

ANTICIPATED QUESTIONS AND ANSWERS
F-22 Announcements
August 2, 2010

Q1: What is the anticipated timetable for the arrival of the operational F-22s at Tyndall?

A1: We are working with both Tyndall and the Air Force to see that this can be accomplished as quickly as possible, but movement of aircraft is most likely to begin in late-2012 or early- 2013. There are a lot of moving pieces for the timetable involving other bases and the Air Force has to do this right.

Q2: The Air Force press release cited 589 jobs as part of the new operational wing. Is that the total number of jobs that will be affected?

A2: The Air Force number reflects military and civil service personnel associated with the operation of the 21 aircraft. There may be additional personnel associated with the contractors (such as Lockheed Martin) and indirect jobs associated with the base support group, but those exact numbers are not yet available. This is the first time an F-22 operational squadron and a training squadron will be based at the same location so there's no exact model Tyndall can replicate. The Air Force and contractors will have to come up with the model that works for Tyndall.

Q3: Tyndall is an AETC (Air Education & Training Command) base, but already has two ACC (Air Combat Command) tenants, the WEG and AFNORTH. If the operational F-22s are ACC jets, will the base itself become an ACC base with AETC becoming a tenant command, or will the ACC become a tenant on an AETC base?

A3: The Air Force has confirmed its intent to reflag Tyndall as an Air Combat Command base just as they have done with other bases that have a training unit and an operational unit at the same location.

Q4: Has this model (merging the FTU (fighter training unit) with an operational squadron) been successfully accomplished elsewhere?

A4: Yes. The 4th fighter wing at Seymour Johnson AFB in Goldsboro North Carolina consolidated two F-15E (air to ground) training squadrons with two operational squadrons in 1995 and has been operating under the Air Combat Command. The same has been successfully consolidated at Dyess AFB (B-1) and Davis Montham AFB (A-10).

Q5: Tyndall completed an environmental impact statement for 60 F-22s plus 48 F-15s in 2002. Will it be necessary to complete another EIS or will and less intensive, Environment Assessment (EA) be sufficient?

A5: Ms. Kathleen Ferguson, deputy assistant secretary for installations for the Air Force, stated that the move would be finalized after completion of an appropriate environmental analysis. The question of EIS versus EA has not been formally asked and may be a legal question for the Air Force to decide.

Q6: When will the required study be started and completed?

A6: The Air Force has indicated that the analysis will likely be completed in early 2011.

Q7: As part of the selection process, Tyndall's facilities and airfield infrastructure were evaluated. Do we know what additional infrastructure will be required to support the additional aircraft, if the funding is available, and when the work would begin?

A7: We understand that some work must be completed for the aircraft to be ideally situated in an environment that will allow for operational readiness. The addition of an operational squadron may require improvements to the Munitions Storage Area, the Low Observable repair hanger and a Mobility Supply Facility. The timing of construction and costs are currently being decided by the Air Force.

Once the Air Force makes those determinations, both BDA and Congressman Boyd will work to see that these projects receive the impetus and funding they deserve.

Q8: There has been a rumor that Tyndall may eventually host aircraft used for adversary air support in the future. Is there a plan underway to secure additional aircraft, type aircraft to be utilized, number and timetable?

A8: The Air Force has not officially announced any decisions about adversary air support for training purposes, however this is clearly another mission the community would welcome.

Q9: What are BDA and Congressman Boyd doing to help strengthen Tyndall and NSA-PC in case there is another legislated BRAC?

A9: Every mission at each base is studied by BDA members, and the short- and long-term threats or opportunities are discussed with the various experts. While BRAC criteria may change, the primary consideration will always be military value. The key to successfully surviving a BRAC process is to ensure that the military value of the base is sustained through the continued success of each mission. BDA works closely with Congressman Boyd, requesting assistance as needed to help overcome obstacles or improvements, and have been successful in securing additional funding levels beyond the President's Budget request to ensure mission requirements are met at both facilities.

Q10. Why did the Air Force decide now was the time to make this change to the F-22 squadrons?

A10. The Air Force originally secured 381 F-22 Raptors and began its basing strategy years ago with that number in mind. Last year, the administration announced its plans to stop delivery of F-22 Raptors at 187 aircraft. The Air Force was forced to reassess its basing strategy to maximize efficiencies and combat capability.

Q11. How many F-22s does the Air Force plan to have in their inventory?

A11. The program of record stands at 187 aircraft purchased. One F-22 was lost in a test event in Edwards AFB decreasing the total fleet to 186 aircraft.