



PERSONNEL AND
READINESS

OFFICE OF THE UNDER SECRETARY OF DEFENSE

4000 DEFENSE PENTAGON
WASHINGTON, D.C. 20301-4000

SEP 12 2019

The Honorable Elijah E. Cummings
Chairman
Committee on Oversight and Reform
U.S. House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

This letter is an update to an initial response provided on July 8, 2019 to your letter of June 21, 2019 to then-Acting Secretary Shanahan, and your subsequent letter of September 10, 2019 to Secretary Esper, requesting documents related to the Trump Turnberry golf course and Glasgow Prestwick Airport. This response provides additional information.

The Department of Defense (DoD) chooses airfields based on a variety of factors. While we seek to use overseas military airfields when possible and appropriate, limited operating hours, limited apron space or other priority missions may preclude their use. As a result, the DoD makes arrangements to use civil airfields, with emphasis on identifying locations that are geographically aligned to common routes of flight, are open 24/7/365 to enable scheduling flexibility, and have sufficient parking to accommodate large aircraft and, if required, large numbers of aircraft. Once a civil airport is selected for use, DoD also negotiates fuel prices at that location in order to obtain the best rate possible.

Glasgow Prestwick Airport in Scotland is one such location that has been previously identified as a civil airport for use by transient DoD aircraft.¹ This airport has a large parking area, is open 24/7/365, and has been contracted by DoD for fuel at a standardized price.² Glasgow Prestwick Airport is also ideally suited along the route of flight to/from Europe and the Middle East for use as a primary or alternative airfield given the potential impacts of weather, air traffic, and other factors which could affect the availability of another airfield.

Civil airfields like Glasgow Prestwick Airport are essential to ensuring DoD flexibility and speed to accomplish its mission. Given the beneficial nature of Prestwick as a civil airfield,

¹ Prestwick has been used by the United States military since World War II as a stopover point on the North Atlantic Route for aircraft transiting to support operations in Europe and the Middle East. Aircraft transiting through Prestwick saw service in World War II, the Berlin Airlift, Cold War operations, Desert Storm, Operations Iraq and Enduring Freedom, Operation Inherent Resolve, and the fight to defeat ISIS. Since the 1980s, it has primarily served as a fueling stop for mobility aircraft transiting to Europe and the U.S. Central Command Area of Responsibility.

² DoD has negotiated a contract for fuel at Prestwick at advantageous rates: currently \$3.38/gal compared to the going commercial rate (which at Prestwick is around ~\$10/gal, and US average is ~\$5.50/gal). DLA has contracts like this because the Department realizes there are operational reasons to by-pass a DoD installation, and it offers flexibility and agility in scheduling. There is a secondary "industrial base readiness" benefit to using these locations by keeping a supplier base available in times of contingency.

DoD expenditures at the airport from January 20, 2017 through June 21, 2019 amounted to \$16,617,664.72 (enclosure 1). This is based on information provided by the Defense Logistics Agency relating to purchase orders at that location. Notably, there was a large order dated August 29, 2016 valued at \$5,098,431.20, and no other orders for fuel were reported until October 3, 2017. Thereafter, considerably smaller orders appear to be made on an "as needed" basis. Additionally, data provided by the Defense Finance and Accounting Service showed DoD expenditures for travel at or through Glasgow Prestwick Airport of \$9,661.37 (enclosure 2).

Notably, regarding the use of Glasgow Prestwick Airport, the Air Force issued a flight directive to mobility crews in June 2017 designed to increase efficiencies by standardizing routing locations, with Prestwick being among the top five locations recommended because of favorable weather and less aircraft parking congestion. Between 2015 and 2019, Air Force aircraft traffic increased at Prestwick resulting in a total of 936 stops with 659 overnight stays. For comparison, Belfast, another nearby civil airport with similar attributes, witnessed a similar uptick in DoD use.

With regard to lodging, Glasgow Prestwick Airport offers multiple options, to include the Trump Turnberry, which meet DoD cost and suitability criteria. Expenditures from August 9, 2017 to July 26, 2019, specifically associated with the Trump Turnberry, as indicated in enclosure 3, amounted to \$124,578.96. This is based on a review of integrated data from the Government Travel Charge Card (GTCC) and Defense Travel System (DTS). This amounts to an average of \$189.04 per overnight stay, which is well within the overseas Per Diem and Meals and Incidental Expenses average of \$282.92. There were an additional \$59,729.12 in GTCC transactions that could not be associated with DTS vouchers; these could represent DoD expenditures that were paid through other DoD travel processing systems, or transactions that were related to official travel, but do not require receipts for reimbursement.³ In the prior 2 years (and prior to the Air Force directive on standardized routing), DoD GTCC expenditures specifically associated with the Trump Turnberry, were \$64,380.78. We found no results for expenditures at the Trump International Golf Links in Aberdeen, Scotland.

Specifically related to the March 2019 Air Force C-17 mission recently covered in the press, Prestwick Aviation Services arranged for the aircrew's overnight stay at the Turnberry property because it was the closest, available lodging within the government hotel rate of \$166 per night (\$136 room rate, 20 miles from Glasgow Prestwick Airport).

My staff was unable to specifically identify any pre-audit "flags" related to air crew travel through Glasgow Prestwick Airport, Trump Turnberry, or Trump International Golf Links.

³ For example, meals eaten at restaurants while on official travel do not require receipts because official travelers are paid a predetermined amount of per diem to cover the cost of food and other incidental expenses while on official travel. It is DoD policy that the GTCC be used by all DoD personnel (military or civilian) for official government travel costs. Individual travelers are personally responsible for paying the amounts due on their GTCC and are provided per diem and incidental allowances (such as meals) with which to make these payments. It is not DoD's policy to recommend that its personnel patronize any particular hotel or restaurant.

A search of records from the Reserve Travel System resulted in six trips which passed through Glasgow Prestwick Airport for official travel to other locations. It may also be possible that expenditures for air crew travel are included in the data provided from DTS cited above; however, that data does not specify whether the traveler was a member of an aircrew.

My staff was unable to locate any records of communications with the Defense Travel Management Office and the State Department related to per diem allowances in Scotland (United Kingdom).

My staff continues to search for records of communications between DoD personnel and representatives of Trump Turnberry, Trump International Golf Links, or any affiliated entities.

We have referred your request for communications to the White House as it relates to Glasgow Prestwick Airport, Trump Turnberry, or Trump International Golf Links.

A similar letter is being sent to the Chairman of the Subcommittee on Civil Rights and Civil Liberties. Thank you for your support of our Service members and civilian workforce.

Sincerely,



James N. Stewart

Assistant Secretary of Defense for Manpower
and Reserve Affairs, Performing the Duties
of the Under Secretary of Defense for
Personnel and Readiness

Enclosures:
As stated

cc:
The Honorable Jim Jordan
Ranking Member