

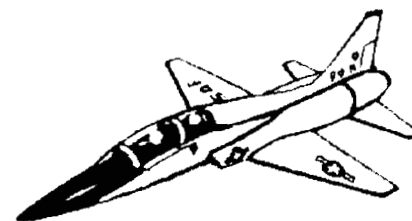
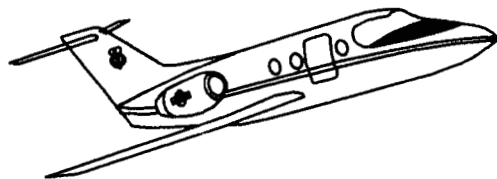
REESE AIR FORCE BASE:

**Superior Military Value
&
Unrivaed Quality of Life**

A Briefing for the

**Defense Base Closure &
Realignment Commission**

SITE VISIT -- April 5, 1995

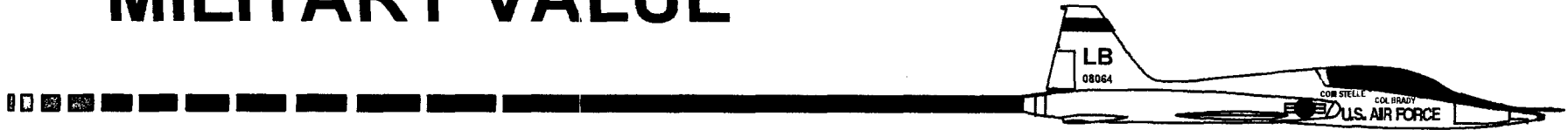


INTRODUCTION



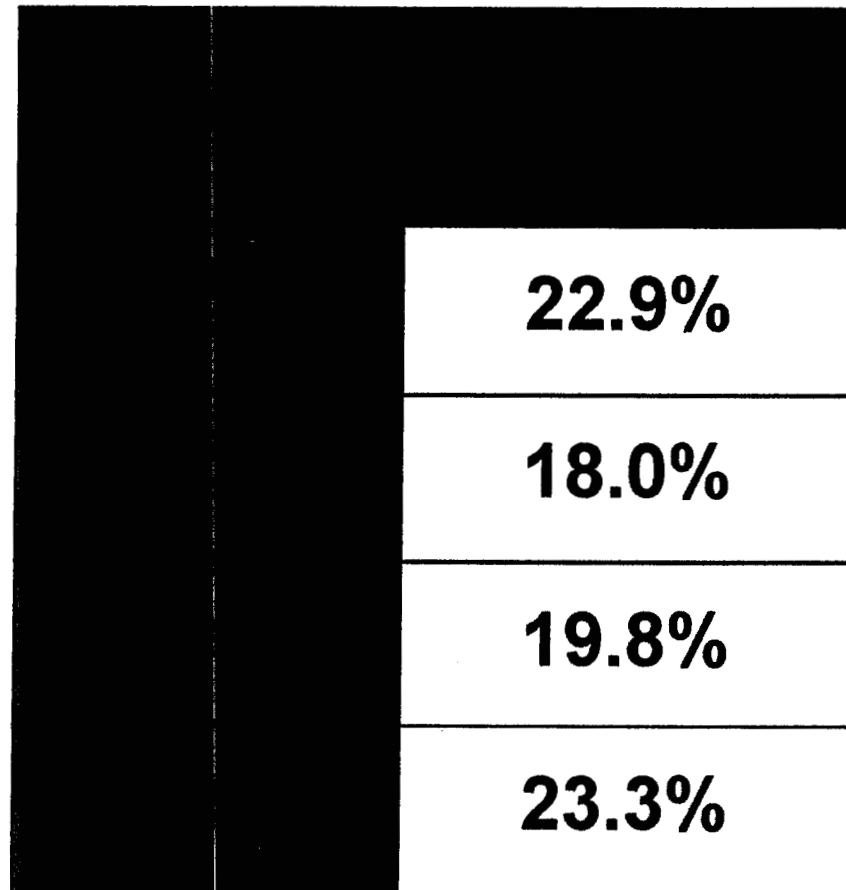
- **CITY OF LUBBOCK WELCOMES BRAC COMMISSIONERS AND STAFF**
 - **WE WILL PRESENT A CASE THAT:**
 - **REESE AFB HAS SUPERIOR MILITARY VALUE**
 - **DOD RECOMMENDATION TO CLOSE REESE IS BASED ON:**
 - **INACCURATE DATA**
 - **A FLAWED ANALYTICAL MODEL**
 - **COMMISSION SHOULD REVERSE RECOMMENDATION TO CLOSE REESE AFB**

MILITARY VALUE

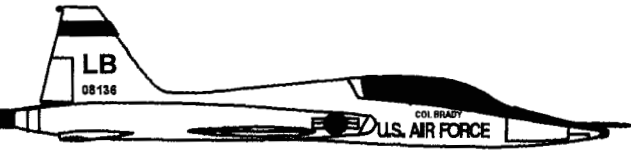


- **KEY MEASURES OF MERIT FOR UNDERGRADUATE PILOT TRAINING:**
 - AIRSPACE AVAILABLE FOR TRAINING
 - WEATHER
 - AIRFIELD CONDITION
 - FACILITIES
 - QUALITY OF LIFE

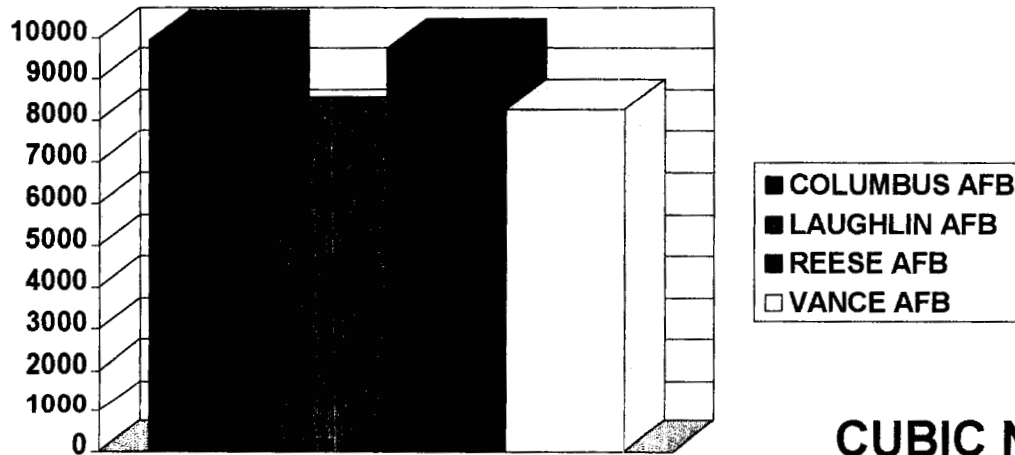
WEATHER ATTRITION



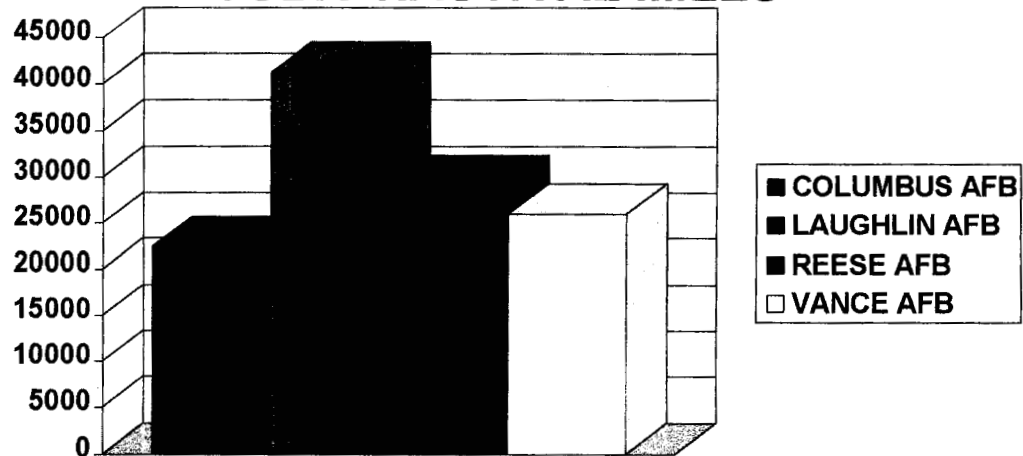
AVAILABLE TRAINING AIRSPACE



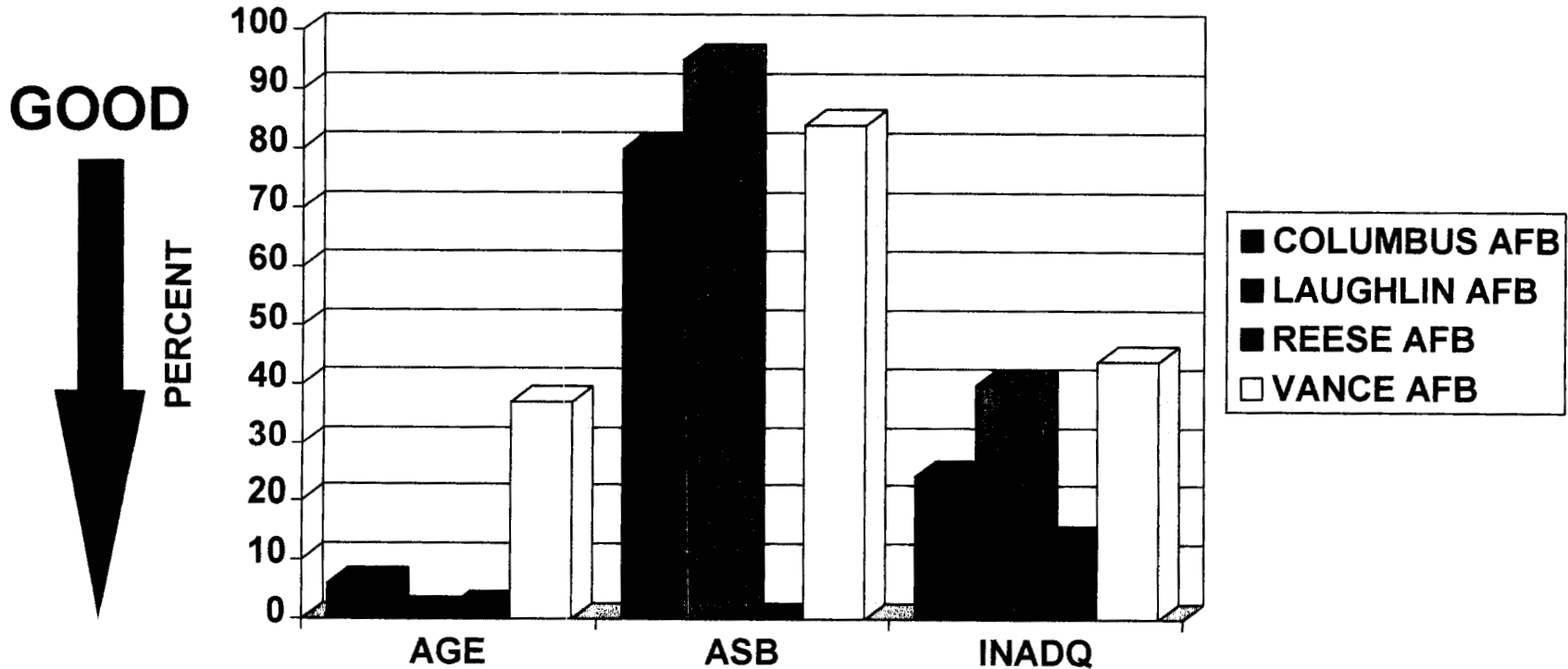
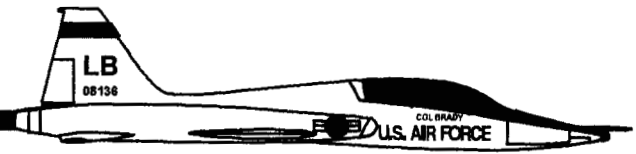
SQUARE NAUTICAL MILES



CUBIC NAUTICAL MILES



FACILITIES CONDITION

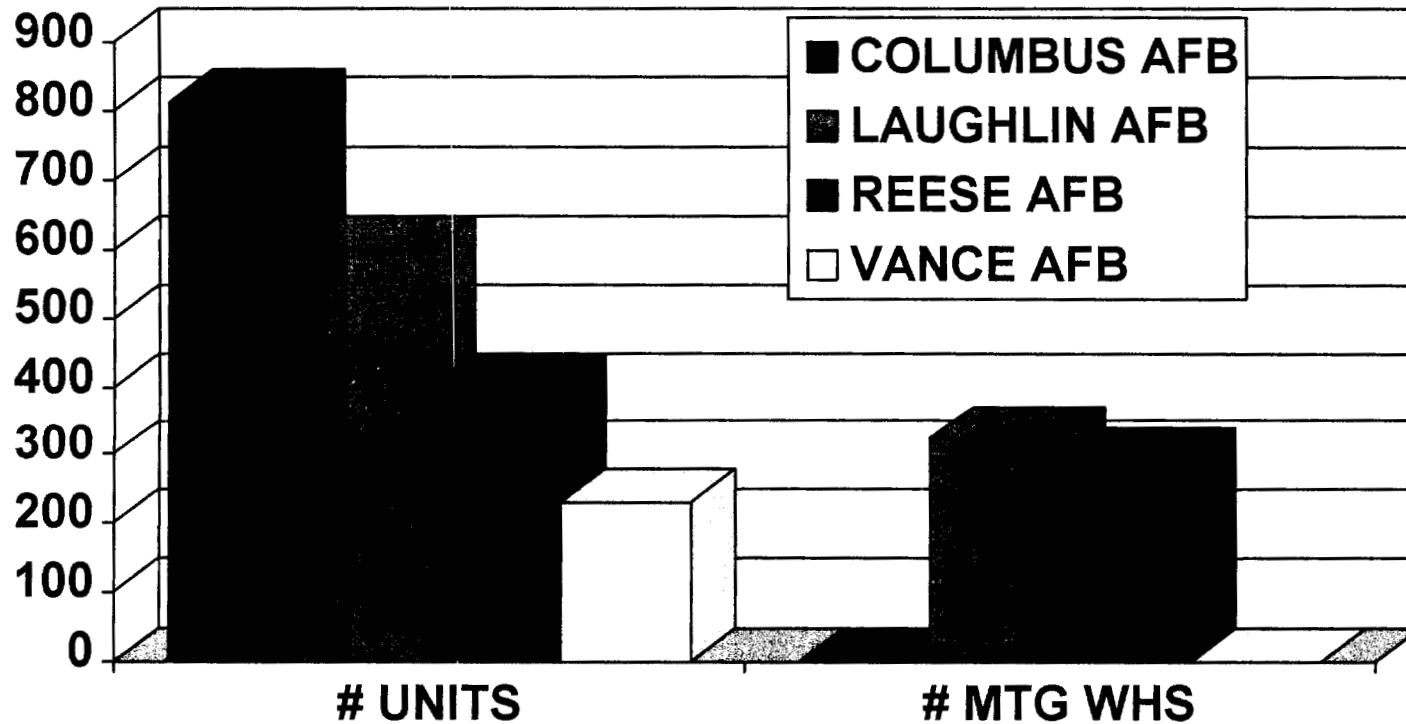


AGE = % OF FACILITIES OVER 50 YEARS OLD

ASB = % OF FACILITIES IDENTIFIED AS HAVING ASBESTOS

ADQ = % OF INADEQUATE FACILITIES

FAMILY HOUSING CONDITION



- # UNITS = NUMBER OF FAMILY HOUSING UNITS
- # MTG WHS = NUMBER OF FAMILY HOUSING UNITS MEETING WHOLE-HOUSE STANDARDS (RENOVATED SINCE 1988)

ANALYSIS RESULTS UNCORRECTED



AIR FORCE UPT ANALYSIS RESULTS AT TIERING (18 OCT)

	MISSION (FLYING) RQMTS	FACILITIES & INFRASTR	CONTINGENCY & MOBILITY	COSTS & MNPWR IMPLICATIONS	RETURN ON INVESTMENT	ECONOMIC IMPACT	COMMUNITY	ENVIRONMENTAL IMPACT
BASE NAME	I.4.A	I.4.B	I.4.C	I.4.D	I.4.E	I.4.F	I.4.G	I.4.H
COLUMBUS AFB			YELLOW	17/-333		1 3,423 (8.4%)	YELLOW+	YELLOW
LAUGHLIN AFB	YELLOW+		YELLOW -	25/-275		2 4,115 (27.1%)	YELLOW	YELLOW+
REESE AFB			YELLOW -	15/-259		1 3,446 (3.1%)		YELLOW
VANCE AFB			YELLOW -	14/-264		1 3,040 (11.6))		YELLOW+

JOINT CROSS SERVICE GROUP FUNCTIONAL ANALYSIS RESULTS

	PRIMARY	AIRLIFT TANKER	MARITIME E2/C2	BOMBER FIGHTER	PRIMARY/INT NAV/IFO	WSO STRIKE	PANEL NAVIGATOR	FLIGHT SCREEN	AVERAGE SCORE	OVERALL
BASE NAME	I.4.A	I.4.B	I.4.C	I.4.D	I.4.E	I.4.F	I.4.G	I.4.H		I.4
COLUMBUS AFB	6.8	6.3	6.7	6.4	6.9	6.6	7.8	6.8	6.74	
LAUGHLIN AFB	7	5.8	6.5	5.5	7.1		6.8	6.8	6.56	YELLOW+
REESE AFB	6	5.9	6.9	5.8	6.2		7.2	6.2	6.14	
VANCE AFB	6.8	6.7	6.7	5.5	6.8		7.5	6.6	6.56	

ANALYSIS RESULTS CORRECTED

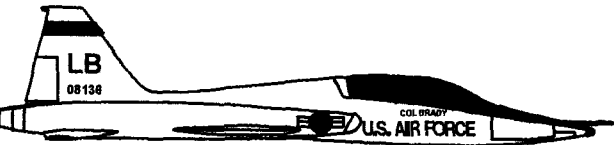


UPT ANALYSIS RESULTS WITH CORRECTED DATA & CALCULATION ERRORS

	MISSION (FLYING) RQMTS	FACILITIES & INFRASTR	CONTINGENCY & MOBILITY	COSTS & MNPWR IMPLICATIONS	RETURN ON INVESTMENT	ECONOMIC IMPACT	COMMUNITY	ENVIRONMNTL IMPACT
BASE NAME	I.4.A	I.4.B	I.4.C	I.4.D	I.4.E	I.4.F	I.4.G	I.4.H
COLUMBUS AFB			YELLOW	17/-333	1	3,423 (8.4%)	YELLOW+	YELLOW
LAUGHLIN AFB			YELLOW -	25/-275	2	4,115 (27.1%)	YELLOW	YELLOW+
REESE AFB	YELLOW -		YELLOW -	15/-259	1	3,446 (3.1%)		YELLOW
VANCE AFB	YELLOW -		YELLOW -	14/-254	1	3,040 (11.6))		YELLOW+

	PRIMARY	AIRLIFT TANKER	MARITIME E2/C2	BOMBER FIGHTER	PRIMARY/INT NAV/INFO	WSO STRIKE	PANEL NAVIGATOR	FLIGHT SCREEN	AVERAGE SCORE	OVERALL
BASE NAME	I.4.A	I.4.B	I.4.C	I.4.D	I.4.E	I.4.F	I.4.G	I.4.H		I.4
COLUMBUS AFB	7.5	7	7.6	7	8.2	6.6	8.2	7.2	7.41	
LAUGHLIN AFB	8.2	7.2	8.1	6.7	8.6		7.4	8.2	7.77	
REESE AFB	7.1	7.2	7.5	6.6	7.4		7.9	6.6	7.19	YELLOW-
VANCE AFB	7.2	7.3	7.5	5.9	7.5		7.7	6.9	7.14	YELLOW-

ANALYSIS RESULTS CORRECTED

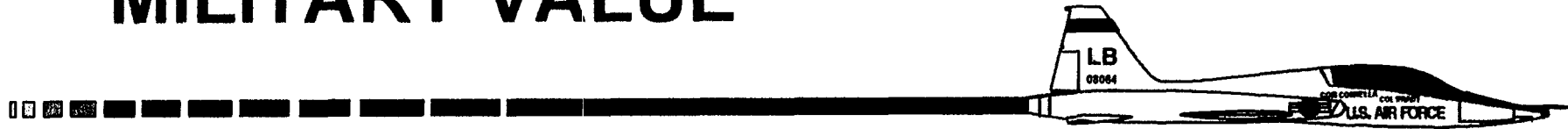


UPT ANALYSIS RESULTS WITH CORRECTED DATA, CALCULATION AND ANALYSIS ERRORS

	MISSION (FLYING) RQMTS	FACILITIES & INFRASTR	CONTINGENCY & MOBILITY	COSTS & MNPWR IMPLICATIONS	RETURN ON INVESTMENT	ECONOMIC IMPACT	COMMUNITY	ENVIRONMNTL IMPACT
BASE NAME	I.4.A	I.4.B	I.4.C	I.4.D	I.4.E	I.4.F	I.4.G	I.4.H
COLUMBUS AFB			YELLOW	171-333		1 3,423 (8.4%)	YELLOW+	YELLOW
LAUGHLIN AFB			YELLOW -	251-275		2 4,115 (27.1%)	YELLOW	YELLOW+
REESE AFB	YELLOW		YELLOW -	151-259		1 3,446 (3.1%)		YELLOW
VANCE AFB			YELLOW -	141-254		1 3,040 (11.6))		YELLOW+

	PRIMARY	AIRLIFT TANKER	BOMBER FIGHTER	AVERAGE SCORE	OVERALL
BASE NAME	I.4.A	I.4.B	I.4.D		I.4
COLUMBUS AFB	7.5	7.0	7.0	7.18	
LAUGHLIN AFB	8.2	7.2	6.7	7.35	
REESE AFB	7.1	7.2	6.6	6.97	YELLOW
VANCE AFB	7.2	7.3	5.9	6.79	

MILITARY VALUE



- **AIRSPACE AVAILABLE FOR TRAINING:**
 - **29,016 CUBIC MILES OF UNENCUMBERED AIRSPACE**
 - **ENCROACHMENT NON-EXISTENT**
 - **NO NOISE SENSITIVE AREAS**
 - **NO RESTRICTIONS**
 - **UTILIZATION CAN BE INCREASED**

MILITARY VALUE



- **WEATHER:**

- **SECOND BEST IN OVERALL WEATHER CONDITIONS AMONG AIR FORCE UPT BASES**
- **SECOND BEST IN ACTUAL ATTRITION DUE TO WEATHER**
- **BEST OVERALL IN ICING CONDITIONS -- MOST FREQUENT CAUSE OF WEATHER ATTRITION**
- **CROSSWINDS OUT OF LIMITS ONLY 1.4% -- 4 TRAINING DAYS LOST PER YEAR**

MILITARY VALUE



- **AIRFIELD CONDITION:**

- **1995 DATA CALL RATES RUNWAYS AS 85% ADEQUATE, TAXIWAY/APRON CONDITION AS 29% ADEQUATE**
- **1995 DATA IN CONFLICT WITH 1993 REPORT**
- **1993 AIR FORCE CIVIL ENGINEERING REPORT RATED:**
 - **TWO MAIN RUNWAYS EXCELLENT**
 - **PORTIONS OF INSIDE RUNWAY REQUIRE RESURFACING**
 - **ALL TAXIWAYS RATED GOOD TO EXCELLENT EXCEPT TAXIWAY E (SMALL TAXIWAY LINKING RAMP TO INSIDE RUNWAY)**
 - **ALL APRONS RATED GOOD TO EXCELLENT**

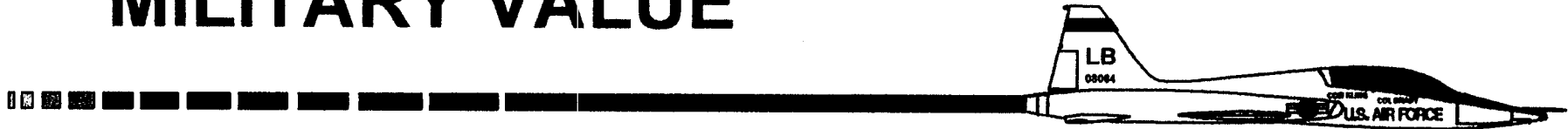
MILITARY VALUE



- **FACILITIES:**

- **MODERN FACILITIES**
 - **NO ASBESTOS PROBLEMS**
- **GROWTH CAPACITY**
 - **TWICE THE CLASSROOM SPACE OF ANY OTHER AIR FORCE UPT BASE**
- **72% OF ON-BASE HOUSING FULLY MODERNIZED, MEETING AIR FORCE WHOLE-HOUSE STANDARD**
- **REMAINDER OF HOUSING RATED ADEQUATE**
- **NEW T-1 FACILITIES IN PLACE AND OPERATIONAL**

MILITARY VALUE



- **QUALITY OF LIFE:**

“People are the foundation of military readiness.... The Department must provide -- in exchange for the demands of a military lifestyle -- a decent quality of life.”

William J. Perry, DoD Annual Report, Feb 1995

- **BECAUSE OF THE IMPORTANCE ASCRIBED BY DoD OFFICIALS TO QUALITY OF LIFE AS A FACTOR IN MILITARY READINESS AND RETENTION, WE WOULD SUGGEST THAT QUALITY OF LIFE SHOULD BE A FIFTH IMPORTANT MEASURE OF MERIT**

MILITARY VALUE



- **QUALITY OF LIFE (CONT):**
 - **BY ANY MEASURE OF MERIT, AND BY A LONG HISTORY OF BASE OF PREFERENCE EXPERIENCE -- REESE IS THE NUMBER ONE CHOICE OF THE TROOPS**
 - **PART OF A FORWARD-THINKING CITY OF 200,000**
 - **THREE MAJOR HOSPITALS/LEVEL I TRAUMA CTR**
 - **MAJOR AIRPORT -- SIX AIRLINES**
 - **CENTRAL GEOGRAPHIC LOCATION**
 - **ONE MAJOR AND TWO SMALLER UNIVERSITIES, PLUS A COMMUNITY COLLEGE**
 - **HUB FOR SHOPPING, TRANSPORTATION, RESTAURANTS, AND COMMUNITY ACTIVITIES**
 - **EMPLOYMENT OPPORTUNITIES FOR SPOUSES**

MILITARY VALUE



- **OTHER FACTORS:**

- **LUBBOCK INTERNATIONAL AIRPORT (LIA) = NO COST AUXILIARY FIELD**
- **INNOVATIVE AND COST SAVING CITY OFFERS:**
 - **NEW 40,000 SQ FT FAA HANGAR AT LIA -- LEASE TERMS \$1/YEAR (REGIONAL MAINTENANCE?)**
 - **HOUSING PURCHASE/LEASE BACK OFFER**
 - **ONE-TIME SAVINGS TO AIR FORCE OF \$6M**
 - **ANNUAL O&M SAVINGS OF OVER \$1.7M**
 - **SEWER LINE CONNECTION TO CITY SYSTEM**
 - **RAIL LINE EXTENSION TO BASE**

MILITARY VALUE



- **VALIDATION:**

- **REESE AFB's SUPERIOR MILITARY VALUE WAS VALIDATED BY THE BASE CLOSURE REVIEW IN 1991**
- **AIR FORCE ANALYSIS RATED REESE #2 OF THE FOUR UPT BASES IN 1991:**
 - **LAUGHLIN AFB 129**
 - **REESE AFB 125**
 - **COLUMBUS AFB 124**
 - **VANCE AFB 122**
- **VALIDATED BY BRAC COMMISSION IN 1991 AIR FORCE TEAM SPECIFIC COMPLIANCE VALIDATION**

MILITARY VALUE



REESE AFB

- FROM:
 - SUPERIOR RATING IN 1991
- TO:
 - TIER III INFERIOR RATING IN 1995

WHY?

WHY?



- **HERE'S WHY: INACCURATE DATA AND A FLAWED ANALYTICAL MODEL**
 - **A REVIEW OF THE AIR FORCE AND JOINT CROSS SERVICE GROUP ANALYSES REVEALS:**
 - **NUMEROUS ERRORS OF FACT**
 - **MATHEMATICAL CALCULATION ERRORS**
 - **LACK OF HORIZONTAL INTEGRATION OF DATA -- ERRORS IN TERMS OF FAIRNESS OR COMPARABILITY OF DATA FROM ONE BASE TO ANOTHER**
 - **ANALYSIS METHODOLOGY FLAWED**

DoD/AIR FORCE ANALYSES



- **ERRORS OF FACT:**

- **A REVIEW OF THE DATA REVEALS SUBSTANTIAL ERRORS OF FACT IN MEASURES OF MERIT FOR REESE AFB**

- **EXAMPLES:**

- **ALERT AREA NOT COUNTED**
- **SIX TRAINING AREAS SHORTCHANGED ON VOLUME**
- **TWO TRAINING AREAS NOT COUNTED (NORMAN & RAMSEY)**
- **PUPIL TO TEACHER RATIO LISTED AS 35:1 -- FACTUAL DATA: 16.8:1 FOR REESE/LUBBOCK**
- **LUBBOCK INTERNATIONAL NOT COUNTED AS OUTLYING INSTRUMENT (IFR) CAPABLE AIRFIELD**

DoD/AIR FORCE ANALYSES



- **CALCULATION ERRORS:**
 - **MATHEMATICAL FORMULA ERRORS IN MODEL**

- **EXAMPLE:**
 - **PRIMARY/INT NAV/INFO ANALYSIS**
 - **FORMULA REVERSED**
 - **PENALIZED CLOSE PROXIMITY OF AIRSPACE**
 - **REWARDED THOSE AT GREATER DISTANCE**
 - **CHANGES FINAL RESULT OF RANKING IN THIS FUNCTIONAL AREA**

DoD/AIR FORCE ANALYSES



- **LACK OF HORIZONTAL INTEGRATION**
 - **VERY LITTLE QUALITY CONTROL TO INSURE UNIFORM STANDARDS BETWEEN BASES IN PROVIDING DATA**
 - **THIS LACK OF QUALITY CONTROL LED DIFFERENT BASES TO ANSWER THE DATA CALL IN AN "APPLES AND ORANGES" FASHION**
- **EXAMPLE:**
 - **THIS WAS PARTICULARLY EVIDENT IN THE AMOUNT AND TYPE OF AIRSPACE REPORTED BY EACH BASE**

DoD/AIR FORCE ANALYSES



- **ANALYTICAL FLAWS:**

- **SELECTIVE IN COMPARISONS OF FUNCTIONAL CAPABILITY OF BASES**
- **IGNORED IMPORTANT WEATHER FACTORS SUCH AS ICING CONDITIONS AND PRESSURE ALTITUDE/TEMPERATURE**
- **GAVE HEAVY WEIGHT TO ATTRITION PLANNING FACTORS AND LESSER WEIGHT TO ACTUAL ATTRITION DATA**
- **DISTORTED OUTCOME BY REWARDING QUANTITY WITHOUT REGARD TO QUALITY**
- **APPLES TO ORANGES ANALYSES**

DoD/AIR FORCE ANALYSES



- DoD/AIR FORCE ANALYSIS UNCORRECTED

		YELLOW+

DoD/AIR FORCE ANALYSES



- **DoD/AIR FORCE ANALYSIS CORRECTED
(DATA AND CALCULATION ERRORS)**

		YELLOW MINUS
		YELLOW MINUS

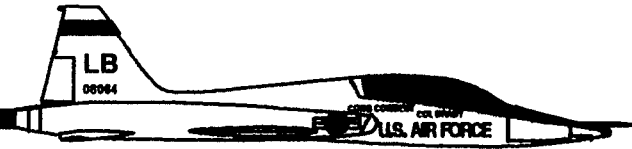
DoD/AIR FORCE ANALYSES



- **DoD/AIR FORCE ANALYSIS CORRECTED
(DATA, CALCULATION AND ANALYSIS ERRORS)**

		YELLOW

SUMMARY AND CONCLUSION



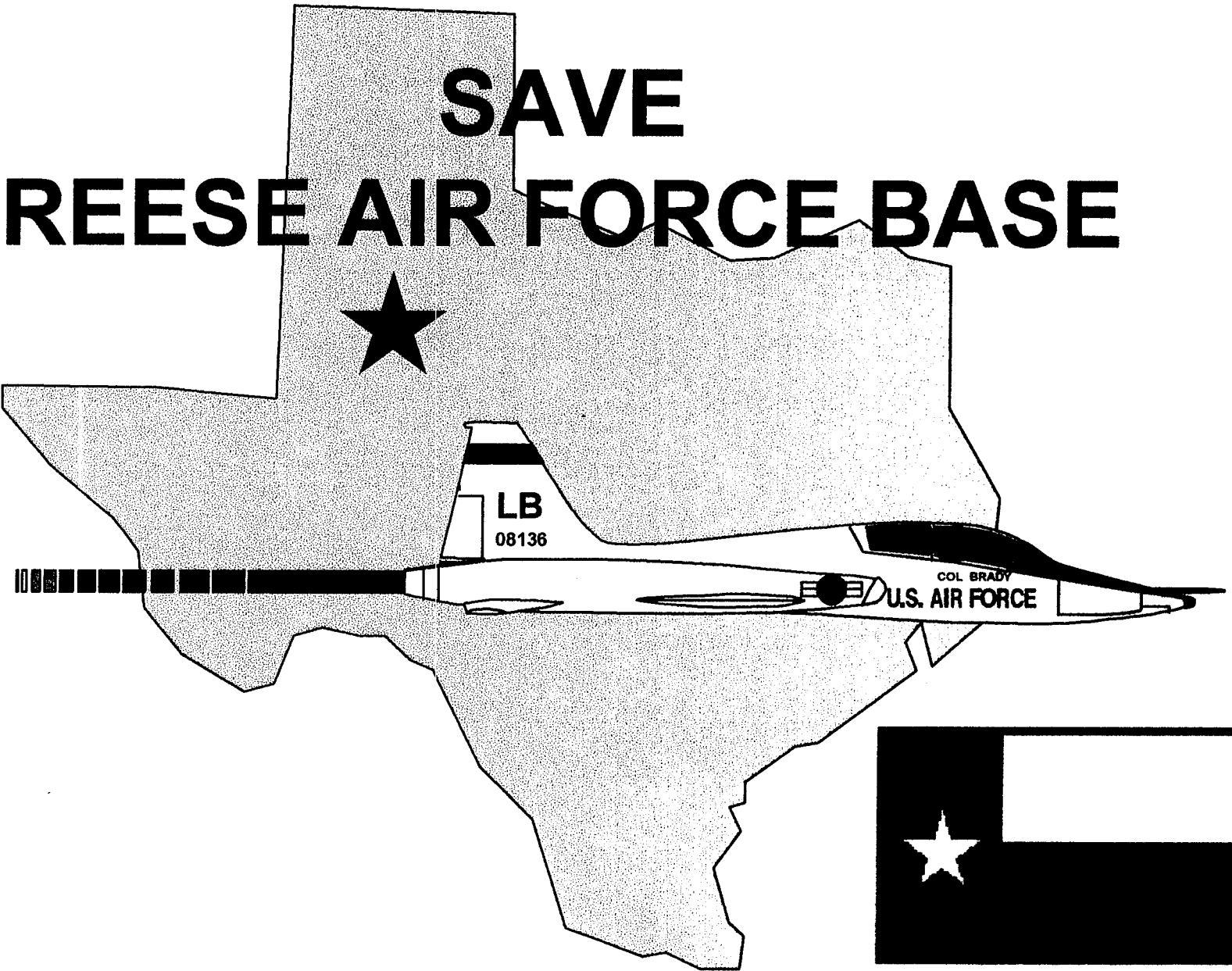
- **SUMMARY:**

- REESE HIGHLY RATED IN 1991
- REESE RETAINS ITS SUPERIOR MILITARY VALUE
- SINCE 1991, REESE SELECTED AS:
 - BASE TO INTEGRATE NEW T-1 TRAINER
 - BASE TO IMPLEMENT JOINT PILOT TRAINING
- HIGHEST QUALITY OF LIFE -- KEY FACTOR IN READINESS AND RETENTION
- THE DoD/AIR FORCE ANALYSIS IS FLAWED AND REPRESENTS A SUBSTANTIAL DEVIATION

- **RECOMMENDATION:**

- BRAC COMMISSION REVIEW UPT ANALYSIS AND REVERSE RECOMMENDATION TO CLOSE REESE AFB
- THE FUTURE MILITARY READINESS OF THE NATION WILL BE ENHANCED IF REESE AFB REMAINS OPEN

**SAVE
REESE AIR FORCE BASE**



Document Separator

**Statement of Mayor
David R. Langston
City of Lubbock, Texas
Before the Base Realignment
and Closure Commission**

**Regional Hearing -- April 19, 1995
Dallas, Texas**

Mr. Chairman and Members of the Base Closure and Realignment Commission, it is my pleasure to appear before you this morning as the Mayor of the City of Lubbock, and present a small part of the case in behalf of Reese Air Force Base and its host city.

For more than 50 years now the citizens of Lubbock and Reese Air Force Base have worked together in a partnership designed to train the most highly skilled pilots in the world. I think you would agree this partnership has been a successful one as RAFB has helped our nation achieve its objectives of peace and security at home and abroad.

But now our nation is in a period of rapid change. The Cold War is over, and we are in a period of transition. Competition and efficiency are the watch words of the day as our military adjusts to different threats and attempts to achieve global reach and global power.

Your job as BRAC commissioners is to insure that we don't repeat the mistakes of the past when our military draw down occurred much too rapidly creating such things as a hollow force and other problems.

Certainly it is important to explore ways to cut costs and increase efficiency -- but the reductions and closings must be investigated in light of real world situations. The reconfiguration of our military capability over which you preside should be analyzed in accordance with the circumstances which exist today and which will exist in the next century.

Unfortunately, the decision of the Air Force to recommend Reese AFB as one of the pilot training facilities to be closed does not appear to have been subjected to such an analysis.

It seems that the process that was used and the criteria employed to come to a decision about closing pilot training bases took place in a vacuum. The Navy used its criteria, the Air Force used a different process, and the Defense Department as a whole did not take into account all public and private assets which bear upon the ability of a base to train the pilots of the future. Let me explain.

Since military value is the most important factor in base closure deliberations, I will focus only on those areas where our community's assets enhance the military value of Reese AFB.

First, the Department of Defense and the Secretaries of each of the Military Services have been giving great emphasis to quality of life issues which they assert are important factors in maintaining military readiness by assisting in the retention of highly skilled personnel.

In Lubbock, Texas, we have the quality of life features that are attractive to the military personnel of the 1990's and their families. Lubbock is a modern city of 200,000 people. We are centrally located, with three major hospitals, three universities, a medical school, a law school, an international airport served by six airlines, and much more. We have a sophisticated economy which can and does provide sophisticated jobs for spouses and family members of service personnel. Reese Air Force Base, in fact, has been the number one choice of Air Force personnel in base assignment preference surveys and the reason is the overall quality of life at Reese.

The DOD gives substantial lip service to quality of life for military personnel, yet, quality of life issues played little to no role in the process used to determine which pilot training bases to close.

A second important fact which enhances the military value -- the military capability -- of Reese AFB, is the existence of Lubbock International Airport. This airfield is used heavily by the Air Force. It is, in fact, a de facto auxiliary field for Reese AFB and it costs the Air Force nothing. During 1994, military operations accounted for 43% of all operations at Lubbock International Airport, and, I might add, the Federal Government has spent more than \$10 million over the last 5 years in capital improvements to enhance the capability of the airport.

However, despite this significant asset, despite the significant federal investment, despite the military contribution it makes, to training military pilots, the Air Force does not even give credit for its existence in its base closure analysis.

Next, a third factor which contributes to the military value of Reese AFB is the medical facilities available in Lubbock. Because of the number and sophistication of civilian medical facilities and civilian medical personnel in Lubbock, the Air Force has established a military / civilian partnership where a substantial portion of the medical support for Reese now comes from the civilian medical community in Lubbock. This Partnership save the Air Force millions of dollars in medical costs. Yet, once again, at a time when we all are encouraging these types of public / private partnerships, the Air Force gives no credit to this

arrangement in its analysis of assets available to enhance undergraduate training.

Finally, the City of Lubbock contributes to the military value of Reese AFB due to its surplus of affordable, quality off - base housing. The housing costs in Lubbock are well below the national average and affordable housing close to the base is readily available.

Someone once said that common sense is the least common of the senses. We all know that when industries are looking to relocate they consider the quality of life of the community they are exploring. They consider the existence of public facilities like an international airport. They look for public / private partnerships that can reduce their health care costs. The process of the Department of Defense should be no different. A common sense approach that gives credit for the existence of other private assets which avoid unnecessary costs and duplication of facilities should be used.

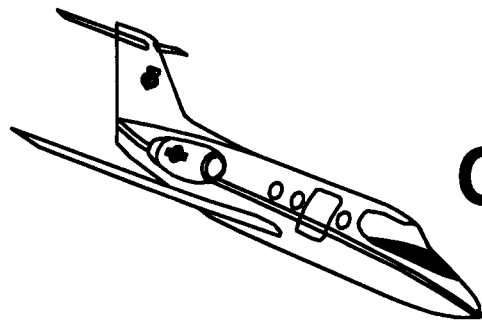
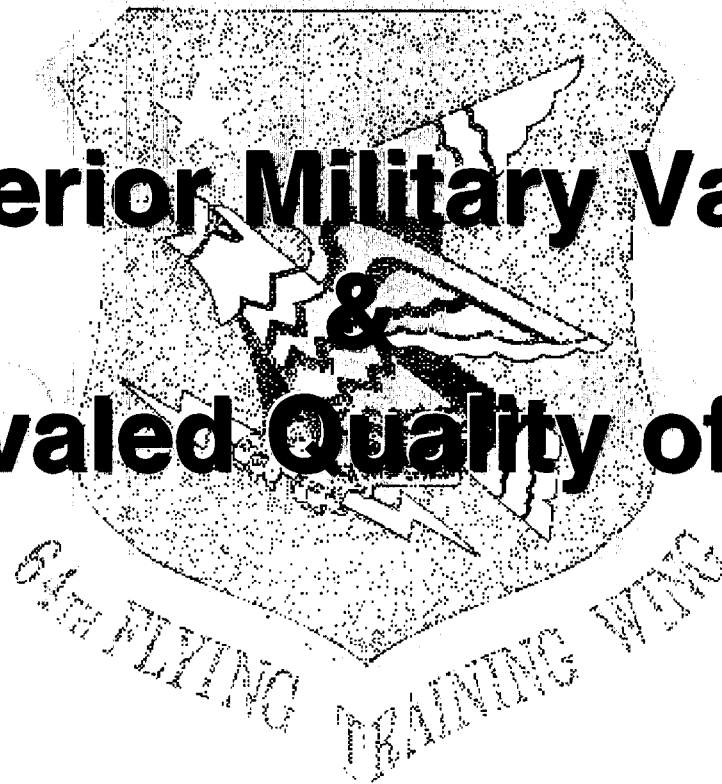
Members of the Commission, I urge you to review very carefully the Air Force recommendation to close Reese Air Force Base. Our investigation has revealed, and the Air Force has admitted, that their analysis contains numerous errors concerning Undergraduate Pilot Training Bases. Earlier this week the GAO report verified that substantial errors were made in their compilation of the data.

I hope I have demonstrated to you that important aspects of military value -- such things as the quality of life of Air Force personnel so important in efforts to attract and keep skilled recruits; an auxiliary field used 43% of the time by military operations; a public / private partnership to reduce health care costs -- all assets that have substantial value in creating the Air Force of the 21st century, were not given proper consideration. I believe a grave mistake will be made if you do not revisit the issue of Undergraduate Pilot Training Bases. I am confident that if you do, Reese Air Force Base will not remain on the final closure list.

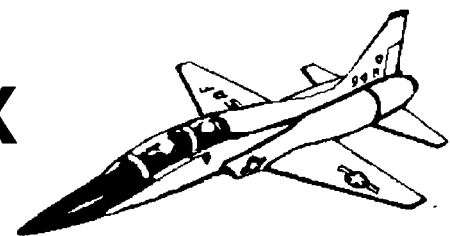
Thank you for your consideration and your dedicated service to the country in this grueling task.

REESE AIR FORCE BASE

**Superior Military Value
&
Unrivalled Quality of Life**



**A Briefing for
COMMISSIONER COX
1MAY, 1995**

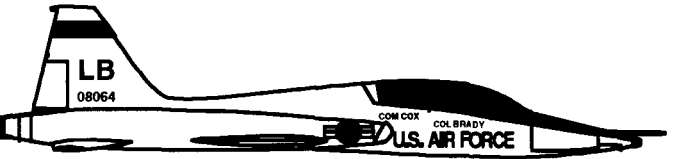


INTRODUCTION

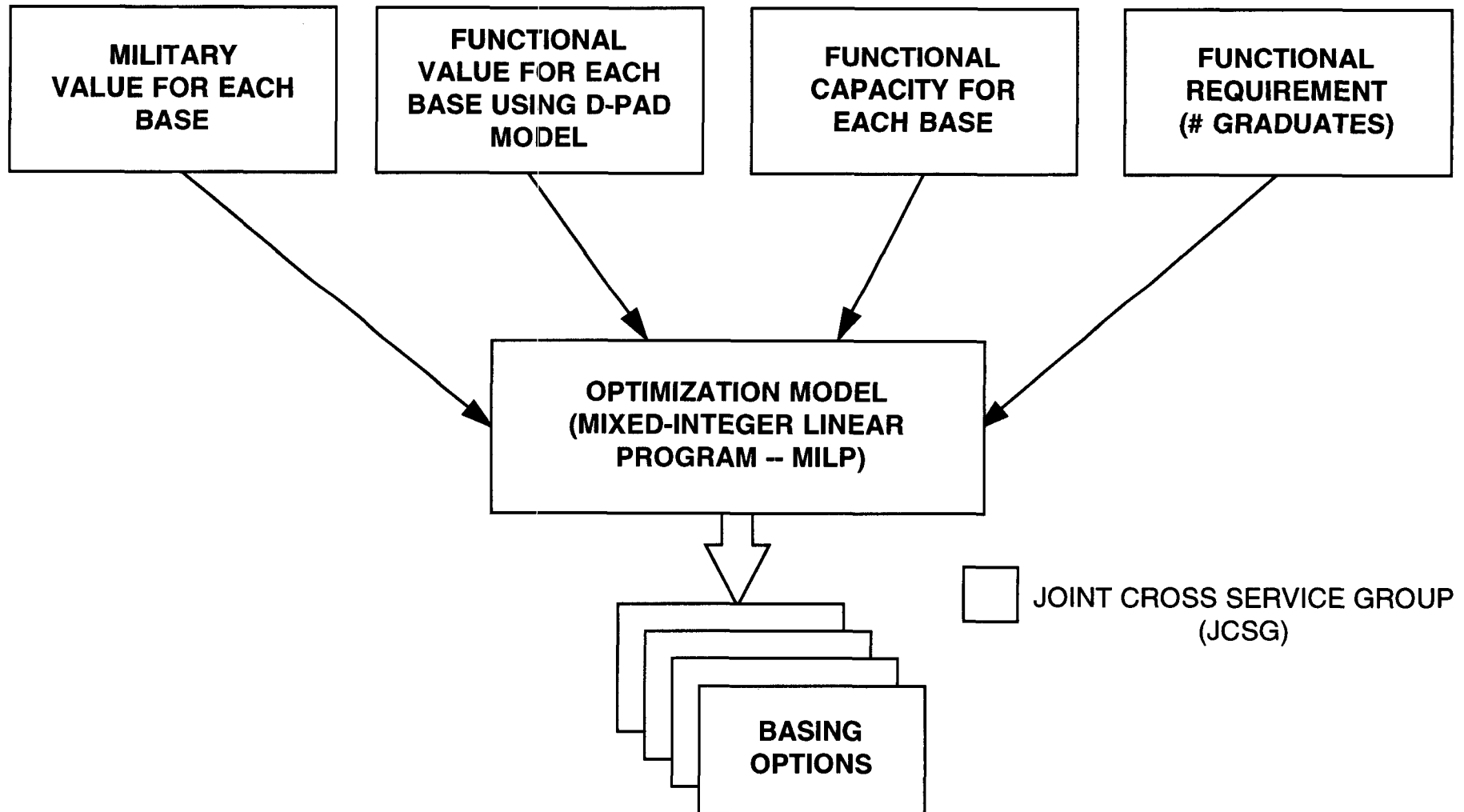


- **SECDEF/AIR FORCE RECOMMENDED CLOSURE OF REESE AFB**
- **WE'VE DEMONSTRATED AND AIR FORCE HAS CONFIRMED EXISTENCE OF DATA AND MATH ERRORS IN SELECTION PROCESS:**
 - **DATA (AIRSPACE, MILITARY TRAINING ROUTES, ETC.)**
 - **MATH (CALCULATION OF CONDITION OF TAXIWAYS/APRONS)**
- **WE'VE DEMONSTRATED AND BRAC STAFF AGREES, ANALYSIS USED BY AIR FORCE IN SELECTION PROCESS IS FLAWED:**
 - **DATA ENTRY ERRORS**
 - **CALCULATION ERRORS**
 - **INAPPROPRIATE WEIGHTING AND STATISTICAL RANKING**
 - **AIR FORCE DID NOT EVALUATE AIR FORCE BASES ONLY FOR AIR FORCE MISSIONS ONLY AS THE NAVY DID**
- **SIGNIFICANT DEVIATIONS HAVE OCCURRED**
- **REESE AFB SHOULD BE REMOVED FROM THE LIST AND UPT BASE CLOSURE ISSUE SHOULD BE RECONSIDERED**

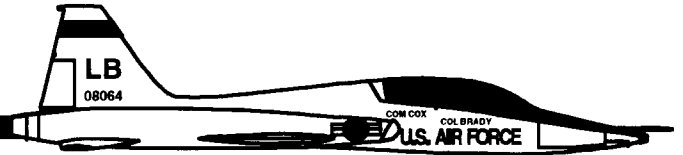
JOINT CROSS SERVICE GROUP ANALYSIS



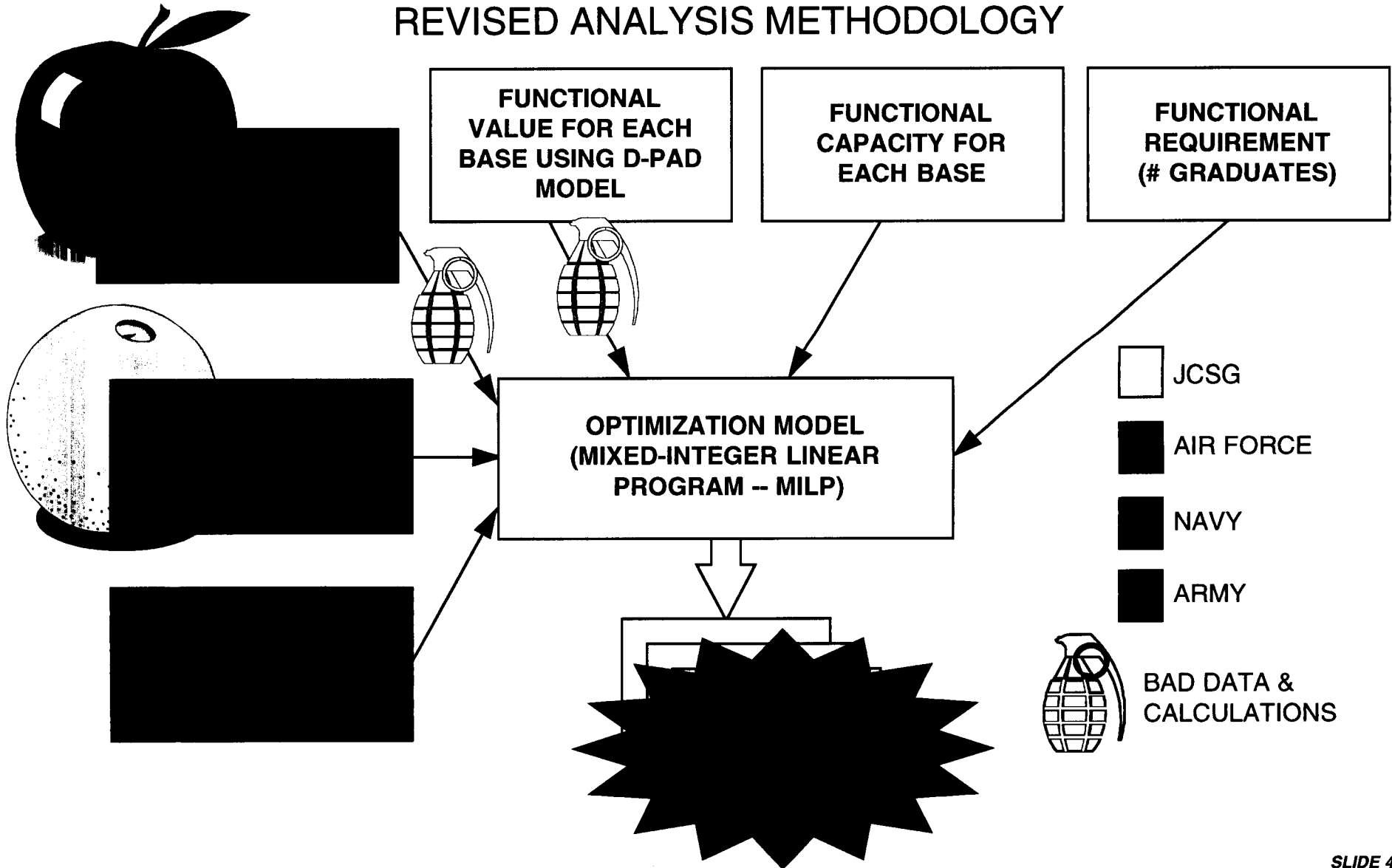
ORIGINAL ANALYSIS METHODOLOGY



JOINT CROSS SERVICE GROUP ANALYSIS



REVISED ANALYSIS METHODOLOGY



ANALYTICAL EXCURSIONS



- **BRAC STAFF HAS PROPOSED SEVERAL ANALYTICAL EXCURSIONS:**
 - **AIR FORCE BASES ONLY**
 - **EXCLUDE FLIGHT SCREENING**
 - **EXCLUDE NAVY-UNIQUE FUNCTIONAL AREAS**
 - **CHANGE WEIGHTS ON VARIOUS FACTORS**
- **WE'VE BUILT THE D-PAD MODEL AIR FORCE USED**
- **WE'VE DONE NUMEROUS EXCURSIONS INCLUDING THE ONES THE BRAC STAFF INTENDS TO RUN**
- **REESE AFB NEVER COMES OUT ON THE BOTTOM!**

EXCURSION # 1



- **AIR FORCE ONLY BASES AND MISSIONS WITH DATA AND CALCULATION ERRORS CORRECTED**

- **DATA ERRORS CORRECTED:**

- ALERT AIRSPACE
- T-1 PLANNING FACTOR
- AIRSPACE
- DISTANCE TO AIRSPACE
- MILITARY TRAINING ROUTES (MTRs)
- OUTLYING IFR FIELD
- TAXIWAY/APRON CONDITION
- OTHER PRIMARY FIELDS

BASE NAME	OVERALL RATING
COLUMBUS AFB	
LAUGHLIN AFB	
RANDOLPH AFB	
REESE AFB	YELLOW -
VANCE AFB	YELLOW +

EXCURSION # 2



- **AIR FORCE ONLY BASES AND MISSIONS; CALCULATION AND DATA ERRORS CORRECTED; AND WEIGHTING CHANGED TO REFLECT AIR FORCE OPERATIONS**

- **WEIGHT CHANGES:**
 - **DECREASE CROSSWINDS**
 - **INCREASE WEATHER ATTRITION**
 - **INCREASE AIRSPACE**
 - **DECREASE MTRs**
 - **DECREASE BEQs, MWR & CHILD CARE**
 - **INCREASE HOUSING & HOUSING CONDITION**

BASE NAME	OVERALL RATING
COLUMBUS AFB	
LAUGHLIN AFB	
RANDOLPH AFB	
REESE AFB	YELLOW +
VANCE AFB	

EXCURSION # 3



- **AIR FORCE ONLY BASES AND MISSIONS; CALCULATION AND DATA ERRORS CORRECTED; WEIGHTING CHANGED; AND FORMULAS ADJUSTED**

- **MODELING CHANGES:**

- **USED AIRSPACE OWNED AND CONTROLLED BY BASE**
- **LINEAR RANKING ON WEATHER ATTRITION AND PLANNING FACTOR AS OPPOSED TO BANDED RANKING**
- **USED PERCENT UPGRADED TO WHOLE HOUSE STANDARD AS MEASURE OF HOUSING CONDITION**
- **ELIMINATED CHILD CARE SCORES (POLICY, NOT CAPACITY DATA)**

BASE NAME	OVERALL RATING
COLUMBUS AFB	YELLOW
LAUGHLIN AFB	
RANDOLPH AFB	
REESE AFB	
VANCE AFB	YELLOW +

EXCURSION # 4



- **AIR FORCE ONLY BASES AND MISSIONS; CALCULATION AND DATA ERRORS CORRECTED; WEIGHTING CHANGED; FORMULAS ADJUSTED; AND ICING INCLUDED**

- **MODELING CHANGES:**
 - **ICING INCLUDED**

BASE NAME	OVERALL RATING
COLUMBUS AFB	YELLOW
LAUGHLIN AFB	
RANDOLPH AFB	
REESE AFB	
VANCE AFB	YELLOW +

CONCLUSION



- **DoD/AIR FORCE EVALUATION OF UPT BASES:**
 - **IS SO FLAWED IT CAN'T SERVE AS A FAIR METHOD FOR SELECTING BASES FOR CLOSURE**
 - **REPRESENTS A SUBSTANTIAL DEVIATION**
- **RECOMMENDATION TO CLOSE REESE AFB IS INAPPROPRIATE AND MUST BE CHALLENGED BY THE BRAC COMMISSION**
- **A MORE APPROPRIATE ANALYSIS APPROACH HAS BEEN SUGGESTED BY BRAC STAFF:**
 - **INCLUDE ONLY AIR FORCE BASES**
 - **EXCLUDE FLIGHT SCREENING**
 - **EXCLUDE NAVY-UNIQUE FUNCTIONAL AREAS**
 - **CHANGE WEIGHTING OF FACTORS TO ACCURATELY REFLECT AIR FORCE OPERATIONS**

CONCLUSION (CONT)



- USING BRAC STAFF RECOMMENDED APPROACH REESE AFB IS NEVER RANKED AT THE BOTTOM
- THE CASE IN FAVOR OF RETAINING REESE AFB IS OVERWHELMING
- DoD AND AIR FORCE REFUSE TO ADMIT THAT THEIR ANALYSIS IS FLAWED
- BRAC COMMISSION MUST REVIEW UPT ISSUE AND AT A MINIMUM REJECT THE RECOMMENDATION TO CLOSE REESE AFB



BACK UP SLIDES

EXCURSION # 1



UNDERGRADUATE PILOT TRAINING

AIR FORCE ONLY BASES AND MISSIONS, CALCULATION AND DATA ERRORS
CORRECTED

BASE NAME	FUNCTIONS			AVERAGE SCORE	OVERALL
	PRIMARY	AIRLIFT TANKER	BOMBER FIGHTER		
COLUMBUS AFB	7.3	6.9	6.1	6.78	
LAUGHLIN AFB	7.5	6.4	5.4	6.42	
RANDOLPH AFB	7.2	7.3	6.7	7.06	
REESE AFB	6.9	7.0	5.6	6.49	YELLOW-
VANCE AFB	7.3	7.2	5.3	6.61	YELLOW+

AVERAGE 6.67
STD DEV 0.229823797

EXCURSION # 2



UNDERGRADUATE PILOT TRAINING

AIR FORCE ONLY BASES AND MISSIONS; CALCULATION AND DATA ERRORS CORRECTED; AND WEIGHTING ADJUSTED

BASE NAME	FUNCTIONS			AVERAGE SCORE	OVERALL
	PRIMARY	AIRLIFT TANKER	BOMBER FIGHTER		
COLUMBUS AFB	7.1	6.1	6.6	6.59	YELLOW+
LAUGHLIN AFB	7.2	5.7	5.9	6.25	
RANDOLPH AFB	7.2	6.7	6.7	6.86	
REESE AFB	6.9	6.3	6.2	6.46	
VANCE AFB	6.9	6.3	5.6	6.25	

AVERAGE 6.48
 STD DEV 0.22934106

EXCURSION # 3



UNDERGRADUATE PILOT TRAINING

AIR FORCE ONLY BASES AND MISSION; CALCULATIONS AND DATA ERRORS CORRECTED; AND WEIGHTING/FORMULAS ADJUSTED

BASE NAME	FUNCTIONS			AVERAGE SCORE	OVERALL
	PRIMARY	AIRLIFT TANKER	BOMBER FIGHTER		
COLUMBUS AFB	6.9	5.8	6.5	6.40	YELLOW
LAUGHLIN AFB	8.0	6.3	6.5	6.93	
RANDOLPH AFB	6.5	5.7	5.8	6.00	
REESE AFB	7.3	6.7	6.6	6.86	
VANCE AFB	7.1	6.5	5.7	6.43	YELLOW+

AVERAGE 6.52
 STD DEV 0.336407939

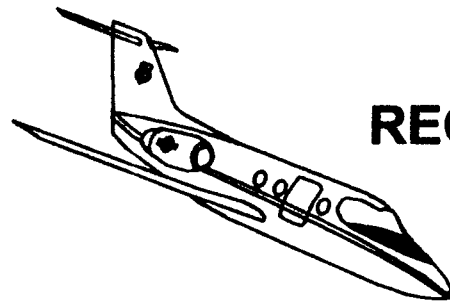
C. Rullo

REESE AIR FORCE BASE:

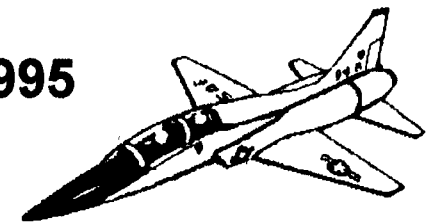
**Superior Military Value
&
Unrivalled Quality of Life**

A Briefing for the

**Defense Base Closure &
Realignment Commission**



**REGIONAL HEARING -- April 19, 1995
DALLAS, TEXAS**

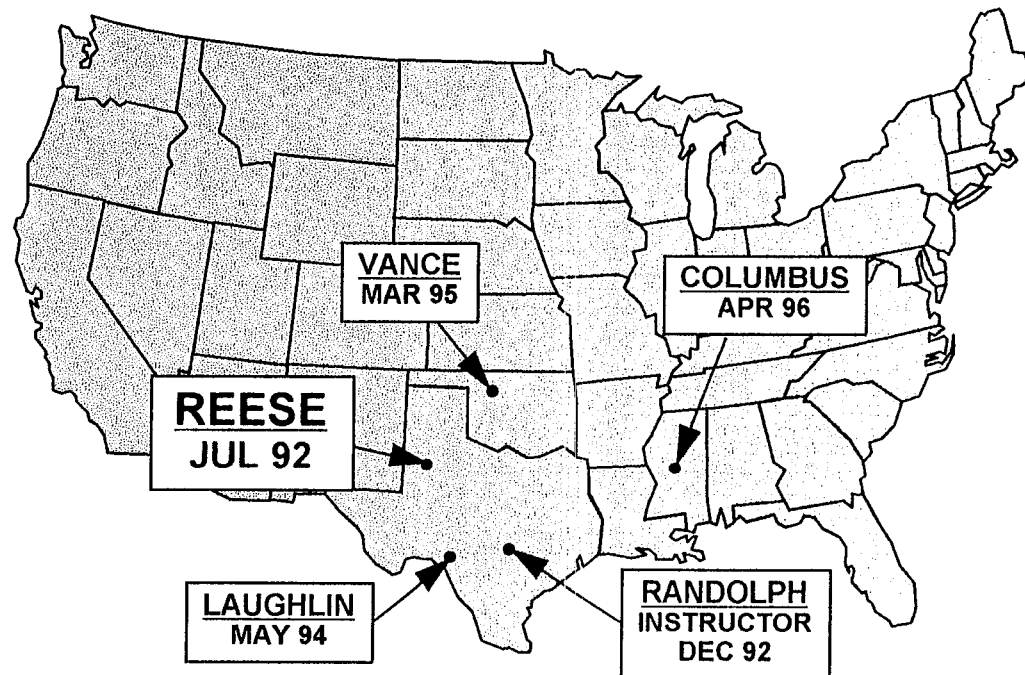


INTRODUCTION



- **CITY OF LUBBOCK APPRECIATES THIS OPPORTUNITY TO MAKE OUR CASE**
 - **COMMISSIONERS & STAFF HAVE VISITED REESE AFB AND ARE REVIEWING OUR ARGUMENTS IN DETAIL; WE WILL PRESENT ONLY A BRIEF SUMMARY HERE**
 - **OUR CASE IS DIRECT AND SIMPLE:**
 - **REESE AFB HAS SUPERIOR MILITARY VALUE**
 - **DoD RECOMMENDATION TO CLOSE REESE IS BASED ON:**
 - **INACCURATE DATA**
 - **A FLAWED ANALYTICAL MODEL**
 - **COMMISSION SHOULD REVERSE RECOMMENDATION TO CLOSE REESE AFB**

REESE AFB LEADING THE AIR FORCE



1ST TO IMPLEMENT T-1 TRAINING
1ST TO IMPLEMENT JOINT TRAINING
1ST TO IMPLEMENT JPATS (AF PLAN)

MILITARY VALUE



- **KEY MEASURES OF MERIT FOR UNDERGRADUATE PILOT TRAINING:**
 - AIRSPACE AVAILABLE FOR TRAINING
 - WEATHER
 - AIRFIELD CONDITION
 - FACILITIES
 - COST EFFECTIVENESS
 - QUALITY OF LIFE

MILITARY VALUE



- **AIRSPACE AVAILABLE FOR TRAINING:**
 - **29,016 CUBIC MILES OF UNENCUMBERED AIRSPACE OWNED, SCHEDULED AND USED BY REESE AFB**
 - **SECOND HIGHEST AMONG AF UPT BASES**
 - **ENCROACHMENT NON-EXISTENT**
 - **NO RESTRICTIONS OR NOISE SENSITIVE AREAS**
 - **UTILIZATION CAN BE INCREASED**
 - **AIRSPACE NOT LIMITER -- AIRFIELD OPERATIONS IS THE LIMITER ON CAPACITY**

MILITARY VALUE



- **WEATHER:**

- **SECOND BEST IN OVERALL WEATHER CONDITIONS AMONG AIR FORCE UPT BASES**
- **SECOND BEST IN ACTUAL ATTRITION DUE TO WEATHER**
- **BEST OVERALL IN ICING CONDITIONS -- MOST FREQUENT CAUSE OF WEATHER ATTRITION**
- **CROSSWINDS OUT OF LIMITS ONLY 1.4% -- 4 TRAINING DAYS LOST PER YEAR**

MILITARY VALUE



- **AIRFIELD CONDITION:**

- **1995 DATA CALL RATES RUNWAYS AS 85% ADEQUATE, TAXIWAY/APRON CONDITION AS 29% ADEQUATE**
- **1995 DATA IN CONFLICT WITH 1993 REPORT**
- **1993 AIR FORCE CIVIL ENGINEERING REPORT RATED:**
 - **TWO MAIN RUNWAYS EXCELLENT**
 - **PORTIONS OF INSIDE RUNWAY REQUIRE RESURFACING**
 - **ALL TAXIWAYS RATED GOOD TO EXCELLENT EXCEPT TAXIWAY E (SMALL TAXIWAY LINKING RAMP TO INSIDE RUNWAY)**
 - **ALL APRONS RATED GOOD TO EXCELLENT**

MILITARY VALUE



- **FACILITIES:**

- **MODERN FACILITIES**
- **GROWTH CAPACITY**
 - **TWICE THE CLASSROOM SPACE OF ANY OTHER AIR FORCE UPT BASE**
- **72% OF ON-BASE HOUSING FULLY MODERNIZED, MEETING AIR FORCE WHOLE-HOUSE STANDARD**
- **REMAINDER OF HOUSING RATED ADEQUATE**
- **NEW T-1 FACILITIES IN PLACE AND OPERATIONAL**

MILITARY VALUE



- **COST EFFECTIVENESS:**
 - REESE AFB HAS LOWEST COST PER FLYING HOUR OF ALL AF UPT BASES
 - REESE HAS SECOND LOWEST COST PER GRADUATE OF ALL AF UPT BASES
 - LUBBOCK INTERNATIONAL AIRPORT (LIA) = NO COST AUXILIARY FIELD

MILITARY VALUE



- **QUALITY OF LIFE:**

“People are the foundation of military readiness.... The Department must provide -- in exchange for the demands of a military lifestyle -- a decent quality of life.”

William J. Perry, DoD Annual Report, Feb 1995

- **BECAUSE OF THE IMPORTANCE ASCRIBED BY DoD OFFICIALS TO QUALITY OF LIFE AS A FACTOR IN MILITARY READINESS AND RETENTION, WE WOULD SUGGEST THAT QUALITY OF LIFE SHOULD BE A FIFTH IMPORTANT MEASURE OF MERIT**

MILITARY VALUE



- **QUALITY OF LIFE (CONT):**
 - **BY ANY MEASURE OF MERIT, AND BY A LONG HISTORY OF BASE OF PREFERENCE EXPERIENCE -- REESE IS THE NUMBER ONE CHOICE OF THE TROOPS**
 - **PART OF A FORWARD-THINKING CITY OF 200,000**
 - **THREE MAJOR HOSPITALS/LEVEL I TRAUMA CTR**
 - **MAJOR AIRPORT -- SIX AIRLINES**
 - **CENTRAL GEOGRAPHIC LOCATION**
 - **ONE MAJOR AND TWO SMALLER UNIVERSITIES, PLUS A COMMUNITY COLLEGE**
 - **HUB FOR SHOPPING, TRANSPORTATION, RESTAURANTS, AND COMMUNITY ACTIVITIES**
 - **EMPLOYMENT OPPORTUNITIES FOR SPOUSES**

MILITARY VALUE



- **OTHER FACTORS:**

- **INNOVATIVE AND COST SAVING CITY OFFERS:**

- **NEW 40,000 SQ FT FAA HANGAR AT LIA -- LEASE TERMS \$1/YEAR (REGIONAL MAINTENANCE?)**
- **HOUSING PURCHASE/LEASE BACK OFFER**
 - **ONE-TIME SAVINGS TO AIR FORCE OF \$6M**
 - **ANNUAL O&M SAVINGS OF OVER \$1.7M**
- **SEWER LINE CONNECTION TO CITY SYSTEM**
- **RAIL LINE EXTENSION TO BASE**

MILITARY VALUE

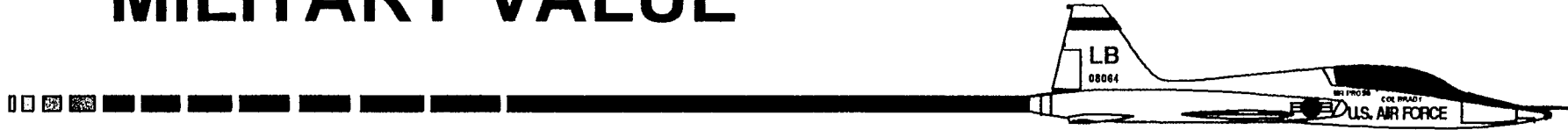


- **VALIDATION:**

- REESE AFB's SUPERIOR MILITARY VALUE WAS VALIDATED BY THE BASE CLOSURE REVIEW IN 1991
- IN 1991 BRAC COMMISSION AIR FORCE TEAM SPECIFIC COMPLIANCE VALIDATION RATED REESE #2 OF THE FIVE UPT BASES IN 1991:

- LAUGHLIN AFB 129
- REESE AFB 125
- COLUMBUS AFB 124
- VANCE AFB 122
- WILLIAMS AFB 90

MILITARY VALUE



REESE AFB

- FROM:
 - SUPERIOR RATING IN 1991
- TO:
 - TIER III INFERIOR RATING IN 1995

WHY?

WHY?



- **HERE'S WHY: INACCURATE DATA AND A FLAWED ANALYTICAL MODEL**
 - **A REVIEW OF THE AIR FORCE AND JOINT CROSS SERVICE GROUP ANALYSES REVEALS:**
 - **NUMEROUS ERRORS OF FACT**
 - **MATHEMATICAL CALCULATION ERRORS**
 - **LACK OF HORIZONTAL INTEGRATION OF DATA -- ERRORS IN TERMS OF FAIRNESS OR COMPARABILITY OF DATA FROM ONE BASE TO ANOTHER**
 - **ANALYSIS METHODOLOGY FLAWED**

DoD/AIR FORCE ANALYSES



- **VALIDATION:**
 - **AIR FORCE IN THEIR REBUTTAL TO LUBBOCK'S PRELIMINARY STUDY ADMITTED TO:**
 - **DATA ERRORS**
 - **CALCULATION ERRORS**
 - **LACK OF HORIZONTAL INTEGRATION OF DATA**
 - **GAO REPORT SITES INSTANCES OF AIR FORCE DATA ERRORS -- E.G... COST ANALYSIS OFF BY A FACTOR OF 25**

DoD/AIR FORCE ANALYSES



- **EXAMPLES OF AIR FORCE ERRORS:**
 - **DATA ERRORS:**
 - **SHORT CHANGED REESE AFB AIRSPACE BY 10,000 CUBIC NAUTICAL MILES**
 - **REPORTED 55% FEWER MILITARY TRAINING ROUTES (MTRs) FOR REESE AFB THAN ACTUAL**
 - **CALCULATION ERROR:**
 - **PERCENT ADEQUATE PAVEMENT 10% GREATER THAN REPORTED**
 - **HORIZONTAL INTEGRATION ERROR:**
 - **ALERT AREA NOT REPORTED**

DoD/AIR FORCE ANALYSES



- **ANALYSIS METHODOLOGY FLAWED:**
 - **FAILS THE COMMON SENSE TEST**
 - **IGNORED IMPORTANT FACTORS SUCH AS ICING CONDITIONS AND PRESSURE ALTITUDE/TEMPERATURE**
 - **SELECTIVE IN COMPARISON OF FUNCTIONAL CAPABILITIES OF BASES**
 - **GAVE HEAVY WEIGHT TO WRONG FACTORS**
 - **DISTORTED OUTCOME BY REWARDING QUANTITY WITHOUT REGARD TO QUALITY**

ANALYSIS RESULTS

UNCORRECTED



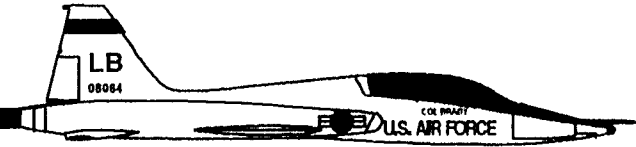
AIR FORCE UPT ANALYSIS RESULTS AT TIERING (18 OCT)

	MISSION (FLYING) RQMTS	FACILITIES & INFRASTR	CONTINGENCY & MOBILITY	COSTS & MNPWR IMPLICATIONS	RETURN ON INVESTMENT	ECONOMIC IMPACT	COMMUNITY	ENVIRONMNTL IMPACT	
BASE NAME	I.4.A	I.4.B	I.4.C	I.4.D	I.4.E	I.4.F	I.4.G	I.4.H	
COLUMBUS AFB	[REDACTED]	[REDACTED]	YELLOW	171-333	1	3,423 (8.4%)	YELLOW+	YELLOW	
LAUGHLIN AFB			YELLOW+	YELLOW -	251-275	2	4,115 (27.1%)	YELLOW	YELLOW+
REESE AFB			YELLOW -	151-259	1	3,446 (3.1%)	[REDACTED]	YELLOW	
VANCE AFB			YELLOW -	141-254	1	3,040 (11.6))	[REDACTED]	YELLOW+	

**JOINT CROSS SERVICE GROUP
FUNCTIONAL ANALYSIS RESULTS**

	PRIMARY	AIRLIFT TANKER	MARITIME E2/C2	BOMBER FIGHTER	PRIMARY/INT NAV/INFO	WSO STRIKE	PANEL NAVIGATOR	FLIGHT SCREEN	AVERAGE SCORE	OVERALL
BASE NAME	I.4.A	I.4.B	I.4.C	I.4.D	I.4.E	I.4.F	I.4.G	I.4.H		I.4
COLUMBUS AFB	6.8	6.3	6.7	6.4	6.9	6.6	7.6	8.6	6.74	[REDACTED]
LAUGHLIN AFB	7	5.8	6.5	5.5	7.1		6.8	6.8	6.50	YELLOW+
REESE AFB	6	5.9	5.9	5.6	6.2		7.2	6.2	6.14	[REDACTED]
VANCE AFB	6.8	6.7	6.7	5.5	6.8		7.5	6.6	6.66	[REDACTED]

ANALYSIS RESULTS CORRECTED

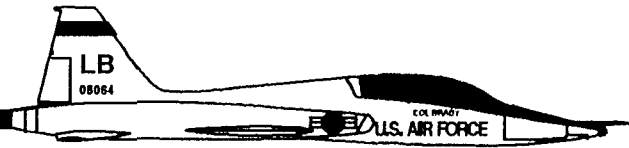


UPT ANALYSIS RESULTS WITH CORRECTED DATA & CALCULATION ERRORS

	MISSION (FLYING) RQMTS	FACILITIES & INFRASTR	CONTINGENCY & MOBILITY	COSTS & MNPWR IMPLICATIONS	RETURN ON INVESTMENT	ECONOMIC IMPACT	COMMUNITY	ENVIRONMNTL IMPACT
BASE NAME	I.4.A	I.4.B	I.4.C	I.4.D	I.4.E	I.4.F	I.4.G	I.4.H
COLUMBUS AFB			YELLOW	17/-333	1	3,423 (8.4%)	YELLOW+	YELLOW
LAUGHLIN AFB			YELLOW -	25/-275	2	4,115 (27.1%)	YELLOW	YELLOW+
REESE AFB	YELLOW -		YELLOW -	15/-259	1	3,446 (3.1%)		YELLOW
VANCE AFB	YELLOW -		YELLOW -	14/-254	1	3,040 (11.6))		YELLOW+

	PRIMARY	AIRLIFT TANKER	MARITIME E2/C2	BOMBER FIGHTER	PRIMARY/INT NAV/NFO	WSO STRIKE	PANEL NAVIGATO R	FLIGHT SCREEN	AVERAGE SCORE	OVERALL
BASE NAME	I.4.A	I.4.B	I.4.C	I.4.D	I.4.E	I.4.F	I.4.G	I.4.H		I.4
COLUMBUS AFB	7.5	7	7.6	7	8.2	6.6	8.2	7.2	7.41	
LAUGHLIN AFB	8.2	7.2	8.1	6.7	8.6		7.4	8.2	7.77	
REESE AFB	7.1	7.2	7.5	6.6	7.4		7.9	6.6	7.19	YELLOW-
VANCE AFB	7.2	7.3	7.5	5.9	7.5		7.7	6.9	7.14	YELLOW-

ANALYSIS RESULTS CORRECTED



UPT ANALYSIS RESULTS WITH CORRECTED DATA, CALCULATION AND ANALYSIS ERRORS

	MISSION (FLYING) RQMTS	FACILITIES & INFRASTR	CONTINGENCY & MOBILITY	COSTS & MNPWR IMPLICATIONS	RETURN ON INVESTMENT	ECONOMIC IMPACT	COMMUNITY	ENVIRONMNTL IMPACT
BASE NAME	I.4.A	I.4.B	I.4.C	I.4.D	I.4.E	I.4.F	I.4.G	I.4.H
COLUMBUS AFB			YELLOW	171-333	1	3,423 (8.4%)	YELLOW+	YELLOW
LAUGHLIN AFB			YELLOW -	251-275	2	4,115 (27.1%)	YELLOW	YELLOW+
REESE AFB	YELLOW		YELLOW -	151-259	1	3,446 (3.1%)		YELLOW
VANCE AFB			YELLOW -	141-254	1	3,040 (11.6))		YELLOW+

	PRIMARY	AIRLIFT TANKER	BOMBER FIGHTER	AVERAGE SCORE	OVERALL
BASE NAME	I.4.A	I.4.B	I.4.D		I.4
COLUMBUS AFB	7.5	7.0	7.0	7.18	
LAUGHLIN AFB	8.2	7.2	6.7	7.35	
REESE AFB	7.1	7.2	6.6	6.97	YELLOW
VANCE AFB	7.2	7.3	5.9	6.79	

ANALYSIS RESULTS CORRECTED



UPT ANALYSIS RESULTS WITH CORRECTED DATA AND CALCULATION ERRORS; AND WITH ICING INSTEAD OF CROSSWINDS

	MISSION (FLYING) RQMTS	FACILITIES & INFRASTR	CONTINGENCY & MOBILITY	COSTS & MNPWR IMPLICATIONS	RETURN ON INVESTMENT	ECONOMIC IMPACT	COMMUNITY	ENVIRONMNTL IMPACT
BASE NAME	I.4.A	I.4.B	I.4.C	I.4.D	I.4.E	I.4.F	I.4.G	I.4.H
COLUMBUS AFB	YELLOW -		YELLOW	17/-333	1	3,423 (8.4%)	YELLOW +	YELLOW
LAUGHLIN AFB			YELLOW -	25/-275	2	4,115 (27.1%)	YELLOW	YELLOW +
REESE AFB			YELLOW -	15/-259	1	3,446 (3.1%)		YELLOW
VANCE AFB	YELLOW -		YELLOW -	14/-254	1	3,040 (11.6))		YELLOW +

	PRIMARY	AIRLIFT TANKER	MARITIME E2/C2	BOMBER FIGHTER	PRIMARY/IN T NAV/INFO	WSO STRIKE	PANEL NAVIGATOR	FLIGHT SCREEN	AVERAGE SCORE	OVERALL
BASE NAME	I.4.A	I.4.B	I.4.C	I.4.D	I.4.E	I.4.F	I.4.G	I.4.H		I.4
COLUMBUS AFB	7.1	6.7	7.3	6.5	7.2	6.6	7.9	6.8	7.01	YELLOW-
LAUGHLIN AFB	8.1	7.2	8.1	6.6	8.2		7.3	8.0	7.65	
REESE AFB	7.3	7.4	7.6	6.6	7.4		8.0	6.7	7.28	
VANCE AFB	7.0	7.1	7.4	5.6	7.2		7.6	7.0	6.99	YELLOW-

SUMMARY AND CONCLUSION



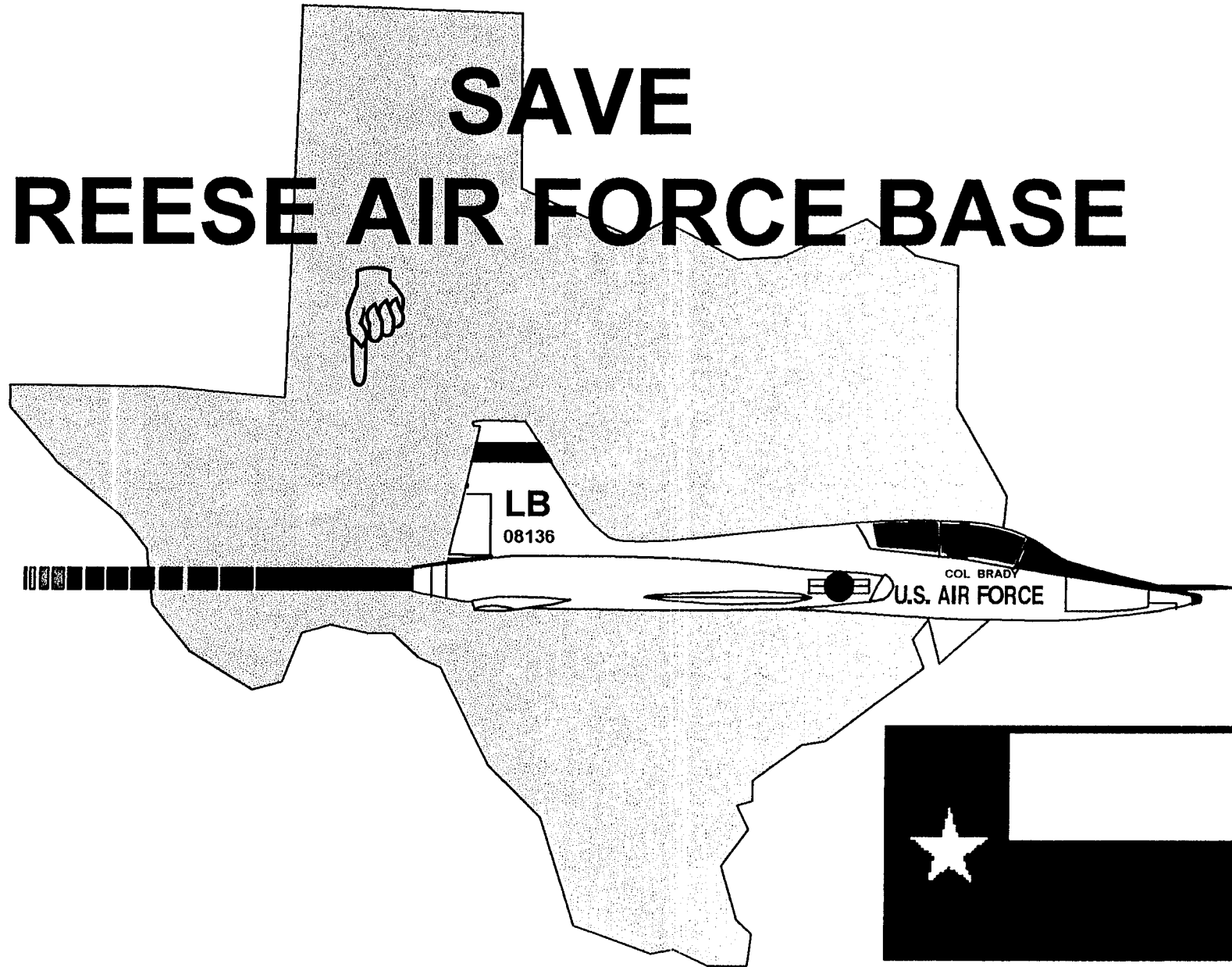
- **SUMMARY:**

- THE DoD/AIR FORCE ANALYSIS IS FLAWED AND REPRESENTS A SUBSTANTIAL DEVIATION
- REESE HIGHLY RATED IN 1991
- REESE RETAINS ITS SUPERIOR MILITARY VALUE
- HIGHEST QUALITY OF LIFE -- KEY FACTOR IN READINESS AND RETENTION

- **RECOMMENDATION:**

- BRAC COMMISSION REVIEW UPT ANALYSIS AND REVERSE RECOMMENDATION TO CLOSE REESE AFB
- THE FUTURE MILITARY READINESS OF THE NATION WILL BE ENHANCED IF REESE AFB REMAINS OPEN

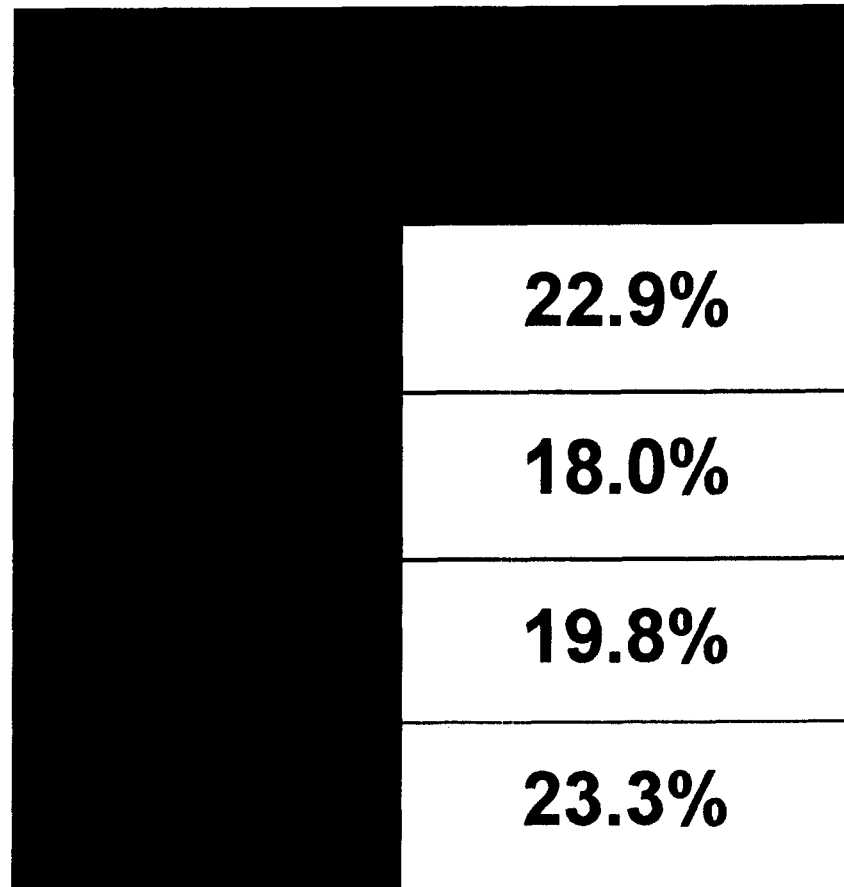
**SAVE
REESE AIR FORCE BASE**



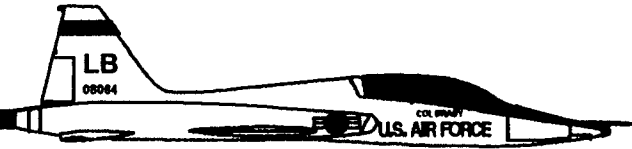


BACK UP SLIDES

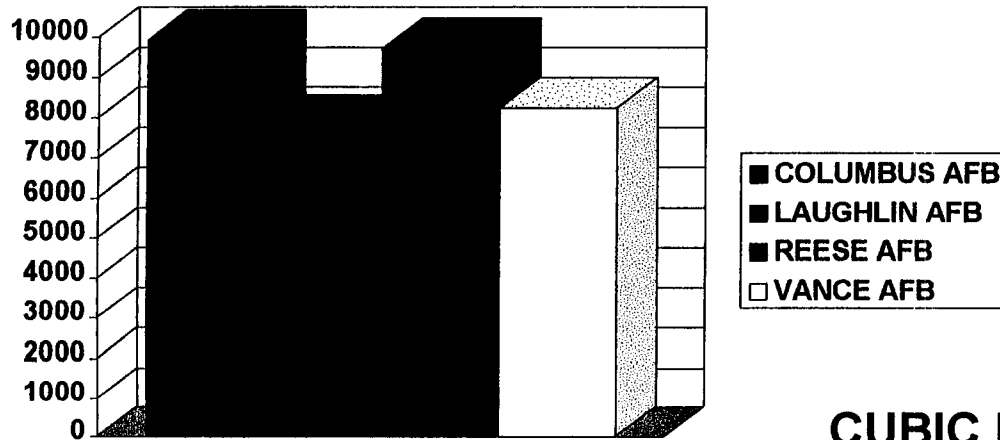
WEATHER ATTRITION



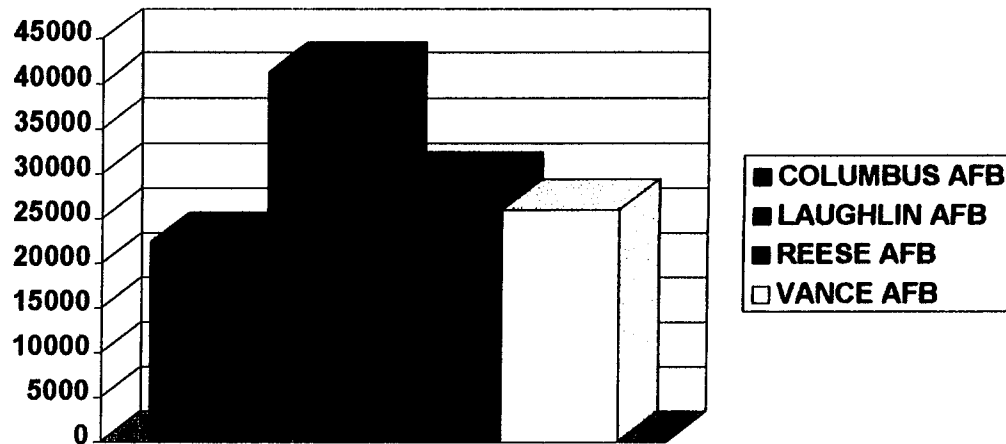
AVAILABLE TRAINING AIRSPACE



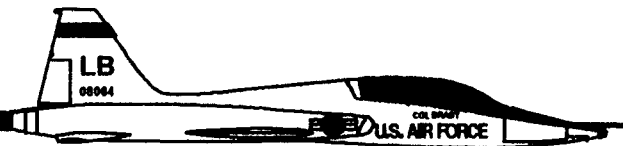
SQUARE NAUTICAL MILES



CUBIC NAUTICAL MILES



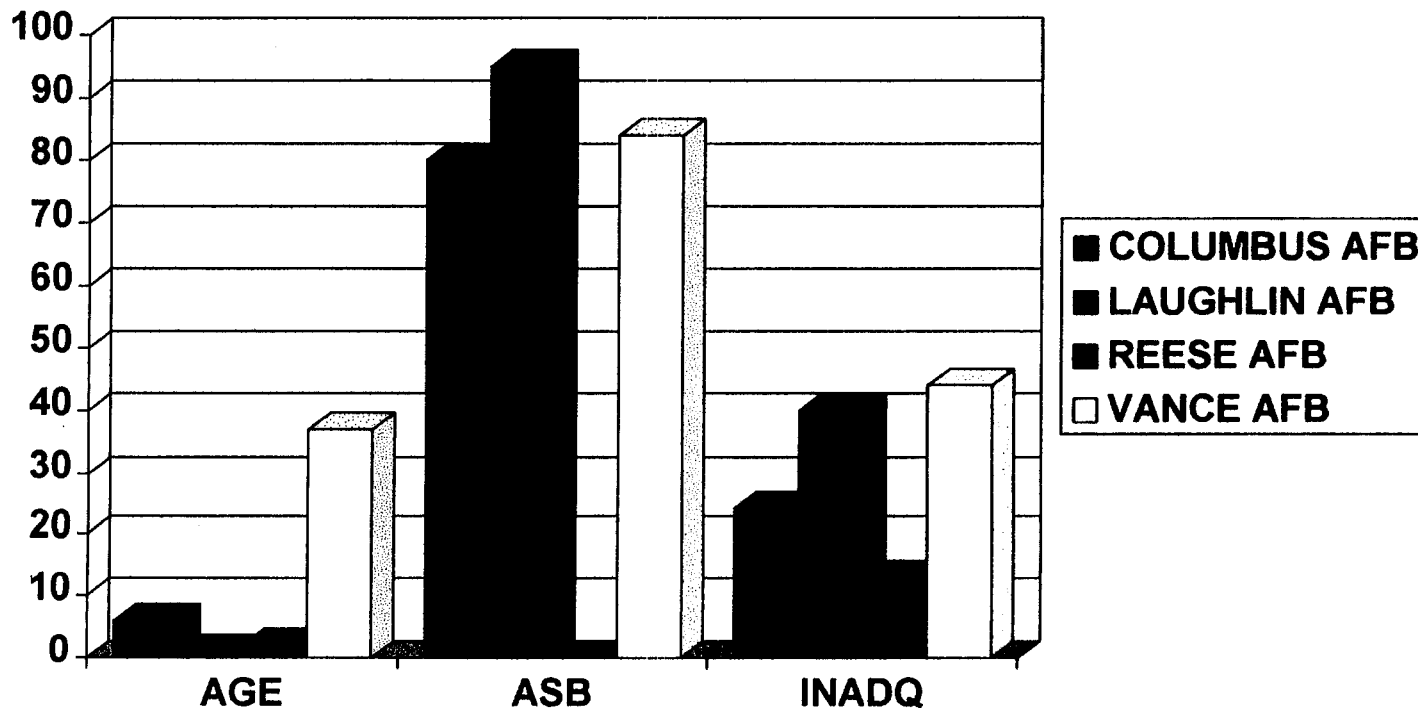
FACILITIES CONDITION



GOOD



PERCENT

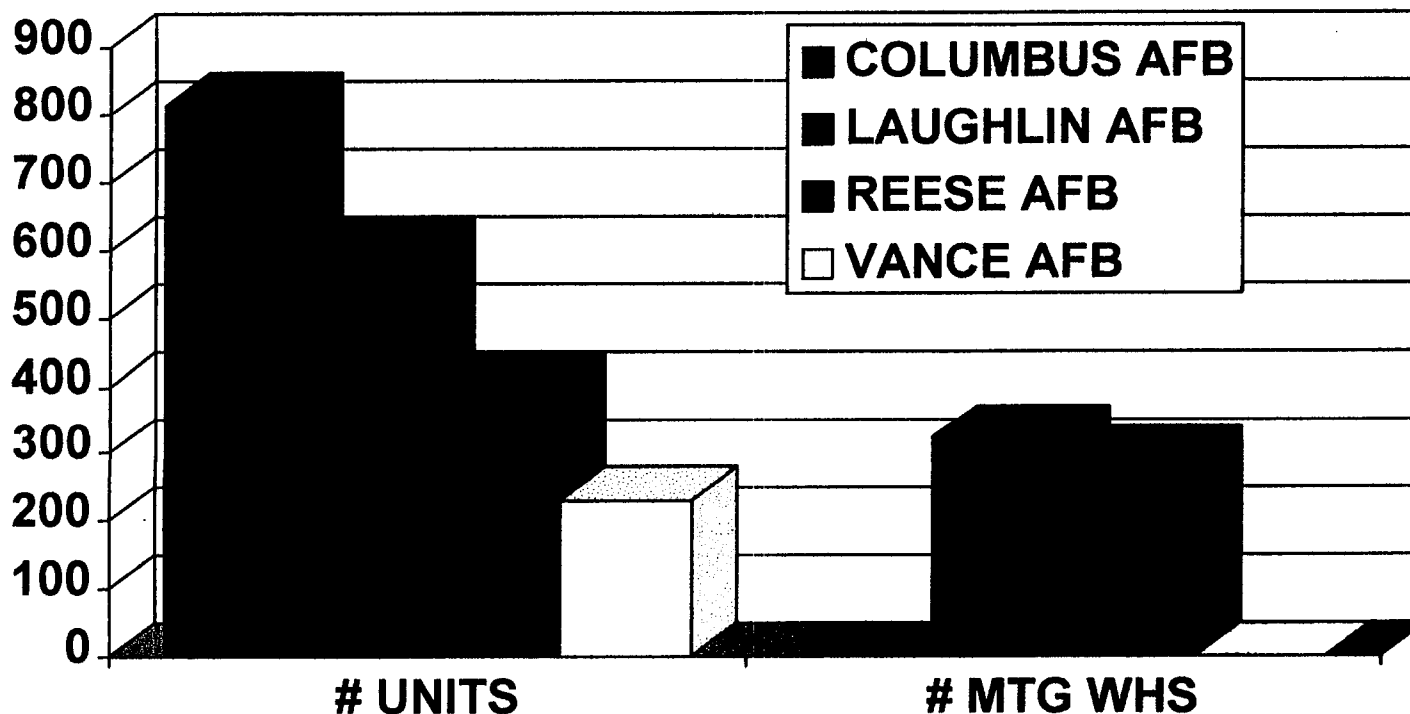


AGE = % OF FACILITIES OVER 50 YEARS OLD

ASB = % OF FACILITIES IDENTIFIED AS HAVING ASBESTOS

ADQ = % OF INADEQUATE FACILITIES

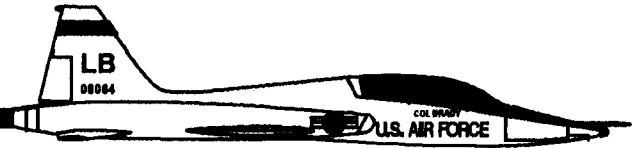
FAMILY HOUSING CONDITION



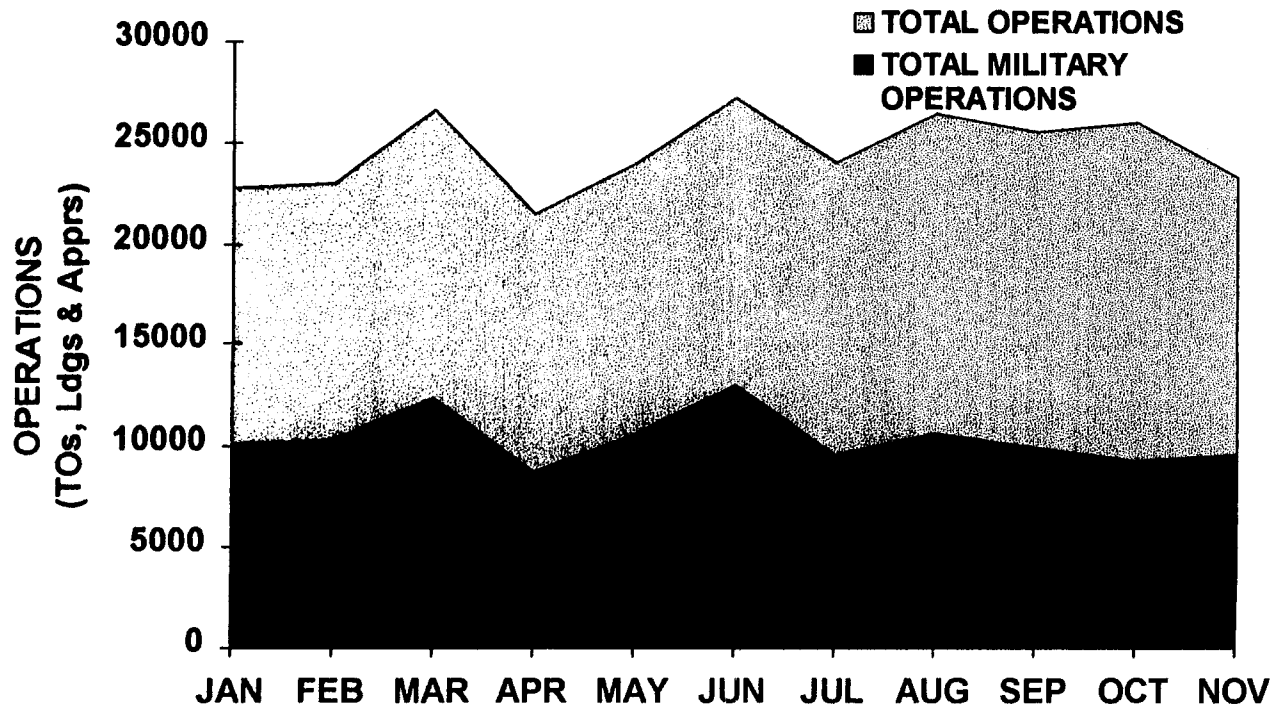
UNITS = NUMBER OF FAMILY HOUSING UNITS

**# MTG WHS = NUMBER OF FAMILY HOUSING UNITS MEETING
WHOLE-HOUSE STANDARDS (RENOVATED SINCE 1988)**

LUBBOCK TOWER OPERATIONS



JAN - NOV 1994



MILITARY OPERATIONS AVERAGED 43% OF TOTAL MONTHLY OPERATIONS FOR THIS PERIOD

T-1 TRAINING AT REESE AFB



- FULLY IMPLEMENTED
- COMPLETE FACILITIES WITH EXPANSION CAPABILITY
- OVER 2 YEARS EXPERIENCE
- JOINT TRAINING IMPLEMENTED -- SPRING '94
- PROVEN CAPABILITY
 - ALL CLASSES GRADUATED ON TIME
 - SYLLABUS REDUCED (15 HRS) AS RESULT OF GRADUATE QUALITY
- EXCELLENT FLYING ENVIRONMENT FOR T-1 OPERATIONS
 - LOW LEVEL ROUTE AVAILABILITY
 - STRANGE FIELD AVAILABILITY
 - WEATHER

MEDICAL FACILITIES



- SIX HOSPITALS IN LUBBOCK -- OVER 1,900 BEDS
- MOST ADVANCE AND DIVERSIFIED HEALTH CARE SERVICES BETWEEN DALLAS AND PHOENIX
- LUBBOCK HAS WORLD CLASS FACILITIES IN:
 - CARDIAC
 - NEO-NATAL
 - OBSTETRICS/GYNECOLOGY
 - ONCOLOGY/HEMATOLOGY
- REESE AFB IMPLEMENTED “MEDICAL RIGHT SIZING” AS A RESULT OF LUBBOCK’S CAPABILITY
 - SAVINGS OF \$1M/YEAR FOR AIR FORCE

WEATHER COMPARISON



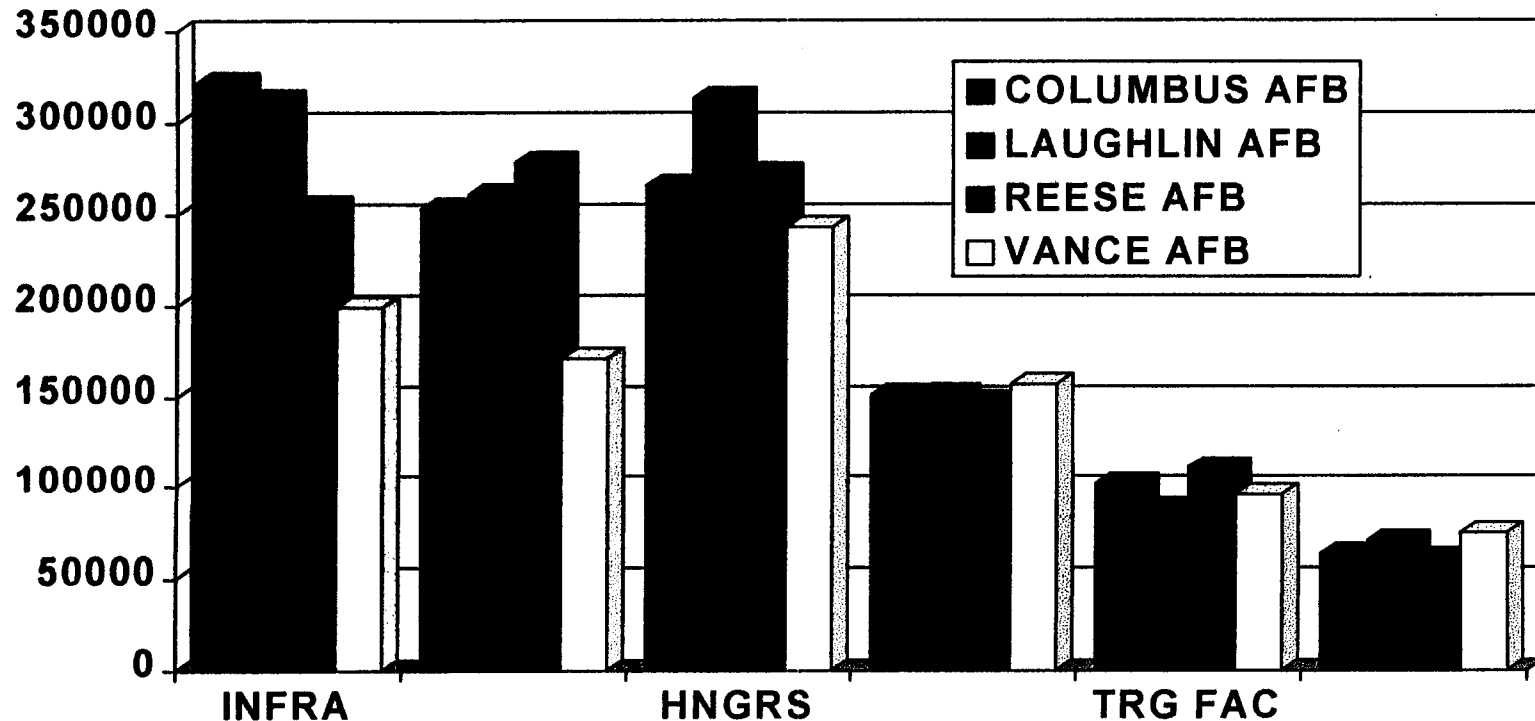
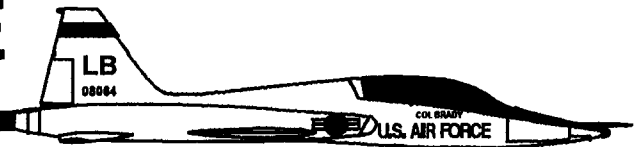
PERCENTAGE OF TIME WEATHER AT OR ABOVE HEIGHT (FT)/VISIBILITY (MI)			CROSSWIND COMPONENT TO RNWY		ICING CONDITIONS	
92.0	89.1	78.8	99.2	99.9	7	144
94.3	90.9	81.8	99.3	99.9	2	15
93.6	91.5	86.7	93.2	98.6	17	50
91.8	89.4	83.9	93.2	99.1	19	80

NOTE 1: SOURCE OF DATA: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA I.2.J.1-3

NOTE 2: SOURCE OF ICING IN AREA DATA, 1993 BASE QUESTIONNAIRE

NOTE 3: ALL DATA IS 10 YEAR AVERAGE DATA EXCEPT ICING IN AREA

FACILITIES AVAILABLE



INFRA = LINEAR YDS OF UTILITIES (ELECT,SEWER,WATER)

BASE FAC = SQ FT OF BASE FACILITIES (ADMIN, PERSONNEL, ETC.)

HNGRS = SQ FT OF HANGAR SPACE

ADQ HNGRS = ADEQUATE SQ FT OF HANGAR SPACE

TRG FAC = SQ FT OF TRAINING FACILITIES

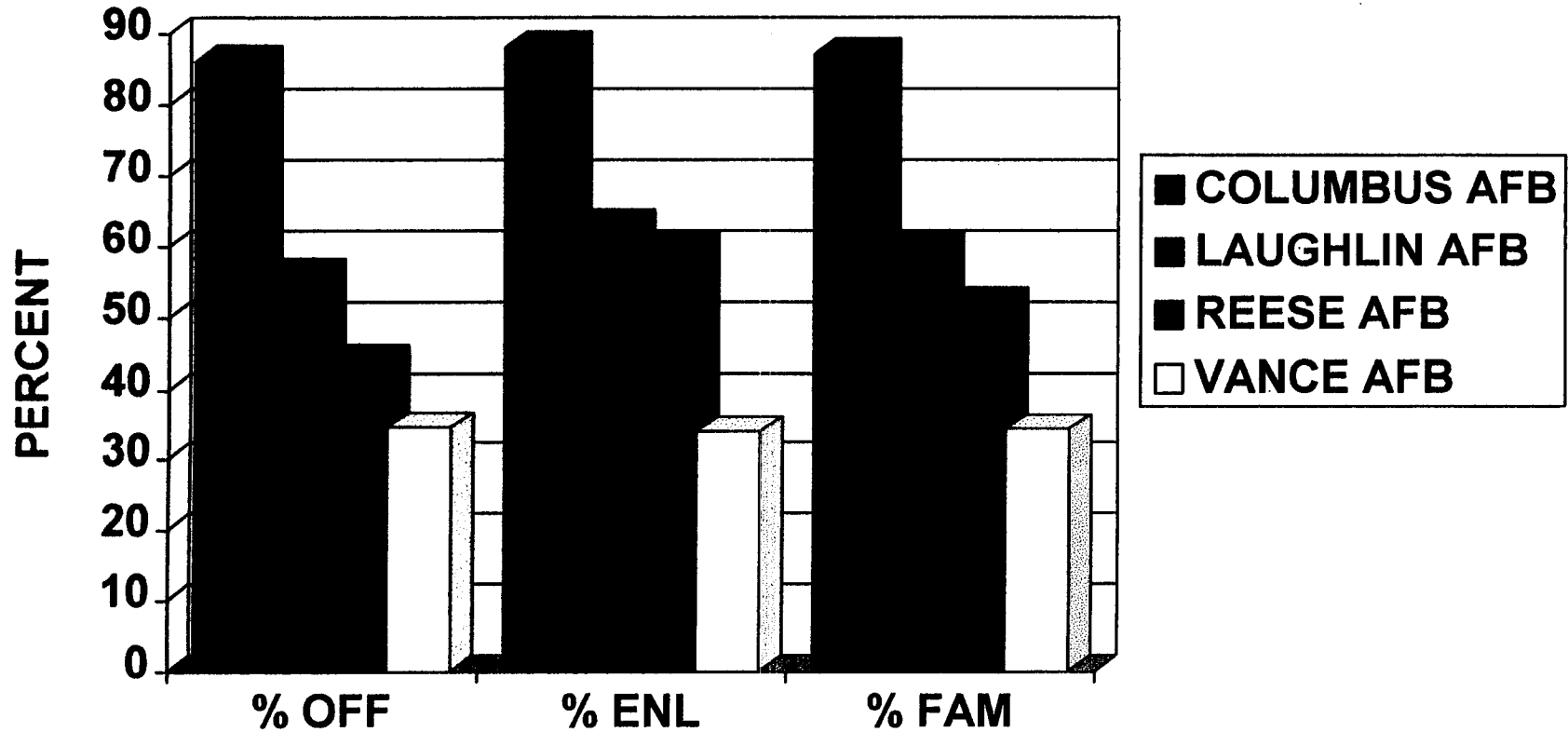
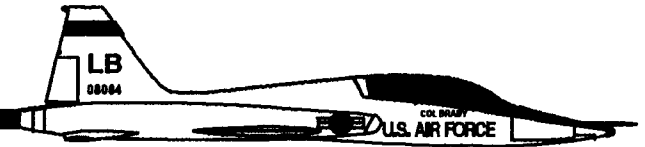
SIM FAC = SQ FT OF SIMULATOR FACILITIES

COST PER FLYING HOUR



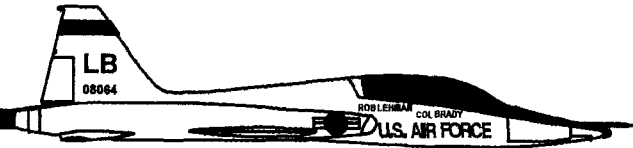
\$106	\$318	\$221
\$110	\$328	\$224
\$101	\$303	\$182
\$109	\$323	\$233

FAMILY HOUSING OCCUPANCY



% OFF = PERCENT OF OFFICER FAMILIES LIVING ON BASE
% ENL = PERCENT OF ENLISTED FAMILIES LIVING ON BASE
% FAM = PERCENT OF MILITARY FAMILIES LIVING ON BASE

DoD/AIR FORCE ANALYSES



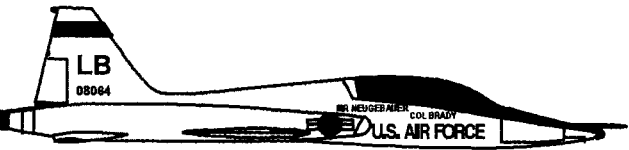
- **ERRORS OF FACT:**

- **A REVIEW OF THE DATA REVEALS SUBSTANTIAL ERRORS OF FACT IN MEASURES OF MERIT FOR REESE AFB**

- **EXAMPLES:**

- **ALERT AREA NOT COUNTED**
- **SIX TRAINING AREAS SHORTCHANGED ON VOLUME**
- **TWO TRAINING AREAS NOT COUNTED (NORMAN & RAMSEY)**
- **PUPIL TO TEACHER RATIO LISTED AS 35:1 -- FACTUAL DATA: 16.8:1 FOR REESE/LUBBOCK**
- **LUBBOCK INTERNATIONAL NOT COUNTED AS OUTLYING INSTRUMENT (IFR) CAPABLE AIRFIELD**

DoD/AIR FORCE ANALYSES



- **CALCULATION ERRORS:**
 - **MATHEMATICAL FORMULA ERRORS IN MODEL**

- **EXAMPLE:**
 - **PRIMARY/INT NAV/INFO ANALYSIS**
 - **FORMULA REVERSED**
 - **PENALIZED CLOSE PROXIMITY OF AIRSPACE**
 - **REWARDED THOSE AT GREATER DISTANCE**
 - **CHANGES FINAL RESULT OF RANKING IN THIS FUNCTIONAL AREA**

DoD/AIR FORCE ANALYSES



- **LACK OF HORIZONTAL INTEGRATION**
 - **VERY LITTLE QUALITY CONTROL TO INSURE UNIFORM STANDARDS BETWEEN BASES IN PROVIDING DATA**
 - **THIS LACK OF QUALITY CONTROL LED DIFFERENT BASES TO ANSWER THE DATA CALL IN AN "APPLES AND ORANGES" FASHION**
- **EXAMPLE:**
 - **THIS WAS PARTICULARLY EVIDENT IN THE AMOUNT AND TYPE OF AIRSPACE REPORTED BY EACH BASE**

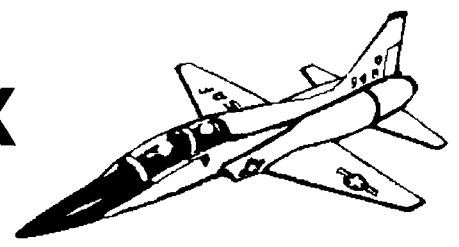
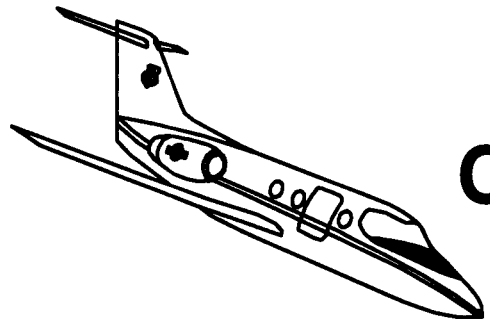
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REESE AIR FORCE BASE

**Superior Military Value
&
Unrivalled Quality of Life**



**A Briefing for
COMMISSIONER COX
1MAY, 1995**

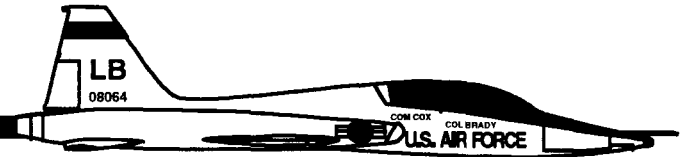


INTRODUCTION

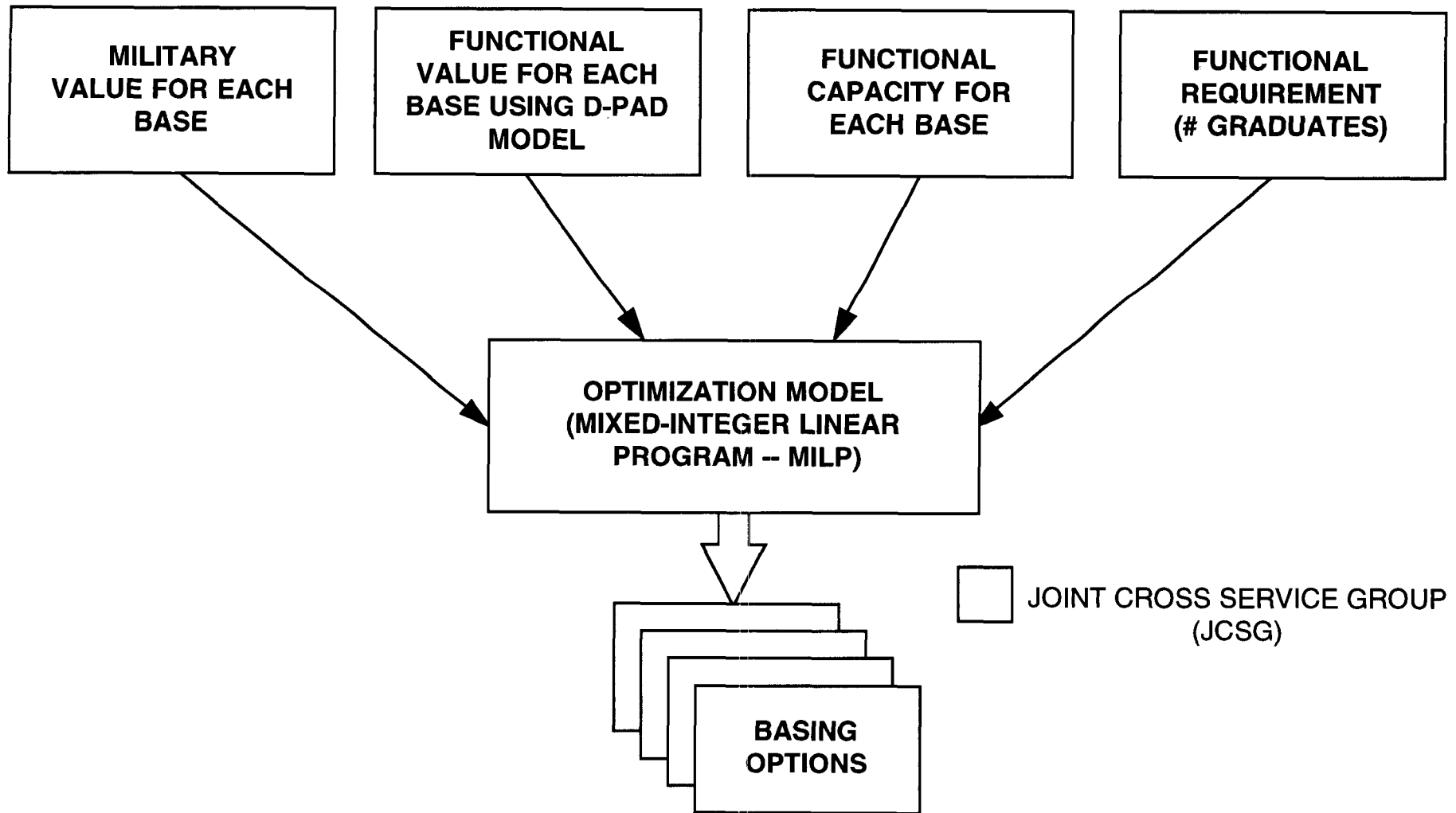


- SECDEF/AIR FORCE RECOMMENDED CLOSURE OF REESE AFB
- WE'VE DEMONSTRATED AND AIR FORCE HAS CONFIRMED EXISTENCE OF DATA AND MATH ERRORS IN SELECTION PROCESS:
 - DATA (AIRSPACE, MILITARY TRAINING ROUTES, ETC.)
 - MATH (CALCULATION OF CONDITION OF TAXIWAYS/APRONS)
- WE'VE DEMONSTRATED AND BRAC STAFF AGREES, ANALYSIS USED BY AIR FORCE IN SELECTION PROCESS IS FLAWED:
 - DATA ENTRY ERRORS
 - CALCULATION ERRORS
 - INAPPROPRIATE WEIGHTING AND STATISTICAL RANKING
 - AIR FORCE DID NOT EVALUATE AIR FORCE BASES ONLY FOR AIR FORCE MISSIONS ONLY AS THE NAVY DID
- SIGNIFICANT DEVIATIONS HAVE OCCURRED
- REESE AFB SHOULD BE REMOVED FROM THE LIST AND UPT BASE CLOSURE ISSUE SHOULD BE RECONSIDERED

JOINT CROSS SERVICE GROUP ANALYSIS



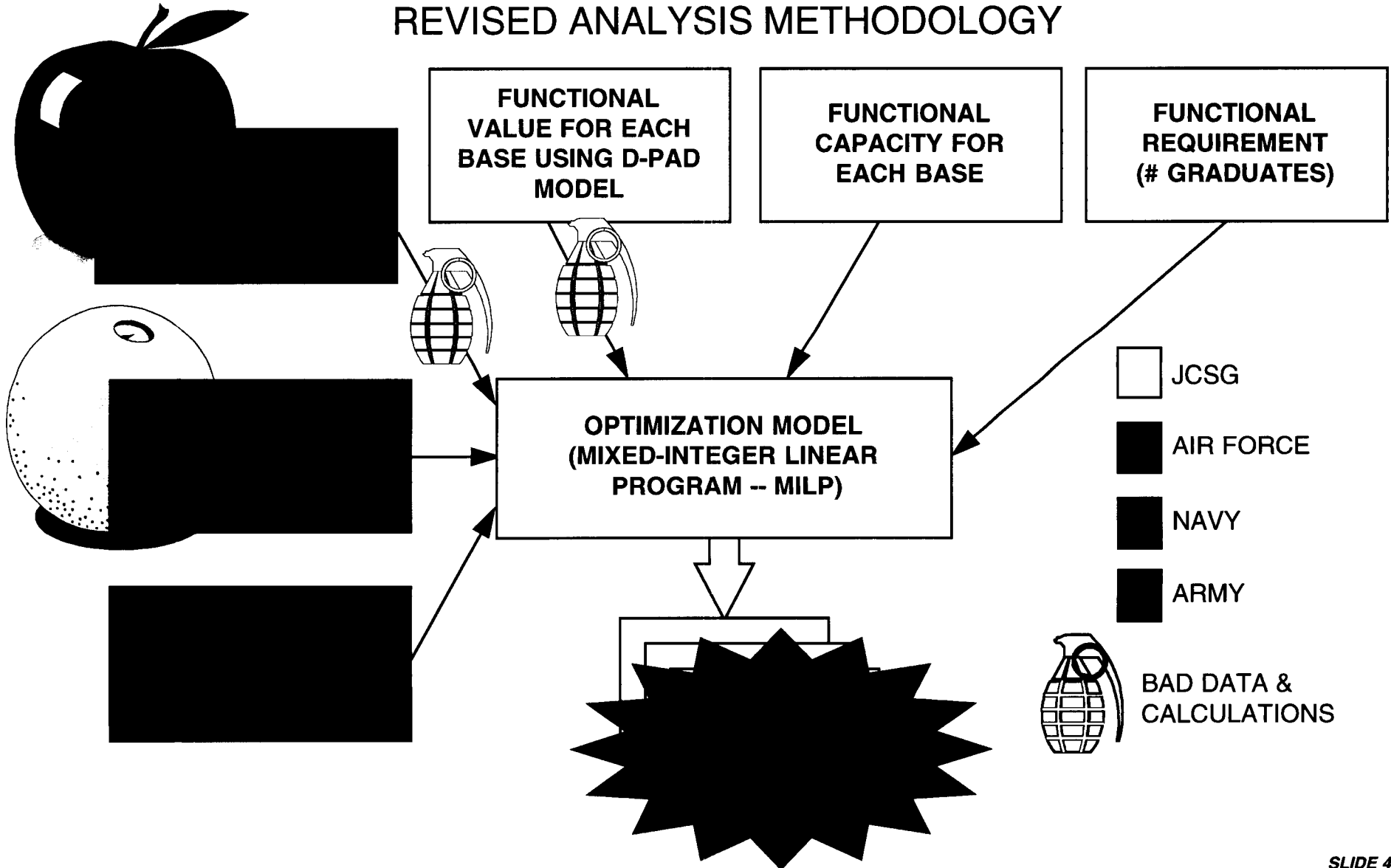
ORIGINAL ANALYSIS METHODOLOGY



JOINT CROSS SERVICE GROUP ANALYSIS



REVISED ANALYSIS METHODOLOGY



ANALYTICAL EXCURSIONS



- BRAC STAFF HAS PROPOSED SEVERAL ANALYTICAL EXCURSIONS:
 - AIR FORCE BASES ONLY
 - EXCLUDE FLIGHT SCREENING
 - EXCLUDE NAVY-UNIQUE FUNCTIONAL AREAS
 - CHANGE WEIGHTS ON VARIOUS FACTORS
- WE'VE BUILT THE D-PAD MODEL AIR FORCE USED
- WE'VE DONE NUMEROUS EXCURSIONS INCLUDING THE ONES THE BRAC STAFF INTENDS TO RUN
- REESE AFB NEVER COMES OUT ON THE BOTTOM! *

EXCURSION # 1



- **AIR FORCE ONLY BASES AND MISSIONS WITH DATA AND CALCULATION ERRORS CORRECTED**

- **DATA ERRORS CORRECTED:**

- ALERT AIRSPACE
- T-1 PLANNING FACTOR
- AIRSPACE
- DISTANCE TO AIRSPACE
- MILITARY TRAINING ROUTES (MTRs)
- OUTLYING IFR FIELD
- TAXIWAY/APRON CONDITION
- OTHER PRIMARY FIELDS

BASE NAME	OVERALL RATING
COLUMBUS AFB	
LAUGHLIN AFB	
RANDOLPH AFB	
REESE AFB	YELLOW -
VANCE AFB	YELLOW +

EXCURSION # 2



- AIR FORCE ONLY BASES AND MISSIONS; CALCULATION AND DATA ERRORS CORRECTED; AND WEIGHTING CHANGED TO REFLECT AIR FORCE OPERATIONS

- WEIGHT CHANGES:
 - DECREASE CROSSWINDS
 - INCREASE WEATHER ATTRITION
 - INCREASE AIRSPACE
 - DECREASE MTRs
 - DECREASE BEQs, MWR & CHILD CARE
 - INCREASE HOUSING & HOUSING CONDITION

BASE NAME	OVERALL RATING
COLUMBUS AFB	
LAUGHLIN AFB	
RANDOLPH AFB	
REESE AFB	YELLOW +
VANCE AFB	

EXCURSION # 3



- **AIR FORCE ONLY BASES AND MISSIONS; CALCULATION AND DATA ERRORS CORRECTED; WEIGHTING CHANGED; AND FORMULAS ADJUSTED**

- **MODELING CHANGES:**

- **USED AIRSPACE OWNED AND CONTROLLED BY BASE**
- **LINEAR RANKING ON WEATHER ATTRITION AND PLANNING FACTOR AS OPPOSED TO BANDED RANKING**
- **USED PERCENT UPGRADED TO WHOLE HOUSE STANDARD AS MEASURE OF HOUSING CONDITION**
- **ELIMINATED CHILD CARE SCORES (POLICY, NOT CAPACITY DATA)**

BASE NAME	OVERALL RATING
COLUMBUS AFB	YELLOW
LAUGHLIN AFB	
RANDOLPH AFB	
REESE AFB	
VANCE AFB	YELLOW +

EXCURSION # 4



- **AIR FORCE ONLY BASES AND MISSIONS; CALCULATION AND DATA ERRORS CORRECTED; WEIGHTING CHANGED; FORMULAS ADJUSTED; AND ICING INCLUDED**
 - **MODELING CHANGES:**
 - **ICING INCLUDED**

BASE NAME	OVERALL RATING
COLUMBUS AFB	YELLOW
LAUGHLIN AFB	
RANDOLPH AFB	
REESE AFB	
VANCE AFB	YELLOW +

CONCLUSION



- **DoD/AIR FORCE EVALUATION OF UPT BASES:**
 - IS SO FLAWED IT CAN'T SERVE AS A FAIR METHOD FOR SELECTING BASES FOR CLOSURE
 - REPRESENTS A SUBSTANTIAL DEVIATION
- **RECOMMENDATION TO CLOSE REESE AFB IS INAPPROPRIATE AND MUST BE CHALLENGED BY THE BRAC COMMISSION**
- **A MORE APPROPRIATE ANALYSIS APPROACH HAS BEEN SUGGESTED BY BRAC STAFF:**
 - INCLUDE ONLY AIR FORCE BASES
 - EXCLUDE FLIGHT SCREENING
 - EXCLUDE NAVY-UNIQUE FUNCTIONAL AREAS
 - CHANGE WEIGHTING OF FACTORS TO ACCURATELY REFLECT AIR FORCE OPERATIONS

CONCLUSION (CONT)



- USING BRAC STAFF RECOMMENDED APPROACH REESE AFB IS NEVER RANKED AT THE BOTTOM
- THE CASE IN FAVOR OF RETAINING REESE AFB IS OVERWHELMING
- DoD AND AIR FORCE REFUSE TO ADMIT THAT THEIR ANALYSIS IS FLAWED
- BRAC COMMISSION MUST REVIEW UPT ISSUE AND AT A MINIMUM REJECT THE RECOMMENDATION TO CLOSE REESE AFB



BACK UP SLIDES

EXCURSION # 1



UNDERGRADUATE PILOT TRAINING

AIR FORCE ONLY BASES AND MISSIONS, CALCULATION AND DATA ERRORS
CORRECTED

BASE NAME	FUNCTIONS			AVERAGE SCORE	OVERALL
	PRIMARY	AIRLIFT TANKER	BOMBER FIGHTER		
COLUMBUS AFB	7.3	6.9	6.1	6.78	
LAUGHLIN AFB	7.5	6.4	5.4	6.42	
RANDOLPH AFB	7.2	7.3	6.7	7.06	
REESE AFB	6.9	7.0	5.6	6.49	YELLOW-
VANCE AFB	7.3	7.2	5.3	6.61	YELLOW+

AVERAGE 6.67
STD DEV 0.229823797

EXCURSION # 2



UNDERGRADUATE PILOT TRAINING

AIR FORCE ONLY BASES AND MISSIONS; CALCULATION AND DATA ERRORS CORRECTED; AND WEIGHTING ADJUSTED

BASE NAME	FUNCTIONS			AVERAGE SCORE	OVERALL
	PRIMARY	AIRLIFT TANKER	BOMBER FIGHTER		
COLUMBUS AFB	7.1	6.1	6.6	6.59	YELLOW+
LAUGHLIN AFB	7.2	5.7	5.9	6.25	
RANDOLPH AFB	7.2	6.7	6.7	6.86	
REESE AFB	6.9	6.3	6.2	6.46	
VANCE AFB	6.9	6.3	5.6	6.25	

AVERAGE 6.48
 STD DEV 0.22934106

EXCURSION # 3



UNDERGRADUATE PILOT TRAINING

AIR FORCE ONLY BASES AND MISSION; CALCULATIONS AND DATA ERRORS CORRECTED; AND WEIGHTING/FORMULAS ADJUSTED

BASE NAME	FUNCTIONS			AVERAGE SCORE	OVERALL
	PRIMARY	AIRLIFT TANKER	BOMBER FIGHTER		
COLUMBUS AFB	6.9	5.8	6.5	6.40	YELLOW
LAUGHLIN AFB	8.0	6.3	6.5	6.93	
RANDOLPH AFB	6.5	5.7	5.8	6.00	
REESE AFB	7.3	6.7	6.6	6.86	
VANCE AFB	7.1	6.5	5.7	6.43	YELLOW+

AVERAGE 6.52
 STD DEV 0.336407939

EXCURSION # 4



UNDERGRADUATE PILOT TRAINING

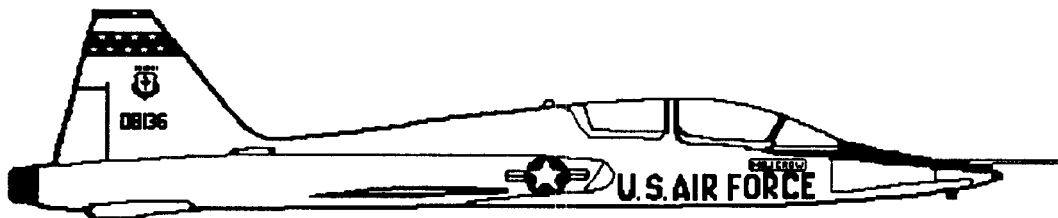
AIR FORCE ONLY BASES AND MISSIONS, CORRECTED CALCULATIONS & DATA, AND
WEIGHTING/FORMULAS ADJUSTED
WITH ICING INCLUDED

BASE NAME	FUNCTIONS			AVERAGE SCORE	OVERALL
	PRIMARY	AIRLIFT TANKER	BOMBER FIGHTER		
COLUMBUS AFB	6.9	5.9	6.5	6.43	YELLOW
LAUGHLIN AFB	8.0	6.3	6.6	6.96	
RANDOLPH AFB	6.5	5.7	5.8	6.00	
REESE AFB	7.3	6.7	6.6	6.86	
VANCE AFB	7.1	6.5	5.8	6.46	YELLOW+

AVERAGE 6.54
STD DEV 0.341786923

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**PRELIMINARY REVIEW
OF
AIR FORCE
AND
JOINT CROSS SERVICE GROUP ANALYSES**



**REESE AIR FORCE BASE
MARCH 15, 1995**

Preliminary Review of Air Force and Joint Cross Service Group Analyses

Reese Air Force Base

The purpose of this White Paper is to present the results of a preliminary review of the Department of Defense base closure recommendations in the functional area of Undergraduate Pilot Training (UPT).

This functional area was the subject of a Joint Cross Service Group within the Department of Defense and the base closure recommendations of the Secretary of Defense reflected the recommendations of that Joint Cross Service Group.

The analyses contained herein is preliminary and based solely on the certified data utilized by the Department of Defense. However, the analysis is also professional having been undertaken by a group which included several recently retired Air Force officers whose most recent career assignments were involved directly with Undergraduate Pilot Training within the Air Force Air Education and Training Command (AETC). These officers include individuals with direct experience in the 1995 base closure review process within the Department of Defense as well as former Wing Commanders, a Deputy Wing Commander and a former Deputy Commander of the Air Force's Air Education and Training Command. Their knowledge of the issues and of the process are equal to that of anyone now serving within the Air Force or the Office of the Secretary of Defense.

The conclusions of this White Paper are clear and unambiguous. They represent the unanimous views of the review group. The conclusions are as follows:

- 1. The Secretary of Defense's recommendation to close Reese Air Force Base is based on an analysis which is flawed and inaccurate;**
- 2. There are errors of fact which are of sufficient magnitude as to call into question the conclusions of the analysis;**
3. These errors of fact occur in the most critical measures of merit: airspace available for training, weather, and airfield conditions;
4. There are also substantial errors of fact in other areas and these errors accumulate to the disadvantage of Reese Air Force Base;
- 5. There are also errors in terms of fairness or comparability of data between bases. This could be described as a lack of horizontal integration. While all data submitted is certified, there was no mechanism for insuring each base answered the questions in the same manner and that their accounting systems were consistent. An example of this flaw can be seen in how UPT bases answered the question regarding available airspace within 100 nautical miles;**
6. The analytical model itself is flawed as it measures only factors or data which lend themselves to easy comparison between military services. An example is

the comparison of sortie planning factors rather than actual sorties per graduate experience even though this data was available in certified form;

7. Finally, the analytical model is flawed for it suggests the closure of a base which has higher ratings in the most critical measures of merit (i.e. airspace, weather and facilities). The model is flawed further for it does not include accurate analysis of the one area which the Secretary of Defense has declared to be of critical importance to military readiness – deteriorated facilities and Quality of Life (See: Secretary of Defense, William J. Perry, Annual Report to the President and Congress, February 1995, p. 148).

According to the Secretary of Defense, **the Department of Defense "... recognizes the link between facilities and readiness."** **The DoD analytical model apparently does not**, for the model recommends the closure of a base which has more airspace available for training, better weather (based on actual, flying experience data) and facilities that are superior in terms of condition, size and availability to that of other UPT bases not recommended for closure.

The remainder of this paper will review and highlight the flaws and inaccuracies of the Department of Defense analysis specifically as it relates to Reese Air Force Base.

Based on our preliminary findings, **it is the recommendation of the review group that the Base Realignment and Closure Commission should undertake a full review of the Department of Defense recommendations with respect to Undergraduate Pilot Training bases.** We are certain that there are major errors of fact and there are major flaws in the analytical model used by the Department of Defense.

It is the statutory responsibility of the BRAC Commission to review recommendations of the Secretary of Defense and to make changes to those recommendations where it determines that a substantial deviation from the force structure plan or the final selection criteria has occurred. It is our contention that a substantial deviation has occurred in the area of selection criteria. There are substantial errors of fact which, when corrected, alter the outcome of the analysis.

Functional Capability Analysis

It should be recalled that the Air Force based its decision to recommend Reese AFB for closure primarily on the Joint Cross Service Group (UPT) functional capability analysis. **Reese was rated as inferior in three primary areas:**

1. **Airspace Available for Training** including:
 - Military Operating Areas (MOAs)
 - Average Distance to Training Areas
 - Available Military Training Routes
2. **Weather Factors** including:
 - Sortie Attrition
 - Crosswinds

- Density/Altitude

3. **Airfield Condition** including:

- Runway Condition
- Taxiway Condition
- Aircraft Parking Apron Condition and Capacity

These were the factors most heavily weighted by the Joint Cross Service Group (UPT). They were described by the Air Force in a Bullet Background Paper on Reese AFB as discriminators "...developed to assist in making its (the Air Force's) closure recommendations."¹ According to Secretary of the Air Force testimony before the Base Realignment and Closure Commission on March 6, 1995, these discriminators were designed "...to amplify the differences between the UPT bases."²

According to our review of the data, there are dramatic errors in the data relating to each of the three heavily weighted factors. There are also glaring errors in other factors. These errors of fact place Reese at a disadvantage and surely forced Reese AFB unfairly to the bottom of the list of UPT bases. It should be recalled that in 1991 Reese AFB was rated #2 among Air Force UPT bases.³ We have developed side-by-side charts which are derived from the 1995 certified data. Where this data is in error (or where there are discrepancies between the data in the 1995 Air Force certified Base Questionnaire and the Joint Cross Service Groups certified Data Call Work Sheets) we have produced a chart with corrected data corroborated from BRAC '93 data or other official Air Force documentation.⁴

Airspace Available For Training

One of the more egregious errors is in what the Air Force describes as a critical factor or a key discriminator -- Airspace Available for Training. In the Air Force Bullet Background Paper on Reese AFB justifying the recommendation to close Reese AFB, Reese is ranked "...last of all joint UPT bases." **The data is wrong! There are factual errors in the data which shortchange Reese in terms of volume of airspace. For example, the Military Value Analysis: Data Call Work Sheets (Air Force BRAC certified documentation) list Reese High Altitude Training Areas A, B, C, D, E and TORCH as having an altitude block of only 9,000 ft. However, an FAA certified letter of agreement regarding IFR Control of Reese AFB Aircraft (dated/ revised**

¹ U. S. Air Force, Bullet Background Paper on Reese AFB, March 1, 1995 (see Tab J)

² Check quote from March 6th Hearing Transcript

³ 1991 Base Realignment and Closure Commission Staff, Air Force Team Specific Compliance Base Validation (FLYING TRAINING) (see Tab K)

⁴ For instance, on the condition of Runways, Taxiways and Aprons we found that the BRAC 95 data was in conflict with the Air Force Civil Engineering Support Agency May 1993 Report titled Airfield Pavement Evaluation: Reese Air Force Base, Texas. That report rated most of Reese's aprons as Excellent or Very Good and yet the 1995 Air Force data rates Reese aprons as having only 9 percent of aprons rating Code 1. (See Tab L)

4/26/93), and a Supplemental Data Call Work Sheet to the Air Force's own Military Value Analysis: Data Call Work Sheets document an altitude block of 11,000 ft for each of these training areas. The data doesn't list two key ATCAA areas that are regularly used for T-38 and T-1 training -- the Ramsey (723 nm³) and Norman (723 nm³) areas. Reese also failed to receive credit for its Alert Area in the Joint Cross Service Group analysis because it failed to list it in the Military Value Analysis: Data Call Work Sheets. **These factual errors by the Air Force and DoD short changed Reese's Airspace Available for Training by 3,322 cubic nautical miles and caused them to fail to receive credit for the Alert airspace they control. A similar error was made regarding Vance AFB's training areas 1A and 1B, the effect of which was to shortchange Vance AFB in this critical factor (see Tab A).**

We have attempted to craft a "corrected" airspace data chart using only documented data. **The results of that "corrected" data chart reverse the standings of Reese AFB and Vance AFB. With corrected data, Reese AFB is superior in its amount of Airspace Available for Training -- 37,175 cubic nautical miles for Reese vs 36,194 cubic nautical miles for Vance (see Tab B).**

Our point here is that, in one of the most critical measures, there are errors of fact which cause a distortion or a substantial deviation. Reese AFB is superior to Vance AFB in this critical factor.

Weather

A second critical factor, discriminator or measure of merit listed by the Air Force as justification for the recommendation to close Reese AFB is weather. It is described as important in the task of training rated officers (i.e. pilots).

In this important measure of merit, Air Force and Joint Cross Service data is again either wrong or unfairly applied.

For instance, the Air Force Bullet Background Paper on Reese AFB sites Reese AFB as having the highest **Sortie Attrition Planning Factor of all bases. This is true, but irrelevant. The actual certified data on weather attrition lists Reese as having an average rate of 19.88 percent attrition per month (average percent of sorties rescheduled/canceled due to weather per month) with Vance AFB having an average rate of 23.33 percent attrition per month. Documented and certified data of actual weather attrition gives the advantage to Reese AFB rather than Vance AFB (see Tabs C and D). The Joint Cross Service Group used and emphasized planning figures rather than emphasizing available certified data on attrition experience and thus gave the weather factor advantage to Vance AFB. This was unfair, inaccurate and a substantial deviation on a critical measure of merit.**

The weather advantage in favor of Reese AFB over Vance increases even further if weather data applicable to the T-1 Jayhawk is used. However, despite the fact that T-1 weather data was available and despite the fact that the T-1 trainer is the newest trainer and one which will be relied upon heavily into the 21 Century, the Air Force chose to use only weather data applicable to the T-38 aircraft. This was

expected to disadvantage Reese AFB but the actual weather attrition data ranked Vance AFB lower than Reese AFB.

A second important aspect of weather is the crosswind factor. Reese AFB has been known for decades as having "a crosswind problem." **In fact, certified data does list Reese as having crosswinds beyond safety limits of 25 knots 1.4 percent of the time.** With a training year consisting of 242 training days per year, Reese AFB can be expected to lose 4 training days per year due to crosswinds. **Another way of saying this is that Reese does not have a crosswind problem 98.6 percent of the time.** Also another way of looking at it is that the Wing Commander at Reese would have 123 days ($365 - 242 = 123$) to make up for lost training days.

There are significant differences in the weather data between the Air Force's data in their 1995 Air Force Base Questionnaire and the data actually used in the Joint Cross Service Group analysis for Vance AFB. The 1995 Air Force Base Questionnaire lists Vance as having a crosswind problem (i.e. crosswinds above 25 knots) 9/10 of one percent of the time while the Joint Cross Service Group data lists this factor at 2/10 of one percent. In other words, Vance AFB does not have a crosswind problem 99 percent of the time. Reese and Vance both have crosswinds less than 15 knots 93.2 percent of the time.

The obvious conclusion here is that neither Reese AFB nor Vance AFB have a crosswind problem. Neither base has ever had to delay a graduation day because of crosswinds or other adverse weather conditions.

It appears that Secretary Widnall was looking for discriminators which would amplify differences. **However, the weather discriminator is one that actually favors Reese AFB over Vance AFB if certified, actual, historical weather data is used.** If the weather parameters of the T-1 aircraft were used, Reese AFB would move even higher in the weather factor.

AIRFIELD CONDITION

The third factor, discriminator or measure of merit, used by the Air Force to justify its recommendation to close Reese AFB, is the condition of the Airfield including runways, taxiways and aprons or parking ramps.

Here too, Air Force and Joint Cross Service Group data contain factual errors which disadvantage Reese AFB.

An example is the rating for taxiways and aprons. The Air Force Bullet Background Paper on Reese AFB lists Reese AFB as having taxiway and apron condition that is only 29% adequate with taxiways rated at 62% Code 1 or adequate and aprons at 9% Code 1 or adequate (see Tab E).

First of all, our calculations using corrected condition ratings in the Air Force's own supplemental data call indicated that Reese has a taxiway and apron condition of 32% instead of 29% (see Tab F).

Second, this data does not agree with the analysis of the Airfield Pavement Evaluation: Reese Air Force Base, Texas, May 1993 published by the Air Force Civil Engineering Support Agency. This late 1993 Air Force technical report lists Reese AFB's taxiways conditions as:

<u>Taxiway A</u>	
- PCC portion.....	Very Good
- AC portion	Fair
<u>Taxiway B</u>	Excellent
<u>Taxiway C</u>	
- East end.....	Very Good
- T-14B - T-16B	Excellent
- T-26B - T-27B	Very Good
- West of Runway 17R - 35L	Very Poor
<u>Taxiway D</u>	Excellent
<u>Taxiway E</u>	Very Poor
<u>Taxiway F</u>	Excellent⁵

The Air Force lists apron conditions as only 9 percent adequate or Code 1. This data also does not agree with the Air Force Civil Engineering report Airfield Pavement Evaluation, Reese Air Force Base, Texas. In that report Reese's aircraft aprons are rated as follows:

<u>Aircraft parking aprons</u>	Good
<u>Hammerhead aprons (four)</u>	Excellent⁶

These are clear discrepancies in the data and it can be argued credibly that a report by the Air Force Civil Engineering Support Agency is the more credible source. **This report lists Reese AFB's taxiways and aprons as generally excellent to good.**

FACTUAL ERRORS ARE NUMEROUS AND SERIOUS

It can be seen from the forgoing that Air Force and Joint Cross Service Group analysis on these three important measures of merit (airspace, weather and airfield condition) is flawed and therefore its conclusions are suspect and subject to serious challenge.

⁵ See report p. 11-13 (Tab L)

⁶ See report p. 13. (Tab L)

The factual errors described above are serious and involve the most important measures of merit. Nevertheless, they are not the only factual errors. In other factors of lesser weight, Reese AFB is also disadvantaged. In the important areas of Facilities Capacity and Condition and more importantly in the critical area of housing, Air Force and Joint Cross Service Group data contains errors of fact and errors of omission.

Critical data such as **asbestos remediation** problems are not a part of the analysis. For instance, Vance AFB has an asbestos remediation problem in 84 percent of its facilities. Reese AFB has 0.0 percent asbestos problem. This important facilities condition was not considered.

Vance has 37 percent of its buildings over 50 years of age. Only 2 percent of Reese's buildings are beyond 50 years of age (see Tab E).

In the important facilities category of **infrastructure such as electric distribution, sewer, potable water, water for fire protection, roads and parking, 83 percent of Reese's facilities are Code 1 while only 41 percent of Vance AFB's infrastructure facilities are Code 1 (see Tab F for corrected data).**

HOUSING

In the area of Housing, the comparison of Reese AFB and Vance AFB is striking! Every single housing unit at Vance is substandard and in need of "whole house renovation or replacement." Seventy two percent of Reese AFB's housing (289 units or more units than Vance's total of 230) meets current "whole house standards of accommodation and repair." The remaining 111 units are in the process of being renovated. Vance AFB has a shortage of housing, whether adequate or not (0% meet whole house standards established by the Air Force). Reese AFB has a surplus of housing both on base and in the civilian community (see Tab G). This important factor was virtually ignored by the Joint Cross Service Group analysis, where the housing at Vance AFB and Reese AFB is listed as 100% adequate. This is a gross oversight on an issue of critical importance according to Secretary of Defense and each of the Service Secretaries. This gross flaw in the analysis alone provides sufficient reason for a full review of UPT recommendations.

It is important to note that **Secretary of Defense Perry** in his Annual Defense Report dated February 1995 highlighted housing and the condition of facilities as a key factor in maintaining readiness and retaining quality personnel. He said: "Poor facilities and quality of life detract from retention of highly qualified and motivated personnel... A key focus area in military quality of life is family and bachelor housing... The Department recognizes the link between facility condition and readiness."⁷

Despite the high priority given by the Secretary of Defense and even the Secretary of the Air Force to facilities and Quality of Life issues, this factor so key to readiness and

⁷ William J. Perry, Annual Report to the President and Congress, February 1995, p. 148.

retention was downplayed in the Joint UPT analysis. **The housing advantages at Reese AFB are substantial.** The Quality of Life features at Reese AFB are also overwhelming but they too were ignored, distorted by factual errors or downplayed by the severely restricted analysis of the Joint Cross Service Group.

QUALITY OF LIFE

It is in the category of Quality of Life that the Joint Cross Service Group and Air Force analysis fails completely. The one UPT base in the Air Education and Training Command which has been chosen repeatedly in recent years as the number one base in Air Force base preference surveys of student and instructor pilots is the base which the Joint Cross Service Group analysis ranks at the bottom of the pile.⁸

An analysis of how this happened must focus on the Air Force's stoplight system of rating with its red light for least desirable; green light for most desirable and yellow for "in-between." This system allowed for the arbitrary drawing of lines or cut off points between red, green and yellow. The chart attached at Tab H demonstrates how the choice of a cut-off point can give a green light to one base and a yellow to another even though the differences are slight. In the Off-Base Housing Affordability chart at Tab H, Reese got a yellow even though its Cost of Living Index according to the American Chamber of Commerce Researcher's Association (ACCRA) Cost of Living Survey is well below the national average and the quality and quantity of off-base housing in Lubbock, Texas is superior.

A second chart on the Suitability of Housing at Tab I illustrates the fallibility of the Air Force approach. Reese AFB is given a yellow light because 6.3% of off-base housing is rated unsuitable while Vance gets a green light with 2.8% of off-base housing rated undesirable. The cut-off line between green and yellow appears to have been designed to "amplify differences" to use the words of the Secretary of the Air Force in her recent BRAC testimony.

Reese AFB is near the major metropolitan area of Lubbock, Texas. There are literally thousands of housing units available -- 94% of them acceptable or suitable. **There is a surplus of available, suitable housing at Reese AFB and a deficit at Vance. Yet according to the Air Force rating system Reese gets a yellow and Vance gets a green. The Air Force system is flawed and it's unfair.**

This same flawed rating system created other anomalies or distortions. For example, **Reese got a yellow light for transportation; Vance got a green. Yet, Reese is in Lubbock, Texas with an international airport, five scheduled air lines and is four hours from Washington, D.C. by scheduled airline.** Vance has a small rural airport with limited air service. However, according to the Air Force, because Reese no longer

⁸ Confirmed by Air Force Air Education and Training Command spokesman, see Lubbock Avalanche-Journal front page article February 9, 1995. (See Tab M)

has bus service from the base to town (discontinued because of lack of ridership) -- Reese gets a yellow rating and Vance gets green.

This is the kind of short-sighted analysis that moved Reese AFB from the premier base within the Air Education and Training Command in 1991 to the poor Tier III inferior base according to Pentagon and Air Force analysis in 1995.

A final example of just how flawed the Air Force and Joint Cross Service Group analysis is can be found in the rating of Reese AFB with respect to educational opportunities.

Reese got a red light on Pupil Teacher Ratio because of a factual error. The Pupil to Teacher Ratio of Lubbock schools (K through 12) is rated as 35 to 1. This is a gross error -- the State of Texas requires its public school systems to meet or exceed the state standard of 22 to 1 -- the actual Pupil Teacher Ratio is 16.8 to 1.

With respect to off-base college and graduate education, Reese and Vance are rated the same -- green light. Yet, the contrast between Reese and Vance in this area so important to young Air Force personnel could not be more stark. Vance AFB has nearby, one small Private, Liberal Arts University with a total enrollment of under 700 and only 100 graduate students. In contrast, nearby to Reese AFB are Texas Tech with an undergraduate enrollment of 17,000 plus and a graduate enrollment of over 4,000 full time students and three other colleges. It has a Medical School, a Law School, Nursing Schools and more. Yet, by the Air Force rating system Reese AFB and Vance AFB are equal in off-base education and in overall education rating Reese is scored lower than Vance.

This item alone destroys the credibility of the Air Force analysis.

CONCLUSION

There is an overwhelming amount of data available in the base closure process and it is important to not allow analytical models and systems analysis via computers to obscure common sense.

This memo has documented numerous flaws in the Air Force and DoD decision making process with respect to Undergraduate Pilot Training. It has focused on a comparison of Reese AFB and Vance AFB as a means of demonstrating how a narrowly focused, flawed model can select out a premier base and define it as Tier III/unacceptable. This is the tyranny of systems analysis and analytical models.

Reese AFB is the number one choice of Air Force Student and Instructor Pilots. Reese was chosen just a few short years ago to be the model base for Joint Navy and Air Force pilot training and the first base to receive the new T-1 Jayhawk trainer aircraft. Reese was considered a premier base.

Now the Air Force must close a UPT base. They had to choose one. **They used a model and it gave them a bad answer. The data is in error. The model is flawed. The decision is wrong.**

The Air Force should have listened to its own people. They are the ones that have voted their preferences and they have consistently chosen Reese AFB. If you ask Air Force pilots, instructors, and their spouses they will tell you -- Reese is number one because of Quality of Life in Lubbock, Texas -- It has: good jobs, good housing, good schools with graduate degrees available, a social life for student pilots and their families and the convenience of an international airport.

**AIRSPACE DATA
USED BY
JOINT CROSS SERVICE GROUP**

VANCE					REESE				
NAME	AREA NM2	ALT	VOLUME NM3	DIST	NAME	AREA NM2	ALT	VOLUME NM3	DIST
VANCE 1A	5300	8000	8289	1	REESE 1	1224	14000	2818	30
VANCE 1B	1800	11000	2895	1	REESE 2	1050	13000	2245	20
TRACY	400	8000	526	52	REESE 3	2690	14000	6194	50
WASHITA	768	13000	1642	87	REESE 4	900	13000	4924	20
EUREKA H	2016	12000	3979	100	REESE 5	1500	14000	3454	40
EUREKA L	2016	12000	3979	100	ROBY	1330	6000	1313	75
VAN 1A HI	6300	6000	6217	1	WESTOVER	1980	13000	4234	90
VAN 1B LO	1600	4000	1053	1	HIGH A	1340	9000	1984	15
EAGLE 2N	986	9000	1460	40	HIGH B	893	9000	1322	49
EAGLE 2S	866	9000	1282	40	HIGH C	1133	9000	1677	49
EAGLE 3N	817	9000	1209	66	HIGH D	908	9000	1344	15
EAGLE 3S	947	9000	1402	66	HIGH E	1023	9000	1514	15
EAGEL 6	612	17000	1711	18	TORCH	405	9000	600	25
A562A	200	8700	286	1	A637	1250	3000	617	1
A562B	140	8800	203	25	R5104A/B	204	10000	336	90
A683	115	3200	61	88					
TOTALS/AVGS	25,683		36,194	43		17,830		34,576	39

NOTE 1: SHADED AREAS ARE DATA IN MILITARY VALUE DATA CALL THAT DO NOT AGREE WITH DATA IN 1995 AIR FORCE QUESTIONNAIRE; AND DATA THAT IS INCORRECT (SUCH AS ALTITUDES FOR REESE'S "HIGH" AREAS SHOULD BE 11,000ft AND NORMAN AND RAMSEY ATCAAs SHOULD BE ADDED)

NOTE 2: BOTH BASES ARE CLAIMING AREAS CONTROLLED AND USED BY OTHER BASES. IN FACT BOTH ARE CLAIMING AREAS (WASHITA AND WESTOVER) THAT ARE TRAINING AREAS FOR SHEPPARD AFB ANOTHER UPT TRAINING BASE THAT WAS EXEMPTED. TRACY MOA AND EUREKA MOA ARE McCONNELL AFB's AIRSPACE; ROBY MOA IS DYESS AFB's AIRSPACE; R5104A/B IS CANNON AFB's RANGE; AND A683 IS THE AIRSPACE OVER McCONNELL AFB.

SOURCE: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA I.2.E.1; AND MILITARY VALUE ANALYSIS: DATA CALL WORK SHEETS, FACILITIES, PARA A.10

706A

**AIRSPACE DATA
USED BY
JOINT CROSS SERVICE GROUP
CORRECTED FOR DATA ERRORS**

VANCE					REESE				
NAME	AREA NM2	ALT	VOLUME NM3	DIST	NAME	AREA NM2	ALT	VOLUME NM3	DIST
VANCE 1A	6300	8000	8289	1	REESE 1	1224	14000	2818	30
VANCE 1B	1600	11000	2895	1	REESE 2	1980	13000	2245	20
TRACY	400	8000	526	52	REESE 3	2690	14000	6194	50
WASHITA	768	13000	1642	87	REESE 4	900	13000	4924	20
EUREKA H	2016	12000	3979	100	REESE 5	1500	14000	3454	40
EUREKA L	2016	12000	3979	100	ROBY	1330	6000	1313	75
VAN 1A HI	6300	6000	6217	1	WESTOVER	1980	13000	4234	90
VAN 1B LO	1600	4000	1053	1	HIGH A	1340	6000	2424	15
EAGLE 2N	986	9000	1460	40	HIGH B	893	11000	1615	49
EAGLE 2S	866	9000	1282	40	HIGH C	1133	11000	2050	49
EAGLE 3N	817	9000	1209	66	HIGH D	908	11000	1643	15
EAGLE 3S	947	9000	1402	66	HIGH E	1023	11000	1851	15
EAGLE 6	612	17000	1711	18	TORCH	405	11000	733	25
A562A	200	8700	286	1	A637	1250	3000	617	1
A562B	140	8800	203	25	R5104A/B	204	10000	336	90
A683	115	3200	61	88	NORMAN	550	8000	724	
					RAMSEY	550	8000	724	
TOTALS/AVGS	25,683		36,194	43		18,380		37,175	39

NOTE 1: SHADED AREAS ARE DATA IN MILITARY VALUE DATA CALL THAT DO NOT AGREE WITH DATA IN 1995 AIR FORCE QUESTIONNAIRE; AND DATA THAT IS INCORRECT (SUCH AS ALTITUDES FOR REESE'S "HIGH" AREAS SHOULD BE 11,000ft AND NORMAN AND RAMSEY ATCAAs SHOULD BE ADDED)

NOTE 2: BOTH BASES ARE CLAIMING AREAS CONTROLLED AND USED BY OTHER BASES. IN FACT BOTH ARE CLAIMING AREAS (WASHITA AND WESTOVER) THAT ARE TRAINING AREAS FOR SHEPPARD AFB ANOTHER UPT TRAINING BASE THAT WAS EXEMPTED. TRACY MOA AND EUREKA MOA ARE McCONNELL AFB's AIRSPACE; ROBY MOA IS DYESS AFB's AIRSPACE; R5104A/B IS CANNON AFB's RANGE; AND A683 IS THE AIRSPACE OVER McCONNELL AFB.

SOURCE: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA I.2.E.1; AND MILITARY VALUE ANALYSIS: DATA CALL WORK SHEETS, FACILITIES, PARA A.10

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WEATHER DATA INCONSISTENCIES

MONTH	VANCE				REESE			
	% HOURS VMC	% HOURS IMC	% HOURS BELOW 300ft CEILINGS & 1.0mi VISIBILITY	% OF ALL SORTIES RESCHEDULED/ CANCELED DUE TO WX	% HOURS VMC	% HOURS IMC	% HOURS BELOW 300ft CEILINGS & 1.0mi VISIBILITY	% OF ALL SORTIES RESCHEDULED/ CANCELED DUE TO WX
JAN	86	14	6.3	29	87	13	4.5	17
FEB	81	19	9.1	38	83	17	6.3	27.8
MAR	86	14	4.4	32	92	8	2.1	27.6
APR	91	9	2.9	25	94	6	1.3	39.1
MAY	91	9	2.1	27	94	6	0.8	32.9
JUN	96	4	1.7	17	96	4	0.2	22.8
JUL	99	1	0.4	15	99	1	0.2	21.1
AUG	97	3	0.8	17	97	3	0.2	11.2
SEP	93	7	1.7	20	92	8	0.8	12.3
OCT	89	11	4.3	15	89	11	1.2	12
NOV	84	16	6.5	16	89	11	2.7	7.8
DEC	81	19	6.8	29	85	15	1.7	6.9
AVG	89.50	10.50	3.92	23.33	91.42	8.58	1.83	19.88

NOTE: THESE STATISTICS GIVE REESE A DISTINCTIVE ADVANTAGE ESPECIALLY IN THE CRITICAL MEASURE OF "% SORTIES RESCHEDULED/CANCELLED DUE TO WEATHER." THE WEATHER STATISTIC USED IN JOINT CROSS SERVICE GROUP CALCULATIONS WAS THE BASE'S PLANNING FACTOR NOT ACTUAL DATA. ACTUAL DATA CONSISTENTLY ESTABLISHES THAT REESE HAS SUPERIOR WEATHER.

SOURCE: MILITARY VALUE ANALYSIS: DATA CALL WORK SHEETS, PARA F.1.

WEATHER COMPARISON

BASE	PERCENTAGE OF TIME WEATHER AT OR ABOVE HEIGHT (FT)/VISIBILITY (MI)					CROSSWIND COMPONENT TO RNWY	
	100 ft 1 mi	200 ft 1 mi	300 ft 3 mi	400 ft 3 mi	500 ft 3 mi	25 KTS 25 KTS	30 KTS 30 KTS
REESE	99.0	98.2	91.5	87.9	87.1	93.2	98.6
VANCE	98.8	98.0	89.7	85.1	83.9	93.2	99.1

NOTE: REESE CROSSWINDS EXCEED 25 KTS 1.4% OF THE TIME. THAT IS 4 DAYS OUT OF THEIR 242 TRAINING DAYS PER YEAR. VANCE LOSES 0.9% OR 2 DAYS.

NOTE: VANCE HAS 19 DAYS OF FREEZING PRECIPITATION PER YEAR REESE HAS 17 DAYS OF FREEZING PRECIPITATION PER YEAR.

NOTE: IF YOU ASSUME VANCE LOSES TWO MORE TRAINING DAYS PER YEAR THAN REESE TO FREEZING PRECIP, THEN VANCE LOSES 4 TRAINING DAYS PER YEAR TO WEATHER JUST LIKE REESE.

SOURCE OF DATA: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA I.2.J.1-3

7060

HOUSING

CAPACITY			
	VANCE		REESE
NUMBER OF ADEQUATE UNITS	229		400
CURRENT DEFICIT (-) OR SURPLUS IN VALIDATED MARKET ANALYSIS	-21		609
FY95/4 PROJECTED NET HOUSING DEFICIT (-) OR SUPPLUS OF UNITS	113		501

CONDITION			
NUMBER OF ADEQUATE UNITS MEETING CURRENT WHOLE-HOUSE STANDARDS OF ACCOMMODATION AND STATE OF REPAIR	0		289
NUMBER OF ADEQUATE UNITS REQUIRING WHOLE-HOUSE RENOVATION OR REPLACEMENT	230		111

% OF MILITARY FAMILIES LIVING ON BASE AS COMPARED TO TOTAL NUMBER ASSIGNED TO BASE			
	VANCE		REESE
OFFICER FAMILIES	34.60%		44.00%
ENLISTED FAMILIES	33.90%		60.00%
ALL FAMILIES	34.30%		52.00%

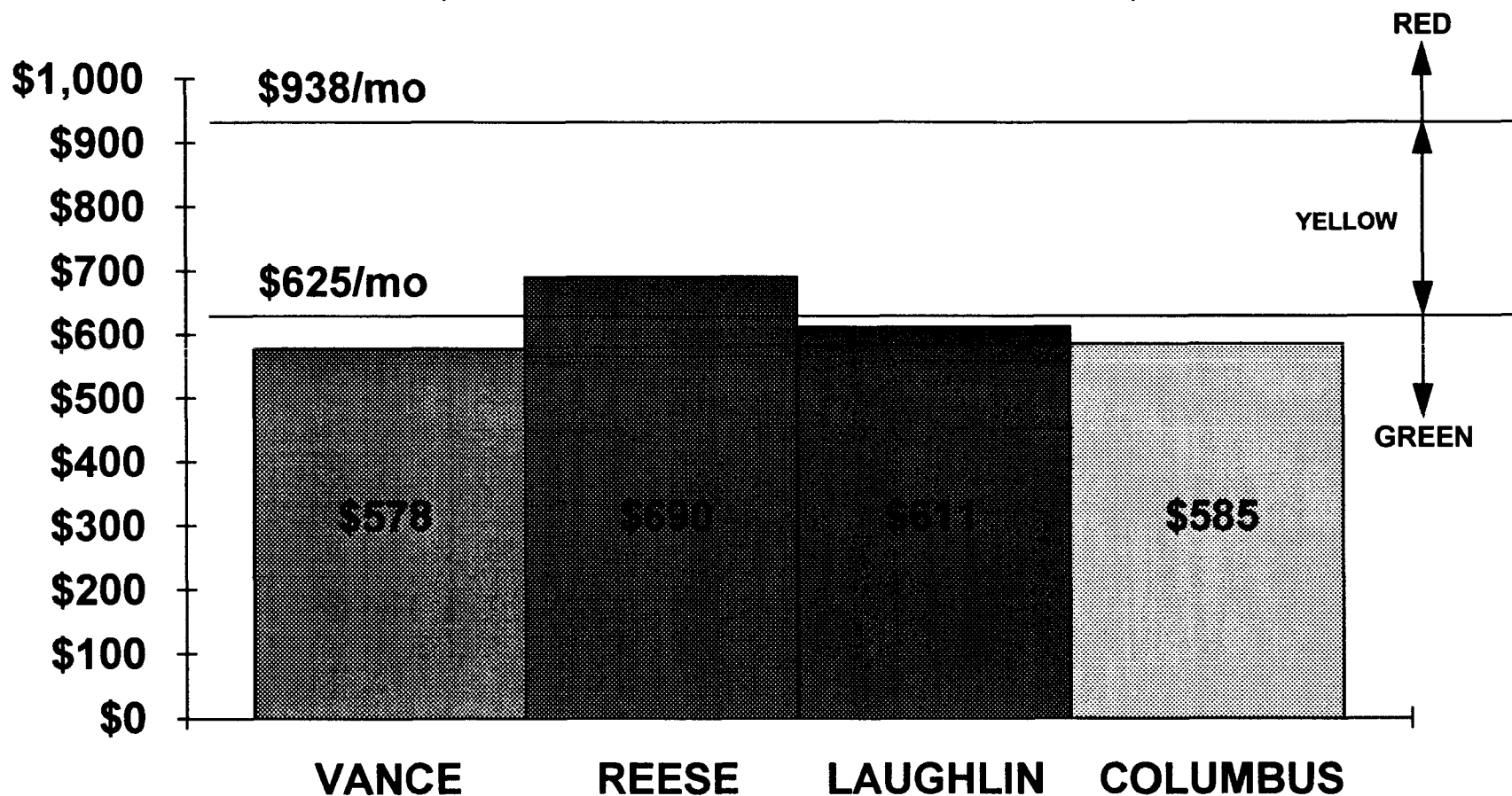
NOTE 1: Estimated cost of renovating Reese's housing – \$6M. City of Lubbock has proposed a housing purchase leaseback arrangement whereby they would pay for renovation – saves Air Force \$6M.

NOTE 2: To renovate Vance's houses will take at least \$12M. We believe this cost was not considered in the Air Force/DoD cost analysis.

SOURCE: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA II.1.C.1-3

OFF-BASE HOUSING

AFFORDABILITY (MEDIAN MONTHLY COST OF OFF-BASE HOUSING)



SOURCE: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA VII.1.A.1-4

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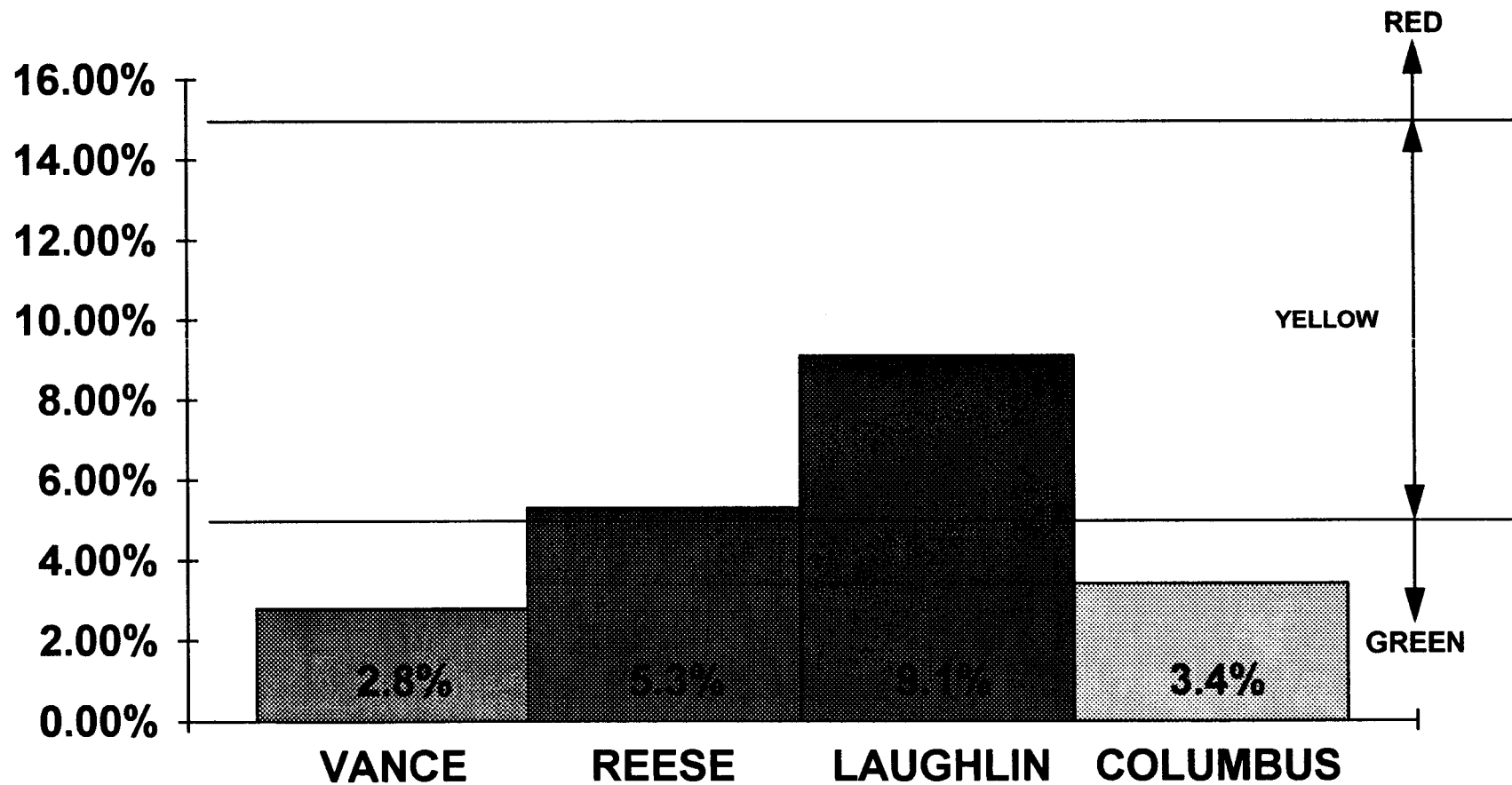
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OFF-BASE HOUSING

SUITABILITY

(PERCENT OF OFF-BASE HOUSING RATED UNSUITABLE IN LATEST VHA SURVEY)



SOURCE: 1995 AIR FORCE BASE QUESTIONNAIRE, PARA VII.1.A.1-4

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**BULLET BACKGROUND PAPER
ON
REESE AIR FORCE BASE, TEXAS, JOINT CROSS SERVICE GROUP DATA**

PURPOSE

This background paper will provide a synopsis of data used by the Joint Cross Service Group for Undergraduate Pilot Training (JCSG-UPT) in their analysis. The JCSG-UPT examined each UPT base (USAF, USN, USA) against 10 measures of merit (e.g., Weather, Airspace & Flight Training Areas, Airfields, Ground Training Facilities, etc) in 13 functional areas (e.g., Primary, Bomber/Fighter, Airlift/Tanker, etc). The goal was to recommend a base structure that retained the most flexibility for pilot/navigator training requirements through the turn of the century.

BACKGROUND

Specific information on Reese AFB

- Airspace available for training
 - MOA/WA 30,958 sq mi
 - Ranked last of all joint UPT bases
 - MOA/AA 31,116 sq mi
 - Ranked above NAS Whiting, NAS Pensacola, Sheppard AFB
 - Average distance to training areas, second highest behind Randolph AFB
 - Available Military Training Routes, second to last
 - NAS Meridian last (5), TIED with NAS Corpus Christi, NAS Pensacola, NAS Kingsville

- Weather
 - Sortie attrition planning factor 27-28%; highest of all bases
 - Crosswinds greater than 25 knots 1.4% of the time; highest of all bases
 - Density altitude sometimes exceeds safe operating limits for T-38 (Cat IV operations)
 - Closest AF base is Vance when temp reaches 116 degrees Fahrenheit

- Airfield condition
 - Runway condition 85% adequate
 - NAS Whiting and Randolph AFB have lower reported percentage of adequate runway surface
 - Taxiway/apron condition 29% adequate
 - Randolph AFB has lower reported percentage of adequate taxiways/apron surface

CONCLUSION

The JCSG-UPT weighted Weather, Airspace & Flight Training Areas and Airfields more heavily than other measures of merit due to the importance of those measures to the task of training rated officers. Weights varied from function to function to account for mission requirement differences (e.g., Weather criteria had less weight in the grade for Airlift/Tanker training because of airframe capabilities and a more experienced student population).

In 1991, except for Williams AFB which closed, UPT bases generally were ranked equal and by Air Force records Reese AFB was ranked the same as other UPT bases. In 1993 the BCEG excluded all UPT bases from consideration due to insufficient excess capacity in the pilot training category. Consequently, UPT bases were not ranked against each other. During the 1995 round the BCEG had the difficult task to identify closure alternatives for the SECAF since every base in the UPT category was a "survivor" of previous rounds. The discriminators (e.g., amount of airspace, effects of weather on training, number of military training routes, etc.) were developed to assist in making its closure recommendations. Reese was evaluated in the same manner as the other UPT bases, against the same criteria, and was recommended by the SECAF for closure.

TabK

Air Force Team
Specific Compliance
BASE VALIDATION (FLYING TRAINING)

PROCESS

This process checked the validity of the base ranking/grouping and closure recommendations by examining the subelement ratings, associated criteria ratings, and resulting overall standings of the all bases within the Flying Training category. The Air Force assigned color ratings to each of the sub-elements for scoring and rating the bases for six of the eight criteria. The other two criteria were given numerical values. As the Air Force methodology using ten senior Air Force officials was not available a three part process was establish to attempt to highlight inconsistencies.

Part one was to tabulate the ranking. Part two was to use the team member's judgment and establish the rating. Part three was to assign a numerical value to all ratings (colors and numerical ratings). The numeric values were then summed to establish an order of merit for each criteria. Similarly the overall base order of merit was established by again assigning numerical values and summing the values. In all cases the result was compared with the Air Force decision to identify any possible inconsistencies which could not be explained by military judgment. The assigned values were as follows:

Red	1	Yellow+	5
Red+	2	Green-	6
Yellow-	3	Green	7
Yellow	4	Green+	8

Bases Examined:

- Columbus AFB
- Laughlin AFB
- Reese AFB
- Vance AFB
- Williams AFB

Analysis:

-	Criteria 1				
--	Columbus	6-3-1	G-	Y+	55
--	Laughlin	6-3-1	G	Y+	55
---	Reese	7-2-1	G	G-	58
---	Vance	7-2-1	G-	G-	58
---	Williams	7-1-2	G-	Y+	56
-	Criteria 2				
--	Columbus	14-2-3	Y+	Y+	109
--	Laughlin	16-2-1	G	G	121
--	Reese	16-2-1	G	G	121
--	Vance	12-4-3	G-	Y	103
---	Williams	10-6-3	R+	Y-	97
-	Criteria 3				
--	Columbus	7-1-2	G	Y+	55

--	Laughlin	4-1-5	Y	Y-	37		
--	Reese	4-0-6	Y-	R+	32		
--	Vance	4-2-4	Y	Y	40		
--	Williams	4-1-5	R+	Y-	37		
-	Criteria 4 and 5 are numerical.						
-	Criteria 6						
--	Columbus	4-1-0	G	G	32		
--	Laughlin	4-0-1	G	G-	29		
--	Reese	2-3-0	Y	Y	26		
--	Vance	5-0-0	G	G	35		
--	Williams	2-0-3	R	Y-	17		
-	Criteria 7						
--	Columbus	6-0-2	Y	G-	44		
--	Laughlin	5-3-0	Y	G-	47		
--	Reese	5-0-1	G	G-	36		
--	Vance	7-1-0	G	G	53		
--	Williams	5-1-2	Y	Y	41		
-	Criteria 8						
--	Columbus	4-8-0	Y	Y+	60		
--	Laughlin	8-3-1	Y+	G-	69		
--	Reese	8-3-1	G-	G-	69		
--	Vance	4-8-0	Y	Y+	60		
--	Williams	6-2-4	R	Y-	54		
-	Overall Rating (Equal weighting)						
--	Columbus	4-1-1-2-0-0-0			47	5.9	G-
--	Laughlin	5-0-1-2-0-0-0			48	6.0	G-
--	Reese	5-1-0-1-1-0-0			48	6.0	G-
--	Vance	4-2-0-2-0-0-0			48	6.0	G-
--	Williams	2-1-0-1-1-1-2			30	4.3	Y
-	Overall Rating (80% 20% Split)						
--	Columbus	6-5-7-7-7-7-5-5			124		
--	Laughlin	7-7-5-7-7-7-5-6			129		
--	Reese	7-7-4-7-7-5-7-6			125		
--	Vance	6-6-5-7-7-7-7-5			122		
--	Williams	6-2-4-7-7-1-5-1			90		

FINDINGS

- None of the ratings by team member varied by a full letter grade from the ratings of the BCEG.
- Numerical ratings were consistent with the BCEG.
- Williams is significantly lower than the other bases when evaluated regardless of weighting. Single rating error on Williams would not change the resulting order.

CONCLUSIONS

- Base ratings were validated.
- Selection of Williams for closure is validated.

1004

SECTION I: INTRODUCTION

A. Scope:

1. A pavement evaluation team from HQ Air Force Civil Engineering Support Agency (AFCESA) conducted a combined destructive and nondestructive structural airfield pavement evaluation at Reese AFB and Terry County Auxiliary Airfield, Texas, 15-24 October, 1992. The primary objectives of the evaluation were to:

- a. Determine in-place physical properties of the pavement structure for each feature,
- b. Compute allowable gross loads (AGLs) and pavement classification numbers (PCNs) for those features,
- c. Rate the surface condition of each feature, and
- d. Identify causes for existing or potential pavement distresses and make subsequent recommendations.

2. This report provides airfield pavement strength and condition information that can be used to manage an airfield system. Results of pavement evaluation studies can be used to:

- a. Determine type and gross weights of aircraft that can operate from a given airfield feature without damage to the pavements or the aircraft.
- b. Develop operations usage patterns for a particular airfield pavement system (e.g. parking plans, apron usage patterns, traffic flow, etc.).
- c. Project or identify major maintenance or repair requirements for an airfield to support present or proposed aircraft missions. When pavement rehabilitations are needed, it can be used to furnish engineering data to aid in the project design.
- d. Help airfield planning functions with airfield layout and load capacity data.
- e. Develop and validate pavement system profile information.
- f. Support programming documents that justify major pavement restoration projects.

3. Many detailed appendices are used to report the vast amount of information gathered. A description of each appendix is provided below.

<u>Appendix</u>	<u>Description</u>
A	<u>Airfield Feature Layout Plan:</u> Graphically depicts the different pavement features and designations of the airfield.
B	<u>Construction History:</u> Contains an updated construction history for each feature.
C	<u>Test and Core Location Plan:</u> Core locations, thicknesses and portland cement concrete (PCC) flexural strengths are documented on the core plan. Also includes dynamic cone penetrometer (DCP) test results and test pit locations and cross sections.
D	<u>Condition Survey and Photo Plan:</u> Rates the surface condition of the airfield features. These ratings are a qualitative assessment based upon visual observations. The scale is the same as used in AFR 93-5. Photos and locations of significant pavement distresses are shown.
E	<u>Summary of Physical Property Data:</u> Physical properties of each pavement feature evaluated are tabulated in this appendix. Included are feature dimensions, material types, thicknesses of layers, and engineering properties.
F	<u>Allowable Gross Loads (AGLs) and Pavement Classification Numbers (PCNs):</u> A listing of the allowable magnitude of loads at four pass intensity levels for each aircraft group is shown. PCNs, a standardized method of reporting pavement strength, are also included.
G	<u>Related Information:</u> Included in this are climatic data, aircraft group indices, gross weight limits for aircraft groups, and pass intensity levels.

B. Pavements Evaluated: All asphaltic concrete (AC) and portland cement concrete (PCC) airfield pavements at Reese AFB and Terry County Auxiliary Airfield, with the exception of the overruns and the hangar aprons, were evaluated.

SECTION II: BACKGROUND DATA

A. General Description of Airfield:

1. The airfield at Reese AFB consists of three parallel north-south runways connected to the main aircraft apron at the north end by Taxiway B and at the south end by Taxiway C. Taxiway A runs along the west edge of the main aircraft apron and is the main parallel taxiway. Terry County Auxiliary Airfield consists of one north-south runway, a parallel taxiway, and a small parking apron.

2. The airfield layout and feature designations are presented in Appendix A, page A-1. The type of pavement, asphaltic concrete (AC) or portland cement concrete (PCC), and pavement thicknesses are also listed here. This layout or "feature plan" was updated from the one in the 1984 Airfield Pavement Evaluation Report (Reference 1). Features were identified from discussions of the construction history with the base pavements engineer, visual observations of the airfield surface, and from data gathered during the field testing phase of the evaluation.

3. Airfield designations (Runway 17L-35R, Taxiway C, etc.) are shown on page A-2.

B. Aircraft Traffic: Aircraft types at Reese AFB consisted primarily of the T-1, T-37, and the T-38.

C. Construction History: Appendix B presents a complete construction history listed by feature. It includes project numbers.

D. Previous Evaluations: An Air Force nondestructive pavement evaluation was performed in 1984. The main problems noted at that time were some degree of joint sealant deterioration in the PCC pavements and some rubber buildup in the touchdown areas of the outside runway. A pavement evaluation was also conducted in 1975 (Reference 2).

E. Climatic Data:

1. A summary of climatic data is presented in Appendix G. A narrative and climatological chart are provided. The Design Freezing Index for Reese AFB is 54. Because the subgrade is protected from frost penetration by the pavement and base course layers, the airfield was not evaluated for frost susceptibility.

2. Field testing was conducted under fair, mild conditions.

SECTION III: TEST PROCEDURES

A. Field Testing:

1. Nondestructive testing was accomplished using the Dynatest Falling Weight Deflectometer (FWD). This evaluation method uses a drop weight and velocity transducers to record deflection basins at the test site. Results of these tests are used to determine engineering material properties of the pavement layers using layered elastic theory. These data, combined with other field and laboratory test results, were used in conjunction with aircraft load and landing gear characteristics to determine pavement allowable gross loads (AGLs) and pavement classification numbers (PCNs) for the various aircraft groups.

2. Field testing also included extraction of 154 pavement cores, including 28 at Terry County Auxiliary Airfield. Core locations are from features throughout the airfield and are shown in Appendix C-1. The cores were sent to HQ AFCEA at Tyndall AFB for analysis and lab testing.

3. Destructive tests, consisting of two pits excavated on Runway 17L-35R, were also conducted. A Plate Bearing Test was conducted in one test pit to measure the modulus of subgrade reaction, k . The k value is a measure of the bearing strength of a subgrade soil and is an important factor in the design of PCC pavements. In the other pit, a California Bearing Ratio (CBR) test was performed on the caliche base layer and on the subgrade soil. The CBR is also a measure of bearing strength and is used in the design of AC pavements. Measurements were also taken of base and subgrade densities and moisture content to provide additional information to use in the evaluation of this pavement and in the design of projects to repair or reconstruct this runway. Results of these measurements are shown in Appendix C. Bulk samples of caliche base and subgrade soils were collected for further testing at HQ AFCEA.

B. Laboratory Testing:

1. PCC cores were tested for strength by tensile splitting in accordance with ASTM's "Standard Test Methods." The six-inch core tensile splitting strengths were then converted to flexural strengths using an empirical relationship (Reference 3). Flexural strengths are reported on the "Core Hole/Test Location Plan" (Appendix C) and in Appendix E.

2. Bulk samples of base and subgrade soils were tested to determine various physical properties such as classification, gradation, plasticity characteristics, and moisture/density/CBR relationships. Results of these tests are given in Appendix E.

SECTION IV: METHODOLOGY OF ANALYSIS

A. Physical Property Data: The parameters used for this evaluation in computing AGLs are summarized in Appendix E. The data presented here were selected as the most representative values of thicknesses and strengths for each feature. One such strength parameter of each layer is the calculated modulus of elasticity, E. This modulus was determined for each layer based on a computer model of the in situ pavements. Pavement systems were modeled based on the assumed profile of layers, material types and thicknesses, and also to best fit the deflection response measured in the field. Pavement load-carrying capacities were then calculated. Failure criteria used in the allowable load analysis is different for rigid and flexible pavements. Rigid (and composite) pavement failure criteria is based on a limiting tensile stress of the concrete. Conversely, compressive subgrade strain and limiting AC tensile strain are failure parameters used in the AGL calculation of flexible pavement systems.

B. Determination of Allowable Gross Loads (AGLs):

1. The AGLs were compiled by computer program based on procedures in AFM 88-24, Chapter 1 (Reference 4), and are listed in Appendix F. AGLs were reduced 25 percent for those features whose condition rating was POOR or worse.

2. The traffic designator at the end of each feature number (A, B, or C) indicates the normal type of traffic. "A" is for channelized traffic, fully loaded aircraft. B is for nonchannelized, but full loads such as aprons. C is for less than full loads, such as runway interiors where the wings carry some of the load. The "B" designator raises AGLs approximately 5 percent while the "C" designator raises AGLs approximately 25 percent. This should be considered when comparing AGLs or PCNs of a feature with A traffic to those with C traffic.

3. Appendix E outlines the engineering properties used to calculate the AGLs. The "Related Data" sheet in Appendix G aids in reading the AGL chart in Appendix F. Listed are the different pass intensity levels, aircraft group indices, and gross weight limits for those aircraft groups.

4. After years of traffic, properly designed pavement systems will usually begin to experience fatigue cracking, even if the loads do not exceed the AGLs contained in this report. At that time, the pavement will likely need a major repair or replacement project. From time to time, it may be necessary to operate an aircraft on a given pavement feature at a weight that exceeds the AGL. Overloading the pavement in an isolated instance will not necessarily cause an instant failure, but the

pavement engineer must be aware that there will be some reduction in pavement life. Most pavements are subjected to many different types of aircraft, at various weights, and each one has its own unique impact on pavement life. When evaluating how much life a pavement feature has left, the engineer must consider the current pavement condition, all of the aircraft types that will use the pavement, and the previous aircraft traffic. Each AGL is based on the assumption that all of the pavement life is used by that one aircraft type. When several different aircraft use the airfield, each aircraft type uses a portion of the pavement life, and the combined effect on pavement life from all aircraft must be taken into account. A simple example of how the AGL tables can be used to determine the allowable gross load for any pass level is shown below. In similar fashion, the life of a pavement feature, or number of passes until failure, can be determined for a given aircraft weight.

EXAMPLE PROBLEM

Runway 17R-35L is needed to support F-15C operations. a) Find the maximum load limit on this runway for 10,000 passes of an F-15C. (b) If the assumed operating weight can be limited to 52 kips, how many F-15C passes can be expected before failure?

SOLUTION

From the AGL table in Appendix F, Feature R5B is the limiting feature on this runway since it has the lowest AGLs. The AGLs for an F-15C (Group 2) on Feature R5B at Pass Intensity Levels I-IV (300,000, 50,000, 15,000, and 3,000 passes) are 47, 55, 62, and 75 kips, respectively. The weights and passes are plotted on semi-log paper as shown in Figure 1. (a) The completed graph indicates that to support 10,000 passes of an F-15C on Feature R5B, the maximum load must be limited to approximately 65 kips. (b) Also using Figure 1, a pavement life of around 90,000 passes can be expected for an F-15C operating weight of 52 kips.

REESE AFB, TEXAS - FEATURE R5B
AIRCRAFT GROUP INDEX 2 - (F-15C)

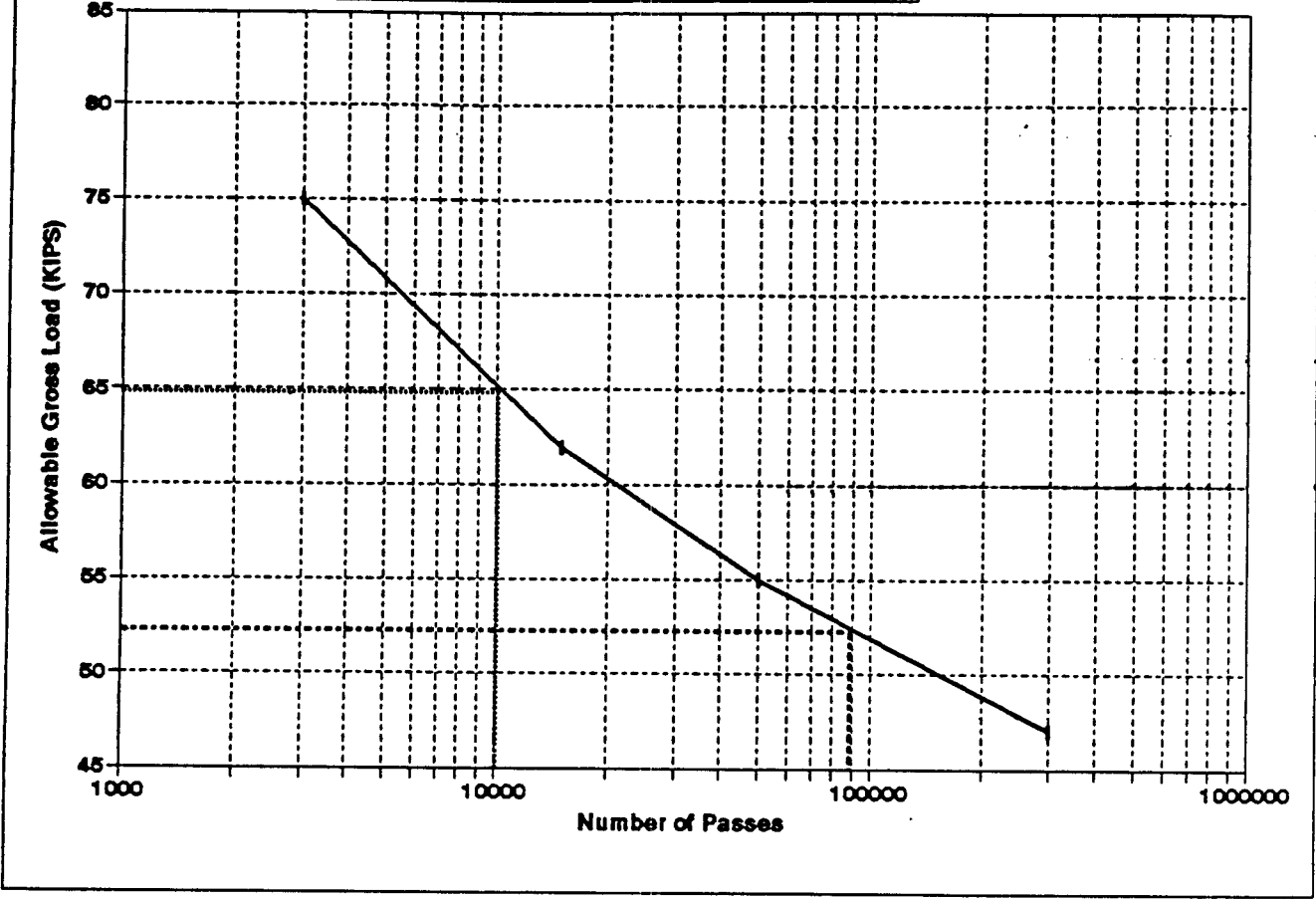


Figure 1.

C. Pavement Classification Number:

1. The International Civil Aviation Organization (ICAO) has developed and adopted a standardized method of reporting pavement strength. This procedure is known as the Aircraft Classification Number/Pavement Classification Number (ACN/PCN) method (Reference 5). The ACN is a number that expresses the structural effect an aircraft will have on a pavement. The PCN is a number that expresses the capability of a pavement to support aircraft. Appendix F provides PCN values for each pavement feature. The reported PCN values are based on the AGL for Group 9 at Pass Intensity Level I (50,000 passes). Just as for AGLs, the PCNs must be based on a particular aircraft group and pass intensity level. The PCN will vary depending on which aircraft group it is based upon; however, the PCNs listed should be sufficient as a guide.

2. In the ACN/PCN method, the PCN, pavement type, subgrade strength category, tire pressure category, and evaluation method are all reported together. A code system has been implemented to allow an abbreviated presentation of the necessary information. The pavement type is abbreviated "R" for rigid (PCC) and "F" for flexible (AC) pavements. There are four subgrade categories: A, B, C, and D, for high, medium, low, and ultralow subgrade strengths, respectively. The four tire pressure categories are W, X, Y, and Z, for high, medium, low, and very low tire pressures. The evaluation methods are technical, "T", or "U", which is based on the type aircraft that commonly use the airfield. The PCN number 31/R/C/W/T, for example, indicates a PCN of 31, a rigid pavement, a low strength subgrade, high pressure tires are allowed, and a technical evaluation was performed to determine the PCN. Each part of the code is important. The number "31" cannot be used properly without the letters that follow.

3. An ACN can be obtained from References 5 or 6, or from pages F-13 through F-26 in Appendix F for any combination of pavement type, subgrade category, and aircraft weight. For a 345,000 pound C-141, the eight possible ACN values are listed below:

RIGID PAVEMENT

50/R/A
60/R/B
68/R/C
75/R/D

FLEXIBLE PAVEMENT

51/F/A
58/F/B
70/F/C
82/F/D

It is very important to be aware that the ACN number varies depending on pavement type and subgrade strength category. As shown above, for a 345,000 pound C-141, the ACN for rigid pavements varies from 50 for a high strength subgrade to 75 for

an ultralow strength subgrade. For a C-141 at the same weight on a flexible pavement, the ACN ranges from 51 to 82 depending on the subgrade category. For lower aircraft weights, the ACNs are lower. When analyzing the effect of an aircraft on a specific pavement feature, the appropriate ACN must be selected. For example, from Appendix F, the PCN for Feature R8B is 37/R/C/X/T. To determine the effect of a 345,000 pound C-141 on Feature R8B, the correct ACN to compare with the PCN is 68/R/C. More details on the PCN nomenclature are provided in Appendix F on page F-8 and in the examples below.

4. A pavement will support operations of an aircraft if the PCN is equal to or greater than the ACN. If the PCN is less than the ACN, the pavement will be overloaded. There may be situations when operators decide it is acceptable to overload a pavement. Pavements can usually support some overload, however, pavement life is reduced. Appendix F, pages F-9 through F-12, contains four charts that will assist the airfield manager or pavements engineer in determining how much pavement life will be reduced by overloading the pavement. An example of how these charts are used is shown below.

EXAMPLE PROBLEM

Runway 17C-35C must be used to support C-141B aircraft weighing 270 kips. Find the weakest feature on this runway and determine how much pavement life is utilized for 100 passes of a 270 kip C-141B on this weakest feature.

SOLUTION

From Appendix F, Feature R6B is the weakest feature on Runway 17C-35C, with a PCN of 31/R/C. The PCN code also indicates Feature R6B is a rigid pavement over a low strength subgrade. From page F-21 of Appendix F, the ACN of a 270 kip C-141B on a rigid pavement of low subgrade strength is 48. Therefore, the ACN/PCN ratio is 1.56. Using Chart #1 in Appendix F, nine percent of the pavement life is utilized for 100 passes of a 270 kip C-141B on a rigid pavement of low subgrade strength.

Chart #2 is the same format as Chart #1, but for flexible pavements. Charts #3 and #4 are also for overloading, but in a different format. Using Chart #3 for an ACN/PCN ratio of 1.56 on a rigid pavement of low subgrade strength, approximately 1,000 passes can be made before the pavement fails.

SECTION V: PAVEMENT ASSESSMENT

A. Overall Visual Assessment: A visual survey was conducted on all the airfield pavements to rate the surface condition for each feature. Appendix D-1, Condition Survey, shows the condition rating for each feature on an airfield map. Appendix E also lists these ratings in tabular form. These observations are not a detailed pavement condition index (PCI) as outlined in AFR 93-5 (Reference 7); however, the rating scale is the same. The ratings are based on random counts of major distresses combined with engineering judgment, with AFR 93-5 used as a guide. The visual survey could be called a "cursory PCI." Pavement condition ratings range from EXCELLENT (like new) to FAILED (unsafe for aircraft operations). They are a qualitative assessment of the pavement surface and should not be confused with the structural capacity of a pavement. For example, a pavement surface may rate EXCELLENT but have underlying pavement or soil conditions that could result in pavement failure under the applied load of a given aircraft. On the other hand, a pavement may be structurally sound but the surface condition may be hazardous for aircraft traffic (e.g. FOD). Identifying the type and severity of distresses can help provide an understanding of the pavement's response to current loads and for projecting its ability to handle future loads. Pavement conditions at Reese AFB range from VERY POOR to EXCELLENT. Photos were taken and are shown in Appendix D. They are referenced below.

1. Runways:

a. Runway 17R-35L:

i. The 11 in. thick PCC features on Runway 17R-35L, R1B and R3C, are in VERY GOOD condition. Many of the slabs contain low severity longitudinal and/or transverse cracks, most of which are sealed (photo 1). Some of the slabs are broken into three or four pieces. The affected slabs are located throughout these features, so the problem is probably not related to aircraft loads. These cracks may have been caused by thermal expansion and contraction during seasonal variations in temperature. Larger slab sizes, such as the approximately 20 ft. X 25 ft. size of these slabs, are more susceptible to this type of cracking. Use of 15 ft. X 15 ft. or 20 ft. X 20 ft. slabs would help limit this problem in the future.

ii. The PCC features at the 17 end, R4C and R5B, are in EXCELLENT condition. The neoprene compression joint seals are performing well, although in some places it was installed too deep. This allows incompressible material to collect in the joints and cause spalling problems when the slabs expand in warm weather.

iii. The AC feature, R2C, was milled and overlaid in the fall of 1991 and is in EXCELLENT condition. There were two low severity patches at the south end of this feature that were placed to repair excessive rutting of the pavement surface. The rutting was probably caused either by localized failures of the subgrade or possibly by failures in a weak caliche layer placed during the original construction and discovered in this evaluation. Two dynamic cone penetrometer tests were conducted at this location. The results shown on page C-2 in Appendix C verify the existence of a weaker layer at the top of the subgrade.

b. Runway 17C-35C: This runway, including PCC features R6B, R7C, and R8B, is in EXCELLENT condition. All joints and joint sealant material are performing well. There were a number of low severity patches and a couple scaled areas caused by freeze-thaw cycles or possibly adverse reaction within the concrete between the cement and the aggregate (photo 2).

c. Runway 17L-35R:

i. The 6 in. thick PCC feature at the 35 end of Runway 17L-35R, R9B, is in VERY GOOD condition. There are some low severity transverse cracks that have not been sealed. The joint sealant material is aged and brittle, and in some places, is missing altogether.

ii. The 6 in. thick PCC feature at the 17 end is in GOOD condition. There are several slabs that have low to medium severity surface scaling (photo 3). Many of the other slabs have low severity transverse cracks. The joint sealant material is aged, brittle, and, in some places, missing.

iii. The AC feature at the intersection of Runway 17L-35R and Taxiway C is in EXCELLENT condition. Judging from water stains, there are some depressions in this feature that cause ponding of water in wet weather (photo 4).

iv. The remaining AC features in Runway 17L-35R are rated POOR. The entire surface is aged and weathered. There are low to medium severity construction joint cracks. There are also low and medium severity longitudinal and transverse cracks covering most of the surface (photo 5). The construction joint cracks are probably due to improper joint construction techniques, while the other cracks are most likely due to ordinary aging and deterioration.

2. Taxiways:

a. Taxiway A:

i. The PCC portion of Taxiway A is in VERY GOOD condition. For most of the length of the PCC, the inner slabs along the taxiline have been reconstructed. Some of the older slabs along the edge of the taxiway have low severity transverse and longitudinal cracks. Most of these have been sealed. There was one unsealed medium severity transverse crack that contained weed growth and is potentially a FOD hazard (photo 6). Some of the joint sealant in the older outer slabs was aged, brittle, and cracked. These slabs also contained some low severity patches and a few medium severity spalls (photo 7).

ii. The AC portion of Taxiway A, Feature T11B, is a weathered pavement in FAIR condition. It has widespread, unsealed low severity transverse and longitudinal cracks caused by thermal expansion and contraction of the brittle, oxidized, aged asphalt. There is also some bleeding of the asphalt along the construction joints (photo 8).

b. Taxiway B: Taxiway B consists of a 10 in. thick PCC pavement in Features T1B and T2B. Feature T3B is composed of a 6 in. thick PCC overlay on a 2 in. thick AC layer. Overall, Taxiway B is in EXCELLENT condition. There are some low severity sealed longitudinal cracks along the taxiline (photo 9). Most of these are located in Feature T3B and appear to be a result of aircraft wheel loads along the taxiline. There is also some minor joint spalling and some missing or deteriorated joint sealant.

c. Taxiway C:

i. The PCC features at the east end of Taxiway C, Features T21B and T22B, are in VERY GOOD condition. There is some low and medium severity joint spalling due to the deteriorated condition of the joint sealant (photo 10). There are also some low and medium severity transverse cracks that have not been sealed and may pose a FOD hazard.

ii. The PCC portions of Taxiway C between the runways, Features T14B and T16B, are in EXCELLENT condition. The neoprene compression joint seals are performing well with only a few minor joint spalls observed.

iii. The PCC features at the west end, T26B and T27B, are rated VERY GOOD. The joint sealant has deteriorated, especially in T27B where vegetation is growing in the joints (photo 11). There are longitudinal cracks in some slabs in T26B which have not been sealed and are starting to cause a FOD hazard.

iv. The AC portion of Taxiway C flanking both sides of Taxiway A, Features T12B, T23B, and T24B, are rated

FAIR. The entire surface of these features is weathered and contains low and medium severity block cracking which is unsealed and allows water into the subgrade to further weaken the pavement system (photo 12).

v. The AC feature, T25B, on Taxiway C west of Runway 17R-35L is in VERY POOR condition. It contains widespread medium and high severity block cracking with vegetation growing through the unsealed cracks in most areas (photo 13). There is also some low severity alligator cracking probably caused by weakening of the subgrade from the infiltration of water through the unsealed cracks.

d. Taxiway D: This feature, T4B, is a 10 in. thick PCC pavement in EXCELLENT condition. The joint sealant is functioning well, and the low severity transverse cracks on three slabs have been routed and sealed.

e. Taxiway E: Taxiway E is a 2 in. thick AC pavement rated in VERY POOR condition. The entire surface is covered with low and medium severity block and alligator cracking (photo 14). There is also a high severity patch that is scaling and creating a FOD hazard.

f. Taxiway F: This 10 in. thick PCC feature, T7B, is in EXCELLENT condition. There was one corner patch where the joint had not been reconstructed (photo 15). This could result in spalling at the interface between the patch and the surrounding pavement due to expansion and contraction as the ambient temperature varies.

3. Aprons:

a. Aircraft Parking Apron: This 6 in. thick PCC pavement, composed of Features A1B and A2B, is rated in GOOD condition. Many of the slabs have low severity transverse cracks, most of which are sealed (photo 16). These cracks may have formed because the slab lengths are almost twice the widths. Thermal stresses cause such slabs to break into two equal squares. Constructing slabs in a square shape helps prevent this problem. The joint sealant was generally old and deteriorated (photo 17). In many places, it was separating from the slab and allowing the infiltration of water and incompressible material (photo 18). There was one medium severity corner spall that should be repaired to avoid potential FOD problems (photo 19).

b. Hammerhead Aprons: The four hammerhead aprons were all in EXCELLENT condition with only some minor joint spalls and joint sealant deterioration noted. Additionally, the southwest hammerhead apron, Feature A4B, had some low severity transverse cracks that had been routed and sealed.

4. Terry County Auxiliary Airfield:

a. Runway:

i. The 11 in. thick PCC features, one at the 17 end and the other just south of the AC section of the runway, are rated VERY GOOD. A number of the slabs had low severity transverse and longitudinal cracks that had been routed and sealed. These might have been caused by the large size of the slabs, which are approximately 25 ft. by 25 ft. Smaller slabs are less susceptible to expansion and contraction caused by seasonal temperature variations that cause these types of cracks. The joint sealant was in good condition.

ii. The 10 in. thick PCC pavements at the 35 end are in EXCELLENT condition. The smaller 20 ft. by 20 ft. slabs had no cracks and joint sealant was functioning well.

iii. The keel strip of the AC portion of the runway is in EXCELLENT condition. It consists of a 4 in. thick pavement including a more recently placed upper two inches. There were some very minor longitudinal cracks adjacent to the centerline where aircraft gear travel. The outer strips are more weathered and are rated VERY GOOD. They also contain some low severity transverse and longitudinal cracks. There were low severity cracks running the length of the AC portion of the runway between the newer keel strip and the adjacent outer strips. These might have been caused by poor quality or improperly applied tack coat during construction of the keel strip.

b. Parallel Taxiway: The parallel taxiway is a 4 in. thick AC pavement rated FAIR. The entire surface contains low severity block cracking (photo 20). Many of the cracks have been routed and sealed. There are also areas adjacent to the taxiline that have low severity alligator cracking possibly caused by aircraft traffic. Regular maintenance can extend the life of this pavement, but slow deterioration will require eventual reconstruction of this feature.

c. Apron: This 6 in. thick PCC pavement is in VERY GOOD condition. Three of the irregularly shaped slabs have low severity cracks that have been sealed. Some of the joint sealant material has deteriorated and is separating from the slab edge and allowing incompressible materials to collect in the joint.

B. Summary of Allowable Gross Loads: The AGLs are listed in Appendix F for those features shown in Appendix A, Airfield Layout Plan. The Related Data Table in Appendix G is needed to read and understand the AGL table. It describes the different aircraft group indices and pass intensity levels. An "A" on

the AGL table indicates the AGL is below the lowest possible gross weight of any aircraft in that respective group. The "+" on the AGL table indicates no weight restrictions apply for that aircraft group. Analysis of the AGL table indicates that the parallel taxiway at Terry County Auxiliary Airfield, Feature T25B, is the only pavement feature with marginal strength capacity for assigned aircraft. T-1 and T-38 operations should be limited to prevent accelerated deterioration. All other features are of sufficient strength.

C. Field Tests: Two destructive test pits were opened on Runway 17L-35R. A CBR test was conducted in Feature R16C, and a Plate Bearing Test was performed in Feature R15C to determine the k value for the subgrade. Results of these tests are given on page C-4 in Appendix C. CBR and k values of the subgrade indicate sufficient strength in this layer. However, CBR strength measurements of the caliche base course layers in Feature R16C are lower than normally expected for an adequate base.

D. Laboratory Tests: The results of laboratory tests conducted on bulk samples that were collected and returned to Tyndall AFB are presented on page C-4 in Appendix C and on pages E-2 and E-3 in Appendix E. These tests show that the base course layer in Feature R16C is a silty, clayey gravel/sand mix with some low plasticity characteristics. The base course in Feature R15C is a nonplastic, poorly graded sand with silt and gravel. The subgrade varied from a sandy, lean clay to a silty, clayey sand.

SECTION VI: CONCLUSIONS/RECOMMENDATIONS

A. General Comments/Recommendations:

1. Most of the PCC pavements were functioning well and adequately supporting the assigned mission aircraft. There were very few indications that aircraft traffic was overloading these pavements. Most of the pavement distresses observed appeared to be related to environmental factors such as freeze-thaw cycles and water entering the subgrade.

2. The most common problem encountered with the PCC pavements was lack of joint maintenance. There were many features that were in excellent condition that had joint sealant material that was brittle, cracked, separating from the slab edge, or missing. This allows incompressible materials such as stones or gravel to lodge between the slabs. When the slabs expand in warm weather, the joints could spall as the slabs press against the incompressible materials. Deteriorated joint sealant can also allow water to enter and degrade the subgrade. As subgrade support is lost, there is a greater chance of the PCC slabs cracking and failing under the load of passing aircraft. Regular inspection, maintenance, and repair of joint sealant goes a long way toward extending the serviceable life of PCC pavements.

3. Many of the rectangular PCC slabs, where the length is 50 percent or more longer than the width, contained transverse cracks that broke these slabs into two squares. This is a common problem in rectangular slabs and is caused by differential stresses in the slab during seasonal variations in temperature extremes. As a slab expands and contracts with temperature changes, thermal stresses along the length are greater than the stresses across the slab width. The slab tends to alleviate this stress difference by breaking itself into two squares. The simplest way to limit this problem is to try to construct slabs that are as close to a square shape as possible. This problem is especially apparent on the aircraft parking apron. These slabs are almost twice as long as they are wide, and many of them have cracked in half. Even some of the recently constructed replacement slabs had already cracked in this manner. A recommendation for this apron during random slab repair work is to replace each rectangular slab with two square slabs. This could be done by pouring a single rectangular slab and then immediately saw-cutting it into two squares. This gives a nice straight joint to maintain rather than an irregular crack to route and seal later.

4. Most of the AC pavements were in fair or poor condition. The major exceptions were the asphalt portion of Runway 17R-35L and the intersection of Runway 17L-35R and Taxiway C, which were in excellent condition. As with the PCC

pavements, the main reason for the deterioration was environmental factors, such as seasonal temperature variations, aggravated by the fact that asphalt oxidizes and becomes brittle as it ages. Eventually, the brittle asphalt cracks as a result of these thermal stresses. At first there are only minor, random longitudinal and transverse cracks, but these spread into a pattern of block cracking as time and environmental stresses take their toll. These cracks allow water to infiltrate and weaken the underlying base and subgrade support layers. This degradation of support can lead to the further formation of cracks due to loads from passing aircraft. Not much can be done to prevent AC pavements from oxidizing and cracking with age, but their serviceable life can be extended through an aggressive effort to seal cracks as they occur to prevent water from entering and degrading the underlying support layers. While many of the cracks observed in AC pavements at Reese AFB had been sealed, there were also many that either had not been sealed or needed to be resealed.

B. Specific Comments/Recommendations:

1. There are some PCC slabs in Features R1B and R3C on Runway 17R-35L that have longitudinal and transverse cracks that need to be routed and sealed.

2. The PCC touchdown ends of Runway 17L-35R have deteriorated joints that need to be resealed and low severity transverse cracks that should be routed and sealed. The 17 end has several severely scaled slabs that may need to be replaced if they cause a FOD hazard.

3. The AC portion of Runway 17L-35R is nearing the end of its serviceable life. A project should be programmed for reconstruction to include a new, well graded, granular base course.

4. The joint sealant in many areas of the PCC portion of Taxiway A and on Taxiway B has deteriorated and should be replaced. The unsealed cracks in the AC portion of Taxiway A should be sealed to help extend the serviceable life of this feature.

5. Both PCC ends of Taxiway C have cracks that need to be routed and sealed. Both ends also have deteriorated joint sealant that should be replaced.

6. The asphalt sections of Taxiway C are similar in condition to the asphalt sections of Runway 17L-35R and should be reconstructed to fully restore it. In the meantime, the cracks should be routed and sealed to help extend the life of the pavement as much as possible.

7. The asphalt pavement on Taxiway E is beyond restoration. This feature will need to be reconstructed before it can be reopened to aircraft operations.

8. Most of the transverse cracks on the Aircraft Parking Apron have been sealed. However, new ones are forming all the time and these need to be sealed. Also, in some places the joint sealant is brittle, cracked, and separating from the slab edges. These areas need to be repaired.

9. Newly formed cracks on the parallel taxiway of Terry County Auxillary Field need to be sealed to extend the life of this pavement.

10. The joint sealant on the apron at Terry County Auxillary Field has deteriorated and should be repaired.

GLOSSARY

Allowable Gross Load (AGL) - The maximum aircraft load that can be supported by a pavement feature for a particular number of passes.

Base or Subbase Courses - Natural or processed materials placed on the subgrade beneath the pavement.

Compacted Subgrade - The upper part of the subgrade, which is compacted to a density greater than the portion of the subgrade below.

Feature - A unique portion of the airfield pavement distinguished by traffic area, pavement type, pavement surface thickness and strength, soil layer thicknesses and strengths, construction period, and surface condition.

Frost Evaluation - Pavement evaluation during the frost-melting period, when the pavement load-carrying capacity will be reduced unless protection has been provided against detrimental frost action in underlying soils. Pass Intensity Levels V and VI are used with reduced subgrade strengths to determine the maximum allowable loads during the frost-melt period.

Pass - On a runway, the movement of an aircraft over an imaginary line 500 feet down from the approach end. On a taxiway, the movement of an aircraft over an imaginary line connecting an apron with the runway. AFR 93-5, Chapter 2.

Pass Intensity Levels (PIL) - Specific repetitions of aircraft over a pavement feature, regardless of time, that are dependent on aircraft design category. AFR 93-5, Chapter 2.

Pavement Condition Index (PCI) - A numerical indicator between 0 and 100 that reflects the surface operational condition of the pavement. AFR 93-5, Chapter 3.

Primary Pavements - Those features that are absolutely necessary for mission aircraft operations. AFR 93-5, Chapter 4.

Subgrade - The natural soil in-place, or fill material, upon which a pavement, base, or subbase course is constructed.

Type A Traffic Areas - Type A Traffic Areas are those pavement facilities that receive the channelized traffic and full design weight of the aircraft. AFM 88-6, Chapter 1.

Type B Traffic Areas - Type B Traffic Areas are considered to be those areas where traffic is more nearly uniform over the full width of the pavement facility, but which receive the full design weight of the aircraft. AFM 88-6, Chapter 1.

Type C Traffic Areas - Type C Traffic Areas are considered to be those on which the volume of traffic is low or the applied weight of the operating aircraft is less than the design weight. AFM 88-6, Chapter 1.

PAVEMENT CONDITION EVALUATION TERMINOLOGY

<u>CONDITION RATING</u>	<u>DEFINITION</u>
EXCELLENT	PAVEMENT HAS MINOR OR NO DISTRESS AND WILL REQUIRE ONLY ROUTINE MAINTENANCE.
VERY GOOD	PAVEMENT HAS SCATTERED LOW SEVERITY DISTRESSES WHICH SHOULD NEED ONLY ROUTINE MAINTENANCE.
GOOD	PAVEMENT HAS A COMBINATION OF GENERALLY LOW AND MEDIUM SEVERITY DISTRESSES. MAINTENANCE AND REPAIR NEEDS SHOULD BE ROUTINE TO MAJOR IN THE NEAR-TERM.
FAIR	PAVEMENT HAS LOW, MEDIUM, AND HIGH SEVERITY DISTRESSES WHICH PROBABLY CAUSE SOME OPERATIONAL PROBLEMS. MAINTENANCE AND REPAIR NEEDS SHOULD RANGE FROM ROUTINE TO RECONSTRUCTION IN THE NEAR-TERM.
POOR	PAVEMENT HAS PREDOMINANTLY MEDIUM AND HIGH SEVERITY DISTRESSES CAUSING CONSIDERABLE MAINTENANCE AND OPERATIONAL PROBLEMS. NEAR-TERM MAINTENANCE AND REPAIR NEEDS WILL BE INTENSIVE.
VERY POOR	PAVEMENT HAS MAINLY HIGH SEVERITY DISTRESSES WHICH CAUSE OPERATIONAL RESTRICTIONS. REPAIR NEEDS ARE IMMEDIATE.
FAILED	PAVEMENT DETERIORATION HAS PROGRESSED TO THE POINT THAT SAFE AIRCRAFT OPERATIONS ARE NO LONGER POSSIBLE. COMPLETE RECONSTRUCTION IS REQUIRED.

CONVERSION FACTORS

BRITISH TO INTERNATIONAL SYSTEMS (SI) OF UNITS

British units of measurements are used in this report and can be converted to SI (Metric) units as follows:

<u>TO CONVERT</u>	<u>TO</u>	<u>MULTIPLY BY</u>
<u>LENGTH</u>		
inch (in)	millimetre (mm)	25.400
inch (in)	metre (m)	0.0254
foot (ft)	metre (m)	0.305
yard (yd)	metre (m)	0.915
mile (mi)	kilometre (km)	1.609
<u>AREA</u>		
square inch (in ²)	square millimetre (mm ²)	645.2
square inch (in ²)	square metre (m ²)	0.0006452
square foot (ft ²)	square metre (m ²)	0.093
square yard (yd ²)	square metre (m ²)	0.8361
square mile (mi ²)	square kilometres (km ²)	2.59
acres	square kilometres (km ²)	0.004046
<u>VOLUME</u>		
cubic inch (in ³)	cubic millimetre (mm ³)	16487.0
cubic foot (ft ³)	cubic metre (m ³)	0.028
cubic yard (yd ³)	cubic metre (m ³)	0.7646
<u>MASS</u>		
pound (lb)	kilogram (kg)	0.454
<u>FORCE</u>		
pound (lb f)	newton (n)	4.448
kip (1000 lb f)	kilogram (kg)	453.6
<u>STRESS</u>		
pound per square inch (psi)	kilo Pascals (kPa)	6.895
<u>MODULUS OF SUBGRADE REACTION (K-VALUE)</u>		
pounds per square inch per inch (psi/in)	kilo Pascals per millimetre (kPa/mm)	0.2715
<u>DEGREES</u>		
degrees Fahrenheit (°F) (F°-32)	degrees Celsius (°C)	5/9
<u>DENSITY</u>		
pounds per cubic foot (pounds mass)	kilogram per cubic meter (kg/m ³)	16.052

REFERENCES

1. Airfield Pavement Evaluation Report of Reese AFB TX, Air Force Engineering and Services Center, Tyndall AFB FL, November 1984.
2. Airfield Pavement Evaluation Report of Reese AFB TX, Air Force Civil Engineering Center, Tyndall AFB FL, April 1975.
3. Hammitt, G. M. III, Concrete Strength Relationships, Research Paper, Texas A&M University, College Station, Texas, December 1971
4. AFM 88-24, Chapter 1, Airfield Pavement Evaluation Concepts, August 1988
5. FAA Advisory Circular 150/5335-5, Standardized Method of Reporting Airport Pavement Strength - PCN, 15 June 1983
6. Aircraft Characteristics for Airfield Pavement Design and Evaluation, Air Force Engineering and Services Center, Tyndall AFB, FL, May 1988.
7. AFR 93-5, Procedure for US Army and US Air Force Airfield Pavement Condition Survey, July 1989

DISTRIBUTION

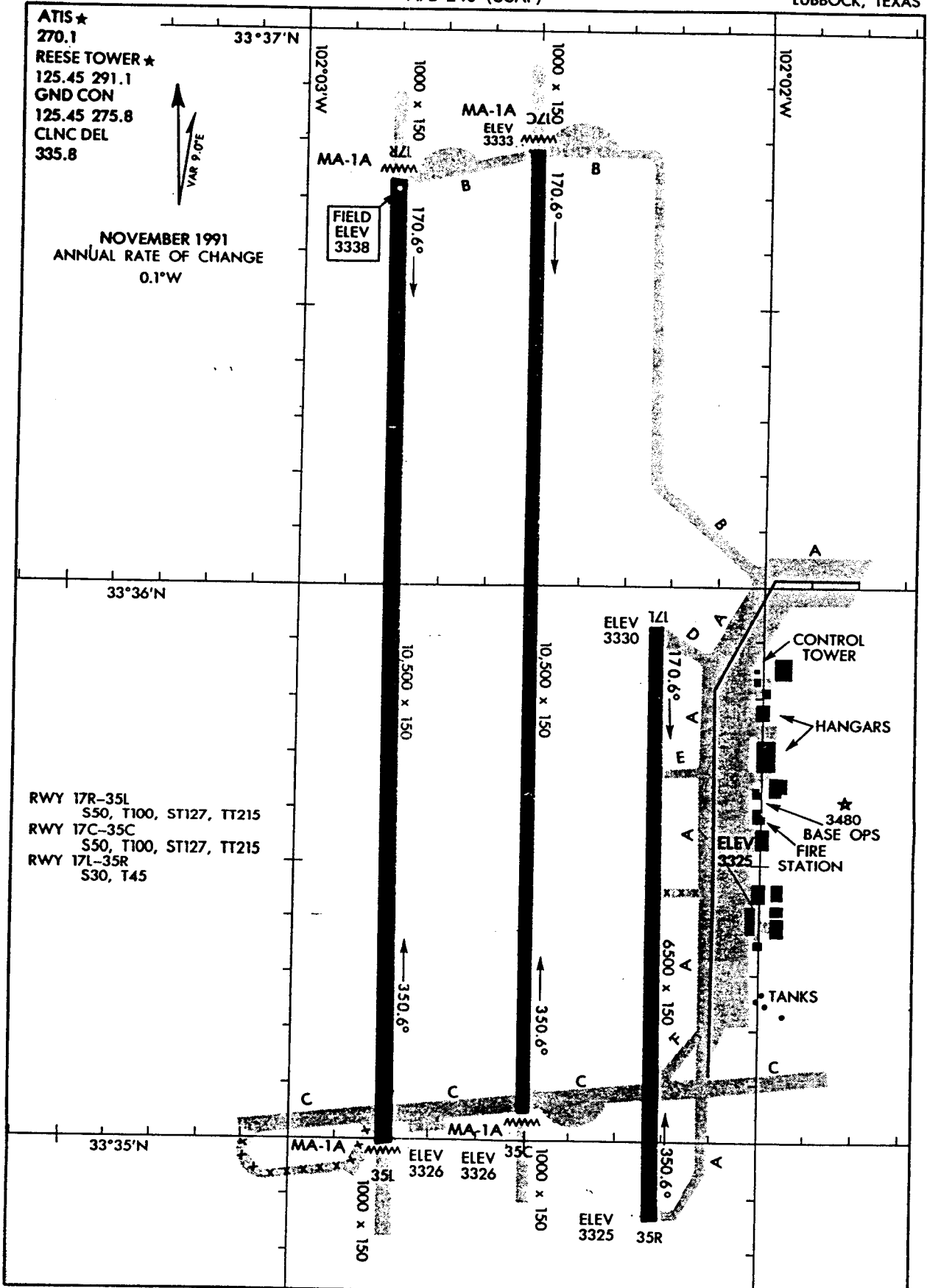
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91318
AIRPORT DIAGRAM

274
 AFD-240 (USAF)

REESE AFB (KREE)
 LUBBOCK, TEXAS



AIRPORT DIAGRAM

LUBBOCK, TEXAS
 REESE AFB (KREE)

PEND CANNON INTL (KRNO)

Document Separator

Top left hand

corner

AJ 2-9-95 Front Page

Tab 81

Popularity contest may favor Reese

Combest says base tops assignment wish list

By GUY H. LAWRENCE
Aviation Journalist

Assignment to Reese Air Force Base is the one most coveted by instructor and student pilots, and U.S. Rep. Larry Combest wants Air Force Secretary Sheila Widnall to know it.

Combest, R-Lubbock, fired off a letter to Widnall on Tuesday asking her to get information on assignment preferences among instructor and student pilots. Combest said he knew from talking to Air Force officers that Reese is at the top of the list.

In light of the base closure process that pits Reese against other training bases, it's important that Widnall know of Reese's standing as a sought-after assignment, Combest said.

"If we can offer (instructor and student pilots) what they want as an assignment, then we can stand a better chance of maintaining our military readiness," he said.

The Air Force may submit its base-closing recommendations to the Pentagon as early as Friday. And the Pentagon is scheduled to release its proposed closure list on March 1. Cities with bases on the hit list will have until July to appeal to the Independent Base Closure and Realignment Commission.

Reese faces competition from three Air Force undergraduate pilot training bases: Laughlin in Del Rio; Vance in Enid, Okla.; and Columbus in Columbus, Miss. Five Navy air fields also may be judged against the Air Force bases.

Air Education Training Command headquarters at Randolph Air Force Base confirmed Combest's assessment of Reese.

"Reese is the most requested among the AETC bases ... mainly because it is closer to a big city," said Capt. Dave Stewart, chief of trainer assignments.

Capt. Mike Rein, a public affairs officer at Randolph, said Reese also is the No. 1 choice for student pilots.

Combest said Reese's location near Lubbock gives it a quality-of-life advantage, which should help retain instructor pilots and improve efficiency.

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WED/APRIL 19, 1995

I. Governor Bush

□ REESE -

- Overall Texas economic impact
- Medical arrangements w/Lubbock saving money

□ BERGSTROM - Federal Gov't should keep its bargain

II. Senator Hutchinson

□ REESE

- Chosen for SUPT & Joint Training & JPATS first
- Quality of Life

□ CORAUS

- JPATS will not be compatible at Whiting

□ Force Structure

- Proposal does not meet national security strategy requirements
- Analyze infrastructure needed to support the "Base Force"

III. Cong. Combest, Mayor Langston, BG McFall's (Ret), GI Feld (Ret)

- SECAF testimony that process "magnified" differences to facilitate differences
- No accounting for cost/flight hour: Reese the lowest
- Langston: - Quality of Life emphasis by DoD
 - Existence of Lubbock Intl Airport
 - Medical facilities in Lubbock
 - Surplus, quality/affordable off-base housing
- Consider AF factors
- Formal REQUEST: Re-analyze entire UPT Category

Constraints:

- T-34/-39 - NAV/WSO Training at Pensacola/Whiting/Randolph
- T-34/-37 - PRIMARY: Whiting/Laughlin/^{Vance} Reese/Sheppard
- T-38 - FTR/BMB: Columbus
- T-1 - ALFT/TNKR: ^{Vance} Reese
- T-2/TA-4/T-45 - STRIKE: Kingsville
- T-44 - MARITIME: Corpus
 - ∴ CLOSE - Meridian & Vance or Reese
 - Open Coliad
 - Extend 35R/17L at Corpus
 - USMCR Helos to NAS Fort Worth (vs Corpus)
 - 301 FW & 942 FW at Bergstrom (leave to Air Force to convert one to KC-135)
 - 482 FW Deakunta/Homestead closes (or convert & move: KC-135 at Macbill AND deactivate Malstrom tanker unit)
 - 301 RQS Redirect to Patrick

UPT BASES:

Meridian
Pensacola/Whiting
Corpus
Kingsville

Reese
Vance
Laughlin
Columbus
Randolph
Sheppard

MSN BRIEF: REESE

Wed/Apr 5, 95

Choice for program starts (Sim, SUPT, Joint):

- Access best
- Sister service showcase
- 50% primary joint (100 AF @ WLT, /100 Navy @ Reese) by FY98(?)

FAA Approach Control

- ATC delays have negligible impact

Cross-winds impact negated by opportunity to DIVERT to Lubbock (gas \$ go)

- T-18 off-station anyway

242 Trng Days / Year \Rightarrow AETC Planning Factor

- WLT & X-Country not counted

Reese A/r

Cpt Eric Cain

64055

DSN 838-6407

Airfield Condition in error

93 CE Report vs 95 Data Call

Light vs Light/Mixed (91 vs 95)

90% Adequate \rightarrow 9%

Housing data

- Stds mostly off-base

• No MILCON to fix because mission reqs don't need it.

• Inside RWY repair w/major Repair (0 \$m)

- Adequate off-base housing skewed (percentage avail vs quantities & size/city)

3109 A/r off

Model & Data FLAWED \rightarrow after fixing, Reese starts open

Cost/Student : Policy decision

Encroachment weighting \rightarrow how graded

Gen Vicillio surprise to Combest Apr 7 \rightarrow Profit to brief Commission Apr 8

Excess Capacity: Airspace, SQ ops bldg, Airman Dorms, NCO club closing

***DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504***

MEMORANDUM OF MEETING

DATE: April 25, 1995

TIME: 3:30

MEETING WITH: Reese AFB representatives

SUBJECT: Reese AFB

PARTICIPANTS:

Name/Title/Phone Number:

**Chris Lehman, Commonwealth Consulting
Don Feld, Commonwealth Consulting
Rob Lehman, Rep. Larry Combest
Lisa Elledge, Rep. Larry Combest**

Commission Staff:

**Liz King, Counsel
Jim Schufreider, House Liaison
Frank Cirillo, Air Force Team Leader
Merrill Beyer, Air Force DoD Analyst
Jim Brubaker, Navy DoD Analyst
Ed Flippen, Interagency FAA Analyst**

MEETING PURPOSE:

Reese representatives wished to clarify any areas of interest by the commission staff following their presentation at the Dallas Regional Hearing. They noted discrepancies in the Air Force analysis as shown in the attached enclosure. They stressed that, in light of these discrepancies, and in the interest of an open and fair process, the Commission should add another UPT base for further study as a candidate for closure instead of Reese.

Enclosure

(mm-reese.doc)

Gen Vicellio
L Gen Habegger

REESE VISIT

0800-1200
Wed/Apr 5

- 64th Flying Trng Wg / CV
Sec: Glenda
- CI Brady HOME: 838-6600
- AGI Bill Reynolds DSN 838-3409/11
(806) 885-3409/11

CP - 3754

- Arrive Tue / 4 Apr @

- Maj Steve Rackel: (LTGI T-38 IP) -3274 -3018 (806) 885-3018 #484
Closure Readiness POC

Agenda

- PAO: Maj Judy Burk -3169
0715 p/u

Itinerary: 0730 Breakfast +30 "Reese Club"
11 Visitors + 4 Commissioners + 3 Staff +1
4 x Combest (CAS / Asst Mil Affairs / Consultant)

5 Apr

Mayor
Chamber
Mil Affairs
County Judge

McFalls
Chris Lehman

Commission Travellers:

Reese	Meridian
Beyer	
Brubaker	266-02-5055 King
Pross	404-84-3472 Beyer
Yellin	181-40-8317 Brubaker
	Gm-15 Pross

0815 Press Conf +15
0845 Msn Bnf +15
0930 Presentation (Lubbock Community) +15
1015-1130 Base Tour (Windshield)

(includes T-1 hangar)
DEPART

- * Lt Dawn Wallace 64FRW/CVP Protocol
DSN 838-6603 FAX HOME (806) 794-3164
- 6187/3409

- * Cpt Mike Woodley -3179 Airspace (also LT (USN))
- Maj Cynthia Snyder 227-7950 / 5322 SAF / LLP

- Randy Newgebauer / ~~Mayor Pro Tem~~ City Consultant
Dave Livingston, Mayor

MAR 31, 1995

REESE

CP: DSN 838-3754

Randy

Mr. Neugebauer

(806) 798-0098

City Councilman / Major Pro Tem

64 FTW/CVP

ATTN: Dyer

300 Reese Blvd, Suite 3

Reese AFB, TX 79489-5000

POC

(806) 885-6187

TURN: Base Visit Books

6603 FAX

HOME: (806) 794-3164

1010 Al Gagliardi

(210) 492-1932

1627 Fri/19
1330

697 9004

HAS DATA from JCSG

Randolph best a/s? Bats

AS Expansion Availability
should be looked at.

Encroachment potential
SAFETY
137

□ 61 Brady Telecon Fri/Mar

Primary: AETC loses
more sorties to T-78 than
T-38

Most # in PRIMARY

RETE meeting

Analysis by UPT-JCSG

- Determine "STANDARDS" of TRNG
 - Icing - No score !!
 - Crosswinds - 40%
 - * • % sorties cnx/rescheduled per month - 10%
 - Planning FACTOR - 20%
- AETC allows base to establish its own Planning Factor
 - Density alt (relevant for T-38s only) - not scored

- Goal

- Is there excess capacity
- What are closing options

- Airspace availability:

- Schedule, control, use best criteria
 - Within 100nm was used
 - Geographic center x volume vs lead edge x volume
 - MTRs - what value to count, actual number. As long as there are MTRs, that is good. Too many restricts flexibility.
 - Alert Area - should be Yes
- ## - Crosswind Data in two Data Cells
- Vance changed data in second cell

UPT FACTORS

- REESE : PRIMARY CLOSURE
SHOULD CLOSE ...
- BGen A1 ^{Linda} (Ret.)
(210) 492-1932
- WX ATTRITION: %
 - LA 19
 - COL { 22-23
 - VAN {
 - RE : 29 (Density Altitude High)
 - RAV NO NIGHTS (BATS)
- $\Delta = 9\% \times 250 = 27 \text{ days}$
of flying

□ AIRSPACE :

COL HAS FUTURE ENCROACHMENT PROBLEMS
LAUGHLIN GROWTH : MEXICO

- Compare Questionnaire versions from base to Major to AF LEVELS
- Corrosion costs near water: Primary does not need water
- Quality of Life : Best at Reese
- CLOSE OPS AT RANDOLPH
 - PIT ^{GO LOCAL} 12 sorties/day → MX @ LAUGHLIN
 - NAV → anywhere

□ DOCUMENTATION:

- ★ • TESTIMONIAL LETTERS (27 G.O.'s) Gruber
- ★ • BRIEFING
- 10yr history of weather
- Blue Air Study (Airspace)

□ '91 AF: "WX $\frac{1}{2}$ Airspace" \hookrightarrow

□ PRIMARY : All @ LAUGHLIN

RWY : 3 @ Main + 2 OLFs (build on extra OLF)

Why can't Primary all be done @ Laughlin

1200 primary sorties/year?! Another Aux: 1500-2000!?

Reese Air Force Base

64th Flying Training Wing Public Affairs, 111 1st Street, Suite 6, Reese AFB TX 79489-5301

Biography

COLONEL ROGER A. BRADY

Colonel Roger A. Brady is commander of the 64th Flying Training Wing, Reese Air Force Base, Texas. He is responsible for supporting, training and graduating over 200 Air Force, Navy, Marine Corps and Coast Guard pilots annually.

Colonel Brady was born September 11, 1946 in Okmulgee, Okla. He received a bachelor's degree in foreign services from the University of Oklahoma and was commissioned as a second lieutenant through the Air Force Reserve Officer Training program. He received a master of arts degree in political science from Colorado State University in 1969. He entered active duty in November 1969 and served as an intelligence officer with the 20th Tactical Air Support Squadron at Da Nang Air Base, Republic of Vietnam. He entered pilot training at Vance Air Force Base, Okla., in July 1972. Upon graduation he flew KC-135 aircraft at Rickenbacker, Air Force Base, Ohio and has also served as an instructor pilot in the T-38 and T-1A aircraft. He has served tours of duty in operations and personnel at Headquarters, Air Education and Training Command; in research, development and acquisition at Headquarters U. S. Air Force; plans and policy at Headquarters Allied Air Force Southern Europe and as commander of the 3415th Support Group, Lowry Air Force Base, Colo.

Colonel Brady is married to the former Litha Keator of Shreveport, Louisiana. They have two children, Caroline and Andrew.

EDUCATION:

- 1968 Bachelor of Arts degree in foreign services, University of Oklahoma
- 1969 Master of arts degree, Colorado State University
- 1974 Squadron Officer School, Maxwell Air Force Base, Ala.
- 1982 Air Command and Staff College, Maxwell Air Force Base, Ala.
- 1988 National War College, Fort Lesely J. McNair, Washington, D.C.

ASSIGNMENTS:

1. November 1969 - May 1970, student, Armed Forces Air Intelligence Training Center, Lowry Air Force Base, Colo.
2. June 1969 - July 1971, air intelligence officer, 20th Tactical Air Support Squadron, Da Nang, Republic of Vietnam
3. July 1971 - June 1972, chief, Target Processing Branch, 320th Bomb Wing, Mather Air Force Base, Calif.
4. July 1972 - October 1973, student, undergraduate pilot training, 71st Flying Training Wing, Vance Air Force Base, Okla.

Reese Air Force Base

64th Flying Training Wing Public Affairs, 111 1st Street, Suite 6, Lubbock TX 79489-5301

Biography

COLONEL RANDALL C. GELWIX

Colonel Randall C. Gelwix is commander of the 64th Operations Group, 64th Flying Training Wing, Reese Air Force Base, Texas. He is responsible for coordinating and controlling all flying training activities and overseeing contracts which provide aircraft maintenance, simulator maintenance, simulator operations and airfield management.

Colonel Gelwix received his commission from Kansas State University in 1971 through the Reserve Officer Training Corp program. He has held a variety of flying and staff assignments. Flying assignments include instructor pilot, flight commander, squadron commander, and deputy operations group commander. Staff assignments include Air Force Military Personnel Center fighter assignments and Headquarters U. S. Air Force plans. He is a command pilot with 2,000 hours in fighter and trainer aircraft, including 45 combat missions in Southeast Asia and the Persian Gulf.

He and his wife Irmgard have two sons, Christopher and Stephen.

EDUCATION:

- 1971 Bachelor's degree in business, Kansas State University
- 1976 Squadron Officer School, Maxwell AFB, Ala.
- 1978 Master's degree in international relations, Troy State University
- 1986 Air Command and Staff College, Maxwell AFB, Ala.
- 1993 Air War College, Maxwell AFB, Ala.

ASSIGNMENTS:

1. September 1971 - August 1972, student, pilot training, Reese Air Force Base, Texas
2. September 1972 - May 1973, student, F-4 combat crew training, Luke Air Force Base, Ariz.
3. June 1973 - May 1974, pilot, 25th Tactical Fighter Squadron, Ubon Royal Thai Air Force Base, Thailand
4. June 1974 - August 1974, student, F-4C Wild Weasel upgrade training, Nellis Air Force Base, Nev.
5. August 1974 - September 1978, pilot, 81st Tactical Fighter Squadron; then chief, 52nd Tactical Fighter Wing scheduling branch, Spangdahlem Air Base, Germany
6. October 1978 - April 1981, F-4/F-16 assignments officer, Air Force Military Personnel Center, Randolph Air Force Base, Texas
7. May 1981 - October 1981, break in military service
8. October 1981 - June 1982, student, F-4G Wild Weasel course, George Air Force Base, Calif.

Reese Air Force Base

64th Flying Training Wing Public Affairs, 111 1st Street, Suite 6, Lubbock TX 79489-5301

Biography

COLONEL THERON E. WEIMER

Colonel Theron E. Weimer is Commander of the 64th Support Group, 64th Flying Training Wing, Reese Air Force Base, Texas. As Commander, he ensures that all SUPT students, permanent party personnel, personnel on temporary duty, and their families receive the support and service necessary to carry out the mission of the 64th Flying Training Wing. He commands support and services activities comprised of 7 squadrons and over 800 civilian and military personnel.

He entered the Air Force in 1971 after graduating from the United States Air Force Academy, Colorado Springs, Colorado. Colonel Weimer is a command pilot with nearly 4,000 flying hours.

Colonel Weimer is married to the former Diane Kathryn Ferreter of Cedar Rapids, Iowa. They have one son Theron Jr.

EDUCATION:

- 1971 Bachelor of science degree in aeronautical engineering, US Air Force Academy.
- 1978 Master's degree in business management, University of Northern Colorado School of Business.
- 1979 Master's of science degree in astronautical engineering, Air Force Institute of Technology.

ASSIGNMENTS:

1. July 1971 - June 1972, Undergraduate Pilot Training, Williams Air Force Base,
2. June 1972 - July 1975, C-130 Pilot, 38th Tactical Airlift Squadron, Langley Air Force Base, Virginia.
3. July 1975 - May 1978, T-37 Instructor Pilot, Flight Examiner, Reese Air Force Base, Texas.

Reese Air Force Base

64th Flying Training Wing Public Affairs, 111 1st Street, Suite 6, Lubbock TX 79489-5301

Biography

COLONEL MONICA A. FIGUN

Colonel Monica A. Figun is commander of the 64th Medical Group, 64th Flying Training Wing, Reese Air Force Base, Texas. As commander, she ensures that all Reese pilots, support personnel and their family members receive proper medical, dental and mental health treatment. Her medical staff, which includes approximately 10 civilian specialists working under a partnership program, annually treat more than 52,000 patients, providing a complete range of medical care with emphasis on specialized flight medicine.

After graduating from Mercy College of Nursing she worked at a small community hospital in Victorville, California and opened the first coronary care unit in the upper Mojave Desert. She then was commissioned in the Air Force in 1973 and has had a diversified career. She has served as a Clinical Nurse, Primary Care Nurse, Primary Care Nurse Practitioner (PNCP), Assistant Chief Nurse, Chief Nurse and presently is the Commander of the 64th Medical Group.

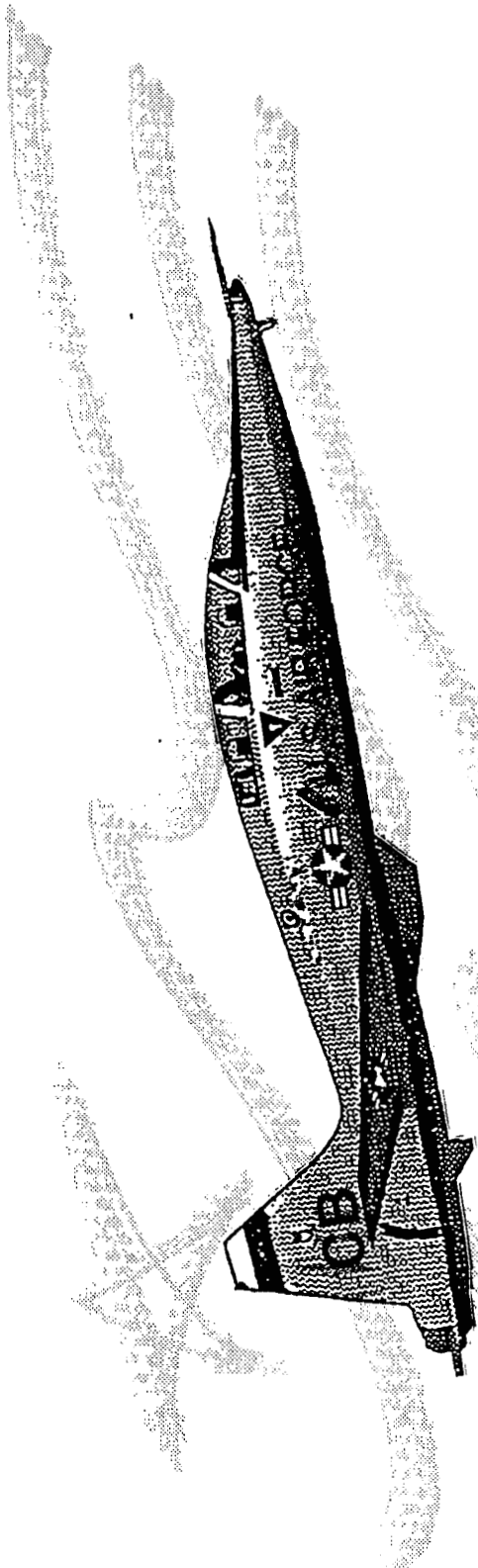
EDUCATION:

- 1968 Diploma in Nursing, Mercy College of Nursing, San Diego
- 1974 Flight Nurse School, distinguished graduate
- 1974 Squadron Officers School, correspondence
- 1982 Air Command and Staff College, seminar
- 1984 Bachelor of Science and Nursing, University State of New York, Albany, New York
- 1992 Air War College, seminar
- 1993 Senior Medical Executive Management Course, Randolph Air Force Base, Texas
- 1994 Presently working on Masters Health Service Administration, St. Joseph's College, Windham, Massachusetts

ASSIGNMENTS:

1. October 1973 - May 1975, clinical nurse, United States Air Force Hospital, Mountain Home Air Force Base, Idaho
2. June 1975 - June 1976, primary care nurse, practitioner student, School of Health Care Sciences, Sheppard Air Force Base, Texas
3. July 1976 - August 1978, primary care nurse practitioner, United States Air Force Hospital, Bergstrom Air Force Base, Texas
4. August 1978 - June 1981, primary care nurse practitioner, United States Air Force Hospital, George Air Force Base, California

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COLUMBUS

Where the future is flying

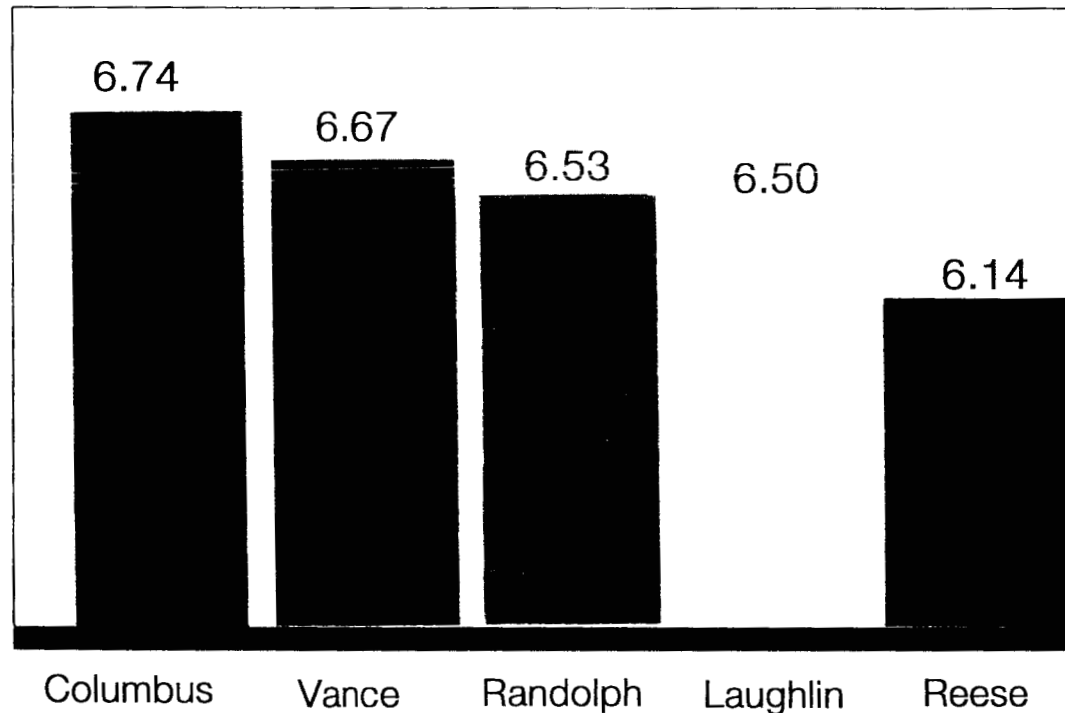


A CAFB 2000 Briefing

May 1, 1995

MILITARY VALUE

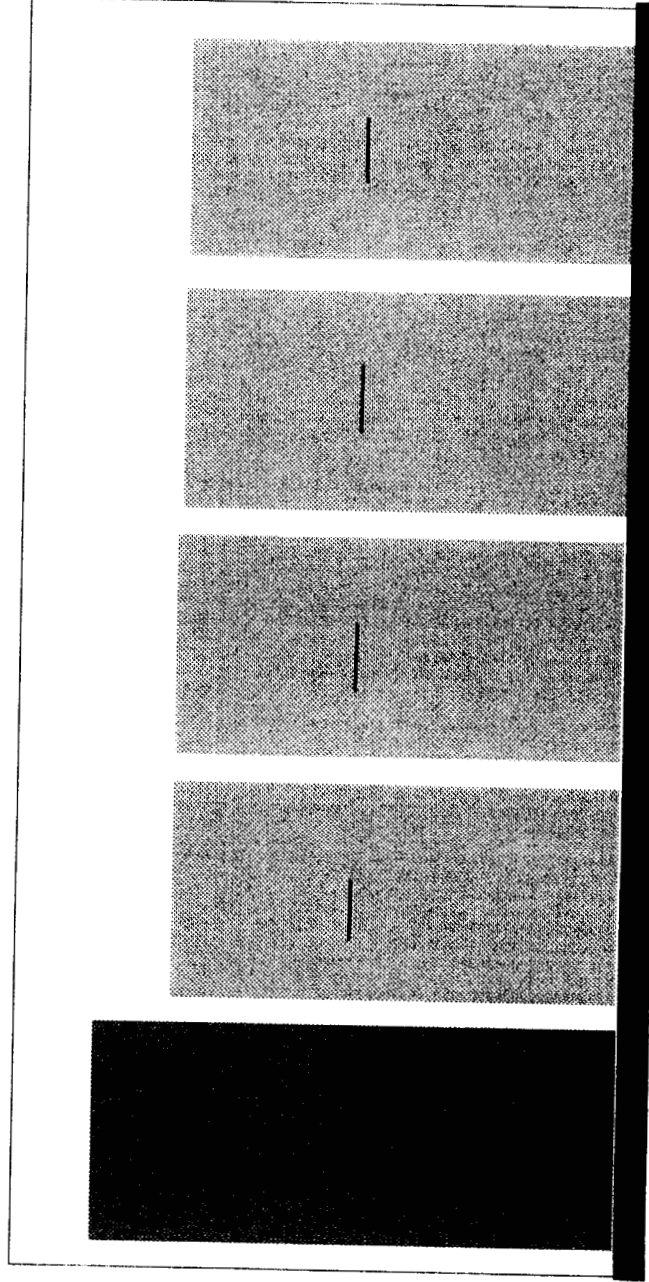
Columbus Air Force Base received the highest ranking of the Air Force UPT bases on Criterion I, Flying Training Mission.



MILITARY VALUE

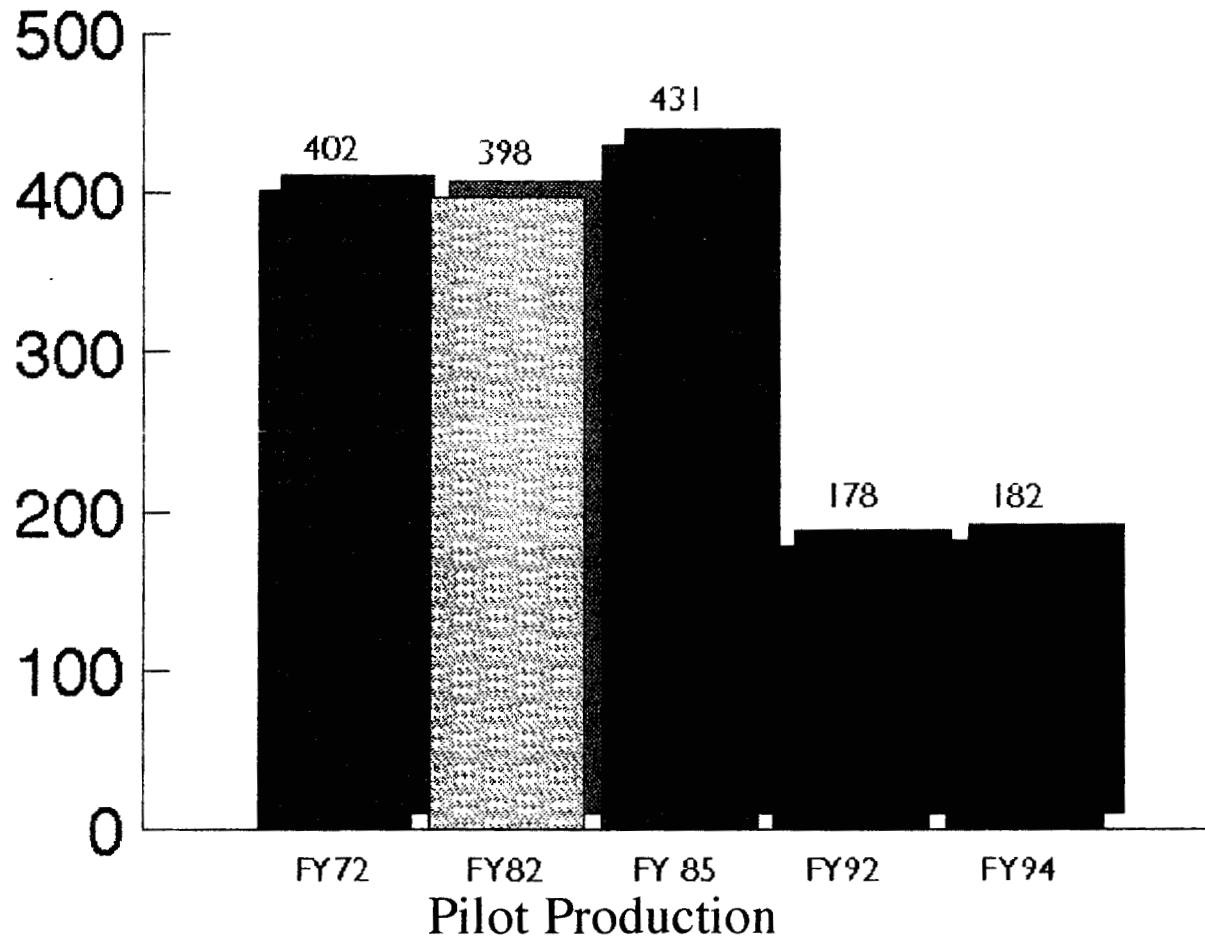
Columbus Air Force Base was the *only* UPT base to earn a GREEN rating on Criterion II, Facilities and Infrastructure.

All others received a GREEN MINUS.



Columbus Laughlin Randolph Reese Vance

MILITARY VALUE

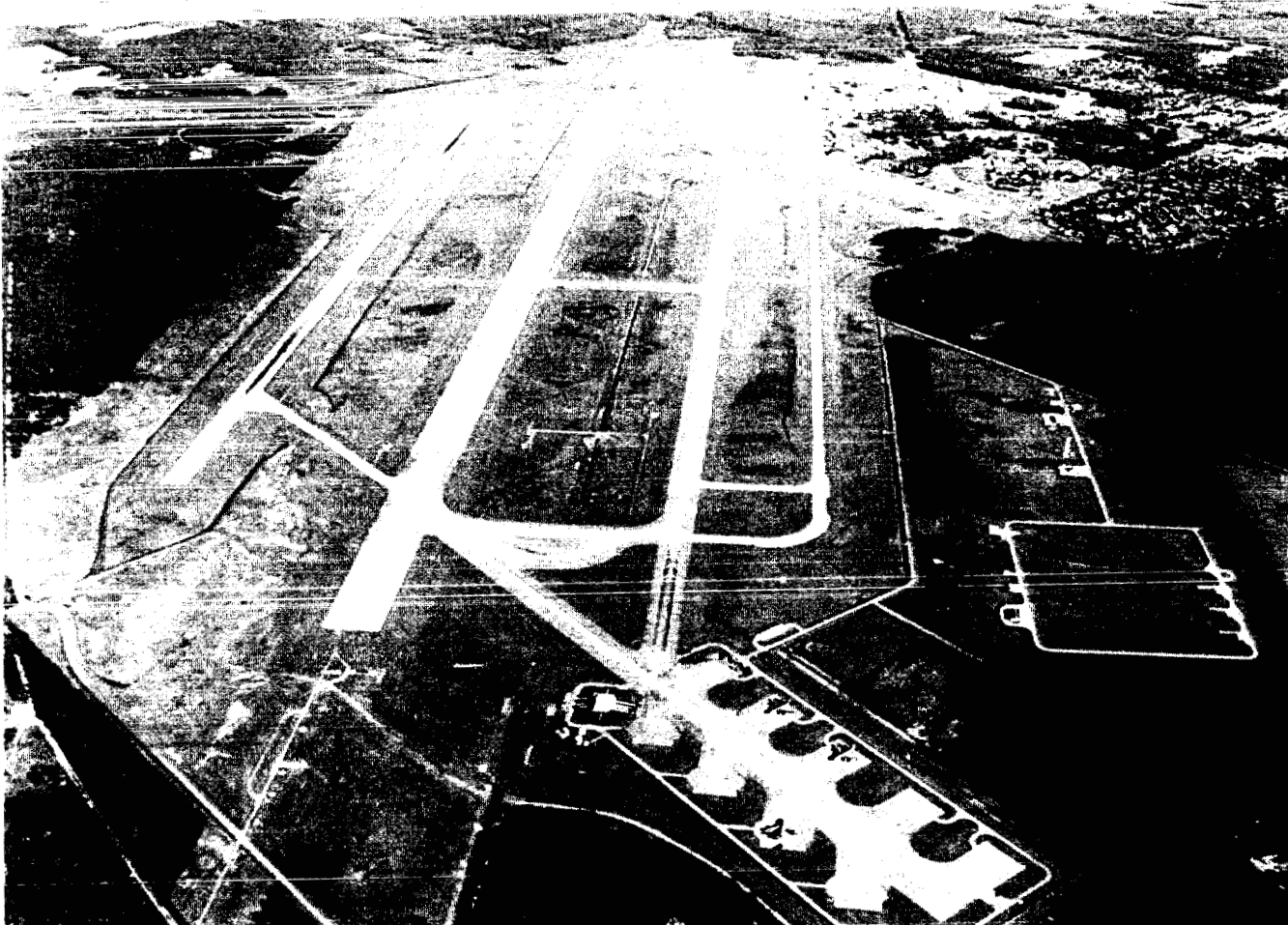


Columbus AFB has the infrastructure to support increased pilot production as demonstrated by past graduation rates, without additional expenditure on facilities. An increase in pilot production at CAFB, would greatly reduce the cost per graduate for the Air Force.

MILITARY VALUE

Columbus AFB attributes which offer flexibility in missions:

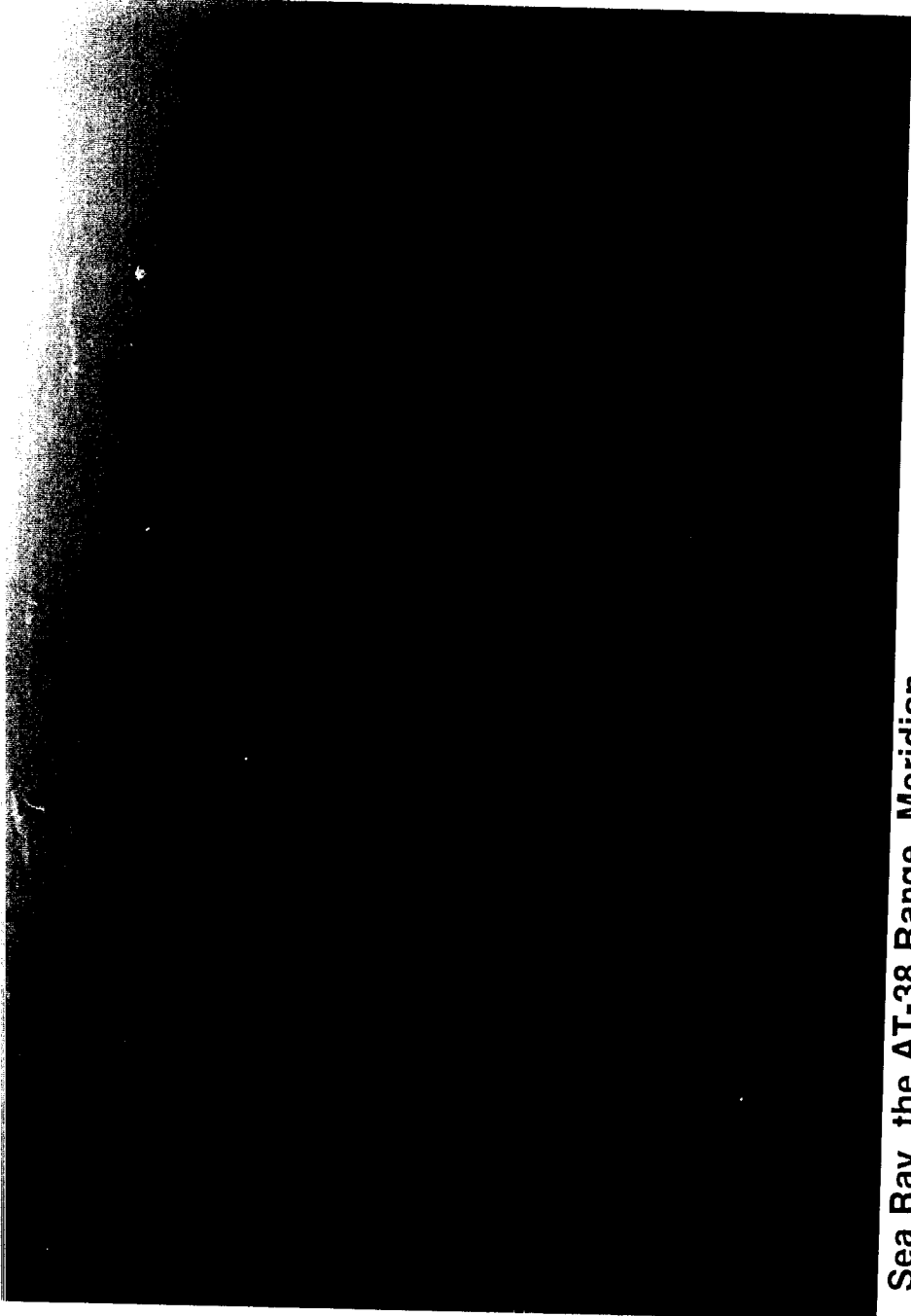
- ★ Runways ★ Ramps
- ★ Taxi-Ways ★ Security
- ★ Excellent Airspace
- ★ Lack of Altitude & Crosswind Problems
- ★ Hydrant Fueling System Pits



CAFB's three parallel runway configuration, complemented by the efficient taxiway and ramp layout, can support trainer, fighter, bomber, tanker or transport missions.



The T-37 Auxiliary Field at Shuqualak enhances the flexibility of CAFB.



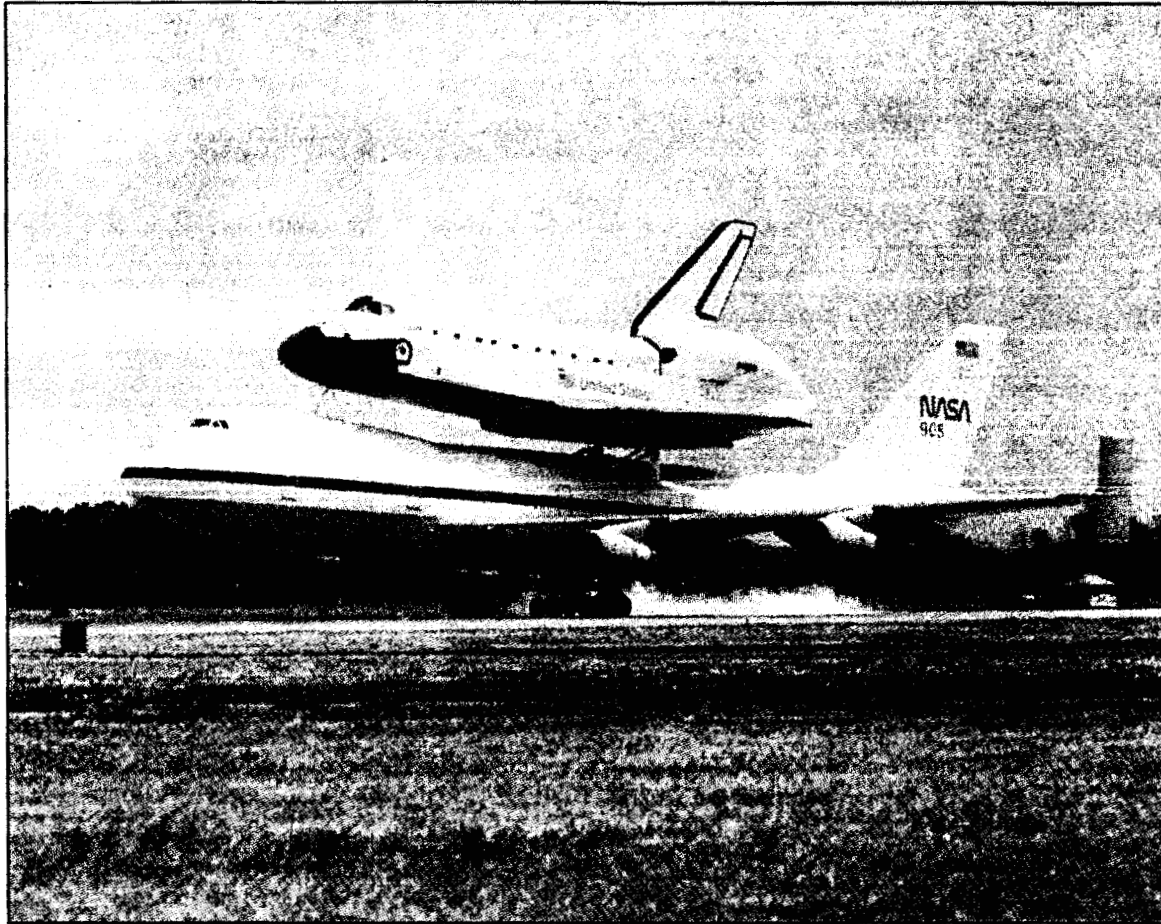
Sea Ray, the AT-38 Range, Meridian.

THE COMMERCIAL DISPATCH

The Commercial Est. 1894, The Dispatch Est. 1879/Consolidated March 12, 1922 © 1994

COLUMBUS, MISSISSIPPI

TUESDAY, MARCH 28, 1995



Space Shuttle Landing
Exemplifies the
Versatility of CAFB.

Staff Photo By Frank Roberts

Touching Down Again

Smoke puffs from the tires as the space shuttle Endeavour, riding high atop a modified 747, touches down at Columbus Air Force Base enroute back to Florida to prepare for another mission.

Endeavour Pays A Visit

MILITARY VALUE

Columbus AFB offers flexibility. It is the only UPT base well-suited to support any of the five Air Force flying missions:

- ★ Airlift
- ★ Tanker
- ★ Bomber
- ★ Fighter
- ★ Training

MILITARY VALUE

Housing

Housing at Columbus AFB is being upgraded with \$2,464,000 invested in improvements since 1993.

★ FY '93 \$1,439,000

★ FY '94 \$1,025,000



MILITARY VALUE

Community Response

The City of Columbus has responded to Columbus AFB request to provide municipal level water & sewer services. This project is under way with completion set for mid - 1997.



QUALITY OF LIFE

Education

Student/Teacher ratio in Columbus Municipal Schools is lower than required by the State Department of Education.

	<i>Columbus Municipal Schools</i>	<i>State Department of Education</i>
Elementary	16.7:1	22:1
Secondary	13.9:1	27.1/30.1



QUALITY OF LIFE

Education - College

Graduate degrees are offered at two universities in the local area.

- ★ Mississippi University for Women in Columbus offers graduate as well as undergraduate degrees.
- ★ Mississippi State University, Mississippi's largest comprehensive university, is located within less than a 30-minute drive of CAFB. MSU offers undergraduate, graduate and doctoral degrees.



QUALITY OF LIFE

Medical

Improvements at Baptist Memorial Hospital - Golden Triangle are significant. A \$44 million renovation/expansion project is set to begin June 1.

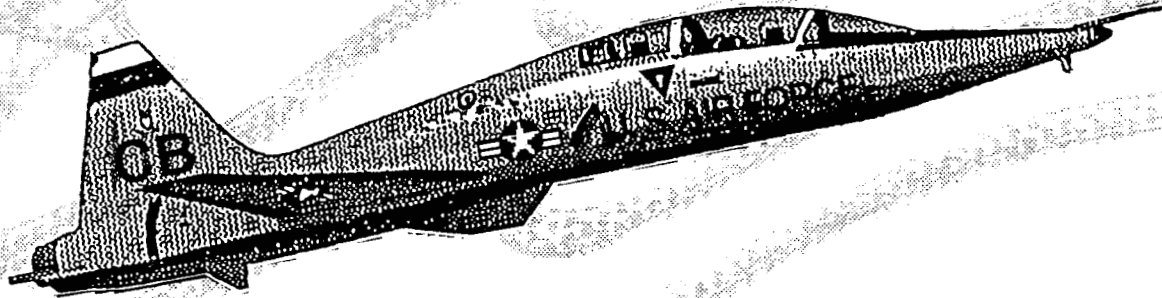
- ★ \$7 million invested in capital improvements since 1993.
- ★ The 328-bed regional hospital has 85 physicians on staff.



CONCLUSION

Columbus Air Force Base earned its #1 ranking from the Air Force because of its strategic military value. Key among its military assets are CAFB's

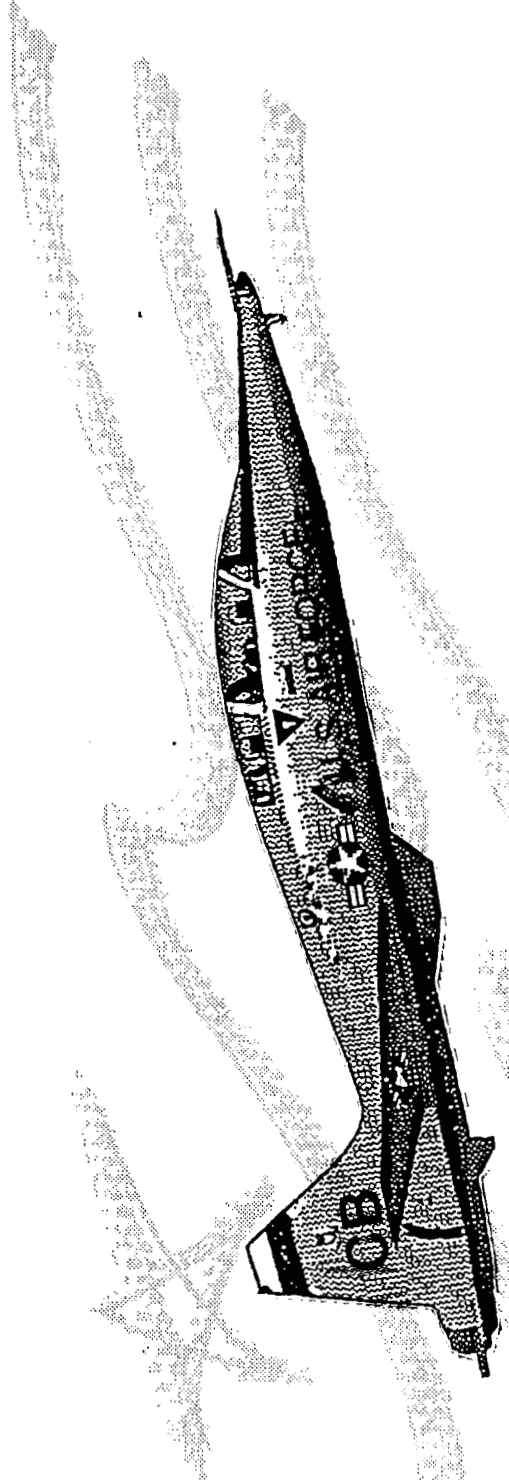
★ Flexibility ★ Infrastructure ★ Surge capabilities



COLUMBUS

Where the Future is Flying





COLCUMBUS

Where the future is flying



Support Documents

Support Documents

- ▶ Columbus Pilot Production Data
- ▶ Columbus Light & Water Department Letter
RE: Water & Sewer Services
- ▶ Columbus Municipal School District Letter
RE: Student/Teacher Ratios
- ▶ Mississippi University for Women Letter
RE: Graduate Programs
- ▶ Baptist Memorial Hospital--Golden Triangle Letter
RE: Improvements
- ▶ Welcome To Columbus AFB: Briefing Document

COLUMBUS PILOT PRODUCTION

UPT IFF

Fiscal Year	UPT	IFF (Introduction to Fighter Fundamentals)
1972	402	
1973	319	
1974	310	
1975	287	
1976	285	
1977	234	
1978	327	
1979	311	
1980	273	
1981	315	
1982	398	
1983	371	
1984	396	
1985	431	
1986	352	
1987	291	
1988	309	
1989	322	
1990	291	
1991	301	
1992	178	
1993	239	
1994	182	167



COLUMBUS
LIGHT AND WATER DEPARTMENT

S. A. HEAD, Jr.
GENERAL MANAGER

420 4th Avenue South
P.O. Box 949
Columbus, Mississippi 39703
Telephone: (601) 328-7192
Fax: (601) 243-7408

ROBERT C. GRONDIN
COMPTROLLER

April 11, 1995

Mr. Fred Hayslett
CAFB 2000
Columbus, MS 39703

Dear Fred:

In 1992, Columbus Air Force Base began exploring the possibility of receiving municipal level water and sewer services. In November of 1993, CAFB requested that the City of Columbus explore a capital improvement project to extend water and sewer lines to the base.

The 1994 Mississippi Legislature authorized a program to provide \$13.5 million to the City of Columbus for the explicit purposes of providing water and sewer line extension to Columbus Air Force Base. Both of these projects have begun construction and will be completed by mid 1997.

These services will help the Air Force avoid \$15 - \$17 million dollars in military construction funds to the 1940's vintage water and sewer plants currently on the base and an annual expenditure of \$500,000 for operation and maintenance.

We look forward to being a partner with the base well into the next century.

Sincerely,

S. A. Head, Jr.
General Manager

lft

COLUMBUS MUNICIPAL SCHOOL DISTRICT

REUBEN E. DILWORTH, Ed.D., SUPERINTENDENT

320 7th STREET NORTH

P. O. BOX 1308

COLUMBUS, MISSISSIPPI 39703

(601) 328-2598

FAX (601) 329-3371

JOHNNY JOHNSON
Assistant Superintendent

BOB HUDSON, Ed.D.
Assistant Superintendent

April 4, 1995

Mr. Fred Hayslett
P.O. Box 949
Columbus, MS 39703

Dear Mr. Hayslett,

As per your request on March 31, 1995 concerning specific educational information to give The Base Education Office at Columbus Air Force Base, I submit the following:

1. From Bulletin 171, 11th Edition, issued February, 1994, concerning the maximum number of students allowed by the SDE for any school in the state:
 - a. Kindergarten: 22 students to 1 teacher unless each teacher has a full-time teacher's aide. In that case, the ratio could not exceed 27 students to 1 teacher.
 - b. Grades 1-4: 27 students to 1 teacher.
 - c. Grades 5-8: For self-contained classes, the ratio must not exceed 30-1.
 - d. Grades 5-12: For departmentalized classes, the ratio must not exceed 33-1. A teacher in the academic core departmentalized classes may not teach more than 150 students.

COLUMBUS MUNICIPAL SCHOOL DISTRICT

REUBEN E. DILWORTH, Ed.D., SUPERINTENDENT

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P. O. BOX 1308

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(601) 328-2598

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JOHNNY JOHNSON
Assistant Superintendent

BOB HUDSON, Ed.D.
Assistant Superintendent

2. In Columbus, as of February 28, 1995, there were 3223 elementary students and a total of 193.55 elementary teacher units, or a ratio of 16.7 - 1. For the secondary schools, there were 2480 students and a total of 179.10 teacher units, or a ratio of 13.9 to 1.

The method used obviously divided the number of students by the number of teachers units to give the ratio. This does not mean to say that every teacher has no more than 16 students at one given time. There are programs that demand a much lower teacher/student ratio, and there are certainly teachers, especially in the elementary, that have the maximum number of students allowable.

If this does not adequately address all of the concerns you had, please don't hesitate to call me at 328-2598.

Sincerely,



Dr. Bob J. Hudson, Ed.D.
Assistant Superintendent for Instruction

BJH/pw



MISSISSIPPI
UNIVERSITY
FOR WOMEN

Columbus, MS 39701

Office of the President
Eudora Welty Hall
P. O. Box W-1600
(601) 329-7100
Fax (601) 329-7297

April 10, 1995

Mr. Fred Hayslett
CAFB 2000
P.O. Box 949
Columbus, Mississippi 39703

Dear Fred:

Over the years Mississippi University for Women and the Columbus Air Force Base have worked cooperatively in a number of endeavors, not the least of which are the valued personal relationships which have developed.

We are proud to have had a presence at CAFB through our Continuing Education program since 1984 and are pleased that enlisted and civilian base personnel take advantage of the classes of "The W," both at the Education Center at CAFB and on our campus through our graduate and undergraduate programs. We offer 39 majors/areas of concentration in our six undergraduate degree programs and degrees in four majors at the graduate level.

Mississippi University for Women is committed to providing quality higher education to CAFB, the region, the State of Mississippi, and the entire nation. We are pleased that *U.S. News and World Report* ranked MUW as number one for "best value" among our 126 Southern peer institutions.

Thank you for the work you are doing as the leader for CAFB 2000. Please let us know what we may do to help.

My very best and highest regards.

Sincerely,

A handwritten signature in cursive script, appearing to read "Clyda S. Rent".

Clyda S. Rent
President



**Baptist Memorial
Hospital Golden Triangle**

April 5, 1995

Mr. Fred Hayslett
CAFB 2000
Post Office Box 949
Columbus, Mississippi 39701

Dear Mr. Hayslett:

The past year has been one of growth and activity for Baptist Memorial Hospital-Golden Triangle. The success and accomplishments of the past year are the result of the outstanding achievements and activities of many people - our employees, medical staff, volunteers, and community.

BMH-GT has made a long-term commitment to the citizens of Lowndes County and the surrounding area to provide quality, cost efficient health care.

As a 328-bed regional hospital, we currently have more than 85 physicians on staff, representing most medical specialties. We plan to break ground on June 1st for a \$44 million renovation and expansion project - the largest ever undertaken by a hospital in Mississippi. We have also received approval to establish cardiac catheterization and open-heart surgery services - another first for our community. Plans also include the establishment of a comprehensive cancer treatment center.

The new services will be built upon the strong foundation already in place, in part through the \$7 million invested in capital improvements at the hospital over the past two years.

We currently maintain an active physician recruitment program, concentrating on attracting primary care physicians to our staff. We also expect the addition of several specialty physicians when our new services are put into place.

Mr. Fred Hayslett
April 5, 1995
Page Two

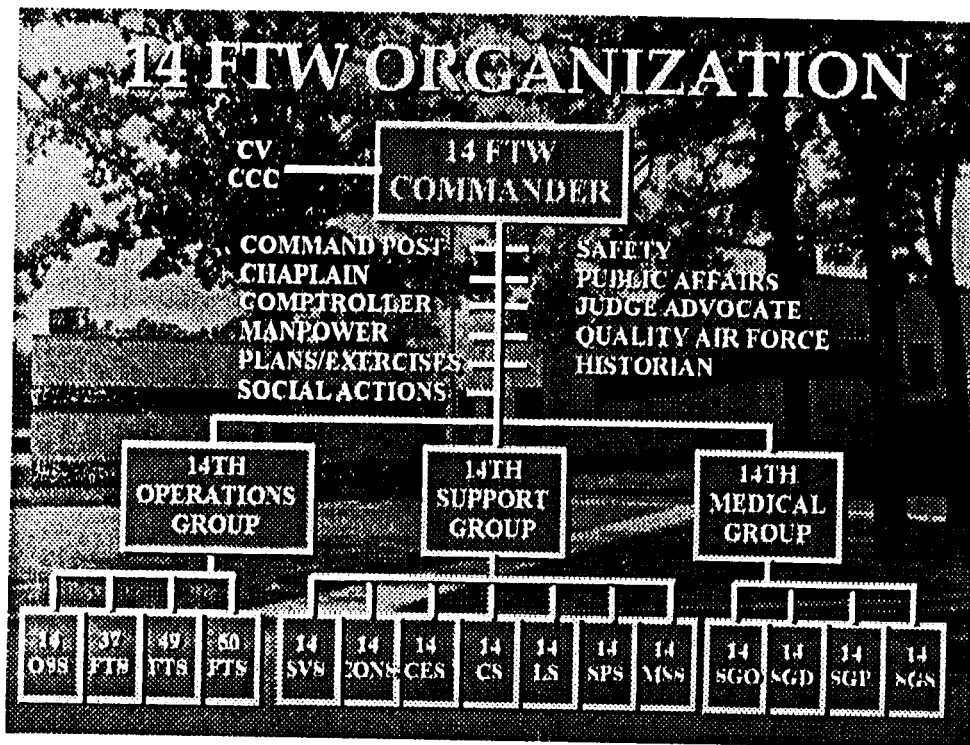
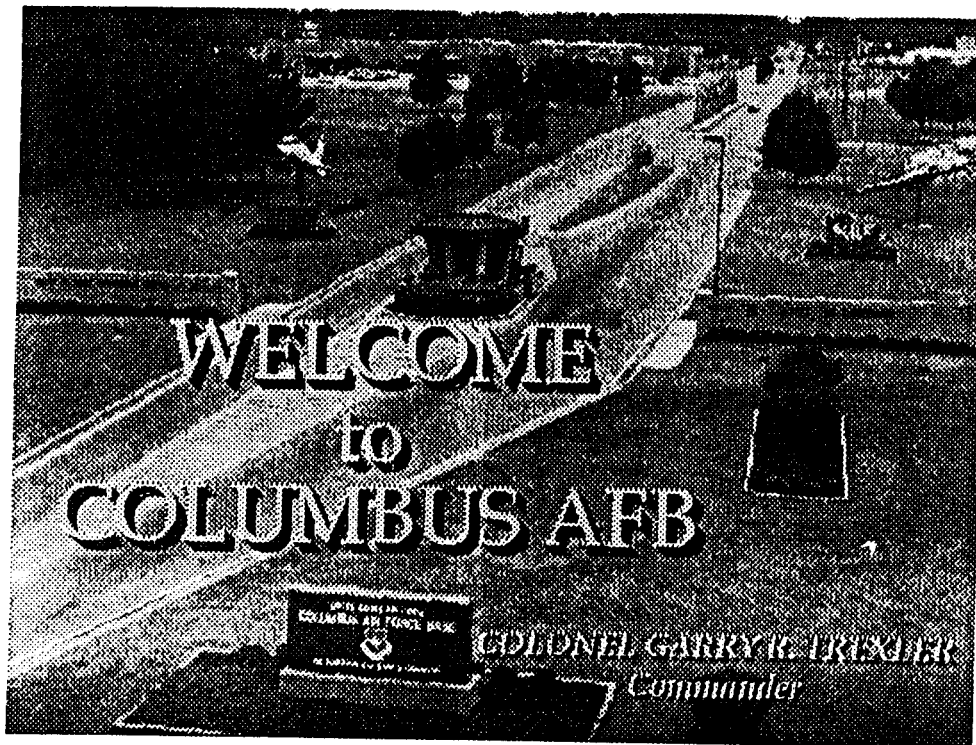
By being a leader with a strong vision for the future, rather than follower, BMH-GT will bring enormous resources to our community and significantly elevate the quality and availability of comprehensive health services. Our future plans for expansion will position BMH-GT to become an even more competitive, effective health resource of which our community will be proud.

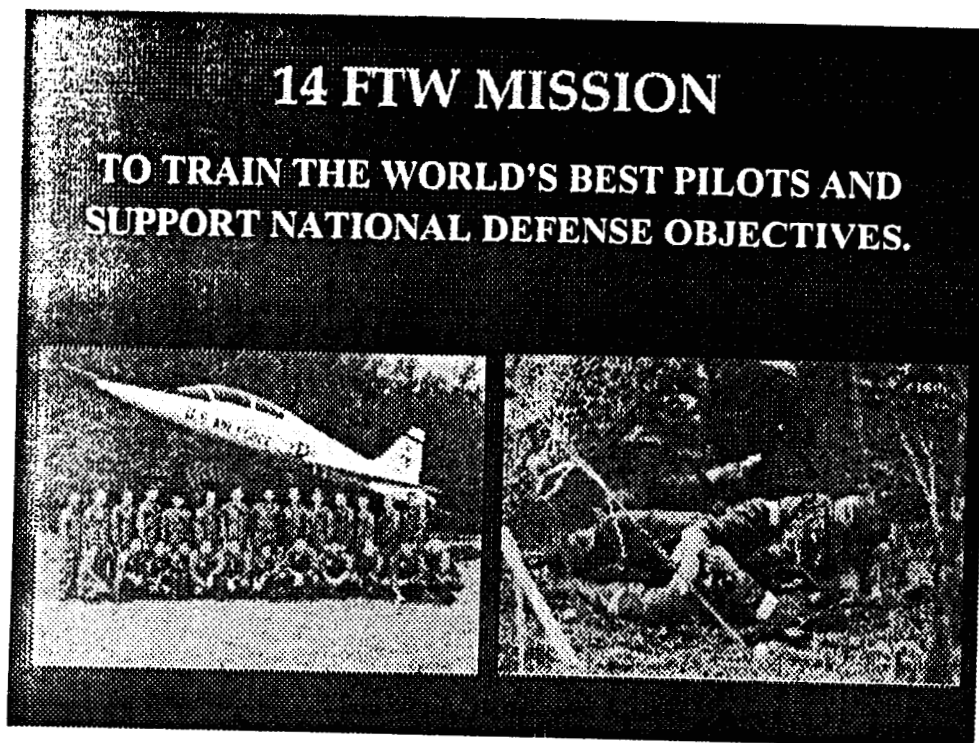
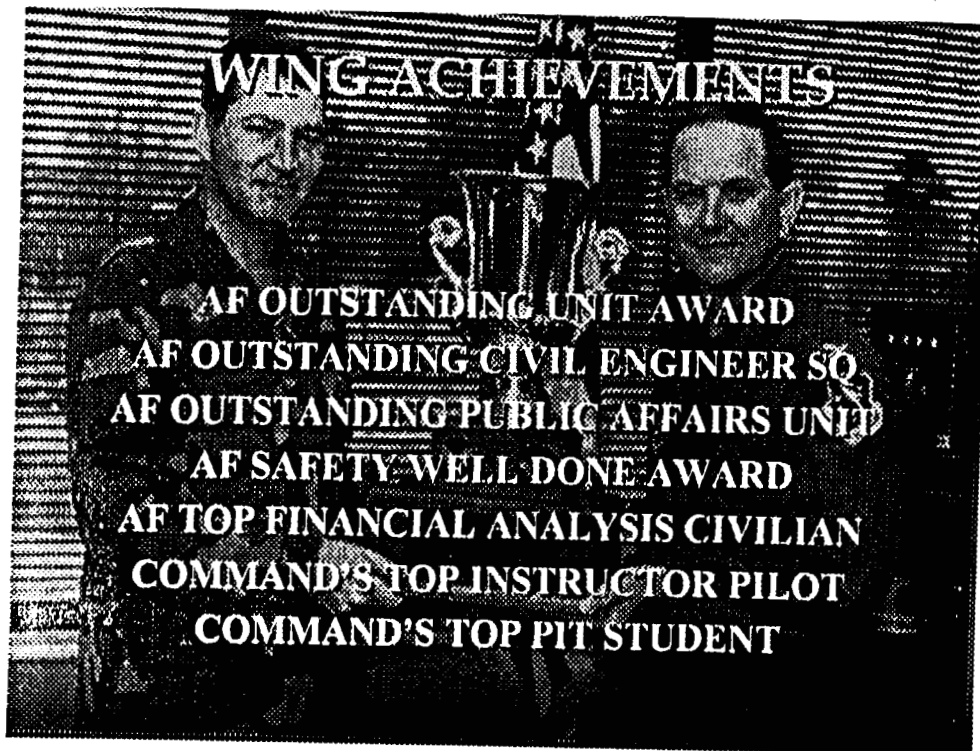
Sincerely,



Stuart Mitchell
Administrator

ccw

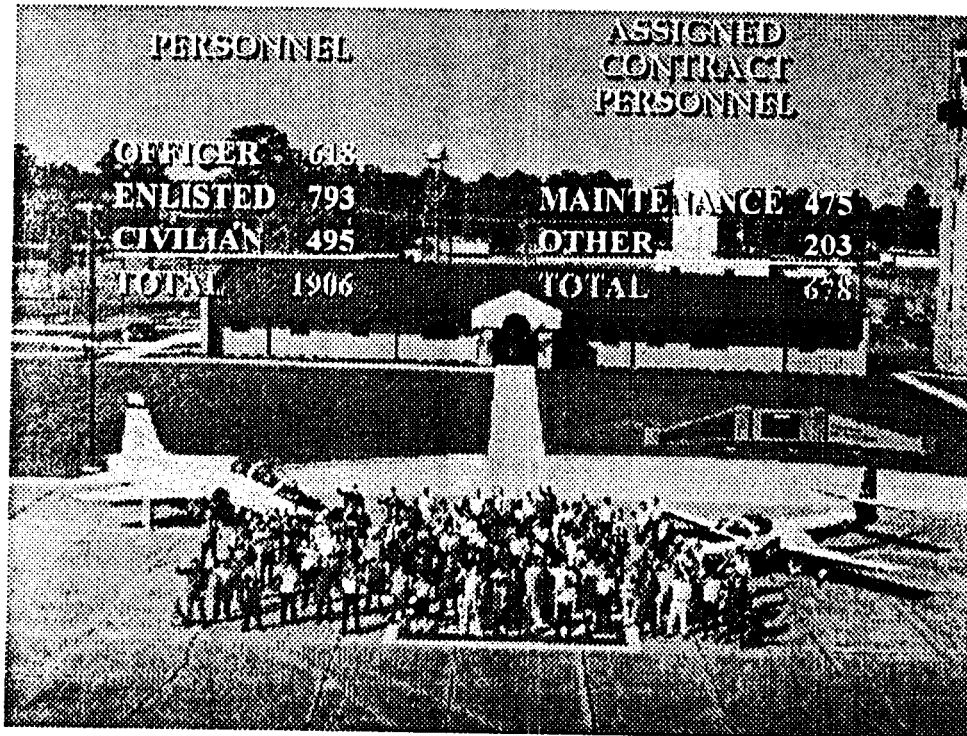




DEPLOYED PERSONNEL

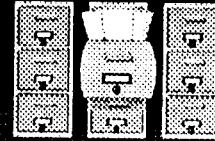
UNIT	LOCATION	NUMBER DEPLOYED
CIVIL ENGINEERING	HONDURAS	1
	ITALY	1
	SAUDI ARABIA	3
DEAS	SAUDI ARABIA	1
LOGISTICS	SAUDI ARABIA	4
CHAPEL	SAUDI ARABIA	1
OPS GROUP	TURKEY	1
	HONDURAS	1
SECURITY POLICE	CORONET ASPEN	1
	SAUDI ARABIA	2

TOTAL DEPLOYED: 16



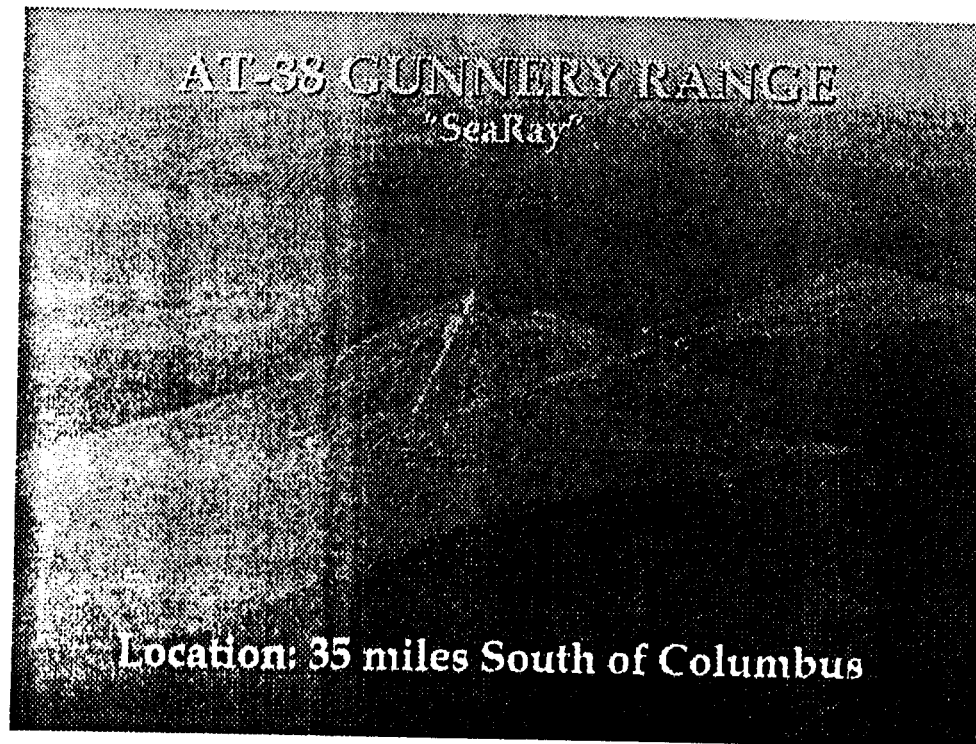
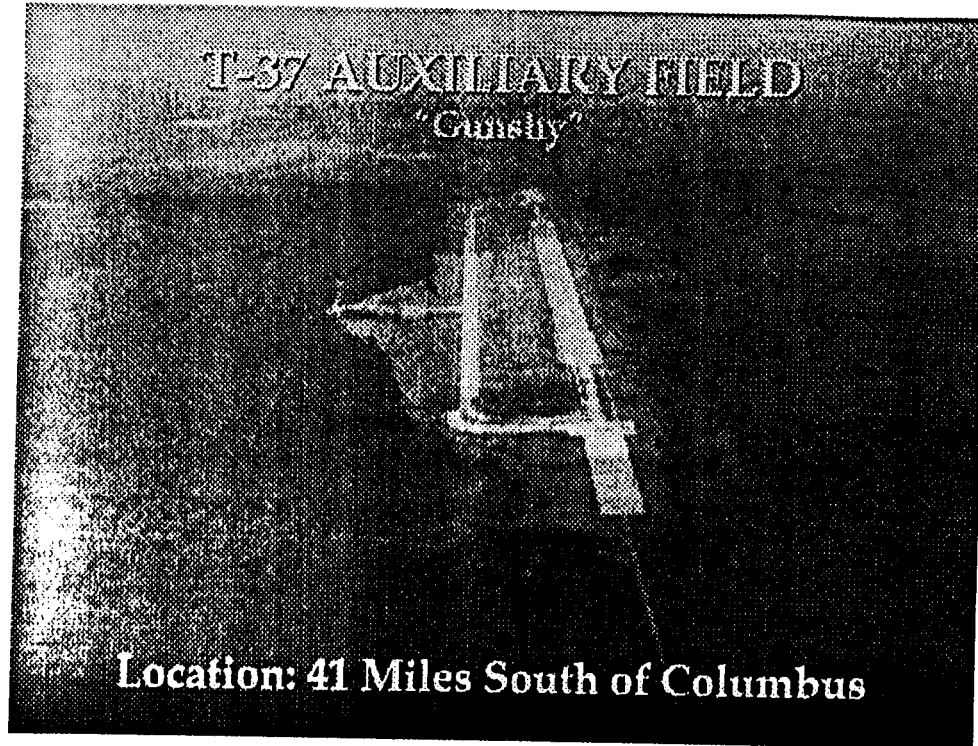
MAJOR SERVICE CONTRACTS

AIRCRAFT MAINTENANCE	\$ 17,858,000
CONTRACT INSTRUCTORS	1,336,000
VEHICLE OPS & MAINT	838,000
COMM ELECTRONIC SERVICE	819,000
FUELS MANAGEMENT	738,000
FULL FOOD SERVICE	628,000
GROUNDS MAINTENANCE	444,000
AIRFIELD MANAGEMENT	292,000
REFUSE COLLECTION	275,000
RADIOLOGY SERVICES	294,000
BASE CUSTODIAL SERVICE	275,000
VISUAL INFORMATION	244,000
FLOORING REPLACEMENT	170,000
HOSP ASEPTIC MGT SVCS (HAMS)	120,000
PDO/BITS/POSTAL	96,000
MISCELLANEOUS CONTRACTS (6)	220,000



TOTAL:
\$24,611,000





COLUMBUS AFB

COMPUTERS		MISSION ASSETS		MOTOR VEHICLES	
		AIRCRAFT		Total	
Mini-Mainframe	5	T-37	77		
Small Computers	975	T-38	66		227
	<u>980</u>	AT-38	<u>28</u>		
			179		

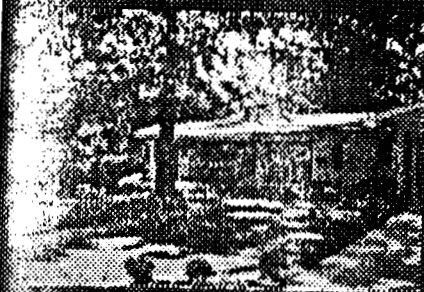
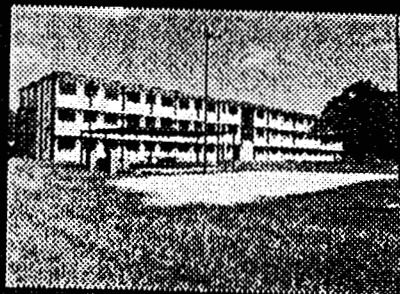
BASE FACILITIES		
THEATER	CHAPEL	COLUMBUS CLUB
BOWLING ALLEY	SUPERMARKET	DEPARTMENT STORE
GYMNASIUM	HOSPITAL	BANK
SERVICE STATION	GOLF COURSE	CHILD DEVELOPMENT
POOLS (2)	HOBBY CENTER	RECREATION CENTER

178 BASE BUILDINGS WITH 1,274,171 SQUARE FEET

COLUMBUS AFB

GUEST QUARTERS
 UNACCOMPANIED 57 ROOMS
 ACCOMPANIED 26 UNITS

UNACCOMPANIED QUARTERS
 FIVE DORMITORIES 244 BEDS
 SINGLE HOUSING 61 UNITS



FAMILY HOUSING

	2-BR	3-BR	4-BR	6-BR	Total
Officer	0	208	44	0	252
Enlisted	94	345	46	5	490
TOTAL	94	553	90	5	742

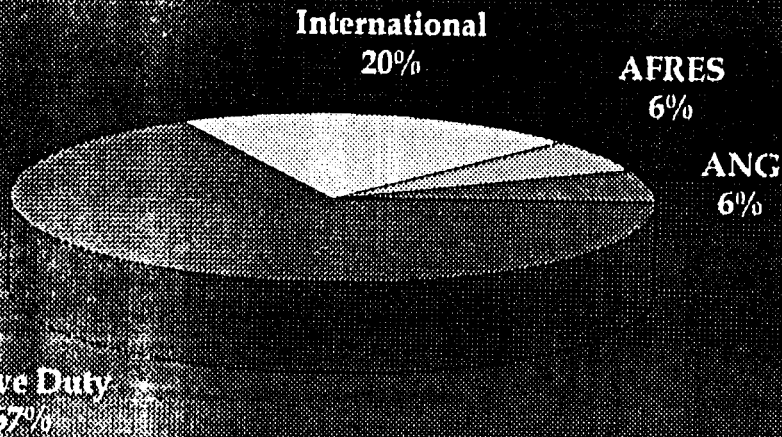
INSTRUCTOR MANNING

	T-37	T-38	AT-38
AUTHORIZED	96	75	34
ASSIGNED	96 / 100%	87 / 116%	29 / 85%
EFFECTIVE	92 / 96%	84 / 112%	26 / 76%

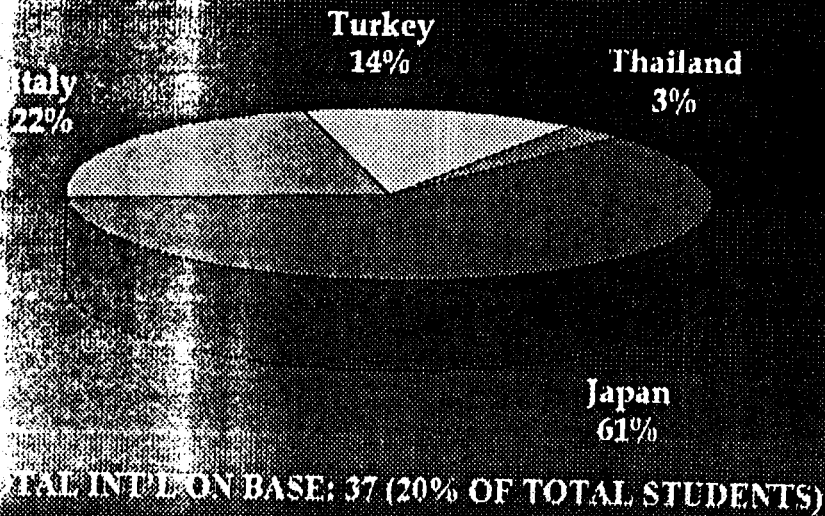
COLUMBUS PILOT PRODUCTION

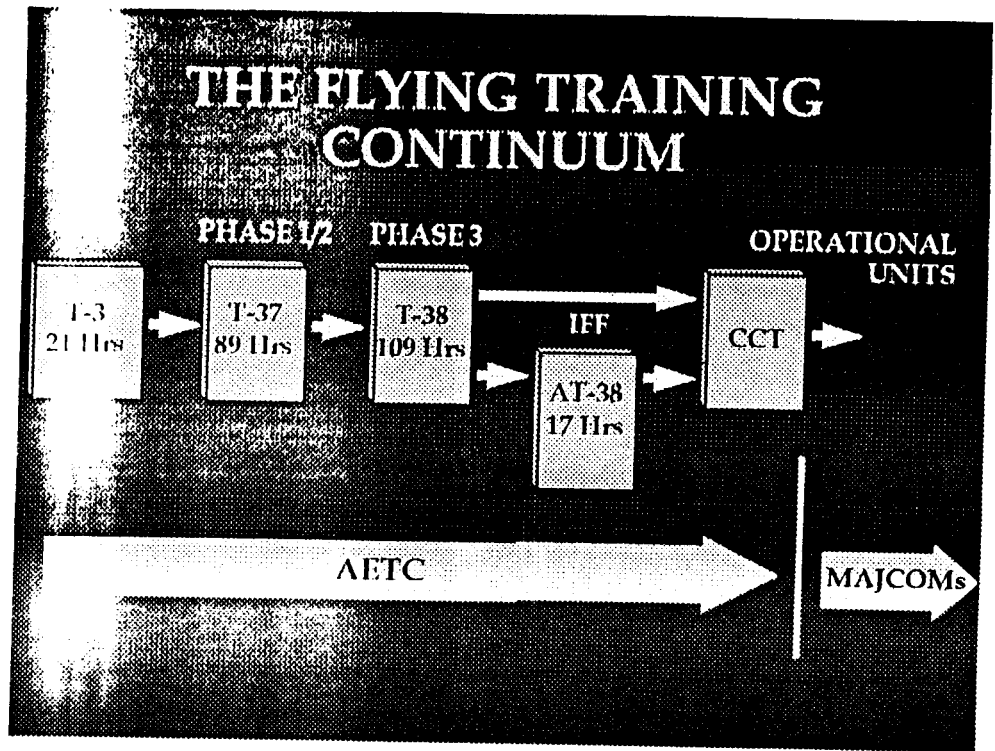
	UPT	IFF
FY 92	229	N/A
FY 93	208	N/A
FY 94	182	167
FY 95	140	214
FY 96	134	220
FY 97	158	220

STUDENT BREAKDOWN



INTERNATIONAL STUDENT DEMOGRAPHICS

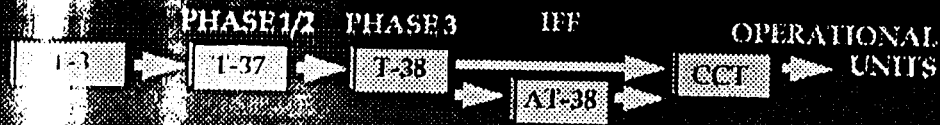




OPT PHASE 1

SYLLABUS - 4 WEEKS
ACADEMICS AND PHYSIOLOGICAL TRAINING

UPT PHASE 2

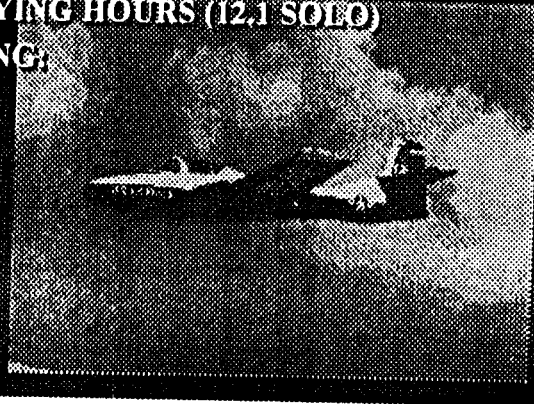


★ SYLLABUS - 5 MONTHS

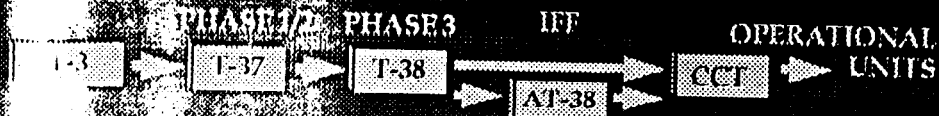
★ 61 SORTIES, 80,9 FLYING HOURS (12.1 SOLO)

★ PHASES OF TRAINING:

- ★ CONTACT
- ★ INSTRUMENT
- ★ NAVIGATION
- ★ FORMATION



UPT PHASE 3



★ SYLLABUS - 6 MONTHS

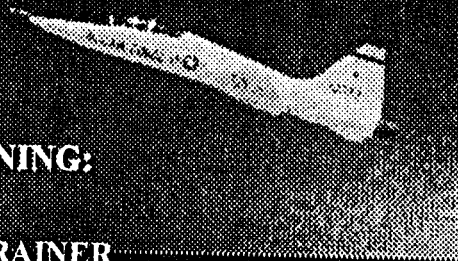
★ 87 SORTIES, 108.8 FLYING HOURS (22.0 SOLO)

★ PHASES OF TRAINING:

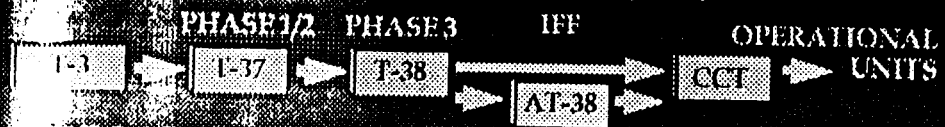
- ★ CONTACT
- ★ INSTRUMENT
- ★ NAVIGATION
- ★ FORMATION

★ TRACK SPECIFIC TRAINING:

- ★ TANKER, TRANSPORT
- ★ FIGHTER, BOMBER, TRAINER



INTRODUCTION TO FIGHTER FUNDAMENTALS (IFF)



SYLLABUS - 6 WEEKS

★ 18 SORTIES, 17 FLYING HOURS TAILORED TO FOLLOW-ON ASSIGNMENT

★ PHASES OF TRAINING:

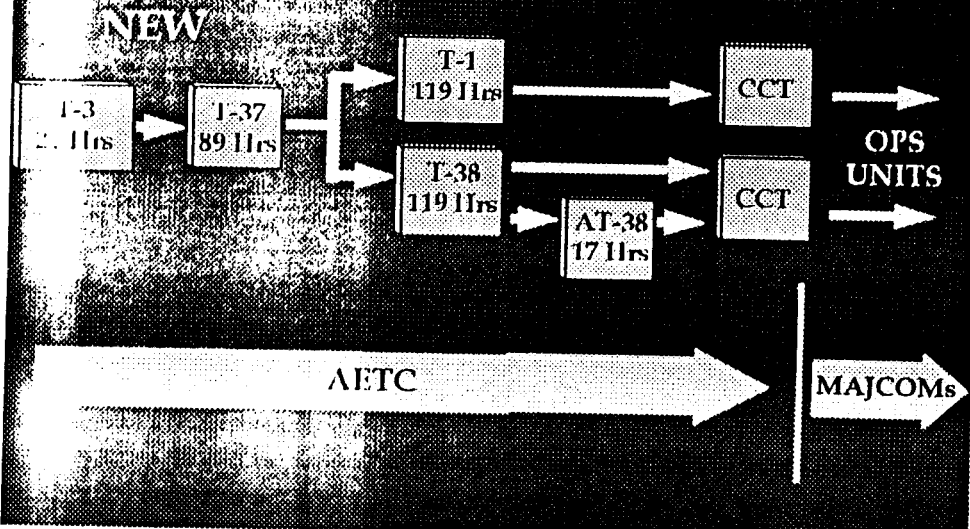
- ★ BASIC FIGHTER MANEUVERS (BFM)
- ★ SURFACE ATTACK
- ★ LOW LEVEL
- ★ FORMATION

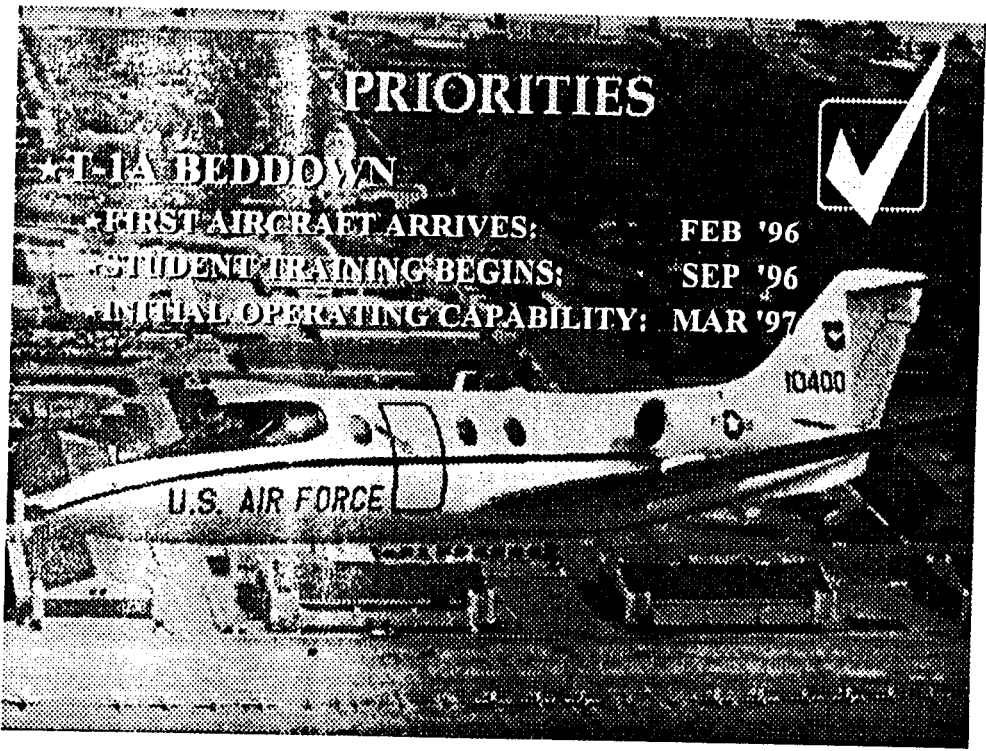
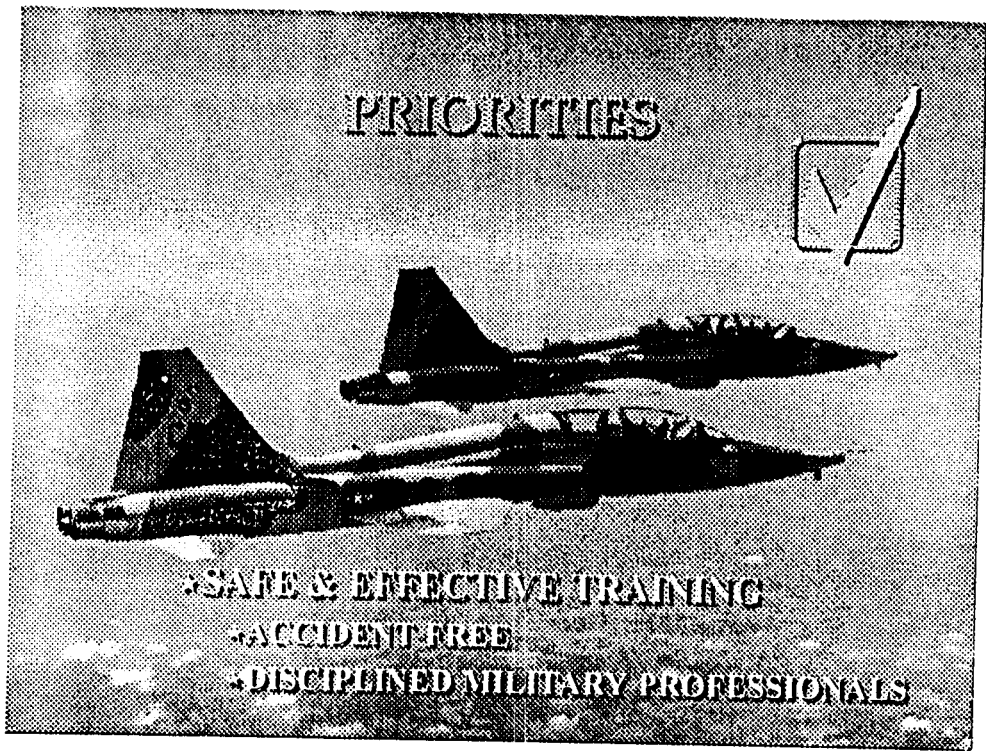
★ TRACK SPECIFIC TRAINING:

- ★ AIR TO AIR
- ★ AIR TO GROUND



THE FLYING TRAINING CONTINUUM





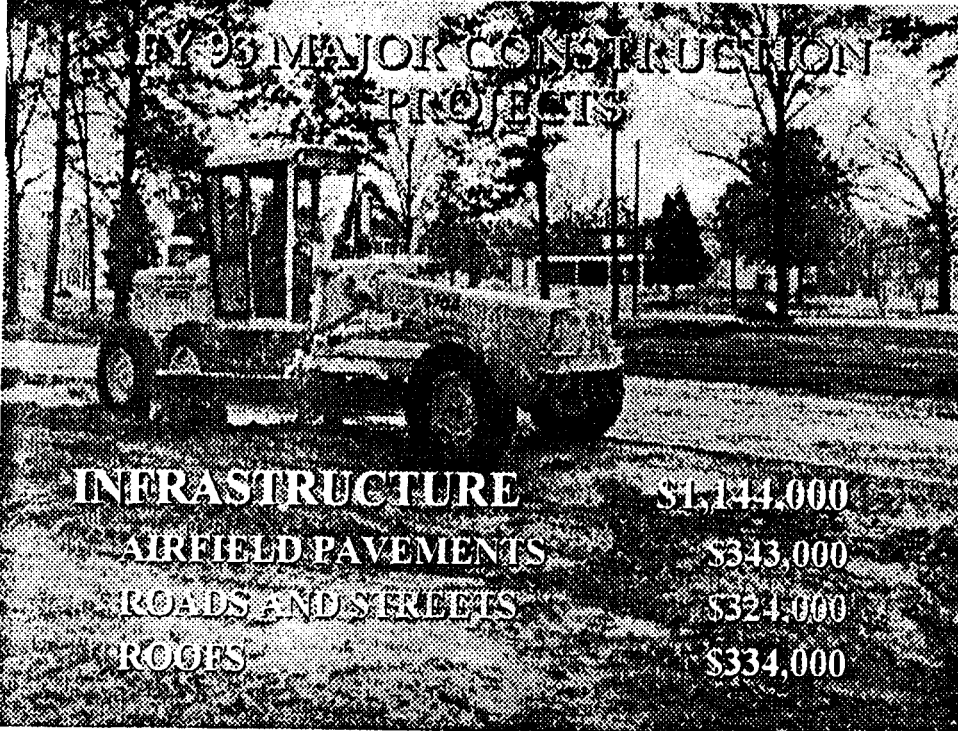
HISTORY OF MAJOR CONSTRUCTION SPENDING

COLUMBUS CLASS

	<u>RPMC</u>	<u>MILCON</u>
FY 92	\$5,237,000	\$633,000
FY 93	\$6,039,000	\$0
FY 94	\$8,647,000	\$4,519,000
FY 95	\$7,725,000	\$12,300,000

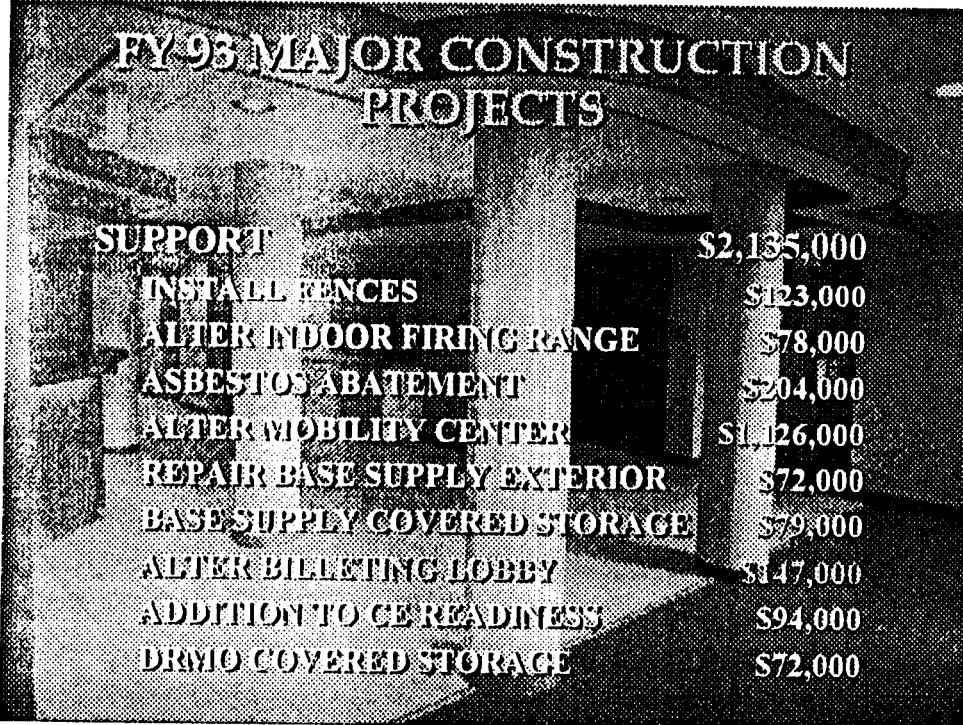
FY 93 MAJOR CONSTRUCTION PROJECTS (\$6,039,000)

OPERATIONS	\$1,128,000
ALTER/REPAIR MUNITIONS	\$41,000
REPAIR TOWER EXTERIOR	\$18,000
ADDITION TO 140SS	\$294,000
RENOVATE PARACHUTE SHOP	\$77,000
BRICK EXTERIOR OF AVIONICS	\$140,000
REPAIR AIRFIELD DRAINAGE	\$153,000
MODIFY BOMBING RANGE TOWER	\$51,000
REPLACE TOWER ELEC SYSTEMS	\$87,000



FY 93 MAJOR CONSTRUCTION PROJECTS

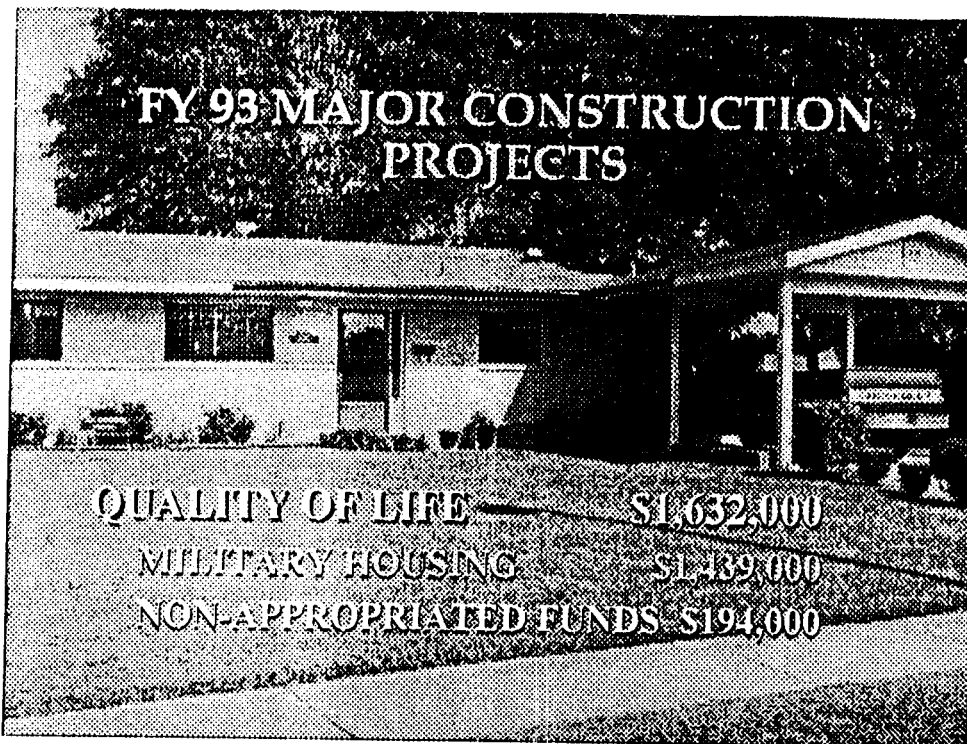
INFRASTRUCTURE	\$1,144,000
AIRFIELD PAVEMENTS	\$343,000
ROADS AND STREETS	\$324,000
ROOFS	\$334,000



FY 93 MAJOR CONSTRUCTION PROJECTS

SUPPORT	\$2,135,000
INSTALL FENCES	\$123,000
ALTER INDOOR FIRING RANGE	\$78,000
ASBESTOS ABATEMENT	\$204,000
ALTER MOBILITY CENTER	\$1,126,000
REPAIR BASE SUPPLY EXTERIOR	\$72,000
BASE SUPPLY COVERED STORAGE	\$79,000
ALTER BILLETING LOBBY	\$147,000
ADDITION TO CE READINESS	\$94,000
DRMO COVERED STORAGE	\$72,000

FY 93 MAJOR CONSTRUCTION PROJECTS



QUALITY OF LIFE	\$1,632,000
MILITARY HOUSING	\$1,439,000
NON-APPROPRIATED FUNDS	\$194,000

FY 94 MAJOR CONSTRUCTION PROJECTS
(\$8,647,000)

OPERATIONS	\$1,323,000
ADDITION TO PMEL	\$212,000
ADDITION TO 37 & 50 FTS	\$289,000
REPAIR EXTERIOR OF 49 FTS	\$189,000
MODERNIZE CHEMICAL SHOP	\$148,000
RELOCATE ASR ANTENNA	\$118,000
REPLACE CONCRETE AT LOX STORAGE	\$65,000
MAINTAIN HANGAR FLOOR	\$70,000



**FY 94 MAJOR CONSTRUCTION
PROJECTS**

INFRASTRUCTURE	\$3,352,000
AIRFIELD PAVEMENTS	\$580,000
ROADS AND STREETS	\$693,000
ROOFS	\$848,000
ELEC DISTRIBUTION STUDY	\$187,000
MECH SYS IMPROVEMENTS	\$1,044,000



**FY 94 MAJOR CONSTRUCTION
PROJECTS**

SUPPORT	\$1,320,000
ALTER/REPAIR DINING HALL	\$59,000
INSTALL FENCES	\$418,000
RENOVATE VOOs	\$545,000
ASBESTOS ABATEMENT	\$154,000

FY 94 MAJOR CONSTRUCTION PROJECTS

**DC
EL
NI
TN
AL
MEDICAL**

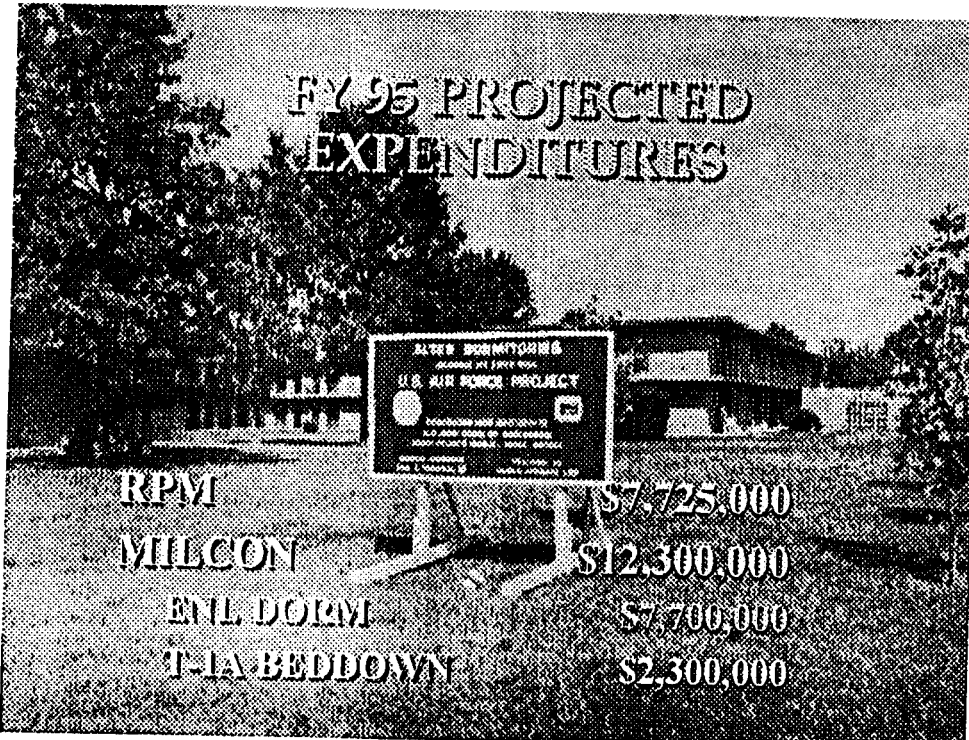
1,418,000

CEILING & WALL COVERINGS	\$299,000
REPAIR DENTAL CLINIC	\$535,000
REPLACE ROOF	\$584,000

FY 94 MAJOR CONSTRUCTION PROJECTS

QUALITY OF LIFE	\$1,234,000
MILITARY HOUSING	\$1,025,000
NON-APPROPRIATED FUNDS	\$210,000

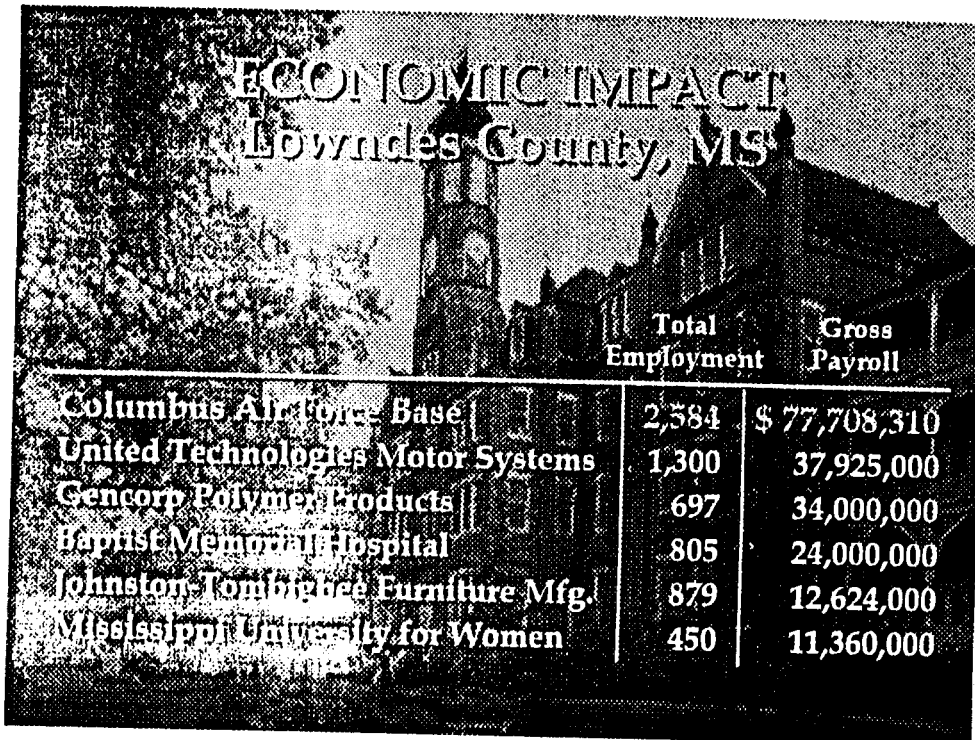
FY 95 PROJECTED EXPENDITURES



ALTER SUBMITTIONS
U.S. AIR FORCE PROJECT

RPM	\$7,725,000
MILCON	\$12,300,000
ENL DORM	\$7,700,000
T-1A BEDDOWN	\$2,300,000

ECONOMIC IMPACT Lowndes County, MS



	Total Employment	Gross Payroll
Columbus Air Force Base	2,584	\$ 77,708,310
United Technologies Motor Systems	1,300	37,925,000
Gencorp Polymer Products	697	34,000,000
Baptist Memorial Hospital	805	24,000,000
Johnston-Tombigbee Furniture Mfg.	879	12,624,000
Mississippi University for Women	450	11,360,000

ECONOMIC IMPACT FY 94



	Amount	Total Impact
Appropriated Fund Payroll	\$57,189,895	\$91,160,962
NAF, Other Civilian Payroll	20,518,415	32,706,353
Construction and Services	24,440,758	45,271,616
Materials, Equipment, Supplies	24,943,686	45,424,947
TOTAL BASE EXPENDITURES		\$127,092,754

TOTAL ECONOMIC IMPACT: \$214,563,609

"COMBAT" PROGRAMS

- *PROFESSIONAL DEVELOPMENT
- *COMBAT NIGHTHAWK
- *COMBAT COMPANY
- *COMBAT NCO
- *COMBAT EDUCATION
- *AREAS OF EMPHASIS
 - *COMBAT RECRUITER
 - *COMBAT ENVIRONMENT
 - *COMBAT ENERGY
 - *COMBAT MOBILITY
 - *COMBAT BATTLE STAFF



Columbus Air Force Base

Enjoys Award-Winning Year

Recently won awards by Units at CAFB include:

14th Civil Engineering Squadron:

- Finalist for the outstanding civil engineer unit in the Air Force
- AETC Outstanding Civil Engineer Unit Award (small base)
- AETC runner up Brig. Gen. Archie S. Mayes Award
- AETC Outstanding Resources Flight
- AETC Outstanding Environmental Flight
- AETC Gen. Thomas D. White Natural/Cultural Resources Management

Public Affairs:

- AETCPA Director's Excellence Award (small unit)

14th Communications Squadron:

- AETC 1994 Maintenance Effectiveness Award Small Communications Electronics Award

Financial Management:

- AETC Best Financial Analysis Office

Columbus Base Visit: Thu/Jan 8

Capacity for Columbus = 408 [W, CC comfortable to 350]

* Int'l: 31 at Columbus (entire AETC workload?)

Explic Tracks and transition gameplan

See Ray Range: only (80%+) UPT base with IFF (Sheppard 20%/Randolph 10)

Explain T-1 introduction to Columbus post DRAC (won't happen!) & Joint Trng

On-Base Housing:

96% Stds 815 quarters total

95% Enlisted

63% Officers

Columbus Bypassing Airways

\$13.5M water/sewer project funded by state (96 water/97 sewer hook-up)

\$250K AF contribution

Mx/ops buildings inside 80db contour (5 or 6) are insulated

Gen Boles: key operational

capacity - wx/airspace best at 3 bases

trng qual - lowest x-winds, a/s vol & accessibility

flex/marg of safety - traffic pattern (Reese's DA) CAT III 2x more

4 analysis done: only one tied V & R => no substantial deviation

★

★ answer owed by Gen Boles Why choose Reese for T-1 & Joint Trng, then close it

Crosswinds impact quality of training { >15 .7%

3000 retirees - Medical Clinic duty hrs (EMER RM downtown off-duty hrs)

MOA non-use due to less than full capacity ops

- scheduled 12,000 hrs/year

Western MOA encroachment worked with MEMPHIS ARTCC - eliminated

1985: 435 stds graduated

144 ic-ing days

Billetis DSN 742-2548
x3104

Columbus Pre-Visit (Sun/Jun 4):

Col Trexler, Gerry 14 FTW/cc DSN 742-7003
Col Fucci, Dan 14 FTW/cv

- King status / Charlie Smith status: YES
- Verify Commissioners' Departures from Columbus (Monbya MILAIR) (Robles Corporate)
- Lead Commissioner
- Process arrival arrangements with Charlie Smith from Memphis
- LGen Bales Departure plan
 - Frank Cirillo departure with: Bales, P via Memphis, via Air-Merrill
 - Other Staff

• Mike Kennedy/Huntsville P/U

- ★ • r/u Agenda (FAX'ed to LTC Mike Olson @ Laughlin)
- Process ride on LGen Bales aircraft (Laughlin/Vance/Columbus)

Current/Previous UPT Bases

Closed: Webb

Laredo

Moody (FTR)

Craig

Williams

Open: Reese

Vance

Columbus (80% IFF)

Laughlin

Sheppard (ENJJPT)

Randolph (PIT, NAV, 20% IFF)

Verify:

- ✓ NOT • King at Vance
- ✓ • FAX Homestead BV to John Schelbel (Carrie Meek off.)
- ✓ • FAX "Oklahoma State Closure History"
- ✓ • Correct Minn-St. Paul voucher: Fuel & FAX ATM Fee Receipts (\$2000 x 2.75% = \$55.00)
SMSgt Poque x9395

Laughlin

- Fix Agenda
- Brief Commissioners on error on UPT-JCSG certified data/Gmbest ?

***DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504***

MEMORANDUM OF MEETING

DATE: May 1, 1995

TIME: 10:00

MEETING WITH: Representatives from Columbus AFB

SUBJECT: Columbus AFB, MS

PARTICIPANTS:

Name/Title/Phone Number:

**Fred Hayslett, CAFB 2000, Columbus Light & Water, (601) 328-7192
Mark Leonard, CAFB 2000 Data Analysis, 4-County EPA
Allegra Brigham, CAFB 2000 PR Team, 4-County EPA
Bobby Harper, CAFB 2000, Base Community Council
Paul Rowcliffe, Former CAFB Ops Group Cmdr, RL Electronic Training Sys
Barry Rhoads, Consultant
Allison Crews, Mississippi Economic/Community Devel. Dept. (601) 359-6672
Nick Aridillo, Office of the Governor, State of Mississippi
Al Bemis, Staff member, Cong. Sonny Montgomery**

Commission Staff:

**Frank Cirillo, Air Force Team Leader
Merrill Beyer; AF Team
Mark Pross, AF Team
Jim Brubaker; Navy Team
Ed Flippen, Interagency FAA Analyst
Jim Schufreider; Manager, House Liaison**

MEETING PURPOSE:

Community representatives presented the enclosed package outlining the value of Columbus AFB along with additional items for consideration. They stressed that both the UPT Joint Cross-Service Group and the Air Force Base Closure Executive Group rated Columbus as the best Air Force UPT base. The presentation supported the Air Force's military value analysis and clarified some facility infrastructure and community support issues.

Enclosure

MM-COLUM.DOC

MON/MAY 1 / 10:00 am

COLUMBUS

JCSG analysis (Top USAF / 3rd over-all)

Infra-structure

Flexibility

PCEG - highest in I only Green in II

B-52 bases Hydrants installed/Useable if Bomber base does not use inside (6300') runway.

Inside 6300' RWY (taxiway) does not require upgrade

12000 ~~HAULERS~~

8000 Transient only

EXCESS CAPACITY

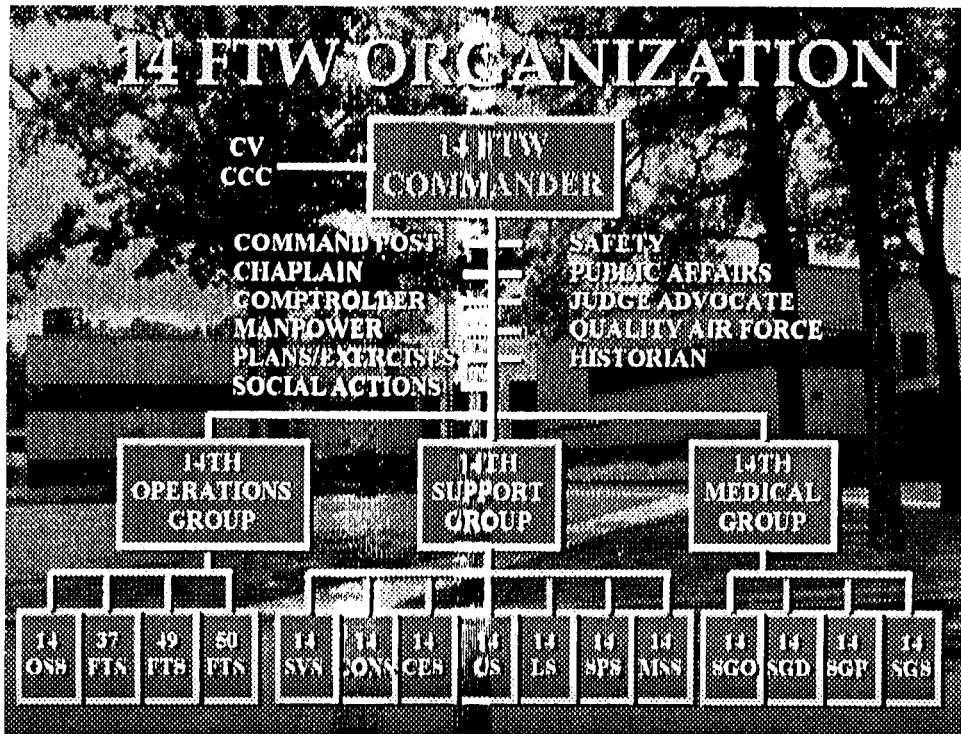
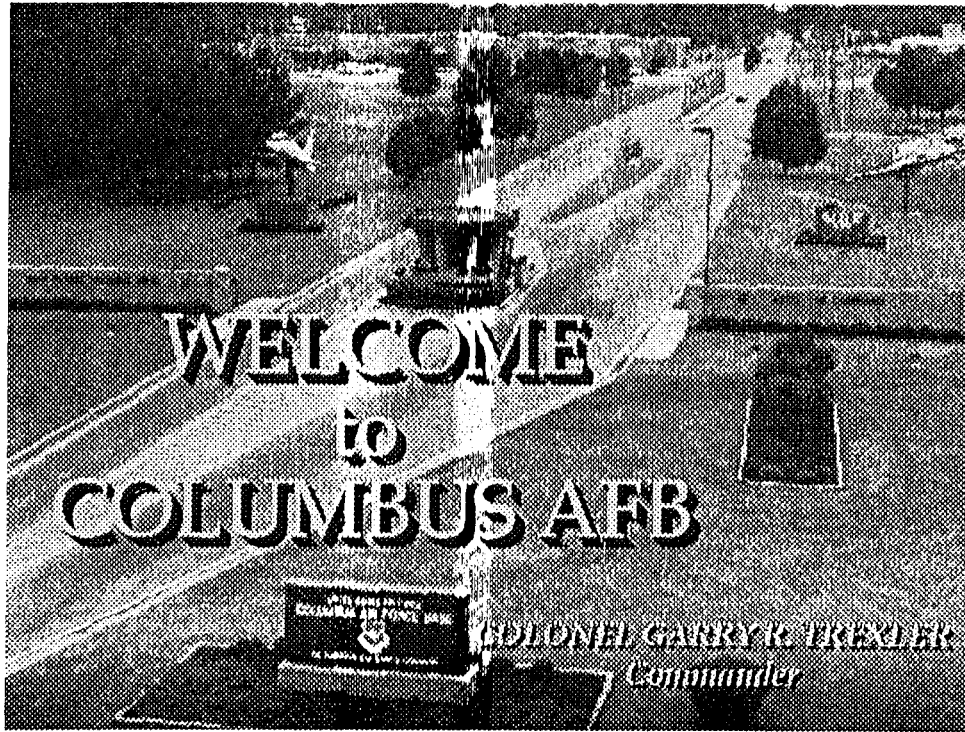
FY 85 431 PTR

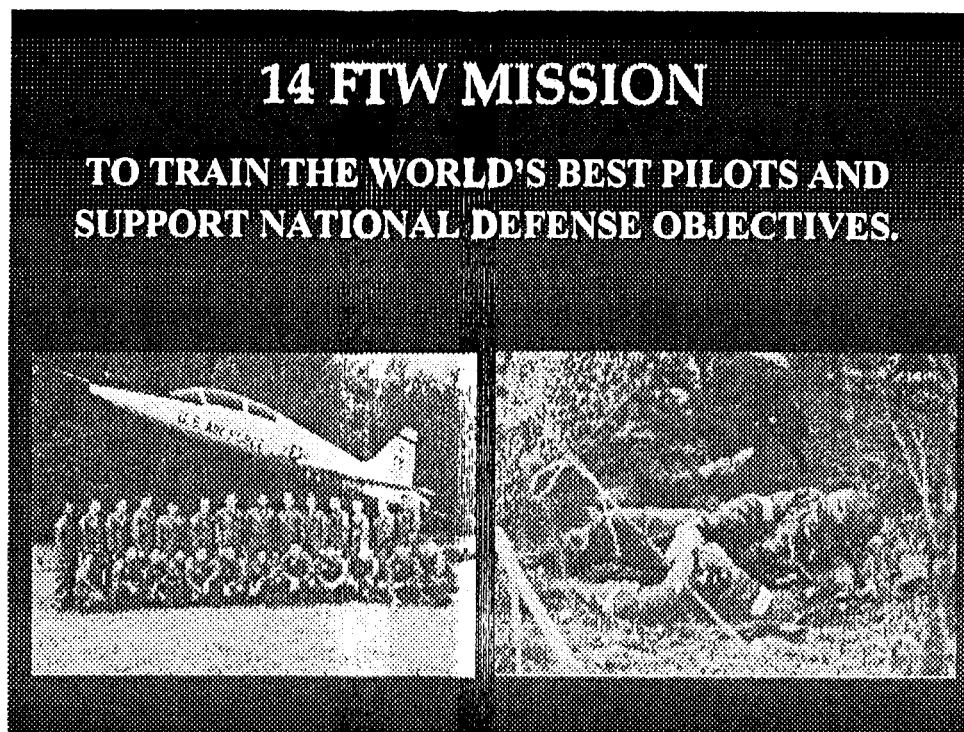
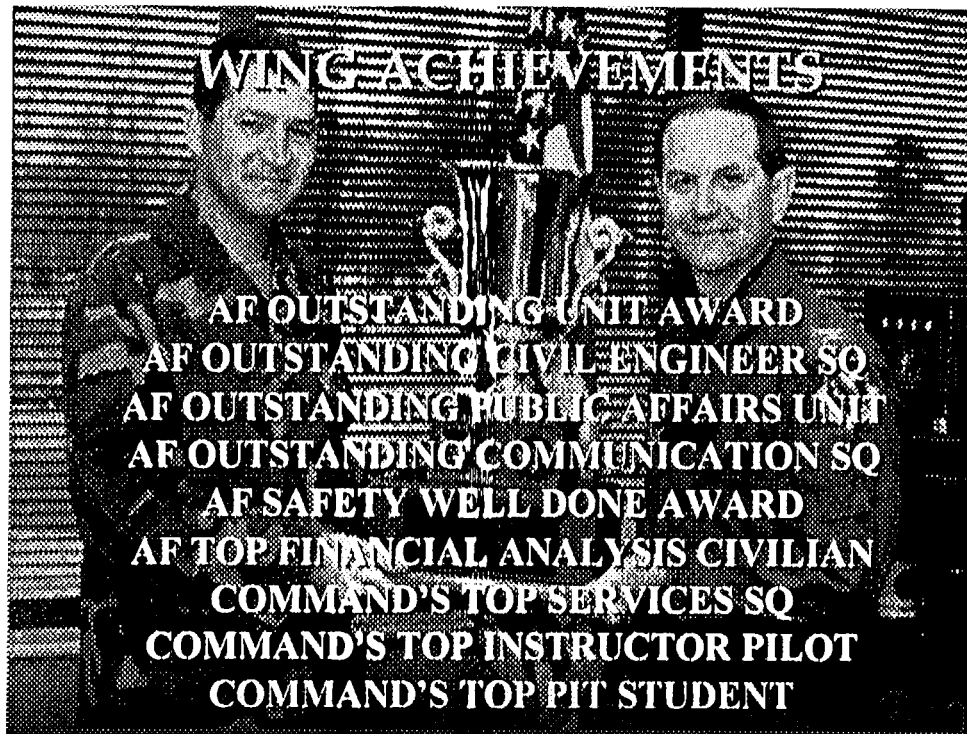
Summary R₃ 35 mm (162 IFF in FY 94)

Data Call errors:

- Std/Teacher Ratio (K-12) - 30 is state max / 16.7 actual Elen
by law 13.9 " H
- Availability of Higher (Grad/Under) - Miss Univ for Women in Columbus
Miss State 30 minutes
- Medical - Bop Memorial (Triangle)
\$44M Exp/renov to START 1 Jun 95
\$ 7M Capital Imp since 93
328 Beds / 85 Phys
- Municipal Water/Sewer help - STATE provided \$13.5M for base
Up to \$50M in a state Bond issue
70% Complete } Double needed capacity
operational mid 97 }
\$200k Hookups charge

Document Separator



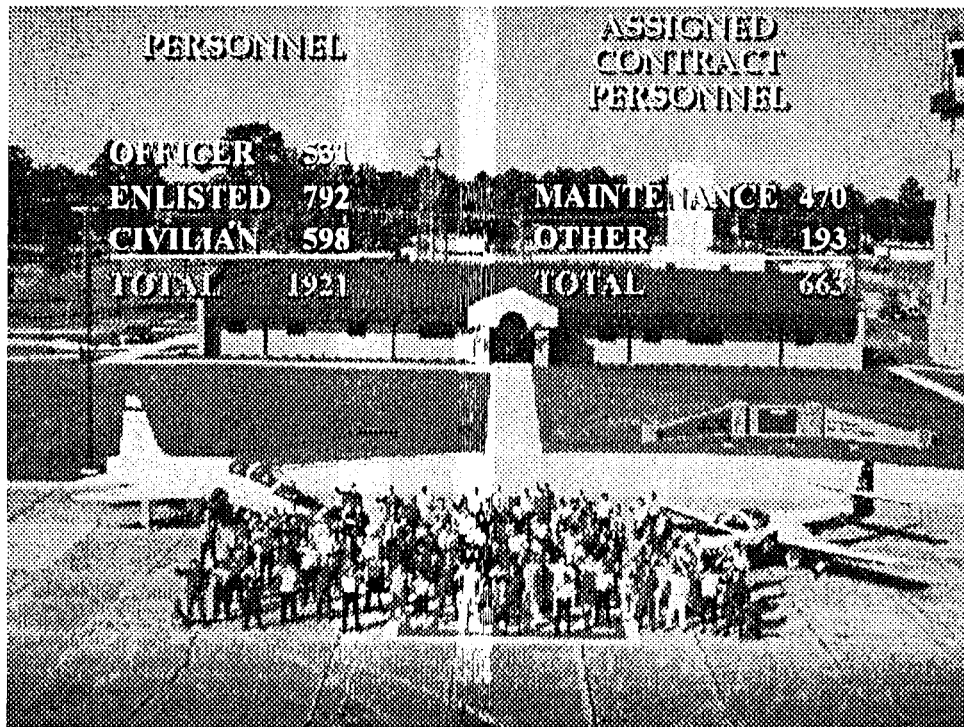


DEPLOYED PERSONNEL

UNIT	LOCATION	NUMBER DEPLOYED
CIVIL ENGINEERING	HONDURAS	1
	ITALY	1
	SAUDI ARABIA	3
DEAS	SAUDI ARABIA	1
LOGISTICS	SAUDI ARABIA	4
CHAPEL	SAUDI ARABIA	1
OES GROUP	TURKEY	1
	HONDURAS	1
SECURITY	CORONET ASPEN	1
POLICE	SAUDI ARABIA	2

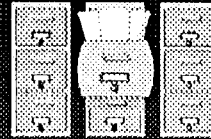
TOTAL DEPLOYED: 16

PERSONNEL		ASSIGNED CONTRACT PERSONNEL	
OFFICER	531	MAINTENANCE	470
ENLISTED	792	OTHER	193
CIVILIAN	598		
TOTAL	1921	TOTAL	663



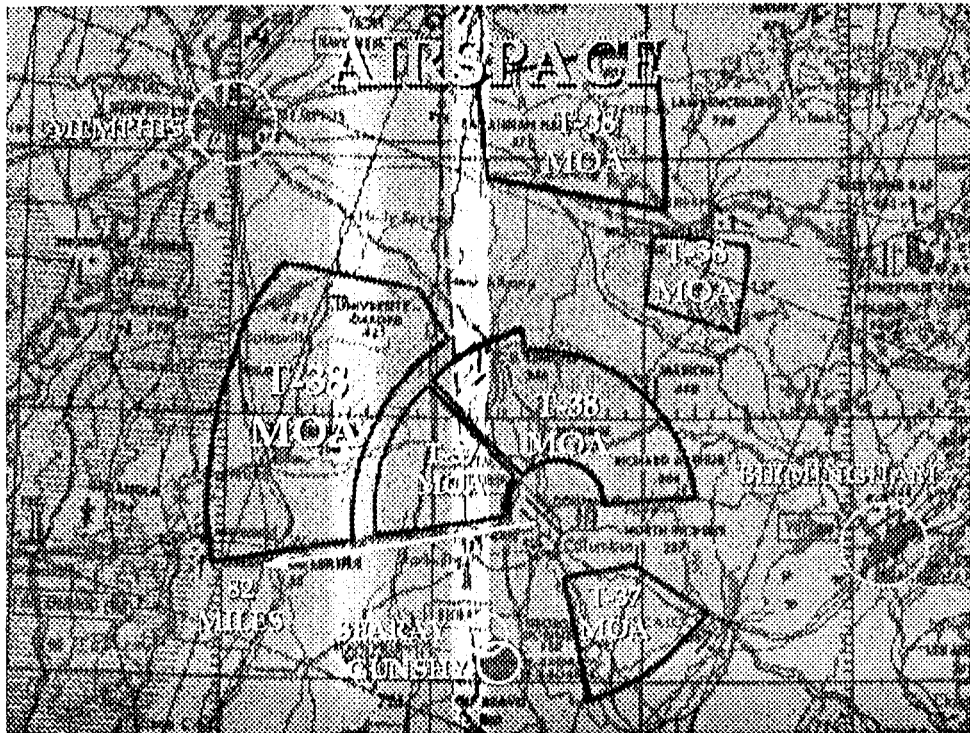
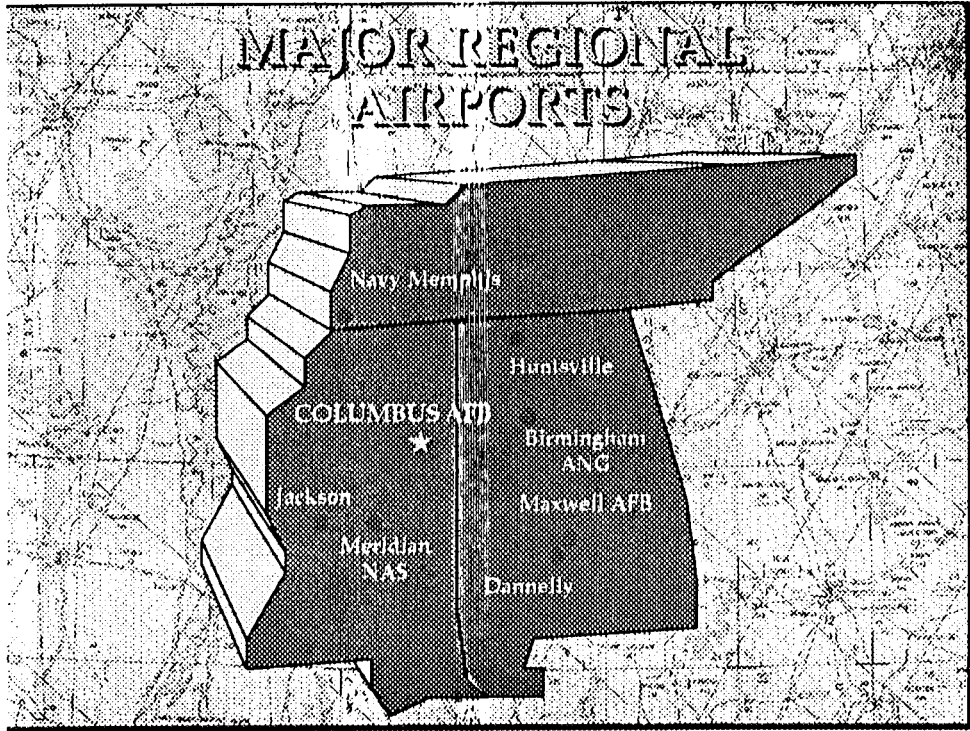
MAJOR SERVICE CONTRACTS

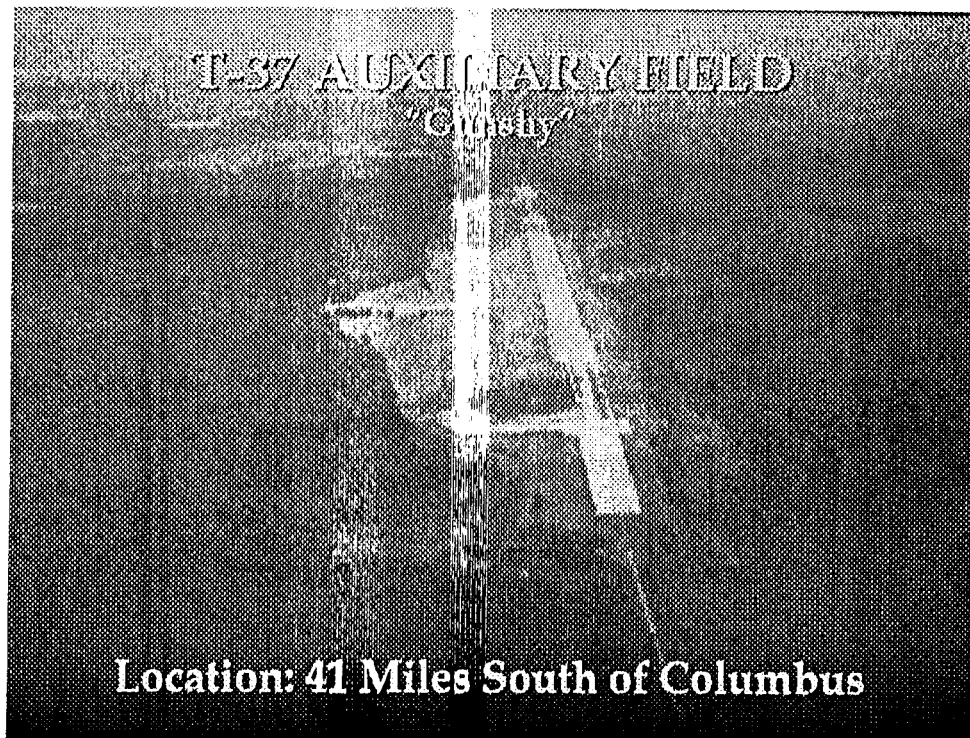
AIRCRAFT MAINTENANCE	\$ 18,327,862
CONTRACT INSTRUCTORS	1,336,344
VEHICLE OPS & MAINT	838,000
COMM ELECTRONIC SERVICE	827,057
FUELS MANAGEMENT	748,884
FULL FOOD SERVICE	611,000
GROUNDS MAINTENANCE	474,000
REFUSE COLLECTION	278,503
RADIOLOGY SERVICES	257,922
VISUAL INFORMATION	245,867
FLOORING REPLACEMENT	170,000
HOSP ASEPTIC MGT SVCS (HAMS)	120,475
AIRFIELD MANAGEMENT	96,265
PDO/BITS/POSTAL	96,169
BASE CUSTODIAL SERVICE	80,034
MISCELLANEOUS CONTRACTS (R)	246,572



TOTAL:
\$24,837,360

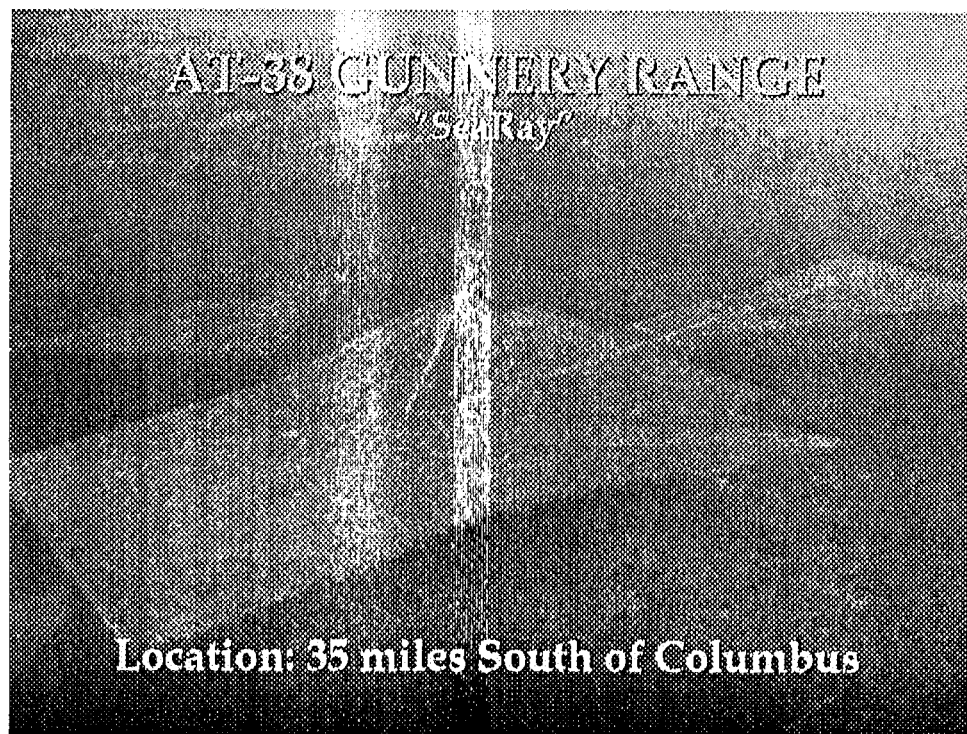






T-37 AUXILIARY FIELD
"Crisly"

Location: 41 Miles South of Columbus



AT-33 GUNNERY RANGE
"SeaRay"

Location: 35 miles South of Columbus

COLUMBUS AFB

COMPUTERS

Mini-Mainframe	5
Small Computers	975
	<u>980</u>

MISSION ASSETS

AIRCRAFT

T-37	77
T-38	66
AT-38	28
	<u>179</u>

MOTOR VEHICLES

Total	227
-------	-----

BASE FACILITIES

THEATER
 BOWLING ALLEY
 GYMNASIUM
 SERVICE STATION
 POOLS (2)

CHAPEL
 SUPERMARKET
 HOSPITAL
 GOLF COURSE
 HOBBY CENTER

COLUMBUS CLUB
 DEPARTMENT STORE
 BANK
 CHILD DEVELOPMENT
 RECREATION CENTER

178 BASE BUILDINGS WITH 1,274,171 SQUARE FEET

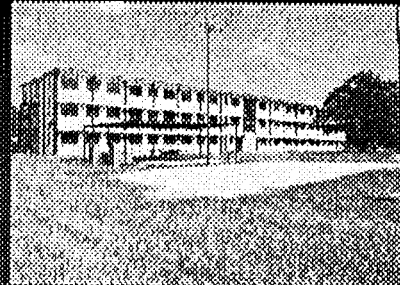
COLUMBUS AFB

GUEST QUARTERS

UNACCOMPANIED 57 ROOMS
 ACCOMPANIED 26 UNITS

UNACCOMPANIED QUARTERS

FIVE DORMITORIES 244 BEDS
 SINGLE HOUSING 61 UNITS



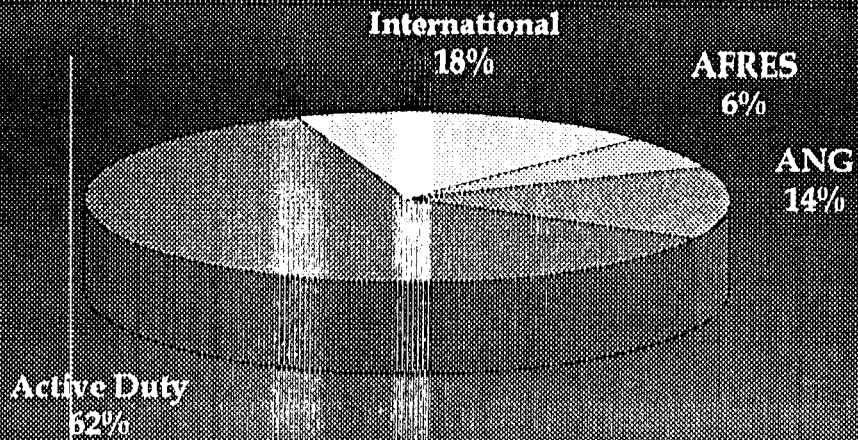
FAMILY HOUSING

	2-BR	3-BR	4-BR	6-BR	Total
Officer	0	208	44	0	252
Enlisted	94	345	46	5	490
TOTAL	94	553	90	5	742

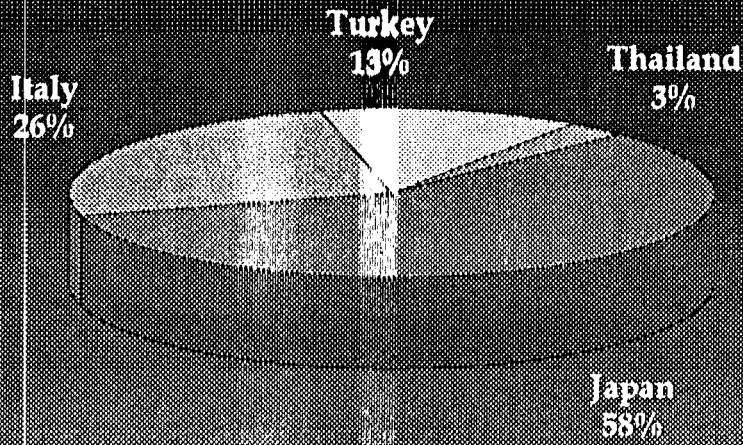
COLUMBUS PILOT PRODUCTION

	UPT	TEF
FY 92	229	N/A
FY 93	208	N/A
FY 94	182	167
FY 95	140	214
FY 96	134	220
FY 97	158	220

STUDENT BREAKDOWN

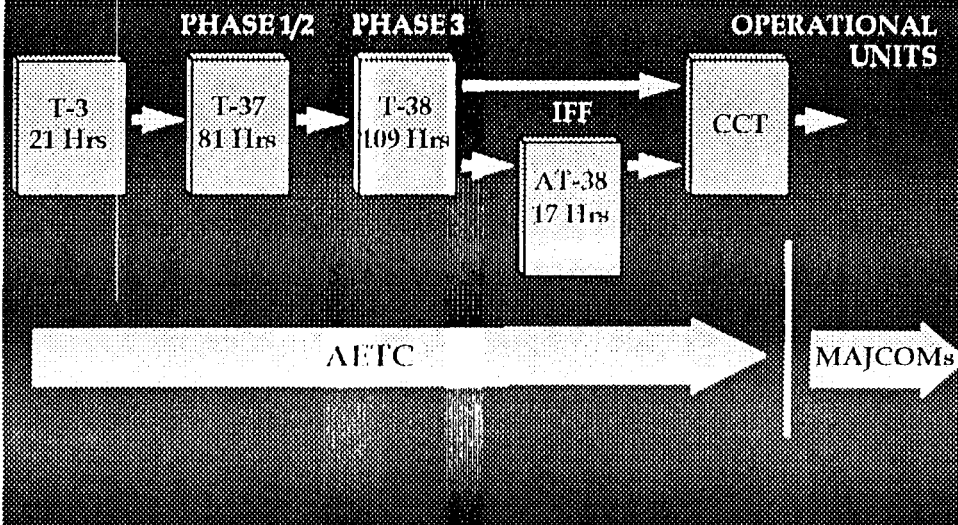


INTERNATIONAL STUDENT DEMOGRAPHICS



TOTAL INT'L ON BASE: 31 (18% OF TOTAL STUDENTS)

THE FLYING TRAINING CONTINUUM

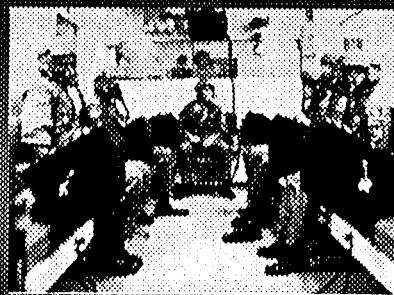


UPT PHASE 1



★SYLLABUS - 4 WEEKS

★ACADEMICS AND PHYSIOLOGICAL TRAINING



UPT PHASE 2

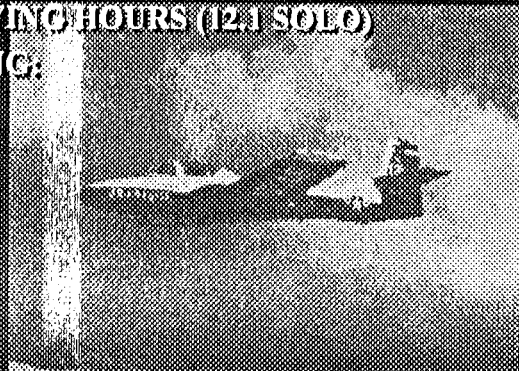


★SYLLABUS - 5 MONTHS

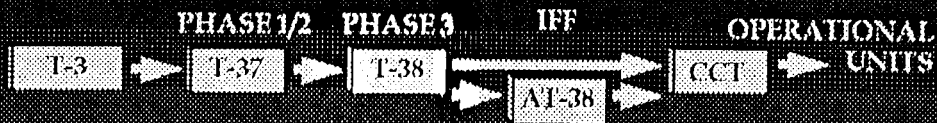
★61 SORTIES, 80.9 FLYING HOURS (12.1 SOLO)

★PHASES OF TRAINING:

- ★CONTACT
- ★INSTRUMENT
- ★NAVIGATION
- ★FORMATION



UPT PHASE 3



★SYLLABUS - 6 MONTHS

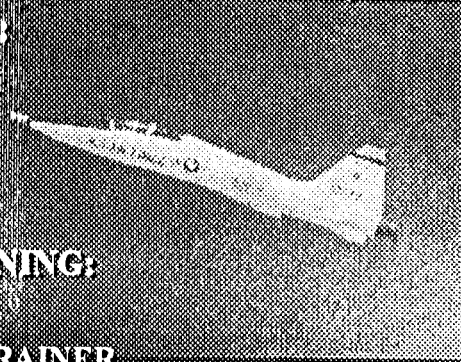
★87 SORTIES, 108.8 FLYING HOURS (22.0 SOLO)

★PHASES OF TRAINING:

- ★CONTACT
- ★INSTRUMENT
- ★NAVIGATION
- ★FORMATION

★TRACK SPECIFIC TRAINING:

- ★TANKER, TRANSPORT
- ★FIGHTER, BOMBER, TRAINER



INTRODUCTION TO FIGHTER FUNDAMENTALS (IFF)



★SYLLABUS - 6 WEEKS

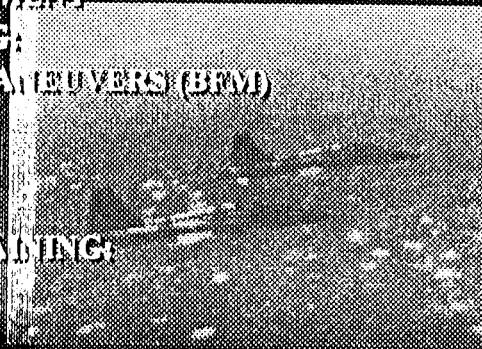
★ 18 SORTIES, 17 FLYING HOURS TAILORED TO FOLLOW-ON ASSIGNMENT

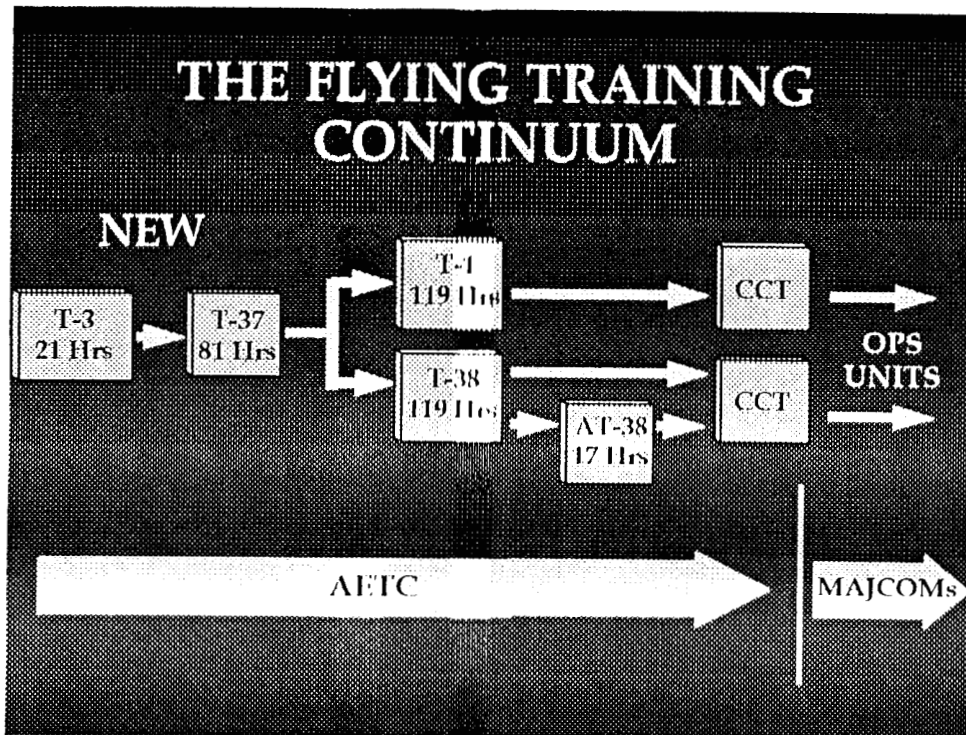
★ PHASES OF TRAINING:

- ★BASIC FIGHTER MANEUVERS (BFMD)
- ★SURFACE ATTACK
- ★LOW LEVEL
- ★FORMATION

★ TRACK SPECIFIC TRAINING:

- ★AIR TO AIR
- ★AIR TO GROUND





PRIORITIES

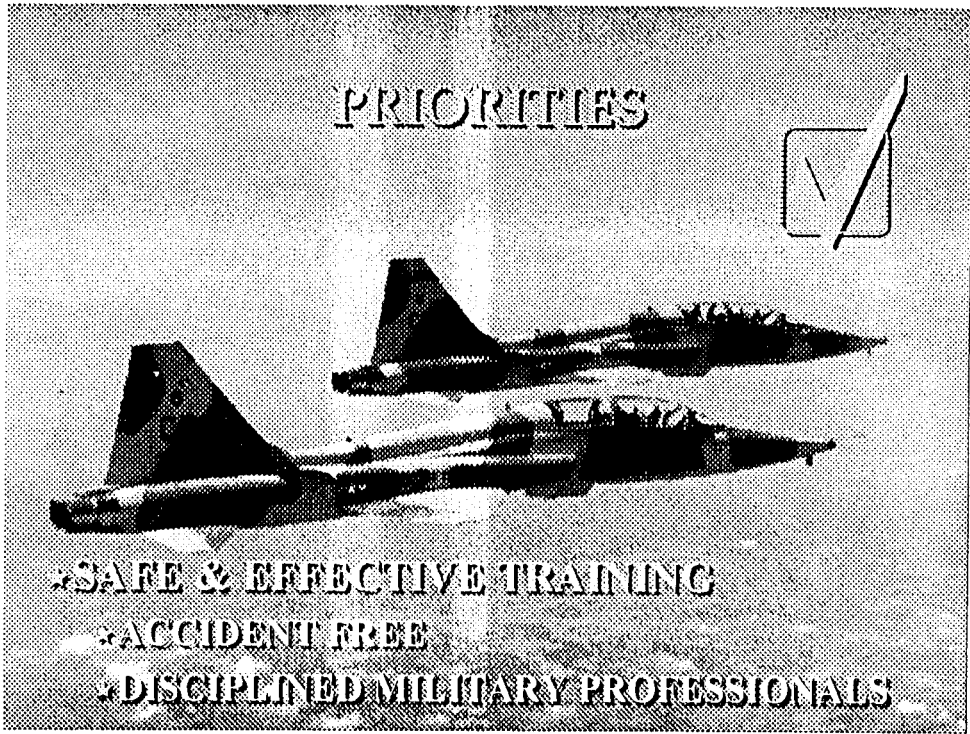


- ★ SAFE & EFFECTIVE TRAINING
- ★ T-1A BEDDOWN
- ★ MAINTAIN BASE INFRASTRUCTURE
- ★ QUALITY OF LIFE



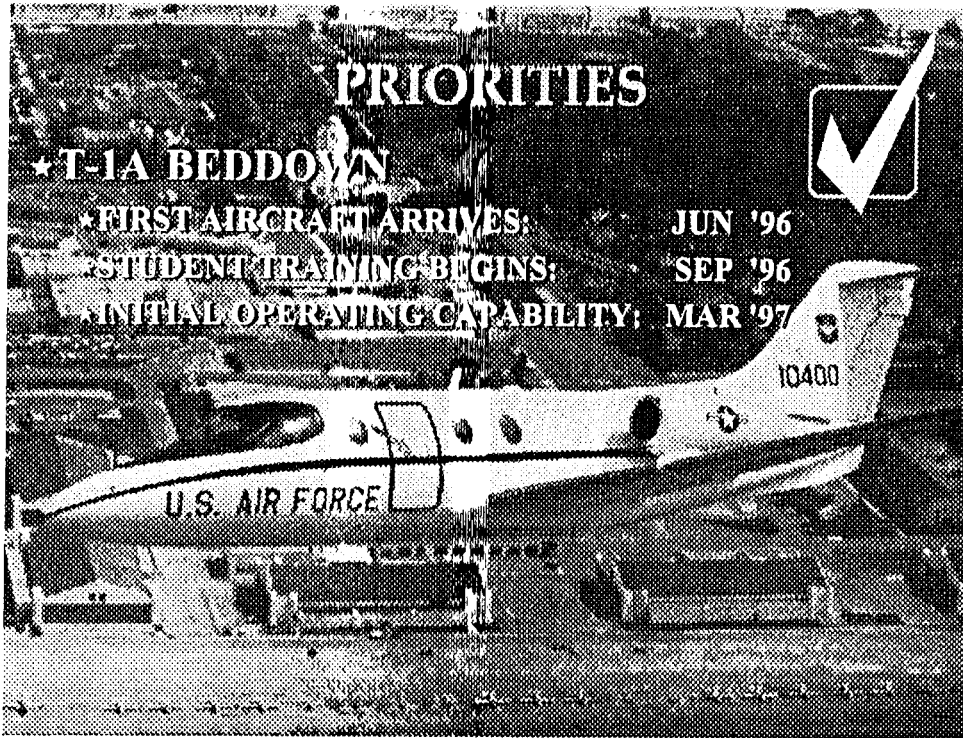
SPECIAL INTEREST ITEMS

- ★ PROFESSIONAL DEVELOPMENT
 - ★ COMBAT NIGHTHAWK
 - ★ COMBAT COMPANY
 - ★ COMBAT NCO
 - ★ COMBAT EDUCATION
- ★ OTHER PROGRAMS
 - ★ COMBAT RECRUITER
 - ★ COMBAT ENVIRONMENT
 - ★ COMBAT ENERGY
 - ★ COMBAT MOBILITY
 - ★ COMBAT BATTLE STAFF



PRIORITIES

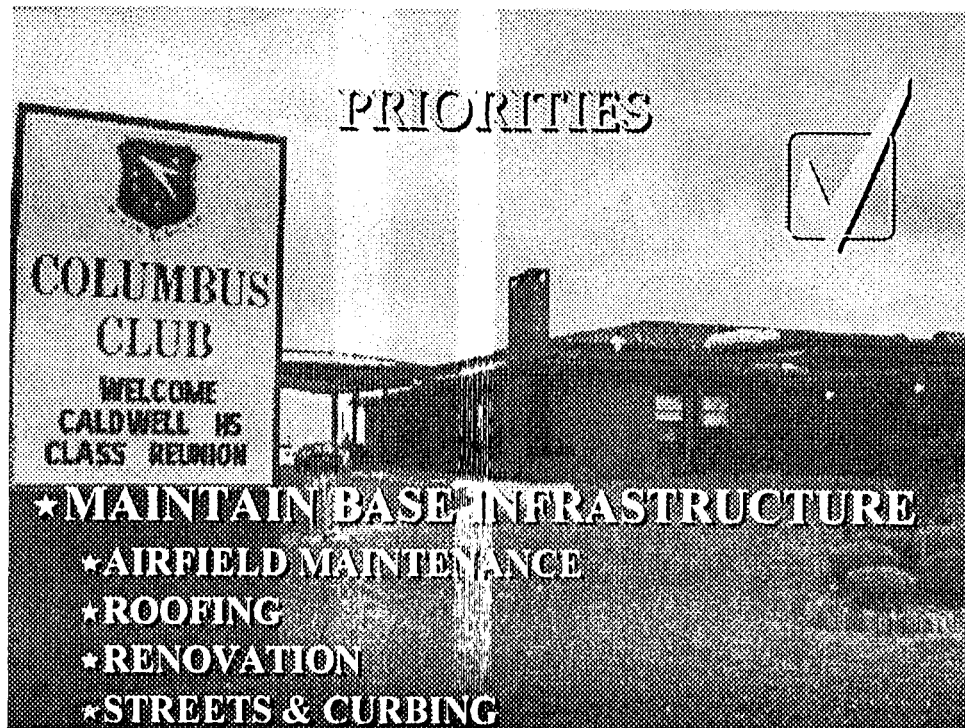
- ★ SAFE & EFFECTIVE TRAINING
- ★ ACCIDENT FREE
- ★ DISCIPLINED MILITARY PROFESSIONALS



PRIORITIES

★ T-1A BEDDOWN

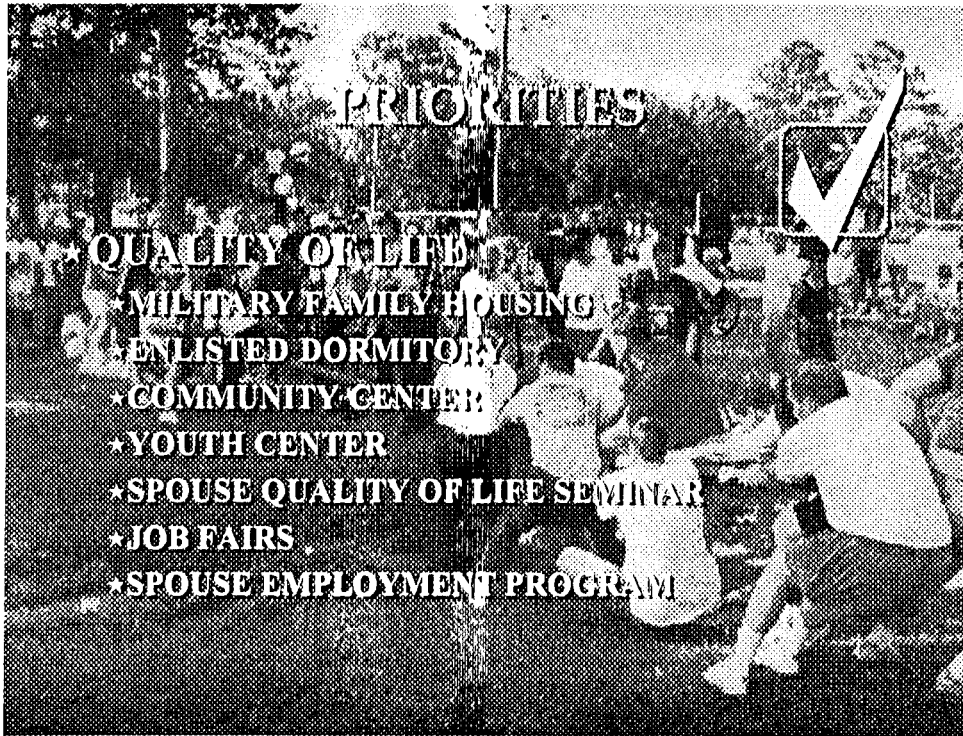
- ★ FIRST AIRCRAFT ARRIVES: JUN '96
- ★ STUDENT TRAINING BEGINS: SEP '96
- ★ INITIAL OPERATING CAPABILITY: MAR '97



PRIORITIES

★ MAINTAIN BASE INFRASTRUCTURE

- ★ AIRFIELD MAINTENANCE
- ★ ROOFING
- ★ RENOVATION
- ★ STREETS & CURBING



**HISTORY OF MAJOR
CONSTRUCTION SPENDING**

COLUMBUS CLASS		
	<u>RPMG</u>	<u>MILCON</u>
FY 92	\$5,237,000	\$633,000
FY 93	\$6,059,000	\$0
FY 94	\$8,647,000	\$8,059,000
FY 95	\$6,185,000	\$8,050,000

FY 94 MAJOR CONSTRUCTION PROJECTS (\$16,706,000)

OPERATIONS	\$4,223,000
AIRFIELD LIGHTING	\$2,900,000
ADDITION TO PMEL	\$212,000
ADDITION TO 37 & 50 FTS	\$289,000
REPAIR EXTERIOR OF 49 FTS	\$189,000
MODERNIZE CHEMICAL SHOP	\$148,000
RELOCATE ASR ANTENNA	\$118,000
REPLACE CONCRETE AT LOX STORAGE	\$65,000
MAINTAIN HANGAR FLOOR	\$70,000

FY 94 MAJOR CONSTRUCTION PROJECTS

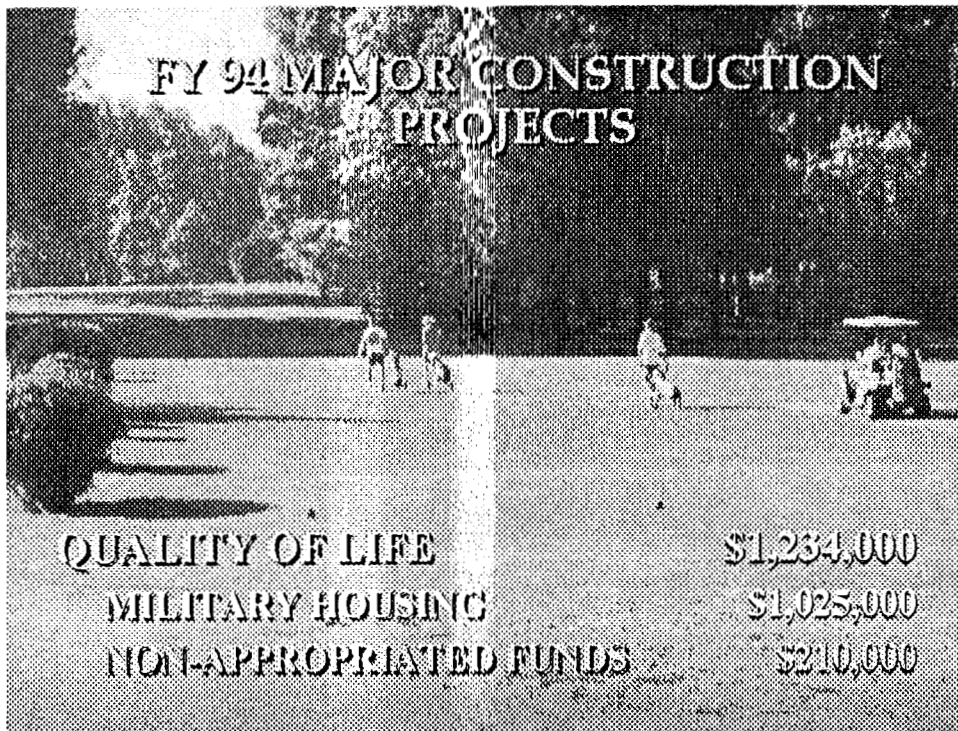
INFRASTRUCTURE	\$8,511,000
NATURAL GAS	\$5,515,000
AIRFIELD PAVEMENTS	\$580,000
ROADS AND STREETS	\$693,000
ROOFS	\$848,000
ELEC DISTRIBUTION STUDY	\$187,000
MECH SYS IMPROVEMENTS	\$1,044,000

FY 94 MAJOR CONSTRUCTION PROJECTS

SUPPORT	\$1,320,000
ALTER/REPAIR DINING HALL	\$59,000
INSTALL FENCES	\$413,000
RENOVATE VOOB	\$545,000
ASBESTOS ABATEMENT	\$154,000

FY 94 MAJOR CONSTRUCTION PROJECTS

DC GENERAL MEDICAL	1,418,000
CEILING & WALL COVERINGS	\$299,000
REPAIR DENTAL CLINIC	\$535,000
REPLACE ROOF	\$584,000



FY 94 MAJOR CONSTRUCTION PROJECTS

QUALITY OF LIFE	\$1,234,000
MILITARY HOUSING	\$1,025,000
NON-APPROPRIATED FUNDS	\$210,000



FY 95 MAJOR CONSTRUCTION PROJECTS

(\$14,235,000)

OPERATIONS	\$2,987,000
CONSTRUCT COMBS WAREHOUSE	\$146,000
CLADDING/INSTALL WINDOWS PTU	\$165,000
REPAIR CASS PITS	\$88,000
REPAIR RESTROOMS 37 FTS/ 50 FTS/14 OSS	\$185,000
INSTALL RESTROOM 49 FTS	\$65,000
INSTALL FENCES 37 FTS/ 50 FTS	\$33,000
T-1A BEDDOWN (MILCON)	\$2,300,000

FY 95 MAJOR CONSTRUCTION PROJECTS

INFRASTRUCTURE	\$5,236,000
ROADS AND STREETS	\$389,000
ROOFS	\$1,795,000
UNDERGROUND UTILITIES	\$307,000
MECHANICAL SYSTEMS	\$690,000
REPAIR ALARM SYSTEMS	\$55,000

FY 95 MAJOR CONSTRUCTION PROJECTS

SUPPORT	\$866,000
INSTALL FENCES	\$180,000
ASBESTOS ABATEMENT	\$68,000
RENOVATE COMMUNITY CENTER	\$298,000
REPAIR YOUTH CENTER	\$320,000

FY95 MAJOR CONSTRUCTION PROJECTS

MEDICAL	\$128,000
EXPAND HOSPITAL PARKING LOT	\$128,000

FY 95 MAJOR CONSTRUCTION PROJECTS

QUALITY OF LIFE	\$7,018,000
MILITARY HOUSING	\$1,040,000
NON-APPROPRIATED FUNDS	\$228,000
NEW DORMITORY (MILCON)	\$5,750,000

ECONOMIC IMPACT Lowndes County, MS

	Total Employment	Gross Payroll
Columbus Air Force Base	2,584	\$ 77,708,310
United Technologies Motor Systems	1,300	37,925,000
Gencorp Polymer Products	697	34,000,000
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TOTAL ECONOMIC IMPACT:		\$214,563,609



Document Separator

**Commonwealth
Consulting
Corporation**

1925 North Lynn Street
Suite 600
Arlington, VA
22209

Telephone: (703) 524-0026
Facsimile: (703) 524-1005

TO: Lt Col Merrill Beyer
FROM: Don Feld
TIME: 14:15

LOCATION: (703) 696-0550

DATE: 6/23/95

NO. OF PAGES: 4
(excluding cover)

SUBJECT: Please See Attached

Cover Message: Merrill: I thought you might like to see what the Lubbock news had to say about yesterday's proceedings.

Cheers
Don

Telecopy: 703/524-1005
Confirmation: 703/524-0026

Vote to close Reese base jars Lubbock

MRT
6-23-95

■ Commission also gives ax to Kelly, Bergstrom, spares Brooks, Laughlin, Red River Army Depot.

By Jean Pugei
Associated Press

LUBBOCK — An independent federal base-closings commission's recommendation to close Reese Air Force Base rocked Lubbock City Hall on Thursday. But city leaders said the move isn't devastating.

"Now the time has come for us to move on," Mayor David Langston said.

The Defense Base Closure and Realignment Commission voted Thursday to close Reese, which serves as an Air Force pilot training center and employs about 1,700 people.

The commission expressed concern that closing Reese would affect the Air Force's undergraduate pilot training capacity, but ultimately sided with the Air Force in closing Reese, which is about 6 miles west of Lubbock.

Immediately then, the commission removed from closure consideration three other bases that were compared to Reese — among them Laughlin AFB in Del Rio.

U.S. Rep. Larry Combest, a Lubbock Republican, greeted the Reese outcome somberly.

"It's very disheartening to me to see the way the Air Force handled this," said Combest, who had vigorously challenged



AP Wirephoto
Defense Base Closure, Realignment Commission Chairman Alan Dixon presides over a hearing on Capitol Hill Thursday. The Air Force's numbers and its closure recommendation.

Reese will close in the next 12 to 18 months, Langston said.

The commissioners' final recommendations must be presented by July 1 to President Clinton, who must either approve or reject them in total. If Clinton gives his approval, the list goes to Congress, where it is automatically approved after 45 days unless lawmakers vote down the recommendations in

Please see BASE/4A

BASE: 'It's not devastating,' leaders say

(From 1A)

their entirety.

Odds are poor that the base still could be saved by intervention from Congress or President Clinton, Langston said.

"We now know that our worst fears have been realized," he said.

The loss to the Lubbock job mar-

regional in scope, but not devastating, Langston said.

"We would have a greater impact if we don't make a cotton crop," he said.

City leaders already have submitted paperwork for a \$38,000 federal grant to help form a redevelopment plan for the base,

Looking Past Reese

THE FINAL, DISCOURAGING word that Reese AFB will be closed marks a time for Lubbock to take stock both of its present and its future - and to salute as well the valiant effort that was undertaken to save the base from closure.

The people involved in the save-Reese effort fought the good fight, and their dedicated efforts should not go unappreciated.

Lubbock citizens naturally are disappointed that it came to this. But this should not be a time for heads to hang low or for the focus to be on the negatives of the present situation.

This city has rebounded from setbacks before - the rebuilding after the 1970 tornado is a prime example of that. The point is that now is another of those times when we must suck up our guts, roll up our sleeves and move on.

With commendable foresight, contingency plans were being laid some time ago for what Lubbock could do or seek to do in the post-Reese era. So the city had a leg up on things yesterday when the final, though hardly unexpected news came that the Defense Base Closure and Realignment Commission had voted to shut down Reese.

It was especially disappointing in view of the fact that one heck of a campaign had been waged over recent months to get Reese out of harm's way.

Positives emerge from the save-Reese effort

Appreciation goes to any number of people who worked long and hard in recent months to keep Reese from becoming a casualty of the post-Cold War cutback that is affecting other areas as well. Rep. Larry Combest, City Councilman Randy Neugebauer, Lubbock's military consultant Christopher Lehman - these and others deserve applause.

It was a defeat yesterday, true, but we venture to say that out of all this can come and will come some positive things.

Even now we can see that the struggle to save Reese has helped to restore a sense of unity and commitment among citizens and leaders here that too often has been lacking in the past. With a bit of nurturing, that sense of unity and commitment can be sustained. And if it is, who is to say that Lubbock cannot emerge from this tough blow in as good or better a shape than ever?

City officials have in the works an ambitious but still-to-be implemented strategy to attract new businesses and other ventures to move in as the Air Force departs. A rechanneling of energies toward the post-Reese era could open opportunities that we have never really taken the time to imagine.

Yesterday, Reese's future was in the Pentagon's hands.

Today, Lubbock's future is in our hands.

AJ 6-23-95

LUBBOCK AVALANCHE-JOURNAL

73rd Year, No. 196 56 Pages + Friday, June 23, 1995 ©1995 50 cents CITY EDITION

Reese hopes grounded

By BOB SCHLER
Avalanche-Journal

WASHINGTON - It took base closure commissioners 15 minutes Thursday to deal Reese Air Force Base the equivalent of a death sentence, ending more than four decades of military tradition in Lubbock and a year of work by city officials to keep the base open.

The federal Base Closure and Realignment Commission voted 3-2 to shut down Reese.

Commissioners Rebecca Cox and Al Cornelia cast the votes against closing Lubbock's base.

"This is another case where we have to have to pick and choose," Commissioner S. Lee King said moments before making the motion to close Reese. "All of these bases are of absolute magnificent quality."

Decisions by the BRAC panel are considered final because President Clinton

and Congress will have to accept or reject them in their entirety.

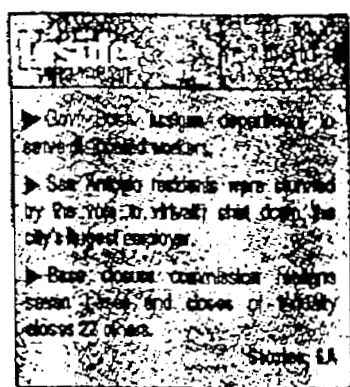
"The Air Force totally flubbed it," said a visibly upset U.S. Rep. Larry Combest, R-Lubbock, after the Reese vote.

"But as we have always done in West Texas, we will find something else to do with that facility. And we're going to look forward to the future," he said.

Base closure commissioners began discussing Reese at 3:55 p.m. Thursday. About 10 minutes later, BRAC staff members began reassuring commissioners that the Air Force would be able to train enough pilots without it. By 3:50 p.m., Reese's fate had been sealed.

"The training capacity is right at the level that the Air Force would be comfortable with, but no more than that," Air Force Lt. Col. Merrill Beyer said.

Over the past two weeks, training ca-



capacity evolved into the linchpin of Lubbock's argument for sparing Reese. Without Reese, the Air Force acknowledged that its ability to train pilots could drop by the year 2002 to the point where only 11 more pilots than needed for active and reserve duty would be produced each year.

Lubbock contended that such a

worst-case scenario provides no room for future military threats or hiring surges by the civilian airlines.

Some commissioners clearly were concerned with the figure. "The margin of error here could be really low," Cox said. Cornelia agreed. But other BRAC panelists were satisfied.

Of the three commissioners who toured Reese on April 19 and took part in a parade through Lubbock, Cornelia cast the lone vote against closing the base. The other two, Benjamin P. Montoya and Wendell L. Steele, voted to close Reese.

Barely mentioned Thursday was Lubbock's previous insistence that the Air Force made mistakes in ranking Reese below its competition: Columbus AFB in Columbus, Miss., Laughlin AFB in Del Rio and Vance AFB in Badin, Okla.

The Air Force had recommended that

Reese be closed out of the four undergraduate pilot training bases. It subsequently acknowledged making some mistakes in its analysis of Reese, but contended they weren't significant.

But Lubbock leaders last week stopped focusing on their argument that another base should be closed instead of Reese, conceding they didn't expect the BRAC panel to overturn the Air Force because all the bases were very similar in quality. Instead, Reese's hopes appeared to lie in the possibility of all four bases being kept open.

The BRAC panel asked no questions about the mistakes Thursday, focusing instead on the Air Force's future training needs.

Still, Combest expressed bitterness after the vote, saying the Air Force succeeded in covering up the severity of its mistakes in analyzing pilot training

See BRAC 2A

Man killed,



Mayor says

TO C-LEHMAN
TO COMBEST
FROM COMBEST
LUBBOCK TX
9:22
JUN 23 '95

COMMERCIAL TRAVEL CONSULT
TEL: 41-703-524-1005
JUN 23 '95
13:21 No. 003 P.001

TO COMBEST

FROM COMBEST LUBBOCK TX

JUN 23 '95 8:28

BRAC votes, 6-2, to close Reese

Continued from Page One

base. He blamed the outcome on the "pride" of top Air Force brass.

"When you have people who are generals in the Air Force ... who say for the first time in their life they are embarrassed to be associated with the Air Force, to me says volumes," Combest said.

City Councilman Randy Neugebauer agreed Reese wasn't dealt with fairly. Neugebauer attended the BRAC deliberations with Combest and City Manager

Bob Cesa.

"I'm very sure that the right decision for the Air Force and for the military was not reached today," Neugebauer said. "But they've made their decision, and they'll have to live with that. The community of Lubbock is going to push forward."

Neugebauer, who spearheaded Lubbock's yearlong Reese fight, said he doesn't regret the effort even though it fell short. Reese wasn't officially a base closure candidate until March 1, but Lubbock anticipated the bat-

tle more than a year ago, hiring a military consultant and putting together a defense team.

"When you put this much effort into an initiative and you don't quite get there ... it doesn't feel good," Neugebauer said. "But knowing what the verdict is, I would not do anything differently."

He said Reese was always an underdog because Lubbock is more than four times larger than any of the competing communities and considered best able to absorb a base closing.

ATJ 6-23-95

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950620-60

FROM: <u>LEHMAN, CHRISTOPHER M.</u>	TO: LEHMAN <u>BORDEN</u>
TITLE:	TITLE: <u>R&A LEADER</u>
ORGANIZATION: <u>COMMONWEALTH CONSULTING CORP.</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>UPT'S</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

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:

Concern that Air Force made "estimating" mistakes;
Suggested questions ~~to ask~~ for Davis to ask the Air Force.

* RECOMMEND PHONE RESPONSE *

Due Date: <u>950627</u>	Routing Date: <u>950620</u>	Date Originated: <u>950620</u>	Mail Date:
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Commonwealth Consulting Corporation

1925 North Lynn Street
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Arlington, VA
22209

Telephone: (703) 524-0026
Facsimile: (703) 524-1005

Memo

To: Mr. Ben Borden
From: Christopher M. Lehman *CMF*
Date: June 20, 1995
Subject: Undergraduate Pilot Training Requirements Questions

Please refer to file number
when responding: 950620-60

The Air Force appears incapable of admitting that they might have made a mistake in estimating their requirement versus capacity even though the Chief of Staff demonstrated his own anxiety with respect to the capacity question during his testimony to the BRAC Commission on June 14, 1995 at the DoD hearing.

The Chief of Staff has stated that he can only support the base closure recommendation for the period of the FYDEP (see note #1 below). He bases his support of the recommendation on assumptions that even he admits are questionable. He voiced his concern about the years beyond the FYDEP and said that requirements for the Guard and Reserve will increase in those outyears and in fact have increased already during the FYDEP (see note #2 below).

The following are questions I would recommend for Commissioner Davis to ask of the Air Force to determine the actual amount of increases planned or projected for Undergraduate Pilot Training:

1. In the Chief of Staff's testimony to the BRAC Commission during the June 14, 1995 DoD Hearing, he alluded to an increase in Air National Guard and Air Force Reserve requirements during the FYDEP (see note #2). Has the Air Force increased or asked for an increase in the pilot training requirement for any years during the FYDEP? If they have what is the actual amount of those increases by year? If so, what was the origin of those increases?
2. The Chief of staff also referred to an impending increase in the Air National Guard's and Air Force Reserve's undergraduate pilot training requirement in the years beyond the FYDEP, specifically the year 2003 and beyond (see same reference as above). What specifically is the Air Force projecting as that requirement? Is it true that the Air Force is projecting an Air National Guard and Air Force Reserve requirement of 300 per year?

Note 1: General Fogleman quote from the transcript of the June 14th DoD hearing pg. 122: "Well, again, I tried to very carefully craft my words there, that I think, wlthin the

FYDEP, we will probably have the capacity, but it's based upon some assumptions about doing business differently than we do today.

Note 2: General Fogleman quote from the transcript of the June 14th DoD hearing pg. 123: " **One of the very concrete things, though, that does give me concern, and it falls slightly outside the FYDEP,** is the fact that, in order to sustain our Air National Guard and our Air Force Reserve units, today roughly 50 percent of all of our aviators that leave active duty sign up with the Air National Guard and the Air Force Reserve; so that keeps their requirement for initial pilot training lower. They are starting to see some drop-off in those numbers and have, in fact within the FYDEP, come in and asked for additional pilot training slots. We have been able to accommodate those within the FYDEP. But, in the year 2003 and beyond, **because we have been producing so few pilots in the early 1990s, if the Air Reserve and the Guard were able to capture 100 percent of all pilots leaving active duty, they would not be able to fill their cockpits, and they will have to come for more pilot training.**"

LARRY COMBEST
18TH DISTRICT, TEXAS

CHAIRMAN
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

COMMITTEE ON AGRICULTURE

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June 20, 1995

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

Dear Mr. Chairman:

I would like to thank you for your dedication and service on the Base Closure and Realignment Commission. This will be my final presentation to you regarding my strong opposition to the Secretary of Defense's recommendation to close Reese Air Force Base.

I am completely convinced that the Air Force is going to need every single Undergraduate Pilot Training (UPT) base to adequately meet its training requirement in the future. While Secretary Widnall has continued her position that, in the short term, adequate capacity is available in the UPT category, there is no mistaking the Air Force's recent retreat from their ability to meet their training requirements in the years beyond 2002, if Reese is closed.

Air Force Chief of Staff Fogleman clearly admitted on June 14th, that if Reese is closed, the excess capacity would be so limited that, if any of the assumptions are incorrect, the Air Force will not have the necessary capacity. These assumptions are based on pilot retention rates, private sector airline hiring, complete integration of joint training and Air Force Reserve and Air National Guard pilot requirements. My understanding is that the Air Force's assumptions are dramatically understated in the years beyond 2002. This will result in a significant need for increased UPT capacity at the very time we are downsizing our UPT capabilities.

Finally, the real travesty is that if we close an Air Force UPT base and force the other UPT bases to operate at or near their maximum capacities, we will create a work environment that is hazardous to flying safety, and one that will drive good instructor pilots out of the Air Force. I understand that a similar situation occurred in the late 1960s and early 1970s. The work environment at UPT bases could be a prime reason for a decrease in the pilot retention rate and thereby increase the

The Honorable Alan J. Dixon, Chairman
June 20, 1995
Page 2

need to train additional pilots, thus exacerbating the tenuous
UPT capacity situation.

Again thank you for your commitment, and I hope the attached
white paper which goes into further detail will be of assistance.

Sincerely,



Larry Combest

LC/rdl
Attachment

**The Case for Overturning
the
Secretary of Defense Recommendation
Regarding
Reese Air Force Base**

It is recognized that the Base Closure and Realignment Commission (BRAC) process was established for the purpose of closing unneeded military bases. However, the BRAC process was also established to insure fairness and to consider challenges to the analysis which was used by the Department of Defense (DoD) in arriving at base closure recommendations. In fact, part of the BRAC Commission's mission is to ensure that needed bases are not closed due to faulty analysis.

THE CASE FOR REESE AIR FORCE BASE (AFB):

1. The whole premise for closing one Air Force Undergraduate Pilot Training (UPT) base has been questioned by the Chief of Staff of the Air Force. In testimony before BRAC on June 14th, General Fogleman said that he could only support the recommendation to close Reese AFB if a number of assumptions were made. Among them were:

- (a) the Joint pilot training initiatives, including the JPATS program, stayed on track toward full maturity;
- (b) the Air Force continued to have pilot bonuses and pilot retention did not decline;
- (c) there would be no great increase in airline pilot hiring;
- (d) there would be no great increase in pilot training requirements for the Air National Guard and the Air Force Reserve.

General Fogleman then testified that he was concerned that after 2002 there would be a significant increase in the pilot training requirement due to the needs of the Guard and the Reserve.

Each of these assumptions is questionable and the assumptions on retention and on airline hiring are simply incorrect (see FAPA/FAA projections at Tab 1). Also, the Air National Guard and the Air Force Reserve requirement is projected to increase by 300 per year in the year 2001, which is the equivalent of three-fourths of an Air Force UPT base's capacity.

-2-

In sum, General Fogleman is concerned that if Reese AFB is closed, there will not be sufficient pilot training capacity in the outyears. He is constrained, however, by the declared DoD policy of seeking the closure of Reese AFB; and his own service's insistence that they are legally bound to only look out as far as their own Five Year Defense Plan (FYDEP) and not make projections beyond that time period.

2. The official Air Force position is that if BRAC chooses to keep Reese AFB open, then no Air Force UPT base should be closed. This demonstrates clearly the uncertainty the Air Force has with respect to pilot training capacity.

3. It has been proven, beyond question, that the DoD/Air Force analysis regarding Reese AFB was flawed and inaccurate:

- o It contained substantial errors of fact:
 - o shortchanged Reese AFB airspace
 - o shortchanged Reese AFB training routes.
- o The analytical model contained mathematical and formula errors.
- o The model averaged Air Force and Navy functional scores for various missions indiscriminately instead of examining Air Force bases for Air Force missions only.
- o The model contained numerous analytical errors (i.e., inappropriate weighting of factors, attrition planning factors heavily weighted versus actual attrition; and the reconsideration of measures of merit already considered in Criteria II through VIII).

4. A fair analysis rates Reese AFB above other Air Force UPT bases:

- o 1991 BRAC Staff Analysis rated Reese AFB #2 (Laughlin 129, Reese 125, Columbus 124, Vance 122 and Williams 90)
- o 1995 BRAC Staff Analysis (after formula error corrected) rated Reese AFB #3 (Laughlin 7.5, Columbus 6.6, Reese 6.3, Vance 6.2 and Randolph 4.8)

-3-

5. The DoD/Air Force analytical model ignored or excluded important factors:
- o Lubbock International Airport excluded from analysis even though 44 percent of all operations are military. Reese received no credit for this invaluable auxiliary field.
 - o Analytical model equated educational opportunities in Lubbock, (i.e., major university) with small undergraduate private college of less than 700 students.
 - o Analytical model equated housing which meets current Air Force Whole-House Standard with housing 100 percent of which does not meet the standard (i.e., Columbus and Vance). All these bases received a satisfactory rating.

The question BRAC must answer is, should the Commission ratify a recommendation which is based on flawed data and flawed analysis in an area where there is clearly uncertainty with the Air Force as to whether there is excess capacity or not.

The Air Force appears incapable of admitting that they might have made a mistake, even though the Chief of Staff demonstrated his own anxiety with respect to the capacity question.

There is clearly evidence to reverse the Secretary of Defense's recommendation to close Reese AFB. The DoD/Air Force case presented to BRAC was flawed and represents a significant deviation from the DoD's own requirement to perform an appraisal of a base's worth to the service and the nation by evaluating each of eight criteria fairly and honestly. Pilot training is an area so important to military readiness that BRAC should reject the recommendation to close Reese AFB.

The Chief of Staff has stated that he can only support the recommendation on assumptions that even he would admit are questionable. He then voices his concern about the years beyond the FYDEP ⁽¹⁾ and goes on to explain that requirements for the Guard and the Reserve will increase in those outyears and, in fact, have increased already during the FYDEP ⁽²⁾.

-4-

As a Congressman and as a citizen concerned about our national security, I urge you, the BRAC Commission, to reject the recommendation to close Reese AFB.

(1) General Fogleson quote from the transcript of the June 14th DoD hearing, page 122: "Well, again, I tried to very carefully craft my words there, that I think, within the FYDEP, we will probably have the capacity, but it's based upon some assumptions about doing business differently than we do today."

(2) General Fogleson quote from the transcript of the June 14th DoD hearing, page 123: "One of the very concrete things, though, that does give me concern, and it falls slightly outside the FYDEP, is the fact that, in order to sustain our Air National Guard and our Air Force Reserve units, today roughly 50 percent of all our aviators that leave active duty sign up with the Air National Guard and the Air Force Reserve; so that keeps their requirement for initial pilot training lower. They are starting to see some drop-off in those numbers and have, in fact within the FYDEP, come in and asked for additional pilot training slots. We have been able to accommodate those within the FYDEP. But, in the year 2003 and beyond, because we have been producing so few pilots in the early 1990s, if the Air Reserve and the Guard were able to capture 100 percent of all pilots leaving active duty, they would not be able to fill their cockpits, and they will have to come for more pilot training."

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950620-72

FROM: LEHMAN, J.F.	TO: DIXON
TITLE:	TITLE: CHAIRMAN
ORGANIZATION: J.F. LEHMAN & COMPANY	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: MERIDIAN, REESE, 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		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

<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:

Urge to reject proposals to close pilot training bases; cannot be reconstituted once closed.

* RECOMMEND PHONE RESPONSE *

Due Date: 950627	Routing Date: 950620	Date Originated: 950619	Mail Date:
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J. F. LEHMAN & COMPANY555 MADISON AVENUE, 10TH FLOOR
NEW YORK, NY 10022Please refer to this number
when responding 950620-72

June 19, 1995

The Honorable Alan Dixon
Chairman
Base Closing and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Alan

Recently a number of congressmen have asked my views on the issue of pilot training. I have given them based on my experience as Secretary of the Navy and as a bombardier and pilot in the naval reserve. As a courtesy I would like to share them with you. Since World War II there have been recurring proposals to consolidate flight training under one service at a few centralized bases. They have failed not only because each service has uniquely different specializations but because by its nature, flight training requires dispersal and decentralization. Traffic patterns and airspace cannot be overloaded without disastrous safety results. Thus bases operating in peacetime have finite surge capacity in emergencies.

Even in peaceful times there is always volatility in pilot training rates. Retention rates are lower in peacetime and vary unpredictably with airline pilot hiring. To some extent we were able to stem the loss of pilots with specialized bonuses which were funded by Congress, but the ability to stem pilot losses in the post-cold war era will remain limited.

The Aviation industry has recently published estimates of the demand for pilots within the airline industry and it is projected that there will be a huge increase in pilot hiring in the next decade. At the same time, moral and retention have been declining in recent years as each of our armed services continues to downsize. Defense spending has declined for eleven years straight and the effects of this

decline are becoming more and more evident. We are headed for a period of reduced retention and higher than predicted pilot production requirements.

During my tenure in the Pentagon, the services were not constrained by their pilot training capacity. We had a sufficient surge capacity in our training bases to accommodate swings in pilot training requirements. Since that time, both the Navy and the Air Force have reduced pilot training to a point that is very near the margin with only a very modest surge capability to meet pilot training requirements if those requirements increase significantly.

Once a flight training based is closed it becomes virtually impossible to reestablish its training mission even if it continues operating as a civil airfield. Normally the restricted training airspace is the first to go, but civilian encroachment and development is almost immediate and irreversible.

I urge you to reject proposals to close pilot training bases like Meridian, Reese and Corpus Christi. Pilot training is vital to U.S. military readiness and should not be trifled with on the basis of math models and systems analysis. Unlike much of the mobilization base, once these bases are closed, they cannot be reconstituted.

Best regards

J. L.

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950620-38

FROM: COMBEST, LARRY	TO: DIXON
TITLE: REP. (TX)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: REESE 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
<input checked="" type="checkbox"/> ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/> FYI

Subject/Remarks:

STATING AIR FORCE NEED TO RETAIN ALL UPT BASES TO MEET ITS TRAINING REQUIREMENTS FOR THE FUTURE. - REPORT IN SUPPORT OF REESE.

Due Date: 950623	Routing Date: 950620	Date Originated: 950620	Mail Date:
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LARRY COMBEST
19TH DISTRICT, TEXAS

CHAIRMAN
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

COMMITTEE ON AGRICULTURE

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Congress of the United States

House of Representatives

June 20, 1995

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

Please refer to this number
when responding 950620-38

Dear Mr. Chairman:

I would like to thank you for your dedication and service on the Base Closure and Realignment Commission. This will be my final presentation to you regarding my strong opposition to the Secretary of Defense's recommendation to close Reese Air Force Base.

I am completely convinced that the Air Force is going to need every single Undergraduate Pilot Training (UPT) base to adequately meet its training requirement in the future. While Secretary Widnall has continued her position that, in the short term, adequate capacity is available in the UPT category, there is no mistaking the Air Force's recent retreat from their ability to meet their training requirements in the years beyond 2002, if Reese is closed.

Air Force Chief of Staff Fogleman clearly admitted on June 14th, that if Reese is closed, the excess capacity would be so limited that, if any of the assumptions are incorrect, the Air Force will not have the necessary capacity. These assumptions are based on pilot retention rates, private sector airline hiring, complete integration of joint training and Air Force Reserve and Air National Guard pilot requirements. My understanding is that the Air Force's assumptions are dramatically understated in the years beyond 2002. This will result in a significant need for increased UPT capacity at the very time we are downsizing our UPT capabilities.

Finally, the real travesty is that if we close an Air Force UPT base and force the other UPT bases to operate at or near their maximum capacities, we will create a work environment that is hazardous to flying safety, and one that will drive good instructor pilots out of the Air Force. I understand that a similar situation occurred in the late 1960s and early 1970s. The work environment at UPT bases could be a prime reason for a decrease in the pilot retention rate and thereby increase the

The Honorable Alan J. Dixon, Chairman
June 20, 1995
Page 2

need to train additional pilots, thus exacerbating the tenuous
UPT capacity situation.

Again thank you for your commitment, and I hope the attached
white paper which goes into further detail will be of assistance.

Sincerely,

A handwritten signature in cursive script that reads "Larry".

Larry Combest

LC/rdl
Attachment

The Case for Overturning
the
Secretary of Defense Recommendation
Regarding
Reese Air Force Base

It is recognized that the Base Closure and Realignment Commission (BRAC) process was established for the purpose of closing unneeded military bases. However, the BRAC process was also established to insure fairness and to consider challenges to the analysis which was used by the Department of Defense (DoD) in arriving at base closure recommendations. In fact, part of the BRAC Commission's mission is to ensure that needed bases are not closed due to faulty analysis.

THE CASE FOR REESE AIR FORCE BASE (AFB):

1. The whole premise for closing one Air Force Undergraduate Pilot Training (UPT) base has been questioned by the Chief of Staff of the Air Force. In testimony before BRAC on June 14th, General Fogleman said that he could only support the recommendation to close Reese AFB if a number of assumptions were made. Among them were:

- (a) the Joint pilot training initiatives, including the JPATS program, stayed on track toward full maturity;
- (b) the Air Force continued to have pilot bonuses and pilot retention did not decline;
- (c) there would be no great increase in airline pilot hiring;
- (d) there would be no great increase in pilot training requirements for the Air National Guard and the Air Force Reserve.

General Fogleman then testified that he was concerned that after 2002 there would be a significant increase in the pilot training requirement due to the needs of the Guard and the Reserve.

Each of these assumptions is questionable and the assumptions on retention and on airline hiring are simply incorrect (see FAPA/FAA projections at Tab 1). Also, the Air National Guard and the Air Force Reserve requirement is projected to increase by 300 per year in the year 2003, which is the equivalent of three-fourths of an Air Force UPT base's capacity.

In sum, General Fogleman is concerned that if Reese AFB is closed, there will not be sufficient pilot training capacity in the outyears. He is constrained, however, by the declared DoD policy of seeking the closure of Reese AFB; and his own service's insistence that they are legally bound to only look out as far as their own Five Year Defense Plan (FYDEP) and not make projections beyond that time period.

2. The official Air Force position is that if BRAC chooses to keep Reese AFB open, then no Air Force UPT base should be closed. This demonstrates clearly the uncertainty the Air Force has with respect to pilot training capacity.

3. It has been proven, beyond question, that the DoD/Air Force analysis regarding Reese AFB was flawed and inaccurate:

- o It contained substantial errors of fact:
 - o shortchanged Reese AFB airspace
 - o shortchanged Reese AFB training routes.
- o The analytical model contained mathematical and formula errors.
- o The model averaged Air Force and Navy functional scores for various missions indiscriminately instead of examining Air Force bases for Air Force missions only.
- o The model contained numerous analytical errors (i.e., inappropriate weighting of factors, attrition planning factors heavily weighted versus actual attrition; and the reconsideration of measures of merit already considered in Criteria II through VIII).

4. A fair analysis rates Reese AFB above other Air Force UPT bases:

- o **1991 BRAC Staff Analysis** rated Reese AFB #2 (Laughlin 129, Reese 125, Columbus 124, Vance 122 and Williams 90)
- o **1995 BRAC Staff Analysis** (after formula error corrected) rated Reese AFB #3 (Laughlin 7.5, Columbus 6.6, Reese 6.3, Vance 6.2 and Randolph 4.5)

5. The DoD/Air Force analytical model ignored or excluded important factors:
 - o Lubbock International Airport excluded from analysis even though 44 percent of all operations are military. Reese received no credit for this invaluable auxiliary field.
 - o Analytical model equated educational opportunities in Lubbock, (i.e., major university) with small undergraduate private college of less than 700 students.
 - o Analytical model equated housing which meets current Air Force Whole-House Standard with housing 100 percent of which does not meet the standard (i.e., Columbus and Vance). All these bases received a satisfactory rating.

The question BRAC must answer is, should the Commission ratify a recommendation which is based on flawed data and flawed analysis in an area where there is clearly uncertainty with the Air Force as to whether there is excess capacity or not.

The Air Force appears incapable of admitting that they might have made a mistake, even though the Chief of Staff demonstrated his own anxiety with respect to the capacity question.

There is clearly evidence to reverse the Secretary of Defense's recommendation to close Reese AFB. The DoD/Air Force case presented to BRAC was flawed and represents a significant deviation from the DoD's own requirement to perform an appraisal of a base's worth to the service and the nation by evaluating each of eight criteria fairly and honestly. Pilot training is an area so important to military readiness that BRAC should reject the recommendation to close Reese AFB.

The Chief of Staff has stated that he can only support the recommendation on assumptions that even he would admit are questionable. He then voices his concern about the years beyond the FYDEP ⁽¹⁾ and goes on to explain that requirements for the Guard and the Reserve will increase in those outyears and, in fact, have increased already during the FYDEP ⁽²⁾.

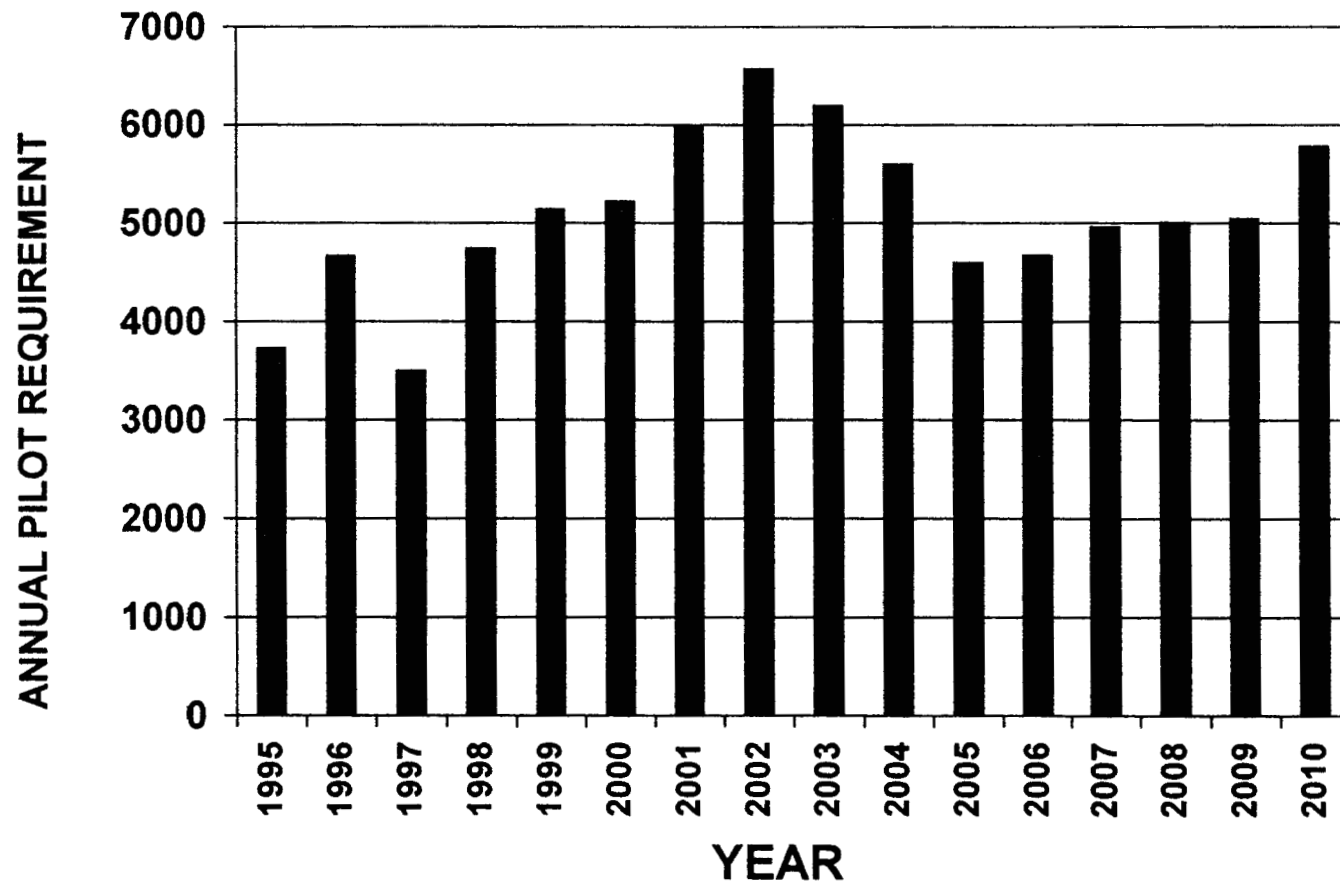
-4-

As a Congressman and as a citizen concerned about our national security, I urge you, the BRAC Commission, to reject the recommendation to close Reese AFB.

(1) General Fogleman quote from the transcript of the June 14th DoD hearing, page 122: "Well, again, I tried to very carefully craft my words there, that I think, within the FYDEP, we will probably have the capacity, but it's based upon some assumptions about doing business differently than we do today."

(2) General Fogleman quote from the transcript of the June 14th DoD hearing, page 123: "One of the very concrete things, though, that does give me concern, and it falls slightly outside the FYDEP, is the fact that, in order to sustain our Air National Guard and our Air Force Reserve units, today roughly 50 percent of all our aviators that leave active duty sign up with the Air National Guard and the Air Force Reserve; so that keeps their requirement for initial pilot training lower. They are starting to see some drop-off in those numbers and have, in fact within the FYDEP, come in and asked for additional pilot training slots. We have been able to accommodate those within the FYDEP. But, in the year 2003 and beyond, because we have been producing so few pilots in the early 1990s, if the Air Reserve and the Guard were able to capture 100 percent of all pilots leaving active duty, they would not be able to fill their cockpits, and they will have to come for more pilot training."

COMMERCIAL PILOT DEMAND (ANNUAL REQUIREMENT)



SOURCE: Future Airline Pilots Association (FAPA), Atlanta, Georgia - 1995 "Forecast of True Pilot Demand." See also, Federal Aviation Administration - "Pilots and Aviation Maintenance Technicians for the Twenty-First Century."

Forecast of True Pilot Demand

© 1995 FAPA, Atlanta, GA.

	A	B	C	D	E	F	G	H	J
Year	Jet Airlines Pilot Force	plus Commutr Pilot Force	plus Other Pilot Professnls	equals Total Pilot Force	Annual Pilot Force Growth...	...plus Annual Attrition...	= Annual TRUE PILOT DEMAND	"Over the next ___ years..."	... this many new pilots will be needed."
1994	55,482	16,528	63,995	136,005					
1995	55,495	16,928	64,753	137,176	1,171	2,556	3,727	1	3,727
1996	55,885	17,216	66,056	139,157	1,981	2,685	4,666	2	8,393
1997	55,592	17,368	66,964	139,924	767	2,732	3,499	3	11,892
1998	56,233	17,560	67,917	141,710	1,786	2,955	4,741	4	16,633
1999	57,002	17,800	69,002	143,804	2,094	3,046	5,140	5	21,773
2000	57,934	18,040	69,987	145,961	2,157	3,066	5,223	6	26,996
2001	59,828	18,296	70,922	149,046	3,085	2,895	5,980	7	32,976
2002	62,150	18,584	71,971	152,705	3,659	2,909	6,568	8	39,544
2003	64,287	18,872	73,070	156,229	3,524	2,668	6,192	9	45,736
2004	66,377	19,048	73,969	159,394	3,165	2,435	5,600	10	51,336
*2005	68,813	19,219	73,455	161,487	2,093	2,503	4,596	11	55,932
*2006	70,016	19,615	73,949	163,580	2,093	2,578	4,671	12	60,603
*2007	71,221	20,012	74,440	165,673	2,093	2,863	4,956	13	65,559
*2008	72,429	20,410	74,927	167,766	2,093	2,913	5,006	14	70,565
*2009	73,640	20,809	75,410	169,859	2,093	2,953	5,046	15	75,611
*2010	74,976	21,245	76,570	172,791	2,932	2,851	5,783	16	81,394
*2011	75,901	21,629	76,928	174,458	1,667	2,659	4,326	17	85,720
*2012	76,828	22,014	77,284	176,126	1,668	2,575	4,243	18	89,963
*2013	77,756	22,401	77,639	177,796	1,670	2,518	4,188	19	94,151
*2014	78,685	22,788	77,990	179,463	1,667	2,485	4,152	20	98,303
*2015	79,695	23,200	78,792	181,687	2,224	2,417	4,641	21	102,944

Notes:

• The basic data in columns A-D are found in the FAA publication, "Pilots & Aviation Maintenance Technicians for the Twenty-First Century." FAPA has modified* FAA's numbers after 2004.

• Column F is based on FAPA estimates that use FAA and ALPA retirement projections as starting points.

• Columns G and J represent True Pilot Demand, the correct measure of expected systemwide job growth. True Pilot Demand excludes double-counting, as would occur if one counted movement WITHIN the system, such as a regional pilot being hired by a major airline.

* FAA applied different assumptions for years 2005 and later, which created (not shown) an excessively large Force Growth in 2005, followed by correspondingly depressed projections in later years. FAPA has smoothed this effect by proportionately redistributing the year-2005 excess across subsequent years.

Document Separator

UPT

Beyer, Merrill

From: Flippen, Ed
To: Ackerman, Steve; Beyer, Merrill; Cirillo, Frank; Pross, Mark
Subject: Combest 6/2
Date: Wednesday, June 07, 1995 8:59AM

Congressman Combest's letter dated June 2, 1995, has some wrong assumptions in it...

Radar Approach Control Facility-

The Lubbock Airport Traffic Control Tower provides radar service to Reese AFB and to the Lubbock area. This is a FAA facility, equipment is FAA, personnel are FAA, There may be some building lease considerations, but everything else is FAA funded, not provided by The City of Lubbock

Lahoma Corridor-Vance AFB

The existence of the Lahoma Corridor does show some civil aviation encroachment activity, but more importantly, it shows how the Air Force, the local civil users, and the FAA developed a procedure to accomodate the most efficient use of the local airspace, allowing the military to safely conduct it's mission while allowing restricted civil access to the civil airport

Columbus AFB Encroachment

Yes, Memphis and Atlanta airports exist in the local(?) area Atlanta is far enough away that there probably is no interference between Columbus and ATL traffic. Memphis- A very large portion of Memphis traffic is Federal Express, which occurs at night. As with all UPT bases, airspace and procedures have been designed to allow independant operations by the training aircraft, with very little, if any exposure to air carrier traffic

Sorry, I can't help with "whole house upgrades", "sewage capacity", or "beds per 1,00 people"

Let me know if I can be of further assistance

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950526-22

FROM: <u>COMBEST, LARRY</u>	TO: <u>DIXON</u>
TITLE: <u>U.S. REP (TX)</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>U.S. CONGRESS</u>	ORGANIZATION: <u>DBCRC</u>
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		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:

CONCERN FOR ANALYSIS OF 41T AIR FORCE BASES, PARTICULARLY REESE AND VANCE.

Date: <u>950528</u>	Routing Date: <u>950526</u>	Date Originated: <u>950526</u>	Mail Date:
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LARRY COMBEST
18TH DISTRICT, TEXAS

CHAIRMAN
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

COMMITTEE ON AGRICULTURE

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Congress of the United States
House of Representatives

May 26, 1995

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Please refer to this number
when responding 950526-22

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

Dear Mr. Chairman:

I am writing to bring to your attention three important matters related to Air Force pilot training bases under review by your Commission.

First, I want to make sure that you and the other Commissioners are aware that there was an error in the Base Closure and Realignment Commission (BRAC) staff analysis which was briefed to the Commission during the May 10th "add" hearing. You may recall that the staff analysis rated Reese Air Force Base (AFB) as having a tie score with Vance (AFB) (see attached charts). This proved that with a fair analysis, all of the Undergraduate Pilot Training (UPT) bases were close in rating and that Reese AFB was not a Tier III inferior base.

My staff reviewed the BRAC staff analysis and found a computational error which was brought to the staff's attention. Your staff agreed and the corrected analysis rated Reese AFB higher than Vance AFB. I believe this is of sufficient importance that it deserves to be brought to the attention to each Commissioner before they begin their UPT site visits.

I am also tremendously concerned that the Air Force has indicated its decision to send the commander of the Air Education Training Command (AETC) or his deputy to each of the three UPT site visits scheduled for next month. This irregular action did not occur when the BRAC visited Reese AFB; their presence during the upcoming visits would be an unspoken but very clear message to both the BRAC commissioners and the Air Force officers on detail to your Commission, which would jeopardize the impartiality and objectiveness demanded by this process. The Air Force will have a complete opportunity to address the members of the Commission on June 14th.

On a related matter, I want to bring to your attention the fact that the Air Force has completed a "refined COBRA analysis" with respect to Reese AFB. This "refined" analysis concludes that the savings accruing from the closure of Reese AFB would be almost double the COBRA analysis used in the DoD deliberations. This

The Honorable Alan Dixon
May 26, 1995
Page 2

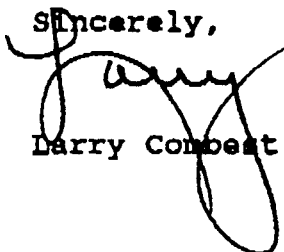
analysis is suspect for a number of reasons, but most importantly it is suspect because no "refined COBRA analysis" has been attempted for the other UPT bases under consideration and thus there is no basis for comparison.

Mr. Chairman, there is one additional concern I have which is that the present projections on pilot training requirements may be seriously underestimated. The current Air Force projections assume that the current retention rate for pilots will continue even though this is unlikely due to a projected surge in civilian airline hiring. There is also to be a likely surge in the requirements for training of Air National Guard and Air Force Reserve pilots in the coming years. I would urge you to press the Air Force for a restatement of their requirements since a UPT base closure will leave only a very modest surge capability.

Mr. Chairman, I know that you have been steadfast in your determination to maintain the integrity and fairness of the BRAC process. It is with that same determination that I ask you to consider these concerns.

I look forward to hearing from you on these matters.

Sincerely,



Darryl Combest

LC/rdl
Attachments - Revised Analysis
Charts

cc: BRAC Commissioners

CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT)
 STAFF ANALYSIS -II
 CORRECT DATA

UPT-JCSG MEASURES OF MERIT	STAFF WEIGHT	RESEE (C) (X) Closure	COLUMBUS (*) Closure	LAUGHLIN (*) Closure	RANDOLPH (*) Realignement	VANCE (*) (X) Closure
WEATHER	30	4.7	4.7	7.0	5.8	4.3
AIRSPACE	20	4.1	4.0	5.7	2.8	6.0
ENCROACHMENT	20	8.6	8.9	10.0	0.0	6.9
AIRFIELDS	15	8.2	8.9	7.7	6.0	9.2
MAINTENANCE FACILITIES	10	7.0	7.1	6.4	7.4	6.6
GROUND TRNG FACILITIES	5	7.9	7.4	7.3	8.6	7.8
TOTAL: RANK:	100	6.3 3	6.4 4.4 2	7.4 7.4 1	4.4 5	6.3 3

UNWEIGHTED AVERAGE	SCORE RANK	6.75 4	6.83 2	7.35 1	5.10 5	6.80 3
--------------------	------------	-----------	-----------	-----------	-----------	-----------

(C) = DoD recommendation for closure
 (X) = Joint Cross-Service Group option for closure
 (*) = Candidate for further consideration

RP-210

REVISED BASE REALIGNMENT AND CLOSURE COMMISSION

AIR FORCE ONLY ANALYSIS

CORRECTED DATA & CALCULATIONS, AND WEIGHTING/FORMULAS ADJUSTED

ICING DATA AND AIRSPACE OWNED AND SCHEDULED USED

	WEIGHT	RANDOLPH	VANCE	REESE	LAU	COL	
77 OUTLYING FLDs	0	1	0.0	1	0.0	1	0.0
AA SPEC AIRSPACE	0	Y	0.0	Y	0.0	Y	0.0
CTR SPEC AIRSPACE	0	Y	0.0	Y	0.0	Y	0.0
AA SPEC AIRSPACE	0	N	0.0	Y	0.0	Y	0.0
MANAGED TRNG AREAS --	0.000001	0.0	0.0	0.0	0.0	0.0	0.0
180003 > 807	0	Y	0.0	Y	0.0	Y	0.0
%TIME WITHIN > 180003	88	83.60%	2.0	88.40%	6.3	91.60%	6.8
100003 > 807	0	Y	0.0	Y	0.0	Y	0.0
%TIME WITHIN > 100003	46	97.90%	2.8	97.90%	2.8	98.40%	2.1
% TIME CROSSWIND < 18KT	10	88.40%	0.9	97.80%	0.8	93.20%	0.0
% TIME CROSSWIND < 25KT	19	0.10%	1.0	0.20%	1.3	1.40%	0.0
PRECEDING PRE-OP DAYS	18	1.4	1.4	1.4	1.7	2.1	1.4
OPING IN AREA DAYS	18	1.3	1.3	1.3	1.5	1.9	1.3
% BORTIES COL RESCHED	85	18.00%	6.7	23.30%	1.0	19.60%	2.9
ERTIE PLAN FCTR <= 20%	0	Y	0.0	N	0.0	Y	0.0
BORTIE PLAN FCTR <= 20%	30	19.00%	2.2	22.30%	1.0	27.00%	0.8
WEATHER --	300	6.8	4.3	4.7	7.0	4.7	4.7
AMT MOV/AA AIRSPACE	100	2854	1.8	27248	4.7	27214	4.6
AVG DIST TO AIRBASE	40	43.8	0.0	12.3	4.0	32.8	1.4
# MTR'S AVAIL	20	18	1.8	32	2.0	14	1.4
NEAREST RNGE < 60MTR	20	Y	2.0	N	0.0	N	0.0
%ATC CLAYS > 16 MIN	0	0%	0.0	0%	0.0	0%	0.0
CAMERC HUB W/IN 100MI	0	N	0.0	N	0.0	N	0.0
# OF DIRECT AIRWAYS	20	100	0.2	20	1.3	12	0.4
AIRSPACE FLT TRNG AREA --	300	2.8	8.0	4.1	8.7	4.0	4.0
60TY/AUX FLDs	0	1	0.0	1	0.0	1	0.0
60TY/AUX FLD IFR CAP	0	0	0.0	0	0.0	0	0.0
MEDIAN DIST -- MAX?	0	Y	0.0	Y	0.0	Y	0.0
MED DIST TO AUXOUT	20	20	2.4	26	2.2	17	2.6
RUNWAY 8000 FT?	0	Y	0.0	Y	0.0	Y	0.0
LOEST MAIN FLD RUNWAY	10	8363	0.7	9200	0.8	10600	1.0
PRIMARY RUNWAYS	00	8	2.9	F	6.0	C	4.3
CONCOT OF RUNWAYS	28	66%	1.7	100%	3.8	89%	2.1
%TAXIWAYS ADQ COND	20	27%	0.8	98%	1.8	32%	0.6
CONCOT OF UTILITIES	10	81%	0.8	97%	1.0	92%	0.8
%OTHR FAC ADQ COND	10	40%	0.4	68%	0.8	87%	0.8
AIRFIELDS --	160	8.0	9.2	8.2	7.7	8.1	8.1
AMT ADQ TRNG FAC	14	134828	1.4	26482	0.4	89489	0.8
CONDITION % ADQ CLAS	8	83%	0.4	86%	0.4	100%	0.5
AMT ADQ TRAINERS	14	84423	1.2	76207	1.4	80883	1.1
CONDITION % ADQ TRNR	8	100%	0.8	100%	0.8	100%	0.8
AMT OTHER TRNG FAC	8	38880	0.4	88838	0.8	81872	0.8
CONDITION OTHER FAC	4	78%	0.3	100%	0.4	84%	0.4
GRNF TRNG FAC --	80	8.8	7.8	7.9	7.3	7.3	7.3
PL MAINT OPS	40	1	4	1	4	0	4
MT ADQ HANGARS	28	238498	2.8	18488	1.8	147848	1.7
COND OF HANGARS	12	82%	0.8	84%	0.8	84%	0.8
AIRCFT MAINT FAC --	100	7.4	8.8	7.4	8.4	8.4	8.4
1 OTHR PRIPLOT FLD	0	Y	0.0	Y	0.0	Y	0.0
2+ OTR PRI PILOT FLD	0	N	0.0	Y	0.0	N	0.0
1 FLD < 30MILES	0	Y	0.0	Y	0.0	Y	0.0
2+ FLDs < 30MILES	0	N	0.0	N	0.0	N	0.0
PROX OTHR SPT FAC --	1E-08	0.0	0.0	0.0	0.0	0.0	0.0
IN ATTAIN/MAINT AREA	0	Y	0.0	Y	0.0	Y	0.0
MOO NONATTAIN/MAINT	0	Y	0.0	Y	0.0	Y	0.0
DELAYS DUE AIR QUAL	0	Y	0.0	Y	0.0	Y	0.0
AIR QUALITY --	1E-14	0.0	0.0	0.0	0.0	0.0	0.0
ACUZ CPLTD ENCLOSED	90	N	0.0	Y	6.0	Y	8.0
UNCOMPAT CLR ZONE	0	0%	0.0	0%	0.0	0%	0.0
UNCOMPAT AFZ1	80	22%	0.0	1%	4.8	0%	8.0
UNCOMPAT AFZ2	40	18%	0.0	18%	0.0	4%	4.0
REAL ESTATE DISCLOS	20	N	0.0	N	0.0	N	0.0
CLR ZONE ACQ COMPLTD	0	Y	0.0	Y	0.0	Y	0.0
ENCROACHMENT --	200	0.0	6.9	8.6	10.0	8.6	8.6
AMT SEQ RMB ADD	0	658	0.0	247	0.0	182	0.0
CONDITION SEQ % ADQ	0	100%	0.0	100%	0.0	100%	0.0
AMT SEQ RMB ADD	0	821	0.0	442	0.0	492	0.0
CONDITION SEQ % ADQ	0	100%	0.0	100%	0.0	100%	0.0
%MTR/SPT FAC AVAIL	0	87%	0.0	70%	0.0	93%	0.0
AMT MTR HSE ADD	0	944	0.0	230	0.0	400	0.0
CONDITION HSE % ADQ	0	37%	0.0	0%	0.0	72%	0.0
# CHILDCAR WAIT LIST	0	78	0.0	1	0.0	37	0.0
AVG WAIT CHILDREN	0	184	0.0	30	0.0	218	0.0
SERVICES --	1E-18	0.0	0.0	0.0	0.0	160	0.0

BRAC STAFF		RND	VNO	REE	LAU	COL	
CALCULATED SCORE	1000	4.4	6.3	6.3	7.4	6.	
CORRECTED SCORE	1000	4.8	6.2	6.3	7.8	6.	

Document Separator



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

23 MAY 1995

MEMORANDUM FOR BASE CLOSURE COMMISSION (Mr Frank Cirillo)

FROM: HQ USAF/RT
1670 Air Force Pentagon
Washington, DC 20330-1670

SUBJECT: For The Record Response to Commissioner Steele

During a Commission visit to Reese AFB, Texas, Commissioner Steele asked the 35th FTS/CC how Navy students were selected for Air Force training. For the record, the Navy selects volunteers from among the top third of their class during the pre-indoctrination academics course (API). If there are not enough volunteers, the Navy selects the top performers in API.

I hope this information proves helpful.

A handwritten signature in cursive script, appearing to read "Jay D. Blume Jr.", written in black ink.

JAY D. BLUME JR, Major General, USAF
Special Assistant to Chief of Staff
for Realignment and Transition

FPOM: <u>COMBEST, LARRY</u>	TO: <u>COX, REBECCA</u>
TITLE: <u>REP. 7th</u>	TITLE: <u>COMMISSIONER</u>
ORGANIZATION: <u>2ESS</u>	ORGANIZATION: <u>OBCRC</u>
INSTAL: <u>Corrected version</u>	<u>SE AFB</u>

OFFICE	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN			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:

THANK YOU FOR MEETING WITH HIM. ALSO, EXPRESSING CONCERN OVER AIR FORCE'S HANDLING OF UNDER-GRADUATE PILOT TRAINING BASES.

Due Date: _____	Routing Date: <u>950504</u>	Date Originated: <u>950503</u>	Mail Date: _____
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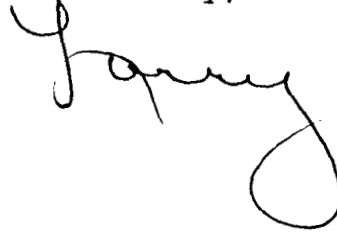
504-13

-2-

any questions on how we arrived at the data or any questions about the entire area of UPT, I would be glad to provide any information I can.

Again, thank you for your time, and with kind regards.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jerry". The signature is written in black ink and is positioned below the word "Sincerely,".

Ms. Rebecca Cox
Defense Base Closure and Realignment
Commission
1700 N. Moore Street, Suite 1425
Arlington, Virginia 22209

Document Separator

FROM: COMBEST, LARRY	TO: DIXON
TITLE: REP. (TX)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: REESE 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		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:

REQUESTING COMMISSION ADD ONE OR MORE AIRFORCE UNDERGRADUATE PILOT TRAINING BASES TO THE LIST.

Due Date: 950510	Routing Date: 950508	Date Originated: 950505	Mail Date:
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LARRY COMBEST
19TH DISTRICT TEXAS

CHAIRMAN
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

COMMITTEE ON AGRICULTURE

ROOM 1511
LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4319
(202) 225-4005

Congress of the United States
House of Representatives

May 5, 1995

DISTRICT OFFICES

ROOM 611
GEORGE H. MAHON
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LUBBOCK, TX 79401-4089
(806) 763-1611

SUITE 205
3800 E. 42ND STREET
ODessa, TX 79762-5941
(915) 550-0743

SUITE 205
5809 S. WESTERN
AMARILLO, TX 79110-3626
(806) 353-3945

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

Dear Mr. Chairman:

I am writing to ask you to support the addition of one or more Air Force Undergraduate Pilot Training (UPT) bases during the May 10th hearing.

While I understand and even agree with a reluctance to add any base for consideration, I believe that it is a necessity with regard to UPT bases for a number of reasons.

First, and most importantly, the Commission should decide to review Air Force UPT bases because there is documented evidence of substantial errors in the Department of Defense (DoD)/Air Force analysis. These were not minor errors in unimportant areas. They were in areas declared to be vitally important by the Air Force (i.e., airspace, training routes and other key measures of merit). The Air Force and the DoD have admitted errors in these areas. However, they have side-stepped or ignored other errors and maintain that the errors do not alter the outcome. The facts, however, indicate that correcting the errors does make a difference; it changes which base is closed.

Second, the General Accounting Office (GAO) review of DoD mentioned specifically Air Force UPT as an area worthy of further review by the Commission. If the Commission does not challenge the DoD recommendation on Air Force UPT where the errors are glaring and numerous, then the Commission will not have provided the review GAO requested or met its statutory responsibility.

A third important reason to add Air Force UPT bases is that the cost and effectiveness of the bases were never considered. While Reese Air Force Base (AFB) has the lowest cost-per-flying-hour and the second lowest cost-per-student-graduate, it appears this critical issue was never a component of the Air Force/DoD analysis.

129
950508-1

The Honorable Alan J. Dixon, Chairman
May 5, 1995
Page 2

In light of the problems described above and in view of the concerns expressed by the GAO and members of the BRAC staff, I urge you to make sure that Air Force UPT bases are added and reviewed further by the Commission.

This is a most important issue which deserves the full scrutiny of the BRAC Commission.

Sincerely,

A handwritten signature in cursive script that reads "Larry". The signature is written in dark ink and is positioned above the printed name.

Larry Combett

LC/lec

Document Separator

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950514-2

FROM: COMBEST, LARRY	TO: DIXON
TITLE: SEN REP. (TX)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: UPT BASES	

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 VOTING TO RECONSIDER UNDERGRADUATE PILOT TRAINING BASES.

[Signature]
Mark Merrill

Due Date:

Routing Date: 950514

Date Originated: 950511

Mail Date:



HOUSE OF REPRESENTATIVES
WASHINGTON, D. C. 20515

LARRY COMBEST
19TH DISTRICT
TEXAS

May 11, 1995

Please refer to the letter
with number 950514-2

Dear Mr. Chairman:

Thank you for your vote to reconsider the Air Force Undergraduate Pilot Training (UPT) category when the Commission met yesterday. I know that you had many important matters before you, and I appreciate your support.

Your willingness to revisit this matter clearly shows your desire to insure that our nation's ability to produce the finest pilots in the world will not be jeopardized. This in turn will guarantee that our military will be able to meet its obligations in the 21st century. That goal is paramount for us all.

I look forward to working closely with you, and hope you will not hesitate to call on me anytime in the next six weeks as the Commission continues its review.

Sincerely,

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

Document Separator

LARRY COMBEST
19TH DISTRICT, TEXAS

CHAIRMAN
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

COMMITTEE ON AGRICULTURE

ROOM 1511
LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4319
(202) 225-4005

Congress of the United States
House of Representatives

April 26, 1995

DISTRICT OFFICES:

ROOM 611
GEORGE H. MAHON
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LUBBOCK, TX 79401-4089
(806) 763-1611

SUITE 205
3800 E. 42ND STREET
ODESSA, TX 79762-5941
(915) 550-0743

SUITE 205
5809 S. WESTERN
AMARILLO, TX 79110-3626
(806) 353-3945

Commissioner Joe Robles, Jr.
The Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

110
950427-12

Dear Commissioner Robles:

I am writing to thank you for attending the regional hearing in Dallas last week and also to follow-up on a matter of concern to both of us.

It is my understanding that you requested cost and cost-savings data from the Department of Defense (DoD) and the Services during the Commission hearing on April 17th. This is clearly a matter of importance and one worthy of pursuit by the Commission. Although DoD witnesses indicated that cost-effectiveness was not a major part of their analysis, I strongly believe cost-savings and effectiveness should be one of the primary factors when considering the value of a base.

Furthermore, as you know, I have scrutinized the base closure process with particular interest focused on the Air Force. I have grown increasingly concerned as I have continued to uncover mistakes in the Air Force Undergraduate Pilot Training (UPT) Base analysis which clearly demonstrate to me that the entire Air Force UPT Base category must be reviewed by the Commission.

In light of your request, I have put together several cost comparisons using data from the various Data Calls and other Air Force reports. These cost comparisons document the cost-effectiveness of Reese Air Force Base (AFB) in areas relevant to pilot training. A summary of this cost data follows:

- * **COST PER FLYING HOUR:** The chart at Tab A summarizes data extracted from an Air Force Education and Training Command report on cost per flying hour data for 1994. As you can see, Reese AFB ranks as the lowest cost of any UPT base in cost per flying hour.
- * **AVERAGE COST PER GRADUATE:** The chart at Tab B summarizes data on cost per graduate. Reese AFB is second among UPT bases, with Vance AFB ranking first.
- * **LUBBOCK INTERNATIONAL AIRPORT:** As you can see from the data

on the chart at Tab C, Reese AFB uses Lubbock International Airport (LIA) extensively. Approximately 43% of the operations at LIA are military. Reese AFB not only uses the facility for training, particularly instrument approach training, but also uses it as an alternate recovery field when the crosswinds go out of limits at Reese AFB, because LIA has a crosswind runway. This auxiliary field capability is provided free of charge and is managed through formal agreements between the Air Force/Reese AFB and the Federal Aviation Administration (FAA) at LIA.

- * **LUBBOCK APPROACH CONTROL:** The City of Lubbock through the FAA at LIA provides free of charge a Radar Approach Control (RAPCON) facility and operational capability at Reese AFB. Again, this capability is provided through formal agreements between Air Force/Reese AFB and the FAA at LIA. This is a vital element of training that the Air Force receives at no cost. At other bases, such as Vance AFB, the Air Force must man and maintain its own facility. The savings here are unknown to us, but are probably extensive and could be provided by the Air Force in the form of an estimate of the cost of maintaining such a facility at Vance AFB.
- * **"MEDICAL RIGHT SIZING" PROGRAM:** The "Medical Right Sizing" program at Reese AFB takes advantage of medical facilities in the City of Lubbock and saves the Air Force approximately \$1 million per year. This matter was not considered.

As you can see from the data, Reese AFB performs very well in terms of cost-effectiveness. Reese AFB also compares well in terms of military measures of merit, as was demonstrated during the BRAC visit to Reese AFB and in the City of Lubbock's presentation to your Commission in Dallas.

There are additional cost issues which have been ignored by the Air Force and the DoD because they involve offers from the City of Lubbock. While I understand the need to prevent a "bidding war," there are two issues which should be considered as a part of any rational analysis of which UPT base to close.

- * **NEW 40,000 SQUARE FOOT HANGAR:** The City of Lubbock has offered to lease to the Air Force a newly completed 40,000 sq. ft. hangar at LIA for \$1.00 per year. This new facility is empty and available. It has easy access by taxiway to all the runways at LIA and could provide the Air Force with a regional maintenance facility and/or a shelter for Reese AFB if their hangar space was not enough (i.e., during severe storms). The City of Lubbock had conversations with the Air Force about the possibility of developing a regional

Commissioner Joe Robles, Jr.
April 26, 1995
Page 3

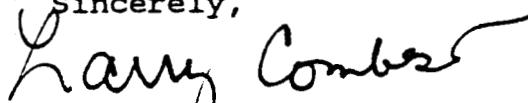
maintenance facility before this BRAC round. Since the BRAC deliberations began, the Air Force has refused to consider this offer further.

- * HOUSING PURCHASE/LEASE-BACK: The City of Lubbock has proposed a housing purchase/lease-back arrangement for Reese AFB, whereby the City would purchase all of the housing from the Air Force and then lease those facilities to the Air Force. This initiative would save the Air Force an estimated \$6 million immediately with recurring annual savings of \$1.7 million.

As I testified before the Commission in Dallas, I believe that the recommendation to close Reese AFB is based on flawed data and a flawed analytical model. I hope that the cost data I have provided will help to persuade you and other members of the Commission to take a close look at the recommendation to close Reese AFB and to review the entire Air Force UPT category.

Thank you in advance for your consideration of my request and please do not hesitate to call on me if I can provide further information or be of assistance.

Sincerely,



Larry Combest

LC/mle
Enclosures

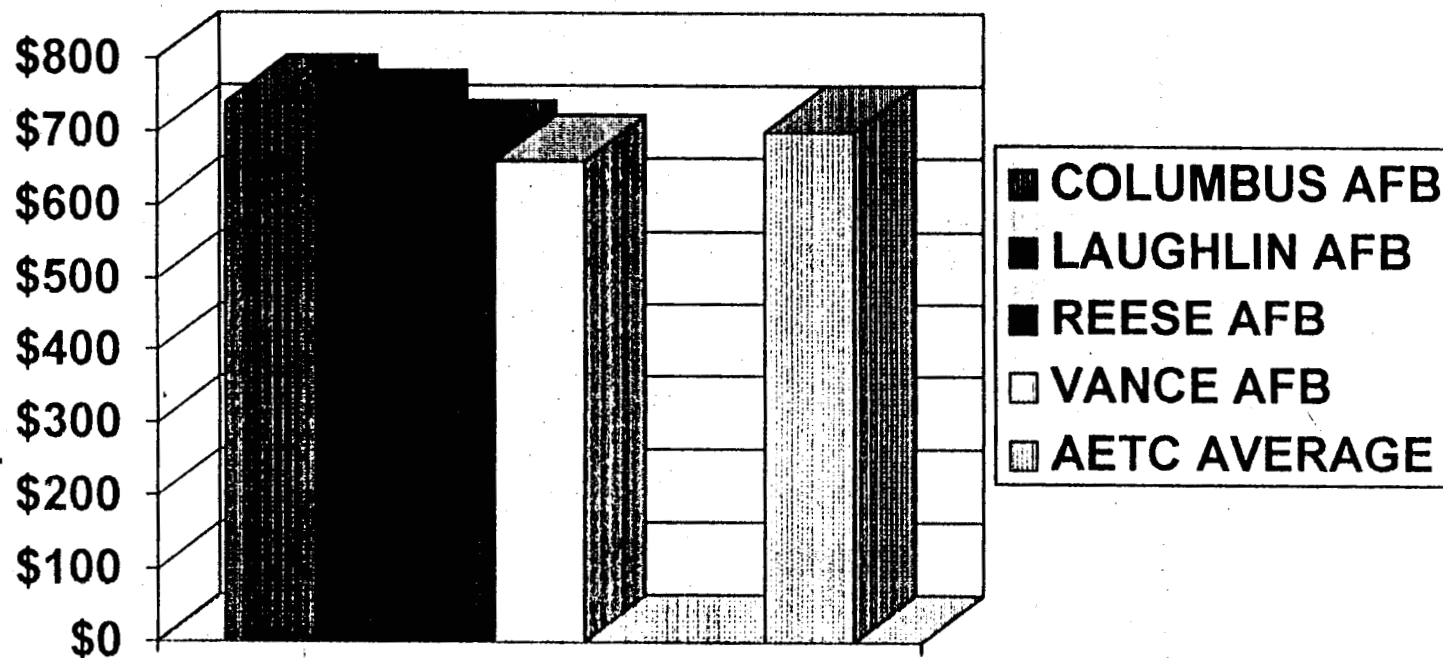
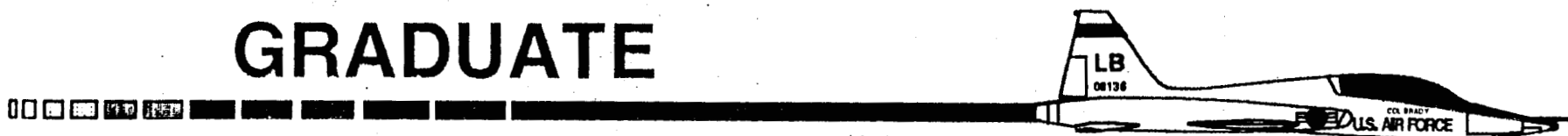
CC: All BRAC Commissioners

COST PER FLYING HOUR



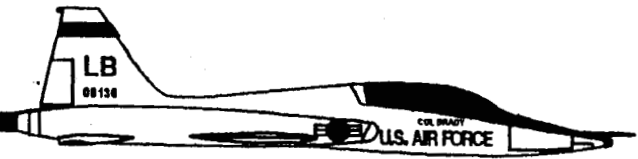
BASES	HR COST TO 8M AND DLR	AND DLR	FLYING HOUR
COLUMBUS	\$106	\$318	\$221
...	\$110	\$328	\$224
...	\$101	\$303	\$182
...	\$109	\$323	\$233

COST PER GRADUATE

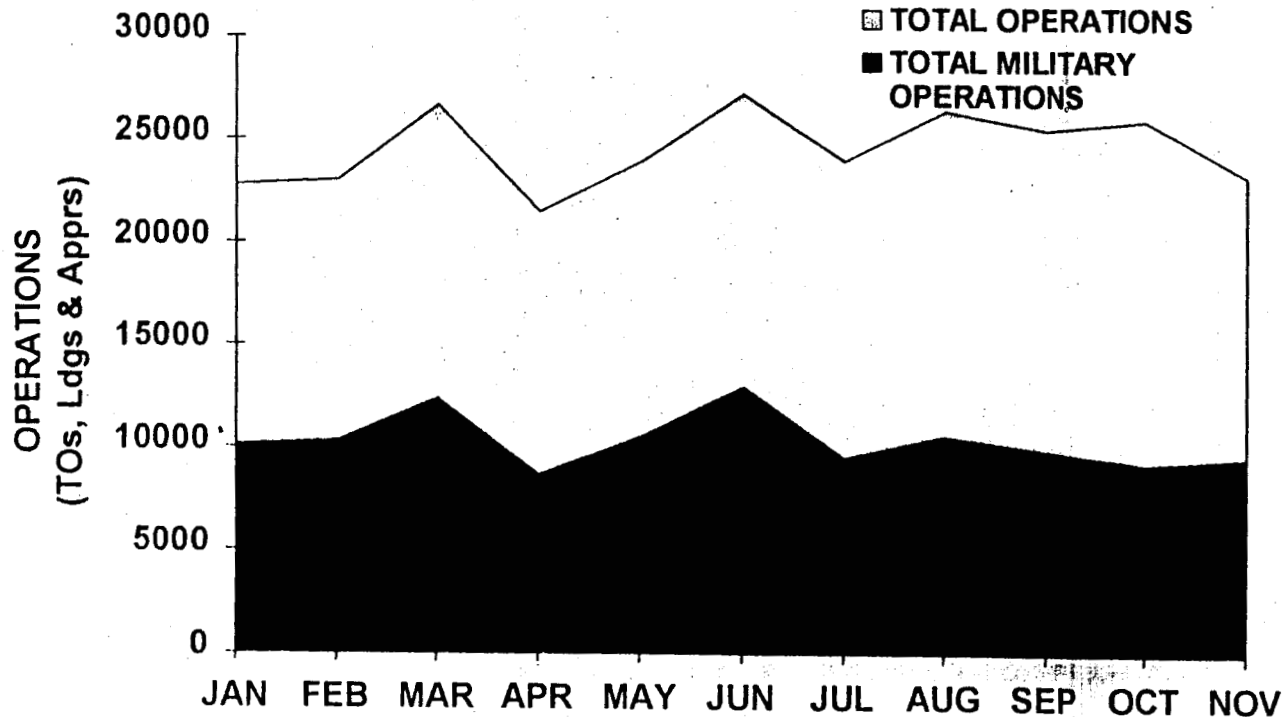


NOTE: VANCE AFB IS THE ONLY AIR FORCE UPT BASE WITH FULLY CONTRACTED CIVILIAN SUPPORT SYSTEM. THIS FACT REDUCES THEIR OVERALL COSTS. THE OTHER AIR FORCE UPT BASES ARE IN THE PROCESS OF CONVERTING TO FULLY CONTRACTED CIVILIAN SUPPORT.

LUBBOCK TOWER OPERATIONS



JAN - NOV 1994



MILITARY OPERATIONS AVERAGED 43% OF TOTAL MONTHLY OPERATIONS FOR THIS PERIOD

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950427-12

FROM: COMBEST, LARRY	TO: ROBLES, JOE
TITLE: REP. (TX)	TITLE: COMMISSIONER
ORGANIZATION: U. S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: REESE 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			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	<input checked="" type="checkbox"/>	FYI

Subject/Remarks:

REQUESTING THAT DBCRC CONSIDER COST AND COST SAVINGS IN THEIR DECISION REGARDING REESE AFB.

Due Date: 950501

Routing Date: 950427

Date Originated: 950426

Mail Date:

Document Separator



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

March 30, 1995

The Honorable Larry Combest
United States House of Representatives
Washington, D.C. 20515

Please refer to this number
950315-7R1

Dear Representative Combest:

Thank you for your letter requesting a review of Undergraduate Pilot Training (UPT) by the Defense Base Closure and Realignment Commission as part of the Commission's deliberations. I appreciate your strong support for the Commission and its process.

You may be certain that the Commission staff is actively reviewing the Secretary of Defense's recommendations to the Commission in all areas, including Undergraduate Pilot Training. The Commission intends to hold a hearing on April 17, 1995, in Room 216 of the Hart Senate Office Building, which will address the Joint Cross Service Group's analysis of UPT bases. The UPT portion of the hearing will begin at 1 P.M.

You can be assured that the information you have shared with the Commission will be utilized during the review and analysis process.

My office will be in contact with your office in the near future to try and arrange a mutually agreeable time to discuss your concerns.

Again, thank you for your letter. Please do not hesitate to contact the Commission whenever you believe we can be of assistance.

Sincerely,

Alan J. Dixon
Chairman

AJD:js
ECTS#: 950315-7

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950327-11

FROM: TITORNBERY, WILLIAM M.	TO: DIXON
TITLE: RFP. (TX)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: REESE 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
<input checked="" type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/>	FYI

Subject/Remarks:

LETTER OF SUPPORT FOR REESE AFB, ALSO, REQUESTING COMMISSION EXAMINE AF ANALYSIS OF UNDERGRADUATE PILOT TRAINING

Due Date: 950329

Routing Date: 950327

Date Originated: 950323

Mail Date:

WILLIAM M. "MAC" THORNBERRY
13TH DISTRICT, TEXAS
COMMITTEE ON
NATIONAL SECURITY
COMMITTEE ON
RESOURCES

1535 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3706

724 SOUTH POLK, SUITE 400
AMARILLO, TEXAS 79101
(806) 371-8844

811 SIXTH STREET, SUITE 130
WICHITA FALLS, TEXAS 76301
(817) 767-0541

Congress of the United States
House of Representatives
Washington, DC 20515-4313

March 23, 1995

44

Please refer to this number
when recording 950327-11

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

Dear Mr. Chairman:

I am writing to express my great concern and disappointment that the United States Air Force based its undergraduate pilot training recommendations on undeniably erroneous information. Furthermore, I understand from expert sources that the model used to analyze the raw data is improperly weighted for the appropriate analysis of Air Force undergraduate pilot training bases. Therefore, I strongly urge the Base Closure and Realignment Commission to undertake a special examination of the model the USAF used to make its recommendation, as well as the underlying factual data.

I would like to briefly address what I believe to be three of the most critical errors:

1. Available Airspace for Training. Factual errors in the data shortchanged Reese AFB in terms of volume of airspace available for training. Corrected figures give Reese AFB 3,000 more cubic nautical miles of airspace. Additionally, alert airspace available for training and controlled by Reese AFB was not considered.
2. Weather. Comprehensive weather data (e.g. percentage of time on average per month that sorties are rescheduled/cancelled due to weather) measuring the overall weather performance of a base clearly favors Reese AFB over several other UPT bases. This information is a clear indication that Reese, on the average, has better weather than the other bases. However, this kind of clear indicator was given little weight in the model compared to the weight given a subelement of weather performance (crosswinds) and the weight given planning factors.
3. Airfield Condition. The Air Force analysis lists Reese AFB as having a taxiway and apron condition that is only 29% adequate (62% Code 1 for taxiways, and 9% Code 1 for aprons). However, an Air Force Civil Engineering Report for May 1993 lists virtually all the pavements as adequate and needing only resealing. In addition, apron improvements were made to the T-1 and T-38 sections of the ramp from 1993 to 1995, but the rating remained at 9% for data calls in both 1993 and 1995.

Page 2

The Honorable Alan Dixon

In summary, I feel confident that if errors in the factual data are corrected and the Air Force performs analysis structured and weighted to evaluate Air Force UPT bases fairly, then Reese AFB will not come out on the bottom.

Thank you for your prompt attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Mac Thornberry", with a long, sweeping flourish extending to the right.

Mac Thornberry
Member of Congress

WMT:cs

Document Separator

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950612-20

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	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:

REQUESTING DBCRC CONSIDER AIRSPACE, WEATHER AND LACK OF ENCROACHMENT WHEN ANALYSING UPT BASES.

Due Date: 950614	Routing Date: 950612	Date Originated: 950608	Mail Date:
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United States Senate

WASHINGTON, DC 20510-3602

June 8, 1995

Phone call to the Senator
what time? 950612-20

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

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

Document Separator

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 type="checkbox"/> ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/> FYI

Subject/Remarks:

LETTERS OF SUPPORT.


 Morr. U
 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

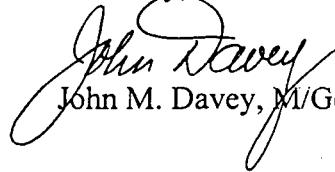
Ladies and Gentlemen:

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.

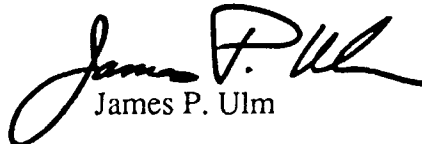
Our family spent three wonderful years at Vance AFB during my United States Air Force career. Two of my children graduated from Enid High School and the third married an Enid young lady. Both my wife, children and I have continued to maintain close friendships with several families as a result of my 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

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950411-14

FROM: NICKLES, DON	TO: DIXON
TITLE: SENATOR (OK)	TITLE: CHAIRMAN
ORGANIZATION: U. S. CONGRESS	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	✓	+	
				COMMISSIONER ROBLES	✓		
DIR. CONGRESSIONAL LIAISON	⊙	⊙		COMMISSIONER STEELE	✓		
DIR. COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER R	✓		
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:
 REQUESTING COMMISSION REVIEW MATERIAL REGARDING UNDERGRADUATE PILOT TRAINING. ALSO, LETTER OF SUPPORT FOR VANCE AFB,

# Date: 950413	Routing Date: 950411	Date Originated: 950405	Mail Date:
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United States Senate

WASHINGTON, DC 20510

April 5, 1995

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RECORDED IN THE JOURNAL
OF THE SENATE
950411-14

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

Dear Chairman Dixon:

With the base closure process underway, we are very aware of the tremendous amount of time you and your staff are spending analyzing the recommendations for closure and realignment submitted to the commission by the Secretary of Defense.

As you know, we have a keen interest in the Undergraduate Pilot Training (UPT) category because of Vance Air Force Base in Enid, Oklahoma. We believe that the certified data that has been provided by the Department of the Air Force and the Cross-Service team accurately underscores the reasons that Vance Air Force Base was not included in Secretary Perry's closure recommendations, including the important aspect of military value.

We are aware of efforts to manipulate the results conducted by the Department of Defense through the presentation of the most favorable data gathered from several years. We trust that your staff will take this into account while in the process of analyzing all the UPTs.

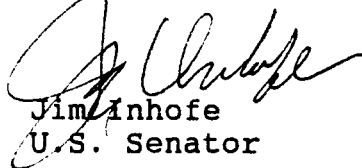
We understand the difficulty in making an "apples to apples" comparison of UPT bases because they are in the different services, and the ultimate decisions the Commission will reach will be difficult given the reputation of all these bases. We believe that an objective internal review of this data is imperative before any possible Commission action involving all of the installations included in the UPT Cross-service analysis. We respectfully request that the Commission provide us the results of its study when it is completed.

We stand ready to assist you in this effort with any information you may require. Thank you for your consideration and we look forward to hearing from you.

Sincerely,



Don Nickles
U.S. Senator



Jim Inhofe
U.S. Senator



Frank Lucas
Member of Congress

Document Separator

14 May 1995

Louis C. Finch
Chairman, Undergraduate Pilot Training Joint Cross- Service Group
4000 Defense Pentagon
Washington, D.C. 20301-4000

Dear Mr. Finch,

With the recent announcement by the Base Realignment and Closure Commission to add Laughlin AFB to the recommended list, I am in need of assistance. I respectfully request the answers to the following questions under the provisions of the privacy act. The questions deal specifically with the analysis conducted by your working group. I will try to be as specific as possible to aid you and your staff to provide a prompt reply. Since we were added on short notice, I expect you will respond promptly to so that we might adequately defend Laughlin AFB. The regional hearing has been tentatively scheduled for the second week of June 1995.

SPECIFIC QUESTIONS

1. Corpus Christi Naval Air Station is credited for 1,854,292 as the amount for adequate hangars. Is this in square feet? Does all this hanger space belong to the flight training mission? Does any of this hangar space belong to the Army helicopter repair depot? The USAF reports a combined total of 1,065,261 for 6 flying installations - Randolph, Vance, Laughlin, Sheppard, Reese and Columbus. Are the numbers also in square feet or in comparable units as reported by the Navy? Does the 238496 for Randolph include those hangars which have been converted to gymnasiums (2) and flight rooms (2)? Did we double count the hangars both for maintenance and training facilities? Did we count the hangars on the south ramp that are reserved for LSI and Kelly AFB as maintenance hangars available to the flying mission?
2. In the Bomber/Fighter track, Pensacola, Meridian, and Kingsville are credited with a total airspace of 314,853. Is this in square nautical miles? The three Air Force bases reporting the largest area of airspace are Randolph, Laughlin and Columbus for a total of 180,565. Are they the same units? What percentage or number of square miles of the Navy airspace is over the Gulf of Mexico?
3. Randolph AFB is credited with 948 family housing units. Laughlin has 654. Randolph has approximately 5607 military personnel assigned while Laughlin has 1326. The same general percentages are true for UEQs and BOQs. In all cases, Laughlin offers a greater opportunity for their personnel to be placed in a house, UEQ or BOQ. Yet, on the quality of life rating for these factors Randolph scores 7.3 while Laughlin scores 6.5. Why? Laughlin also does better in the child care center.
4. Sheppard is credited with 8074 UEQ rooms while Vance has only 442. Sheppard has over 8000 military personnel assigned and in addition to a flying training mission is a large Air Force Technical Training Center. Vance is solely a flying training base and is almost entirely under civilian contract. There are only about 831 military personnel assigned to Vance and they are primarily officers. There are many, many more UEQ rooms than personnel. The same analogy applies to family housing and BOQs. Sheppard scores 9.0 on quality of life issues while Vance scores only 6.3. Please explain why raw numbers of rooms etc. is more important in quality of life than providing people a greater opportunity to receive same. Is it appropriate to count UEQ rooms and the like which serve a different mission as part of that which serves the flying training mission?
5. The analysis explains that weather is a greater factor in primary training than in other tracks -- BFT for example. Weather is more heavily weighted in primary than BFT. Air Force statistics show that we lose more sorties in the T-38 (BFT) than in the T-37 (Primary). Your analysis shows the same if I am correct in assuming that (%sortiesCXL/RESCHD) is weather attrition as normally reported by AETC. Why does Pensacola and Kingsville only show 9% and 10% weather attrition (%sorties CX/RESCHD) while all the

other bases report values from 15% to 27%? Are my assumptions correct? The weather planning factor 5-20%, I assume is what we use in the scheduling process to account for anticipated weather losses. Am I correct? If my assumptions here are correct why then do we use a larger planning factor for weather losses in BFT yet turn around and give heavier weighting to weather losses in primary? If we say there are more problems with weather in primary and expect bigger losses shouldn't we plan for it?

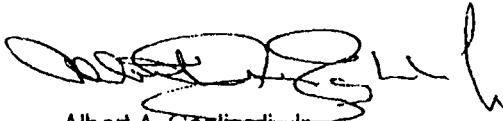
6. What criteria was used in selecting number of MTRs available? Number within a specific nautical mile radius? Was any consideration given to the number of other Air Force, Navy, Guard or Reserve units who also use the same MTRs?

7. The single largest factor in scoring Airspace was the amount which I again assume is in square miles. Was any consideration given to the amount required? If an installation could easily request and receive more airspace was this accounted for?

Why is total amount of airspace more important than unencumbered airspace that is close to the home field and unpressured by other sources as airlines, general aviation and population centers.

8. Why was there no mention of flight safety within the analysis?

I would be happy to receive your reply either telephonically by your staff, Dan Gardner for example, by fax, or by mail. I do request a prompt reply so as to be adequately prepared by the first week of June. Thank you for your time.



Albert A. Gagliardi, Jr.
Brig. Gen., USAF, Ret.
Del Rio Military Affairs Association
14218 Bold Ruler
San Antonio, TX 78248

Ph. 210-492-1932
Fax 210-494-0747

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950403-7

FROM: BAGLIARDI, ALBERT A	TO: BEYER, MERRILL
TITLE: B16 GEN, USAF, RET	TITLE: AF DOD ANALYST
ORGANIZATION: LAUGHLIN AFB	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: LAUGHLIN 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			
DIR./INFORMATION SERVICES				MERRILL BEYER			Ⓢ

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 FOR LAUGHLIN AFB.
BRIEFING PACKAGE AND BRAC "TESTIMONIALS"
GIVEN TO MR BEYER.

Due Date: 950410	Routing Date: 950403	Date Originated: 950330	Mail Date:
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*Del Rio
Military Affairs
Association*

950403-7

49

March 30, 1995

Merrill Beyer
Defense Base Closure
and Realignment Commission
1700 N. Moore St., Suite 1425
Arlington, VA 22209

Dear Merrill,

I enjoyed talking to you on the phone recently and hope that my remarks will be helpful as you wrestle with the problems of base closure. As I explained to you, I spent virtually my entire Air Force career in the pilot training business to include serving as the wing commander at Laughlin AFB and twice as the Air Training Command Inspector General.

I have enclosed a hard copy of the briefing which I prepared for the Del Rio Military Affairs Association which highlights why Laughlin AFB is the most cost effective and productive of the Air Force pilot training bases. I would further add that in my opinion Laughlin is the best training base within DOD when there is no requirement to be near open water -- primary training for example. The Navy may need to train near the sea at some time, but definitely not during primary training. Being near the sea is expensive. The weather is not nearly as good, there is the threat of hurricanes, and proximity to salt water is very corrosive to aircraft.

Since I talked to you last, I have obtained a copy of the UPT Joint Cross-Service Group's analysis. They considered a lot of things and my main objections deal with how various factors were weighted. Obviously people have different opinions but I would think that most who know the pilot training business as evidenced by the testimonial letters that I have enclosed would agree on the importance of weather and airspace. Nothing drives the pilot training business more than weather. It more than anything will drive your costs to produce pilots more than any other factor. Airspace likewise is critical. You want it close to the home field and you don't want to share it with others. You also don't want other air traffic near your areas so that if an inexperienced student strays the potential for accidents is increased. I would also be concerned about encroachment around my airfields. We don't need hundreds of missions a day flying over schools, residences, businesses or the obstructions to flight. A large portion of my reasoning in choosing these as primary factors is simply because these are areas over which the services have no control. Give up the base with the best weather and you've lost. If other factors like runway length, number of housing units, condition of taxi ways

*Let Ric
Military Affairs
Association*

and the like are a problem -- they can be fixed. You can't fix weather and you can't generally fix airspace. You better hold on to the best you got and fix the other things if they are a problem. Perhaps the biggest concern in this area is flight safety. The analysis never mentions it. Good weather is safe, especially in pilot training where students must learn to walk before they run. Wide open spaces mean few aircraft, fewer people, and fewer population centers. If an aircraft goes down, we'd like to make sure that it is in an unpopulated area. I'd also hate to explain to the American public why an errant student pilot hit an airliner when we can better place that student and airline passengers out of harm's way. All of these things point to Laughlin. Obviously, Laughlin has some drawbacks. Being isolated which enhances safety creates some problems in quality of life for people and accessibility to other airfields but again we can improve these areas. I conducted a little analysis of my own using the four UPT bases and Randolph looking at weather, airspace and encroachment.

RELATIVE RANKING
USAF FLIGHT TRAINING BASES
DATA FROM JOINT CROSS-SERVICE GROUP ANALYSIS

WEATHER

TRACK	LAUGHLIN	COLUMBUS	VANCE	RANDOLPH	REESE
PRIMARY	1	2	4	3	5
BOMBER/FIGHTER	1	2	3/4	3/4	5
AIRLIFT/TANKER	1	2	3	4	5

AIRSPACE

TRACK	LAUGHLIN	COLUMBUS	VANCE	RANDOLPH	REESE
PRIMARY	2	3	4	1	5
BOMBER/FIGHTER	2	3	4	1	5
AIRLIFT/TANKER	3	2	4	1	5

ENCROACHMENT

TRACK	LAUGHLIN	COLUMBUS	VANCE	RANDOLPH	REESE
PRIMARY	1	2/3	4	5	2/3
BOMBER/FIGHTER	1	2/3	4	5	2/3

*Del Rio
Military Affairs
Association*

AIRLIFT/TANKER 1 2/3 4 5 2/3

Overall it is easy to see that Laughlin ranks number 1 more than anyone else. In fact the only time they get beat is by Randolph in airspace. That is because the cross-service working group gave a heavy weight to the amount of airspace a base has presently. Laughlin doesn't need it and never has because what they have is close in, efficient, and not shared with anyone else. Using DOD numbers it is 65.2 miles to the average Randolph area and 31.5 miles to the average Laughlin area. Since you have to fly out and back that is 67.4 miles more in transit at Randolph versus Laughlin. At 300 knots that is 13 1/2 minutes per sortie of non-productive training time and gas. An entire T-38 mission is only about 78 minutes so 17% of the mission is more unproductive at Randolph vs. Laughlin. Thanks, I'll take Laughlin. No other UPT base is closer to their airspace.

The majority of the factors that the group considered has some merit but it is minor next to what I have outlined. Bachelor enlisted quarters - who cares. Our UPT bases have contract or civil service maintenance. The requirement is nil and all the bases have more than they need. No auxiliary field without an instrument approach - who cares. You want one then buy a small MLS, you can due it for thousands. Peanuts next to what you save on weather cancellations and fuel wasted traveling to and from areas.

Here are some questions about the analysis that I think require further scrutiny:

1. Why did the Air Force take the calculated values from the analysis and average them to arrive at an overall rating? This says that panel navigation training is as important as primary pilot training etc. More students attend primary than anything else and the dollars spent are by far the highest. Values should be weighted. If it costs the most to run primary pilot training then we should rate the base where it is best done even higher.

2. Randolph is the best USAF base for fighter bomber training? The T-38 is the aircraft and the aircraft is restricted from multiple night patterns at Randolph due to bats. Will we eliminate the night flying requirements from the syllabus? How about the high school under the traffic pattern on runway 14R and San Antonio International within a few miles. Safe for heavy student training?

3. Primary training scores well at Laughlin due to the recognition that Laughlin has the best weather and weather is weighted heavier for primary. It is a matter of record that the T-37 loses fewer sorties to weather than the T-38 within AETC. Since that's true shouldn't more weight be added to the Bomber/Fighter track?

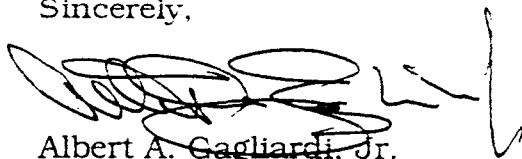
*Del Rio
Military Affairs
Association*

4. Scores within the quality of life area are suspect. Bases like Randolph, Pensacola, and Sheppard score high based on the number of BOQ, BEQ, and family housing units on the base. The implication is that these are available to the flying mission - not true. Randolph for example has lots of other missions which they must house as well. Weight the facilities on what is available to the flying mission. A second lieutenant and his wife will find it a lot easier to get a house at Laughlin than Randolph. Guaranteed!!!

5. Has anyone noticed that Columbus AFB is between two of the largest airline hubs in the country - Memphis and Atlanta? Check the Columbus airspace in about 10 -15 years.

Again the bottom line is predominantly weather and efficient airspace. Virtually all else is fixable and controllable. To quote Major General Pat Smothermon, a former Vance Wing Commander and ATC Vice Commander, "As a former commander of a pilot training wing and vice-commander of the Air Training Command, I can attest that the two most important factors in producing quality military pilots in a safe and productive environment are good flying weather and a large area of unencumbered airspace. When considering these two most important factors among the current Undergraduate Pilot Training (UPT) bases, Laughlin AFB is my choice as the most productive location at the best price to the American taxpayer. It is a matter of record that the Laughlin operation accounts for fewer additional review rides (reduced cost) because of weather aborts and limits on available airspace." **I rest my case!**

Sincerely,



Albert A. Gagliardi, Jr.
Brig. Gen., USAF, Ret.
14218 Bold Ruler
San Antonio, TX 78248
210-492-1932

Document Separator

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950427-6

FROM: GAGLIARDI, ALBERT A.	TO: DAVIS, J. B.
TITLE: BRIG. GEN., USAF, (RET)	TITLE: COMMISSIONER
ORGANIZATION: DEL RIO MIL AFFAIRS ASSOC.	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: <u>LANGLEY AFB</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			
				AIR FORCE TEAM LEADER			
DIRECTOR OF ADMINISTRATION				INTERAGENCY TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				CROSS SERVICE TEAM LEADER	✓		
DIRECTOR OF TRAVEL							
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 OVER RESULTS OF THE JOINT CROSS SERVICE GROUP REPORT ON UNDERGRADUATE PILOT TRAINING.

Merrill
Copy to Navy Com

Due Date: 950504	Routing Date: 950427	Date Originated: 950427	Mail Date:
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Some good thoughts to Review

*Del Rio
Military Affairs
Association*

April 24, 1995

Please refer to this contact
when responding 950427-6

General J. B. Davis
Defense Base Closure
and Realignment Commission
1700 N. Moore St., Suite 1425
Arlington, VA 22209

Dear General Davis,

It was a pleasure seeing you again at the Dallas Regional Hearing after so many years. I wanted to discuss the contents of this letter with you then, but I realized that with your press for time, it might be best expressed in a letter. I appreciate your time.

I represent the Military Affairs Association of Del Rio, Texas and have been looking out for their interests in the current round of base closures. While I am reasonably certain that Laughlin AFB will not close I am embarrassed for the United States Air Force. How did we ever participate in a Joint Cross-Service Group process on Undergraduate Pilot Training that produced the following results:

BASE	AVERAGE SCORE
Kingsville	7.24
Pensacola	7.20
Whiting	6.80
Meridian	6.66
Columbus	6.66
Corpus	6.60
Vance	6.50
Sheppard	6.49
Randolph	6.47
Laughlin	6.36
Reese	6.09

I may not be an expert in Navy pilot training but I do feel that I qualify as an Air Force expert. I spent virtually my entire career in the Air Training Command. I have been an instructor pilot in UPT, PIT, and UNT. I have been a section commander, operations officer, squadron commander, wing commander

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and served twice as the command's inspector general. Any study that arrives at the conclusions above has to be seriously flawed. Take Laughlin AFB as an example. Anyone and everyone I know that understands the Air Force pilot training business will tell you that Laughlin is the best. The BRAC staff has testimonial letters from 27 retired senior members of the Air Training Command, most of whom you personally know, who support Laughlin. These officers represent the command leadership for the past quarter century. Names like Bob Oaks, Andy Iosue, Bennie Davis, John Roberts, Chick Cleveland, Bill Acker, Pat Smothermon, Chris Divich, and Larry Dillingham to name a few. Seven of these officers also served as Wing Commander at UPT bases other than Laughlin. In 1991, the BRAC rated all of the Air Force Bases and picked Laughlin as the best. Just recently ECI Inc., a consultant firm for the Corpus/Kingsville community selected Laughlin as the best of the Air Force bases. Laughlin would have been number 1 among all the bases had not one of the criteria been proximity to salt water. At the recent regional hearing, once again, Laughlin came out number 1 when the Lubbock task force put their spin on the DOD analysis.

There are a multitude of flaws in the cross-service analysis. To begin with, the analysis derived a score for each of the various flying training programs and then averaged them to rank order the bases. In essence that makes each program of equal weight without regard to the numbers of students assigned to each program or the dollars expended. If they wanted to do this then the programs should have been weighted. Primary pilot training, for example, trains the most and at the highest cost so the base which scored the best for primary should receive a higher weighted score.

Weather throughout the analysis was under rated. Out of 1000 points weather received from a high of 150 for flight screening to a low of 70 for panel navigation. Anyone ever associated with pilot training will tell you that weather drives the train. Nobody likes to fly on Saturdays and no wing commander likes to pay contract maintenance extra dollars. The training costs and student training continuity rest heaviest on weather. If this wasn't true why did we put our bases in the south and more heavily in the southwest? Pensacola number 2?? How about the weather along the gulf coast? Good for pilot training? The Navy may need to have some of its training near salt water but not much. Years ago when the Air Force had UPT at Tyndall, we quickly took it out of there and junked all the airplanes because of salt water corrosion. I also think that at least once in every 20 years or so a hurricane will visit. Add that to the cost.

Airspace received the most points with the amount of airspace presently being

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used being by far the biggest factor. The Navy claimed, it seems, most of the Gulf of Mexico. Primarily for this reason the Navy bases scored high but definitely not for weather. Who wants to train pilots over water unless it is absolutely essential? You need a helicopter search and rescue function -cost. Every student must first receive water survival training including those that will eventually be eliminated -cost. You must wear water wings on each flight and life support must buy and maintain them -cost. If an aircraft goes down and/or there is an ejection there is the additional risk of drowning -cost. The mishap board will love trying to recover the aircraft to conduct their investigation. During my less than two years as the wing commander at Laughlin, I had three aircraft go down in the local area. It was tough telling two wives that their husbands wouldn't be back but if it had been over water I think I might have had to talk to six wives. Airspace is important but it is not the amount, it is the efficiency. Laughlin never needed more. It was close to the base and unused and unwanted by anyone else. We could always have gotten more. Having the airspace in close proximity to the home field saves valuable training time.

Encroachment received only 50 points out of 1000. Randolph, for example, receives little penalty for having a high school under the runway and Universal city in dangerous proximity. Nor is any mention made of the problems with San Antonio International.

There are a multitude of other factors. Unaccompanied enlisted quarters for example. Sheppard did well with 8075 rooms and Laughlin only had 400. With civil service aircraft maintenance and other contract functions, they don't need more. Randolph scored high on family housing with 948 units while Laughlin had 654. Will we put second lieutenants on the main circle at Randolph? He or she has a much, much better chance for a house at Laughlin. If we are going to count such items then we should count those items available to the flying training mission not to a tech training center or to a headquarters.

No consideration or mention was given to safety. This in my view is what favors Laughlin. There are no airliners anywhere near the local area. There is no air service to Del Rio. Students can fly and when they stray and make mistakes, we are much more confident it will not create a disaster. In Del Rio there is no encroachment and the dangers to population centers is nil. There isn't much out there. Laughlin with the best weather enhances safety. When we fall behind the time line, commanders have a tendency to push and the potential for trouble is there. I often hear people say that you need some bad weather to season the pilots. No thanks. These are kids starting out and they can season down the line. I didn't teach my children to drive on the beltway at

*Del Rio
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5:30 PM in Washington, D.C..

I guess my final thought would be this. There are three main considerations when evaluating a pilot training base. The three are good flying weather, unencumbered and efficient airspace, and no encroachment on the airfield. These three factors cannot be bought. Everything else we can buy. If you need more auxiliary fields, we can buy the land and build them. We can lengthen runways, and we can add additional landing systems. More UEQ, BOQ and family housing can be built. We should never sacrifice those things over which we have no control and in the long run produce higher costs and a less safer flying environment.

I know this has been rather long and rambling but I feel very strongly about it. The Navy bases are not better than the Air Force bases. Common sense will tell you that and you can also visit and compare. In addition, Laughlin is the best in DOD. Anyone who has been associated with UPT will tell you that.. God forbid we should ever lose it. Thanks sir. I don't envy you your task but I know they picked a good one.



Albert A. Gagliardi, Jr.
Brig. Gen., USAF, Ret.
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LARRY COMBEST
12TH DISTRICT, TEXAS

CHAIRMAN
PERMANENT SELECT COMMITTEE
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COMMITTEE ON AGRICULTURE

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C O V E R P A G E

TO: Lt. Col. Merrill Beyer

FROM: Rob Lehman (WASHINGTON)

TIME: _____ (P.M.) (A.M.)

NO. OF PAGES TO FOLLOW: _____

RE: _____

DATE: I'm sure this will be some of the
responses you will hear tomorrow. *Good Luck*

If transmission is incomplete please call (202) 225-4005.



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

General Henry Viccellio, Jr.
AETC/CC
1 F Street, Suite 1
Randolph AFB, TX 78150-4324

5 April 1995

Honorable Larry Combest
House of Representatives
Washington DC 20515-0001

Dear Mr Combest

Thanks for your letter of March 31st. As we indicated during our recent visit to Washington, we will make every effort to respond to your concerns regarding the Secretary of Defense's recommendation to close Reese AFB. We understand the importance of these decisions, and are committed to responding to your concerns. We are determined that, while the outcome of some of these issues may indeed be that we agree to disagree, we will proceed in a manner that preserves the friendship and strong support of the Lubbock community.

To address the concerns expressed about airspace calculations, both in your letter and during our Washington meeting, we reassembled the Air Force officers who participated in the original BRAC calculations for Reese and Vance. I need to emphasize that the method of calculating the airspace that was used for the Joint Cross-Service Group functional values was developed jointly. This is consistent with the Secretary of Defense's establishment of joint groups in areas with cross-service potential. The Air Force was and remains committed to supporting this joint effort. As a result, we are bound to follow the method established by the Joint Group.

From my viewpoint, however, use of "available" airspace is valid and important. For the last three years, we've been operating at the lowest pilot training tempo since 1938, due to our rapid post-Cold War drawdown. We plan to ramp back up to training levels that sustain our Air Force pilot requirements by the turn of the century. This means we'll be flying about two and one-half times today's rate! Our calculations show that, while we can achieve this with one less UPT base, each remaining base will be exploiting its infrastructure, including airspace, to a much greater degree than today. We will be using most, if not all, available airspace at all bases on a daily basis.

Given these constraints, we reaccomplished, in what your staff termed a "horizontal" effort, the calculations for airspace measurement, using standard methods. While the airspace totals for both Reese and Vance changed, their relative positions did not. Our worksheets for this most recent "horizontal" effort have been provided to Don Feld.

With regard to your observations about weather attrition, I must defer to the Cross-Service Group's joint determination. While I agree that attrition is an experience-based factor which reflects the cumulative hurdles that need to be overcome (or costs to be borne) in executing a high-tempo flying operation, other factors play as well. As for the weight given to this factor, I can only say that a very seasoned group of flying training experts from two Services determined that weight as part of a balanced evaluation involving a large number of diverse factors.


As for your observations on base housing, no one disputes the fact that Reese has had some of its housing undergo the whole-house upgrade, while Vance has yet to do so. There will be some cost involved, but when compared to other bases and considered in the scope of our Air Force-wide housing program, these differences are less significant than they seem in a side-by-side comparison of only these two bases. One additional observation: since the decision to proceed with whole-house upgrade at Reese before Vance was made before my AETC tenure, I can't speak authoritatively, but the condition of Vance's housing may well have been a factor. It has been well maintained, and has received four consecutive "outstanding" ratings from our Command Inspector General.

We recognize that Lubbock is justifiably proud of its cost-of-living ranking among America's cities. Your suggestion, however, that we use that as a factor in, or the basis for our off-base housing evaluations is flawed in that we are not comparing off-base housing situations nationwide, but rather among five UPT bases. Our housing survey program has been in existence for some time, giving us very accurate data on cost and suitability that's used both by the Air Force for our housing programs and by DoD and Congress for variable housing allowance calculations. This data focuses precisely on the question at hand...the availability, suitability, and cost to our uniformed personnel of the housing at a specific location. Comparing that data as it applies to the five bases in question gave us the focused insights that led to our ratings.

At the request of the BRAC Commission, the Air Force Base Closure Executive Group is preparing a response to the concerns and issues raised in the Lubbock Consultant's Preliminary Review. As indicated, we will provide the Lubbock folks a copy of that response once completed, which should be no later than early next week.

Once again, let me say how much we appreciate the strong support of the Lubbock community for our people at Reese as well as across the Air Force. Coming to any recommendation to close one of our five fine bases, each of which is supported in first-class fashion by a strong community, was not and never will be a pleasant task. We welcome the review of the recommendation as an important part of the BRAC process, and will cooperate in any assistance you request.

Respectfully



HENRY VICCELLIO, JR.
General, USAF
Commander

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950601-22

FROM: GAGLIARDI, ALBERT	TO: BEYER, MERRILL
TITLE:	TITLE: AIR FORCE OOD ANALYST
ORGANIZATION:	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: LAUGHLIN 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			
DIR./INFORMATION SERVICES				MARK PROSS	✓		

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 CRITIQUE OF THE JOINT CROSS SERVICE WORKING GROUP ANALYSES OF UPT.

Due Date:	Routing Date: 950601	Date Originated: 950529	Mail Date:
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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 be 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

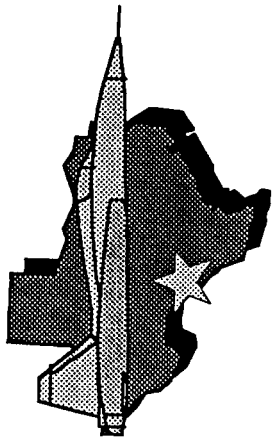
Anyone can see that the opportunity for military people to receive quarters on base is greater at Laughlin, Vance and Reese yet they score lower.. Later on in the Air Force Analysis color coding is assigned to On Base Housing. See Department of the Air Force Analyses and Recommendations -Volume V -Appendix 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??

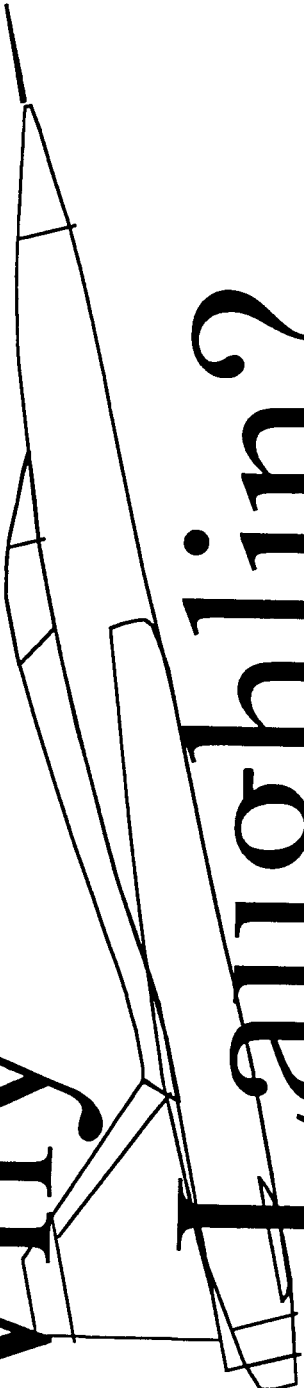
The most amazing is Sheppard scoring highest with 8034 UEQ rooms. I hope they have a lot, it is a big technical training center. What does that have to do with pilot training? Using the logic of the more the better, Vance, with empty rooms, should build more to score better as a UPT base. Again big bases with multiple missions and large numbers of personnel score highest because no one bothered to factor in that their were more people as well.

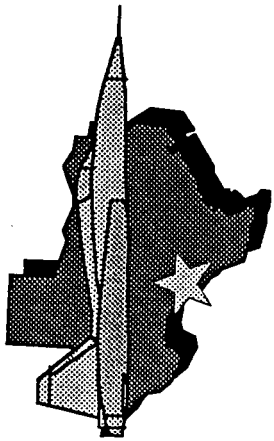
To further highlight some of the illogical aspects of the Joint Group Analysis, the services area in the flying mission rating for Panel Navigator is 8% of the total installation score. Weather, where we report 23.3 % cancellations is only given 7%. The analysis says we lose one in about every four missions 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?

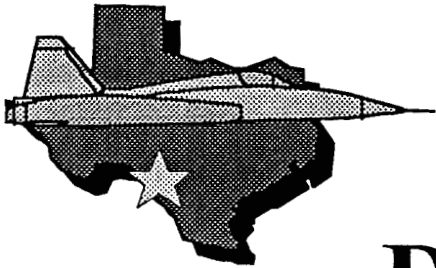




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Simply,

it's the

Best !!!



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DOD Joint Cross-Service Working Group Analysis

1. Flight Safety

2. Reality

-- **Randolph**

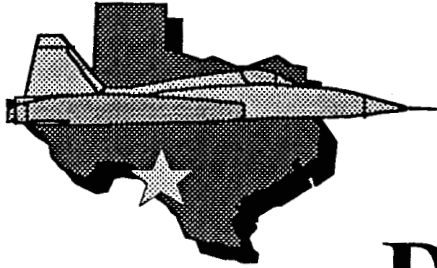
-- **Navy and Air Force**

-- **Weather Attrition**

-- **Hangers**

-- **Airspace/MTRs**

-- **Family Housing, BEQs, & BOQs**



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DOD Joint Cross-Service Working Group Analysis

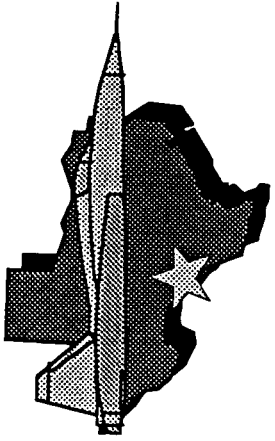
3. Flying Training Mission Ratings

4. Mission Factor Weightings

-- Weather

-- Airspace

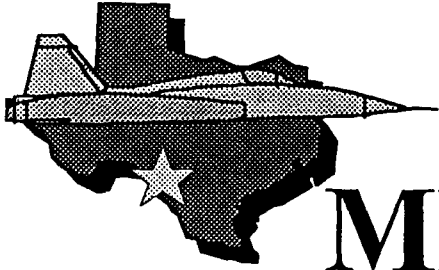
-- Encroachment



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BRAC FINAL SELECTION CRITERIA

- ~~Military Value~~
- Return on Investment
- Impacts

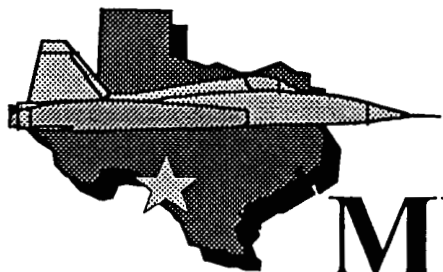


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MILITARY VALUE

“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

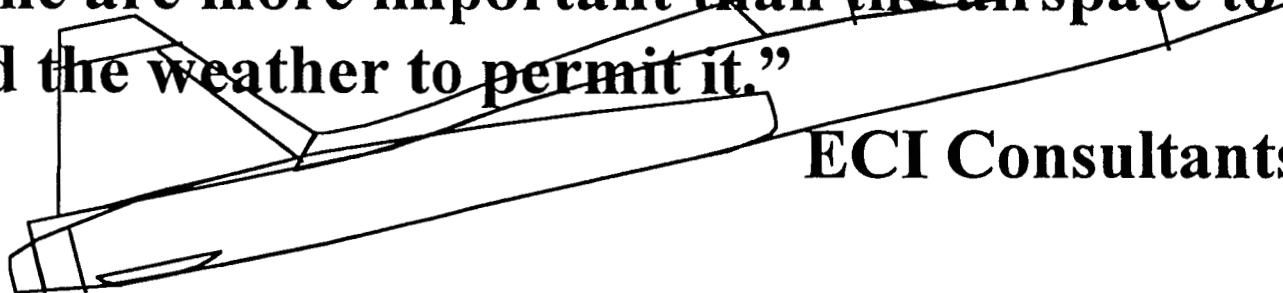


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MILITARY VALUE

**“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



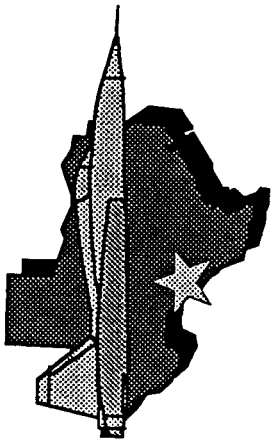


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WEATHER ATTRITION

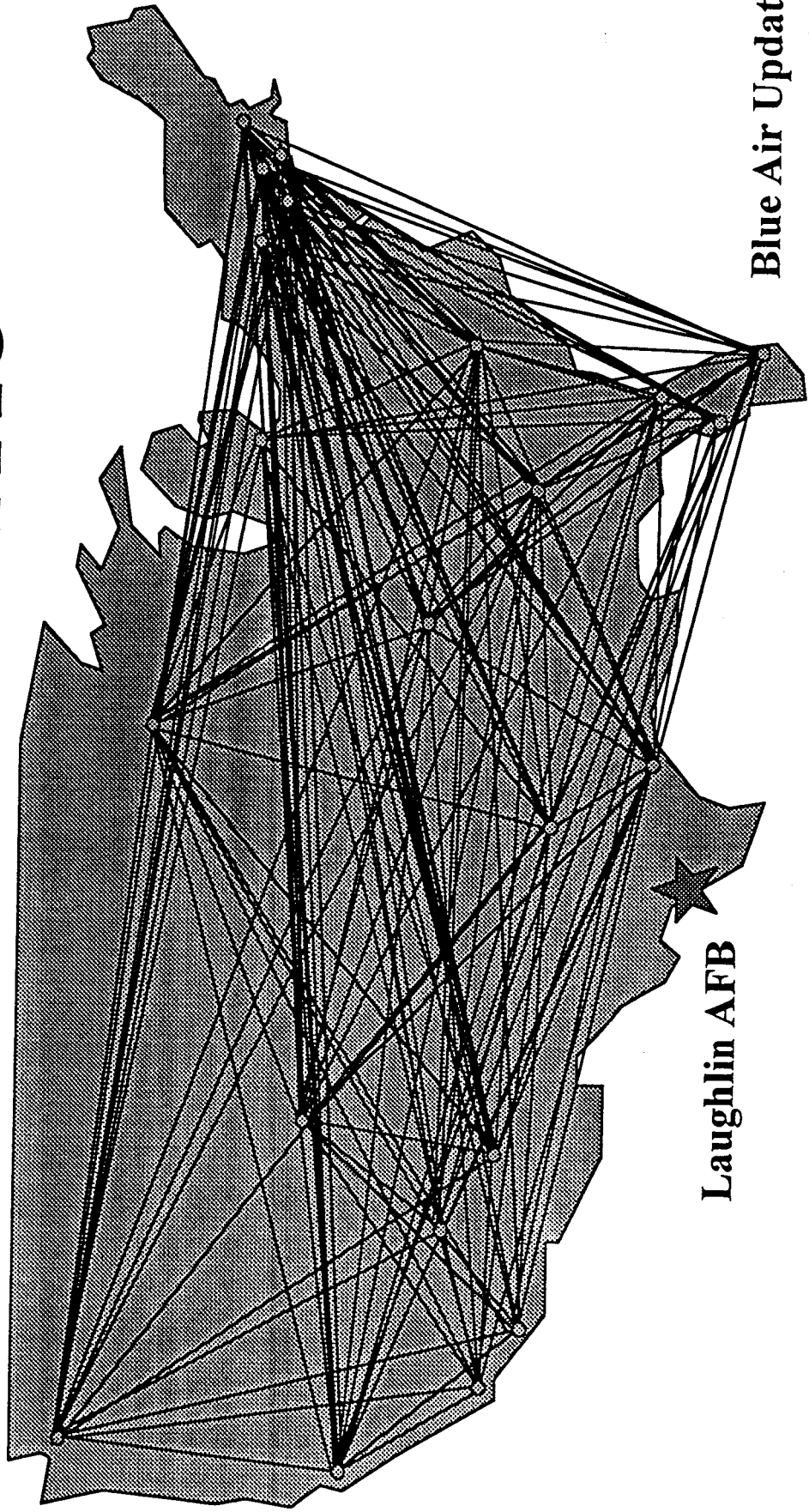
	<u>T-37</u>	<u>T-38</u>
LAUGHLIN	18.6	21.3
VANCE	22.7	22.4
COLUMBUS	22.5	22.9
REESE	27.1	27.0

10 year averages, USAF Data Call, 1993



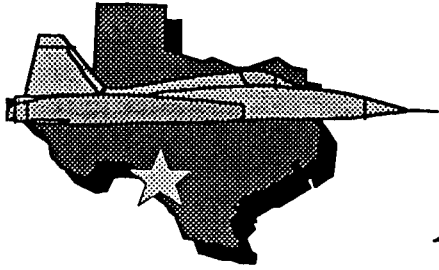
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SCHEDULED AIRLINE TRAFFIC



Laughlin AFB

Blue Air Update



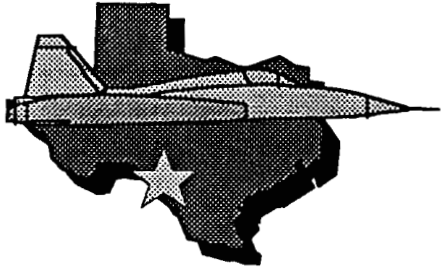
Del Rio Military Affairs Association
AIRSPACE COMMENTS

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

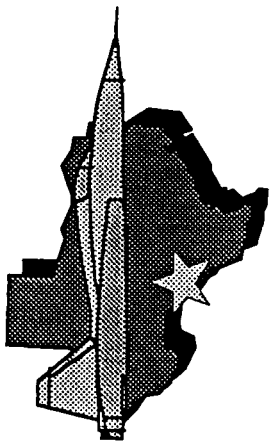
3 Deputy Chiefs of Staff, Operations

6 Inspector Generals

1 Deputy Chief of Staff, Logistics

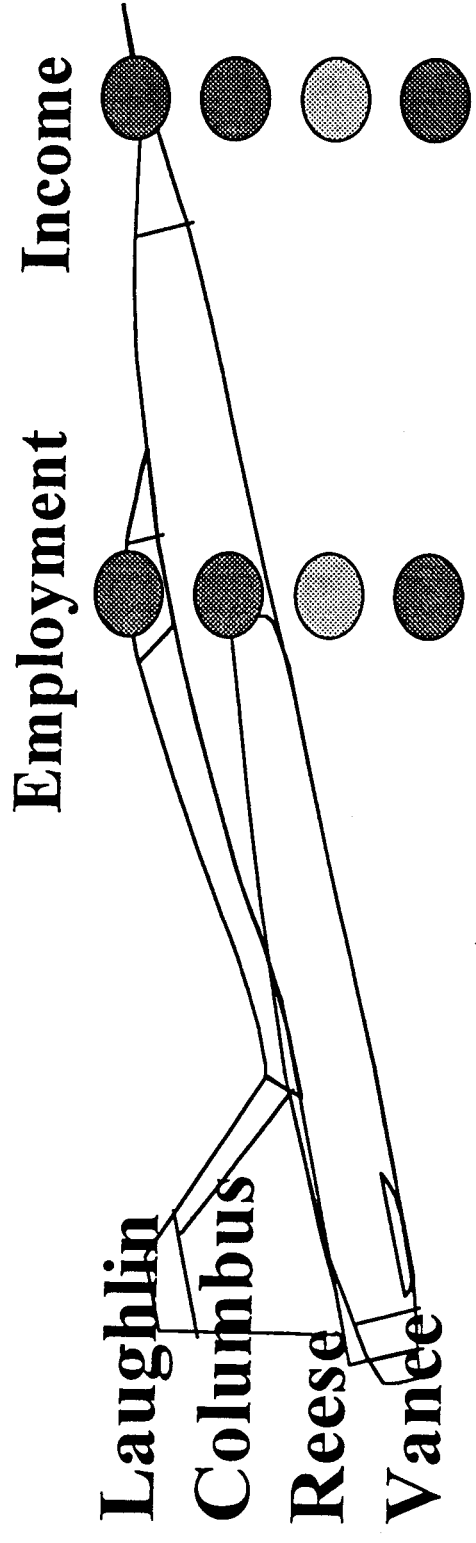
7 Wing Commanders

(Vance, Reese, Sheppard, Columbus)



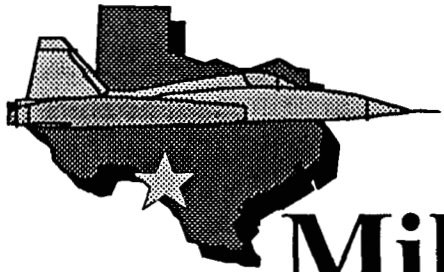
Del Rio Military Affairs Association

Economic Impact



Green - Exceeds Historic High

Yellow - Within 50% of Historic High

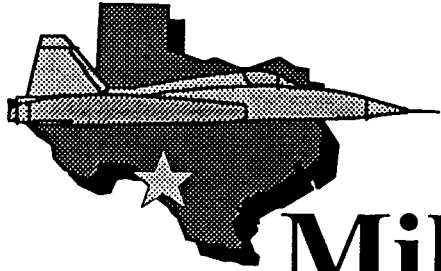


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Military Base Expenditures

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

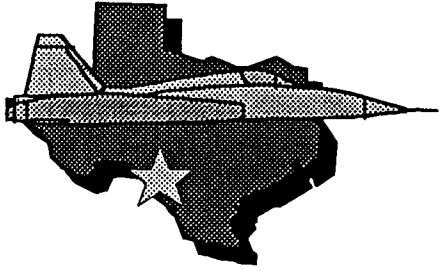


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Military Base Employment

Base	County	Direct Indirect Base Employment	% of County 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

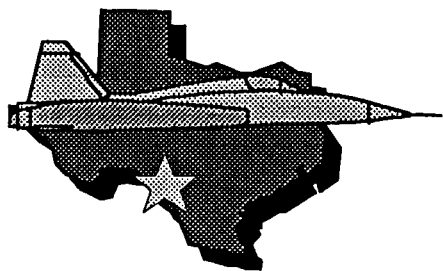


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Economic Impact

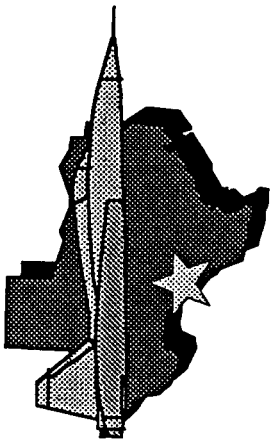
1995 USAF Analysis

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



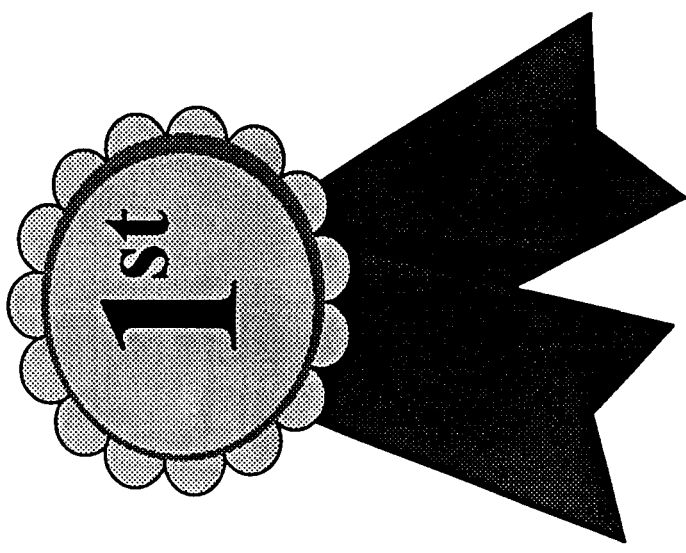
Del Rio Military Affairs Association
Economic Impact
1995 USAF Analysis

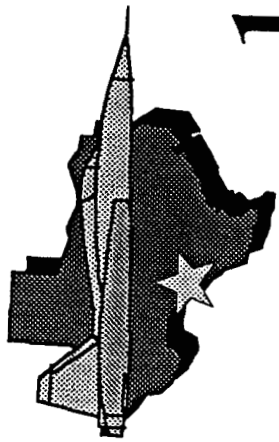
Base	Area Employment	Job loss	Percent
Columbus	48,953	2,661	5.4
<u>Laughlin</u>	<u>16,109</u>	<u>3,368</u>	<u>20.9</u>
Randolph	730,857	13,992	1.9
Reese	132,010	2,702	2.0
Vance	32,341	3,028	9.4



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Laughlin Everyone's Number One

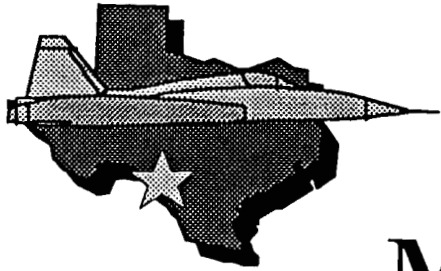




Del Rio Military Affairs Association

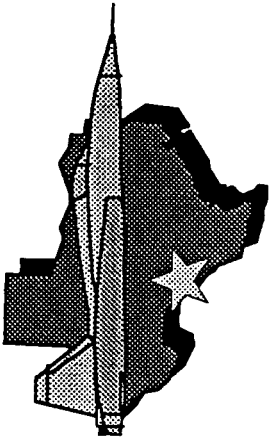
1991 BRAC Commission Air Force Staff Analysis

<u>Laughlin</u>	-----	<u>129</u>
Reese	-----	125
Columbus	-----	124
Vance	-----	122
Williams	-----	90



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South Texas
Military Facilities Task Force
ECI Consultants, Inc.

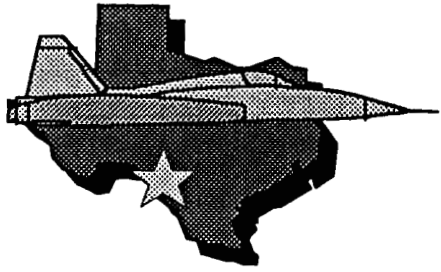
	<u>Salt Water</u>	<u>w/o Salt Water</u>
Kingsville	42	39
<u>Laughlin</u>	<u>39</u>	<u>38</u>
Corpus	41	38
Sheppard	39	38
Columbus	37	36
Randolph	35	34
Vance	33	32
Meridian	31	30
Pensacola	32	29
Reese	29	28
Whiting	29	26



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1995 UPT Analysis Results Corrected City of Lubbock, Texas

Base	Corrected	Corrected Data
	Data	Icing Instead of Wind
<u>Laughlin</u>	<u>7.35</u>	<u>7.65</u>
Columbus	7.18	7.01
Reese	6.97	7.28
Vance	6.79	6.99



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1995 UPT Analysis

BRAC Staff

Revised Weighting of Measures of Merit

	I	II
<u>Laughlin</u>	<u>7.8</u>	<u>7.4</u>
Columbus	7.2	6.4
Vance	6.7	6.3
Reese	6.4	6.3
Randolph	5.3	4.4

Document Separator



THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

Please refer to this number
950419-2

ALAN J. DIXON, CHAIRMAN

April 17, 1995

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

Colonel Roger A. Grady, USAF
Commander
64th Flying Training Wing
Reese AFB, TX 79489-5000

Dear Colonel Grady:

I want to thank you for all of your assistance during my recent visit to Reese AFB. The briefings and discussions with you, your staff and the community officials provided us with a great deal of valuable information about the operations of Reese AFB. This information will be very helpful to the Commission as we carry out our review of the recommendations of the Secretary of Defense in the months ahead.

Please extend my appreciation to the members of your staff for their assistance. The briefings and tours conducted by Capt Bryan Radliff, Assistant Flight Commander in the 54th Flying Training Squadron, and Lt Col Don Stiffler, Commander of the 35th Flying Training Squadron, and other members of your staff were very informative. I would also like to thank Maj Steve Rakel and 1Lt Dawn Wallace for their efforts in planning and coordinating the base visit.

Sincerely,

RADM Benjamin F. Montoya, USN (Ret.)
Commissioner

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950419-2

FROM: MONTOYA	TO: GRADY, ROGER A., COL.
ROLE: COMMISSIONER	TITLE: COMMANDER
ORGANIZATION: DBCRC	ORGANIZATION: 64 TH FLYING TRAINING WING
INSTALLATION (S) DISCUSSED: REESE 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			
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 ASSISTANCE DURING BASE VISIT.

Date: _____	Routing Date: 950419	Date Originated: 950419	Mail Date: _____
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Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950620-10

FROM: <u>RAWLIFFE, PAUL H</u>	TO: <u>BEYER, MERRILL</u>
TITLE:	TITLE: <u>AF 2000 ANALYST</u>
ORGANIZATION: <u>CAFB 2000 Comm</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>COLUMBUS AFB</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		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:

RESPONDING IN WRITING TO QUESTIONS ASKED BY COMMISSIONERS DURING BASE VISIT

Steve INSURE (her)
 IS Distrib by EXE SEC
 to Commen Cornell, Robles Montoya, Steele

Due Date: 950627

Routing Date: 950620

Date Originated: 950614

Mail Date:

CAFB 2000
P. O. BOX 1111
Columbus, MS 39703-1111
(601) 328-0301 Fax (601) 328-0880

June 14, 1995

Please refer to this document
when responding 950620-10

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:

During the Base Realignment and Closure Commission's visit to Columbus Air Force Base, a couple of questions were asked by Commission members. Although the Base and Community responded to these questions, I also want to reply in writing.

QUESTION: In the 1991 data call, Columbus AFB indicated an airspace encroachment problem with airline operations out of Memphis and Atlanta airline hubs. Do airline operations at Memphis and Atlanta airports currently present an encroachment problem, and if not, what changed between 1991 and 1995?

RESPONSE: From May 1987 to March 1990 I was the Operations Group Commander at Columbus AFB. At times during this period we did have some encroachment by airline operations into and out of Memphis. This issue was worked directly with Memphis Air Traffic Control Supervisors. Through discussions, both the Wing and Air Traffic Control developed a better understanding and appreciation for each others concerns, mission, and requirements. This interchange plus continual dialogue alleviated the encroachment problem during the remaining portion of my tour.

QUESTION: Columbus only used its Military Operating Areas 44% of the time. (12,528 scheduled hours, 5,542 hours used) Weather was listed as a factor for non-use 90% of the time. Why does weather have such a large effect on using the MOA; and is there sufficient airspace capacity for increased operations?

ANSWER: Columbus has the capacity to train at least 408 pilots per year. Currently the base is graduating approximately 150 pilots per year. It is intuitively obvious that the main reason for non-use is the airspace simply is not needed all the time from sunrise to sunset to train only 150 pilots.

Page 2
CAFB2000

It is incorrect to say that 90% of non-use is due to weather. To the best of my knowledge this question in the data call was miss-interpreted. It most probably was answered by considering "of the time the MOA was non usable what were the reasons."

Bases answered the "hours of usage" question differently. Since some bases included the time each individual sortie utilized part of the airspace, resulting in a usage figure higher than the scheduled figure.

Note that bases also answered the reason for non-usage differently.

Laughlin answered the reason for non-usage by stating "used by multiple aircraft, hence more hours used," or "used by multiple aircraft simultaneously."

Reese answered for some MOAs by stating "weather and flying hours availability" with no percentages attached. This is because, when the question is interpreted correctly, there is no source documents available to indicate a percentage of non-use along with the assumed reasons. For other MOAs when use was greater than scheduled hours, Reese answered "MOA split into multiple training areas."

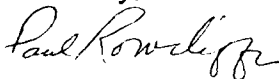
Vance answered "Vance MOAs have multiple aircraft using the airspace at any given time, therefore, aircraft hours used is greater then hours scheduled." "When weather does not permit use, control reverts to Kansas City ARTCC." In this case, even though hours used is greater than hours scheduled, the previous statement indicates there are times of non-use.

Bottom line - bases answered this question differently, therefore direct comparisons of answers are not possible.

The Data Call capacity figure for Columbus is 408, which was figured using current airspace data. Columbus does have the airspace available for increased operations.

I hope the above explanations are helpful in your analysis. If we can be of further assistance please do not hesitate to contact CAFB 2000 at (601) 328-0301 or (601) 328-0509.

Sincerely,



Paul H. Rowcliffe
CAFB 200 Committee

PHR/sh

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950617-6

FROM: FORD, Tim	TO: GENERAL
TITLE: SPEAKER	TITLE:
ORGANIZATION: MS HOUSE OF REPS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: COLUMBUS AFB, NAS MERIDIAN	

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:

LETTER OF SUPPORT

Merrill
INFO

Due Date: 950621	Routing Date: 950617	Date Originated: 950607	Mail Date:
------------------	----------------------	-------------------------	------------



STATE OF MISSISSIPPI
HOUSE OF REPRESENTATIVES
OFFICE OF THE SPEAKER

TIM FORD, SPEAKER
POST OFFICE BOX 1018
JACKSON, MISSISSIPPI 39215-1018
TELEPHONE (601) 359-3300

HOME ADDRESS
1203 CLAYTON AVENUE
TUPELO, MISSISSIPPI 38801

June 7, 1995

Please refer to this number
when responding 950617-6

Defense Base Closure and
Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, Virginia 22209

Gentlemen:

The Mississippi House of Representatives is very supportive of the Columbus Air Force Base and the Meridian Naval Air Station, and we respectfully request that they both remain open. Please give them every consideration.

With kindest regards, I am

Sincerely,

A handwritten signature in black ink, appearing to be "Tim Ford".

Tim Ford

TF:dc

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

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
<input checked="" type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/>	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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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)

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/de-activation 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.

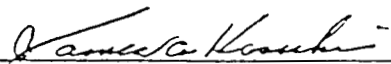
b. Navy UPT aircraft and RAPCON shall adjust altitude assignments when a change in atmospheric pressure affects the lowest usable flight level, in accordance with the following:

<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.

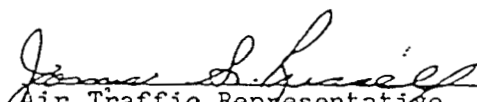
b. Attachment 2 - Narrative description of Meridian One East and West MOA/ATCAA.



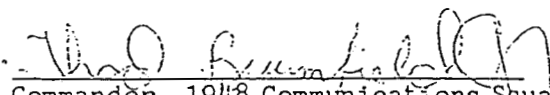
Air Traffic Manager
Memphis ARTCC



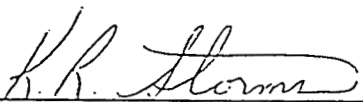
Air Traffic Manager
Meridian RATCF



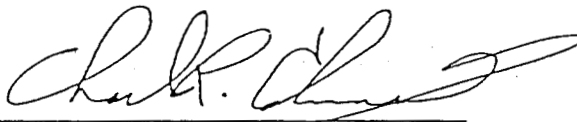
Air Traffic Representative
Columbus AFB, MS



Commander, 1948 Communications Squadron
Columbus AFB, MS



Commander
Training Air Wing One

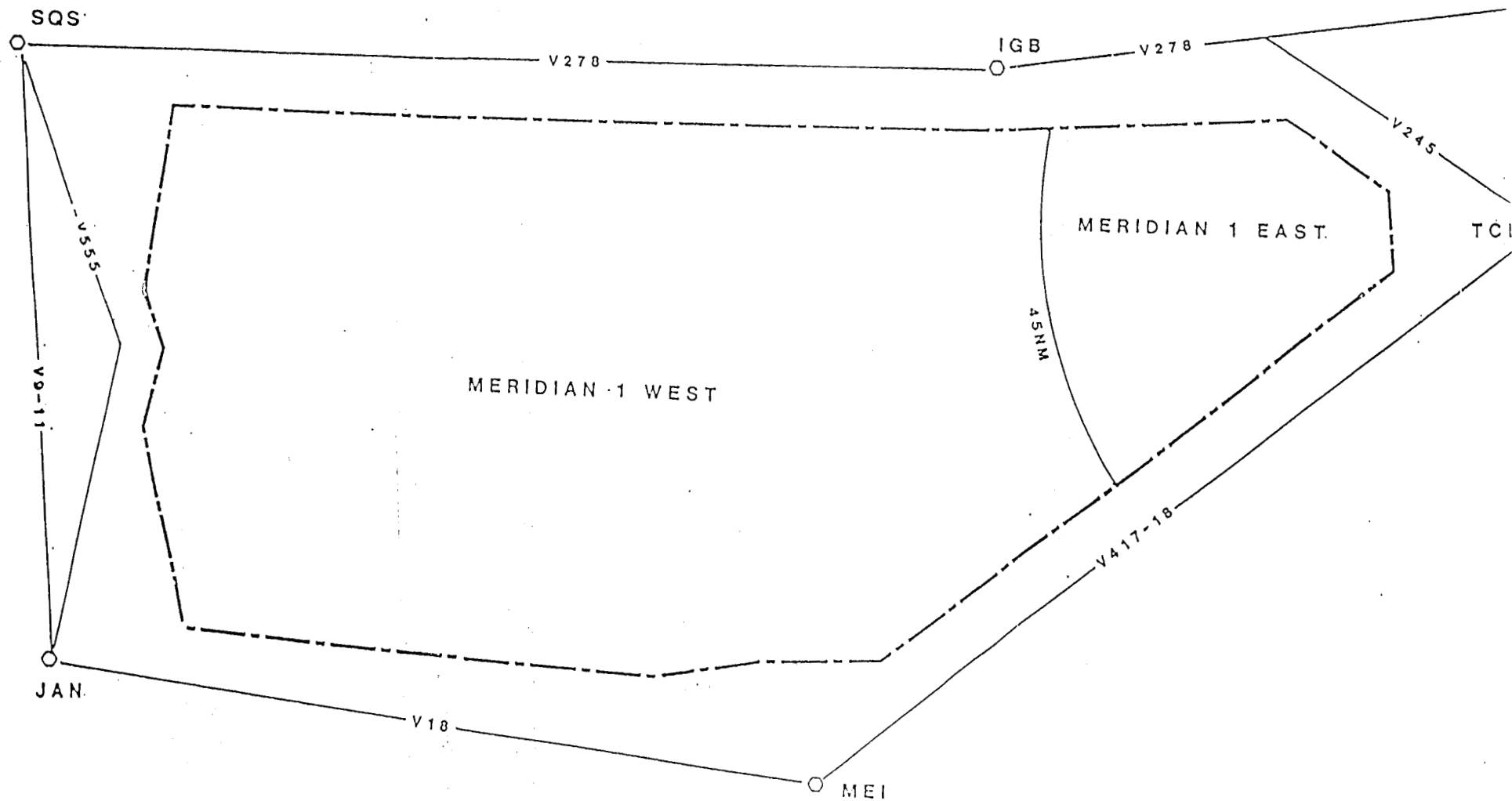


Commander
14th Flying Training Wing

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,
TRAWING ONE and 14th FTW Letter of Agreement
Subj: Meridian One East and West MOA and ATCCA

ATTACHMENT 2

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

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950616

FROM: HAYSLETT, FRED	TO: BEYER, MERRILL
TITLE:	TITLE: AIR FORCE DOD ANALYST
ORGANIZATION: CAF B 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: _____
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CAFB 2000
P. O. BOX 1111
Columbus, MS 39703-1111
(601) 328-0301 Fax (601) 328-0880

Please refer to this number
when responding F15061A-10

June 6, 1995

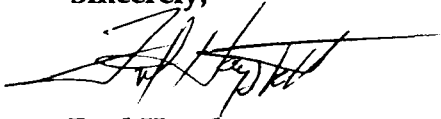
LTC Merrill Beyer
Air Force DOD Analyst
Defense Base Closure and Realignment Commission
1700 North Monroe Street Suite 1425
Arlington, Virginia 22209

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.

Document Separator

CAFB 2000
P. O. BOX 1111
Columbus, MS 39703-1111
(601) 328-0301 Fax (601) 328-0880

May 17, 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

Dear Colonel Beyer:

We are writing to question the "Icing in Area Days" figures used in Staff Analysis II. As you are aware, this question was not asked by the Air Force in the 1995 Base Questionnaire. Apparently the figures utilized are from the 1993 Base Questionnaire. We understand that because the undergraduate pilot training bases were not considered for closure in 1993, they were removed from the mix early, the data submitted was never certified. We have performed an analysis of the 1993 base questionnaire which shows that none of the UPT bases answered that particular question in the same manner.

The 1995 Joint Cross Service Study Group Data Questionnaire did ask the question regarding mean number of icing days in the area. Columbus Air Force Base was the only installation to respond directly to the question as asked. That certified date reveals those number of days to be 42 and not 144 as used in Staff Analysis II. (Pertinent pages of joint minutes enclosed.)

More importantly, we believe that icing data has been doubly counted. The real issue concerning weather should be "sorties cancelled or rescheduled" as a result of weather. Icing and ceiling and visibility are included in the sorties cancelled or rescheduled figures and thus doubly counted by receiving far more weighted value than deserved.

Also, in the measures of merit category of "airfield", we are unsure of the rational behind the grade given for number of primary runways. Would you please provide what rational was used and the data used to support that grade?

As you know, everyone is operating on a short fuse, therefore, we would appreciate your prompt attention.

Respectfully submitted,



Fred M. Hayslett
CAFB 2000

Enclosures

Facilities

Note: - Historical data for AT-38 operations is not available prior to FY 93, as IFF initial startup operations began in July 1993.

6. List the major factors in the "other" category in the above table.

ANSWER: None.

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

a. Percentage of time WX at or above 200/1?

ANSWER: 99.2%

b. Percentage of time WX at or above 300/1?

ANSWER: 99.0%

c. Percentage of time WX at or above 500/1?

ANSWER: 97.8%

d. Percentage of time WX at or above 1000/3?

ANSWER: 92.0%

Percentage of time WX 3000/5 and above?

ANSWER: 78.8%

f. Percentage of time WX 3000/3 and above?

ANSWER: 82.8%

g. Percentage of time WX 1500/3 and above?

ANSWER: 89.1%

h. Percentage of time crosswind component to the primary runway at or below 15 knots?

ANSWER: 99.2%

i. Percentage of time crosswind component to the primary runway at or above 25 knots?

ANSWER: 0.1%

j. Mean number of days of icing in the local flying area?

ANSWER: 42 days, primarily during the October through March period.

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

List the major factors in the "other" category in the above table.

ANSWER: None.

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
- a. Percentage of time WX at or above 200/1? 99.0%
 - b. Percentage of time WX at or above 300/1? 98.9%
 - c. Percentage of time WX at or above 500/1? 97.8%
 - d. Percentage of time WX at or above 1000/3? 94.3%
 - e. Percentage of time WX 3000/5 and above? 81.8%
 - f. Percentage of time WX 3000/3 and above? 82.2%
 - g. Percentage of time WX 1500/3 and above? 90.9%
 - h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.3%
 - i. Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1%
 - j. Mean number of days of icing in the local flying area? Laughlin Base Weather Station has not historically tracked the number of days with icing. Icing is rare, with less than ten days per year in the flying areas.

For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

CONCLUSION:

Runway Complex Name: Laughlin Main Base

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
UPT	Primary (T-37)	44%	36%
	Advanced (T-38)	47%	57%
Banked Requalification	Graduate (T-38)	5%	5%
Aviation Ldr Prgm	Primary (T-37)	1%	1%
Advanced Tng Prgm	Advanced (T-38)	2%	1%
Total		100%	100%

Runway Complex Name: Laughlin Auxiliary

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day Only	No Night Ops

List the major factors in the "other" category in the above table.

ANSWER: There are no major factors in the "other" category. These losses are usually due to higher headquarters orders.

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

a. Percentage of time WX is at or above 200/1:

ANSWER: 98.6%

b. Percentage of time WX is at or above 300/1:

ANSWER: 98.4%

c. Percentage of time WX is at or above 500/1:

ANSWER: 97.3%%

d. Percentage of time WX is at or above 1000/3:

ANSWER: 93.6%

e. Percentage of time WX 3000/5 and above:

ANSWER: 86.7%

f. Percentage of time WX 3000/3 and above:

ANSWER: 87.6%

g. Percentage of time WX 1500/3 and above:

ANSWER: 91.5%

h. Percentage of time crosswind component to the primary runway at or below 15 kts:

ANSWER: 93.2%

i. Percentage of time crosswind component to the primary runway at or below 25 kts:

ANSWER: 1.4%

Mean number of days icing in the local area:

?

ANSWER: 97.8

Percentage of time crosswind component to the primary runway at or above 25 knots?

ANSWER: 0.2

j. Mean number of days of icing in the local flying area?

ANSWER: Data not available..

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
UPT	Primary (T-37)	42	33
	Advanced (T-38)	55	64
Advanced Training Program	Advanced (T-38)	3	3
Total		100	100

NOTE: These numbers represent an approximation because AETC does not maintain a database for this information.

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

The answer for Vance is 182. The calculations are as follows:

$$\text{Average Daily Capacity} = (294 \times 12 \times .75) + (63 \times 12 \times .25) = 2,835$$

$$\text{Average Yearly Capacity} = [246 - (.23 \times 246)] \times 2,835 = 537,006$$

$$\text{Average Hourly Capacity} = (537,006 \div 246) \div 12 = 182$$

The answer for Kegelman is: 78. The calculations are as follows:

$$\text{Average Daily Capacity} = 102 \times 12 = 1,224$$

$$\text{Average Yearly Capacity} = [246 - (.23 \times 246)] \times 1,224 = 231,850$$

$$\text{Average Hourly Capacity} = (231,850 \div 246) \div 12 = 78$$

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950510-013

FROM: HAYSLETT, FRED M	TO: CIRILLO, FRANK
TITLE:	TITLE: AF TEAM LEADER
ORGANIZATION: Columbus AFB 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	✓		
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 VISIT.

F. Merrill
 (10) & we discussed
(10)

Due Date:

Routing Date: 950510

Date Originated: 950504

Mail Date:



COLUMBUS
LIGHT AND WATER DEPARTMENT

S. A. HEAD, Jr.
GENERAL MANAGER

420 4th Avenue South
P.O. Box 949
Columbus, Mississippi 39703
Telephone: (601) 328-7192
Fax: (601) 243-7408

ROBERT C. GRONDIN
COMPTROLLER

May 4, 1995

950510-13

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

Dear Mr. Cirillo:

We want to thank you for the time you gave us on Monday, May 1st. We are well aware of how precious your time is during these hectic days.

As I am sure you can tell, we are very dedicated to preserving Columbus Air Force Base. Not only is CAFB a vital part of our community; but a very important part of our nation's defense.

If we wanted to leave any single message, it is that as the military becomes smaller, the military value of a facility becomes ever more important. A base such as Columbus Air Force Base that has the capability to do any mission the Air Force has is an irreplaceable asset.

Once again, we appreciate your courtesy and attentiveness.

Sincerely,

Fred M. Hayslett
CAFB 2000

lft

Document Separator

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950509-30

FROM: COCHRAN, THAD	TO: DIXON
TITLE: SENATOR (MS)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: COLUMBUS 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		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:

FORWARDING BRIEF SUPPORTING COLUMBUS AFB.

COPY IN LIBRARY

Due Date: 950512	Routing Date: 950509	Date Originated: 950509	Mail Date:
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THAD COCHRAN
MISSISSIPPI

United States Senate

WASHINGTON, DC 20510-2402

COMMITTEE ON
AGRICULTURE, NUTRITION,
AND FORESTRY

COMMITTEE ON
APPROPRIATIONS

COMMITTEE ON
GOVERNMENTAL AFFAIRS

COMMITTEE ON
RULES AND
ADMINISTRATION

May 9, 1995

137
Please refer to this number
when responding 950509-30

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

Re: Columbus Air Force Base Briefing

Dear Alan:

I am pleased to send you several copies of a brief summarizing the many strengths of a truly outstanding military installation, Columbus Air Force Base. I am familiar with the attributes of Columbus AFB, which include its first-rate facilities and infrastructure, superior military housing and quality of life, and an exceptionally supportive local community.

I'm sure that as you review the distinguished record of Columbus AFB Base during the course of your important deliberations you will realize that it sets a standard of excellence for other UPT bases to meet. Given the unique flexibility and capacity of the base, you will find that other missions also can be accommodated at Columbus AFB.

If I can be of any other assistance, please feel free to contact me.

Sincerely,



THAD COCHRAN
United States Senator

Document Separator



COLUMBUS
LIGHT AND WATER DEPARTMENT

S. A. HEAD, Jr.
GENERAL MANAGER

420 4th Avenue South
P.O. Box 949
Columbus, Mississippi 39703
Telephone: (601) 328-7192
Fax: (601) 243-7408

ROBERT C. GRONDIN
COMPTROLLER

May 4, 1995

Mr. Merril Beyer
Air Force Team
Defense Base Closure & Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Beyer:

We want to thank you for the time you gave us on Monday, May 1st. We are well aware of how precious your time is during these hectic days.

As I am sure you can tell, we are very dedicated to preserving Columbus Air Force Base. Not only is CAFB a vital part of our community; but a very important part of our nation's defense.

If we wanted to leave any single message, it is that as the military becomes smaller, the military value of a facility becomes ever more important. A base such as Columbus Air Force Base that has the capability to do any mission the Air Force has is an irreplaceable asset.

Once again, we appreciate your courtesy and attentiveness.

Sincerely,

Fred M. Hayslett
CAFB 2000

1ft



HOUSE OF REPRESENTATIVES
WASHINGTON, D. C. 20515

LARRY COMBEST
19TH DISTRICT
TEXAS

ROBERT LEHMAN
ADMINISTRATIVE ASSISTANT

April 7, 1995

Dear Merrill,

I certainly appreciate all of your hard work in regards to the VPT issues and Reese AFB. I know you have a tough job in front of you. Of Chairman Combest or myself can be of any assistance please do not hesitate to call on us.

Thanks Again,

Rob Lehman

LARRY COMBEST
19TH DISTRICT, TEXAS

CHAIRMAN
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

COMMITTEE ON AGRICULTURE

ROOM 1511
LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4319
(202) 225-4005

Congress of the United States
House of Representatives

April 7, 1995

DISTRICT OFFICES:

ROOM 611
GEORGE H. MAHON
FEDERAL BUILDING
LUBBOCK, TX 79401-4089
(806) 763-1611

SUITE 205
3800 E. 42ND STREET
ODESSA, TX 79762-5941
(915) 550-0743

SUITE 105
5809 S. WESTERN
AMARILLO, TX 79110-3626
(806) 353-3945

Lieutenant Colonel Merrill Beyer
Defense Base Closure and Realignment
Commission
1700 N. Moore Street, Suite 1425
Rosslyn, Virginia 22209

Dear Colonel Beyer:

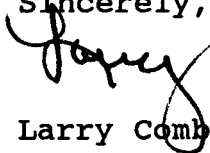
I wanted to thank you very much for leading the BRAC staff delegation visit to Lubbock, Texas and Reese Air Force Base. It meant a great deal not only to me and the Lubbock City officials, but also to the people of the West Texas area. It was unfortunate that the schedule of the House meant I missed being there.

As I hope was clearly evident to the Commissioners during the motorcade, the citizens of West Texas are truly supportive of Reese and its mission. In addition to its economic status in the region, the people are proud that Reese is their neighbor. It is a mutually beneficial association which I hope will continue.

I look forward to working closely with the Commission as this process continues. Please call on me or my staff if we can be of any assistance.

With best regards.

Sincerely,

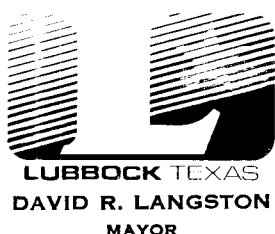


Larry Combest

LC/lec

CITY OF LUBBOCK

LUBBOCK, TEXAS



April 7, 1995

Lt. Col. Merrill Beyer USAF
Defense Base Closure and
Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Col. Beyer:

On behalf of the Lubbock community, I want to thank you for visiting our city during your recent tour of Reese Air Force Base. As I expressed in my letter to the BRAC Commissioners, I was extremely impressed with the professionalism and expertise their staff members displayed during their visit. As Mayor of the City of Lubbock, the future of Reese Air Force Base is of paramount concern to me. The quality and caliber of the people who visited Lubbock helped further my confidence that the entire process will be handled in a fair and objective manner. Beyond the main reasons for your coming to Lubbock, I hope you enjoyed your visit and will consider coming back to visit us in the future. We feel we have a special city with much to offer.

As a member of the support staff for the BRAC Commissioners, I am sure they rely upon you to assist in their analysis and evaluation of base closure data and criteria. During our presentation to the BRAC Commissioners, we presented evidence and information which challenged the accuracy of the data which placed Reese on the closure list. It is our hope that our efforts have convinced you to re-examine and evaluate the data and criteria which was used. We are confident that with further investigation, the BRAC Commission and the Federal government will recognize the value, importance, and need for Reese Air Force Base to continue as part of the overall United States' military establishment.

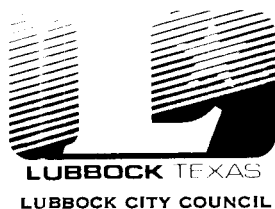
Thank you again for taking time to visit Lubbock as part of your tour of Reese Air Force Base. We hope our quality of life, and our residents' visible demonstration of support to retain Reese Air Force Base, impressed upon you our desire for BRAC officials and staff to re-evaluate Reese's future and keep it part of the Lubbock community. If I can be of assistance to you at any time, I hope you will contact me.

Sincerely,

David R. Langston
Mayor

DRL:BG:os

BRACSTAF



CITY OF LUBBOCK

LUBBOCK, TEXAS

April 7, 1995

Lt. Col. Merrill Beyer USAF
Defense Base Closure and
Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Col. Beyer:

Thank you for touring Reese Air Force Base and for being our guests in Lubbock. I sincerely hope you enjoyed your stay here. As you know, I have been directly involved in the retention effort, and the fate of Reese is of the utmost importance to me. I enjoyed meeting with you, and I am confident that the decision-making process for Reese Air Force Base is in excellent hands.

The level of openness exhibited by you and the BRAC officials was impressive. I hope that your brief stay here allowed you the opportunity to see first hand the quality of life in Lubbock and the level of support the community brings to Reese. I appreciate your willingness to listen to the facts presented during the briefing at Reese Air Force Base. Our goal was not to sway the Commission unduly or with emotion, but to ensure that each of them had the proper facts available before they make their final decision. Most importantly, our presentation and the tour of the air base facilities was intended to demonstrate the flawed nature of the base closure data originally presented to the Commission. My hope is that you will re-evaluate this flawed data and attempt to assess the level of errors contained in the initial report. Please review Lubbock's White Paper critically. I am sure you will find that it contains valid, provable information.

Thank you again for visiting our community and for being our guests. We fully understand the difficulty of the task facing you and the Commission, and are aware that we are not the only community to visibly demonstrate our support for our base. However, Reese Air Force Base is an important part of our community, and also of the national defense effort. I hope your stay in Lubbock has convinced you to reevaluate the data available. If I can be of assistance to you in the future, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads 'Randy Neugebauer'.

Randy Neugebauer
Mayor Pro Tem

RN:JA:os

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950411-22

FROM: LANBSTON, DAVID R.	TO: CORNELLA, AL
TITLE: MAYOR	TITLE: COMMISSIONER
ORGANIZATION: CITY OF LUBBOCK, TX	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: REESE AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DEKON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTROYA		+	
				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

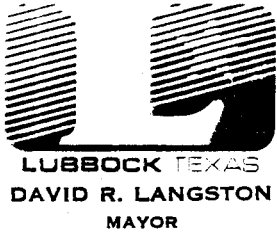
Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature		Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:
 THANK YOU FOR VISITING BASE.
 [Signature] Copy to M.R.

Date:	Routing Date: 950411	Date Originated: 950406	Mail Date:
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CITY OF LUBBOCK

LUBBOCK, TEXAS



April 6, 1995

Commissioner Al Cornella
Defense Base Closure and
Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Commissioner Cornella:

Thank you for attending the luncheon on April 5th, 1995, at the Lubbock Club. As Mayor, it was an honor to have had you and the rest of the Commissioners as my guests. I hope you enjoyed the luncheon as well as your brief tour of our community. As you can imagine, the fate of Reese Air Force Base is a primary concern of mine. Now, having had the opportunity to meet you in person, I am confident that the future of Reese Air Force Base and the Lubbock community is in good hands.

I was extremely impressed by the level of professionalism both you and your staff demonstrated during your stay in Lubbock. The openness exhibited by you and your colleagues, as well as your willingness to listen to the facts and information we presented in regard to Reese Air Force Base, helped ease many of our concerns about the BRAC process. Lubbock felt it was vital for each Commissioner to know that the criteria and data which placed Reese on the closure list was flawed and did not accurately represent the conditions that actually exist at Reese Air Force Base. Likewise, Lubbock wanted to have the opportunity for you to have first hand knowledge of the quality of the base itself and of the Lubbock community.

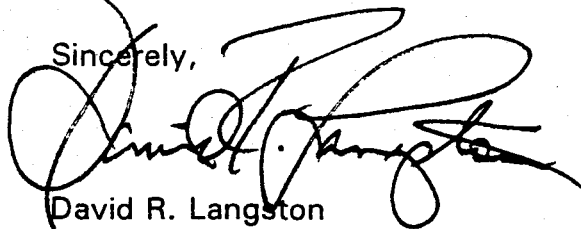
The community's show of support during the motorcade tour through Lubbock bears witness to our devotion and concern for Reese Air Force Base. I would be remiss if I did not mention that the demonstration of support was a combined effort among private and public sector organizations, school children, veterans, churches, and citizens from all walks of life and from the communities which surround Lubbock. Many of the events and demonstrations you witnessed were unplanned, and were

April 6, 1996
Page 2

spontaneous efforts from individuals who wanted to show their support for retaining Reese. As Mayor, I was delighted and somewhat overwhelmed by the outpouring of love and support our community showed in order to impress upon you how we feel about Reese Air Force Base.

Thank you again for attending the luncheon and for visiting our community. I appreciate the difficulty of the task facing the Base Realignment and Closure Commission, and I would like to thank you on behalf of the Llano Estacado region for taking the time to tour our area before making your decision. I hope our efforts during your stay have touched your heart and mind as much as Reese has touched ours. If I can be of any assistance to you in the future, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "David R. Langston". The signature is written in a cursive style with large, sweeping loops.

David R. Langston
Mayor

DRL:JA:os

DRLTHAN1

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION


EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950411-9

FROM: COMBEST, LARRY	TO: CORNELLA, AL
TITLE: REP. (TX)	TITLE: COMMISSIONER
ORGANIZATION: U. S. CONGRESS	ORGANIZATION: DBLRC
INSTALLATION (S) DISCUSSED: REESE AFB.	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DEKON				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,


Use Date:	Routing Date: 950411	Date Originated: 950407	Mail Date:
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LARRY COMBEST
19TH DISTRICT, TEXAS

CHAIRMAN
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

COMMITTEE ON AGRICULTURE

ROOM 1511
LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4319
(202) 225-4005

Congress of the United States
House of Representatives

April 7, 1995

DISTRICT OFFICES

ROOM 617
GEORGE H. MIZON
FEDERAL BUILDING
LUBBOCK, TX 79401-4089
(806) 763-1611

SUITE 205
3800 E. 42ND STREET
ODESSA, TX 79762-5941
(915) 550-0743

SUITE 205
5809 S. WESTERN
AMARILLO, TX 79110-3626
(806) 353-3945

Mr. Al Cornella
Defense Base Closure and Realignment
Commissioner
1700 N. Moore Street
Suite 1425
Rosslyn, Virginia 22209

PHILIP H. HARRIS BY LPS PRODUCTIONS
950411-9

Dear Mr. Cornella:

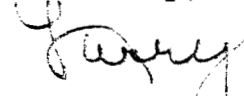
I wanted to thank you very much for taking time to go to Lubbock, Texas and visit the City and Reese Air Force Base. It meant a great deal not only to me and the Lubbock City officials, but also to the people of the West Texas area, and I regret that the schedule of the House meant I missed being there.

As I hope was clearly evident to you during the motorcade, the citizens of West Texas are deeply supportive of Reese and its mission. In addition to its economic status in the region, the people are proud that Reese is their neighbor. It is a mutually beneficial association which I hope will continue.

I look forward to working with you and the other Commissioners as this process continues.

With best regards.

Sincerely,



Larry Combest

LC/lec

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950329-8

FROM: LANGSTON, DAVID R.	TO: DIXON
TITLE: MAYOR	TITLE: CHAIRMAN
ORGANIZATION: CITY OF LUBBOCK	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: REESE 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		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:

INVITING COMMISSIONERS AND STAFF TO LUNCHEON ON MAY 5.

Due Date: 950331

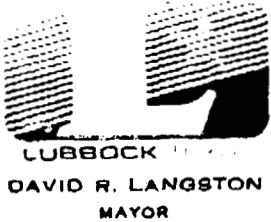
Routing Date: 950329

Date Originated: 950329

Mail Date:

45

CITY OF LUBBOCK
LUBBOCK, TEXAS



March 29, 1995

Please refer to this number
when responding 950329-8

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

Via Telefax 703/696-0550

Dear Mr. Chairman:

I would like to extend an invitation to the Commissioners and staff who will be making a site visit to Reese Air Force Base to a luncheon on April 5th. It is my understanding that the site visit will have been completed and that the flight schedules for departure would allow time for a luncheon in Lubbock.

The luncheon would be small and informal and would not require any kind of presentation by the Commissioners or staff.

We would be pleased to provide transportation from the base to the luncheon and then on to the airport.

I certainly appreciate your consideration of this invitation and hope the commissioners and staff will be able to join me. Please let me know at your convenience if such a luncheon is possible. My office phone number is 806/767-2010, and the telefax number is 806/767-2051.

With best regards.

Sincerely,

Mr. David R. Langston
Mayor
City of Lubbock

Document Separator

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950329-1

FROM: COMBEST, LARRY	TO: DIXON
TITLE: REP. (TX)	TITLE: CHAIRMAN
ORGANIZATION: U. S. CONGRESS	ORGANIZATION: D B CRC
INSTALLATION (S) DISCUSSED: REESE 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			
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 checked="" type="checkbox"/> FYI

Subject/Remarks:

INVITING COMMISSIONERS AND STAFF TO A DINNER ON APRIL 4 DURING THEIR VISIT TO REESE AFB.

Merrill
 INFO
 would think NO unless wd PAY

Due Date: 950331

Routing Date: 950329

Date Originated: 950328

Mail Date:

LARRY COMBEST
19TH DISTRICT, TEXAS

CHAIRMAN
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

COMMITTEE ON AGRICULTURE

ROOM 1511
LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4319
(202) 225-4005

Congress of the United States
House of Representatives

March 28, 1995

DISTRICT OFFICES:

ROOM 811
GEORGE H. MAHON
FEDERAL BUILDING
LUBBOCK, TX 79401-4069
(806) 783-1611

SUITE 205
3800 E. 42ND STREET
ODESSA, TX 79762-5941
(916) 550-0743

SUITE 205
5809 S. WESTERN
AMARILLO, TX 79110-3626
(806) 353-3846

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

Please refer to this number
when responding 950329-1

Dear Mr. Chairman:

I would like to extend an invitation to the Base Closure and Realignment Commissioners and staff who are planning on visiting Reese Air Force Base next month, to join me at a dinner in Lubbock, Texas on the evening of April 4, 1995

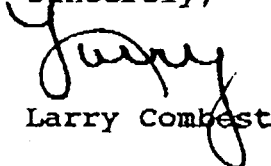
I would like the opportunity to share with the BRAC folks some of the special hospitality we West Texans are famous for, not to mention absolutely the best food they will ever taste. Being together at dinner will give the Commissioners and their staff a clearer appreciation of the tremendous quality of life and support that the citizens and City of Lubbock offer our military friends.

It is my understanding that all of the Commissioners will arrive by 7:00 p.m. in Lubbock on April 4. The City of Lubbock will ensure that transportation to the dinner and back to the base is arranged. Further details will be provided as soon as they are finalized.

I certainly appreciate your consideration of this invitation and hope the Commissioners will be able to join me.

With best regards.

Sincerely,


Larry Combest

LC/rdl

LARRY COMBEST
19TH DISTRICT, TEXAS

CHAIRMAN
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

COMMITTEE ON AGRICULTURE

ROOM 1511
LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4319
(202) 225-4005

Congress of the United States House of Representatives

US11R111 OFFICE

ROOM 611
GEORGE H. MAHON
FEDERAL BUILDING
LUBBOCK, TX 79401-4089
(806) 763-1811

SUITE 205
3800 E. 42ND STREET
CORPUS, TX 79707-5941
(915) 550-0743

SUITE 205
5808 S. WESTERN
AMARILLO, TX 79110-3826
(806) 353-2845

C O V E R P A G E

TO: Jim Schultreider *Bond - This needs to be entered.* *Jim*

FROM: Rob Lehman (WASHINGTON)

TIME: _____ (P.M.) (A.M.)

NO. OF PAGES TO FOLLOW: _____

RE: Reese AFB

DATE: _____

If transmission is incomplete please call (202) 225-4005.

among competing providers of local telephone service — everyone will benefit.

But if Congress allows local telephone companies to enter already competitive markets, such as long distance, with their mo-

Everyone has benefitted from this competition. Consumers' long distance rates have dropped almost 70 percent in real dollars since 1984.

Also, long distance companies have become better businesses

the Bell monopoly.

Consumers are not the only ones without options. Since the local telephone companies control the first and last mile of every call, long distance companies must pay them charges for ac-

investments in unrelat-

The Bell Companies asked Congress to let them the long distance markets they do not want Congress open up their monopoly markets to real competi-

That is reminiscent of line — "What's mine is and what's yours is negoti-

Whereas a Bell Co could compete in long d markets right away, it c years before the Bell Co face meaningful competi the local markets.

Letters to the Editor

Mail About Reese

I was at the bulk mail center of the post office at 1502 Ave. G. on March 12. I was talking to Mr. Sterling Pace who works at the post office and was on break outside the post office.

We exchanged greeting and got to talking about Reese AFB.

He told me that 200-300 letters a day were going through the bulk mail center to the Defense Base Closure and Realignment Commission at Arlington, Va.

Mr. Pace stated to me that 90 percent of the Air Force pilots requested Reese AFB as their desired base to take training. Why would the Air Force want to close Reese when it is well thought of by trainees? Go figure! Keep up those letters, Lubbock!

KEN MITCHELL,
Lubbock

School Violence

Let's make schools and neighborhoods safe havens for children again!

In Bob Greene's column (A-J, 4-7), he reported that violence is a major health problem among adolescents in the United States.

On April 8th, the Center for Disease Control and Prevention in Atlanta released its study of school-associated violent deaths. The problem of violence in schools is much more serious and potentially life-threatening than previously believed.

I was pleased to learn that President Clinton addressed the need to eliminate school violence in his recent address (April 8) to the National Education Association.

The administration sup-

Drop us a note

Mail letters to "Letter to the Editor," P.O. Box 491, Lubbock, Texas 79408, or fax them to (806) 744-9603. Include your name, along with your hand-written signature, your address and a daytime phone number for confirmation. The volume of letters precludes acknowledging receipt. No more than one letter per person per month will be published. Please limit letters to 200 words. All letters are subject to editing for clarity or brevity.

ports a positive approach of programs such as student loans, Americorps, and Goals 2000 (which was initiated by President Reagan), rather than the negative approach of gutting needed programs.

The House Republican tax bill decimated the Safe and Drug Free Schools program, reducing it from \$482 to \$10 million. Program funds support violence prevention by teaching students to avoid drugs and violence and strengthening security measures at schools.

After many rescissions or cuts in all the wrong places, the House Republican tax bill still explodes the deficit and benefits the more affluent of our society. What happened to the constitutional imperative to "promote the general welfare?"

BETTY ANDERSON,
Lubbock

Gramm's Silence

When I read the headline story on Sen. Hutchison's trip to Reese, it struck me that our other senator has been extremely quiet on the base closure issue.

Has Phil forgotten us since he now wants to be president? Maybe he is afraid to offend voters in the other states by taking sides with his constituents.

His silence makes me wonder if he has written off the voters of West Texas or is he so confident of our votes that he can ignore our needs?

Larry Combest and Kay Bailey Hutchison cannot save Reese by themselves. Phil, you are taking our money, do your job!

JIMMIE GRIMES,
Lubbock

Officers Praised

Since law enforcement officers are getting such bad press nationally, I feel people should know that there are "good guys" in Lubbock.

Last week, Lone Star Peace Officers Association paid for two books each for 45 first graders; some of whom had never been in a book store before.

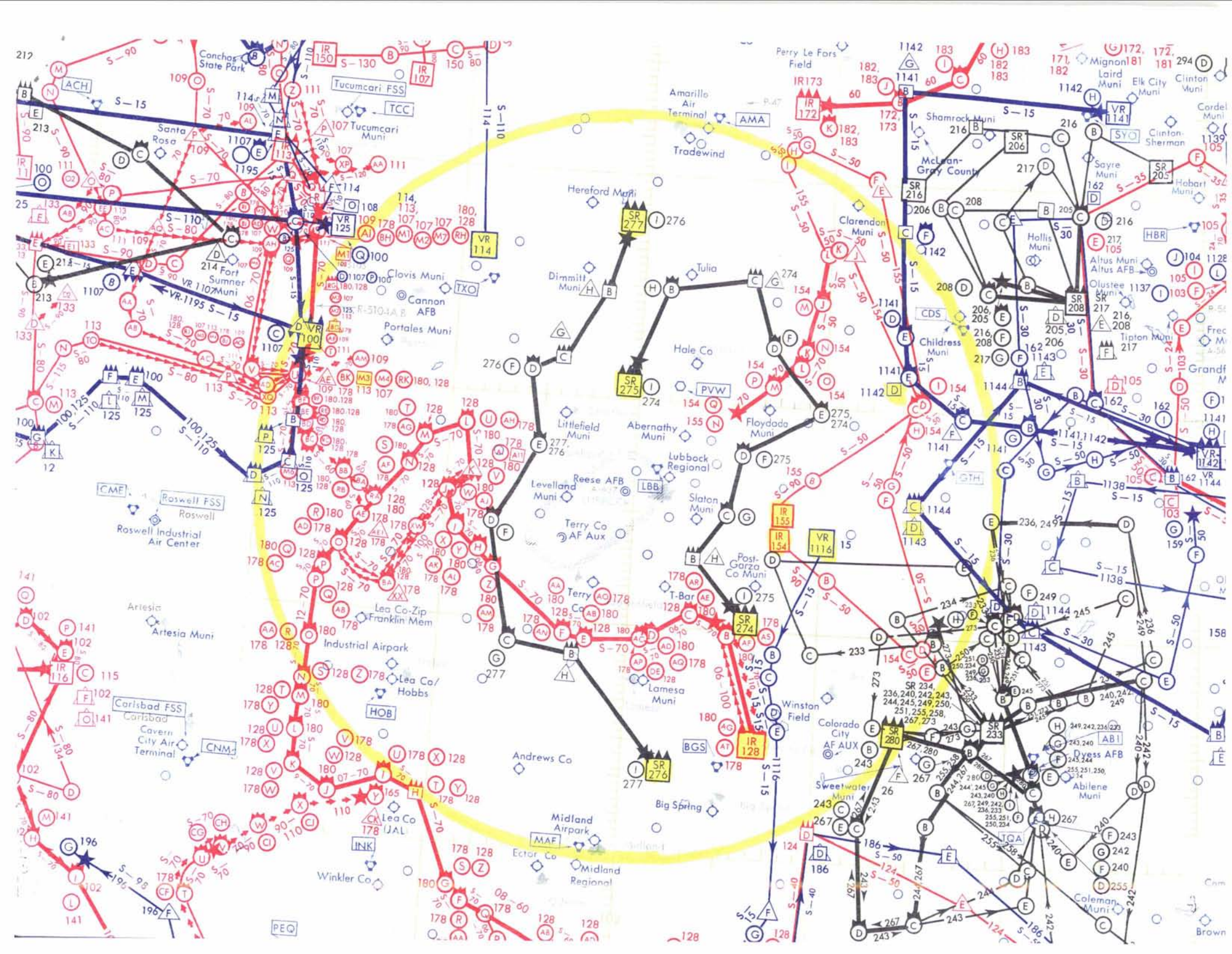
Along with the money for books, Deputies Moreno, Mann, McAdoo, Wilborn and Officer Hernes donated their time to help these six year olds shop for their purchases — not an easy task.

As supervisor of the Children's Department at Barnes and Noble it was very gratifying to observe these gentlemen in their acts of kindness. They made a substantial contribution to society and crime prevention where it's needed most: individually, and early in life.

My thanks to every member of Lone Star Peace Officers Association and a caring teacher, Ms. Sabrina Smith.

ANN BOGGS,
Lubbock

This Easter,
that h
An



WELCOME TO REESE AFB

NEWCOMERS INFORMATION PACKAGE

COMPLIMENTS OF THE



64TH SECURITY POLICE SQUADRON

1995 Edition

DEPARTMENT OF THE AIR FORCE
64th Security Police Squadron (AETC)
152 South Gilbert Avenue
Reese AFB, TX. 79489


MEMORANDUM FOR REESE AFB NEWCOMERS

FROM: 64 SPS/CC

SUBJECT: Customer Information Package

The Security Police Squadron welcomes you to Reese Air Force Base. As a new member of our community, we'd like to provide you with information to make your arrival and stay at Reese as enjoyable as possible. Please take the time to review the contents of this booklet to see what services the Security Police Squadron offer, learn the rules and crime situation for the local area.

We suggest you keep this information booklet, it will be helpful even after you become acquainted with the area. The rear cover lists emergency telephone numbers for easy reference. Again, welcome to Reese AFB; if you have any suggestions on how we can improve service please let us know.


JENNIFER H. PERRY, Capt, USAF
Commander, 64th Security Police Squadron

SERVICES OFFERED

The 64th Security Police Squadron offers a wide variety of services to the Reese AFB community. Below is a listing of these services and a short explanation. The majority of our programs are open to military, civilian, and contracting personnel. If you have any questions or want further information please call the number listed at the end of each paragraph.

1. **CRIME STOP:** On base residents can report crimes in progress to the Law Enforcement Desk through Emergency 911. Names of persons reporting crimes through the Crime Stop Line are kept anonymous. The Law Enforcement Desk is located in building 500 and is open 24 hours a day 7 days a week. (ext. 3333 or 3332 for routine business)
2. **VEHICLE REGISTRATION:** Vehicle registration is conducted at the Visitors Center (Building 6100), from 0730-1600 hours, Monday through Friday. Documents required to register a vehicle are, proof of insurance, vehicle registration, and drivers license. (ext. 6261 or 6652).
3. **OPERATION IDENTIFICATION:** A crime prevention program allowing members to engrave and catalog their belongings in the event of theft. Engravers are available for issue 24 hours a day from the Law Enforcement Desk. Unit Crime Prevention Monitors should also have engravers available for issue. (ext. 3333 or 3332)
4. **DRUG AWARENESS RESISTANCE EDUCATION (DARE):** This Drug Awareness Program is taught to children attending the 6th grade at Frenship Intermediate School. The Security Police Squadron has two trained DARE instructors offering 17 weeks of drug awareness instruction. (ext. 6261)
5. **COURTESY VEHICLE CHECK:** If you purchase a new or used vehicle and would like to ensure it is free of drugs or paraphernalia contact our Military Working Dog Section. A Narcotics Detector Dog team will do a courtesy check of the vehicle. (ext. 3983)
6. **EXPLORER POST:** Young adults ages 14 to 21 may be interested in joining our Explorer Post. This program allows young people to get first hand experience with the Law Enforcement career field. Explorers receive classroom and practical instruction on a wide variety of Law Enforcement duties. Some are, day to day posts and responsibilities, field condition operations, rappelling, weapons firing and safety, crowd control during air shows, crime prevention, etc. (ext. 3333 or 3332)
7. **FIRING RANGE:** Periodically, the Combat Arms Training & Maintenance Section will open the weapons range on Saturdays for privately owned weapons firing. Nearly all rifles and handguns are permitted on the range. Participants have to supply ammunition and targets. Dates will be published in the base paper. (ext. 3848)

8. **HOME WATCH:** Patrolmen will do a courtesy check of your on base residence while you are away for an extended period of time. If interested in this program stop by the Law Enforcement Desk and complete an application. (ext. 3333 or 3332)
9. **CHILD ID:** Periodically a Child Identification Operation is conducted at the Base Exchange, Child Development Center, or Youth Center. This program allows parents to maintain their children's current fingerprints, photos, and other critical data. Dates and locations will be published in the base paper. (ext. 6261)
10. **RIDE-A-LONG PROGRAM:** Any military member or their dependents interested in learning more about the Security Police career field is welcome to join us in a "RIDE-A-LONG." Certain rules and restrictions apply so please call in advance. (ext. 3949 or 3612)
11. **ENTRY GATES:** There are two installation Entry Control Gates at Reese AFB. The Main Gate is located directly across from the housing area and is open 24 hours a day. The Industrial Gate is located near the Golf Course and is open from 0700-1700 hours, Monday through Friday. (Main Gate, ext. 3694) (Industrial Gate, ext. 3228)
12. **BICYCLE PATROL:** To deter crime and increase community involvement, Security Police operate a Bicycle Patrol, weather permitting. This patrol primarily operates within the housing area. Residents are encouraged to get to know and talk to our patrolmen performing this duty and report any suspicious activities or crimes. (ext. 3333)
13. **BICYCLE REGISTRATION:** Bicycles are common theft targets and registering bicycles is one method to deterring a thief. It also helps police return recovered bicycles. If interested, bring the bicycle to the Reese Visitor Center, Bldg 6100, between 0730-1600 hours, Monday through Friday. Participants will be issued a permanent decal to affix to the bicycle. (ext. 6652)
14. **TEXAS H.E.A.T.:** Texas Help End Auto Theft program is a statewide voluntary vehicle registration program whereby decals are affixed to a vehicle to indicate the owner's written consent that a police officer may stop the vehicle between the hours of 0100 and 0500 to determine vehicle ownership. The Texas Department of Public Safety charges a \$2.00 registration fee. If interested, please contact Security Police Investigations at ext 3999 or stop by Bldg 500 between 0730 and 1630 hours, Monday through Friday.
15. **CURFEW:** The city of Lubbock recently imposed a curfew for children 16 years old and younger. On school nights the curfew is between 2300 and 0600. On other nights the curfew is between 2400 and 0600. Reese AFB does not have a curfew policy, however the above mentioned times are recommended.

LOCAL RULES AND REGULATIONS

1. **HEADLIGHTS:** We ask that all motorists dim their headlights when entering the base during the hours of darkness. This allows our installation entry controllers to see decals more clearly and render proper military courtesy.

2. **REVEILLE/RETREAT:** Reveille is conducted at 0645 hours and retreat is conducted at 1645 hours, daily. The playing of the national anthem always accompanies the retreat ceremony, Monday through Friday. Vehicle operators should bring their automobiles to a complete stop during the National Anthem. Pedestrians should stand and render proper acknowledgment during the National Anthem.

3. SPEED LIMITS:

- a. 15 MPH - Base Housing
- b. 10 MPH - Parking Lots
- c. 25 MPH - Main Base
- d. 30 MPH - Perimeter Road
 - POVs on official business only

4. CITATIONS:

- a. DD Form 1408
 - Issued to active duty only
 - Points assessed against base driving privileges
 - 12 Points in 12 months or 18 in 24 = loss of driving privilege
 - 4 non-moving violations = loss of driving privilege
- b. DD Form 1805 - US District Court Violation Notice
 - Issued to civilians/dependents/contractors
 - Points assessed against base driving privileges
 - Points assessed against state drivers license
 - Fines range from \$10 for parking violations to \$200 for no insurance

5. RADAR DETECTORS:

- Are permitted on base, but USE IS PROHIBITED. Three points are assessed if found to be in operation on base

6. SEAT BELTS:

- Mandatory on and off base
- A child must be in a child safety seat if they are 4 years or younger or the weight of the child does not exceed 50 pounds
- Restraint systems are required only in cars manufactured after model year 1966
- No person shall operate a truck designed with an "open bed" with passengers under the age of 10 riding in the bed. No person will operate a truck with an "open bed" unless all passengers above the age of 10 are seated firmly and safely on the bed (not on the wheel-well cover).

7. DRIVING WHILE INTOXICATED:

- a. Legal limit is .10 blood/alcohol content on or off base.
- b. No open containers ON BASE
- c. Off-Base may have open container as long as operator is not observed drinking by a Law Enforcement Officer
- d. Periodic sobriety checks are conducted at the Main Gate

8. WEAPONS REGISTRATION:

- a. No state requirements for registration off-base
- b. Main Base - must be kept in SP Armory
- c. Base Housing - may be kept in quarters or in SP Armory
- d. While on-base transport unloaded and in cargo compartment

9. BASE ENTRY POINT CHECKS: The Security Police are tasked to conduct random checks of vehicles entering/departing the base for contraband. If you or a family member are stopped at the gate, please keep in mind that this program is designed to limit theft of OUR resources and deter drugs on the installation..

10. MOTORCYCLE OPERATION: Contact Unit Motorcycle monitors for information on requirements to operate motorcycles.

11. PROHIBITED LISTENING DEVICE: No persons shall wear portable headphones, earphones, or other listening (sound-producing) devices while operating a motor vehicle, construction equipment, jogging, walking, bicycling, skating/roller blading, or skateboarding, upon or near a street or highway.

12. IMPLIED CONSENT: Persons accepting installation driving privileges shall be deemed to have given their consent to evidential tests for alcohol or other drug content of their blood, breath, and/or urine if lawfully stopped, apprehended, or cited for any offense allegedly committed while driving or in physical control of a motor vehicle on the installation. Driving privileges will be revoked for a mandatory period of not less than 1 year if determined that the person lawfully apprehended for intoxicated driving refused to submit to or complete a test to measure the alcohol content in the blood, or detect the presence of any other drug.

13. **MOTOR VEHICLE REGISTRATION:** A person who lives or works on a military installation or uses the facilities on a regular basis will be required to register his or her vehicle.

14. **VISITORS TO REESE AFB:** One time visitors will be issued a pass for the period required to conduct business but not to exceed 72 hours. If a special activity requires a number of guests not affiliated with the military to attend, a listing with the guests names will be forwarded to security police operations at least 72 hours prior to the function. As a minimum, list the guest's full name and vehicle license plate number. Remind all guests, they are required to be able to produce drivers license, vehicle registration, and proof of insurance.

LOCAL CRIME INFORMATION

1. **ON-BASE:** Because of community involvement and the police services provided, Reese AFB has a fairly low crime rate. As with most Air Force bases, the majority of our crimes involve damage or theft of property. These crimes occur primarily because owners fail to secure their belongings.

a. Bicycle owners are particularly vulnerable to theft if they fail to secure their bikes.

b. Although installation entry control warning signs are posted at all entrances warning unauthorized people of the federal violation for entering without permission, we have no control of access to housing. We ask if you see a suspicious vehicle or door or door solicitation in the housing area, call security police immediately at ext. 3333. We haven't experienced a major problem of unwelcome guests, but the opportunity exists. Residents should keep this in mind and secure their bicycles, lawn furniture, expensive toys, etc., when not in use.

2. **OFF-BASE:** Crime in and around Lubbock is increasing with the population growth. At present there are nearly 200,000 people living in Lubbock. The types of crimes are similar to that in any major city. The majority of violent crimes occur in the eastern section of the city. Gang activity is a growing concern with local Law Enforcement agencies. National gangs such as "Bloods" as well as local gangs are present in Lubbock, again primarily in the eastern section of town.

a. Reese AFB members who live off-base are reminded to take precautions to protect their property. Make sure doors are locked, valuables are secure, and participate in Operation Identification.

b. When traveling in your vehicle or leaving it unattended, make sure your doors are locked.

c. To improve police services and deter crime, Lubbock Police Officers are allowed to operate their "Police Cruisers" when off-duty.

POLICE AGENCY TELEPHONE NUMBERS

Reese Air Force Base Law Enforcement Desk - 885-3333

Reese Air Force Base Crime Stop Line - 911

Reese Air Force Base Emergency Line - 911

Reese Air Force Base Security Police Complaint Line - 885-3949

Lubbock City Police Department - 767-2865

Lubbock County Sheriffs Department - 767-1400

AMARILLO AND VICINITY

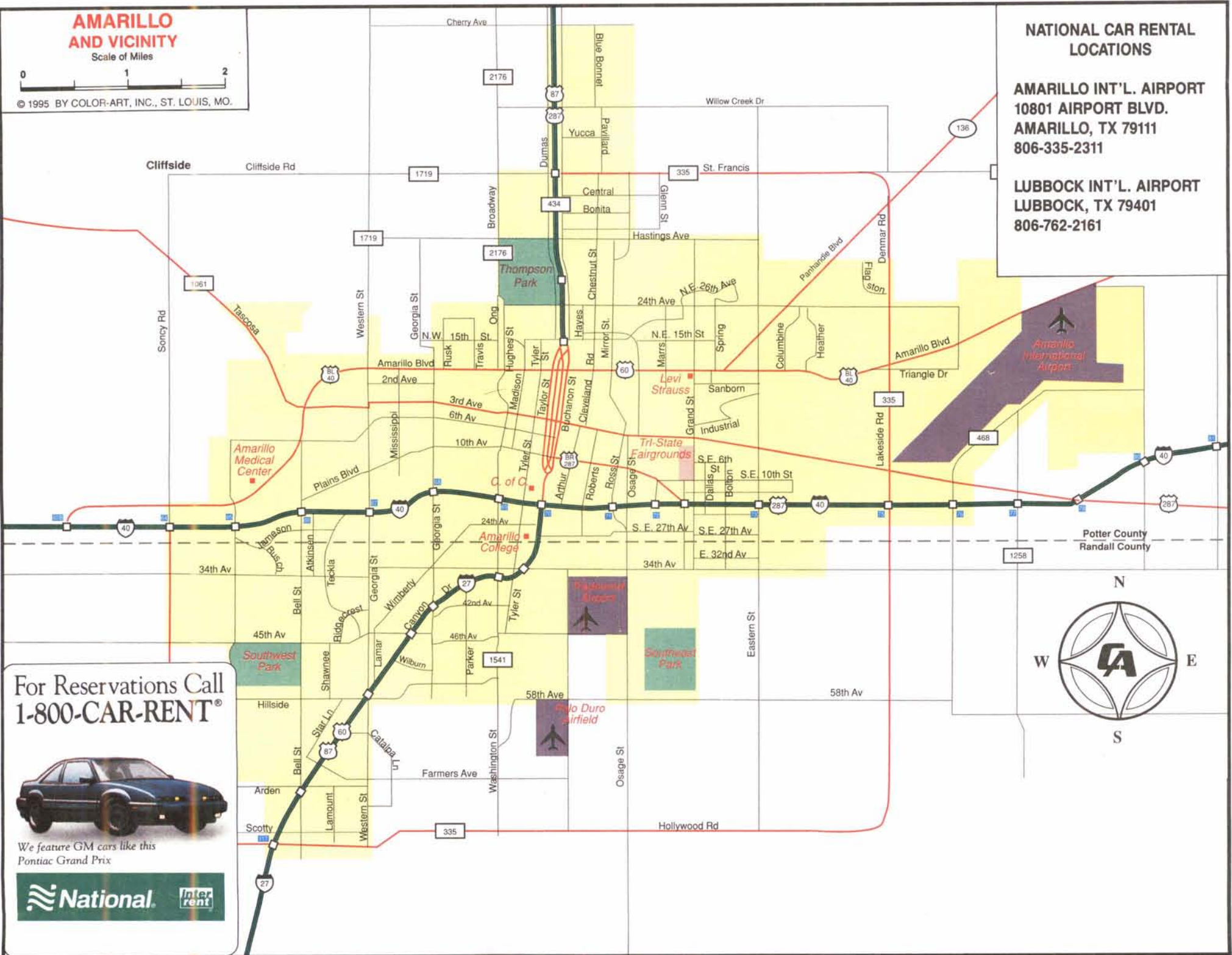
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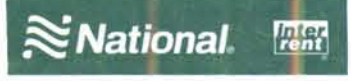
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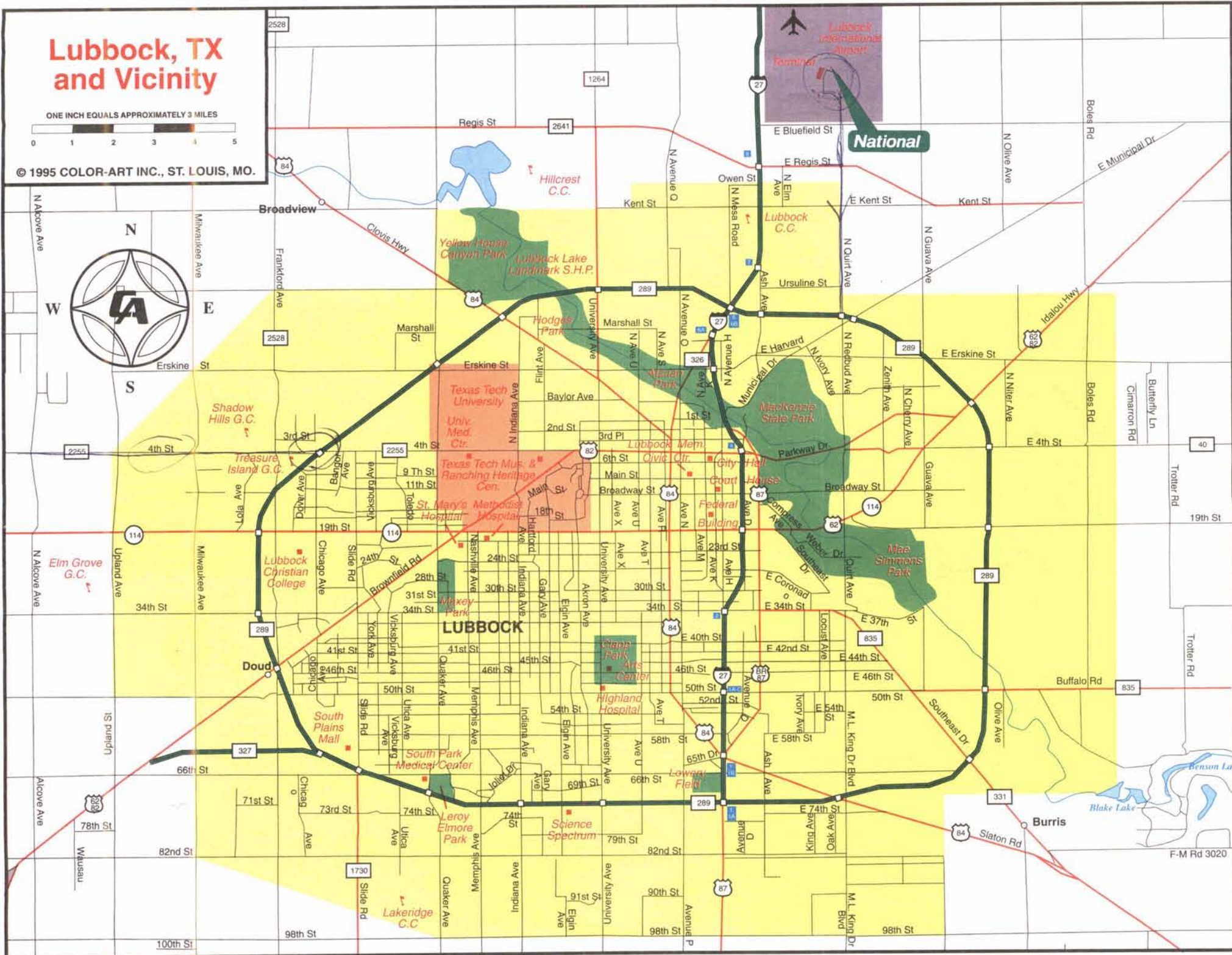
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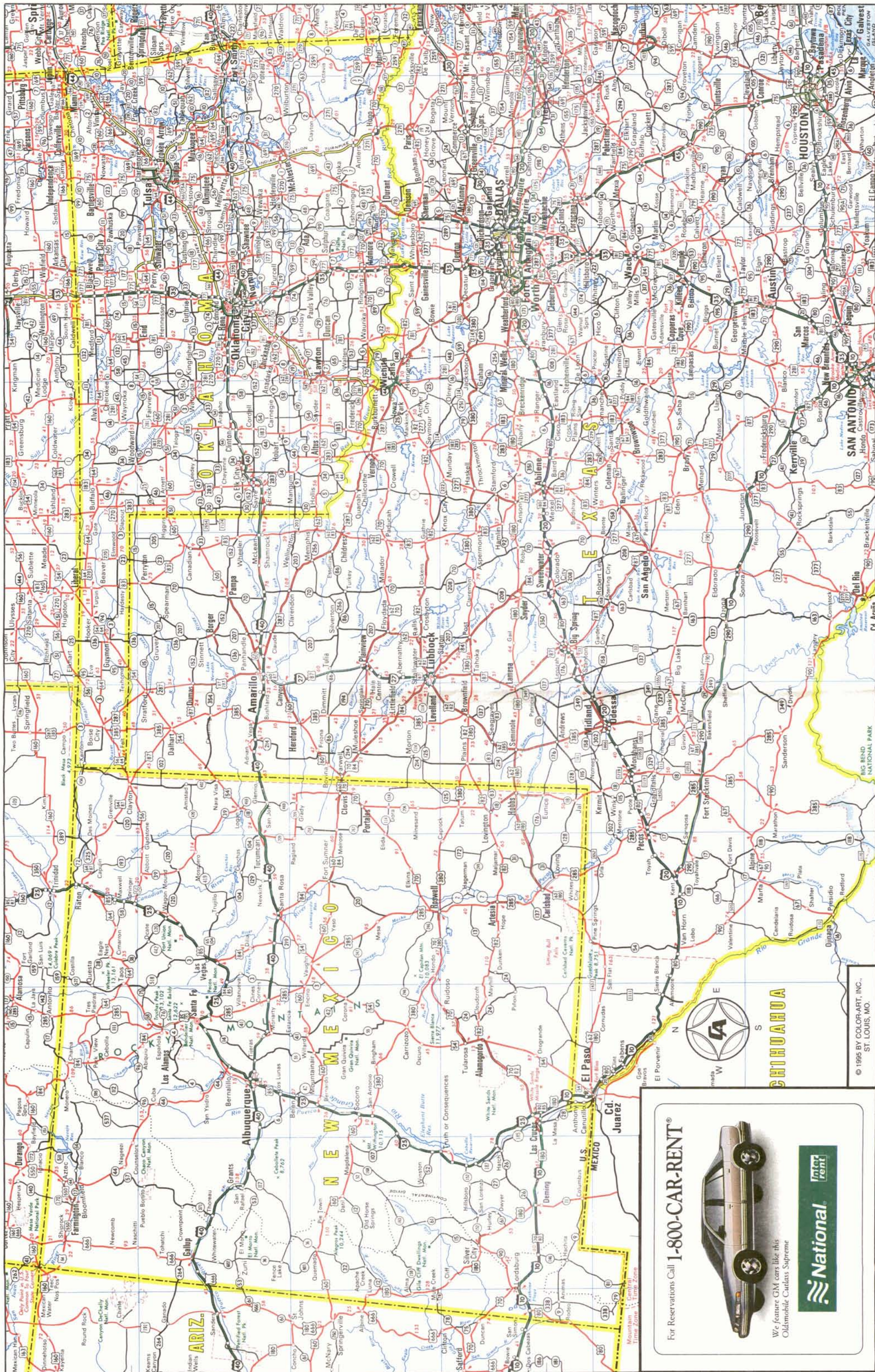


Lubbock, TX and Vicinity

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