

HEADQUARTERS PACIFIC AIR FORCES

Eielson AFB/JBER Site Activation Task Force (SATAF) Report



**HEADQUARTERS PACIFIC AIR FORCES
Joint Base Pearl Harbor-Hickam, Hawaii**

31 May 2012



DEPARTMENT OF THE AIR FORCE
PACIFIC AIR FORCES
JOINT BASE PEARL HARBOR-HICKAM, HI

31 May 12

MEMORANDUM FOR HQ PACAF/CC

FROM: HQ PACAF/A4

SUBJECT: Site Activation Task Force (SATAF) Final Report, Eielson AFB – Joint Base Elmendorf Richardson (JBER), AK F-16 Aggressors Move, 10 -19 Apr 12.

1. PURPOSE: HQ PACAF conducted a SATAF to plan the move of the 18th Aggressor Squadron.
2. TRAVELERS: HQ PACAF/A4 led a 26-member team consisting of reps from A1/2/3/4/6/7/8, FM, SG, SAF/IE, the AF Center for Environmental Engineering, 11 AF, 354 FW, 3 WG, 673 ABW, and the 168 ARW (AK ANG).
3. DISCUSSION: The projected move of the F-16 Aggressor Squadron seeks to comply with approved USAF Force Structure Changes identified in the FY13 Presidents Budget. A total of 623 manpower positions are affected, with 542 projected to transfer to JBER. Targeted savings are 81 military positions.

The SATAF established four initial planning assumptions: FY13 exercises would continue to be flown out of Eielson; after the move, F-16 exercise sorties would fly from JBER; no MILCON was available to accommodate the F-16s at JBER; and all aircraft moves would be complete by the end of FY13.

The following ratings are used to assess overall ratings for each functional area:

- GREEN (Satisfactory): On Track, Objective and Timing Attainable
- YELLOW (Marginal): Executable with risk-based workarounds
- RED (Unsatisfactory): Objective Will not be Attained or Timeline Will not be Met

10 functional areas were assessed to determine the potential for a successful move:

| | | | |
|--------------------|--------|---------------------------|--------|
| Personnel: | GREEN | Communications: | GREEN |
| Manpower: | GREEN | Civil Engineering: | YELLOW |
| Intel: | GREEN | Security Forces: | GREEN |
| Operations: | YELLOW | Finance: | YELLOW |
| Logistics: | GREEN | Medical: | GREEN |

OVERALL ASSESSMENT: YELLOW, for pending results of the Environmental Assessment, identification of cost requirements/inclusion in the FY13 Execution Plan, and less efficient flight operations command and control.

Flight Operations Summary: SATAF assessed two COAs to govern Aggressor operations:

- 1). Fly operations out of JBER during exercises
- 2). Utilize short-term TDY deployments to Eielson.

COA 1 increases flying hour (FH) costs for Red Flag operations, while COA 2 largely mitigates FH increases through additional TDY deploy/support costs. Although both options complicate exercise command and control (based on split operations), this was not assessed as significant. The Air Force accrues \$7.51M in additional F-16 operations costs annually with COA 1, and \$1.69M for COA 2. COA 2 was deemed the best option based on lower overall costs.

Cost: Manpower savings for the Aggressor relocation (reduction of 81 authorization), originally estimated at \$31.6M, were validated at \$14.6M over 5 years. The SATAF identified \$1.69M in additional annual costs (beginning in FY14) beyond the manpower (only) figures used in the initial estimate (\$1.48M flight ops, 114K transportation/equipment, and \$100K BOS/TDY), as well as one-time costs for construction (\$2.05M) and PCS relocation (\$6.8M):

| <u>FY13</u> | <u>FY14</u> | <u>FY15</u> | <u>FY16</u> | <u>FY17</u> | <u>FYDP</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|
| -\$5.65M | \$4.81M | \$5M | \$5.1M | \$5.3M | \$14.6M |

Analysis also identified excess facility capacity cost savings opportunities, requiring \$8M in demolition costs to generate \$5.3M in FYDP sustainment savings, and an additional \$15M in FYDP cost avoidance for planned SRM projects. Additionally, Eielson's FY12 MILCON dorm is not required to support future contingency lodging requirements, generating additional cost savings. These figures are not included in the projected savings estimates in this report, but are detailed in the Facilities Working Group section.

Finally, the SATAF gathered information to inform future discussions beyond the F-16 move. Manpower savings from BOS right-sizing, originally estimated at \$169M, were validated at \$227M over 5 years:

| <u>FY13</u> | <u>FY14</u> | <u>FY15</u> | <u>FY16</u> | <u>FY17</u> | <u>FYDP</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|
| -\$5.65M | \$4.81M | \$46.71M | \$89.91M | \$92.21M | \$227M |

Additional information, where applicable in the formal report and as replies to general topics of concern expressed by Fairbanks Mayors in attachment 1, are also included in this report along with the Mayor's official memo's and supporting information. If you have any questions, please contact me at mark.mcleod@us.af.mil, or telephone 315-449-3532.

//Signed/mmm/31 May 12//
MARK MICHAEL MCLEOD
Brigadier General
PACAF Director of Logistics

2 Attachments:

1. Replies to Fairbanks Mayors General Topics of Concern
2. Fairbanks Mayors SATAF Submissions (letters, analyses and attachments)

➤ **PERSONNEL WORKING GROUP**

1. WORKING GROUP CHAIR: CMSgt Randy Nonaka, HQ PACAF/A1KA, DSN: 448-1679

2. AGENDA: Primary focus was to develop a plan for the relocation of the Aggressor Unit and draw down of surplus personnel from Eielson AFB. Officer assignment actions will be worked by the Air Force Personnel Center Officer Assignments Branch. Personnel focused on inbound personnel pipeline, personnel movement from Eielson AFB to JBER, and surplus personnel drawdown.

3. DISCUSSION: Inbound Personnel pipeline: PACAF/A1, in coordination with respective MAJCOM Functional Area Managers, continue to monitor Eielson AFB manning levels to determine if the inbound pipeline should be tapered off and when to close it completely. If necessary, PACAF/A1 will support voluntary extensions to cover any unforeseen manning gaps.

Personnel movement from Eielson AFB to Joint Base Elmendorf-Richardson:

Consecutive Overseas Tour: Personnel who will have completed a 3-year tour at Eielson by the movement date and are volunteers to serve another full tour at JBER will be given first consideration. Normal Continuation of Tour (COT) incentives will apply.

Continuation of Tour: Personnel with a minimum of 12 months remaining on their DEROS as of the movement date can be considered for continuation of tour at JBER. Personnel will be prioritized by most time remaining on their tour for maximum return on investment.

Surplus Personnel drawdown:

PACAF/A1 will identify personnel determined to be surplus to the installation. Determination will be made by AFSC and grade, based on a "first in, first out" basis. Exceptions will be reviewed on a case-by-case basis.

To allow for maximum assignment opportunities PACAF/A1 will request AFPC curtail Date of Estimated Return Overseas (DEROS) to provide individuals the opportunity to compete in both Overseas (if otherwise eligible) and CONUS Returnee cycles.

Personnel whose normal DEROS is within 90 days of the authorization being removed will be allowed to depart as normal with no adjustments to their DEROS. For example: Authorization removed in January, DEROS' through March will not be adjusted.

Personnel whose DEROS is further out then 90 days of date the authorizations are removed will have their DEROS curtailed to the month following the authorization removal. For example: Authorizations removed in January, DEROS of April or later are curtailed back to Jan. Personnel who are unable to obtain at least 12 months retainability (HYT) for a CONUS assignment will remain.

4. CONCLUSION: GREEN. Enlisted personnel actions will be accomplished when specific transfer/turn-in authorizations and movement timelines are finalized. Officer assignments will be individually handled by AFPC assignment teams.

➤ **MANPOWER WORKING GROUP**

1. WORKING GROUP CHAIR: Mr. Warren Stevens, HQ PACAF/A1M, DSN 449-4794

2. AGENDA: Develop plan for the re-alignment of 542 Aggressor positions from Eielson to JBER IAW the 6 Mar 2012 FY13 Congressional Force Structure Announcement (FSA). Totals used in the FSA are solely tied to the aggressor program in PEC 27218A/M. Manpower focused on developing position level detail for the 623 slots removed from Eielson, determining the status of JBER Base Operating Support requirements, end-state of the 353 CTS, the interim organizational structure at Eielson AFB after FY13 changes, and proposed structure after FY15 changes.

3. DISCUSSION: The last FY13 Red Flag exercise (Aug 13) will be hosted by Eielson. Equipment transfer begins in FY13/2 (if and after all NEPA requirements are satisfied) and personnel moves begin in FY13/3. All Unit Manpower Document (UMD) actions will be effective NLT 29 Sep 2013. Further discussions involved concerns in the following areas:

a. Manpower Detail. IAW the 6 Mar 12 FSA, 542 positions will transfer to JBER, 81 positions will be AF savings. During the Eielson SATAF, 354 FW provided 518 Aggressor-coded positions, with an additional 105 non-Aggressor-coded positions to meet the 623 total. This will allow the wing to complete the remaining PACAF mission requirements (168 FW/tenant support, Red Flag, Distant Frontier, Building Partnership Capacity, etc). Alternative positions identified by Eielson may not transfer in the identified AFSC/skill level. PACAF/A1MR reviewed all inputs against the Weapons System Typical for validity.

b. Base Operations Support (BOS) Requirements. The 6 Mar FSA numbers for the Aggressors are tied to operations, operations support and maintenance positions only. PACAF/A1M evaluated required BOS tail for JBER, and also reviewed (working with 673 FSS) all prior FSAs to determine if required BOS positions accompanied each action.

c. 353 CTS. The 353 CTS will relocate to JBER, and Det 1, 353 CTS to EAFB.

d. 537 AS Drawdown. The proposed movement of four C-130s from JBER effective FY13/1 was not considered during this SATAF.

e. EAFB Organizational Structure. IAW AFI 38-101, a Wing must have a military/civilian mix of >1,000 authorizations. The FY13 FSA changes leave Eielson with a population >1,000. Post Aggressor relocation, the installation designation will go from Fighter Wing to Wing, with the 18 AGS aligned under the 3 OG (consistent with other flying squadrons at JBER). IAW the current FSA projections, the installation population will drop below 1,000 in FY15. The reduced population (estimated -668 positions) would drive the installation designation to change from wing to group status. As a group versus wing, the installation will align under another wing/NAF (TBD under 3 WG, 673 ABW, or 11 AF).



Eielson AFB Savings and Timeline

- **FY13**
 - 623 AD authorizations removed—542 moved to JBBER
 - 81 reduced end-strength equates to \$3.2M savings in FY13
 - SATAF to determine F-16 movement plan and associated costs estimated to complete by May 31, 2012
- **FY14**
 - Steady state manning for this action
 - \$6.5M in manpower savings (full year funding from FY13 redux)
- **FY15**
 - Planned reduction of 749 AD and 179 Civ authorizations
 - Proposed effective date of reductions is 01 Oct 14
 - ~\$46M in manpower savings (end strength redux)
- **FY16 and beyond**
 - ~ \$90M/yr in manpower savings (full year funding from FY15 redux)

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Planned Eielson End-State FY15

- **Planned manpower end-state for this action at Eielson FY15+:**
769 authorizations (559 mil / 210 civ)
 - CTS: 17 mil / 4 civ
 - WG Staff: 22 mil / 4 civ
 - OSS: 26 mil
 - Maintenance Support (Transient Alert): 56 mil / 1 civ
 - Civil Engineer: 125 mil / 130 civ
 - Logistics Support: 120 mil / 28 civ
 - Force Support: 23 mil / 17 civ
 - Comm Sq: 48 mil / 2 civ
 - Security Forces: 83 mil / 10 civ
 - Medical: 10 civ
 - Non-PACAF Units: 39 mil / 4 civ

Planning Estimates/Assumptions Will Be Validated In Future Evaluations

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Estimated savings are based on a "What If" scenario containing 107 officer, 642 enlisted, and 179 civilian authorizations. The associated costs for the military are from the most current Military Annual Standard Composite Pay Table (A19-2) of AFI 65-503. The average cost for an officer is \$148,126 and the average cost for an enlisted is \$74,392. The associated costs for the civilians are from the current Civilian Standard Pay Rates MAJCOM/FOA Table

(A28-1) of AFI 65-503. Our assumption is all authorizations are deleted effective 01 Oct 15, which coincides with the Force Structure Announcement.

Additional manpower analysis by HAF/A1M identified the following manpower only savings, calculated by using Headquarters Air Force/Financial Management “Cost of Airmen” model. PCS costs are a factor in this cost model construct, so they do not need to be listed separately as one-time costs.

| Manpower Savings Only (\$M) | FY13 | FY14 | FY15 | FY16 | FY17 | TOTAL |
|------------------------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Initial Estimate (FY13 PB) | 3.5 | 6.9 | 34.3 | 61.8 | 63 | 169.5 |
| SATAF Estimate (FY14 POM) | 3.2 | 6.5 | 48.4 | 91.6 | 93.9 | 243.6 |

Based on the this manpower savings laydown, the following overall FYDP savings calculations were derived for both the FY13 Aggressor (only) move, and the projected FY15 end-state:



Savings Calculations

■ FY13 Actions Only

| | <u>FY13</u> | <u>FY14</u> | <u>FY15</u> | <u>FY16</u> | <u>FY17</u> | <u>FYDP</u> |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Manpower | \$3.2M | \$6.5M | \$6.7M | \$6.8M | \$7.0M | \$30.2M |
| Annual Costs | | -\$1.69M | -\$1.69M | -\$1.69M | -\$1.69M | -\$6.76M |
| PCS costs | -\$6.8M | | | | | -\$6.8M |
| JBER construction | -\$2.05M | | | | | -\$2.05 |
| | -\$5.65M | \$4.81M | \$5.0M | \$5.1M | \$5.3M | \$14.6M |

■ FY13 and FY15 Proposed Actions

| | <u>FY13</u> | <u>FY14</u> | <u>FY15</u> | <u>FY16</u> | <u>FY17</u> | <u>FYDP</u> |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Manpower | \$3.2M | \$6.5M | \$48.4M | \$91.6M | \$93.9M | \$243.6M |
| Annual Costs | | -\$1.69M | -\$1.69M | -\$1.69M | -\$1.69M | -\$6.76M |
| PCS costs | -\$6.8M | | | | | -\$6.8M |
| JBER construction | -\$2.05M | | | | | -\$2.05 |
| | -\$5.65M | \$4.81M | \$46.71M | \$89.91M | \$92.21M | \$227M |

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4. CONCLUSION: GREEN. Manpower will implement necessary UMD/organizational actions in accordance with functional inputs and final CONOPs approval.

➤ **INTELLIGENCE WORKING GROUP**

1. WORKING GROUP CHAIR: Mr. Terry Zitkovich, HQ PACAF/A2, DSN: 315-449-4331

2. AGENDA: Discussed actions/timetables regarding the number of transferring billets, make-up of the remaining personnel to cover Combat Training Squadron (CTS) requirements, equipment, facility, and unit manning documents to reflect correct program element codes.

3. DISCUSSION: In addition to these areas, the team also discussed computer connect requirements at new squadron location, new Red Flag organization structure, and Program Element Code requirements for remaining Red Flag personnel billets.

a. Required Manpower. Four personnel are required to accompany the iron.

b. Billet Make-up. Requirements are one officer and three enlisted billets solely based on unit PAA. 354 OG requested the make-up to be two officers and two enlisted and the 3 OG would like the mix to be one officer and three enlisted with the officer being the weapons officer. The SATAF will finalize the mix in sufficient time to facilitate the transfers.

c. JWICS Drop. Both the losing unit 354 OG and gaining unit 3 OG expressed a need for a JWICS drop in the new location for the 18 AGRS in Hangar 3 at JBER. Although there is no current JWICS drop in the facility, a JWICS location is currently available within 1 block of Hangar 3 and can mitigate the requirement.

d. Disposition of Red Flag billets remaining at Eielson. Remaining 17 billets will reside in CTS (12 tied to exercise manning document, 3 used for Base Operating Support and 2 for Special Security requirements--3D0XX). When moved to the CTS, these billets will be X-banded, as the CTS is considered an institutional force based on its training only mission.

e. Equipment. Unit requires three Desktop SIPR net computers and four Laptop NIPR net computers. JBER does not have equipment to support this need. The computers will be moved from Eielson to support this requirement.

f. AGRS new operating location. Hangar 3 is the old 19th Fighter Squadron location (previous F-15), and is currently a maintained/certified Advance Programs SCIF and ready to move into. 3 OG doesn't see any issues with intelligence personnel being located in this location.

g. New Red Flag Organizational Structure. Remaining intelligence personnel will be rolled into CTS and will either reside in their own OSC or they will be absorbed into the CTE OSC.

h. Program Element Codes for remaining Red Flag intelligence billets. Program Element Codes will change to reflect new unit make up and proper alignment. A1 recommends using 27603A, 27431A, or 27969A.

4. CONCLUSION: GREEN. Required equipment (JWICS, SIPR connections and required desktop equipment) will fall in on existing SCIF facility in Hangar 3.

➤ **OPERATIONS WORKING GROUP (EIELSON)**

1. WORKING GROUP CHAIR: Capt James Brown, HQ PACAF/A3OF, DSN: 449-4070

2. AGENDA: Establish a course of action to ensure operations will continue and can support the efficient transfer of all assigned F-16 aggressor aircraft. The working group discussed actions / timetables for issues involving iron flow, manpower / personnel, and both exercise and operational taskings / support.

3. DISCUSSION: Equipment will begin moving during the 2d quarter of FY 13 with personnel beginning to move the 3d quarter, and all iron to be moved the 4th quarter NLT 30 Sep 2013. A major concern driving the timing of asset movement during FY13 is the support to Red Flag-Alaska (RF-A). The plan is to begin the move of personnel and equipment prior to the 3rd and final RF-A exercise scheduled 9-24 Aug 13 and all aircraft after exercise completion.

a. Manning. Discussions centered on what manpower leaves Eielson and what the remaining manpower would look like and perform. A synopsis of these subjects is provided below:

(1) Leadership. The 354 OG transfers 60+ positions.

(2) Rated Manning. The removal of the F-16 Aggressors drives a rebuild of the organizational structure to ensure appropriate oversight and career progression.

(3) Baron Operations. Removal of aggressor F-16s eliminates the CTS augmentation and in-turn the associated synergies achieved through mutual manning support.

(4) Airfield Operations. Operating hours will be appropriately scaled to support existing retained missions and exercise support requirements.

b. Exercise Cost Shift. Discussions were centered on what effect the relocation of aggressor aircraft would have on RF-A exercises. A synopsis of these subjects is provided below:

(1) Fuel. Additional fuel is required to support RF-A exercises from the new location which is 220 NM away from JPARC MOAs. Current figures for all aggressors flown with two tanks is ~560K lbs. per RF-A and all F-16s without two tanks ~140K lbs. Varying aircraft configurations will create an additional fuel requirement somewhere between these two figures per RF-A.

(2) Flying Hours. The relocation will require additional transitory flight time both to and from the JPARC MOAs. Based on the FY12 FHP, a loss of 378 FHP hours or additional “cost” to operate will be required due to the relocation. This translates into a 1.6 hr round-trip per aircraft.

(3) Deploying Aggressors to Eielson for RF-A. Forward deployment of aggressor aircraft may offset the FHP cost and additional fuel required to transit between JBER and the JPARC MOAs. A COA analysis was conducted to determine the most efficient method in order to achieve the desired effect. Results are presented at the end of the Working Group section.

c. Baron Operations. Discussions centered on what effect the relocation of aggressor's would have on the ability to perform RF-A exercises. A synopsis of these subjects is provided below:

(1) Communication Equipment. Current C2 equipment setup facilitates an integrated air picture at Eielson. RED air will be relocated to JBER, with RED control remaining at Eielson.

(2) Manning. Baron controllers are augmented by aggressor fliers and vice versa. TDY augmentation for RED air control at Eielson will help mitigate this shortfall.

d. Airfield Operations. Discussions were centered on what effect the relocation of aggressor's would have on airfield operating hours and manning air traffic control and airfield management. A synopsis of these subjects is provided below:

(1) Airfield Hours. Current airfield operations, during both peace-time and exercises, are supported by two 8 hour shifts Monday through Sunday supporting operations between the hours of 0700-2300L. Operations after hours (2300-0700L) are covered by the on-call LOP dated 1 May 2011 and captured in the IFR SUPP.

(2) Manning. Both airfield management and air traffic control are manned for 24 hour operations even though the airfield is only open for 16 hours and available by on-call personnel for the other 8 hours. Sufficient resources are available to support right-sizing for the remaining missions at Eielson.

➤ **OPERATIONS WORKING GROUP (JBER)**

3. DISCUSSION: The JBER SATAF was accomplished to identify actions necessary to transfer all assigned F-16 aggressor aircraft from the 18 AGRS at Eielson AFB to the 3d Wing at Elmendorf AFB, AK.

a. Manning. Discussions centered on the manpower leaving Eielson and where the 18 AGRS/354 OG would be integrated at JBER. A synopsis of these subjects is provided below:

(1) Leadership. No projected impacts from the inclusion of 354 OG positions into JBER command structure.

(2) Rated Manning. Integration of the 18 AGRS/354OG fliers into the JBER wing structure requires proper alignment to ensure continuity of RF-A support and appropriate career progression.

(3) Baron Operations. Relocation of aggressor F-16s eliminates the CTS augmentation and in turn the associated synergies achieved through mutual manning support. Current organizational structuring of the CTS detachment at JBER may require a reversal to the detachment being located at Eielson. Discussions also included moving all 353 CTS personnel to JBER and having a portion go TDY with the rest of the deployers. Per A3 SME, a small Det at Eielson is required to handle year-round issues with the JPARC and exercise prep.

(4) Advanced Programs Office Billets. 24 APO billets will transfer with the aggressor move to JBER.

b. Baron Operations. Discussions centered on what effect the relocation of aggressor's would have on the ability to perform RF-A exercises. A synopsis of these subjects is provided below:

(1) Communication Equipment. Baron Operations will be supported through the transfer of Eielson equipment.

(2) Manning. Baron controllers are currently augmented by aggressor fliers and vice versa. The same manning synergies will not be possible with the relocation of aggressors to JBER unless the CTS is relocated as well. Manning augmentation will help mitigate this shortfall.

c. Airfield Operations. What effect does the relocation have on airfield operating hours and manning air traffic control and airfield management. A synopsis is provided below:

(1) Airfield Hours. Current airfield operations positions (both peace-time and exercises) are manned 24 hours.

(2) Manning. Airfield operating hours will be adjusted to fully support existing and retained missions, as well as exercise support requirements.

d. Facilities and Parking. Discussions were centered on what facilities the aggressor's would occupy and where the aircraft would be parked. A synopsis of these subjects is provided below:

(1) Squadron Facility. It was determined that due to former tenant setup and proximity that hangar 3 would be utilized to house the aggressor squadron.

(2) Parking. Aggressor aircraft will be parked on the Blue Ramp located directly in front of hangar 3 with arm and de-arm areas located on the northern and southern ends. EPU activation (hydrazine quarantine) areas were identified on taxiway E abeam Red Ramp, taxiway N elbow and the NAOC parking area. The central strip of Blue Ramp asphalt requires replacement due to FOD concerns and a work order is already in place (~\$500K). Aggressor aircraft will be able to park on and operate from Gold Ramp (north-west of Blue Ramp) until the central strip on Blue Ramp is replaced, so there is no impact associated with this current ramp area condition.

e. F-16 Specific Requirements. Discussions were centered on what effect F-16s assigned to JBER would have on the wing's flight procedures, the airframes integration with neighboring flight operations and ATC procedures. A synopsis of these subjects is provided below:

(1) Simulated Flame-Out (SFO) Procedures. IAW ACC RTM, F-16 pilots will maintain proficiency by performing live power-off training maneuvers which require development of SFO procedures. Developing and implementing these procedures will involve coordination with multiple FAA ATC facilities and evaluation as part of the Environmental Assessment. The new SFO procedures will also require MAJCOM approval.

(2) ATC Training. IAW AFI 13-204V3, USAF ATC will require aircraft specific familiarization training prior to arrival of the newly assigned MDS.

(3) Mid Air-Collision Avoidance. Relocating F-16 aircraft from Eielson to JBER will involve informing both commercial and general aviation operators of the operational characteristics and new procedures the aggressor aircraft will perform in order to mitigate conflicts.

F-16 Aggressor Concept of Operations Courses of Action

COA 1. Fly Red Flag/Distant Frontier missions from JBER

Per PACAF/A3, Aggressor sorties from JBER would involve: fly/tanker/flight/tank/flight –RTB. Round trip (JBER-JPARC-JBER) 440 NM; ~ 1.6 hrs

Annual Additional RF Flying hour cost: JPARK deploy/redeploy (1.6 hrs x \$9.2K F-16 cost/flying hour) = \$14.7K x 18 aircraft/day (10 turn 8) x 11 exercise days x 3 annual = \$8.7M

Annual additional DF flying hour cost: 32% of RF = \$2.7M

KC-135 Cost factor: ~ 3 tankers per day x 2 hrs/sortie x \$6.1K KC-135 Cost Per Flying Hour x 11 exercise days x 3 (annual exercises) = \$1.2M (RF) + (DF--0.32 x \$2.7M) = \$1.58M

Total COA 1 additional annual cost: \$8.7M + \$2.7M + \$1.58M = \$12.98M

COA 2. RF/DF sorties flown by F-16 Aggressors TDY to Eielson

CONOPS based on 6-ship Unit Type Code (UTC) package for DF (140 people/45 STONs), increasing to an 18-ship UTC for RF (additional 30 people/25 STONs). Figures built using recent Guam deployment to accurately refine proposed UTCs.

Flying hour cost: 18 ship deploy/redeploy to Eielson (1.6 hrs x \$9.2K F-16 cost/flying hour) = \$24.7K x 18 aircraft x 3 (annual exercises) = \$794K

6-ship UTC package for DF (140 people/ 45 STs = \$28.7K (ground transportation) plus additional 12-ship for RF (add'l 30 people/ 25 STs = \$9.5K) x 3 (annual exercises) = \$114.6K

BOS, per diem, billeting: \$33K per exercise x 3 (annual exercises) = \$100K

Total COA 2 additional annual cost: \$794K + \$114.6K + \$100K = \$1.01M

4. CONCLUSION: YELLOW due to increased costs of operation and degradation of CTS augmentation and associated Baron Operations synergies previously achieved through mutual manning support.

➤ **LOGISTICS WORKING GROUP**

1. WORKING GROUP CHAIR: Mr. Stephen G. Bailey, HQ PACAF/A4PP, DSN: 449-3549

2. AGENDA: Establish a course of action to ensure Logistics work centers can support the efficient transfer of all assigned F-16 Aggressor aircraft and associated equipment. The working group discussed actions / timetables for Logistics functions, iron flow, manpower and personnel.

3. DISCUSSION (Maintenance, Munitions): The majority of discussions involved concerns in the following areas:

a. Maintenance (Eielson). The primary efforts of the Maintenance representatives were to accomplish thorough work center evaluations, plus coordinate timing of iron, equipment, and personnel flow to JBER.

(1) A complete analysis of the Maintenance Group work centers was accomplished to determine what manpower authorizations / equipment will transfer, what will remain and what would be redistributed as excess to either location. Although some of the Group / Squadron overhead and program support authorizations will not move, all six major sections of the 18th Aircraft Maintenance Unit (AMU) and much of the back shop work centers will transfer.

(2) The majority of AMU personnel / support equipment will move since the F-16s will be geographically separated and much of their equipment is not universal with the other JBER fighters. Timing of personnel / equipment moves must coincide with iron flow; reflect necessary support for the Aug 13 Red Flag CONOPS and fulfill FY13 Aggressor move programming.

(3) A portion of the following work centers will relocate to JBER: Repair & Reclamation, Non-destructive Inspection (NDI), Wheel & Tire, Sheet Metal, Metals Technology, Hydraulics, Crash Damaged Disabled and Aircraft Recovery (CDDAR), Aerospace Ground Equipment (AGE) (263 pieces move, 285 remain), Armament (trailers, testers, storage racks).

(4) A large portion of the following work centers will relocate to JBER: Avionics (AIS/Pods), Inspection (phase stands, tools), Electro-Environmental (E/E) (testers, liquid oxygen (LOX) / nitrogen carts), Egress (canopy trailers, tools), Fuels (Hydrazine, stands).

(5) Efforts are in work to relocate the F110 Propulsion Section maintenance to a Centralized Repair Facility (CRF). These actions are independent of this force structure change. No off-equipment or test cell requirements will transfer to JBER.

(6) Manpower recommended remaining at Eielson for continued support of the Red Flag munitions stockpile, LOX carts and AGE/munitions handling equipment include: AGE = 11, 48 munitions, 3 Structural/Metals Tech, 2 NDI, E/E =1, Quality Assurance =2 (Munitions, AGE).

b. Maintenance (JBER). Facilities currently exist at JBER to accommodate F-16 personnel, equipment and workload. The flight line maintenance functions will beddown in Hangar 3, with aircraft parking in / on adjacent ramp. Modifications to Hangar 3 that should be accomplished for optimum safety / capability include repainting lines on floor, fire suppression, and fall protection. The Avionics building (#8559) is large enough to house all additional workload;

however, an Intrusion Detection System (IDS) for the vault plus a receiving dock, with overhead hoist, and maneuvering space is recommended for the Advanced Capabilities pod. Extensions to the Fighter Fuel Cell and Egress Shop (#9336) are required for Hydrazine and canopy storage maintenance / storage respectfully. The 18th will move 41 x 370 gallon external fuel tanks and 21 x 300 gallon centerline tanks to JBER. A Vertical Tank Storage (VTS) facility is available to house the tanks at JBER; however, the F-16 tank adapters must be removed from the VTS at Eielson and transferred to JBER. A complete breakout of these building upgrades and modifications necessary to accommodate relocated functions is addressed in the Facilities Working Group Annex.

c. Munitions (Eielson, JBER). The ability to drop large quantities of munitions makes Eielson a very popular training location for DoD and foreign services. Managing and sustaining this large, diverse, fast moving stockpile necessitates 48 authorizations remain at Eielson. This level of support will fully support all Joint and contingency support requirements.

Logistics Readiness.

d. Manpower. All LRS functional areas were visited at both bases to identify concerns and develop the best course of action for the move. In concert with the HQ PACAF/A1M, each HQ PACAF/A4R functional area manager identified various Eielson AFB LRS position numbers tied to the Aggressor PEC to ensure the right mix of LRS manpower shifted to JBER for seamless Aggressor support. The following 29 positions were identified to transfer from Eielson to JBER and assigning Aggressor PEC to the positions: 2F =3; 2S = 8; 2G = 2; 2T0 = 4; 2T1 = 2; 2T2 = 2; and 2T3 = 8. A functional review of Logistics Plans revealed no issues of concern. Only two Log Planners will be moved to JBER resulting in no decrease to current capabilities.

e. Fuels. Eielson fuels facilities are still required to support the 168 ARW, Red Flag, Olympic Titan, and OPLAN requirements. JBER facilities are sufficient to meet additional Aggressor fuel requirements. Refueling vehicle validations were conducted at both locations and no R-11 or R-12 vehicles will be transferred. Three 2F (3-level) personnel will transfer to JBER to support additional fuel distribution requirements. It should be noted that the location of the JBER Fuels Management building introduces longer driving times for the ANG Ramp and Fighter town, placing additional strain on fuels manpower and vehicles. The proposed location for the F-16 Aggressor beddown (Hanger 3) is affected by this LIMFAC.

f. Vehicle Maintenance. No issues. PACAF A4RVM will validate current authorizations. Assets will be allocated, authorized or disposed of accordingly.

g. Supply.

(1) Mission change data must be submitted from 354 LRS to 673 LRS 180 days before move. AFGLSC must be notified immediately when the actual dates are known. Eielson must perform a complete validation of their warehouse to determine actual number of line items affected.

(2) Any/all equipment matters will be worked by LRS EAE and affected unit Commanders and equipment Custodians.

(3) The Contingency High Priority Mission Support Kit (CHPMSK) supporting the Aggressors will transfer to JBER. Bench stock details need to be deleted from Eielson and reestablished at JBER, if there are supply point details, the assets will be turned in to the LRS.

h. Transportation. Movement of all equipment, supplies, and personnel (including families) will be completed by the end of FY13. 354 LRS will take the lead and obtain consolidated inventory of assets in order to prioritize the movement for clear realistic movement timeline. All supplies, equipment and personnel need to be identified for transfer, deletion, and PCS. All must be identified NLT 2nd quarter FY13 to allow for identification, segregation, and packing / crating of supplies and equipment.

4. CONCLUSION. GREEN. Facilities are available to house the F-16 beddown. However, several require minor construction to accommodate new workloads in work centers such as Fuels (Hydrazine), Egress, and Avionics. Logistics Readiness Squadron manpower and transportation concerns are considered high risk if not addressed. No showstoppers were identified.

➤ **COMMUNICATIONS WORKING GROUP**

1. WORKING GROUP CHAIR: Mrs. Maureen McFerrin, HQ PACAF/A6XP, DSN: 449-4715

2. AGENDA: Discussed transfer and 2nd/3rd order effect issues.

3. DISCUSSION:

Eielson: Government cell phones: Self-purchased thru contracting under a blanket purchase agreement. Eielson will work with contracting to ensure cell accounts are taken care of.

Red Switch: Red switch service at Eielson is a long local thru JBER. There are no red switch phones in use for the F-16 Aggressor Squadron.

Telephones: Aggressor squadron and other affected units/personnel will work with Comm Squadron to survey network/facilitate switch requirements.

Voice over IP (VoIP) is scheduled for installation at Eielson AFB in May 2012. VTC is customer-owned and maintained, 18 suites throughout the base, circuits go across base circuit and are ISDN...squadron decision about moving them.

Red flag bldg hq 1151 has a VTC

The following buildings have SIPR networks: 1353 (armament), 1341 (avionics), 1338 (8 bay hangar/maintenance), 4110 OSS/weather, 1344 maintenance, 1346 jet propulsion, 1348 comm, 1347 MXS, MXG/CC, Ammo, alt command post; 1337 Aggressor Squadron.

No SIPR:

Building 1335 (4 bay hangar), Building 1340 (Maintenance)

If buildings are determined not to be on the demolition list, but some/all personnel leave, the communications squadron will survey and determine disposition of taclanes ...possible COA's: leave in place, remove, decommission circuits.

Voice over SIPRNET (VoSIP) phones at Eielson will need to be turned into Mr. Bell-he maintains them on the IMS (inventory management system)

Radios/handheld/base station. There is a TRC- 176 used for situational awareness to Operations that sits at the Ops desk in the Red Flag Building (frequency 379.7 MHz).

Microwave shot: No longer used, no longer shooting signal, but microwave tower still remains.

Blackberries: Unit-purchased. Coordinate with local communications squadron and the gaining communications squadron to facilitate removal from Eielson/addition to the JBER servers.

Satellite/Iridium phones: none

Land Mobile Radios (LMR): Mr. Mitchell/Mr. Royal-Eielson pays for three sites out of

83 on the Alaska LMR network, the subscriber units were purchased by the PACAF in 2003 for the bases. The subscriber units (approx cost \$4800) and consolettes (approx cost \$5000) are from a different manufacturer at the two bases. The aggressor squadron has 1 consolette and 1 handheld. The AMU has 48 LMRS, 6 of which are consolettes. Not all of those may be needed at JBER.

COMSEC: Mr. Phil McCoy Chief, Wing IA. The Responsible Officer will coordinate with base COMSEC prior to the move-a new account would be established at JBER and the one at Eielson would be closed. Aircraft will be loaded with what they needed for the flight to JBER.

Meteorological/NAVAIDs: No change

Base telephone operators: no impact. Presently contracted, being converted to civilians cutting 7 full time to 4 part time.

Tower communications would remain as they would still be supporting flying operations there.

Pubs/records management: Pubs & Forms would work with AFNIC and the customer to determine if there would need to be a transfer of responsibility.

Official mail: On 29 June 12 the contract postal center goes away, 1 July operations for postal/official mail center will be merged 2 bodies for all, no change for this move.

Red Flag network connectivity for Red Flag network will be using a network named International Operations Network (ION). Red Flag direct connect between Eielson and JBER tested, and no changes to the circuit are planned at this time.

Red Flag building: Presently in the Red Force Control Center are four positions for the Barons that are F16 Aggressor Squadron personnel. Typically have 2 but can be manned up to four in Red Flag or other operations. These positions will move with the squadron, however, there is a lot of verbal communications that goes on with other players in that center. Besides the four consoles that would need to be remoted, there is also some additional communications that would need to be remoted to ensure operations continue to operate smoothly and safely. Some of the other players are (but not limited to) the other red forces doing red defense of the range and the Blue Force Ground Control Interceptor forces. Also would need screens and printer for use by the BARONS.

Air Combat Maneuvering Instrumentation (ACMI) system operations should be outlined in a CONOPS (different types of pucks, how the merge computer and the Computational Control System (CCS) to get mission data for debriefing).

Bandwidth stability between JBER and Eielson will be a close watch situation. If problems develop, additional communications and console remoting may be required. PACAF/A6 and PACAF/A3OZ will monitor to ensure viability.

JBER:

VOIP phones going in at 250 licenses/instruments/base. May need to transfer if they end up installed where a position will move since the installation is ongoing throughout PACAF.

The 4 Intel personnel moving from Eielson have four laptops and 3 desktops. SIPR machines will courier-escorted.

The requirement for JWICS access identified to the A2 rep is to give new capabilities not currently in use at Eielson. Access to JWICS is available within a one block radius of Hangar 3 at JBER.

Several items were discussed in our visit to the AOC, among them: the Special Use Air Space Information System and ongoing coordination efforts with the FAA. The Battle Control System Fixed (BCSF) that we saw in the AOC may need to be remoted for use by the Aggressors if they are not using it already in the JBER area. We had two folks from Eielson that take care of the Advanced Capable Pod (ACaP) and the ALQ-188 come down to JBER and we discussed their issues-they will need a SIPR drop as well as an airfield waiver for the LRU antenna providing GPS for the 188 pod which will be on the roof of Bldg 8559 which should be placed 4 feet above the roof. Building 8559 will have the AIS, ACaP, Electronic Warfare System and the C-17.

Based on the move into Hangar 3, there may be 2nd and 3rd order effects associated with the movement of units to new locations. The AF band building (Building 9477), where the 3 AMXS would move, requires some additional communications. It will also eventually require relocation of comm closets to facilitate future construction. This is not a show stopper however for the relocation.

ACMI, Individual Combat Debriefing Station (ICADS) systems available in Hangar 3. The special access secured area in Hangar 3 on second floor contains several areas set up for debriefing and a vault (room 214) that could be made into a SCIF if required. Requirements indicate they need 14 machines including tape review and drives that interface with the F-16 video data cartridge (VDC).

4. CONCLUSION: GREEN.

➤ FACILITIES WORKING GROUP MINUTES

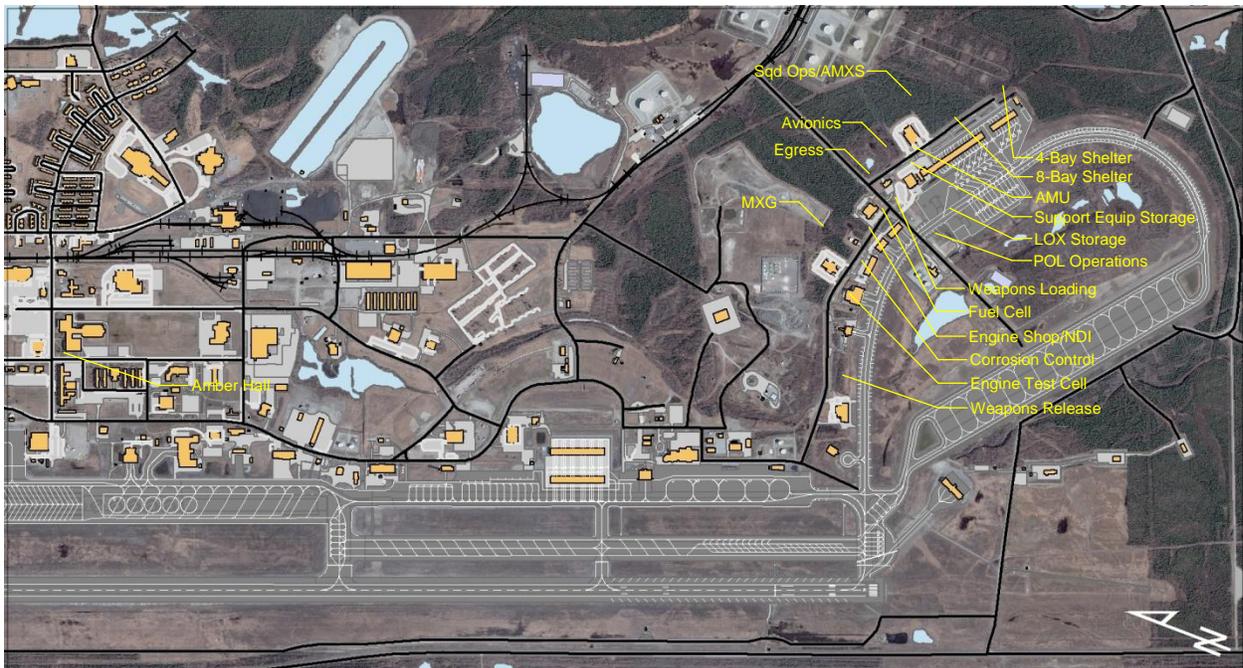
1. WORKING GROUP CHAIR: Mr. Mike Hancock, HQ PACAF/A7PB, DSN 448-2550

2. AGENDA: Discussions focused on planning factors and assumptions, Environmental, Eielson and JBER-Elmendorf Facility/Infrastructure Requirements.

3. DISCUSSION:

Environmental: Discussions concluded that the Proposed Action has two areas requiring further environmental analysis in the form of an EA: changes in noise contours at JBER with potential off-installation impacts (Mountain View Neighborhood) and the level of adverse impacts on the Fairbanks North Star Borough economy. SATAF members completed an Air Force Form 813 (Request for Environmental Impact Analysis) identifying the need for an EA, and coordinated with AFCEE to develop a Performance Work Statement (PWS). JBER environmental staff programmed the requirement in ACES-PM (project number FXSB644096), and PACAF/A7PI validated the requirement at \$210K. The request has been approved at AFCEE, and the EA is expected to be on contract o/a 6 Jun 12. The targeted EA completion date is December 2012.

Eielson AFB Facility/Infrastructure Requirements: Consolidation of the remaining functions is being considered as a way to further reduce energy and sustainment costs. F-16 functions transferring to JBER affect facilities by vacating and making facilities available for repurpose, consolidation or demolition. Most of the facilities considered as excess capacity through the relocation of the Aggressors are located on Eielson's taxiway loop.



Demolition Plan: Eielson AFB's FY12 Demolition Plan includes buildings shown in the table below. These facilities are considered unavailable for repurpose and/or consolidation of remaining F-16 functions.

| Building # | Building Title/Use |
|------------------------------------|---|
| 5281 | Unaccompanied Officer's Quarters |
| 3305 | Sourdough Inn |
| 6151, 6156, 6158, 6159 | Engineering Hill: pumphouse, water tank, CE storage |
| 1302, 4305, 1191, 6131, 6397, 6398 | Pole Barn, Access Cntrl Pt, Comm Storage, CE Office Trailer, Arctic Survival School |
| 1161 | Parachute Shop |
| 6213, 6214 | Outdoor Recreation |
| 5226 | Old Community Center |
| 1190 | Nose Dock 5 |
| 3108 | Housing Office |
| 1300 | Combat Alert Cell |
| 3354 | Housing Self Help |
| 3334 | Housing Maintenance Facility |
| 1121 | Nose Dock 2 |
| 1120 | Nose Dock 1 |

Facilities impacted by the F-16 transfer to JBER: The following facilities are vacated or significantly impacted with the transfer by F-16 functions and are considered as excess capacity, available for possible repurpose, consolidation or demolition.

B-1232: Nose Dock 7, Maintenance Hangar

Requirement: Facility supports Phase, Wheel and Tire, Transient Alert, Maintenance Flight, and Crash Damage Damaged Aircraft Recovery. These functions transfer with the F-16s to JBER, no additional requirements were identified.

Observations: Constructed in 1966, this is a 20,778 SF facility in poor condition with a Q-4 rating. The planned Sustainment Restoration Modernization (SRM) totals \$6.4M with a Plant Replacement Value (PRV) of \$12.7M.

Recommendation: Recommend facility be demolished.

B-1306 Aircraft Support Equipment Maintenance and Storage

Requirement: This facility supports the 345 MXS. This function transfers with the F-16s to JBER. No additional requirements were identified.

Observations: Constructed in 1965, this is a 18,071 SF facility.

Recommendation: Recommend facility be demolished.

B-1307: Aircraft Organizational Maintenance Shop

Requirement: Aircraft Maintenance Unit (AMU) for the 18 AGRS and supports the AFETS (F-16 Air Force Engineering Tech Services). These functions transfer with the F-16s to JBER, no additional requirements were identified.

Observations: Constructed in 1965, this is a 4,789SF facility in good condition with a Q-1 Rating. The planned SRM totals \$5,769 with a PRV of \$3,193,644. 354 AMXS will vacate the facility.

Recommendation: Recommend facility be demolished.

B-1309: LOX Tank Storage

Requirement: This facility is used and operated by the 354 AMXS. This function transfers with the F-16s to JBER, A4 identified a residual requirement to support Red Flag, other exercises, and tenant/transient organizations.

Observations: The facility is in poor condition with a Q-4 rating. No SRM projects are planned on this facility with a PRV of \$100K.

Recommendation: Retain the facility until a determination is made regarding LOX requirements.

B-1332: Base Supplies and Equipment Shed

Requirement: Provides warm storage for the 354 AMXS and 354 MXS. This requirement transfers with the F-16s to JBER, no additional requirements were identified.

Observations: Constructed in 2003, this is a 516 SF facility in poor condition with a Q-4 rating. There are no SRM projects planned and its PRV is \$31K.

Recommendation: Recommend facility be demolished.

B-1334: Vertical Tank Storage Facility

Requirement: Facility is used to store F-16 external fuel tanks. This requirement transfers with the F-16s to JBER, no additional requirements were identified.

Observations: A 5,177 SF tensioned fabric structure not on the CE real property records. It is in good condition with a Q-1 rating. SRM projects planned totals \$427K while the PRV is \$7.5M.

Recommendation: Recommend facility be demolished.

B-1335: 4-Bay Hangar (Flows)

Requirement: This maintenance hangar supports 18 AGRS launch, recovery, and unscheduled maintenance. This function transfers with the F-16s to JBER, no additional requirements were identified.

Observations: Constructed in 1988, this is a 28,062 SF facility in relatively poor condition with a Q-3 rating. SRM planned totals \$2.2M with a PRV of \$16.9M.

Recommendation: Recommend facility be demolished.

B-1336: Electro/Environmental, Hydraulics Shop

Requirement: The facility supports the 354 MXS E&E back shops and Hydraulics Shop. These functions transfer with the F-16s to JBER, no additional requirements were identified.

Observations: Constructed in 1994, this is a 6,475 SF facility in good condition with a Q-1 rating. SRM planned totals \$151K with a PRV of \$2.8M.

Recommendation: Recommend facility be demolished.

B-1337: Squadron Operations Building

Requirement: This facility is the Squadron Operations and AMXS for the 18 AGRS and 354 AMXS. These functions transfer with the F-16s to JBER, no additional requirements were identified.

Observations: Constructed in 1990, this is a 27,426 SF facility in good condition with a Q-1 rating. SRM planned for this facility totals \$207K with a PRV of \$18.4M.

Recommendation: Recommend facility be demolished.

B-1338: 8 Bay Hangar (Flows)

Requirement: This maintenance hangar supports 18 AGRS launch, recovery, and unscheduled maintenance. This function transfers with the F-16s to JBER, no additional requirements were identified.

Observations: Constructed in 1986, this is a 68,063 SF facility in good condition with a Q-1 rating. SRM planned totals \$1.3M with a PRV of \$41.7M.

Recommendation: Recommend facility be demolished.

B-1340: Weapons Standardization Facility

Requirement: This facility is used for weapons standardization and Det 25, 372 TRS (Field Training Detachment). These functions transfer with the F-16s to JBER, no additional requirements were identified.

Observations: Constructed in 1985, this is a 17,127 SF facility in poor condition with a Q-4 Rating. SRM planned totals \$2.8M with a PRV of \$9.8M.

Recommendation: Recommend facility be demolished.

B-1341: Avionics and Egress Shop

Requirement: This facility serves as a 354 MXS Avionics Shop and Egress. These functions transfer with the F-16s to JBER, no additional requirements were identified.

Observations: Constructed in 1987, this is a 18,132 SF facility in good condition with a Q-1 rating. SRM planned for the facility totals \$703K with a PRV of \$7.5M. This facility is also a licensed explosive maintenance facility.

Recommendation: Recommend facility be demolished.

B-1344 Fuels Maintenance Hangar

Requirement: This facility is used and operated by the 354 MXS to support fuels system maintenance on the assigned F-16s. This facility is configured to support F-16 hydrazine operations. These functions transfer with the F-16s to JBER; A4 identified a residual requirement to support Red Flag, other exercises, and tenant/transient maintenance.

Observations: Constructed in 1987, this is a 11,177 SF facility in good condition with a Q-1 rating. SRM planned totals \$65K with a PRV of \$7.5M.

Recommendation: Retain the facility until a determination is made regarding fuel system maintenance requirements.

B-1346: Engine Inspection and Maintenance Shop

Requirement: This facility is used for the 354 MXS Engine shop and the Non-Destructive Inspection Shop. The engine shop transfers to JBER with the F-16s; NDI was identified by A4 as a function that will remain.

Observations: Constructed in 1987, this is a 22,453 SF facility in good condition. SRM planned totals \$593K with a PRV of \$13.5M. The 354 MXS will vacate the facility.

Recommendation: Consolidate NDI with another maintenance function such as Metals Tech in B-1353. Recommend facility be demolished.

B-1347: MXG/CC, MXS/CC, Alt Command Post, Alt MOC

Requirement: The facility is occupied by the 354 MXG and MXS command sections as well as the alternate Command Post and MOC. These functions transfer with the F-16s to JBER, no additional requirements were identified.

Observations: Constructed in 1989, this is a 18,622 SF facility in good condition with a Q-1 Rating. SRM planned totals \$42K with a PRV of \$10.3M.

Recommendation: Recommend facility be demolished.

B-1348 Corrosion Control Hangar

Requirement: This facility supports corrosion control and structural maintenance operations for aircraft and support equipment assigned to the 354 FW. These functions transfer with the F-16s to JBER; A4 identified a residual requirement to support Red Flag, other exercises, and tenant/transient maintenance.

Observations: Constructed in 1948, this is a 35,969 SF facility in good condition with a Q-1 rating. SRM planned totals \$1.6M with a PRV of \$27.4M. **Recommendation:** Retain the facility until a determination is made regarding corrosion control requirements.

B-1349 Storage Shed

Requirement: This facility is a storage shed that supports 354 MXS, this function transfers with the F-16s to JBER; no additional requirements were identified.

Recommendation: Recommend facility be demolished

B-1350B-1352: Engine Test Cell

Requirement: The engine test cell is equipment used to test installed and uninstalled aircraft engines. These functions transfer with the F-16s to JBER, no additional requirements were identified.

Observation: This is a 445 SF facility is in poor condition with a Q-4 rating. SRM planned totals \$194K with a PRV of \$214K.

Recommendation: A4 should work with AFMC to determine disposition of the test cell, the supporting infrastructure can then be demolished.

B-1353 Weapons Release/Metals Tech Facility

Requirement: This facility houses Armament Systems and Metals Tech. Both functions transfer with the F-16s to JBER; A4 identified a residual requirement to support Red Flag, other exercises, and tenant/transient maintenance.

Observations: Constructed in 2001, this is a 27, 821 SF facility in good condition with a Q-1 rating. SRM planned totals \$84K with a PRV of \$13.9M.

Recommendation: Retain the facilities and consolidate retained functions such Metals Tech, Sheet Metal and NDI.

B-1388 Alternate Fuel Cell Facility

Requirement: Not required with the transfer of the F-16s to JBER. The facility is used by 354 MXS which will vacate with the F-16 transfer, no additional requirements were identified.

Observations: This is a 5,858 SF facility is in poor condition with a Q-4 rating. There is no SRM planned for this facility and is not on the real property records.

Recommendation: Recommend facility be demolished.

B-4361: Alternate Mission Equipment (AME) Storage

Requirement: The facility is used as storage by 354 MXS Armament Shop. These functions transfer with the F-16s to JBER, no additional requirements were identified.

Observations: Constructed in 1989, this is a 4,769 SF facility is in good condition. There is no SRM planned and the PRV is \$1.9M.

Recommendation: Recommend facility be demolished.

B-3112: Wing Headquarters (Amber Hall)

Requirement: Facility is an administration facility with adequate office space for more consolidation.

Observations: This is a 135,656 SF facility in good condition with a Q1 rating. SRM planned totals \$4M with a PRV of \$74.7M. The facility is used by multiple tenant organizations. Nearly one third of the second floor of this facility is unoccupied due to recent relocation of the 354 CONS. The facility is on the historic record.

Recommendation: This facility is available for consolidation for additional functions.

Eielson Dormitories

Requirement: Based on manning information provided by PACAF/A1 and using the HAF approved IMRD (Integrated Manpower Requirement Document), it was determined that of the 623 departing Eielson, 169 will be E1-E4. Therefore, the UH dorm room requirement will decrease from 552 to 383 with the FY13 proposed relocation, and 154 rooms as a result of the projected FY15 adjustments. The Red Flag planning factor requirement is 1500 bed spaces. However it is worth noting that the maximum population in CL in past exercises has been 1425, which can be achieved via modest investment in existing dorm facilities.

Observation: SATAF determined a total of 623 military personnel were departing Eielson AFB as a result of the F-16 Aggressor move. Eielson AFB is considered a “constrained location” where a Housing Requirements and Market Analysis (HRMA) established a deficit of adequate and affordable off-base housing. Eielson designated E-1 through E-4 as Priority 2 (space required), therefore these grades must reside on-base. Eielson must program to build UH for these affected grades and should coincide with the Dorm Master Plan (DMP). The Current DMP projects an inventory of 555 dorm rooms, which includes the 168 room MILCON dorm. Based on the FY13 requirement of 383 rooms, and the FY15 requirement of 154 rooms, the existing dormitory facilities can be sustained to meet this objective (five top dorms are: 2196—96 rooms, 2200 (120), 2202 (57), 2204 (57), and 2266 (57)). This total of 387 rooms is adequate to support remaining requirements, eliminating the need for constructing the new dorm.

Currently Eielson has 1077 contingency lodging (CL) bed spaces (CL primarily for RF exercises). The projected bed space requirement can be achieved through investment of an additional ~\$17M to improve 2206 (114 beds) and 2208 (120 beds). Both were planned for demolition to make way for the FY12 MILCON, which is no longer required. Permanent Party dorms 2260 (114 beds) and 2262 (120 beds) will be converted to CL.

Funding to support these conversion requirements may be available through the cancellation of the MILCON dorm project (\$45M). Net overall savings would still accrue under this option.



JBER Development Areas: Previously JBER-E was home to 3 squadrons of F-15s, and today is the home to two squadrons of F-22s. The last of the F-15s left in 2010, as a result many of the facilities and shops required to operate and maintain the F-16 are available. The A3 and A4 workgroups assessed the available facilities to determine capacity and suitability to support the F-16 requirements. Seven facilities were identified as requiring modification to support the F-16, an additional project to repair a towlane was also identified.

Costing: Costs were estimated using a combination of historical SF costs provided by 673 CES, and RS Means. Project costs were estimated in base year 2013; a 1.69 area cost factor for Alaska was used to escalate the estimated cost. An inflation rate of 5% was used to inflate the unit cost factors obtained from RS Means cost guide. Based on historic construction and renovation costs, the 673 CES provided a basic net square foot cost of ~ \$500/SF and ~\$250/SF respectively. No other adjustments were used for the estimates.

Facility/Infrastructure Requirements: The following section provides a general description of the identified facility requirements, any calculations to determine the scope, existing facility conditions, recommendations for meeting the requirement, and notional siting.

- **Sqd Ops/AMU/6-Bay Hangar**

\$100.0K

Requirement: Squadron Operations contain the space for flight planning, aircrew briefing and debriefing, training and administration of the squadron. The Aircraft Maintenance Unit (AMU) supports the launch, service, on-equipment repair, inspection, and recovery of primary mission aircraft. The Covered Maintenance Hangars provide space for scheduled inspections, landing gear retraction tests, aircraft weighing, major maintenance on fuel systems, airframe repairs, and technical order compliance and modifications. AFH 32-1084, Facility Requirements, determined the covered maintenance space requirement to be 5 (18 PAA X .27 = 4.86).

Observation: Until 2010 Hangar 3 was the Sqd Ops/AMU/Hangar for a 24 PAA F-15 squadron. The planning assumption was that it will support the 18 PAA F-16 Aggressor Squadron; this was validated during the site visit. A3 and A4 personnel assessed the Sqd Ops and AMU areas of Hangar 3 and determined the areas to be adequate for the F-16 Aggressor mission. The hangar has 8 marked parking spots, with adequate electrical receptacles for aircraft maintenance.

Three functions need to be relocated from Hangar 3 to accommodate the F-16s. The 3rd OG Stan/ Eval and 3rd MXG Plans and Scheduling will move to Hangar 1(B-11571). The C-12s (517 AS) will move to Hangar 7 (B-10286).

Funding Requirement:

F-16 Beddown Funding **\$100K**

SRM Projects programmed but not required for the F-16 beddown.

- Electrical power feeder upgrade **\$1.7M**
- High Expansive Foam Fire Suppression **\$ 1.8M**
- Taxi-lane asphalt repair **\$ 500K**
- Replace high bay lights **\$ 133K**

Recommendation: Use Hangar 3 to meet the Sqd Ops/AMU/Hangar requirement. Continue to pursue funding for existing project to install fire suppression.

• **F-16 Egress/Canopy Maintenance and Storage** **\$363K**

Requirement: Space to maintain and store the F-16 ejection seats and canopies (which have explosives that require the facility to be licensed).

Observation: The existing egress facility (B-9336) supports the F-22, the space for ejection seat maintenance and storage is adequate for both the F-22 and F-16. There is a shortfall in space required to support F-16 canopy maintenance and storage. A 20' X 50' addition will meet the requirement.

Funding Requirement:

F-16 Beddown:

Add/Alter project to add canopy maintenance/storage **\$363K**

SRM Projects identified as part of the normal program
Replace lighting **\$5.5K**

Recommendation: Alter the existing Egress Facility (B-9336) to accommodate F-16 canopy requirement.

• **Avionics Intermediate Shop/Pod Shop:** **\$302K**

Requirement: Space to test and maintain avionics line replaceable units, AN/GLM-10 ANALQ-188 Pods, and AN/ALM-233D ANALQ-184 Pods. Adequate space is required for shop and storage space are storage racks for serviceable equipment and equipment waiting for maintenance or parts; coding devices; technical data and code books; pod lifting devices, cradles and storage racks. Avionics facilities have special temperature and humidity requirements.

Observation: B-8559 was the Avionics Intermediate Shop for the F-15 mission; with the departure of the last F-15 in 2010 the facility hasn't been used/maintained. Facility is also in the

Clear Zone, which creates a waiver requirements for any changes to the envelope of the facility. With alteration, the facility can support the added F-16 mission. The access door needs to be widened and an overhead hoist installed so pods can be safely maneuvered in/out of the facility.

Funding Requirement:

F-16 Beddown:

| | |
|---|---------|
| Enlarge roll-up Door, add 20' x 20' canopy, Pod hoist | \$ 141K |
| Repair HVAC | \$ 155K |
| Install security system | \$ 6.2K |

SRM Projects part of the normal program:

| | |
|----------------------------------|---------|
| Replace flooring | \$ 6.0K |
| Replace roof | \$ 4.0K |
| Replace building systems | \$ 900K |
| Install fire suppression systems | \$275K |
| Replace avionics facility | \$12.6M |

Recommendation: Alter the existing Avionics Shop to support the F-16 beddown. Create a project that widens the roll-up door, installs a canopy with a pod hoist, and installs the required security. Two programmed projects need to be completed prior to maintenance activities.

• **Hydrazine Servicing Facility** **\$561K**

Requirement: Adequate space for a hydrazine servicing station. The facility must be located minimum of 50 feet from aboveground explosive storage, 100 feet from public highways, civilian or government living areas and must be segregated from large pollutions. Facility must also have proper spill containment, fire protection and grounding system.

Observations: Hydrazine is a liquid fuel and is serviced by fuels personnel; as a result the Fuels Maintenance facility is the ideal functional location for a hydrazine facility addition. The facility addition was sited to meet a minimum separation requirement of 100 feet from occupied spaces. A 22' x 32' addition includes specialized explosion proof electrical fixtures, stainless steel vent ducts and a underground stainless steel double walled spill containment tank.

Funding Requirement:

F-16 Beddown:

| | |
|---------------------------------------|---------|
| Add/Alter Facility to add a 22' X 32' | \$ 561K |
|---------------------------------------|---------|

SRM Projects as part of the normal program:

| | |
|--------------------|--------|
| Repair HVAC system | \$ 35K |
|--------------------|--------|

Recommendation: Add/Alter the Fighter Fuel System Maintenance Hangar add a 22' x 32' hydrazine servicing area.

• **AMXS and 3 MOS:** **\$75K**

Requirement: 27 personnel from 3AMXS and 3MOS will be displaced from Hangar 1 due to relocation of personnel out of Hangar 3 to accommodate the F-16 beddown.

Observations: The building has enough space to accommodate approximately 60 people on two stories. The use of this building was offered as a temporary measure until a permanent solution

can be found. A project is required to divide a conference room with a floor to ceiling wall. The project also creates two offices for the commander and secretary. The wall is approximately 35 feet in length.

Funding Requirement:

F-16 Beddown:
Alter facility \$75K

SRM Projects as part of the normal program:

• **C-12 Hangar/Operations/Maintenance \$500K**

Requirement: Covered maintenance space is required for the two C-12 relocating from Hangar 3, included are the operations and maintenance personnel.

Observations: The Aero Club is scheduled to vacate Hangar 7 late FY12, this location was provided as the proposed location for the C-12 mission. The facility is in usable but poor condition; the facility was on the JBER demo list but was removed. Currently the outer sections of the hangar doors are not operational, other than that the facility can support the C-12 mission.

Funding Requirement:

F-16 Beddown:
Repair Hangar Doors \$ 500K

SRM Projects as part of the normal program:

Repair Fire Suppression System \$400K
Repair Roof \$400K
Repair HVAC system \$303K
Paint Door safety Lines \$ 60K

Recommendation: Repair Hangar 7 hangar doors; use Hangar 7 to support the C-12 mission.

• **FTD/3 OG Stan Eval/3 MXG P&S \$100K**

Requirement: The Field Training Detachment is moving from Eielson AFB as part of the F-16 transfer, space for the training equipment and classroom space are required. Stan Eval and P&S are being displaced from Hangar 3 by the incoming F-16 Sqd Ops/AMU.

Observation: A portion of Hangar 1 has been modified to support C-17 Maintenance Training Devices and associated classrooms, there is sufficient space remaining to support the FTD requirement. The 3AMXS and 3MOS currently in the facility will move to B-9477 Band Building. With minor alterations Hangar 1 can support Stan Eval and P&S.

Funding Requirement:

F-16 Beddown:
Alter Hangar 1 offices to support Stan Eval and P&S: \$100K

SRM Projects as part of the normal program:

Replace Electrical and Water systems \$2.3M
Replace HVAC System \$35K
Replace High Bay Lighting \$133K

Replace Electrical Outlets

\$15K

Recommendation: Use Hangar 1 to support FTD, Alter office spaces in Hangar 1 to support Stan Eval and P&S.

- **Towlane to access Corrosion Control Facility**

\$50K

Requirement: Aircraft are towed to the Corrosion Control Facility, the towlane needs to meet airfield pavement standards.

Observation: Current towlane is degraded/in poor condition. There are longitudinal and traverse reflection cracking along with several asphalt pop-outs creating potholes along the towlane.

Funding Requirement:

F-16 Beddown:

Repair Towlane Pavements

\$50K

SRM Projects as part of the normal process:

Recommendation: The towlane should be patched/repared to adequately support F-16 tow operations. A project should be programmed to mill and replace the towlane from the flightline to the Corrosion Control Facility.

- **JBER Dormitory**

Requirement: Based on manning information provided by PACAF/A1 and using the HAF approved IMRD (Integrated Manpower Requirement Document), it was determined that of the 542 transferring to JBER, 127 will be E1-E4 with less than 3 yrs of service. Therefore, JBER AF UH dorm room requirement will increase from 978 to 1,105. With an existing inventory of 816, JBER will have a deficit of 289 dorms.

Observation: SATAF determined a total of 542 AF military personnel were to transfer to JBER as a result of the F-16 Aggressor move. SATAF was to identify actions necessary to transfer these personnel and impact on unaccompanied housing (UH) or dormitory requirements. JBER UH dorm requirement is based on all unaccompanied AF E-1 through E-4 (with less than 3 years of service), therefore these grades must reside on-base. JBER must program to build UH for these affected grades and should coincide with the Dorm Master Plan (DMP).

Current DMP projects a FY15 dorm requirement of 978 rooms. JBER has a current inventory of 816 dorm rooms; therefore JBER has a deficit of 162 dorms. The DMP recommends the construction of a new \$21M 144 room MILCON dorm to reduce the dorm deficit.

COA 1 - Utilize Army barracks to accommodate AF deficit: JBER has 2,739 Army barracks bed spaces (including 456 temporary barracks). The AF accounts inventory based on rooms and the Army accounts based on bed spaces, i.e. an Army room may have three bed spaces.

According to the approved 2011-2016 DMP, the Army bed space requirement is 2,093. At full occupancy, the Army projects the barracks to be 80% occupied when deployments return which matches up with the projected requirement and the inventory. Assuming the remaining 20% vacancies are the 1+1 configuration, 547 rooms will be available to accommodate the AF 289 room deficit. The Army has awarded two MILCON barracks and has suspended the third MILCON. The two MILCON barracks will replace existing barracks and increase the inventory slightly. An Army restructuring is being determined through an ongoing Total Army Analysis

(TAA). Once this TAA is completed, the remaining MILCON barracks can be right sized to accommodate for the Army requirement and to eliminate the temporary barracks.

COA 2 – Allow E-1 to E-4 < 3 yrs of service to move off-base: For an immediate solution to the AF JBER dorm deficit, UH personnel may be granted BAH to reside off-base. According to the current AHRN, Wiedner Properties, ADN Newspaper, and Craigslist, 250 off-base studio and 1-bedroom apartments are available off base. This option would approximately cost \$4.1M annually in BAH to allow 289 Airmen to reside off base.

COA 3 - Build MILCON to accommodate deficit: Continue to pursue the construction of a deficit MILCON dorm on Elmendorf and sustain remaining dormitories. Construction of a 289 room dorm will cost approximately \$42M.

- **JBER Housing**

Requirement: 2009 Manning Update for JBER indicated that the total number of projected military families in 2012 is 8,092. Based on the manning information provided by PACAF/A1 (1 May 2012) and 2010 Integrated Manpower Requirement Document, 285 of 542 military personnel transferring to JBER due to F-16 Aggressor move is estimated to be families. Thus, the total military family housing requirement is estimated to be 8,377 (=8,092+285) in 2013. With an assumption of all privatized homes (3,262 units) being fully occupied, it's estimated that 5,115 military families will need to actively seek a rental properly in the community.

Observation: SATAF determined that a total of 542 military personnel will transfer to JBER as a result of the F-16 Aggressor move. The total available on-base privatized housing at JBER as of 15 Apr 12 is 3,168 and will increase to 3,262 by end of 2013. The suitable housing in the Housing Market Area (greater of 60-minute commute or 20 miles from respective major work centers in a privately owned vehicle at peak commute times) identified in 2007 Housing Requirement and Market Analysis (HRMA) excluding condos and one bedroom apartments is estimated at 18,307 units in 2012.

Conclusion: There are a few factors such as future Army force structure change and C-130 moves, civilian demand for rental housing have not taken into an account at this time but it appears that there should be enough rental properties available within the community to house all military families even with the F-16 Aggressor move. If assumed that all 285 families moving from Eielson are currently residing on base and would be required to seek private sector rental housing when transferring to JBER, there would be an approximately \$564K (based on FY12 BAH rates) increase in BAH cost due to the F-16 Aggressor move.

4. CONCLUSION: YELLOW due to the pending results of the Environmental Assessment.

The transfer of the 18 AGRS to Elmendorf will vacate a number of facilities that can be categorized as excess capacity and available for repurpose, consolidation or demolition. In accordance with current HQ PACAF policy to achieve the AF's "20/20 by 2020" goal (20% reduction in square footage with a corresponding 20% reduction in expenditures by calendar year 2020), non-essential and under-utilized facilities are available to consolidation, repurpose or demolition.

The following facilities do not have follow on uses identified during the SATAF, and are rank ordered (1-n) according to prescribed USAF condition estimates. If selected for demolition, they represent an opportunity investment and subsequent savings across the FYDP.

| Facility | Building Name | Year Built | Age of Fac (yrs) | Total Sf | PRV | SRM Planned | Condition Index | Vacant after F-16 Move? | Demo Cost(K) |
|----------|-------------------------------|------------|------------------|----------|--------------|-------------|-----------------|-------------------------|--------------|
| 1232 | Nose Dock 7 | 1966 | 46 | 20,778 | \$12,736,608 | \$6,354,769 | Q4 | No | \$623 |
| 1340 | Weapons Standardization | 1985 | 27 | 17,127 | \$9,765,844 | \$2,789,246 | Q4 | Yes | \$513 |
| 1388 | Alternate Fuel Cell | | | 5,858 | | \$0 | Q4 | Yes | \$175 |
| 1332 | Base Supplies & Equip Shed | 2003 | 9 | 516 | \$31,078 | \$0 | Q4 | Yes | \$16 |
| 1350 | Engine Test Cell | 1987 | 25 | 445 | \$213,942 | \$193,669 | Q4 | Yes | \$14 |
| 1335 | 4 Bay Hangar | 1988 | 24 | 28,062 | \$16,872,309 | \$2,160,132 | Q3 | Yes | \$842 |
| 1338 | 8 Bay Hangar | 1986 | 26 | 68,063 | \$41,655,994 | \$1,257,092 | Q1 | Yes | \$2,042 |
| 1337 | Squadron Ops Building | 1990 | 22 | 27,426 | \$18,420,429 | \$206,769 | Q1 | yes | \$823 |
| 1346 | Engine Inspection & Maint | 1987 | 25 | 22,453 | \$13,445,601 | \$593,332 | Q1 | Yes | \$673 |
| 1306 | Aircraft Support Equip/Maint | 1965 | 47 | 18,710 | \$9,806,418 | \$121,474 | Q1 | | \$542 |
| 1347 | Squadron Ops/Alt Cmd Post | 1989 | 23 | 18,622 | \$10,229,527 | \$42,085 | Q1 | Yes | \$559 |
| 1341 | Avionics Shop and Egress | 1987 | 25 | 18,132 | \$7,439,823 | \$702,592 | Q1 | Yes | \$544 |
| 1336 | ECM Pod Shop | 1994 | 18 | 6475 | \$2,816,715 | \$151,132 | Q1 | RF Support | \$194 |
| 1334 | VTS Facility | | | 5177 | \$7,493,635 | \$427,173 | Q1 | Yes | \$155 |
| 1307 | Aircraft Organizational Maint | 1965 | 47 | 4789 | \$3,193,644 | \$5,769 | Q1 | Yes | \$144 |
| 4361 | Alt Mission Equipment Storage | 1989 | 23 | 4769 | \$1,877,109 | \$0 | Q1 | Yes | \$143 |
| 1349 | Storage Shed | 1987 | 25 | 151 | | | | yes | \$4 |

If the complete list of facilities were demolished (at a total cost of \$8M), \$5.3M in FYDP savings would accrue due to future expenditure savings in five categories: Sustainment, Direct Scheduled Work-Order (DSW), Utilities, and Grounds, Refuse and Custodial Contracts (BIG 3).

| | FY13 | FY14 | FY15 | FY16 | FY17 |
|----------------|------|---------------|---------------|---------------|---------------|
| SRM Earned | | \$737 | \$737 | \$737 | \$737 |
| UTIL | | \$441 | \$441 | \$441 | \$441 |
| BIG 3 | | \$39 | \$39 | \$39 | \$39 |
| EOD Operations | | \$110 | \$110 | \$110 | \$110 |
| | | | | | |
| Total | | \$1327 | \$1327 | \$1327 | \$1327 |

Demolition of these facilities would also generate cost avoidance of \$15M in planned SRM projects across the FYDP.

JBER: The following list identifies the minimum projects necessary to beddown the 18 AGRS.

| <u>Facility</u> | <u>Cost</u> |
|-------------------------------------|-------------|
| B-10571 Hangar 3 | \$ 100K |
| B-9336 Egress Facility | \$ 363K |
| B-8559 Avionics Facility | \$ 302K |
| B-8681 Fuels Maintenance Facility | \$ 561K |
| B-9477 Band Building | \$ 75K |
| B-10286 Hangar 7 | \$ 500K |
| B-11551 Hangar 1 | \$ 100K |
| Towlane to B-6263 Corrosion Control | \$ 50K |
| Total | \$2,051K |

Dorms: The JBER dorm requirement to support the 18 AGRS move is 127 rooms; JBER-E currently has a deficit of 162 rooms. Three COAs were developed to show the different options.

Housing: The JBER housing requirement to support the 18 AGRS move is 285 units. There are a number of potential force structure changes in the JBER area, but current information indicates adequate housing is available within the Housing Market Area.

Environmental: Discussions between Eielson, JBER, PACAF, and AFCEE concluded that no significant impacts are anticipated with the action and that an Environmental Assessment (EA) is the appropriate NEPA action. The estimated cost of the EA is \$210K; the anticipated completion of the Finding of No Significant Impact (FONSI) is Dec 2012.

➤ **SECURITY FORCES WORKING GROUP MINUTES**

1. WORKING GROUP CHAIR: CMSgt James O'Neil, HQ PACAF/A7SM, DSN: 449-8370

2. AGENDA: The Working Group discussed security requirements, manpower needs and Integrated Defense for both bases, as well as actions/timetables required to support the move.

3. DISCUSSION: The majority of discussions involved concerns in the following areas:

a. **Eielson AFB Manpower:** The 354th Security Forces Squadron earns 42 funded & 1 unfunded manpower positions under Program Element Code 27218 to support F-16 security. These positions are broken out as follows: Funded: 40 Security Response Team, 1 Alarm Monitor and 1 Logistics Staff MSgt. Unfunded: 1 Alarm Monitor

After reviewing the requirements for security of the F-16s (Protection Level 3 IAW AFI 31-101, *The Air Force Physical Security Program*), the 42 funded positions seemed a bit high. According to AFI 31-101, para 9.4.1.3., "Provide dedicated response elements (armed and equipped IAW Chapter 11) as follows:

1. A dedicated internal SRT to restricted areas to assist support and ID force personnel in observing the area. The internal SRT must be dispatched immediately when an alarm is received and capable of responding immediately, as defined in the IDP, to defeat the adversary before any negative effect against the resource occurs.

2. An additional response element of at least two personnel (typically an external SRT or installation security patrol) capable of responding immediately, as defined in the IDP, to defeat the adversary before any negative effect against the resource occurs. aircraft total

The straight line security requirements for the F-16s are an Internal Security Response Team and an External Security Response Team for a total of four personnel. Using the Security Forces Squadron Capabilities Based Manpower Standard, 43SXXX, the appropriate manpower factor for a Non-Nuclear Motorized Patrol is 6.085 personnel per post (4) for a total of 25 personnel. The other 17 positions coded under this PEC were determined using "typicals" an A1 manpower term where supporting manpower is coded under the major weapons system PEC.

The 354 FW/CC and 354 SFS/CC made the case that even though the F-16s are departing Eielson's security requirements do not change significantly as Eielson still has security requirements for the PL-3 Air National Guard KC-135 and its two Alert Missions, transient aircraft to include Cobra Ball aircraft and the PL-3 Heating/Power Plant.

The Working Group reviewed the 354 SFS Unit Manpower Document and found that the Air National Guard has paid for 16 security personnel under PEC 51411G to secure the KC-135 fleet at Eielson. This arrangement is in accordance with the Installation Support Agreement between 354 FW and the 168 ARW and is typical of ANG and AD support throughout PACAF. The manpower equates to essentially half of the manpower required to secure this asset IAW AFI 31-101, para 9.4.3.16., which states:

Air Sovereignty Alert (ASA) Fighter Aircraft and Alert Tankers. ASA fighter and tanker aircraft tasked under the OPERATION NOBLE EAGLE standing deployment order are PL 3 assets.

As a minimum, apply the following security standards:

Physical Security. Provide PL 3 restricted area fencing, lighting, and restricted area warning signs IAW Chapter 6. Ensure the BDOC provides continuous CCTV surveillance capability of the restricted area. Employ barriers, anti-ram cabling or other means to deny unimpeded vehicle access to the restricted area and individual resources.

Manpower. Provide automated or manned entry control at a single ECP to the restricted area. Provide a dedicated one-person internal security patrol and a two-person external SRT capable of responding immediately, as defined in the IDP, to defeat the adversary before any negative effect against the resource occurs. Ensure procedures to preannounce personnel requiring authorized entry to the restricted area are included in local instructions.

Procedures. Alarms generated from ASA aircraft areas take precedence over all other PL 3 alarms. External SRTs must be armed and equipped IAW Chapter 11.

The straight line security requirements for the KC-135 are an Entry Controller (EC), one-person Internal Security Response Team, a Close Boundary Sentry (CBS) as there are no alarms on the Restricted Area Boundary nor in the Thunder Dome Hangar where the Alert aircraft regularly parks in the winter or during maintenance, and a two-person External Security Response Team for a total of five personnel. Using the Security Forces Squadron Capabilities Based Manpower Standard, 43SXXX, the appropriate manpower factors for the EC, CB and Non-Nuclear Motorized Patrols is 6.085 personnel per post (5) for a total of 31 personnel required to secure the aircraft. The majority of KC-135 aircraft are parked in a restricted area within the KC 135 Mass Parking Area (MPA) separate from the Thunder Dome Hangar adding to the security profile.

JBER Manpower:

The proposed restricted area is located in the MPA outside Hangar 3, adjacent to the 3 FW HQ and down the ramp from the RF-A facility. After conducting a review of the area and the Integrated Defense posture, it is our assessment that JBER is capable of accepting/securing the F-16s without the full complement of manpower positions tied to PEC 27218. JBER has an existing two-person External Security Response Team responsible for the aircraft parking area where the F-16s will be parked. Adjoining base assets provide additional response capability.

Equipment: Transfers required to support any move of manpower to JBER are relatively small (i.e. M4/M9 weapons, individual SF equipment, etc.) and will have minor impact.

4. CONCLUSIONS: GREEN. Permanently transfer 19 funded/1 unfunded manpower positions under PEC 27218 from Eielson AFB to JBER. Reprogram the remaining 23 positions under PEC 27218 under the Base Operating Support PEC 27588 and be left at Eielson AFB to support their aircraft security and BOS missions.

➤ **FINANCE WORKING GROUP MINUTES**

1. WORKING GROUP CHAIR: Maj Jeff Garner, HQ PACAF/FMAOO, DSN: 449-3653

2. AGENDA: Discuss all the various costs of the requirements for funding in moving the 18th Aggressors Squadron from Eielson to JBER, and then reserve funds to support the relocation in the FY13 budget. The working group discussed actions and timetables for issues involving the expenses and financial planning for this transition.

3. DISCUSSION: The first and key funding point is the NEPA contract (\$210,000.00 in FY12, fully funded and awaiting contract award o/a 6 Jun 12). All other costs will occur in FY2013. Eielson AFB will have shipping and packing costs during this transition, and these costs were captured as part of the COA option analysis in the operations section of this report. There will be an ESP code to track the costs of this move.

a. Eielson. Discussions were centered on timeline of the movements. Costs would be packing and shipping costs, various miscellaneous contract costs, and any DEMO or tear down costs. These costs would all be FY13, since the movement is to be completed before 1 Oct 2013, during fiscal year 2013.

b. Joint Base Elmendorf-Richardson (JBER). Transfer and shipping cost were never completely identified, due to movement and timeline requirements not being solidified. JBER costs would include purchases of any new equipment, set up costs such as network and wiring of new facilities, and then any miscellaneous contractual costs that might need to be established. MILCON is not requested, so all expenses must be under the \$750,000.00 threshold. JBER will not submit any requirements in the FY13 ExPlan/LCBT, due to status of the unknown movement and timeline debate.

4. CONCLUSION: YELLOW due to the lack of planned FY13 execution year dollars. PACAF/FM will continue to work with Eielson and JBER FMAs to review and validate funding as it becomes identified, and will establish an ESP code for the bases in order to track and account for all costs.

➤ **MEDICAL WORKING GROUP MINUTES**

1. WORKING GROUP CHAIR: CMSgt Cynthia Y. Scott, HQ PACAF/SG, DSN: 448-3431

2. AGENDA: Establish a course of action to ensure Medical support for the transfer of F-16 units from Eielson to JBER and also the increase of units to JBERs Medical population. Action items addressed at each location included:

a. EIELSON: Evaluate manpower requirements; validate special skill sets; validate remaining manpower requirements; facility plan if required downsizing

b. JBER: Identify facility shortfalls (Dental/Flight Surgeon/Support); validate manpower requirements; base empanelment of population; efficiencies gained with move.

3. DISCUSSION: Medical positions with the F-16 units will flow from Eielson to JBER (Flight Surgeon and (2) IDMTs). The right mix of additional support positions identified to transfer was accomplished. Identified (1) Family Practice Doctor; (2) 4N0's Medical Techs; (1) Dentist; (2) 4Y0's Dental Techs; (1) Aerospace Physiologist (back to AF pool); (1) Optometry Tech (back to AF pool); (1) Pharmacy Tech (back to AF pool). The requirement for JBER to meet the additional population is (1) Family Practice Doctor; (2) 4N0's Medical Techs; (1) Dentist; (2) 4Y0's Dental Techs; (1) 4A0; (1) Nurse Practitioner Pediatrics.

4. CONCLUSION: GREEN. The Medical Groups can support the reduction of positions from Eielson and JBER can support the increase to the population once the positions are transferred. PACAF manpower will work with PACAF/SG to ensure the right mix at each location.

Tab 1: Topics of Concern from Fairbanks Mayors memorandums (dated April 10th, 2012, April 25th, 2012, and May 11th, 2012, attached at Tab 2)

The following replies address select additional areas of concern (see various ‘**bold**’ questions and comments below) expressed by Fairbanks North Star Borough, City of Fairbanks, and North Pole Mayors in combined letters to the Air Force (Tab 2). Additional issues/concerns are addressed in the text of the formal SATAF report.

What is the ‘Basis for Action’ for the proposed F-16 Aggressor move from Eielson to JBER?

The basis for action stems from the May 2011 Department of Defense comprehensive review to provide a strategy-based assessment of defense requirements over the next decade. The review provided a basis for sizing the force, focusing missions and shaping capabilities by clearly explaining the risks and tradeoffs associated with budget changes.

In August 2011, the Congress passed and the President signed the Budget Control Act, a law that requires the Department of Defense to identify more than \$487B in savings over 10 years compared to previous spending plans. Like all elements of the DoD, the Air Force shares in those proposed reductions.

In January 2012, the DoD announced a new Defense strategy guidance – Sustaining U.S. Global Leadership: Priorities for 21st Century Defense – based on the results of the comprehensive review. The Air Force’s proposed force structure changes are based on this new strategic guidance and are focused on investments in continued global engagement, robust capabilities to deter and defeat potential adversaries, and flexible capacity across multiple conflicts.

Operationally, the Air Force’s proposed force structure change moving the Aggressors to JBER seeks to increase operational effectiveness by co-location with the air superiority aircraft they directly support. This is in line with the Department’s increased focus on the Asia-Pacific region and emphasis on readiness. The transfer of the 18th Aggressor Squadron in FY13 contributes to the Air Force’s portion of the Budget Control Act savings, garnering manpower savings by consolidating operations/maintenance supervision overhead and base support functions. The subsequent rightsizing of the installation support is an example of the disciplined use of defense dollars in a constrained fiscal environment.

Initial estimated manpower cost savings were \$3.5M for FY13, and \$169.5M across the Future Year Defense Plan. The estimates are based on initially eliminating 81 positions associated with the F-16 Aggressor move, and an additional 668 manpower authorizations

that analysis by Pacific Air Forces (PACAF) determined were no longer needed at Eielson once the 18th Aggressor Squadron relocates. Sufficient capability will remain in-place at Eielson to support the 168th Air Refueling Wing and Joint partners at Fort Wainwright.

The SATAF Team validated anticipated savings through analysis of information gathered during 10-18 April visits to Eielson and JBER. While the original cost savings estimate addressed only potential manpower savings associated with the relocation and subsequent right-sizing of the installation, the work of the SATAF expanded the analysis to include base operations support related cost savings. In summary per the final SATAF report, the Air Force projects the Aggressor move, along with follow-on actions stipulated in the report, will save the following across the FYDP:

| <u>FY13</u> | <u>FY14</u> | <u>FY15</u> | <u>FY16</u> | <u>FY17</u> | <u>FYDP</u> |
|-------------|-------------|-------------|-------------|-------------|-------------|
| -\$5.65M | \$4.81M | \$46.71M | \$89.91M | \$92.21M | \$227M |

Eielson Air Force Base is, and will continue to be, a valuable strategic location as part of the Total Force. The base will remain as the home station for the Alaska Air National Guard's 168th Air Refueling Wing, will continue to provide critical training through the Joint Pacific Alaska Range Complex (JPARC), support vital Joint operations through the Joint Mobility Center (and Ammunition Processing Center), as well as Survival School, Rescue Squadron operations and contingency and operational plan support requirements. The current JPARC development initiative also highlights the department's desire to continue, and expand, training opportunities in Alaska such as Exercises Red Flag Alaska and Northern Edge.

What are the total impacts (by fiscal year) to Eielson AFB?

FY13: 518 Aggressor-coded positions, with an additional 105 non-Aggressor-coded positions (total of 623) were identified as supporting the F-16 relocation. A total of 542 positions, along with related aircraft and support equipment, will transfer to JBER by the end of FY13.

Equipment will begin moving during the 2nd quarter of FY13, with personnel movements beginning in the 3rd quarter. All aircraft movements will be finalized after completion of the 3rd and final Red Flag exercise, scheduled for 9-24 Aug 13. Aircraft transfers will be complete NLT 30 Sep 2013. On-site support for contingency and enduring missions will not be affected by the relocation of these resources. Support for exercises will come from TDY support from JBER.

FY14: IAW AFI 38-101, a wing must have a military/civilian mix of over 1,000 authorizations. The proposed FY13 changes at Eielson leave the installation with a base population over 1,000. The relocation of the Aggressor Sq and associated maintenance to JBER will change the installation designation from Fighter Wing to Wing. The recommended designation is for the 18

AGS to be aligned under the 3 OG at JBER. This is consistent with other flying squadrons at JBER.

The vacating and subsequent consolidation of facilities following the departure of the Aggressor unit will drive additional efficiencies in FY14. The proposal is for non-utilized facilities to be permanently disconnected from the heating/power plant, decreasing load requirements. These actions will lower coal requirements and realize Sustainment Restoration Modernization (SRM) program savings, setting the stage for follow-on demolition if that option were to be pursued.

FY15: Installation right-sizing (in-house BOS workforce reductions resulting from unit relocations and subsequent infrastructure consolidation/demolition) propose to decrease the total base population by an additional 749 military and 179 civilian positions beginning in FY15. The net effect of these reductions drops the base population below 1,000 authorizations, requiring the installation designation to change from wing to group status. As a group versus Wing, the installation will align under another Wing or Numbered Air Force. Alignment options currently include 3 WG, 673 ABW, or 11 AF.

Eielson Housing Impacts:

SATAF discussions concluded that the proposed action's impacts on Eielson and the surrounding community require further investigation and environmental analysis in the form of an Environmental Assessment (EA). The level of adverse impacts on the Fairbanks North Star Borough economy (to include impacts on community housing) will be assessed during this analysis.

JBER Housing:

2009 Manning Update for JBER indicated that the total number of projected military families in 2012 is 8,092. Based on May 2012 manning information from PACAF/A1 and the 2010 Integrated Manpower Requirement Document, 285 of 542 military personnel transferring to JBER are accompanied by families. Thus, the total military family housing requirement is estimated to be 8,377 (=8,092+285) in 2013. With an assumption of all privatized homes (3,262 units) being fully occupied, it's estimated that 5,115 military families will need to actively seek a rental properly in the community.

SATAF determined the suitable housing in the Housing Market Area (greater of 60-minute commute or 20 miles from respective major work centers in a privately owned vehicle at peak commute times) identified in 2007 Housing Requirement and Market Analysis (HRMA) excluding condos and one bedroom apartments is estimated at 18,307 units in 2012.

There are a few factors such as future Army force structure change and C-130 moves, civilian demand for rental housing have not taken into an account at this time but it appears that there should be enough rental properties available within the community to house all military families. If assumed that all 285 families moving from Eielson are currently residing on base and would be required to seek private sector rental housing when transferring to JBER, there would be an approximately \$564K BAH cost due to the F-16 Aggressor move (based on FY12 rates).

Environmental Scope and Impacts (National Environmental Policy Act (NEPA) Compliance)

Discussions concluded that the proposed actions have two areas requiring further environmental analysis in the form of an EA: changes in noise contours, atmospheric conditions air space congestion at JBER with potential off-installation impacts (Mountain View Neighborhood) and the level of adverse impacts on the Fairbanks North Star Borough economy. Increased transit costs between Eielson and JBER are addressed in the SATAF report.

SATAF members completed an Air Force Form 813 (Request for Environmental Impact Analysis) identifying the need for an Environmental Assessment (EA), and coordinated with AFCEE to develop a Performance Work Statement (PWS) and cost estimate. JBER environmental staff previously programmed the requirement in ACES-PM (project number FXSB644096), and PACAF/A7PI validated the requirement at \$210K. The requirement project to be on contract o/a 6 Jun 12, with a target completion date of December 2012.

There are no presumptive outcomes associated with the Environmental Assessment the SATAF determined was required before executing any proposed relocation action. An EA as described in Section 1508.9 of CEQ's NEPA Regulations is a concise public document which provides sufficient evidence and analysis for determining whether to prepare an EIS and aids compliance with NEPA (i.e., identifies alternatives and mitigation measures).

Although the EA is a more concise document, it will contain a discussion of the need for the proposal, alternatives to the proposal, the environmental impacts of the proposed action and alternatives, and a list of agencies and persons consulted. The Air Force will seek public involvement before any final decision is made on the proposed action. Using standard public comment procedures, a draft EA and Unsigned Finding of No Significant Impact (FONSI) will be made available for 30 days to afford the State of Alaska, Fairbanks and Anchorage residents, and other stakeholders the opportunity to provide inputs into the environmental analysis.

Impacts on schools:

Three schools, Anderson (K-3, 324 students) and Crawford (306, 281 students) Elementary and Eielson Jr/Sr High (7-12; 514 students) serve the majority of the student population on Eielson AFB. AD personnel moving from Eielson to JBER would be accompanied by an estimated 1,062 school age students ages 5-18. The move would increase the overall military student population attending the Anchorage School District (ASD) and Matanuska Susitna Borough School Districts (MSBSD) schools by ~ 16%; current (7,065) future (8,217).

The ASD and MSBSD have the capacity to absorb the additional population. There would be no negative impact for on-base school at JBER, as on-base housing numbers are fixed. The military population would expectedly be spread throughout the ASD and MSDSD much as it is now.

The North Star Borough School District (NSDSD) in Fairbanks currently receives ~\$1.5M of Federal Impact Aid Funds for Eielson AFB students; funds are paid in arrears. The move may create consolidation and/or potential closure of on-base elementary schools and a significant impact to Eielson Jr/Sr High (potential closure and move of students to North Pole HS). Consolidations and closures may negatively impact remaining Airman and children by forcing on-base residents to make longer commutes to community schools.

Character of the Action:

The Air Force's FY13 budget preparation does not presume Congressional approval based solely on the inclusion in the FY13 President's Budget. In accordance with prescribed US law, the Air Force prepared the FY13 Program Objective Memorandum (POM) submission to balance allocation of resources to plans (requirements), organize requirements into packages (programs), and prioritize programs based on capabilities/risk. The Air Force POM was developed within the fiscal constraints set forth by the administration and Congress, constraints which guided choices to meet the requirements of Service and Joint Planning Guidance.

The Air Force built the FY13 Program Objective Memorandum to address the May 2011 DoD comprehensive review, the August 2011 Budget Control Act legislation, and the Jan 2012 Defense strategy guidance –Sustaining U.S. Global Leadership: Priorities for 21st Century Defense. These initiatives required the Air Force to make bold programming actions to size the force, focus missions and shape capabilities based on clear risks and tradeoffs associated with budget changes. In order to protect senior military decision space during initial budget preparation deliberations, the Air Force, in addition to standard corporate structure programming processes, utilized multi-functional internal HQ and MAJCOM review teams

governed by public non-disclosure agreements to build the FY13 budget submission. The purpose of review teams was to study, analyze and propose enterprise-wide POM solutions internal to the Air Force only. Information was gathered from throughout all levels of the Air Force; however, deliberations were limited in order to protect senior leader decision space due to the potential nature and scope of the proposed force structure changes. As a result of these processes, the Air Force was able to develop and submit a fully informed FY13 POM submission to balance strategy, priorities, and budget reductions.

The F-16 Aggressor Squadron relocation is part of the Air Force's FY13 Force Structure adjustments, designed to save approximately \$8.7B of the Air Force's \$54B share of savings across the FYDP. The SATAF validated cost estimate savings for the Aggressor relocation at \$14.6M over 5 years, through a combination of manpower and efficiency savings generated by consolidating operations/maintenance supervision overhead and base support functions. Based on this proposed FY13 realignment, estimated follow-on cost savings across the FYDP are \$227M. These projected savings are based on eliminating 749 military and 179 civilian manpower authorizations that analysis determined were no longer needed at Eielson once the 18th Aggressor Squadron relocates and the remaining infrastructure and support are right-sized. Sufficient capability will remain in-place at Eielson to support the 168th Air Refueling Wing, our Joint partners at Fort Wainwright, and all contingency and OPLAN support requirements for this installation.

The Air Force acknowledges that although a SATAF was charged to perform the follow-on assessment work for the proposed relocation action, it has additional responsibilities beyond that charter. Thus the objective of the SATAF was to collect information and validate assumptions in order to fully inform senior decision maker deliberations, and ultimately authorization and appropriation discussions in Congress. With the publishing of this SATAF report, the Air Force has fully assessed the impacts of the proposed move, and is publically releasing the information in order to inform all follow-on deliberations.

BRAC Triggers:

As regards BRAC legislation triggers, this is not the same process that we went through in 2005. At that time, Eielson was considered for BRAC based on the DoD's primary goal of military transformation, with acknowledgement of the importance of savings. In FY13, the Air Force is making force structure changes which move the Aggressors to JBER to increase operational effectiveness associated with co-locating the asset with the air superiority aircraft they directly support. The Air Force can propose this change without going through BRAC authorities because the realignment of the Aggressor Squadron does not impact DoD civilian employees to trigger the BRAC process. The subsequent rightsizing of the installation support is a consequence of the force structure adjustment.

The qualifiers to declare base/unit moves/adjustments a BRAC action are found at 10 US Code, Section 2687. These procedures involve reporting information to Congress and waiting a specified period of time before implementing a closure or realignment. In the case of realignment, the statutory procedures apply only when at least half of the civilian positions at the installation will be relocated to another installation; reductions in force do not trigger BRAC. Additionally, the procedures only apply to closures and realignment involving installations having at least 300 DoD civilians. At Eielson, the number of DoD civilians exceeds 300, but the base is not being closed and the planned Aggressor move does not relocate any DoD civilian positions. Therefore, the statutory report-and-wait procedures are not applicable.

Why did essentially the same action require 20 civilian positions to support the mission at Nellis AFB, but does not require any additional civilian positions at JBER in the FY 2013 Budget submission?

There are currently 10 authorized civilian positions in the Aggressor PECs: 6 Secretary/administrators, 1 Resource Advisor, 1 Safety, 1 XP, and 1 in CTS. The proposed force structure change moving the Aggressors to JBER seeks to increase operational effectiveness by co-location with the air superiority aircraft they directly support. One of the by-products of combining the Aggressor's single squadron wing construct into the existing Wing structure at JBER is more efficient mid-level management (manpower savings by consolidating operations and maintenance supervision overhead and base support functions).

Why did essentially the same action require Air Force planning for construction of mission facilities at Nellis AFB, an installation already operating F-16's, but assume no MILCON would be required at JBER when adding a new aircraft system that will operate in a harsher climate regime?

Previously JBER was home to three squadrons of F-15s. Today, it hosts two squadrons of F-22s. The last of the F-15s left in 2010, and as a result many of the facilities and shops required to operate and maintain the F-16 are available. The A3 and A4 workgroups assessed the available facilities to determine capacity and suitability to support the F-16 requirements. Seven facilities were identified as requiring modification to support the F-16, plus an additional project to repair a towlane was also identified. The total estimated costs for these projects is \$2.051M. The SATAF team verified that no MILCON is required to bed-down the F-16 Aggressor mission.

Why did the Air Force (in a 25 Apr 12 briefing to the CODEL) only include the planning numbers and assumptions from what the CSAF called a "Table Top Exercise" and not any of the information from the SATAF that visited Eielson AFB and JBER? The SATAF

report may not be final, but the data has been collected.

SATAF Working Groups had collected raw data by this time. However it was not modeled, cost analyzed or staffed against previous estimates in preparation for the CSAF briefing.

Why has the AF still not provided the repeatedly-requested underlying data/analysis used to support the proposed action's inclusion in the FY13 President's Budget submission?

The final SATAF report, released 31 May 12, provides the requested strategic and operational imperatives, underlying data and analysis supporting the F-16 Aggressor move from Eielson to JBER. In addition, it provides data and analysis expounding on potential efficiencies and savings across the future year's defense plan.

How much of the \$5B Plant Replacement Value (PRV) is represented in the infrastructure and facilities intended for continued operational support (i.e. not the ANG, common use, dorms and Red Flag facilities identified in the briefing?)

The SATAF identified \$195.31M in Plant Replacement Value facilities which could, if chosen, be demolished as a result of the F-16 Aggressor move to JBER.

Airfield operations (hours/days of operation)

The SATAF team validated airfield operations during both peace-time and exercises. Requirements are currently supported by two 8 hour shifts Monday through Sunday supporting operations between the hours of 0700-2300L. Operations after hours (2300-0700L) are covered by the on-call LOP dated 1 May 2011 and captured in the IFR SUPP. From a manpower perspective, both airfield management and air traffic control are manned for 24 hour operations even though the airfield is only open for 16 hours and available by on-call personnel for the other 8 hours. The proposed relocation of the Aggressors lessens the requirement for airfield management and Air Traffic Control support (that associated with the F-16 specific mission), and right-sizes remaining airfield operations posture to ensure there are no adverse impacts remaining mission sets or hours of operation.

10 USC Section 2687 (e)(3)

Subsection (e)(3) defines the term "realignment" to include any action "which both reduces and relocates functions and civilian personnel positions." The definition provided by Congress ties the statutory term "realignment" to relocating civilian positions. Subsection (a)(2) says that the statute applies to realignments involving more than 50% of the civilian positions authorized to be employed at the military installation. Reading the two subsections together, the Air Force

concludes that the statute is triggered by a relocation of at least half of the authorized civilian positions, but not by relocations of lesser magnitude or by relocations of military positions. That conclusion is reinforced by a statement in subsection (e)(3) that says explicitly the term “realignment” does not apply to reductions in force; by a federal court opinion determining that civilian personnel affected by reductions in force do not count towards BRAC thresholds, *see County of Seneca v. Cheney*, 12 F.3d 8 (2d Cir. 1994); and by a statute recently enacted by Congress that separately address relocations of military personnel, 10 USC Section 993.

10 USC Section 993

Section 993 applies to implementing reductions of more than 1,000 military members permanently assigned to an installation. When the triggering thresholds of the statute are met, the Air Force must report on the proposal, provide specified evaluations, and wait a prescribed period of time before reducing an installation by more than 1,000. Relocating the F-16 unit to Elmendorf AFB does not trigger the statute, because it reduces the number of military positions at Eielson by substantially fewer than 1,000. Were that the only action ever taken, the Section 993 threshold would never be triggered. However, planned reductions in 2015 of base operating support are expected to bring total reductions in military personnel at Eielson AFB over 1,000, and the Air Force would have to follow the statute’s report-and-wait provisions before implementing such additional reductions.

Does the summary of property disposal procedures and authorities suggest the Air Force intends to dispose of the property at Eielson AFB sometime during the FYDP?

The Alaska CODEL asked the Air Force to explain differences between the results of the 2005 BRAC Commission and the current FY13 PB action. In 2005 the Air Force may have underestimated costs of maintaining Eielson AFB in "warm status;" however, FY13 PB actions maintain current Base Operations Support (BOS) through FY15 until a series of SATAFs can be performed to correctly "right size" Eielson AFB based on the transfer of the 18th Aggressor Squadron to JBER. If Air Force property associated with right-sized BOS (building consolidation and possible follow-on demolition) is deemed excess (not required by other Air Force or local community users), then the property disposal procedures stipulated by GSA and authorities identified in 10 USC 2391 may apply.

Grant Authority

This information was provided in response to a request by congressional staff to identify potential sources of non-BRAC community assistance options.

Tab 2: Fairbanks Mayors SATAF Submissions (letters, analyses and attachments)