOAD	SA-ALC	SM-ALC
	N/A			
		441201		801836
		867088		
				25538.75
		163738		17697.25
		356703		2574.25
		200980.3		5771.25
				4164
33000		340503	273250	33244
				108636.3
				92278
		419718.8		119870
				2641638
				60027.25
			71000	
2516000				
		400939	70000	
		177155	680250	
		100150.8	137750	
			371000	
		164644	8000	
		115134.3		
		32271		
		990294	1267000	
				1576.75
		61624		
		210729	8000	15701.5
		183656		153723
225000			211000	405222.3
		399	512000	
2774000	N/A	4236635	2342250	4489498

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TAB

H

Commodity Group	Air Logistics Centers						Army Depots				Naval Av Depots			Naval Shipyards					Others				
	OC	OO	SA	SM	WR	TOAD	CCAD	ANAD	RRAD	LEAD	North Island	Cherry Pt	Jacksonville	Norfolk	Lng Beach	Pearl Hrbr	Puget Snd	Portsmouth	MCLB-A	MCLB-B	Crane	Keyport	Louisville
1 Aircraft Air Frame	0	0	0	0	0	0	64.5				57.5	48											
1a Rotary	0	0	0	0	0						70												
1b Vstol	0	0	0	0	0																		
1c Fixed Wing	0	0	0	0	0																		
1c1 Trans/Tnkr/Bomb	64	39	55	27.5	56						20												
1c2 Comm And Cont	0	0	0	0	0																		
1c3 Light Combat	0	0	0	0	0																		
1c4 Admin/Training	0	0	0	0	0																		
1d Other	0	0	0	0	0																		
2 Aircraft Components																							
2a Dynamic Components	0	0	0	0	0																		
2b Aircraft Structures	45	35	28	30.5	37						26	64.5	46.5										
2c Hydraulic/Pneumatic	39	19	37	51.5	10						35.5	29	27.5										
2d Instruments	44	36	38	35.5	39						25.5	48	25.5										
2e Landing Gear	0	0	0	0	0						30.5	28	25.5										
2f Ordnance	20	49.5	10	0	10						28.5	25	29.5										
2g Avionics/Electric	27	28	30	37.5	50				18		26.5	68	66										
2h Apu	0	0	0	0	0						26	44.5											
2i Other	38	30	37	7.5	36						27.5	47	24.5								40.5		
3 Engines																							
3a Aircraft	52	20	53	0	0																		
3b Ship	0	0	0	0	0						75.5	47	43.5										
3c Tank	0	0	0	0	0																		
3d Blades/Vanes	55.5	0	0	0	0						50.5												
4 Miscell																							
4a Strategic	0	67	47	0	0																		
4b Tactical/Misc	0	53	0	0	19																		
5 Amphibians																							
5a Vehicles	0	0	0	0	0																		
5b Components	0	0	0	0	0																		
6 Ground Combat Vehicles																							
6a Self-Propelled	0	0	0	0	0																		
6b Tanks	0	0	0	0	0																		
6c Towed	0	0	0	7.5	0																		
6d Components	0	0	0	0	0																		
7 Gnd & Ship Com & Elec																							
7a Rdr	0	0	0	56.5	10																		
7b Rdo	0	0	0	47.5	10																		
7c Wire	0	0	0	47.5	10																		
7d Electronic Warfare	0	0	0	7.5	0																		
7e Navigation Aids	0	0	0	52.5	10																		

Commodity Group	Air Logistics Centers					Army Depots				Naval AV Depots			Naval Shipyards				Others							
	OC	OO	SA	SM	WR	TOAD	CCAD	ANAD	RRAD	LEAD	North Island	Cherry Pt	Jacksonville	Norfolk	Lng Beach	Pearl Hrbr	Puget Snd	Portsmouth	MCLB-A	MCLB-B	Crane	Keyport	Louisville	
71 Elec-Optic/Night Vision	0	0	0	46.5	10	20		10							17.5		34	35	20	51.5	29.5			
7g Satellite Conv/Sensors	0	0	0	65.5	0	19									17.5									
7h Crypto						68																		
8 Avtor/Constr Equipment	0	0	0	0	0			52.5											58.5	55				
9 Tactical Vehicle	0	0	0	0	0			10											67	60.5				
9a Tactical Auto Vehicle	0	0	0	0	0			20											70	28.5				
9b Components	0	0	0	0	0																			
10 Ground Group	0	0	0	0	0																			
10a Ground Support	0	0	0	0	0														20	17.5				
10b Small Arms/Peris Wpns	0	0	0	0	0			58.5											62.5	18				
10c Munitions/Ordnance	0	0	20	0	0			20																
10d Ground Generators	0	0	0	62.5	0					14									20	17.5				
10e Other	0	36.5	0	17.5	0	20		19	31.5	15									20	17.5				
11 Sea System																								
11a Ships	0	0	0	0	0																			
11b Weapon Systems +(Other)	0	-	0	0	0																			
12 Software																								
12a Tacticalsystems	52.5	49.5	37.5	44	51.5	42.5													20					
12b Support Equipment	33	48	64	49.5	53																			
13 Special Interest Items																								
13a Bearings Redulish	45	21	0	0	0		45																	
13b Chillumion	0	0	0	0	0																			
13c Test Measurement	20	0	42	0	0	62																		
14 Other	0	0	0	17.5	0	19																		
15 Manufacturing/Fabrication																								
16 Fleet Support	19	20	21	21.5	23	42																		
Total	626	687	591.5	787.5	485	576	544.5	260	289	219.5	678.5	847	603	327.5	398	454	408.5	282.5	781	695	236	58.5	61.5	