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**TAB 6, ATCH C
RECOMMENDATIONS: REDIRECTS**

**CHANGES TO
1988 BASE CLOSURE COMMISSION RECOMMENDATIONS**

Bases identified by the 1988 Base Closure Commission as receiving bases were evaluated by mission category along with all other bases in the United States. As part of this review, the 1988 Commission's realignment recommendations were evaluated against recent force structure reductions, as well as, opportunities to operate more efficiently and effectively. The Air Force recommended changes result from analysis of changing world order, other base closures, the threat and force structure plan, and budgetary reality. The Air Force continues to implement the closure of the five bases recommended by the 1988 Commission.

CHANUTE AIR FORCE BASE, ILLINOIS

Recommendation: As part of the closure of Chanute AFB, Illinois, the Air Force recommends consolidating its 16 Metals Technology, Non-Destructive Inspection, and Aircraft Structural Maintenance training courses with the Navy at Naval Air Station (NAS) Memphis, Tennessee, and then move with the Navy when NAS Memphis closes. The 1991 Base Closure Commission recommended that these courses, along with 36 other courses, be transferred to Sheppard AFB, Texas.

Justification: On March 31, 1992, the DoD Inspector General recommended that the Air Force consolidate and collocate its 16 metals training courses with the Navy. There will be no Military Construction (MILCON) costs associated with temporarily relocating the specified training courses to NAS Memphis. This is considerably less than the \$17.5 million in MILCON cost to relocate these courses to Sheppard AFB. As this training is now scheduled to move when NAS Memphis closes, the Air Force and Navy will work to achieve a cost effective approach until a more permanent site is found. Collocation of these courses with the Navy will achieve efficiencies and cost savings. The impact on the community infrastructure at the new receiving base is minimal. There is no significant environmental impact resulting from this change. Environmental restoration of Chanute AFB will continue until complete.

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CHANGES TO 1991 BASE CLOSURE COMMISSION RECOMMENDATIONS

Bases identified by the 1991 Base Closure Commission as realignment receivers were evaluated by mission category along with all other bases in the United States. As part of this review, the 1991 Commission's realignment recommendations were evaluated against recent force structure reductions, as well as opportunities to operate more efficiently and effectively. The Air Force recommended changes result from analysis of changing world order, other base closures, threat and force structure plan, and budgetary reality. The Air Force continues to implement the closure and realignment of the bases recommended by the 1991 Commission.

BERGSTROM AIR FORCE BASE

Recommendation: The Air Force recommends the closure of the Reserve cantonment area at Bergstrom AFB. The 704th Fighter Squadron (AFRES) with its F-16 aircraft and the 924th Fighter Group (AFRES) support units will move to Carswell AFB, Texas. The Regional Corrosion Control Facility at Bergstrom AFB will be closed by September 30, 1994, unless a civilian airport authority elects to assume the responsibility for operating and maintaining the facility before that date.

Justification: The 1991 Commission recommended the closure of Bergstrom AFB. The AFRES was to remain in a cantonment area. In reviewing AFRES plans for Bergstrom AFB, the Air Force found that considerable savings could be realized by realigning the Bergstrom AFRES units and aircraft to the Carswell AFB cantonment area. This realignment will result in savings in Military Construction (MILCON) funds, reduced manpower costs, and will not significantly impact unit readiness. The original 1991 realignment recommendation cost \$12.5 million in MILCON to construct a cantonment area at Bergstrom AFB. Based on best estimates available at this time, the cost at Carswell AFB is \$5.8 million in MILCON, for a projected savings of \$6.7 million. This action will result in net manpower savings. The impact on the community infrastructure at the new receiving base is minimal. There is no significant environmental impact resulting from this change. Environmental restoration of Bergstrom AFB will continue until complete.

NOTE: The Navy is recommending reserve force structure realignment to Carswell AFB. After this realignment, the Navy will become the major occupant of Carswell AFB. Therefore, the Air Force plans to transfer accountability for the retained portion of the air base to the Navy. After this transfer, the Navy will be the host of the base and the Air Force Reserve will be a tenant. The Air Force and Navy will be receptive to converting this airfield to a civil airport allowing both the Navy and Air Force Reserve units to remain as tenants.

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However, DoD will not operate a joint civil/military airfield. Disposal of property determined to be excess to DoD requirements will remain an Air Force responsibility, as well as clean up related to activities occurring prior to transfer to the Navy. Air Force Plant #4 will continue to have access to the airfield.

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CARSWELL AIR FORCE BASE, TEXAS

Recommendation: Change the recommendation of the 1991 Commission regarding Carswell AFB as follows: Transfer the fabrication function of the 436th Training Squadron (formerly 436th Strategic Training Squadron) to Luke AFB, Arizona, and the maintenance training function to Hill AFB, Utah. The remaining functions of the 436th Training Squadron will still relocate to Dyess AFB, Texas. Except for the reserve cantonment, all activities and facilities, including family housing and the hospital will still close. The base exchange and commissary closure will depend on the out come of the Congressionally-mandated base exchange and commissary one-year test program.

Justification: The 1991 Commission recommended that the 436th TS be relocated to Dyess AFB as a whole. The proposed action will result in more streamlined and efficient training operations. Transferring the fabrication function to Luke AFB will avoid duplicating this function within Air Combat Command. The Hill AFB move will ensure that maintenance training is provided in a more efficient manner.

The original 1991 realignment cost was \$1.8 million in Military Construction (MILCON). The cost for this redirect is \$0.3 million MILCON, for a projected savings of \$1.5 million MILCON. The impact on the community infrastructure at the new receiving bases is minimal. There is no significant environmental impact resulting from this change. Environmental restoration of Carswell AFB will continue until complete.

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CASTLE AIR FORCE BASE, CALIFORNIA

Recommendation: Change the recommendation of the 1991 Commission regarding Castle AFB as follows: Redirect the B-52 and KC-135 Combat Crew Training missions from Fairchild AFB, Washington, to Barksdale AFB, Louisiana, and Altus AFB, Oklahoma, respectively.

Justification: The force structure upon which the 1991 Commission based its recommendations has changed with B-52 force structure being reduced. The Air Force currently plans to base a large number of B-52s at two locations, with Barksdale AFB serving as the hub for B-52 operations and training. Similarly, training for mobility operations is being centralized at Altus AFB. This redirect of the B-52 Combat Crew Training mission from Fairchild AFB to Barksdale AFB and the KC-135 Combat Crew Training mission from Fairchild AFB to Altus AFB will reduce the number of training sites and improve efficiency of operations.

The original 1991 realignment recommendation cost \$78.7 million in Military Construction (MILCON). The estimated cost for this redirect to Barksdale AFB and Altus AFB is \$59.5 million in MILCON, for a projected savings of \$19.2 million. The impact on the community infrastructure at the new receiving bases is minimal. There is no significant environmental impact resulting from this change. Environmental restoration of Castle AFB will continue until complete.

MacDILL AIR FORCE BASE, FLORIDA

Recommendation: Change the recommendation of the 1991 Commission regarding MacDill as follows: The Air Force Reserve (AFRES) will temporarily operate the airfield, not open to civil use, until it can be converted to a civil airport. This will accommodate the recommended reassignment of the 482nd Fighter Wing (AFRES) from Homestead AFB to MacDill AFB and its conversion to KC-135 tankers. The Joint Communications Support Element (JCSE) will not be transferred to Charleston AFB, South Carolina, as recommended in 1991, but, instead, will remain at MacDill AFB.

Justification: The 1991 Commission recommended a realignment and partial closure of MacDill AFB. Its F-16 training mission has been relocated to Luke AFB, Arizona, and the JCSE was to be relocated to Charleston AFB. Two unified commands, Headquarters Central Command and Headquarters Special Operations Command, were left in place. The airfield was to close.

Several events since 1991 have made a change to the Commission action appropriate. The closure of Homestead AFB requires the relocation of the 482nd Fighter Wing (AFRES). The best location for this unit, when converted to KC-135s, is MacDill AFB. The National Oceanographic and Atmospheric Administration (NOAA) aircraft element has relocated from Miami International Airport to MacDill AFB and will like to remain permanently. NOAA is prepared to pay a fair share of the cost of airport operations.

The AFRES's temporary operation of the airfield will have reduced operating hours and services. The 1991 Commission noted a number of deficiencies of MacDill AFB as a fighter base: "pressure on air space, training areas, and low level routes...not located near Army units that will offer joint training opportunities...[and]... ground encroachment." These are largely inapplicable to an AFRES tanker operation. Encroachment remains a problem, but the reduced number of flights and the increased compatibility of both tanker and NOAA aircraft with the predominant types using Tampa International Airport make this viable. As an interim Reserve/NOAA airfield, use will be modest, and it will not be open to large-scale use by other military units.

The original 1991 realignment recommendation cost for the JCSE relocation was \$25.6 million in MILCON. Retaining the JCSE at MacDill AFB avoids this cost. The Air Force will continue to encourage transition of the airfield to a civil airport, and, if successful, DoD units could remain as cost sharing tenants. The environmental impact is minimal.

MATHER AIR FORCE BASE, CALIFORNIA

Recommendation: Change the recommendation of the 1991 Commission regarding Mather AFB as follows: Redirect the 940th Air Refueling Group (AFRES) with its KC-135 aircraft to Beale AFB, California, vice McClellan AFB, California. Because of the rapidly approaching closure of Mather AFB, the 940th will temporarily relocate to McClellan AFB, while awaiting permanent beddown at Beale AFB.

Justification: Moving the 940th Air Refueling Group (AFRES) to Beale AFB is more cost effective. Also, this redirect is consistent with the Air Force recommendation to close McClellan AFB.

The original 1991 realignment cost was \$33.7 million in Military Construction (MILCON). The estimated cost for this redirect is \$12.5 million in MILCON, for a projected savings of \$21.2 million. The impact on the community infrastructure at the new receiving base is minimal. The environmental impact is minimal. Environmental restoration at Mather AFB will continue until complete.

RICKENBACKER AIR NATIONAL GUARD BASE (ANGB), OHIO

Recommendation: Change the recommendation of the 1991 Commission regarding Rickenbacker ANGB as follows: The 121st Air Refueling Wing (ANG) and the 160th Air Refueling Group (ANG) will move into a cantonment area on the present Rickenbacker ANGB, and operate as a tenant of the Rickenbacker Port Authority (RPA) on RPA's airport. The 907th Airlift Group (AFRES) will realign from Rickenbacker AFB to Wright-Patterson AFB, Ohio as originally recommended. The 4950th Test Wing at Wright Patterson AFB will still move to Edwards AFB, California. The 178th Fighter Group (ANG) will move to Wright-Patterson AFB from Springfield ANGS, Ohio.

Justification: The 1991 Commission recommended closing Rickenbacker ANGB, and realigning the 121st Air Refueling Wing (ANG), the 160th Air Refueling Group (ANG), and the 907th Airlift Group (AFRES) to Wright-Patterson AFB. These units were to occupy facilities being vacated by the 4950th Test Wing, which will move to Edwards AFB to consolidate test units.

The airfield operation at Rickenbacker is no longer a military responsibility, having been transferred by long-term lease to the RPA in 1992. It will be conveyed in fee under the public benefit authority of the Surplus Property Act of 1944 when environmental restoration is complete. The Governor of Ohio has proposed that under current circumstances, more money could be saved by leaving the ANG tanker units at Rickenbacker ANGB than by moving them to Wright-Patterson AFB. We have carefully examined his analysis and concluded that it is correct. The current analysis is less costly than the original estimate of moving both Rickenbacker ANGB units to Wright-Patterson AFB, primarily because of the State's later burden-sharing proposal to lower the ANGS long-term operating costs at Rickenbacker.

In order to fully utilize the facilities at Wright-Patterson AFB, the Air Force recommends that the 178th Fighter Group move from the Springfield Municipal Airport, Ohio, to Wright-Patterson AFB, about 30 miles away. This unit will fit into the available facilities with little construction. The move will save approximately \$1.1 million in BOS annually based on economies in consolidating some ANG functions with the AFRES and Air Force at Wright-Patterson AFB. Since the unit moves only a short distance, retention of current personnel should not be a problem.

The 4950th will still move to Edwards AFB, California, to take advantage of the enhanced military value through the efficiency of consolidating test assets.

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The original 1991 realignment cost was \$37.9 million in Military Construction (MILCON). The cost for this redirect is \$26.2 million in MILCON, for a projected savings of \$11.7 million. The impact on the community infrastructure at the new receiving base is minimal. The environmental impact is minimal.

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