Date: June 18, 2005

To: Bob Cook, Deputy Director
Mike Flinn, Senior Analyst, Air Force
Timothy B. McGregor, Senior Air Force Analyst

From: Charles L. Holsworth, Western Pennsylvania BRAC Task Force Director

RE: Point Paper, Specific BRAC Impact Concerns- Air Force

I have attached the POINT PAPER you requested during our discussion on June 9, 2005 there at the BRAC offices. I hope that this paper explains in much more details what we discussed at that meeting.

Charles L. "Chip" Holsworth
BRAC Task Force Headquarters
1550 Coraopolis Heights Road
Coraopolis, PA 15108
412-490-5092
412-490-5048 (fax)
pitbrac@yahoo.com

SPECIFIC BRAC IMPACT CONCERNS – AIR FORCE
BRAC TASK FORCE OF WESTERN PENNSYLVANIA

We of the Military Affairs Council of Western Pennsylvania BRAC Task Force have serious concerns about the nation maintaining an effective strategic reserve that are trained and ready to defend the nation in time of war or contingency. The impact to the Reserve Forces from proposals in the BRAC 2005 Report includes closing four C-130 Air Force Reserve (AFRC) Wings, two Air National Guard (ANG) C-130 Wings, two C-135 AFRC and five C-135 ANG and one AFRC A-10 Wing and two ANG A-10 Wings. All Air Force Reserve proposed changes in the Report are shown by unit and state in Appendix A, this White Paper, "DoD BRAC Announcement 13 May 05 – Impact on AFRC." This list excludes Wings that are remaining in place with new tasking.

Military policies for the United States must fairly support the long-term defense capability requirements of our Nation. The basic motivation of soldiers, sailors and airman is to continue their careers and make a contribution to U.S. national defense in the Global War on Terrorism (GWOT). MAC of western Pennsylvania and the ROA do not believe that the BRAC 2005 proposals will not allow a majority of citizen soldiers of the AF Reserve and Air National Guard to continue to support the GWOT and in fact, works contrary to those motivations.

Specific concerns about the BRAC 2005 Report follow.

1. The proposed changes will impact Reserve Forces retention and future recruiting of reserve forces. By changing the demographics of Reserve Component bases, at current count, over 5,000 Air Force Reservists alone will be required to "commute" hundreds of miles to Unit Training Assembly (UTA) every month (and even more reservists from the Air National Guard.) If these changes are enacted, these servicemen and women will very likely not be able to afford the monthly travel expense/ travel time and many will leave the military. Appendix B, "AFRC Groups Moving – Distance Impact", shows that a total of over seventy million miles (70,000,000) per year un-reimbursed travel would be required for monthly UTA by Operation /Maintenance Groups (page 1) and Expeditionary Combat Support units (page 2). The current DoD definition of reasonable commuting distance is 100 mile radius from the drill site and none of the proposed locations comply with this DoD policy. Also, there is a lack of personnel to recruit and very likely also a lack of trained personnel that are required for the tasking at many of the new bases for "realigned" units. If these changes and "realignments" were directed for active duty units, personnel would be paid to move to the new base location. This does not occur for traditional reservists whose choice is "commute" a long distance usually at their own expense, find another Reserve or Guard position in another nearby unit, retire (only if they have 20 good years of service) or transfer to the Not Affiliated Reserve Section (NARS) of the Air Reserve Personnel Center.

2. The proposed changes will likely result in a loss of Air Force skills and experience that DoD and USAF desperately need to fight GWOT. Many of these BRAC 2005 recommendations ignore the cost efficiencies of a trained and ready reserve which contrasts with the cost of hiring new personnel, without any prior military training. Inexperience, increased training costs, increased recruiting incentives, and loss of community support in the short term will outweigh long term savings that are projected in the BRAC 2005 Report. DoD is relying heavily on Reserve and Guard personnel for mission tasking where there currently is insufficient active duty manpower available. Obviously jets and turbo-prop aircraft can travel distances faster than a truck convoy, but air travel and transport both need fully trained aircrew and aircraft maintenance personnel to launch and fly the airplane in a short period of pre-flight time. If these critical personnel do not live near their base, great delays will occur in launching/maintaining large numbers of airlift aircraft for quickly emerging tasking for GWOT.

3. Concerns relating to strategic issues that are stated in the DoD NATIONAL DEFENSE STRATEGY (NDS), issued by SECDEF, 1 Mar 2005, follow.

    a. NDS states that a "layered approach" capacity is needed to defeat missiles/WMD from a distance and defeat threats from a distance. Closing AFR/ANG bases and/or moving units to a few AFBs close to oceans/Gulf of Mexico do not contribute to the NDS goals. It appears to us that dispersed locations, with some consolidations, would better support U.S. national defense and the homeland defense scenarios of the USNORTHCOM.

    b. A NDS goal is management of "Force management risks" for a ready force. We do not believe that the BRAC 2005 proposals help manage these personnel risks.

    c. NDS desires "greater flexibility" to contend with uncertainty by not overly concentrating forces in a few locations. How do BRAC 2005 proposals contribute to this goal where multiple AFR/ANG units close or move to a few AFB's? How does this lower the operational vulnerability for DoD military forces? ROA's position is that strategic dispersal of aircraft is required for security of personnel, aircraft and facilities.

    d. Nationally, a local example of "readiness" is the "Fire Station" which has a specific territory to cover. Regarding USNORTHCOM and readiness requirements from the Governors of each state across the country, the local "Fire Station" can not be 500 to 1,000 miles away.

4. Where is the "strategy to capability" linkage for the next twenty years? Documents such as the Quadrennial Defense Review (QDR), to be released in 2006, and the Mobility Capability Study "XX" (MCS XX is to update MRS05 in mid-2005) are crucial to effective, long-term "Transformation" of USAF and

DoD. Without access to these documents, the BRAC 2005 Report is premature and cannot be viewed as a comprehensive review of current military structure versus future needs.

The nation needs all the C-130 and C-135 aircraft capability from the current DoD inventory until replacement aircraft are produced and delivered to USAF. The BRAC 2005 Report states "documented imbalance in the active/reserve manning mix for C-130s." Where is it documented? This has not been briefed to the Congress and funding requested for the "shortfall". Therefore, the "shortfall" is not validated national policy and should be excluded from all discussion of the BRAC 2005 Report.

The Congress is concerned about potential USAF retirement of C-130 E and KC-135 aircraft and prohibited this action during FY06 by inclusion in the Senate Armed Services Committee FY 06 NDAA Mark in May 2005. USAF has requested the Congress to authorize and fund C-130J-30 aircraft under a multi-year contract beginning in FY06. In ROA's opinion, no action should be taken to reduce the number of C-130 aircraft, aircrews and aircraft maintenance personnel until the QDR and MCS XX studies are released and future C-130 J aircraft become available to deploy to field units, including the AFRC and ANG. The C-130J-30 will have a lower life cycle cost for the next 30 years due to its 3 aircrew positions which replaces 5 aircrew positions in the C-130 E/H.

Further, with the large number of C-130s no longer based at Pope AFB, an AFRC Associate Wing of 16 aircraft can not fly enough daily Ft Bragg airborne training missions to meet Army requirements without aircraft flying in from other AFBs. By "Realigning" C130H aircraft assigned to AFRC to active duty bases, this allows active duty Air Force to "re-capitalize" AFRC assigned aircraft (and retire active C-130Es) that have been providing airlift support to the Air Force for decades to augment the heavy tasking by DoD for the over 40 year old fleet of 186 C-130E's that are not assigned to the AFRC or ANG.

All current AFRC and ANG bases with C-130 assigned aircraft should remain open for training Reserve support personnel to meet on-going Air Force AEF deployment taskings, regardless of assignment/non-assignment of C-130 or other USAF missions Reserve Forces bases. To reduce infrastructure costs, AF Agile Combat Support transformation concepts should be considered. Examples might be regional mission support centers for personnel, budget, supply, and transportation to include part-time personnel and office supply vendors with direct delivery to offices at the reserve base.

In conclusion, the major flaw in the actions proposed in the BRAC 2005 Report, Air Force section, is the total disregard of the crucial factor in all military operations – "personnel." The report in many places talks about retaining highly trained, experienced reserve personnel and the recruiting potential within the region. However, the proposed actions do not accomplish the goals of BRAC 2005. Therefore, dramatic changes need to be made to the proposals to provide the capability for reserve personnel to train and support DoD missions. Any changes should conform to DoD guidelines for a reasonable commuting distance of 100 miles from the training site.

Appendix A - DoD BRAC – Impact on AFRC
Appendix B – AFRC Groups Moving – Distances Impact
Appendix C- AFRC Exped. Combat Spt. (ECS) Moving- Distance Impact

DOD BRAC– IMPACT ON AFRC

State	Base / Page Wing	AIRCRAFT ACTION	ECS/WG HQ ACTION
AL -	Maxwell AF-39 908 AW	Gain 4 C130H	No change
AZ -	Luke AF-9 944 FW	Lose 15 F-16 New Mission	No Change
CA -	Beale AF-10 940 ARW	Lose 8 KC135 New Mission	No Change
	March AF-11 452 AMW	Gain 4 KC135	No Change
Vandenberg AF-41 Portland	*939 ARW*	*None*	*Wg HQ and ECS From*
CO -	ARPC H&SA-33	None	Personnel Processing to Randolph; IMA Mgmt to Robins/HQ AFRC
	Buckley AF-22	None New Gp	ECS From New Orleans
	Peterson AF-43 302 AW	Gain 4 C130H Build new AD Associate to AFR	No change
	Schriever AF-33 310 Space Gp	None	Partial ECS from Niagara (No APS, CE, or Aeromed)
FL -	Eglin (DON-21)	None from Willow Grove	Wing HQ and ECS
	Not in announcement – Willow Grove Wg HQ/ ECS to Eglin		
	Homestead AF-47, 50 482 FW	Gain 9 F16	No Change
	MacDill AF-10, 37 927 ARW	Build New Res Selfridge Assoc to 16 KC135 (AD)	ECS, WG HQ from

GA -	Dobbins AF-52 94 AW	Gain 4 C130H	No Change
	Robins H&SA-33	None Denver	ARPC IMA Mgt from

State	Base / Page Wing	AIRCRAFT ACTION	ECS/WG HQ ACTION
LA -	Barksdale AF-6, 22 917 WG	Gain 9 A10	No Change
	N. Orleans (AFRC Close) 926 FW AF-22	Lose 15 A-10 (ANG Remains)	926 ECS to Buckley; 926 WG HQ to Nellis
MI -	Selfridge (AFRC Close) 927 ARW AF-10	Lose 8 KC135 (ANG Remains)	ECS. WG HQ to MacDill
MO -	Whiteman AF-22 442 FW	Gain 9 A10	No Change
NC -	Pope/Ft Bragg AF-35, 52 440 AW/911 AW	Gain 16 C130H Build AD Assoc to Res	ECS, WG HQ from Gen Mitchell
	Seymour-Johnson 916 ARW AF-37	Gain 8 KC135R Build AD Assoc to Res	No Change
NE -	Offutt AF-35 911 AW	None	ECS, WG HQ from Pittsburgh
NV -	Nellis AF-22 926 FW	None	WG HQ from New Orleans
NY -	Niagara (Close) 914 AW AF-33	Lose 8 C130H Base Closes	ECS to Schriever; WG HQ to Langley CES to Lackland
OH -	Youngstown AF-35 910 AW	None	Aeromed ECS from Pittsburgh

State	Base / Page Wing	AIRCRAFT ACTION	ECS/WG HQ ACTION
OK -	Tinker AF-23, 41 507 ARW	Gain 4 KC135R Build ANG Assoc to AFR	No change
OR -	Portland (AFRC Close) 939 ARW AF-41	Lose 8 KC135R (ANG Remains)	ECS, WG HQ to Vandenberg 304 RQS to McChord
PA -	Pittsburgh (AFRC Close) 911 AW AF-35	Lose 8 C130H (ANG Remains)	ECS, WG HQ to Offutt Aeromed to Youngstown
	Willow Grove (Close) 913 AW DON-21	Lose 8 C130E (A/C loss and ECS move not in announcement)	913 ECS to Eglin
TX -	Carswell AF-47 301 FW	Gain 9 F16	No Change
	Lackland AF-33 914 CES	None	CES ECS from Niagara
	Randolph H&SA-33	None	ARPC Personnel Processing from Denver
UT -	Hill AF-47 419 FW	Lose 15 F-16 New Assoc	No change
VA -	Langley AF-33 914 AW	None	WG HQ from Niagara
WA -	McChord AF-41 304 RQS	None	304 RQS from Portland
WI -	Gen Mitchell (AFRC Close) 440 AW AF-52	Lose 8 C130H (ANG Remains)	ECS, WG HQ to Ft Bragg

DOD BRAC REPORT 2005
AFRC OPS/MAINT GROUPS MOVING – Distance Impact

STATE/CITY Unit Move	PERS FT	 TR	MILES Round-Trip	FY UTAs	FT TOTAL MILES
LA – N. Orleans					
Lose 9A-10s; OG/MG – BarksdaleLA	TBD	TBD	600	12	
Lose 6A-10s; OG/MG - Whiteman MO	TBD	TBD	1,400	12	
926 FW HQ to Nellis	30	60	1,500	12	1,050,000
MI – Selfridge					
927 ARW-Assoc. at MacDill FL	153	434	1,000	12	5,200,000
NY- Niagara					
Lose C130s; 914 OG/MG-L. Rock AR?	130	411	1,800	12	8,850,000
914 AW HQ to Langley VA	30	60	450	12	320,000
OR – Portland					
4 C135 OG/MG to Tinker OK	76	217	3,000	12	7,800,000
4 C135 OG/MG pers/ECS VandenbergCA	76	217	750	12	1,900,000
304 RS to McChord WA(O a/c)	TBD	TBD	120	12	
PA – Pittsburgh					
Lose C130s; 911 OG/MG-Ft Bragg NC	130	411	800		3,900,000
Aeromed AES to Y'town OH	8	210	60	12	150,000
Willow Grove NAS					
Lose C130s; OG/MG- TBD	130	411	TBD	12	TBD
WI – Gen Mitchell					
440 OG/MG to Ft Bragg NC	130	411	750	12	3,700.000
TOTALS:	351	1,175	N/A	N/A	32,870,000

DOD BRAC REPORT 2005
AFRC EXPED. COMBAT SPT. (ECS) MOVING – Distance Impact

STATE/CITY Unit Move	PERS FT	 TR	MILES Round-Trip	FY UTAs	FT TOTAL MILES
LA – N. Orleans					
926 ECS to Buckley CO	30	277	1,100	12	3,650,000
MI – Selfridge	75	499	1,050	12	6,250,000
927 ECS to MacDill FL					
NY – Niagara	85	259	1,400	12	4,350,000
914 ECS to 310 Space Gp/ AFRC/Schriever CO					
914 CES to Lackland TX	2	89	1,500	12	1,600,000
OR – Portland					
4 C135R OG/MG& ECS toVandenberg CA	75	437	750	12	3,900,000
PA – Pittsburgh					
New Res. Wg; 911 ECS to Offutt NE	114	590	800	12	5,650,000
Willow Grove					
913 ECS to Eglin FL	94	585	900	12	6,300,000
92 APS to Eglin FL	3	138	900	12	1,500,000
WI – Gen Mitchell					
440 ECS to Ft Bragg/NC	100	753	750	12	6,750,000
TOTALS:	578	3,627	N/A	N/A	39,950,000

PETE FLAHERTY
COMMISSIONER

TOM FOERSTER
CHAIRMAN

LARRY DUNN
COMMISSIONER

DEPARTMENT OF AVIATION

PITTSBURGH INTERNATIONAL AIRPORT • ALLEGHENY COUNTY AIRPORT

County of Allegheny

PITTSBURGH INTERNATIONAL AIRPORT

LANDSIDE TERMINAL, SUITE 4000
P.O. BOX 12370
PITTSBURGH, PA 15231-0370
(412) 472-3500 • FAX (412) 472-3636

HERBERT C. HIGGINBOTHAM, II, P.E.
DIRECTOR

RFM 11 April 94
CEE
CEV/RF
CEEC
CEM
CEA
For your info

April 5, 1994

Col. Christopher M. Joniec, USAFR
Commander
911 Airlift Group
Pittsburgh International Airport ARS316
Defense Avenue, Ste. 101
Coraopolis, PA 15108-4403

SUBJECT: EXPANSION OF RESERVE BASE

Dear Commander Joniec:

On February 7, 1994, several members of my staff met with Dennis Weber, Executive Officer for the 911th Airlift Group, Keith A. Schmidt, Military and Veterans' Affairs Coordinator for Rick Santorum's office, Charlie Engstrom of Commissioner Dunn's office and several other military personnel. This meeting had been requested by the 911th in order to express a need to lease approximately 30 additional acres of Airport property for expansion of existing aircraft apron.

In order for the Department of Aviation to consider this request for additional lease space, it is necessary for the 911th to provide us with specific information as listed below:

1. A site plan depicting the actual and revised lease line; interface with existing and proposed Airport facilities; and access and infrastructure impacts.

2. A use plan depicting proposed facilities and aircraft parking.

3. Supporting documentation of needs including, but not limited to, the existing and future economic impact of the base, impact of potential military down sizing, and overall viability of the base.

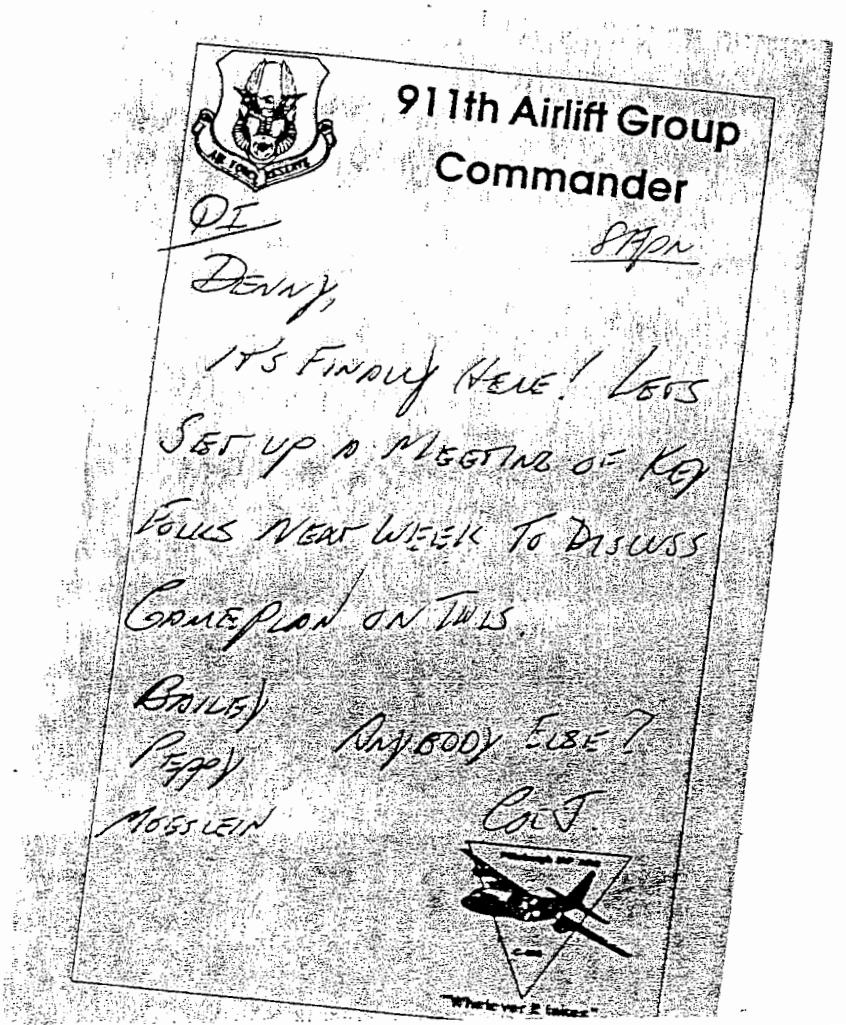
Upon receipt of this information, my staff will review the 911th's expansion request in light of current and proposed Airport developments. Should you have any questions in the interim, please contact Richard C. Belotti, Principal Planner of my staff at 472-3545.

Very truly yours,

Herbert C. Higginbotham, II, P.E.
Director

HCH/RCB/PF/jr

cc Peter Florian
Tom Jargiello
Kevin Conroy
Charles Engstrom



ALLEGHENY COUNTY
ALLEGHENY COUNTY INSTITUTION DISTRICT
CONTRACT LOG
CONTACT PERSON: CELESTE MCGRAW
412 355-4750

AGENDA #: 156-94-B

Date Authorized: 2/03/94

Moved: DUNN Second: FLAHERTY Vote: U

Date received from Law Department: 2/03/94
Date received by Commissioners: 2/03/93
Date forwarded to Controller: 3/29/94
Date received from Controller:
Date returned to Department: APR 7 1994

TO: Director
Department: AVIATION

When Billing please refer:

From: Guy A. Tumolo
Director of Administration/
Chief Clerk

Agreement #: 0 32070

Contract #: 0

Vendor Name: U.S. AIR FORCE

Description:

U.S. AIR FORCE, MEMORANDUM OF AGREEMENT, FOR TEMPORARY USE OF THE OLD COMMUTER APRON FOR THE PURPOSE OF PARKING MILITARY AIRCRAFT DURING APRON REPAIRS AND CONSTRUCTION OF A DEICING PAD, FOR THE PERIOD OF ONE YEAR FROM DATE OF EXECUTION AND RENEWABLE FOR AN ADDITIONAL YEAR, NOT TO EXTEND BEYOND DECEMBER 31, 1995, AND FURTHER GRANT AUTHORIZATION FOR THE DIRECTOR OF AVIATION TO EXECUTE MEMORANDUM OF AGREEMENT.

****

Properly executed copies of the above-referenced agreement are returned herewith. You are requested to distribute those returned you.

GAT/cam

cc: Controller
Law Department
Vendor: U.S. AIR FORCE

MORANDUM OF AGREEMENT BETWEEN
ALLEGHENY COUNTY AND THE UNITED STATES AIR FORCE RESERVE

PURPOSE: The purpose of this agreement is to specify terms for the Air Force Reserve (AFRES) to use a portion (21.7 acres more or less) of the old commuter parking apron east of the recently installed security fence around the former terminal building at Pittsburgh International Airport (IAP). Allegheny County owns the property located north and east of taxiway "O". (See exhibit A attached). The apron will be used for parking five or more C-130 aircraft temporarily during three phases of ramp repairs, and the construction of a deicing pad on the Pittsburgh IAP Air Reserve Station (ARS).

Agreement:

1. Allegheny County Shall:

a. Allow AFRES, its officers, agents and employees use of the apron (County property) at no cost for the limited purpose of parking Military aircraft.

b. Not be responsible for damages to property or injuries to persons which may arise from, or be incident to, the use and occupation of the apron premises or arising out of activities of AFRES, its officers, agents, employees, representatives or contractors; or for any contamination caused by AFRES; or for damages to the property or injuries to the person of the Counties officers, agents, servants or employees or others who may be on the used premises at their invitation or the invitation of any one of them, except for claims arising out of the negligence or willful misconduct of the County, its officers, agents, employees, or invitees.

2. Air Force Resereve ...all:

a. Prepare an Environmentel Assessment, and Environmental Base Line Survey prior to the use of the property, to show what significant impact, if any, use of the land will have on the property, surrounding area and/or environment at large.

b. Comply with all applicable Pittsburgh IAP regulations,etc. while using County property.

c. Be responsible for sweeping and removing all snow while using County property.

d. Be responsible for security of used County property thru daily inspections by AFRES security police.

e. Maintain and implement a spill response plan that would include provisions for containing and cleaning up a spill. Supply and maintain adequate spill protection kits on site and assume total managerial and financial responsibilty for the organization, cleanup and disposal of spilled fuel and/or contaminated material in case of an accidental spill or emergency on County property.

f. Conduct a joint condition survey of the proposed use County property with representatives of the County prior to implementation of this Agreement. All damage caused by AFRES during the term of this Agreement will be repaired and/or replaced by AFRES at no cost to the County.

g. Restore the property to the same condition as that existing at the time of entering upon the same under this Agreement, or leave any improvements made to the County at no cost.

3. Limitations: The County will allow utility connections and useage to AFRES, however, no other services will be provided.

4. Term: This Agreement shall be in effect for one year, renewable for an additional year, and shall in no event extend beyond 31 Dec 95, or upon completion of ramp repairs and construction of the deicing pad on the Air Station. The Agreement may only be modified by mutual agreement of both parties in writing and signed by each of the parties hereto. This Agreement may be cancelled by either party upon 90 days written notification, and is effective upon signing of both parties.

This Agreement made and entered into this 3rd day of February, 1993.

COUNTY OF ALLEGHENY

Herbert C. Higgenbotham

HERBERT HIGGENBOTHAM, III
DIRECTOR

HEADQUARTERS UNITED STATES
AIR FORCE RESERVE

B G Clary

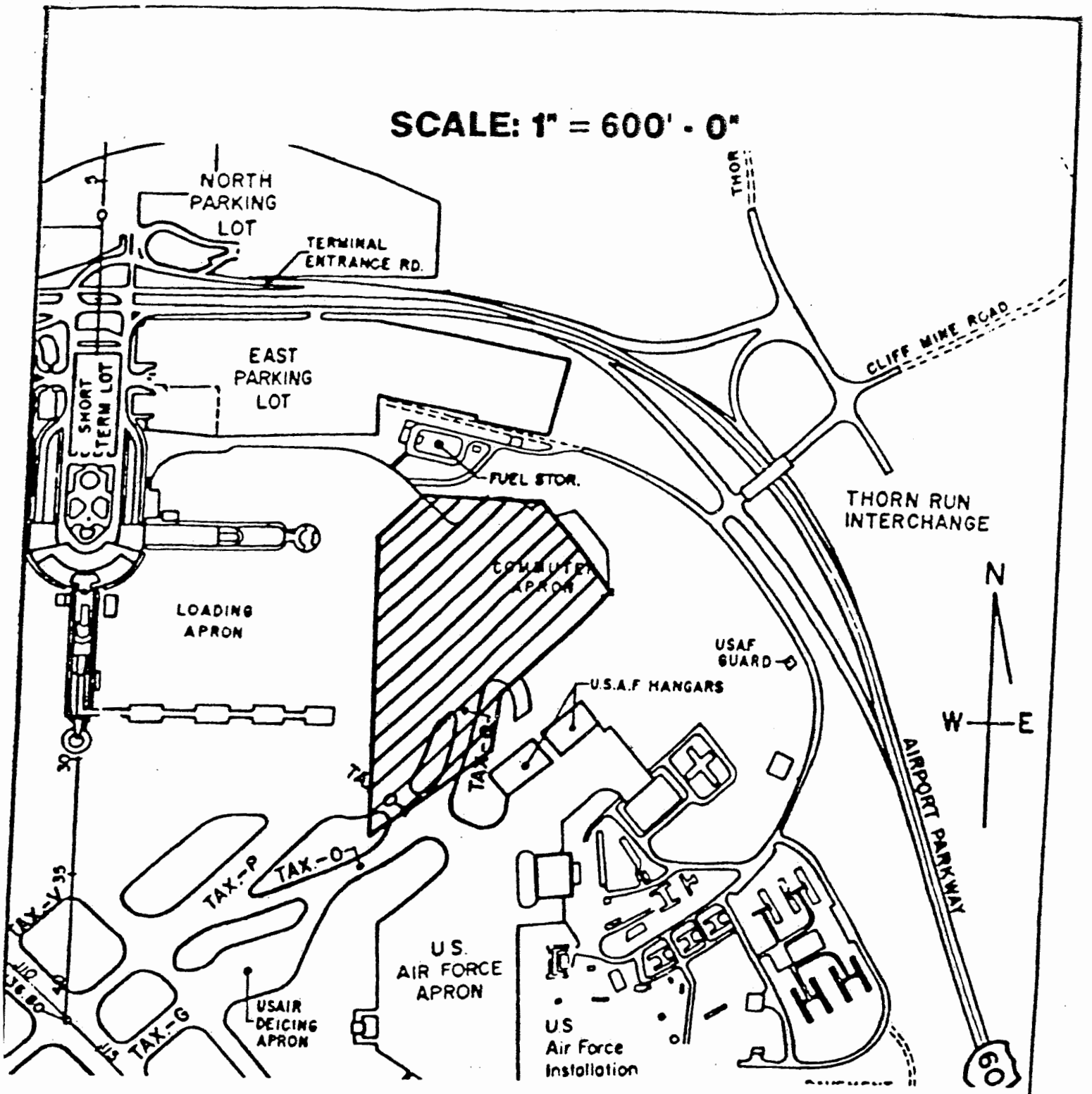
BOBBY G. CLARY
Asst Director/Civil Engineering

APPROVED AS TO FORM:

Ira Weiss

SOLICITOR

ASSISTANT COUNTY SOLICITOR



PROPOSED SITE

TEMPORARY AIRCRAFT PARKING APRON

13 JANUARY 1993

EXHIBIT A

SUPPLEMENT AGREEMENT NO. 1
TO
MEMORANDUM OF AGREEMENT
AGREEMENT NO. 032076
BY AND BETWEEN
COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA
AND
THE UNITED STATES OF AMERICA

WHEREAS, on February 3, 1993, the County of Allegheny, Commonwealth of Pennsylvania, hereinafter referred to as Allegheny County, and the United States of America, hereinafter referred to as AFRES, entered into a Memorandum of Agreement whereby Allegheny County granted temporary use of the old commuter apron to AFRES for the purpose of parking military aircraft during apron repairs and construction of a deicing pad, for the period of one year from date of execution and renewable for an additional year, not to extend beyond December 31, 1995; and

WHEREAS, AFRES desires to extend the Memorandum of Agreement until December 31, 1996; and

WHEREAS, AFRES desires to use the County access road to the apron area.

NOW THEREFORE, effective upon the execution hereof, Agreement No. 032076 is amended as follows:

1. Paragraph No. 4 is changed in part to read "...This Agreement shall in no event extend beyond December 31, 1996 ..."

2. Allegheny County hereby agrees for AFRES to use the County access road to the apron area during the construction of the Water Storage Tank and the new POL (Fuel Farm) facility. Use of the access road will be coordinated with the Engineering Section/ Construction Manager on an as-needed basis.

THAT ALL OTHER TERMS AND CONDITIONS of the Memorandum of Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, this Supplement Agreement 1 is duly executed on 24TH day of JUN 1995, by the parties hereto, intending themselves to be legally bound hereby.

COUNTY OF ALLEGHENY

Herbert C. Higginbotham

HERBERT C. HIGGINBOTHAM, II, P.E.
Director, Dept of Aviation

HEADQUARTERS UNITED STATES
AIR FORCE RESERVE

B G Clary

BOBBY G. CLARY
The Asst Civil Engineer

SUPPLEMENT AGREEMENT NO. 2
TO
MEMORANDUM OF AGREEMENT
AGREEMENT NO. 032076
BY AND BETWEEN
COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA
AND THE UNITED STATES OF AMERICA

WHEREAS, on February 3, 1993, the County of Allegheny, Commonwealth of Pennsylvania, hereinafter referred to as Allegheny County, and the United States of America, hereinafter referred to as AFRES, entered into a Memorandum of Agreement whereby Allegheny County granted temporary use of the old commuter apron to AFRES for the purpose of parking military aircraft during apron repairs and construction of a deicing pad, for the period of one year from date of execution and renewable for an additional year, not to extend beyond December 31, 1995; and by a subsequent supplemental agreement extended the Agreement term to December 31, 1996; and

WHEREAS, AFRES desires to extend the Memorandum of Agreement until December 31, 1999; and

WHEREAS, AFRES desires the continued use of the County access road to the apron area; and

WHEREAS, the COUNTY of ALLEGHENY desires that limitations be added to the Agreement as described below.

NOW THEREFORE, effective upon the execution hereof, Agreement No. 032076 is amended as follows:

1. Paragraph No. 4 is changed in part to read "... This Agreement shall in no event extend beyond December 31, 1999; or in the event Project JLSS 94-9004, Jet Fuel Storage Complex and Project JLSS 97-0009, Repair Apron Concrete Slabs are completed earlier than the dates described; or in the event a new agreement is reached regarding a larger tract of land, this present Agreement will terminate...."

2. Allegheny County hereby agrees for AFRES to continue using the County access road to the apron area during the abovementioned construction projects. Use of the access road will be coordinated with the Engineering Section/Construction Manager on an as-needed basis.

THAT ALL OTHER TERMS AND CONDITIONS of the Memorandum of Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, this Supplement Agreement 2 is duly executed on the 25TH day of NOVEMBER 1996, by the parties hereto, intending themselves to be legally bound hereby.

COUNTY OF ALLEGHENY

GARY L. BISHOP
Director, Department of Aviation

HEADQUARTERS UNITED STATES AIR FORCE RESERVE

DONALD J. MEISTER
The Civil Engineer

SUPPLEMENT AGREEMENT NO. 3
TO
MEMORANDUM OF AGREEMENT
AGREEMENT NO. 032076
BY AND BETWEEN
COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA
AND THE UNITED STATES OF AMERICA

WHEREAS, on February 3, 1993, the County of Allegheny, Commonwealth of Pennsylvania, hereinafter referred to as Allegheny County, and the United States of America, hereinafter referred to as AFRC (Air Force Reserve Command), entered into a Memorandum of Agreement whereby Allegheny County granted temporary use of the old commuter apron to AFRC for the purpose of parking military aircraft during apron repairs and construction of a deicing pad, for the period of one year from date of execution and renewable for an additional year, not to extend beyond December 31, 1995; and by subsequent Supplemental Agreements 1 and 2, extended the Agreement term to December 31, 1999; and

WHEREAS, AFRC desires to extend the Memorandum of Agreement for a five (5) year period from 1 January 2000 thru 31 December 2004.

NOW THEREFORE, effective upon the execution hereof, Agreement No. 032076 is amended as follows:

1. Paragraph No. 4 is changed in part to read "... This Agreement shall remain in effect for a five (5) year period from 1 January 2000 through 31 December 2004."

2. Allegheny County hereby agrees for AFRC to continue the use of the County access road during the use of the parking ramp. Use of the access road will be coordinated with the Engineering Section/Construction Manager on an as-needed basis.

3. The Allegheny County Airport Authority reserves the right to adjust the amount of area access is granted under this agreement with 90 days written notice.

THAT ALL OTHER TERMS AND CONDITIONS of the Memorandum of Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, this Supplement Agreement 3 is duly executed on the 20th day of AUGUST 2001, by the parties hereto, intending themselves to be legally bound hereby.

ALLEGHENY COUNTY AIRPORT AUTHORITY

KENT G. GEORGE, AAE
Executive Director
Allegheny County Airport Authority

HEADQUARTERS UNITED STATES
AIR FORCE RESERVE COMMAND

JON D. VERLINDE, COLONEL
The Civil Engineer

SUPPLEMENT AGREEMENT NO. 4
TO
MEMORANDUM OF AGREEMENT
AGREEMENT NO. 032076
BY AND BETWEEN
COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA
AND THE UNITED STATES OF AMERICA

WHEREAS, on February 3, 1993, the County of Allegheny, Commonwealth of Pennsylvania, hereinafter referred to as Allegheny County, and the United States of America, hereinafter referred to as AFRC (Air Force Reserve Command), entered into a Memorandum of Agreement whereby Allegheny County granted temporary use of the old commuter apron to AFRC for the purpose of parking military aircraft during apron repairs and construction of a deicing pad, for the period of one year from date of execution and renewable for an additional year, not to extend beyond December 31, 1995; and by subsequent Supplemental Agreements 1, 2, and 3 extended the Agreement term to December 31, 2004; and

WHEREAS, AFRC desires to extend the Memorandum of Agreement for an additional five (5) year period from 1 January 2005 thru 31 December 2009.

NOW THEREFORE, effective upon the execution hereof, Agreement No. 032076 is amended as follows:

1. Paragraph No. 4 is changed in part to read "... This Agreement shall remain in effect for a five (5) year period from 1 January 2005 through 31 December 2009."

2. Allegheny County hereby agrees for AFRC to continue the use of the County access road during the use of the parking ramp. Use of the access road will be coordinated with the Engineering Section/Construction Manager on an as-needed basis.

3. Paragraph 3 from Supplement Agreement No. 3, dated 20 August 2001 which states: "The Allegheny County Airport Authority reserves the right to adjust the amount of area access is granted under this agreement with 90 days written notice." Is changed to read: "This Agreement may be cancelled by either party upon 90 days written notification."

THAT ALL OTHER TERMS AND CONDITIONS of the Memorandum of Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, this Supplement Agreement 4 is duly executed on the 24th day of March 2005, by the parties hereto, intending themselves to be legally bound hereby.

ALLEGHENY COUNTY AIRPORT AUTHORITY

KENT G. GEORGE, A.A.E.
Executive Director
Allegheny County Airport Authority

HEADQUARTERS UNITED STATES
AIR FORCE RESERVE COMMAND

STEVEN W. ZANDER, COLONEL
The Civil Engineer

PETE FLAHERTY
COMMISSIONER

TOM FOERSTER
CHAIRMAN

LARRY DUNN
COMMISSIONER

f 5A

DEPARTMENT OF AVIATION

PITTSBURGH INTERNATIONAL AIRPORT • ALLEGHENY COUNTY AIRPORT

PITTSBURGH INTERNATIONAL AIRPORT

LANDSIDE TERMINAL, SUITE 4000
P.O. BOX 12370
PITTSBURGH, PA 15231-0370
(412) 472-3500 • FAX (412) 472-3636

HERBERT C. HIGGINBOTHAM, II, P.E.
DIRECTOR

July 19, 1994

Christopher M. Joniec, Colonel,USAFR
Commander
911 Airlift Group
Pittsburgh IAP ARS
316 Defense Avenue, Suite 101
Coraopolis, PA 15108-4403

SUBJECT: EXPANSION OF RESERVE BASE REQUEST

Dear Mr. Joniec:

Thank you for your memo of June 30, 1994. It was very informative. The Department of Aviation has again considered your request to lease additional airport property adjacent to your reserve base. Unfortunately, at this time we are unable to commit this additional area to your leased premises. The County is continuing to pursue various reuses of the old terminal building and surrounding ramp areas and at this time are unable to make any long term commitments of this area.

The County appreciates the importance of your presence at Pittsburgh International Airport and its impact on the local economy. In deciding a definite reuse of the old terminal, the County will give your request the utmost consideration.

In the interim, I would like to offer the services of this Department to assist you in possibly identifying solutions to your problems of a shortage of available ramp areas. This could include identifying other areas of potential ramp usage or more economical usage of existing leased space. Please let me know if you would like to pursue this avenue.

Again, I would like to emphasis that this Department is aware of your concerns and will keep these in mind in any decision affecting the areas in question.

Very truly yours,

Herbert C. Higginbotham

Herbert C. Higginbotham, II, P.E.
Director

HCH/KWC/sb

eorb7-18

PETE FLAHERTY
COMMISSIONER

TOM FOERSTER
CHAIRMAN

LARRY DUNN
COMMISSIONER

DEPARTMENT OF AVIATION

PITTSBURGH INTERNATIONAL AIRPORT • ALLEGHENY COUNTY AIRPORT

County of Allegheny

PITTSBURGH INTERNATIONAL AIRPORT

LANDSIDE TERMINAL, SUITE 4000
P.O. BOX 12370
PITTSBURGH, PA 15231-0370
(412) 472-3500 • FAX (412) 472-3636

HERBERT C. HIGGINBOTHAM, II, P.E.
DIRECTOR

November 14, 1994

Colonel T. Spencer, USAF Reserve
911th Air Wing
Greater Pittsburgh International Airport
316 Defense Avenue, Suite 101
Coraopolis, PA 15108-4403

SUBJECT: REUSE OF OLD TERMINAL
GREATER PITTSBURGH INTERNATIONAL AIRPORT

Dear Colonel Spencer:

The County of Allegheny, Department of Aviation has recently been reviewing the old terminal for the Greater Pittsburgh International Airport and the associated ramp area. In reviewing this, it appears that the eastern portion of this ramp area which comprises approximately thirty (30) acres, may be suitable for use by the Air Force Reserve. If this is of interest to you, we would submit a request to the Board of Commissioners of Allegheny County to amend your lease to include this with the other land you are currently occupying. In previous discussions with the Commissioners, I am sure they will be receptive to this idea because of the value and the benefit of the 911th to this community. Based on these conversations with the Commissioners, specifically concerning the County's reuse of this area, I know that they would receive this request favorably.

Please indicate your thoughts concerning this to me so that if this is your desire, we can initiate the necessary paper work. I have been told that you have been an excellent neighbor over the years and that the Allegheny County Department of Aviation and the 911th have worked together very well. This was very evident to me in the aftermath of the tragedy of the crash of USAir Flight 427.

If there is a need for us to discuss this matter, please do not hesitate to call me at 472-3510.

Very truly yours,

Herbert C. Higginbotham II, P.E.
Director

HCH/rd

cc Commissioner Tom Foerster, Chairman
Commissioner Pete Flaherty
Commissioner Larry Dunn
Tom Jamiello, ACDA
Peter Florian, ACDA
Kevin Conroy, ACDA
Richard Belotti, ACDA

[illegible]
13th District, Pennsylvania

COMMITTEE ON
WAYS AND MEANS
Ranking Member, Subcommittee
on Human Resources
Member, Subcommittee on
Oversight

Washington Office:
1222 Longworth House Office Building
Washington, DC 20515-3818
(202) 225-2135

Congress of the United States
House of Representatives
Washington, DC 20515-3818

District Offices:
[illegible] Road
Pittsburgh, PA 15235
(412) 883-3205

[illegible] Avenue
McKeesport, PA 15132
(412) 884-4048

[illegible] Road
Pittsburgh, PA 15235
(412) 883-3206

December 12, 1994

Secretary James F. Boatright
Deputy Assistant Secretary
Of Air Force (Installations)
SAS-MII
1660 Air Force Pentagon
Washington, D.C. 20330-1660

Dear Secretary Boatright:

I am writing to urge your consideration of a proposal regarding the 911th Airlift Wing in Pittsburgh, Pennsylvania.

Through my numerous visits to the 911th as a U.S. Congressman, I became aware of the opportunity to acquire additional aircraft parking ramp space. As you may know, the old Greater Pittsburgh Airport is currently vacant and stands adjacent to the 911th. An offer has been made by the county to add to the current lease some 30 acres of land from the old airport terminal area. This land would be a valuable and extremely useful asset to the Reserve Base at no additional cost to the Reserves.

It is my understanding that approval of this action is currently pending in your office. The 911th has played an integral part in serving the Pittsburgh and international community through its humanitarian and military airlift missions. Acceptance of this proposal would enable the 911th to expand and take on additional responsibility.

Thank you for your consideration of this matter. I look forward to your reply.

Sincerely,

Rick Santorum

Rick Santorum
Member of Congress

RS:ps

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE

22 November 1995

MEMORANDUM FOR HERBERT C. HIGGINBOTHAM, II, P.E.
DIRECTOR
DEPARTMENT OF AVIATION
COUNTY OF ALLEGHENY
PITTSBURGH INTERNATIONAL AIRPORT
LANDSIDE TERMINAL, SUITE 4000
P.O. BOX 12370
PITTSBURGH, PA 15231-0370

FROM: 911 Airlift Wing/CC
Pittsburgh Intl Arpt ARS
316 Defense Ave
Coraopolis, PA 15108-4421

SUBJECT: Reuse of Old Terminal
Greater Pittsburgh International Airport

1. The 911 AW has been given approval to obligate funds to conduct a phase I Environmental Baseline Survey, the first step required by AFI 32-7066 in real estate transactions, for the acquisition of additional acreage offered by Allegheny County to the Air Force.

2. Please provide any studies, surveys, documents, etc. that address environmental site conditions of the approximate eighty-five (85) acres of the eastern portion of the ramp area and terminal, and deicing pad at the old Greater Pittsburgh International Airport.

3. The above parcels of land are designated as Area 1 (± 47 acres), Area 2 (± 30 acres) and Area 3 (± 8 acres) on the attached map.

4. Please direct any questions to Mr. Robert F. Moeslein, Base Civil Engineer, at 474-8571 or Mr. Richard Feid, Environmental Engineer, at 474-8749.

THOMAS W. SPENCER, Colonel, USAFR
Commander

Attachment
Area Map

cc:
911 AW/CE
911 AW/CEV

DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE

5 October 1995

MEMORANDUM FOR HQ AFRES/CE

FROM: 911 AW/CC

SUBJECT: Pittsburgh IAP ARS Land Transfer

1. The 911 Airlift Wing currently operates efficiently and effectively on 115 acres of land primarily leased from Allegheny County for one dollar per year. The installation has a compact and efficient infrastructure, with all facilities and buildings well maintained. In February 1994, the 911 Airlift Wing signed a Memorandum of Agreement with Allegheny County to utilize an additional 21.7 acres of adjacent ramp space for surge capacity, at no cost to the government.

2. The County additionally offered 30 acres of prime, ready ramp space to the Air Force in 1994. Subsequently, the Commissioners of Allegheny County offered an additional 47 acres of concrete ramp space, adjacent to the existing ramp, at no cost to the Air Force. The development of this offer was not a reaction to BRAC 95. The offer is the outcome of a $500,000 study commissioned by HQ AFRES in 1983 and presented in 1988 as the 911 Airlift Wing Base Comprehensive Plan (see attached BCP Executive Summary).

3. The completion of the billion dollar Pittsburgh Mid-field Terminal complex in 1992, released additional acreage for the 911 AW when the old terminal and ramp space was abandoned. The 1995 Base Closure Executive Group ranked Pittsburgh IAP ARS as one of the top two installations in military value. Pittsburgh IAP ARS demonstrates the greatest capacity and capability of all AFRES units, located at commercial airfields, for cost effective expansion and the ability to react to and accommodate contingency, mobilization and future total force requirements.

4. The Department of Defense justification to close Pittsburgh IAP ARS during the 1995 BRAC process was based on inaccurate data provided by the Air Force Reserve. With corrected data applied to the COBRA model, Senator Dixon and the 1995 BRAC Commission found "Pittsburgh was one of the least costly installations to operate." With regard to the base's capability to expand, the Air Force indicated they had received the offer of additional acreage at Pittsburgh IAP ARS, but determined it was inappropriate to act on the offer, pending the outcome of the base closure process. The Commission found that the low operating costs and expansion opportunities were not fully considered by the Air Force.

5. A large portion of the acreage offered to the Air Force Reserve is ready ramp space, capable of supporting any and all aircraft in the military or commercial inventory with no known MILCON requirements. Acceptance and subsequent use of the offered property will not adversely affect any existing ecosystems.

6. Of the six (6) AFRES installations at civilian airfields compared in the 1995 BRAC process, Pittsburgh IAP ARS had the lowest projected MILCON. The concern over the latest MILCON bid prices at Pittsburgh exceeding the programmed amounts, are the result of base estimates that were not updated in eight years, unforeseen environmental requirements, unknown siting criteria during the programming process in 1987 and inaccurate estimating during the design process by the Army Corp of Engineers. These bid prices should not be interpreted to assume that Pittsburgh is a high cost area for construction as demonstrated by the construction of the Midfield Terminal facility, completed under budget and on time.

7. The greatest concern to the 911 AW at the initial offer of the proposed acreage from Allegheny County was the extent of environmental contamination that may be encountered. Discussions with the Allegheny County Commissioners on this issue, indicated that the County and/or US Air would assume responsibility for any necessary remediation. In addition, preliminary discussions between the County and the Pennsylvania Department of Environmental Resources also indicated that remediation may not be necessary if the proposed site is utilized for the same purpose as originally utilized - airport operations.

8. Acquisition of this additional acreage from Allegheny County is necessary to enhance the current posture of the Pittsburgh IAP ARS for the following reasons:

a. The 21.7 acres of ramp space, currently in use under a 1993 Memorandum of Agreement, has been utilized for the past two years to park displaced aircraft on the primary apron while construction projects, such as the installation of an environmentally benign deicing pad and a three phase concrete repair project were in process. Most recently, a portion of the MOA acreage has been utilized as a staging area for the construction of an elevated 1.5 million gallon water storage tank as a joint effort between the Moon Township and the Air Force Reserve. In addition, a portion of the MOA acreage will be utilized as a staging area for construction of the new MILCON project to construct a Jet Fuels Storage Complex.

b. This additional acreage has also enabled the 911 Airlift Wing to host several joint military exercises to include Patriot Pitt, Veteran's Tribute, Patriot Express and Provide Pitt, thus providing invaluable joint service training. Also, current billeting facilities and operational services provided by fuels, civil engineering, aircraft maintenance and transportation can support large volumes of transient aircraft and associated personnel during surge or contingency operations with no additional investment.

c. The 911 AW currently conducts apron aircraft operations under an AFRES approved waiver due to insufficient wing tip clearances between taxing aircraft and the Operations Building, B419 and the Aircraft Maintenance Shop, B418. Acceptance of this additional acreage can eliminate the need for a waiver and provide for safer, less congested operations on the flightline.

d. The 911th AW is scheduled for the construction of a new Jet Fuels Storage Facility. The site for this facility requires commercial refueling vehicles to drive through the heart of the installation. On a weekly basis, the base receives an average of four truckloads of jet fuel, consisting of approximately 8000 gallons each. The route through the base is hilly with numerous bends, heavy traffic and densely populated work areas. Conversely, there is a fully paved rear access road through Allegheny County property which was offered to the Air Force Reserve as part of the 77 acre no cost lease, which will provide a more direct route to the new facility. This access road cuts the driving distance for commercial refuelers in half, bypassing the hills, bends, traffic and densely populated work areas.

e. The 911 AW currently has only one entrance to the facility. The Base Comprehensive Plan identified the need for an emergency secondary gate for use during rush hours, UTA weekends and for special delivery needs. In times of crisis, as occurred when PennDOT ruptured a high pressure natural gas line outside the main gate, there is no alternate means of ingress or egress from the installation proper. A second means of access does exist however, adjacent to the abandoned fuel farm on Allegheny County property as identified in item 8d.

f. Since July, 1993, the 911 AW has hosted Lockheed modification teams under an AFRES contract that completed the modification and installation of "electronic equipment" on C-130 E and H models. Since that time, the base has supported, concurrently, up to three additional aircraft undergoing modification. The additional aircraft were parked on the area that is currently being used under the aforementioned MOA. The projection for completion of the modifications is sometime in the spring of 1997. Just this past week, AFRES has inquired as to the possibility of additional modifications on AFRES aircraft. The modifications proposed will upgrade the Electronic Countermeasures capabilities of selected AFRES aircraft and will extend the work of the contractors for an additional period of time.

g. The additional acreage provides an unobstructed area for engine run-ups. The existing ramp space is limited to only ground idle runs because of safety concerns relating to prop blast and the restricted parking arrangement on the existing apron. Prior to utilization of this additional acreage, engine run-ups had to be performed by contacting the FAA and utilizing an aircrew to taxi aircraft to a remote, unobstructed available area in the airport complex. This new process eliminates costly delays involving aircrew and maintenance personnel as well as excessive down time.

h. As directed in the 14 November 1994 letter from HQ AFRES/LG, C-130 and C-141 aircraft have an operational need to deploy with an initial load of flares for en-route self protection capability. In order to implement a flare prepositioning program at Pittsburgh, a flare build-up and storage area must be constructed. While an existing site is available on the current 115 acre site at Pittsburgh, it is located in a hilly area behind the engine test stand and immediately adjacent to an active airport taxiway/runway. A more ideal site is located on the additional offered acreage, which is more readily accessible to the apron, in a less restricted and less noisy area and more importantly, in a remote location relative to the base proper.

i. The 911 AW currently provides billeting and dining facilities for approximately forty (40) MEPS (Military Entrance Processing Station) authorized personnel on a daily basis. The MEPS organization has officially requested to construct a 28,000 SF facility on a three (3) acre parcel of land at the 911 AW in FY 96. Estimated savings of $600,000 per year in lease costs alone, at the Federal Building in downtown Pittsburgh, are expected. (See attached letters dated 8 April 1993 and 12 July 1991).

j. The Defense Commissary Agency has expressed an interest in constructing a new 40,000 SF commissary on a 6.4 acre site in FY 98 and relocating their current operations from the Kelly Support Facility in Oakdale, PA to the 911 AW. Forecasted monthly sales volume is estimated at $550,000 - $1,000,000. (See attached letter dated 31 July 1995 along with undated Commissary Site Plan). Preliminary discussions with Commissary personnel also indicate that a similar interest exists for the construction of a new BX facility of similar proportions, immediately adjacent to the new Commissary facility.

9. The demographics of the Pittsburgh area provide for abundant recruiting. The 911 AW maintains exceptional manning numbers, exceeding 100% for each of the last five years running. Retention rates are also very high with eligible airmen reenlistment exceeding 97%. The two medical units at the 911 AW are continuously fully manned with recruits from Pittsburgh's world class medical community. In addition, 80% of reservists live within a 50 mile radius of the base, comprising a four county area. Pittsburgh International Airport, the hub of a major US airline, provides a significant pool of experienced personnel and is an invaluable resource for aircrew recruiting and aircraft maintenance technology.

10. The outstanding relationship between the neighboring communities and the Air Force Reserves is evidenced by events relating to the recent BRAC process. The local community of Moon Township donated working space and utilities for personnel involved in efforts to save the 911 AW. The State of Pennsylvania, Counties of Allegheny and Beaver, City of Pittsburgh and local community leaders attended many meetings and offered their total support and assistance in efforts to save the 911th. In addition, the current joint use agreement with Allegheny County, provides many services to the Air Force Reserve at a minimal cost. For only $20,000 per year, the 911 AW receives the following services from Allegheny County: aircraft and fire rescue, structural fire protection, landing and take-off fees, runway maintenance and repair, emergency ambulance and medical services, control tower services and runway/taxiway snow removal services.

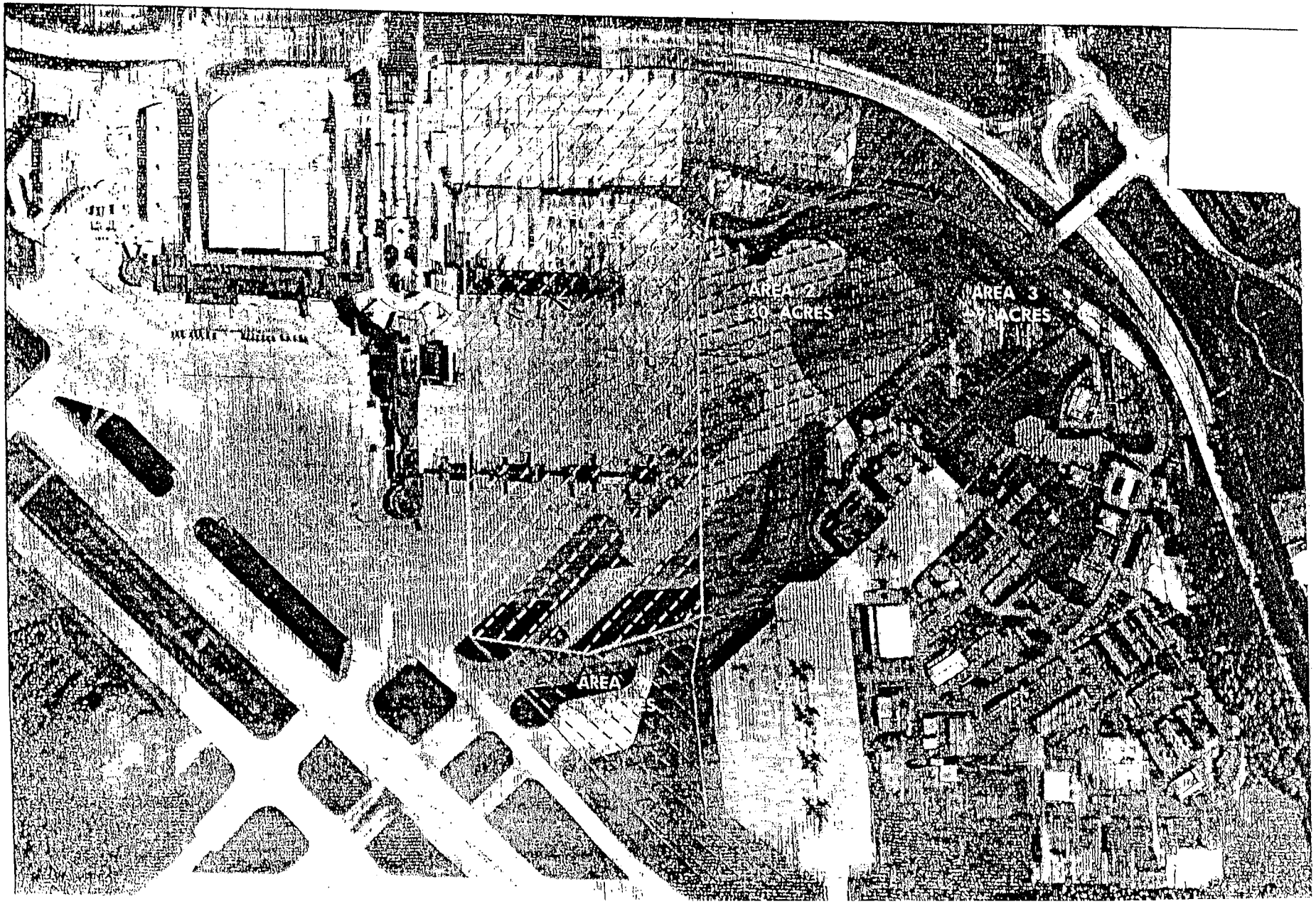
11. As highlighted in the 1988 Base Comprehensive Plan, Pittsburgh is America's third largest corporate city, and is located mid-way between the first, New York, and the second, Chicago. Due to its central location and transportation and distribution facilities, it is one of the most desirable and diversified economic markets in the country. In addition, in the urgent contingency of actual major war, the national mobilization of the Civil Reserve Air Fleet (all the airlines) would make Pittsburgh International Airport a crucial national center of operations - - vastly better than other competing sites in the traffic-gridlocked East Coast or Great Lakes areas or in small non-international airports to the west or south of Pittsburgh.

12. It is very difficult to acquire land for airport expansion - it is either too costly or non-existent. In this case, the land exists at no additional cost to the government. For these and the above mentioned reasons in this letter, acceptance of this additional acreage from Allegheny County is a once in a life time opportunity, a phenomenal value to the Department of Defense, especially the Air Force Reserve. This offer is the "ultimate real-estate bargain."

Thomas W. Spencer

THOMAS W. SPENCER, Col, USAFR
Commander

5 Attachments:
1. BCP Executive Summary
2. MEPS Facility Ltr, Dtd 8 Apr 1993
3. Trip Report-MEPS Site Survey, Dtd 12 Jul 1991
4. DCA Ltr, Dtd July 31, 1995
5. DCA Commissary Site Plan, Undtd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AREA 3
AREA

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

22 May 96

CE
CEV
CEVE (JM)
CEVE (FV)
CEVE (RC) RC 6/13/96

HQ USAF/RE
1150 Air Force Pentagon
Washington DC 20330-1150

Mr. Larry Dunn
Chairman, Office of the Commissioners
County of Allegheny
119 Courthouse
Pittsburgh PA 15219-2499

Dear Mr. Dunn

General Fogleman asked me to respond to the County of Allegheny Board of Commissioners' offer to provide additional property adjacent to the Air Force Reserve's (AFR) Air Reserve Station (ARS) at Pittsburgh.

My Headquarters plans and programs staff did an analysis of present and future operational requirements and found no requirement for additional land at Pittsburgh ARS.

I sincerely appreciate Allegheny County's generous offer and regret that the AFR cannot accept the property. I do, however, look forward to a continued successful partnership between Allegheny County and the Air Force Reserve.

Regards

John A. Bradley

JOHN A. BRADLEY, Brig Gen, USAF
Deputy to the Chief of Air Force Reserve

TA

945-96

OFFICIAL
REQUEST FOR BOARD ACTION

Allegheny County ☐ Institution District ☐

AGENCY: Department of Aviation	EST. COST:
ADDRESS: Pittsburgh International Airport	EST. REVENUE:
CONTACT: Kevin W. Conroy EXT.472-5533	FUTURE IMPACT:
SIGNATURE: (Director)	CHECK APPROPRIATE BOX: Grant ☐ Capital ☐ Operating ☒
DATE SUBMITTED BY AGENCY:	INDEX CODE: N/A
ADMINISTRATION	PROJECT NO: N/A
	EXP. SUB OBJ. CODE: N/A
	INCLUDED IN BUDGET: YES ☐ NO ☐

SUMMARY: Board Authority is requested to rescind Board Action of February 2, 1995, Agenda No. 148-A-95, and Board Action of April 20, 1995, Agenda No. 624-95 to lease additional property at Pittsburgh International Airport to the 911th Air Wing of the United States Air Force (USAF Reserve) for ramp usage.

EXPLANATION:

Board Authority is requested to rescind Board Action of February 2, 1995, Agenda No. 148-A-95, and Board Action of April 20, 1995, Agenda No. 624-95 to lease approximately seventy-seven (77) acres of property at Pittsburgh International Airport to the United States Air Force Reserve for use as additional ramp space.

It has been determined that the 911th Air Wing no longer is in need of the additional ramp space previously offered. Therefore, it is respectfully requested of the Board to rescind the prior Board Actions to enable the Department of Aviation to pursue alternative uses of this Airport property.

OFI

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

21 May 96

HQ USAF/RE
1150 Air Force Pentagon
Washington DC 20330-1150

Mr. Larry Dunn
Chairman, Office of the Commissioners
County of Allegheny
119 Courthouse
Pittsburgh PA 15219-2499

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I sincerely appreciate Allegheny County's generous offer and regret that the AFR cannot accept the property. I do, however, look forward to a continued successful partnership between Allegheny County and the Air Force Reserve.

Regards

JOHN A. BRADLEY, Brig Gen, USAF
Deputy to the Chief of Air Force Reserve

HQ USAF/RE
50 AIR FORCE PENTAGON
WASHINGTON DC 20330-1150

RECEIVED
COMM. DUNN
96 JUN -5 PM 12:47

945-9

OFFICIAL
REQUEST FOR BOARD ACTION

Allegheny County ☐ Institution District ☐

AGENCY: Department of Aviation	EST. COST:
ADDRESS: Pittsburgh International Airport	EST. REVENUE:
CONTACT: Kevin W. Conroy EXT.472-5533	FUTURE IMPACT:
SIGNATURE: (Director)	CHECK APPROPRIATE BOX: Grant ☐ Capital ☐ Operating ☒
DATE SUBMITTED BY AGENCY:	INDEX CODE: N/A
ADMINISTRATION	PROJECT NO: N/A
	EXP. SUB OBJ. CODE: N/A
	INCLUDED IN BUDGET: YES ☐ NO ☐

SUMMARY: Board Authority is requested to rescind Board Action of February 2, 1995, Agenda No. 148-A-95, and Board Action of April 20, 1995, Agenda No. 624-95 to lease additional property at Pittsburgh International Airport to the 911th Air Wing of the United States Air Force (USAF Reserve) for ramp usage.

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It has been determined that the 911th Air Wing no longer is in need of the additional ramp space previously offered. Therefore, it is respectfully requested of the Board to rescind the prior Board Actions to enable the Department of Aviation to pursue alternative uses of this Airport property.

RECEIVED 96 JUN 24 AM 11:13 ADMINISTRATION OFFICE OF CHIEF CLERK

(Continued on Reverse)

REPORT OF BOARD ACTION AT MEETING OF: JUL 20 1996

Date Received by Chief Clerk

COMMENT:

VOTE: C/d "U"

RECEIVED 96 MAR 29 PM 1:1 OFFICE OF ADMINISTRATION CHIEF CLERK

cc: Controller
Law Department
Budget & Finance

FILE: AGENCY
FILE

☒ Approved as Submitted
☐ Approved Conditionally
☐ Denied
☒ Withdrawn/Heldover

Certified: James C. Massare
James C. Massare
Chief Clerk

DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE

HAR-ADO	
LWW	
DFC	
ODS	
JBC	
PJS	
JMB	
RMW	
ALL	

JAN 08 1998

29 December 1997

Mr. Patrick J. Sullivan, P.E.
Federal Aviation Administration
Airport District Office
3911 Hartzdale Drive, Suite 1
Camp Hill PA 17011

911 Airlift Wing/CE/Mr. Robert F. Moeslein
Pittsburgh International Airport
1113 Herman Avenue
Coraopolis PA 15108-4421

Re: Pittsburgh International Airport Joint Planning Conference of 25 November 1997

Dear Mr. Sullivan:

I would like to take this opportunity to thank you for your efforts to include the 911th Airlift Wing in the Pittsburgh International Airport's joint planning process. The 25 November 1997 meeting in the FAA tower conference room was the first opportunity we had been offered to become a part of the planning process since the early 1990's.

As you know, several projects that will affect our lease property and our facilities were discussed, and we had the opportunity to begin to explain our concerns and the potential impacts of these projects on our current flying mission. Because aircraft operating criteria on Air Force controlled property differ somewhat from those prescribed by the FAA, some of the participants in the 25 November meeting may have heard of our concerns for the first time. As a tenant of the Airport, we are again thankful for this opportunity to have our voice heard as part of the Airport's development planning process.

While we barely skimmed the surface of the issues associated with the proposed Airside Business Park, Mr. Fredericks mentioned a 22 May 1996 letter from General Bradley which stated unequivocally that the U.S. Air Force had no interest in acquiring the additional 85 acres offered by the Allegheny County Board of Commissioners in 1995 (offered by the previous Board of Commissioners immediately following the failed BRAC process that had targeted the 911th for closure). General Bradley's letter was written in response to the 10 May 1996 letter from the Allegheny County Board of Commissioners, which was addressed directly to General Fogelman, USAF Chief of Staff. Although the 911th Airlift Wing was not copied on this letter, a copy of it and other correspondence was ultimately provided by an interested third party. Consequently, the Commissioners effectively completed an "end run" on previously established communication protocols between the ACDA, the Allegheny County Board of Commissioners, and the 911th Airlift Wing. In the past, my engineering staff would have been contacted first and would have prepared appropriate supporting information (a point paper) to accompany the request for Command, and the Secretary of the Air Force. Unfortunately, this chain of communication was circumvented and did not allow us to prepare information for Generals Bradley, McIntosh, and Fogelman to consider in drafting their response.

Because the Commissioners' 10 May 1996 letter did not detail the County's plans to "expand the economic vitality of the region" nor the ACDA intention to develop an Airside Business Park immediately adjacent to the 911th facilities and within historically secure Aircraft Operating Areas, it is likely that the 22

May 1996 response from the Pentagon was drafted without the benefit of being fully and appropriately informed. While this may still be an accurate statement of the Air Force's present position on land acquisition, it is important to understand that a more thorough discussion of the potential impacts of the adjoining development may have influenced how the Pentagon's response was drafted. Consequently, please do not be confused by the simplified format of the 22 May 1996 letter, and please do not interpret it as the final word on this issue.

To emphasize this point, on 27 August of this year our Wing Commander, Col. Thomas W. Spencer, was directed by the Assistant Secretary of the Air Force for Installations to conduct a review of the economic feasibility of various land acquisition alternatives. If nothing else, the fact that his review has been directed suggests that land acquisition may not have been ruled out as more information has surfaced regarding the proposed Airside Business Park. At the very least, the Air Force Reserve Command and the Pentagon are soliciting information on potential impacts of the Airside Business Park. They apparently desire that our Wing's existing mission not be compromised and that we will be able to continue to provide security and appropriate operational clearances for military aircraft.

Additionally, we want you to know that we are currently in the process of updating our Base Comprehensive Plan (which examines our vision of existing and future missions and looks into potential changes and the viability of the installation over the next 8 to 10 year time frame). This document emphasizes the importance of flexibility in planning for the future. Unfortunately, should missions change, the current configuration of the proposed Airside Business Park will stifle any potential for our organization to adjust to future mission changes (i.e., conversion to 767 NDAA aircraft). This will undoubtedly impact the long-term viability of this Wing and, in these leaner times, has the potential to be a direct cause for closure of this Air Reserve Station. Zero flexibility ultimately translates into zero future.

It is important that we go on record with the FAA, the ACDA, and Allegheny County regarding the potential impacts of the Airside Business Park, the permanence of the ILS on Runway 28C, and, to a lesser extent (if modified as discussed in our 25 November Joint Planning Conference), the widening/relocation of taxiway "E".

As the preceding suggests, we are extremely appreciative of your efforts to get us back into the Airport's Joint Planning process. We look forward to continuing our dialogue and hope to foster a productive and cooperative working relationship with all parties. We are optimistic that our renewed participation in the process will ensure the long-term existence of a military installation with a proud tradition and history of service and sacrifice throughout the world in wartime and in peace.

Again, thank you for your time and consideration.

Sincerely,

Robert F. Moeslein

ROBERT F. MOESLEIN
Base Civil Engineer
911th Airlift Wing

cc:
PaDOT, Bureau of Aviation
911th SPTG/CC/CD
911th AW/CC

FEB 0 2 1998

Brig. General John A. Bradley
United States Air Force
Deputy to the Chief of Air
Force Reserve
HQ USAF/RE
1150 Air Force Pentagon
Washington, DC 20330-1150

Dear Brig. General Bradley:

The enclosed correspondence from your office (22 May 96 and Agenda No. 945-96 dated 20 July 96) advises of no requirement or need for additional ramp space for the USAF Reserve (911 Airlift Wing/CE) at Pittsburgh Int'l Airport (PIT).

However, the enclosed 29 December 97 letter from the 911 Airlift Wing/CE presents an apparent contradiction concerning the need for the subject airport property.

The Allegheny County Department of Aviation and the Federal Aviation Administration are actively pursuing the planning and environmental review for reuse of the PIT Old Terminal Building and adjacent property.

Given the comments of the 911 Airlift Wing, we are respectfully requesting a response from your office as to whether you wish to change your position presented in the aforementioned correspondence. Given the pressing need to address any "feasible and prudent" use(s) for the subject property in the planning/ environmental stage of proposed development, we would greatly appreciate an expeditious response within two (2) weeks.

The above subject may be discussed with either Mr. Frank Squeglia of this office (718 553-3325) or Mr. Patrick Sullivan of our Harrisburg Airports District Office (717 730-2832).

Sincerely,

Thomas Felix

for William DeGraaff
Assistant Manager, Airports Division

Enclosures
cc: ACDA (K. Fredericks), 911 Airlift (R. Moeslein), HAR-ADO, AEA-7, AEA-600
AEA-610:FSqueglia:af:2/2/98

File: PIT AFP/Old Term. Envir.

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

26 February 1998

HQ USAF/RE
1150 Air Force Pentagon
Washington, DC 20330-1150

Mr. William DeGraaff
Federal Aviation Administration
Fitzgerald Federal Building
JFK International Airport
Jamaica, NY 11430

Dear Mr. DeGraaff

Please accept my apologies for not responding to your 2 February 1998 letter within your requested timeframe. The Air Force Reserve has not changed its position in any way on our requirement for land at Pittsburgh International Airport. As stated in my 26 May 1996 memorandum to Mr. Larry Dunn, the Air Force Reserve has adequate land available at Pittsburgh, has no plans to expand the size of the unit, and has no new mission requirement that would require acquisition of any new land.

This is the Air Force Reserve Command and Air Force position on this issue. The Civil Engineer at the 911th Airlift Wing is not in a position to tell anyone outside of the unit what our requirements are. I do, however, have great concern regarding the installation of a temporary instrument landing system that does, under certain weather conditions, impact our capability on existing ramps and taxiways.

It would have been helpful had the airport authority and FAA coordinated with the Air Force and our unit when the planning process began for installation of the temporary ILS. The instrument flight rules hold line passing through our ramp will, at times, impact our ability to operate. We would like to have your help in resolving this issue and look forward to working with you.

Sincerely

JOHN A. BRADLEY, Brig Gen, USAF
Deputy to the Chief
of Air Force Reserve

cc:
SAF/MII
HQ AFRC/CV/CE
22AF/CC
911 AW/CC/CE

Coordination Table

Action Officer Information	
Action Officer's Name and Phone	**Office Symbol**
Lt Col Mike Coats, 695-5057	**AF/REXR**

Coordination

Office Symbol	Action	Name	Phone	Date	Comments
AFRC/XPX	Coord	Mr W. Manning	DSN 497-1962	11 Sep 98	
AFRC/XPXP	Coord	Lt Col Esola	DSN 497-1917	11 Sep 98	
AFRC/JAV	Coord	Mr Epperson	DSN 497-1590	11 Sep 98	
AFRC/CEO	Coord	Mr Hovey	DSN 497-1040	11 Sep 98	
AF/REX	Coord	Col Samples	695-3889	11 Sep 98	

Attachments

None

FACT SHEET

SUBJECT: Pittsburgh IAP/ARS PA

Date: 11 Sep 98

QUESTION: Status of Air Force review of land allocation options:

ANSWER: The Air Force Reserve is currently reviewing the options provided by Allegheny County and will participate in a 17 Sep 98 public hearing for the airport. The Air Force Reserve has no need for additional land at Pittsburgh IAP. The existing property is adequate to support the existing mission of the 911th AW and no additional missions are planned in the forseeable future. If future development or expansion impacts the Air Force Reserve mission and installation security, all agencies must re-evaluate the proposal.

QUESTION: Status of proposed air cargo air terminal at the old Pittsburgh Airport:

ANSWER: The Air Force Reserve has no requirement for the old air cargo terminal. If there is any potential commercial or private use or development of this area, the Air Force Reserve must be represented to ensure any development does not impact the Air Force Reserve mission and installation security at Pittsburgh IAP.

Congressional Inquiry

Office of Budget and Appropriations Liaison (SAF/FML)

Action OPR: AF/REI **Suspense Date:** 10 Sep 1998 14:00 **Inquiry No:** RE-027

Action OCR: OPR Tasked Date: **09 Sep 1998 12:22**

Required Coordination:

Subject: **Pittsburgh IAP/ARS PA**

ACTION REQUIRED:

1. Mr. Carmen Scialabba, Appropriations Associate Staff for Rep John P. Murtha requests the status of the following issues at the 911 TAG:

   a. Air Force review of land allocation options. Told that options have been sent to 22nd AF.

   b. Proposed air cargo air terminal at the old Pittsburgh Airport.

2. Please respond with a fully coordinated response via e-mail in fact sheet to SAF/FMBL (inquire.fml@saffmb.hq.af.mil). I can be contacted at 614-8113 if you require assistance.

SUSAN E. LUKAS, Capt, USAF
Assistant for Congressional Matters

SAF/FML
Liaison Officer: Captain Lukas, Susan 1
Room: 5D911
Phone (703) 614-8113 Fax (703) 614-3043
Information Distribution:

Moeslein, Robert (Pittsburgh ARS)

From: Hovey, Thomas (Robins AFB)
Sent: Wednesday, September 16, 1998 12:58 PM
To: Moeslein, Robert (Pittsburgh ARS)
Subject: FW: RE-027 Proposed Response

Bob, I'm forwarding what the Air Staff boys sent to the Cong, TH --------

From: Coats, Michael J. (Pentagon AF/REXR)
Sent: Friday, September 11, 1998 2:08 PM
To: Campbell, Kathy (Pentagon, AF/REI)
Cc: Samples, Thomas (Pentagon, AF/REX); Koepp, Richard (Pentagon, AF/REX); Hovey, Thomas (Robins AFB); Manning, William (Robins AFB)
Subject: RE-027 Proposed Response

Attached is a coordinated response to the subject inquiry. If you have questions, let me know. Thanks.

RE-027

Lt Col Mike Coats
AF/REXR
695-5057
DSN 225-5057

June 8, 2005

The Honorable Anthony J. Principi, Chairman
2005 Defense Base Closure & Realignment Commission
2521 S. Clark Street, Suite 600
Arlington, VA 22202

RE: 911th Located at Pittsburgh International Airport
Pittsburgh, PA

Dear Mr. Chairman:

We would like to take this opportunity to respond on behalf of Allegheny County and the Allegheny County Airport Authority (Authority) to the recent listing by the BRAC Commission of the closure of the 911th Air Reserve at Pittsburgh International Airport located in Allegheny County Pennsylvania.

It is our understanding that the 911th Air Reserve Base was scored by the BRAC Commission indicating a lack of space available to handle up to a 16 aircraft Wing. We would like to take this opportunity to advise the Commission that there is a current Memorandum of Agreement (see Attachment A), which encompasses an additional 21.7 acres of aircraft ramp space that has been continuously used and under the control of the 911th since 1993 and was not used in the scoring. In addition there are approximately 31 acres of property outlined on Attachment B, which has been offered to the 911th for their use which they have not needed in the past. The area covered by the MOA and the additional property (53 acres total) provides more than enough space for the current, future and any planned needs that the 911th may have. Over the years, Allegheny County, previous operator of the Airport, and the Airport Authority, operator of the Airport since November 1999, has reserved and made available for expansion by the 911th the land and ramp indicated on Attachment B.

We would ask that you reconsider the closing of the 911th and take into consideration the existing ramp area that is currently under Agreement with the 911th and the additional land that is available for the military's use should they desire.

Thank you for your consideration.

Sincerely,

Kent G. George, A.A.E.
Executive Director
Allegheny County Airport Authority

Sincerely,

Dan Onorato
Chief Executive
Allegheny County

PITTSBURGH
INTERNATIONAL AIRPORT
Landside Terminal, 4th Floor Mezz.
Pittsburgh, PA 15231
Tel: 412.472.3500
Fax: 412.472.3636

OFFICE OF
CHIEF EXECUTIVE DAN ONORATO
101 County Courthouse
Pittsburgh, PA 15219
Tel: 412.350-6500
Fax: 412.350.4360

State Installation	Action	Out Mil	Out Civ	In Mil	In Civ	Net Gain/(Loss) Mil	Net Gain/(Loss) Civ	Net Mission Contractor	Total Direct
Pennsylvania									
Bristol	Close	(9)	(2)	0	0	(9)	(2)	0	(11)
Engineering Field Activity Northeast	Close	(4)	(188)	0	0	(4)	(188)	0	(192)
Kelly Support Center	Close	(174)	(136)	0	0	(174)	(136)	0	(310)
Naval Air Station Willow Grove	Close	(865)	(362)	0	0	(865)	(362)	(5)	(1,232)
Navy Crane Center Lester	Close	(1)	(54)	0	0	(1)	(54)	0	(55)
Navy-Marine Corps Reserve Center Reading	Close	(18)	0	0	0	(18)	0	0	(18)
North Penn U.S. Army Reserve Center, Norristown	Close	(22)	(1)	0	0	(22)	(1)	0	(23)
Pittsburgh International Airport Air Reserve Station	Close	(44)	(278)	0	0	(44)	(278)	0	(322)
Serrenti U.S. Army Reserve Center, Scranton	Close	(47)	(8)	0	0	(47)	(8)	0	(55)
U.S. Army Reserve Center Bloomsburg	Close	(20)	(2)	0	0	(20)	(2)	0	(22)
U.S. Army Reserve Center Lewisburg	Close	(9)	(2)	0	0	(9)	(2)	0	(11)
U.S. Army Reserve Center Williamsport	Close	(25)	(4)	0	0	(25)	(4)	0	(29)
W. Reese U.S. Army Reserve Center/OMS, Chester	Close	(9)	(1)	0	0	(9)	(1)	0	(10)
Letterkenny Army Depot	Gain	0	0	0	409	0	409	0	409
Naval Support Activity Philadelphia	Gain	0	(10)	0	301	0	291	0	291
Navy-Marine Corps Reserve Center Lehigh	Gain	0	0	8	0	8	0	0	8
Navy-Marine Corps Reserve Center Pittsburgh	Gain	0	0	7	0	7	0	0	7
Tobyhanna Army Depot	Gain	(1)	(82)	3	355	2	273	0	275
Defense Distribution Depot Susquehanna	Realign	0	(15)	0	0	0	(15)	0	(15)
Human Resources Support Center Northeast	Realign	0	(174)	0	0	0	(174)	(9)	(183)
Marine Corps Reserve Center Johnstown	Realign	(86)	0	0	0	(86)	0	0	(86)
Naval Support Activity Mechanicsburg	Realign	0	(11)	0	0	0	(11)	0	(11)
Navy Philadelphia Business Center	Realign	0	(63)	0	0	0	(63)	0	(63)

This list does not include locations where there were no changes in military or civilian jobs.

Military figures include student load changes.

Economic Area Installation	Action	Out Mil	Out Civ	In Mil	In Civ	Net Gain/(Loss) Mil	Net Gain/(Loss) Civ	Net Mission Contractor	Total Direct	Indirect Changes	Total Job Changes	Economic Area Employment	Changes as Percent of Employment
Pittsburgh, PA Metropolitan Statistical Area													
Kelly Support Center	Close	(174)	(136)	0	0	(174)	(136)	0	(310)	(183)	(493)	1,403,312	0.0%
Pittsburgh International Airport Air Reserve Station	Close	(44)	(278)	0	0	(44)	(278)	0	(322)	(258)	(580)	1,403,312	0.0%
Navy-Marine Corps Reserve Center Pittsburgh	Gain	0	0	7	0	7	0	0	7	2	9	1,403,312	0.0%
Pitt U.S. Army Reserve Center, Corapolis	Realign	(119)	(101)	0	0	(119)	(101)	0	(220)	(132)	(352)	1,403,312	0.0%
	Total	(337)	(515)	7	0	(330)	(515)	0	(845)	(571)	(1,416)	1,403,312	-0.1%
Pocatello, ID Metropolitan Statistical Area													
Navy Reserve Center Pocatello	Close	(7)	0	0	0	(7)	0	0	(7)	(2)	(9)	47,266	0.0%
	Total	(7)	0	0	0	(7)	0	0	(7)	(2)	(9)	47,266	0.0%
Portland-South Portland-Biddeford ME Metropolitan Statistical Area													
Naval Shipyard Portsmouth	Close	(201)	(4,032)	0	0	(201)	(4,032)	(277)	(4,510)	(4,656)	(9,166)	331,655	-2.8%
Naval Air Station Brunswick	Realign	(2,317)	(61)	0	0	(2,317)	(61)	(42)	(2,420)	(1,846)	(4,266)	331,655	-1.3%
	Total	(2,518)	(4,093)	0	0	(2,518)	(4,093)	(319)	(6,930)	(6,502)	(13,432)	331,655	-4.0%
Portland-Vancouver-Beaverton, OR-WA Metropolitan Statistical Area													
Vancover Barracks	Close	(29)	(16)	0	0	(29)	(16)	0	(45)	(27)	(72)	1,232,839	0.0%
Portland International Airport Air Guard Station	Realign	(112)	(452)	0	0	(112)	(452)	0	(564)	(453)	(1,017)	1,232,839	-0.1%
	Total	(141)	(468)	0	0	(141)	(468)	0	(609)	(480)	(1,089)	1,232,839	-0.1%
Poughkeepsie-Newburgh-Middletown, NY Metropolitan Statistical Area													
Carpenter U.S. Army Reserve Center,Poughkeepie	Close	(8)	(1)	0	0	(8)	(1)	0	(9)	(5)	(14)	312,628	0.0%
United States Military Academy	Gain	0	0	226	38	226	38	0	264	158	422	312,628	0.1%
	Total	(8)	(1)	226	38	218	37	0	255	153	408	312,628	0.1%

This list does not include locations where no changes in military or civilian jobs are affected.
Military figures include student load changes.

202/288-2599

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
Data As Of 7/19/2005 6:29:21 PM, Report Created 7/29/2005 2:23:04 PM

Department : USAF
Scenario File : C:\Documents and Settings\gingrick\My Documents\Community Files\Pittsburgh, PA\Pittsburgh Only\Pittsburgh
Option Pkg Name: Pittsburgh Actions Only - Add Land Return ($30M)
Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Starting Year : 2006
Final Year : 2009
Payback Year : 2012 (3 Years)

NPV in 2025($K): -147,141
1-Time Cost($K): 65,004

Net Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	-2,454	-8,427	-8,427	-8,427	-8,427	-36,163	-8,427
Overhd	1,086	11,277	2,518	-7,103	-7,739	-7,739	-7,699	-7,739
Moving	0	5,932	905	2,601	0	0	9,438	0
Missio	0	0	0	0	0	0	0	0
Other	397	11,643	31,805	0	0	0	43,845	0
TOTAL	1,483	26,398	26,801	-12,928	-16,166	-16,166	9,421	-16,166

	2006	2007	2008	2009	2010	2011	Total
POSITIONS ELIMINATED							
Off	0	0	0	0	0	0	0
Enl	0	0	0	0	0	0	0
Civ	0	127	0	0	0	0	127
TOT	0	127	0	0	0	0	127
POSITIONS REALIGNED							
Off	0	2	0	0	0	0	2
Enl	0	42	0	0	0	0	42
Stu	0	0	0	0	0	0	0
Civ	0	151	0	0	0	0	151
TOT	0	195	0	0	0	0	195

Summary:

Community Changes:

1. Deletes all actions not directly associated wtih with the 911 AW.

2. Add $30 million as One-Time Unique Cost to estimate cost of returning land to orginal condition IAW use agreement.

Recommendation: Realign Pope AFB. The 43d Airlift Wing's C-130E aircraft (25 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. Little Rock will retire C-130E aircraft (27 PAA); recode C-130E aircraft to BAI (8 PAA); and distribute C-130J aircraft to the 143d Airlift Wing (ANG), Quonset State Airport AGS, Rhode Island (1 PAA) and 146th Airlift Wing (ANG), Channel Islands AGS, California (2 PAA). At Little Rock, C-130J aircraft (4 PAA) will transfer from the 314th Airlift Wing (AD) to the 189th Airlift Wing (ANG). The 23d Fighter Group's A-10 aircraft (36 PAA) at Pope will be distributed to Moody AFB, Georgia. The Aeromed unit at Pope will remain in place as a tenant to the Army. The AFRC Aerial Port at Pope will remain in place as a tenant to the Army. Additional Air Force elements will remain in place at Fort Bragg as an Army tenant to support Army requirements. Fort Bragg will host an Air Force Reserve Command C-130 unit (16 PAA) with an active duty association at a 50/50 mix (AFRC/AD). Real property accountability for Pope AFB will be transferred to the Army. Close Pittsburgh IAP ARS. The 911th Airlift Wing's (AFRC) C-130H aircraft will be distributed to Pope/Ft. Bragg (AFRC) (8 PAA). The flight related ECS at Pittsburgh (Aeromed Squadron) will be moved to Youngstown-Warren Regional APT ARS. The remaining ECS and HQ manpower at Pittsburgh will be moved to Offutt AFB, NE. AFRC Ops and Maintenance manpower will be transferred to Pope/Ft. Bragg, NC. Realign Yeager Airport AGS. The 130th Airlift Wing's (ANG) C-130H aircraft (8 PAA) will be distributed to Pope/Fort Bragg, NC to form a 16 PAA Reserve and active duty associate unit. The wing's flying-related expeditionary combat support (ECS) manpower will move from Yeager to Eastern West Virginia Regional Airport/Shepherd Field AGS (Aerial Port and Fire Fighters). The remaining wing ECS will remains in place at Yeager.

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 2/2
Data As Of 7/19/2005 6:29:21 PM, Report Created 7/29/2005 2:23:04 PM

Department : USAF
Scenario File : C:\Documents and Settings\gingrick\My Documents\Community Files\Pittsburgh, PA\Pittsburgh Only\Pittsburgh
Option Pkg Name: Pittsburgh Actions Only - Add Land Return ($30M)
Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	1,957	244	244	244	244	2,933	244
Overhd	1,086	12,674	19,256	15,395	14,759	14,759	77,929	14,759
Moving	0	6,007	905	2,601	0	0	9,513	0
Missio	0	0	0	0	0	0	0	0
Other	397	11,643	31,805	0	0	0	43,845	0
TOTAL	1,483	32,281	52,210	18,241	15,003	15,003	134,221	15,003

Savings in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	4,411	8,671	8,671	8,671	8,671	39,096	8,671
Overhd	0	1,396	16,737	22,498	22,498	22,498	85,628	22,498
Moving	0	75	0	0	0	0	75	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	0	5,883	25,409	31,169	31,169	31,169	124,800	31,169

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
Data As Of 7/19/2005 6:29:21 PM, Report Created 7/29/2005 2:23:04 PM

Department : USAF
Scenario File : C:\Documents and Settings\gingrick\My Documents\Community Files\Pittsburgh, PA\Pittsburgh Only\Pittsburgh
Option Pkg Name: Pittsburgh Actions Only - Add Land Return ($30M)
Std Fctrs File : C:\Documents and Settings\gingrick\My Documents\COBRA 6.10 April 21 2005\BRAC2005.SFF

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Final Year : 2009
Payback Year : 2012 (3 Years)

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1-Time Cost($K): 65,004

Net Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	-2,454	-8,427	-8,427	-8,427	-8,427	-36,163	-8,427
Overhd	1,086	11,277	2,518	-7,103	-7,739	-7,739	-7,699	-7,739
Moving	0	5,932	905	2,601	0	0	9,438	0
Missio	0	0	0	0	0	0	0	0
Other	397	11,643	31,805	0	0	0	43,845	0
TOTAL	1,483	26,398	26,801	-12,928	-16,166	-16,166	9,421	-16,166

	2006	2007	2008	2009	2010	2011	Total
POSITIONS ELIMINATED							
Off	0	0	0	0	0	0	0
Enl	0	0	0	0	0	0	0
Civ	0	127	0	0	0	0	127
TOT	0	127	0	0	0	0	127
POSITIONS REALIGNED							
Off	0	2	0	0	0	0	2
Enl	0	42	0	0	0	0	42
Stu	0	0	0	0	0	0	0
Civ	0	151	0	0	0	0	151
TOT	0	195	0	0	0	0	195

44

Summary:

Community Changes:

1. Deletes all actions not directly associated wtih with the 911 AW.

2. Add $30 million as One-Time Unique Cost to estimate cost of returning land to orginal condition IAW use agreement.

Recommendation: Realign Pope AFB. The 43d Airlift Wing's C-130E aircraft (25 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. Little Rock will retire C-130E aircraft (27 PAA); recode C-130E aircraft to BAI (8 PAA); and distribute C-130J aircraft to the 143d Airlift Wing (ANG), Quonset State Airport AGS, Rhode Island (1 PAA) and 146th Airlift Wing (ANG), Channel Islands AGS, California (2 PAA). At Little Rock, C-130J aircraft (4 PAA) will transfer from the 314th Airlift Wing (AD) to the 189th Airlift Wing (ANG). The 23d Fighter Group's A-10 aircraft (36 PAA) at Pope will be distributed to Moody AFB, Georgia. The Aeromed unit at Pope will remain in place as a tenant to the Army. The AFRC Aerial Port at Pope will remain in place as a tenant to the Army. Additional Air Force elements will remain in place at Fort Bragg as an Army tenant to support Army requirements. Fort Bragg will host an Air Force Reserve Command C-130 unit (16 PAA) with an active duty association at a 50/50 mix (AFRC/AD). Real property accountability for Pope AFB will be transferred to the Army. Close Pittsburgh IAP ARS. The 911th Airlift Wing's (AFRC) C-130H aircraft will be distributed to Pope/Ft. Bragg (AFRC) (8 PAA). The flight related ECS at Pittsburgh (Aeromed Squadron) will be moved to Youngstown-Warren Regional APT ARS. The remaining ECS and HQ manpower at Pittsburgh will be moved to Offutt AFB, NE. AFRC Ops and Maintenance manpower will be transferred to Pope/Ft. Bragg, NC. Realign Yeager Airport AGS. The 130th Airlift Wing's (ANG) C-130H aircraft (8 PAA) will be distributed to Pope/Fort Bragg, NC to form a 16 PAA Reserve and active duty associate unit. The wing's flying-related expeditionary combat support (ECS) manpower will move from Yeager to Eastern West Virginia Regional Airport/Shepherd Field AGS (Aerial Port and Fire Fighters). The remaining wing ECS will remains in place at Yeager.

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10)
Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:56 PM

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Personnel

Base	Start*	Finish*	Change	%Change
Pope AFB	6,353	0	-6,353	-100%
Little Rock AFB	4,088	5,909	1,821	45%
Moody AFB	4,197	5,161	964	23%
Quonset State APT AG	245	257	12	5%
Channel Islands AGS	286	300	14	5%
Offutt AFB	11,177	11,308	131	1%
Pittsburgh IAP ARS	**333**	**11**	**-322**	**-97%**
Ewvra Sheppard AGS	440	450	10	2%
Youngstown-Warren Re	470	478	8	2%
Randolph AFB	9,286	9,290	4	0%
Vance AFB	1,178	1,182	4	0%
Laughlin AFB	2,220	2,224	4	0%
Columbus AFB	1,711	1,715	4	0%
Yeager APT AGS	246	90	-156	-63%
BASE X (AIR FORCE)	2,939	2,939	0	0%
BRAGG	48,725	50,510	1,785	4%
Sheppard AFB	9,081	9,077	-4	0%
TOTAL	102,975	100,901	-2,074	-2%

Total
Direct
44 officer to offutt
278 civilian to offutt
69 to Bragg
74 to
143
8 to youngstown

Square Footage

Base	Start	Finish	Change	%Change	Chg/Per
Pope AFB	1,904,000	0	-1,904,000	-100%	300
Little Rock AFB	3,103,000	3,292,917	189,917	6%	104
Moody AFB	2,033,000	2,157,184	124,184	6%	129
Quonset State APT AG	347,000	347,000	0	0%	0
Channel Islands AGS	342,000	342,000	0	0%	0
Offutt AFB	4,918,000	5,018,720	100,720	2%	769
Pittsburgh IAP ARS	396,000	0	-396,000	-100%	1,230
Ewvra Sheppard AGS	347,000	356,827	9,827	3%	983
Youngstown-Warren Re	555,000	568,090	13,090	2%	1,636
Randolph AFB	3,382,000	3,382,000	0	0%	0
Vance AFB	1,084,000	1,084,000	0	0%	0
Laughlin AFB	1,432,000	1,432,000	0	0%	0
Columbus AFB	1,276,000	1,276,000	0	0%	0
Yeager APT AGS	338,000	172,000	-166,000	-49%	1,064
BASE X (AIR FORCE)	1,947,403	1,947,403	0	0%	0
BRAGG	57,183,000	57,183,000	0	0%	0
Sheppard AFB	5,135,000	5,135,000	0	0%	0
TOTAL	85,722,403	83,694,141	-2,028,262	-2%	978

333 Total
- 44 officer
- 278 civilian
11 civilian remains

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Pittsburgh IAP ARS, PA (jlss)

ONE-TIME COSTS -----($K)-----	2006	2007	2008	2009	2010	2011	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	1,332	0	0	0	0	1,332
Civ Retire	0	278	0	0	0	0	278
CIV MOVING							
Per Diem	0	451	0	0	0	0	451
POV Miles	0	20	0	0	0	0	20
Home Purch	0	2,035	0	0	0	0	2,035
HHG	0	508	0	0	0	0	508
Misc	0	151	0	0	0	0	151
House Hunt	0	328	0	0	0	0	328
PPP	0	923	0	0	0	0	923
RITA	0	836	0	0	0	0	836
FREIGHT							
Packing	0	12	0	0	0	0	12
Freight	0	202	0	116	0	0	318
Vehicles	0	2	0	0	0	0	2
Unemployment	0	102	0	0	0	0	102
OTHER							
Info Tech	0	39	0	0	0	0	39
Prog Manage	1,086	814	611	458	0	0	2,969
Supt Contrac	0	0	0	0	0	0	0
Mothball	0	0	0	178	0	0	178
1-Time Move	0	0	0	278	0	0	278
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	10	0	0	0	0	10
POV Miles	0	8	0	0	0	0	8
HHG	0	80	0	0	0	0	80
Misc	0	44	0	0	0	0	44
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Misn Contract	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,086	8,177	611	1,030	0	0	10,904

$10,904,000

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
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Base: Pittsburgh IAP ARS, PA (jlss)

RECURRINGCOSTS -----($K)-----	2006	2007	2008	2009	2010	2011	Total	Beyond
O&M								
Sustainment	0	0	0	0	0	0	0	0
Recap	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL COSTS	1,086	8,177	611	1,030	0	0	10,904	0

ONE-TIME SAVES -----($K)-----	2006	2007	2008	2009	2010	2011	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	75	0	0	0	0	75
OTHER							
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	75	0	0	0	0	$75,000

RECURRINGSAVES -----($K)-----	2006	2007	2008	2009	2010	2011	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
Sustainment	0	0	0	1,248	1,248	1,248	3,744	1,248
Recap	0	0	0	1,137	1,137	1,137	3,411	1,137
BOS	0	514	514	514	514	514	2,571	514
Civ Salary	0	4,260	8,521	8,521	8,521	8,521	38,344	8,521
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	60	60	60	60	60	299	60
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	882	882	900	900	900	4,464	900
TOTAL RECUR	0	5,716	9,977	12,380	12,380	12,380	52,834	12,380
TOTAL SAVINGS	0	5,792	9,977	12,380	12,380	12,380	52,910	12,380 / P

implementation period

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:56 PM

Department : USAF
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Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Pittsburgh IAP ARS, PA (jlss)

ONE-TIME NET -----($K)-----	2006	2007	2008	2009	2010	2011	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	1,610	0	0	0	0	1,610
Civ Moving	0	5,469	0	116	0	0	5,585
Info Tech	0	39	0	0	0	0	39
Other	1,086	917	611	914	0	0	3,527
MIL PERSONNEL							
Mil Moving	0	66	0	0	0	0	66
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Misn Contract	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,086	8,101	611	1,030	0	0	10,828,000

RECURRING NET -----($K)-----	2006	2007	2008	2009	2010	2011	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
Sustainment	0	0	0	-1,248	-1,248	-1,248	-3,744	-1,248
Recap	0	0	0	-1,137	-1,137	-1,137	-3,411	-1,137
BOS	0	-514	-514	-514	-514	-514	-2,571	-514
Civ Salary	0	-4,260	-8,521	-8,521	-8,521	-8,521	-38,344	-8,521
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	-60	-60	-60	-60	-60	-299	-60
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	-882	-882	-900	-900	-900	-4,464	-900
TOTAL RECUR	0	-5,716	-9,977	-12,380	-12,380	-12,380	-52,834	-12,380
TOTAL NET COST	1,086	2,384	-9,366	-11,350	-12,380	-12,380	-42,006,000	-12,380

Savings

Savings

COBRA ECONOMIC IMPACT REPORT (COBRA v6.10)
Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
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Pope AFB, NC (tmkh)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	5,940	0	0	0	0	5,940
NET CHANGE-Mil	0	-5,940	0	0	0	0	-5,940
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	384	0	0	0	0	384
NET CHANGE-Civ	0	-384	0	0	0	0	-384
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	29	0	0	0	0	29
NET CHANGE-Stu	0	-29	0	0	0	0	-29

Little Rock AFB, AR (nkak)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	1,736	0	0	0	0	1,736
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	1,736	0	0	0	0	1,736
Jobs Gained-Civ	0	85	0	0	0	0	85
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	85	0	0	0	0	85
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Moody AFB, GA (qseu)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	946	0	0	0	0	946
Jobs Lost-Mil	0	20	0	0	0	0	20
NET CHANGE-Mil	0	926	0	0	0	0	926
Jobs Gained-Civ	0	38	0	0	0	0	38
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	38	0	0	0	0	38
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Quonset State APT AG, RI (twlr)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	4	0	0	0	0	4
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	4	0	0	0	0	4
Jobs Gained-Civ	0	8	0	0	0	0	8
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	8	0	0	0	0	8
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

COBRA SUSTAINMENT/RECAP/BOS/HOUSING CHANGE REPORT (COBRA v6.10) - Page 2
Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:56 PM

Department : USAF
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Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Channel Islands AGS, CA (djcf)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	4	0	0	0	0	4
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	4	0	0	0	0	4
Jobs Gained-Civ	0	10	0	0	0	0	10
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	10	0	0	0	0	10
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Offutt AFB, NE (sgbp)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	54	0	0	0	0	54
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	54	0	0	0	0	54
Jobs Gained-Civ	0	77	0	0	0	0	77
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	77	0	0	0	0	77
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

To Offutt, AFB, NE

Pittsburgh IAP ARS, PA (jlss)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	44	0	0	0	0	44
NET CHANGE-Mil	0	-44	0	0	0	0	-44
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	278	0	0	0	0	278
NET CHANGE-Civ	0	-278	0	0	0	0	-278
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Total realigned/lose
69 to Offutt
74 to Bragg
8 to Youngsto
~~11 remain~~

278
44
322

Direct 127 reffeil
11 remain

Ewvra Sheppard AGS, WV (pjvy)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	7	0	0	0	0	7
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	7	0	0	0	0	7
Jobs Gained-Civ	0	3	0	0	0	0	3
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	3	0	0	0	0	3
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

278
- 69 to Offutt

Department : USAF
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Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Youngstown-Warren Re, OH (zqel)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	0	0	0	0	0
Jobs Gained-Civ	0	8	0	0	0	0	8
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	8	0	0	0	0	8
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Randolph AFB, TX (tymx)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	4	0	0	0	0	4
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	4	0	0	0	0	4
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	0	0	0	0	0
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Vance AFB, OK (xtlf)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	4	0	0	0	0	4
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	4	0	0	0	0	4
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	0	0	0	0	0
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Laughlin AFB, TX (mxdp)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	4	0	0	0	0	4
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	4	0	0	0	0	4
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	0	0	0	0	0
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Department : USAF
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Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Columbus AFB, MS (eepz)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	4	0	0	0	0	4
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	4	0	0	0	0	4
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	0	0	0	0	0
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Yeager APT AGS, WV (lybh)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	27	0	0	0	0	27
NET CHANGE-Mil	0	-27	0	0	0	0	-27
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	129	0	0	0	0	129
NET CHANGE-Civ	0	-129	0	0	0	0	-129
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

BASE X (AIR FORCE), US (xusaf)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	0	0	0	0	0
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	0	0	0	0	0
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

BRAGG, NC (37099)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	1,531	0	0	0	0	1,531
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	1,531	0	0	0	0	1,531
Jobs Gained-Civ	0	225	0	0	0	0	225
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	225	0	0	0	0	225
Jobs Gained-Stu	0	29	0	0	0	0	29
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	29	0	0	0	0	29

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

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Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN TWO - DISTANCE TABLE

Point A:	Point B:	Distance:
Pope AFB, NC (tmkh)	BRAGG, NC (37099)	3 mi
Little Rock AFB, AR (nkak)	Quonset State APT AG, RI (twlr)	1,385 mi
Little Rock AFB, AR (nkak)	Channel Islands AGS, CA (djcf)	1,718 mi
Little Rock AFB, AR (nkak)	BASE X (AIR FORCE), US (xusaf)	1,358 mi
Moody AFB, GA (qseu)	Ewvra Sheppard AGS, WV (pjvy)	758 mi
Moody AFB, GA (qseu)	Randolph AFB, TX (tymx)	970 mi
Moody AFB, GA (qseu)	Vance AFB, OK (xtlf)	1,056 mi
Moody AFB, GA (qseu)	Laughlin AFB, TX (mxdp)	1,155 mi
Moody AFB, GA (qseu)	Columbus AFB, MS (eepz)	410 mi
Moody AFB, GA (qseu)	Sheppard AFB, TX (vnvp)	1,023 mi
Offutt AFB, NE (sgbp)	Pittsburgh IAP ARS, PA (jlss)	899 mi
Pittsburgh IAP ARS, PA (jlss)	Youngstown-Warren Re, OH (zqel)	65 mi
Pittsburgh IAP ARS, PA (jlss)	BRAGG, NC (37099)	507 mi
Ewvra Sheppard AGS, WV (pjvy)	Yeager APT AGS, WV (lybh)	302 mi
Yeager APT AGS, WV (lybh)	BRAGG, NC (37099)	324 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Pope AFB, NC (tmkh) to Little Rock AFB, AR (nkak)

	2006	2007	2008	2009	2010	2011
Officer Positions:	0	236	0	0	0	0
Enlisted Positions:	0	1,372	0	0	0	0
Civilian Positions:	0	80	0	0	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	0	232	0	0	0	0
Suppt Eqpt (tons):	0	465	0	0	0	0
Military Light Vehicles:	0	44	0	0	0	0
Heavy/Special Vehicles:	0	2	0	0	0	0

Transfers from Pope AFB, NC (tmkh) to Moody AFB, GA (qseu)

	2006	2007	2008	2009	2010	2011
Officer Positions:	0	75	0	0	0	0
Enlisted Positions:	0	867	0	0	0	0
Civilian Positions:	0	38	0	0	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	0	240	0	0	0	0
Suppt Eqpt (tons):	0	479	0	0	0	0
Military Light Vehicles:	0	64	0	0	0	0
Heavy/Special Vehicles:	0	3	0	0	0	0

Transfers from Pittsburgh IAP ARS, PA (jlss) to Pope AFB, NC (tmkh)

	2006	2007	2008	2009	2010	2011
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	0	0	0	110	0	0
Suppt Eqpt (tons):	0	0	0	219	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Moody AFB, GA (qseu) to Columbus AFB, MS (eepz)

	2006	2007	2008	2009	2010	2011
Officer Positions:	0	3	0	0	0	0
Enlisted Positions:	0	1	0	0	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from Sheppard AFB, TX (vnvp) to Moody AFB, GA (qseu)

	2006	2007	2008	2009	2010	2011
Officer Positions:	0	3	0	0	0	0
Enlisted Positions:	0	1	0	0	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from Pittsburgh IAP ARS, PA (jlss) to Offutt AFB, NE (sgbp)

	2006	2007	2008	2009	2010	2011
Officer Positions:	0	2	0	0	0	0
Enlisted Positions:	0	42	0	0	0	0
Civilian Positions:	0	69	0	0	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from Pittsburgh IAP ARS, PA (jlss) to Youngstown-Warren Re, OH (zqel)

	2006	2007	2008	2009	2010	2011
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	8	0	0	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

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Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Pittsburgh IAP ARS, PA (jlss) to BRAGG, NC (37099)

	2006	2007	2008	2009	2010	2011
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	74	0	0	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	0	110	0	0	0	0
Suppt Eqpt (tons):	0	219	0	0	0	0
Military Light Vehicles:	0	2	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from Yeager APT AGS, WV (lybh) to Ewvra Sheppard AGS, WV (pjvy)

	2006	2007	2008	2009	2010	2011
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	3	0	0	0	0
Civilian Positions:	0	3	0	0	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from Yeager APT AGS, WV (lybh) to BRAGG, NC (37099)

	2006	2007	2008	2009	2010	2011
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	0	149	0	0	0	0
Suppt Eqpt (tons):	0	298	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Pope AFB, NC (tmkh)

Total Officer Employees:	640	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	4,678	Total Sustainment($K/Year):	10,171
Total Student Employees:	29	Sustain Payroll ($K/Year):	2,593
Total Civilian Employees:	413	BOS Non-Payroll ($K/Year):	21,093
Accomp Mil not Receiving BAH:	19.3%	BOS Payroll ($K/Year):	14,097
Officer Housing Units Avail:	0	Family Housing ($K/Year):	6,715
Enlisted Housing Units Avail:	0	Installation PRV($K):	670,664
Starting Facilities(KSF):	1,904	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	887	Homeowner Assistance Program:	Yes
Enlisted BAH ($/Month):	722		
Civ Locality Pay Factor:	1.109		
Area Cost Factor:	0.88		
Per Diem Rate ($/Day):	102		
Freight Cost ($/Ton/Mile):	0.34		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	35.172440		
Longitude:	-79.008824		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	6,837.75	98.74	29.94
Actv MTF	0	41,061	46,463
Actv Purch	120	14,356	
Retiree	0	3,187	11,629
Retiree65+	0	360	4,855

Department : USAF
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Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Pittsburgh IAP ARS, PA (jlss) to BRAGG, NC (37099)

	2006	2007	2008	2009	2010	2011
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	74	0	0	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	0	110	0	0	0	0
Suppt Eqpt (tons):	0	219	0	0	0	0
Military Light Vehicles:	0	2	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from Yeager APT AGS, WV (lybh) to Ewvra Sheppard AGS, WV (pjvy)

	2006	2007	2008	2009	2010	2011
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	3	0	0	0	0
Civilian Positions:	0	3	0	0	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from Yeager APT AGS, WV (lybh) to BRAGG, NC (37099)

	2006	2007	2008	2009	2010	2011
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	0	149	0	0	0	0
Suppt Eqpt (tons):	0	298	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Pope AFB, NC (tmkh)

Total Officer Employees:	640	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	4,678	Total Sustainment($K/Year):	10,171
Total Student Employees:	29	Sustain Payroll ($K/Year):	2,593
Total Civilian Employees:	413	BOS Non-Payroll ($K/Year):	21,093
Accomp Mil not Receiving BAH:	19.3%	BOS Payroll ($K/Year):	14,097
Officer Housing Units Avail:	0	Family Housing ($K/Year):	6,715
Enlisted Housing Units Avail:	0	Installation PRV($K):	670,664
Starting Facilities(KSF):	1,904	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	887	Homeowner Assistance Program:	Yes
Enlisted BAH ($/Month):	722		
Civ Locality Pay Factor:	1.109		
Area Cost Factor:	0.88		
Per Diem Rate ($/Day):	102		
Freight Cost ($/Ton/Mile):	0.34		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	35.172440		
Longitude:	-79.008824		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	6,837.75	98.74	29.94
Actv MTF	0	41,061	46,463
Actv Purch	120	14,356	
Retiree	0	3,187	11,629
Retiree65+	0	360	4,855

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

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Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Little Rock AFB, AR (nkak)

Total Officer Employees:	660	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	4,115	Total Sustainment($K/Year):	16,059
Total Student Employees:	37	Sustain Payroll ($K/Year):	4,788
Total Civilian Employees:	677	BOS Non-Payroll ($K/Year):	22,640
Accomp Mil not Receiving BAH:	30.4%	BOS Payroll ($K/Year):	16,092
Officer Housing Units Avail:	0	Family Housing ($K/Year):	8,597
Enlisted Housing Units Avail:	0	Installation PRV($K):	1,103,605
Starting Facilities(KSF):	3,103	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	910	Homeowner Assistance Program:	Yes
Enlisted BAH ($/Month):	671		
Civ Locality Pay Factor:	1.109		
Area Cost Factor:	0.87		
Per Diem Rate ($/Day):	111		
Freight Cost ($/Ton/Mile):	0.75		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	34.905006		
Longitude:	-92.140295		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	4,053.73	109.47	14.80
Actv MTF	0	76,739	85,215
Actv Purch	1,324	66,907	
Retiree	0	18,553	94,663
Retiree65+	0	922	116,711

Name: Moody AFB, GA (qseu)

Total Officer Employees:	534	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	3,122	Total Sustainment($K/Year):	9,644
Total Student Employees:	0	Sustain Payroll ($K/Year):	4,056
Total Civilian Employees:	406	BOS Non-Payroll ($K/Year):	15,172
Accomp Mil not Receiving BAH:	11.5%	BOS Payroll ($K/Year):	13,698
Officer Housing Units Avail:	0	Family Housing ($K/Year):	1,868
Enlisted Housing Units Avail:	0	Installation PRV($K):	725,298
Starting Facilities(KSF):	2,033	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	824	Homeowner Assistance Program:	Yes
Enlisted BAH ($/Month):	648		
Civ Locality Pay Factor:	1.109		
Area Cost Factor:	0.85		
Per Diem Rate ($/Day):	86		
Freight Cost ($/Ton/Mile):	0.35		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	30.973359		
Longitude:	-83.200499		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	4,452.32	122.92	19.87
Actv MTF	0	52,646	55,706
Actv Purch	775	31,257	
Retiree	0	11,174	68,812
Retiree65+	0	839	75,509

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

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INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Quonset State APT AG, RI (twlr)

Total Officer Employees:	4	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	70	Total Sustainment($K/Year):	1,447
Total Student Employees:	0	Sustain Payroll ($K/Year):	0
Total Civilian Employees:	165	BOS Non-Payroll ($K/Year):	2,937
Accomp Mil not Receiving BAH:	0.0%	BOS Payroll ($K/Year):	1,052
Officer Housing Units Avail:	0	Family Housing ($K/Year):	0
Enlisted Housing Units Avail:	0	Installation PRV($K):	108,496
Starting Facilities(KSF):	347	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	1,785	Homeowner Assistance Program:	No
Enlisted BAH ($/Month):	1,343		
Civ Locality Pay Factor:	1.170		
Area Cost Factor:	1.04		
Per Diem Rate ($/Day):	120		
Freight Cost ($/Ton/Mile):	0.24		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	41.596667		
Longitude:	-71.411667		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	0.00	0.00	0.00
Actv MTF	0	0	0
Actv Purch	0	0	
Retiree	0	0	0
Retiree65+	0	0	0

Name: Channel Islands AGS, CA (djcf)

Total Officer Employees:	8	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	61	Total Sustainment($K/Year):	1,629
Total Student Employees:	0	Sustain Payroll ($K/Year):	0
Total Civilian Employees:	219	BOS Non-Payroll ($K/Year):	1,899
Accomp Mil not Receiving BAH:	0.0%	BOS Payroll ($K/Year):	936
Officer Housing Units Avail:	0	Family Housing ($K/Year):	0
Enlisted Housing Units Avail:	0	Installation PRV($K):	129,543
Starting Facilities(KSF):	342	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	2,010	Homeowner Assistance Program:	No
Enlisted BAH ($/Month):	1,391		
Civ Locality Pay Factor:	1.201		
Area Cost Factor:	1.14		
Per Diem Rate ($/Day):	157		
Freight Cost ($/Ton/Mile):	0.21		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	34.186667		
Longitude:	-119.000207		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	0.00	0.00	0.00
Actv MTF	0	0	0
Actv Purch	0	0	
Retiree	0	0	0
Retiree65+	0	0	0

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

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Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Offutt AFB, NE (sgbp)

Total Officer Employees:	2,397	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	5,980	Total Sustainment($K/Year):	21,579
Total Student Employees:	0	Sustain Payroll ($K/Year):	2,726
Total Civilian Employees:	2,703	BOS Non-Payroll ($K/Year):	28,099
Accomp Mil not Receiving BAH:	28.2%	BOS Payroll ($K/Year):	30,388
Officer Housing Units Avail:	0	Family Housing ($K/Year):	8,503
Enlisted Housing Units Avail:	0	Installation PRV($K):	1,442,097
Starting Facilities(KSF):	4,918	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	1,115	Homeowner Assistance Program:	Yes
Enlisted BAH ($/Month):	836		
Civ Locality Pay Factor:	1.109		
Area Cost Factor:	0.99		
Per Diem Rate ($/Day):	86		
Freight Cost ($/Ton/Mile):	0.28		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	41.115953		
Longitude:	-95.909616		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	6,749.18	99.15	27.05
Actv MTF	1,473	147,525	136,947
Actv Purch	515	38,634	
Retiree	342	45,388	173,543
Retiree65+	107	12,027	141,323

Name: Pittsburgh IAP ARS, PA (jlss)

Total Officer Employees:	1	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	7	Total Sustainment($K/Year):	2,005
Total Student Employees:	0	Sustain Payroll ($K/Year):	537
Total Civilian Employees:	289	BOS Non-Payroll ($K/Year):	5,317
Accomp Mil not Receiving BAH:	0.0%	BOS Payroll ($K/Year):	4,697
Officer Housing Units Avail:	0	Family Housing ($K/Year):	0
Enlisted Housing Units Avail:	0	Installation PRV($K):	137,596
Starting Facilities(KSF):	396	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	1,134	Homeowner Assistance Program:	No
Enlisted BAH ($/Month):	962		
Civ Locality Pay Factor:	1.119		
Area Cost Factor:	0.99		
Per Diem Rate ($/Day):	134		
Freight Cost ($/Ton/Mile):	0.37		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	40.491667		
Longitude:	-80.233333		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	0.00	0.00	0.00
Actv MTF	0	0	0
Actv Purch	0	0	
Retiree	0	0	0
Retiree65+	0	0	0

396
11
385

5

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

Department : USAF
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Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Ewvra Sheppard AGS, WV (pjvy)

Total Officer Employees:	2	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	75	Total Sustainment($K/Year):	1,503
Total Student Employees:	0	Sustain Payroll ($K/Year):	0
Total Civilian Employees:	212	BOS Non-Payroll ($K/Year):	2,356
Accomp Mil not Receiving BAH:	0.0%	BOS Payroll ($K/Year):	687
Officer Housing Units Avail:	0	Family Housing ($K/Year):	0
Enlisted Housing Units Avail:	0	Installation PRV($K):	100,392
Starting Facilities(KSF):	347	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	1,000	Homeowner Assistance Program:	No
Enlisted BAH ($/Month):	754		
Civ Locality Pay Factor:	1.146		
Area Cost Factor:	0.96		
Per Diem Rate ($/Day):	94		
Freight Cost ($/Ton/Mile):	0.37		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	39.401667		
Longitude:	-77.985000		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	0.00	0.00	0.00
Actv MTF	0	0	0
Actv Purch	0	0	
Retiree	0	0	0
Retiree65+	0	0	0

Name: Youngstown-Warren Re, OH (zqel)

Total Officer Employees:	2	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	25	Total Sustainment($K/Year):	2,443
Total Student Employees:	0	Sustain Payroll ($K/Year):	532
Total Civilian Employees:	442	BOS Non-Payroll ($K/Year):	6,684
Accomp Mil not Receiving BAH:	0.0%	BOS Payroll ($K/Year):	8,511
Officer Housing Units Avail:	0	Family Housing ($K/Year):	0
Enlisted Housing Units Avail:	0	Installation PRV($K):	170,118
Starting Facilities(KSF):	555	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	933	Homeowner Assistance Program:	No
Enlisted BAH ($/Month):	696		
Civ Locality Pay Factor:	1.109		
Area Cost Factor:	1.00		
Per Diem Rate ($/Day):	86		
Freight Cost ($/Ton/Mile):	0.22		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	41.268524		
Longitude:	-80.678330		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	0.00	0.00	0.00
Actv MTF	0	0	0
Actv Purch	0	0	
Retiree	0	0	0
Retiree65+	0	0	0

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Randolph AFB, TX (tymx)

Total Officer Employees:	1,274	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	1,941	Total Sustainment($K/Year):	14,002
Total Student Employees:	305	Sustain Payroll ($K/Year):	9,575
Total Civilian Employees:	5,284	BOS Non-Payroll ($K/Year):	45,706
Accomp Mil not Receiving BAH:	11.9%	BOS Payroll ($K/Year):	47,278
Officer Housing Units Avail:	0	Family Housing ($K/Year):	11,424
Enlisted Housing Units Avail:	0	Installation PRV($K):	1,073,635
Starting Facilities(KSF):	3,382	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	1,138	Homeowner Assistance Program:	No
Enlisted BAH ($/Month):	918		
Civ Locality Pay Factor:	1.109		
Area Cost Factor:	0.90		
Per Diem Rate ($/Day):	138		
Freight Cost ($/Ton/Mile):	0.41		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	29.529434		
Longitude:	-98.278560		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	4,646.53	88.85	23.83
Actv MTF	0	79,794	79,952
Actv Purch	206	23,444	
Retiree	0	40,369	104,289
Retiree65+	0	1,836	60,605

Name: Vance AFB, OK (xtlf)

Total Officer Employees:	320	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	385	Total Sustainment($K/Year):	7,001
Total Student Employees:	339	Sustain Payroll ($K/Year):	0
Total Civilian Employees:	120	BOS Non-Payroll ($K/Year):	23,291
Accomp Mil not Receiving BAH:	33.3%	BOS Payroll ($K/Year):	4,455
Officer Housing Units Avail:	0	Family Housing ($K/Year):	1,063
Enlisted Housing Units Avail:	0	Installation PRV($K):	475,887
Starting Facilities(KSF):	1,084	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	746	Homeowner Assistance Program:	Yes
Enlisted BAH ($/Month):	582		
Civ Locality Pay Factor:	1.109		
Area Cost Factor:	0.92		
Per Diem Rate ($/Day):	86		
Freight Cost ($/Ton/Mile):	0.65		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	36.340104		
Longitude:	-97.903216		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	5,076.25	139.37	9.60
Actv MTF	0	20,324	22,892
Actv Purch	277	12,994	
Retiree	0	5,749	22,157
Retiree65+	0	573	20,356

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

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Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Laughlin AFB, TX (mxdp)

Total Officer Employees:	394	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	527	Total Sustainment($K/Year):	8,657
Total Student Employees:	359	Sustain Payroll ($K/Year):	1,330
Total Civilian Employees:	941	BOS Non-Payroll ($K/Year):	16,135
Accomp Mil not Receiving BAH:	75.0%	BOS Payroll ($K/Year):	12,833
Officer Housing Units Avail:	0	Family Housing ($K/Year):	6,108
Enlisted Housing Units Avail:	0	Installation PRV($K):	614,494
Starting Facilities(KSF):	1,432	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	979	Homeowner Assistance Program:	Yes
Enlisted BAH ($/Month):	667		
Civ Locality Pay Factor:	1.109		
Area Cost Factor:	0.87		
Per Diem Rate ($/Day):	86		
Freight Cost ($/Ton/Mile):	0.53		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	29.352665		
Longitude:	-100.786575		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	4,219.62	127.83	29.73
Actv MTF	0	19,491	17,920
Actv Purch	241	9,433	
Retiree	0	6,681	16,331
Retiree65+	0	3,244	13,907

Name: Columbus AFB, MS (eepz)

Total Officer Employees:	407	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	541	Total Sustainment($K/Year):	7,361
Total Student Employees:	345	Sustain Payroll ($K/Year):	7,514
Total Civilian Employees:	486	BOS Non-Payroll ($K/Year):	12,122
Accomp Mil not Receiving BAH:	66.7%	BOS Payroll ($K/Year):	17,820
Officer Housing Units Avail:	0	Family Housing ($K/Year):	5,044
Enlisted Housing Units Avail:	0	Installation PRV($K):	599,217
Starting Facilities(KSF):	1,276	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	861	Homeowner Assistance Program:	Yes
Enlisted BAH ($/Month):	683		
Civ Locality Pay Factor:	1.109		
Area Cost Factor:	0.78		
Per Diem Rate ($/Day):	86		
Freight Cost ($/Ton/Mile):	0.33		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	33.638062		
Longitude:	-88.449120		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	6,960.03	124.12	10.75
Actv MTF	0	20,288	19,499
Actv Purch	333	11,463	
Retiree	0	7,383	31,121
Retiree65+	0	381	41,306

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

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Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
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INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Yeager APT AGS, WV (lybh)

Total Officer Employees:	10	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	65	Total Sustainment($K/Year):	1,145
Total Student Employees:	0	Sustain Payroll ($K/Year):	0
Total Civilian Employees:	174	BOS Non-Payroll ($K/Year):	2,613
Accomp Mil not Receiving BAH:	0.0%	BOS Payroll ($K/Year):	598
Officer Housing Units Avail:	0	Family Housing ($K/Year):	0
Enlisted Housing Units Avail:	0	Installation PRV($K):	79,153
Starting Facilities(KSF):	338	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	836	Homeowner Assistance Program:	No
Enlisted BAH ($/Month):	671		
Civ Locality Pay Factor:	1.109		
Area Cost Factor:	0.97		
Per Diem Rate ($/Day):	121		
Freight Cost ($/Ton/Mile):	0.37		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	38.373333		
Longitude:	-81.593333		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	0.00	0.00	0.00
Actv MTF	0	0	0
Actv Purch	0	0	
Retiree	0	0	0
Retiree65+	0	0	0

Name: BASE X (AIR FORCE), US (xusaf)

Total Officer Employees:	343	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	1,445	Total Sustainment($K/Year):	11,102
Total Student Employees:	115	Sustain Payroll ($K/Year):	2,940
Total Civilian Employees:	1,037	BOS Non-Payroll ($K/Year):	18,380
Accomp Mil not Receiving BAH:	16.3%	BOS Payroll ($K/Year):	12,657
Officer Housing Units Avail:	0	Family Housing ($K/Year):	4,299
Enlisted Housing Units Avail:	0	Installation PRV($K):	836,062
Starting Facilities(KSF):	1,947	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	1,246	Homeowner Assistance Program:	No
Enlisted BAH ($/Month):	942		
Civ Locality Pay Factor:	1.130		
Area Cost Factor:	1.04		
Per Diem Rate ($/Day):	123		
Freight Cost ($/Ton/Mile):	0.37		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	0.000000		
Longitude:	0.000000		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	2,604.04	49.36	9.76
Actv MTF	198	31,554	30,570
Actv Purch	272	12,510	
Retiree	86	11,385	36,700
Retiree65+	196	3,910	40,205

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INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: BRAGG, NC (37099)

Total Officer Employees:	5,367	Base Service (for BOS/Sust):	Army
Total Enlisted Employees:	34,319	Total Sustainment($K/Year):	71,255
Total Student Employees:	3,249	Sustain Payroll ($K/Year):	9,810
Total Civilian Employees:	5,146	BOS Non-Payroll ($K/Year):	87,633
Accomp Mil not Receiving BAH:	0.0%	BOS Payroll ($K/Year):	140,446
Officer Housing Units Avail:	0	Family Housing ($K/Year):	0
Enlisted Housing Units Avail:	0	Installation PRV($K):	6,004,849
Starting Facilities(KSF):	57,183	Svc/Agcy Recap Rate (Years):	103
Officer BAH ($/Month):	887	Homeowner Assistance Program:	Yes
Enlisted BAH ($/Month):	722		
Civ Locality Pay Factor:	1.109		
Area Cost Factor:	0.88		
Per Diem Rate ($/Day):	102		
Freight Cost ($/Ton/Mile):	0.33		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	35.133333		
Longitude:	-78.983333		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	6,251.00	97.00	38.30
Actv MTF	9,903	845,962	626,045
Actv Purch	965	10,144	
Retiree	1,549	114,900	340,373
Retiree65+	905	51,388	276,504

Name: Sheppard AFB, TX (vnvp)

Total Officer Employees:	556	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	2,841	Total Sustainment($K/Year):	31,946
Total Student Employees:	4,339	Sustain Payroll ($K/Year):	9,176
Total Civilian Employees:	1,387	BOS Non-Payroll ($K/Year):	42,447
Accomp Mil not Receiving BAH:	42.6%	BOS Payroll ($K/Year):	28,260
Officer Housing Units Avail:	0	Family Housing ($K/Year):	7,258
Enlisted Housing Units Avail:	0	Installation PRV($K):	1,938,588
Starting Facilities(KSF):	5,135	Svc/Agcy Recap Rate (Years):	121
Officer BAH ($/Month):	1,009	Homeowner Assistance Program:	Yes
Enlisted BAH ($/Month):	805		
Civ Locality Pay Factor:	1.109		
Area Cost Factor:	0.93		
Per Diem Rate ($/Day):	86		
Freight Cost ($/Ton/Mile):	0.30		
Vehicle Cost ($/Lift/Mile):	4.84		
Latitude:	33.978260		
Longitude:	-98.500667		

TRICARE	In-Pat Admits	Out-Pat Visits	Prescrip
CostFactor	5,658.00	114.22	21.87
Actv MTF	620	129,186	119,440
Actv Purch	741	27,523	
Retiree	169	26,936	87,822
Retiree65+	167	13,234	107,111

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

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Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Pope AFB, NC (tmkh)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	2,207	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	301	190	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	5,929	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	100%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 1,904 FH ShDn: 100.000%

Name: Little Rock AFB, AR (nkak)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	2,537	0	1,565	4,274	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	2,068	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	302	78	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	536	0	1,543	0	0
Construction Schedule(%):	0%	100%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 0 FH ShDn: 0.000%

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
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INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Moody AFB, GA (qseu)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	5,640	265	2,068	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	583	150	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	931	725	0	0	0
Construction Schedule(%):	0%	100%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 0 FH ShDn: 0.000%

Name: Quonset State APT AG, RI (twlr)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	1,026	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	10	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	840	840	840	840	840
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	0	59	0	0	0
Construction Schedule(%):	0%	100%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 0 FH ShDn: 0.000%

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

Department : USAF
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Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Channel Islands AGS, CA (djcf)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	17	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	560	560	560	560	560
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	307	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 0 FH ShDn: 0.000%

Name: Offutt AFB, NE (sgbp)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	6,432	1,805	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	48	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	358	905	0	0	0
Construction Schedule(%):	0%	100%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 0 FH ShDn: 0.000%

Department : USAF
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Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Pittsburgh IAP ARS, PA (jlss)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	278	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	882	882	900	900	900
One-Time IT Costs ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	100%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 396 FH ShDn: 0.000%

Name: Ewvra Sheppard AGS, WV (pjvy)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	0	162	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	48	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	88	0	0	0	0
Construction Schedule(%):	0%	100%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 0 FH ShDn: 0.000%

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Youngstown-Warren Re, OH (zqel)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	859	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	48	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	100%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 0 FH ShDn: 0.000%

Name: Randolph AFB, TX (tymx)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	1	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	11	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 0 FH ShDn: 0.000%

Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:55 PM

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Vance AFB, OK (xtlf)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 0 FH ShDn: 0.000%

Name: Laughlin AFB, TX (mxdp)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	14	15	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 0 FH ShDn: 0.000%

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Columbus AFB, MS (eepz)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	28	16	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 0 FH ShDn: 0.000%

Name: Yeager APT AGS, WV (lybh)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	34	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	4,536	4,536	4,536	4,536	4,536
One-Time IT Costs ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	100%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	100%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 168 FH ShDn: 0.000%

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: BASE X (AIR FORCE), US (xusaf)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
MTF Closure Action:	None Fac ShDn(KSF):			0	FH ShDn:	0.000%

Name: BRAGG, NC (37099)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	4,162	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	5,754	5,754	8,654	8,654	8,654
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
MTF Closure Action:	None Fac ShDn(KSF):			0	FH ShDn:	0.000%

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Sheppard AFB, TX (vnvp)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misn Contract Start($K):	0	0	0	0	0	0
Misn Contract Term ($K):	0	0	0	0	0	0
Supt Contract Term ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
One-Time IT Costs ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0

MTF Closure Action: None Fac ShDn(KSF): 0 FH ShDn: 0.000%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Pope AFB, NC (tmkh)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	-230	0	0	0	0
Enl Scenario Change:	0	-1,629	0	0	0	0
Civ Scenario Change:	0	-245	0	0	0	0
Off Prog nonBRAC Change:	1	60	0	0	0	0
Enl Prog nonBRAC Change:	145	416	0	0	0	0
Civ Prog nonBRAC Change:	-57	28	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	0%	0%	0%	0%	0%	0%

Name: Little Rock AFB, AR (nkak)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	18	0	0	0	0
Enl Scenario Change:	0	110	0	0	0	0
Civ Scenario Change:	0	5	0	0	0	0
Off Prog nonBRAC Change:	3	-228	-5	0	0	0
Enl Prog nonBRAC Change:	135	-1,173	-16	0	0	0
Civ Prog nonBRAC Change:	39	-149	-7	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	100%	0%	0%	0%	0%	0%

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Moody AFB, GA (qseu)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Prog nonBRAC Change:	155	-1	-1	-2	0	0
Enl Prog nonBRAC Change:	-24	-1	-8	-3	4	0
Civ Prog nonBRAC Change:	16	0	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	100%	0%	0%	0%	0%	0%

Name: Quonset State APT AG, RI (twlr)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	1	0	0	0	0
Enl Scenario Change:	0	3	0	0	0	0
Civ Scenario Change:	0	8	0	0	0	0
Off Prog nonBRAC Change:	0	0	0	0	0	0
Enl Prog nonBRAC Change:	3	0	0	0	0	0
Civ Prog nonBRAC Change:	3	0	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	0%	0%	0%	0%	0%	0%

Name: Channel Islands AGS, CA (djcf)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	1	0	0	0	0
Enl Scenario Change:	0	3	0	0	0	0
Civ Scenario Change:	0	10	0	0	0	0
Off Prog nonBRAC Change:	0	0	0	0	0	0
Enl Prog nonBRAC Change:	-1	0	0	0	0	0
Civ Prog nonBRAC Change:	-1	0	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	0%	0%	0%	0%	0%	0%

Name: Offutt AFB, NE (sgbp)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	1	0	0	0	0
Enl Scenario Change:	0	9	0	0	0	0
Civ Scenario Change:	0	8	0	0	0	0
Off Prog nonBRAC Change:	-2	-1	-2	0	0	0
Enl Prog nonBRAC Change:	60	-1	-11	0	0	0
Civ Prog nonBRAC Change:	54	1	-1	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	100%	0%	0%	0%	0%	0%

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Pittsburgh IAP ARS, PA (jlss)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	-127	0	0	0	0
Off Prog nonBRAC Change:	1	0	0	0	0	0
Enl Prog nonBRAC Change:	24	11	0	0	0	0
Civ Prog nonBRAC Change:	0	0	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	0%	0%	0%	0%	0%	0%

35

Name: Ewvra Sheppard AGS, WV (pjvy)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Prog nonBRAC Change:	1	0	0	0	0	0
Enl Prog nonBRAC Change:	2	0	0	0	0	0
Civ Prog nonBRAC Change:	-1	149	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	0%	0%	0%	0%	0%	0%

Name: Youngstown-Warren Re, OH (zqel)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Prog nonBRAC Change:	1	1	0	0	0	0
Enl Prog nonBRAC Change:	23	13	0	0	0	0
Civ Prog nonBRAC Change:	-21	-16	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	0%	0%	0%	0%	0%	0%

Name: Randolph AFB, TX (tymx)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Prog nonBRAC Change:	-48	-6	-13	0	0	0
Enl Prog nonBRAC Change:	-198	-25	-4	0	0	0
Civ Prog nonBRAC Change:	744	32	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	100%	0%	0%	0%	0%	0%

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Vance AFB, OK (xtlf)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Prog nonBRAC Change:	23	-12	0	0	0	0
Enl Prog nonBRAC Change:	-4	-7	-1	0	0	0
Civ Prog nonBRAC Change:	15	0	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	100%	0%	0%	0%	0%	0%

Name: Laughlin AFB, TX (mxdp)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Prog nonBRAC Change:	-21	6	1	0	0	0
Enl Prog nonBRAC Change:	12	-4	1	0	0	0
Civ Prog nonBRAC Change:	7	-3	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	100%	0%	0%	0%	0%	0%

Name: Columbus AFB, MS (eepz)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Prog nonBRAC Change:	-30	12	2	0	0	0
Enl Prog nonBRAC Change:	-29	-5	-4	0	0	0
Civ Prog nonBRAC Change:	-14	0	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	100%	0%	0%	0%	0%	0%

Name: Yeager APT AGS, WV (lybh)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	-4	0	0	0	0
Enl Scenario Change:	0	-20	0	0	0	0
Civ Scenario Change:	0	-126	0	0	0	0
Off Prog nonBRAC Change:	0	0	-6	0	0	0
Enl Prog nonBRAC Change:	3	0	0	0	0	0
Civ Prog nonBRAC Change:	0	0	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	0%	0%	0%	0%	0%	0%

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: BASE X (AIR FORCE), US (xusaf)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Prog nonBRAC Change:	0	0	0	0	0	0
Enl Prog nonBRAC Change:	0	-1	0	0	0	0
Civ Prog nonBRAC Change:	0	0	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	26%	2%	0%	0%	0%	0%

Name: BRAGG, NC (37099)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	130	0	0	0	0
Off Prog nonBRAC Change:	29	0	0	0	0	0
Enl Prog nonBRAC Change:	381	0	0	0	0	0
Civ Prog nonBRAC Change:	0	0	0	0	0	0
Stu Prog nonBRAC Change:	-43	277	0	0	0	0
Prog FH Privatization:	100%	0%	0%	0%	0%	0%

Name: Sheppard AFB, TX (vnvp)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Prog nonBRAC Change:	0	4	-2	0	0	0
Enl Prog nonBRAC Change:	-51	1	1	0	0	0
Civ Prog nonBRAC Change:	10	-3	-2	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	100%	0%	0%	0%	0%	0%

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

FOOTNOTES FOR SCREEN ONE
==========
Recommendation: Realign Pope AFB. The 43d Airlift Wing's **C-130E** aircraft (25 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. Little Rock will retire **C-130E** aircraft (27 PAA); recode C-130E aircraft to BAI (8 PAA); and distribute C-130J aircraft to the 143d Airlift Wing (ANG), Quonset State Airport AGS, Rhode Island (1 PAA) and 146th Airlift Wing (ANG), Channel Islands AGS, California (2 PAA). At Little Rock, C-130J aircraft (4 PAA) will transfer from the 314th Airlift Wing (AD) to the 189th Airlift Wing (ANG). The 23d Fighter Group's A-10 aircraft (36 PAA) at Pope will be distributed to Moody AFB, Georgia. The **Aeromed unit at Pope will remain** in place as a **tenant** to the Army. The **AFRC Aerial Port at Pope will** remain in place as a **tenant** to the Army. Additional Air **Force elements will remain in place at Fort Bragg as** an Army **tenant to** support Army requirements. Fort Bragg will host an Air **Force Reserve Command C-130 unit (16 PAA) with an active duty association at a 50/50 mix (AFRC/AD).** Real property accountability for Pope AFB will be transferred to the Army. Close Pittsburgh IAP ARS. The 911th Airlift Wing's (AFRC) **C-130H** aircraft will be distributed to **Pope/Ft. Bragg (AFRC)** (8 PAA). The flight related ECS at Pittsburgh (Aeromed Squadron) will be moved to Youngstown-Warren Regional APT ARS. The remaining ECS and HQ manpower at Pittsburgh will be moved to Offutt AFB, NE. AFRC **Ops and Maintenance manpower will be transferred to Pope/Ft. Bragg, NC.** Realign Yeager Airport AGS. The 130th Airlift Wing's (ANG) C-130H aircraft (8 PAA) will be distributed to Pope/Fort Bragg, NC to form a 16 PAA Reserve and active duty associate unit. The wing's flying-related expeditionary combat support (ECS) manpower will move from Yeager to Eastern West Virginia Regional Airport/Shepherd Field AGS (Aerial Port and Fire Fighters). The remaining wing ECS will remains in place at Yeager.

FOOTNOTES FOR SCREEN THREE
==========
Base X - freight movement associated with aircraft to BAI status

Movement from Pope to Bragg increased by Non-BRAC Programmatic increase to ensure 1777 personnel identified by AF DP all moved for BOS calculation.

FOOTNOTES FOR SCREEN FIVE
==========
Pope:
One-time Moving to Little Rock 677k trans, 15k warehouse, 278k munitions, 630k simulator
to Moody 423k trans, 21k warehouse, 71k munitions, 92k simulator

Env Non-MILCON 301k NEPA, 95k waste management, 95k air permit
Support contract Term 5929k UESC

Little Rock:
One-time Unique: 2007 - 2537k MFH privatization; 2009 dormitory furniture
768, systems furniture 797; 2010 24k library equip, 3716k dining equip, 534k CDC equip

One-time Moving to Channel Isl 26k trans, 14k munitions, 630k simulator;BAI 100k trans, 15k munitions, 630k Simulator

One-time IT 536k infrastructure, 1543k Phones, etc.

Moody:
One-time Unique 5640 MFH priv, 265k systems furniture, 1903k dining equip, 165k CDC equip
Env Non-MILCON 583k NEPA, 75k waste management, 75k air permits
One-time IT 931k infrastructure, 725k phones, etc.

Quonset:
One-time Unique 776k ANG trng, 250k demolition
Misc Recurring Cost 60 drill x $14k = $840k

COBRA PERSONNEL IMPACT REPORT (COBRA v6.10) - Page 8/18
Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:56 PM

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

188 total CIV loss Pittsburg

Base: Pittsburgh IAP ARS, PA (jlss)	Rate	2006	2007	2008	2009	2010	2011	Total
CIVILIAN POSITIONS REALIGNING OUT		0	151	0	0	0	0	151
Early Retirement*	8.10%	0	13	0	0	0	0	13
Regular Retirement*	1.67%	0	2	0	0	0	0	2
Civilian Turnover*	9.16%	0	14	0	0	0	0	14
Civs Not Moving (RIFs)*	6.00%	0	8	0	0	0	0	8
Civilians Moving (the remainder)		0	114	0	0	0	0	114
Civilian Positions Available		0	37	0	0	0	0	37
CIVILIAN POSITIONS ELIMINATED		0	127	0	0	0	0	127
Early Retirement	8.10%	0	10	0	0	0	0	10
Regular Retirement	1.67%	0	2	0	0	0	0	2
Civilian Turnover resign	9.16%	0	12	0	0	0	0	12
Civs Not Moving (RIFs)*	6.00%	0	8	0	0	0	0	8
other jobs – Priority Placement#	39.97%	0	51	0	0	0	0	51
Civilians Available to Move		0	44	0	0	0	0	44
Civilians Moving ?		0	37	0	0	0	0	37
Civilian RIFs (the remainder)		0	7	0	0	0	0	7
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	23	0	0	0	0	23
TOTAL CIVILIAN RIFS		0	23	0	0	0	0	23
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	51	0	0	0	0	51
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

127 eliminated
151 realigned
278
+ 37 (other)
315

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

\# Not all Priority Placements involve a Permanent Change of Station. The rate of PPP placements involving a PCS is 50.70%

COBRA PERSONNEL SUMMARY REPORT (COBRA v6.10) - Page 7
Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:56 PM

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

PERSONNEL REALIGNMENTS:
From Base: Pittsburgh IAP ARS, PA (jlss)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	2	0	0	0	0	2
Enlisted	0	42	0	0	0	0	42
Students	0	0	0	0	0	0	0
Civilians	0	69	0	0	0	0	69
TOTAL	0	113	0	0	0	0	113

TOTAL PERSONNEL REALIGNMENTS (Into Offutt AFB, NE (sgbp)):

	2006	2007	2008	2009	2010	2011	Total
Officers	0	2	0	0	0	0	2
Enlisted	0	42	0	0	0	0	42
Students	0	0	0	0	0	0	0
Civilians	0	69	0	0	0	0	69
TOTAL	0	113	0	0	0	0	113

SCENARIO POSITION CHANGES FOR: Offutt AFB, NE (sgbp)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	1	0	0	0	0	1
Enlisted	0	9	0	0	0	0	9
Civilians	0	8	0	0	0	0	8
TOTAL	0	18	0	0	0	0	18

BASE POPULATION (After BRAC Action) FOR: Offutt AFB, NE (sgbp)

Officers	Enlisted	Students	Civilians
2,395	6,079	0	2,834

PERSONNEL SUMMARY FOR: Pittsburgh IAP ARS, PA (jlss)

BASE POPULATION (FY 2005):

Officers	Enlisted	Students	Civilians
1	7	0	289

PROGRAMMED INSTALLATION (NON-BRAC) CHANGES FOR: Pittsburgh IAP ARS, PA (jlss)

	2006	2007	2008	2009	2010	2011	Total
Officers	1	0	0	0	0	0	1
Enlisted	24	11	0	0	0	0	35
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	25	11	0	0	0	0	36

BASE POPULATION (Prior to BRAC Action) FOR: Pittsburgh IAP ARS, PA (jlss)

Officers	Enlisted	Students	Civilians
[redacted]	[redacted]	0	289

= 333 Total

PERSONNEL REALIGNMENTS:
To Base: Offutt AFB, NE (sgbp)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	2	0	0	0	0	2
Enlisted	0	42	0	0	0	0	42
Students	0	0	0	0	0	0	0
Civilians	0	69	0	0	0	0	69
TOTAL	0	113	0	0	0	0	113

COBRA PERSONNEL SUMMARY REPORT (COBRA v6.10) - Page 8
Data As Of 5/26/2005 3:04:21 PM, Report Created 5/26/2005 3:06:56 PM

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

To Base: Youngstown-Warren Re, OH (zqel)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	8	0	0	0	0	8
TOTAL	0	8	0	0	0	0	8

To Base: BRAGG, NC (37099)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	74	0	0	0	0	74
TOTAL	0	74	0	0	0	0	74

289 civilian

TOTAL PERSONNEL REALIGNMENTS (Out of Pittsburgh IAP ARS, PA (jlss)):

	2006	2007	2008	2009	2010	2011	Total
Officers	0	2	0	0	0	0	2
Enlisted	0	42	0	0	0	0	42
Students	0	0	0	0	0	0	0
Civilians	0	151	0	0	0	0	151
TOTAL	0	195	0	0	0	0	195

195
-127
322
11 remaining
333 total

SCENARIO POSITION CHANGES FOR: Pittsburgh IAP ARS, PA (jlss)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Civilians	0	-127	0	0	0	0	-127
TOTAL	0	-127	0	0	0	0	-127

3 eliminated positions

BASE POPULATION (After BRAC Action) FOR: Pittsburgh IAP ARS, PA (jlss)

Officers	Enlisted	Students	Civilians
0	0	0	11

PERSONNEL SUMMARY FOR: Ewvra Sheppard AGS, WV (pjvy)

BASE POPULATION (FY 2005):

Officers	Enlisted	Students	Civilians
2	75	0	212

PROGRAMMED INSTALLATION (NON-BRAC) CHANGES FOR: Ewvra Sheppard AGS, WV (pjvy)

	2006	2007	2008	2009	2010	2011	Total
Officers	1	0	0	0	0	0	1
Enlisted	2	0	0	0	0	0	2
Students	0	0	0	0	0	0	0
Civilians	-1	149	0	0	0	0	148
TOTAL	2	149	0	0	0	0	151

BASE POPULATION (Prior to BRAC Action) FOR: Ewvra Sheppard AGS, WV (pjvy)

Officers	Enlisted	Students	Civilians
3	77	0	360

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

PERSONNEL REALIGNMENTS:
From Base: Moody AFB, GA (qseu)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	3	0	0	0	0	3
Enlisted	0	1	0	0	0	0	1
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	4	0	0	0	0	4

From Base: Yeager APT AGS, WV (lybh)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	3	0	0	0	0	3
Students	0	0	0	0	0	0	0
Civilians	0	3	0	0	0	0	3
TOTAL	0	6	0	0	0	0	6

TOTAL PERSONNEL REALIGNMENTS (Into Ewvra Sheppard AGS, WV (pjvy)):

	2006	2007	2008	2009	2010	2011	Total
Officers	0	3	0	0	0	0	3
Enlisted	0	4	0	0	0	0	4
Students	0	0	0	0	0	0	0
Civilians	0	3	0	0	0	0	3
TOTAL	0	10	0	0	0	0	10

BASE POPULATION (After BRAC Action) FOR: Ewvra Sheppard AGS, WV (pjvy)

Officers	Enlisted	Students	Civilians
6	81	0	363

PERSONNEL SUMMARY FOR: Youngstown-Warren Re, OH (zqel)

BASE POPULATION (FY 2005):

Officers	Enlisted	Students	Civilians
2	25	0	442

PROGRAMMED INSTALLATION (NON-BRAC) CHANGES FOR: Youngstown-Warren Re, OH (zqel)

	2006	2007	2008	2009	2010	2011	Total
Officers	1	1	0	0	0	0	2
Enlisted	23	13	0	0	0	0	36
Students	0	0	0	0	0	0	0
Civilians	-21	-16	0	0	0	0	-37
TOTAL	3	-2	0	0	0	0	1

BASE POPULATION (Prior to BRAC Action) FOR: Youngstown-Warren Re, OH (zqel)

Officers	Enlisted	Students	Civilians
4	61	0	405

PERSONNEL REALIGNMENTS:
From Base: Pittsburgh IAP ARS, PA (jlss)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	8	0	0	0	0	8
TOTAL	0	8	0	0	0	0	8

Flinn, Michael, CIV, WSO-BRAC

From: Bosley Adrian Maj 911 OSF/IN [Adrian.Bosley@pittsburgh.af.mil]
Sent: Wednesday, June 29, 2005 4:07 PM
To: Flinn, Michael, CIV, WSO-BRAC
Subject: FW: Pittsburgh Site Survey VTC
Attachments: FW: 911 AW BRAC SITE SURVEY VIA VIDEO TELECONFERENCE (VTC) 29 Jun 1300; FW: Date Change - Pittsburgh VTC Site Survey

Dr. Flinn,
Could you please provide guidance on how we should proceed on the following BRAC related issue: During today's HQ AFRC/XPPP site survey video teleconference concerning the BRAC recommendation to close Pittsburgh IAP ARS, Pittsburgh was identified by the BRAC COBRA model as costing $0 to close. That comment was made, per the email below, by Mr. Harry Schonau, Site Survey Team Leader, HQ AFRC/XPPP (DSN 497-1965).
We believe that the $0 cost to close is incorrect for the base, can you recommend who we should contact to find out where the $0 amount came from? And what method should we use (information point paper?) to challenge this, lastly, who would we send the information to?

Thanks again for your assistance,
Maj Bosley

From: Moeslein Robert Civ 911 MSG/CE
Sent: Wednesday, June 29, 2005 2:38 PM
To: Bosley Adrian Maj 911 OSF/IN
Cc: Poznik Joseph LtCol 911 OG/OSF; Nardozzi David Maj 911 OSF/OSC; Arin, John; Kutchenriter, Thomas
Subject: Pittsburgh Site Survey VTC

Major,
Attached are e-mails recently received with regard to subject meeting conducted today by HQ AFRC. Mr. Schonau commented during the meeting that the Cobra model identified $0 to close Pittsburgh.

Robert F. Moeslein
911 AW/MSG/CE
Base Civil Engineer
Ph: 412-474-8571
DSN: 277-8571

Flinn, Michael, CIV, WSO-BRAC

From: Vogt Carl Col 911 AW/CC [Carl.Vogt@pittsburgh.af.mil]

Sent: Thursday, June 16, 2005 3:30 PM

To: Moeslein Robert Civ 911 MSG/CE; Bonk Adam CIV 911AW/FM; Honaker Kenneth Lt Col 911 MXG/CC; Boivin Charles Col 911 MSG/CC

Cc: D'Amico Geno CPT 911 AW/CCE; Fields James CMSgt 911 AW/CCC; Morrocco Anna CIV 911 AW/CCA; Ployer Dennis Col 911 AW/CV

Subject: FW: 911 AW BRAC SITE SURVEY VIA VIDEO TELECONFERENCE (VTC) 29 Jun 1300

FYI

Col V.
Commander, 911 AW
DSN 277-8505

-----Original Message-----
From: Schonau Harry W Contractor AFRC/XPP
Sent: Thursday, June 16, 2005 3:09 PM
To: Vogt Carl Col 911 AW/CC; Bosley Adrian Maj 911 OSF/IN; Llewellyn Randy MSgt 911 LRS/LGRR; AFRC/CEP; AFRC/PA Public Affairs; AFRC/SVX Plans & Force Management; AFRC/SGX(uc) Health Services - Readiness; AFRC/SFXP; AFRC/LGS(uc) Logistics - Supply; AFRC/LGT(uc) Logistics - Transportation; AFRC/XPM Plans and Progrms - Manpower; AFRC/SCTA Bases and Units; AFRC/LGX(uc) Logistics - Plans; AFRC/LGM(uc) Logistics - Aircraft Maintenance; AFRC/FMX Comptroller Plans; AFRC/DOT Operations - Training and Tactics; AFRC/DPX(uc)

Cc: Brady Herbert Civ 622 RSG; Mikanowicz Lynda Civ AFRC/SVP; Ray Alan T. Civ AFRC/SVPR; Scott Jesse CMSgt AFRC/LGMA; Axum Harrison Maj AFRC/LGMS; Little Phillip CIV AFRC/LGTT; Haney Susan Civ AFRC\LGTV; Davey Fred Civ AFRC/LGTV; Wagner Richard Civ AFRC/DOVA; Barnett Steve Maj AFRC/SFO; Patterson Pat L Civ AFRC/SVX; Carwile Carl E Maj AFRC/SCOM; Garcia Pete P Civ AFRC/SCXI; Roberts James Civ AFRC/LGSPP; Ferrel Judith AFRC/LGSPP; Schult Cynthia Civ AFRC/LGSPS; McDowell Kari Civ AFRC/LGSWR; Martin Ronald Civ AFRC/SGS; Bolin Annette Maj AFRC/SGS; Freeland Scott Maj AFRC/DOTT; Gingery Robert W. MSgt AFRC/SCFS; Stewart Michael R SMSgt AFRC/SCFS; McNease Mischa L Civ AFRC/DPTF; Zamora Roxanna Civ AFRC/SCX; Nick Christopher Maj AFRC/LGSP; Moore John Civ AFRC/LGSW; Popovich Michael G. AFRC/DOTT; DuPree Rick Civ AFRC/DPCS; Lord Curtis Civ AFRC/FMFA; Braley Robert Civ AFRC/FMXX; Huddleston Tom Civ AFRC/FMARA; Branham Cindy Ms AFRC/FMAPS; Hovey Thomas D Civ AFRC/CEO; Dunn Paul Civ AFRC/SCTA; Mekosh Gerald Capt AFRC/LGXR; Wedmore Danny B Civ AFRC/SCTA; Pennone Marcia Civ AFRC/DPCE; Glosser Rick MSgt AFRC/DPMF; Anzjon Leslie Col AFRC/SE; Evans James E. AFRC/XPMRA; Thompson Robert Lt Col AFRC/PAN

Subject: 911 AW BRAC SITE SURVEY VIA VIDEO TELECONFERENCE (VTC) 29 Jun 1300

UNCLAS

SUBJECT: 911 AW BRAC SITE SURVEY VIA VIDEO TELE-CONFERENCE (VTC)

1. HQ AFRC/XPPP WILL CONDUCT A SITE SURVEY FOR THE BRAC RECOMMENDATION TO CLOSE PITTSBURGH IAP ARS. THIS SITE SURVEY WILL BE CONDUCTED BY VTC ON 29 JUNE FROM 1300 TO 1500 EASTERN DAYLIGHT TIME. HQ AFRC WILL CONDUCT THIS VTC IN THE COMMAND CONFERENCE ROOM, THIRD FLOOR IN BLDG 210.

THE PURPOSE OF THE SITE SURVEY IS TO REFINE, IDENTIFY, AND DOCUMENT COSTS RELATED TO THE

SECDEF RECOMMENDATION THAT IMPACTS THIS WING AND INSTALLATION. THE SITE SURVEY WILL BE CE CENTRIC, BUT ALL COSTS ASSOCIATED WITH THIS REALIGNMENT WILL NEED TO BE CAPTURED. WE EXPECT WING AND HQ PERSONNEL TO IDENTIFY LIMFACS AND ISSUES WHICH REQUIRE RESOLUTION. REQUEST APPLICABLE REPRESENTATION FROM HQ AFRC, 22AF, AND THE 911 AW. (SITE SURVEY TEAM LEADER: MR HARRY SCHONAU, HQ AFRC/XPPP, DSN 497-1965)

3. PROPOSED AGENDA: INTRODUCTION, FACILITY ISSUES, LOGISTIC ISSUES, COMMUNICATION ISSUES, AND QUESTIONS & SUMMARY, WRITTEN REPORT TO FOLLOW.

4. HQ AFRC REPRESENTATION IN THE FOLLOWING AREAS:

PROGRAMS

FACILITIES

LOGISTICS

MAINTENANCE

SUPPORT EQUIPMENT/SUPPLY

PLANS

TRANSPORTATION

COMMUNICATIONS

MANPOWER

PERSONNEL

CIVILIAN AND MILITARY

FINANCIAL MANAGEMENT

OPERATIONS

SECURITY FORCES

HEALTH SERVICES

SERVICES

PUBLIC AFFAIRS

CONTACT HQ AFRC/XPPP POC TO REQUEST ADDITIONAL REPRESENTATION

5. 911 AW POC: MSGT RANDY LLEWELLYN, 911 LGRR, DSN 277-8508

6. DIRECT QUESTIONS TO HQ AFRC/XPPP POC, MR. HARRY SCHONAU, DSN 497-1965, EMAIL harry.schonau@afrc.af.mil

UNCLAS

Flinn, Michael, CIV, WSO-BRAC

From: Bosley Adrian Maj 911 OSF/IN [Adrian.Bosley@pittsburgh.af.mil]
Sent: Friday, June 24, 2005 2:40 PM
To: Flinn, Michael, CIV, WSO-BRAC
Cc: Nardozzi David Maj 911 OSF/OSC
Subject: 911 AW requests for BRAC info and data
Attachments: 911 AW question #4, 17 Jun OSD Clearinghouse tasker 0158.txt; 911 AW question #1, 9 Jun AFRC XPP reply.txt; 911 AW question #2, 10 Jun OSD Clearinghouse tasker 0286.txt; 911 AW question #3, 11 Jun OSD Clearinghouse reply.txt; 911 AW question #4, 15 Jun OSD Clearinghouse reply.txt

Dr. Flinn,

I've attached copies of 5 emails sent by the 911 AW, which address General Newton's question at the briefing regarding our ability to get info and data that we needed.

Here's a brief summary of those 5 emails and the 4 questions which were asked:

Question #1. 9 Jun, was sent to AFRC/XPP; we were advised to go through the OSD clearinghouse. At this point, I began calling and sending all the other inquiries directly to OSD clearinghouse. I never emailed this question to the clearinghouse; I had called and received the wrong email and phone number to address my question to. Eventually this information was corrected, however I did not pursue question 1. further due to time constraints and other emerging questions that I was trying to get answers to.

Question #2. 10 Jun, was sent to OSD clearinghouse. I was informed that this question was not for the OSD clearinghouse, however they forwarded my inquiry as tracker # 0286, with USAF as the lead, and set a suspense of 15 Jun for an answer back to them. I never received a reply back from anyone after it was forwarded. We eventually answered part of the question when we found the AFRC capacity analysis briefing to the Base Closure Executive Group (28 Apr 04), and the AFRC Phase II Capacity Analysis (25 Aug 04), on the web.

Question #3. 11 Jun, was sent to OSD clearinghouse. I received a reply that my question would not be tracked by the clearinghouse. I responded back and asked for advice as to who should receive the question. My question was then forwarded to AF BRAC by Jack Hoggard at the clearinghouse. I never received a response back from anyone after it was forwarded. We were eventually able to answer on our own all the questions except for #1214.

Question #4, 15 & 17 Jun, was sent to OSD clearinghouse. We received the response that it was an internal request for the Air Force, however they forwarded the question to USAF. We received the response from the clearinghouse, tasker # 0158, with an attached .pdf file showing the web page where we could find the answer.

If there are any questions please contact me. I hope this information can help answer Gen. Newton's question.

Maj Bosley

Major Adrian Bosley

Chairman, Commander's Action Group

911th Air Wing

DSN 277-8973// Civ 412-474-8973

911 AW question #4 17 Jun OSD Clearinghouse tasker 0158 (2)
MessageFrom: Poznik Joseph LtCol 911 OG/OSF
Sent: Friday, June 17, 2005 1:08 PM
To: Bosley Adrian Maj 911 OSF/IN; Nardozzi David Maj 911 OSF/OSC
Subject: FW: OSD BRAC Clearinghouse Tasker 0312 - Request for Data

Attachments: BI-0063,CT-0312, Lt Col Poznik, 911 AW Commander's Action Group, 17 Jun 05.pdf

FYI

From: RSS dd - WSO BRAC Clearinghouse [mailto:Clearinghouse@wso.whs.mil]
Sent: Friday, June 17, 2005 12:47 PM
To: Poznik Joseph LtCol 911 OG/OSF
Cc: Doyon Thomas LtCol SAF/LLP
Subject: OSD BRAC Clearinghouse Tasker 0312 - Request for Data

Attached is the response to your inquiry, OSD Clearinghouse Tasker # 0158.

(PDF file is provided.)

OSD BRAC Clearinghouse

-----Original Message-----
From: Poznik Joseph LtCol 911 OG/OSF [mailto:Joseph.Poznik@pittsburgh.af.mil]
Sent: Tuesday, June 14, 2005 4:30 PM
To: Clearinghouse@wso.whs.mil
Cc: Bosley Adrian Maj 911 OSF/IN; Nardozzi David Maj 911 OSF/OSC; Doyon Thomas LtCol SAF/LLP
Subject: Request for Data

Sir/Madam:

We have been advised by our BRAC Analyst to request our installation's (911 AW, Pittsburgh IAP ARS) score sheet and formula sheet be released to us. The titles of the documents are "MCI Scoresheet.pdf and "MCI Formulasheet.pdf.

Will you please contact me with the correct process for obtaining these documents?

Thank you for your assistance in this matter.

Sincerely,

911 AW question #4 17 Jun OSD Clearinghouse tasker 0158 (2)

Lt Col Joe Poznik

Commander's Action Group

911th AW Pittsburgh ARS IAP

DSN 277-8973 COM (412) 474-8973

911 AW question #1 9 Jun AFRC XPP reply (2)

From: Schonau Harry W Contractor AFRC/XPP
Sent: Thursday, June 09, 2005 10:36 AM
To: Bosley Adrian Maj 911 OSF/IN
Subject: RE: Request for BRAC Information

Adrian - Best way is for you and I to refer these folks to the OSD clearinghouse. Best thing they should do is to contact their congressman and ask for the information. We have not yet received anything that tells us what is releasable despite what you may read in the paper about information flowing.

Harry

From: Bosley Adrian Maj 911 OSF/IN
Sent: Wednesday, June 08, 2005 4:59 PM
To: Schonau Harry W Contractor AFRC/XPP
Subject: FW: Request for BRAC Information

Harry,

Couple more questions for you.

1) Below you can see a request for information from our CE people, who is the appropriate channel to request this through (if not you)?

2) The 911th Data Call information which has to date has been restricted from release to the public, has that now been changed (now releasable) with the declassification of the BRAC data? ie., can we release that to the community BRAC task force?

Thanks,

Adrian

From: Moeslein Robert Civ 911 MSG/CE
Sent: Monday, June 06, 2005 1:33 PM
To: Bosley Adrian Maj 911 OSF/IN
Cc: Arin, John
Subject: FW: Request for BRAC Information

Major,

Request the following question be forwarded to HQ AFRC/XP regarding information we need to validate analytical data used in the BRAC process.

Thanks

Bob Moeslein

911 AW question #1 9 Jun AFRC XPP reply (2)

Base Civil Engineer

DSN 277-8571

From: Arin John Civ 911 MSG/CECE
Sent: Monday, June 06, 2005 1:27 PM
To: Moeslein Robert Civ 911 MSG/CE
Subject: Request for BRAC Information

BRAC Request for Information
6 Jun 2005

Mission: Airlift

OSD Military Value Selection: Condition of Infrastructure

Individual Question: 19 - Hangar Capacity - Large Aircraft

Information Requested:

What is the total gross square feet of hangar space (from OSD Question 19, Column 4) that was used as the basis for calculating scores for this question?

Justification:

To validate our overall installation score for Condition of Infrastructure. Scoring this question is based on pro-rating our installation hangar square footage to the highest hangar square footage of any installation.

911 AW question #2 10 Jun OSD Clearinghouse tasker 0286
From: RSS dd - WSO BRAC Clearinghouse [Clearinghouse@wso.whs.mil]
Sent: Friday, June 10, 2005 6:00 PM
To: Neall Raymond Ctr SAF/IEBB; BRAC Inquiry Workflow; Bullock Martin GS-14 SAF/IEBB; Lanman Phillip Lt Col SAF/IEBB; Mattison Mark LtCol SAF/IEBB
Cc: Bosley Adrian Maj 911 OSF/IN
Subject: OSD BRAC Clearinghouse Tracker # 0286 911th AW Pittsburgh ARS IAP

OSD BRAC Clearinghouse Tracker # 0286

Reference below - USAF is the lead. Answer due to BRAC Clearinghouse NLT Wed, June 15, 2005, in PDF format with authoritative signature.

-----Original Message-----
From: RSS dd - WSO BRAC Clearinghouse
Sent: Friday, June 10, 2005 12:46 PM
To: Neall Raymond Ctr SAF/IEBB; BRAC Inquiry Workflow; Bullock Martin GS-14 SAF/IEBB; Lanman Phillip Lt Col SAF/IEBB; Mattison Mark LtCol SAF/IEBB
Cc: 'Adrian.Bosley@pittsburgh.af.mil'
Subject: FW: BRAC question from the 911th AW Pittsburgh ARS IAP

Please respond to this in-house DoD AF request directly (Maj Bosley, DSN 277-8973). This is not a Clearinghouse inquiry and has not entered our system.

Thank you.

OSD BRAC Clearinghouse

-----Original Message-----
From: Bosley Adrian Maj 911 OSF/IN [mailto:Adrian.Bosley@pittsburgh.af.mil]
Sent: Friday, June 10, 2005 11:41 AM
To: clearinghouse@wso.whs.mil
Subject: FW: BRAC question from the 911th AW Pittsburgh ARS IAP

Sir/Madam,

This email is a follow up to a phone call request to the clearing house to get information on a specific question concerning the BRAC.

I was referred by the clearing house to contact the AF Liason, Tom Doyon, but both the phone number and email given were not correct; hence why I am now referring the question back to the clearing house again.

Very briefly, I have been tasked by the 911th AW Wing Commander to analyze and prepare a briefing for our upcoming BRAC Commissioner's visit on 21 Jun.

The question I am seeking an answer to is in reference to a statement contained within the Dept of the Air Force Analysis and Recommendations, Vol V, part 1, page 157, last paragraph. The page header is "Pope Air Force Base, NC Pittsburgh International Airport Air Reserve Station, and Yeager Air Guard Station, WV, Little Rock Air Force Base, AR

At the bottom of the page in the last paragraph under Justification it states: "The

911 AW question #2 10 Jun OSD Clearinghouse tasker 0286
major command's capacity briefing reported Pittsburgh ARS land constraints prevented the installation from hosting more than 10 C-130 aircraft and Yeager AGS cannot support more than eight C-130s."

My question is:

· 1) What source the major command used to arrive at the number of 10 C-130 aircraft for Pittsburgh ARS?

· 2) Is it possible to either get a copy of that briefing, or talk to someone involved in giving or developing the briefing?

If you can provide any assistance I'd be most grateful. As you can imagine this is a critical piece of information the Wing Commander would like to address in his briefing to the BRAC Commissioner on 21 Jun.

Very Respectfully,

Major Adrian Bosley

Major Adrian Bosley

Chairman, Commander's Action Group

911th Air Wing

DSN 277-8973// Civ 412-474-8973

911 AW question #3 11 Jun OSD Clearinghouse reply

MessageFrom: Hoggard, Jack, CTR, WSO-OSD_DST JCSG [Jack.Hoggard.CTR@wso.whs.mil]
Sent: Saturday, June 11, 2005 10:57 AM
To: Bosley Adrian Maj 911 OSF/IN
Subject: RE: Missing BRAC data questions

I forwarded your request to the AF BRAC folks. They should be able to help.

Jack Hoggard

E-mail: Jack.Hoggard@wso.whs.mil

-----Original Message-----
From: Bosley Adrian Maj 911 OSF/IN [mailto:Adrian.Bosley@pittsburgh.af.mil]
Sent: Saturday, June 11, 2005 10:33 AM
To: RSS dd - WSO BRAC Clearinghouse
Subject: RE: Missing BRAC data questions

Understand; could you please advise as to who/which channel I should go through with this request for information?

Thank you.

Very Respectfully,

Major Bosley

Major Adrian Bosley

Chairman, Commander's Action Group

911th AW Pittsburgh ARS IAP

DSN 277-8973 CIV (412) 474-8973

From: RSS dd - WSO BRAC Clearinghouse [mailto:Clearinghouse@wso.whs.mil]
Sent: Saturday, June 11, 2005 10:28 AM
To: Neall Raymond Ctr SAF/IEBB; BRAC Inquiry Workflow; Bullock Martin GS-14 SAF/IEBB; Lanman Phillip Lt Col SAF/IEBB; Mattison Mark LtCol SAF/IEBB
Cc: Bosley Adrian Maj 911 OSF/IN
Subject: FW: Missing BRAC data questions
Importance: High

This is an internal prep item. It will not be tracked by the clearinghouse. Thanks.

911 AW question #3 11 Jun OSD Clearinghouse reply

OSD BRAC Clearinghouse

-----Original Message-----
From: Bosley Adrian Maj 911 OSF/IN [mailto:Adrian.Bosley@pittsburgh.af.mil]
Sent: Saturday, June 11, 2005 10:19 AM
To: clearinghouse@wso.whs.mil
Cc: Moeslein Robert Civ 911 MSG/CE; Kutscher George Civ 911 MSG/CE
Subject: FW: Missing BRAC data questions
Importance: High

Sir/Madam:

Request for information is specified in the forwarded email below listing 3 questions which cannot be found in the data released by the Air Force for the BRAC regarding the 911th AW Pittsburgh Air Reserve Station.

We have attempted to locate this information ourselves but cannot find it, can you provide assistance or an alternate source to forward these questions to?

Information requested is time critical and will impact our ability to prepare for the BRAC Commissioner's visit to our base 21 Jun 05.

Thank you.

Very Respectfully,

Major Bosley

Major Adrian Bosley

Chairman, Commander's Action Group

911th AW Pittsburgh ARS IAP

DSN 277-8973 CIV (412) 474-8973

From: Kutchenriter Thomas Civ 911 MSG/CE
Sent: Thursday, June 09, 2005 8:34 AM
To: Moeslein Robert Civ 911 MSG/CE
Cc: Bosley Adrian Maj 911 OSF/IN
Subject: Missing BRAC data questions
Importance: High

Bob, there are 3 questions which are not in the data released by the Air Force on BRAC. I listed them and where the data was to be found.

1. Question 1271 - Prevailing weather conditions (AFCCC Climatological tables;

911 AW question #3 11 Jun OSD Clearinghouse reply
Looks like Airfield or Ops Question)

2. Question 1 - Fuel Hydrant Systems Support Mission Growth (Fuels)

3. Question 1214 - Fuel Dispensing Rate to Support Mobility and Surge (Base Support Plan AFI 10-404, Attachment 20)

I had Jennifer checked the BRAC files in XP but they did not have copies of our answers.

I need some help getting these answers to confirm our rating number assigned by the BRAC formulas.

HELP!!!!!

Tom K.

911 AW question #4 15 Jun OSD Clearinghouse reply

From: Poznik Joseph LtCol 911 OG/OSF
Sent: Wednesday, June 15, 2005 9:36 AM
To: Bosley Adrian Maj 911 OSF/IN
Subject: Clearinghouse request

Below is the next reply from the clearinghouse...and the maze continues

Since this is an internal request regarding the Air Force there is no need to involve the OSD BRAC Clearinghouse.

This request is forwarded to USAF for coordinating within their department. Please limit coordination within USAF.

V/R

OSD BRAC Clearinghouse

-----Original Message-----
From: Poznik Joseph LtCol 911 OG/OSF [mailto:]
Sent: Tuesday, June 14, 2005 4:30 PM
To: Clearinghouse@wso.whs.mil
Cc: Bosley Adrian Maj 911 OSF/IN; Nardozzi David Maj 911 OSF/OSC; Doyon Thomas LtCol SAF/LLP
Subject: Request for Data

Sir/Madam:

We have been advised by our BRAC Analyst to request our installation's (911 AW, Pittsburgh IAP ARS) score sheet and formula sheet be released to us. The titles of the documents are "MCI Scoresheet.pdf and "MCI Formulasheet.pdf.

Will you please contact me with the correct process for obtaining these documents?

Thank you for your assistance in this matter.

Sincerely,

Lt Col Joe Poznik

Commander's Action Group

911th AW Pittsburgh ARS IAP

911 AW question #4 15 Jun OSD Clearinghouse reply

DSN 277-8973 COM (412) 474-8973

Flinn, Michael, CIV, WSO-BRAC

From: Flinn, Michael, CIV, WSO-BRAC
Sent: Tuesday, June 14, 2005 8:05 AM
To: 'Bosley Adrian Maj 911 OSF/IN'
Cc: Riffle, Megan, CIV, WSO-BRAC
Subject: RE: Draft Visitation Itinerary for 911th AW Pittsburgh

Major Bosley,

Your draft itineraries look great. I will do a little tweaking and get the revised version back to you for your evaluation. I don't envision any major changes at this juncture. I am not aware of any requests to meet with the press or local politicians, but that those requests would come through the either the public affairs or legislative affairs group. Ms. Megan Riffle handles the public affairs side of the house. I have copied her on this email and provided her with your contact information. I suggest you contact her at the above email address or at (703) 699-2951.

From: Bosley Adrian Maj 911 OSF/IN [mailto:Adrian.Bosley@pittsburgh.af.mil]
Sent: Monday, June 13, 2005 6:52 PM
To: Flinn, Michael, CIV, WSO-BRAC
Subject: Draft Visitation Itinerary for 911th AW Pittsburgh

Mr. Flinn,

Thank you for the call today.

To confirm, I have you arriving here at Pittsburgh on 19 Jun, and Gen Newton arriving on 21 Jun at 7:52am, departing 4pm.

A couple of quick questions come to mind:

- What transportation assistance do you, or Gen Newton, require from us at the 911th to get you to and from the Airport on those dates?

- Are you aware of any press conferences, community or elected officials requests to meet with Gen Newton before he arrives at or departs the 911th Air Wing after his briefing / tour here at our base?

Draft Visitation Itinerary for Michael Flinn (for your review/input) 20 Jun 05:

Location: 911th AW Air Reserve Station, Aerial Port Squadron Classroom

0900-1030: Introduction and Presentation from the 911th AW

1030-1100: Discussion (Q & A) on BRAC data/analysis and recommendations

1100-1200: Base Tour

1200-1300: Working lunch with 911th AW personnel

1300- as needed: Conclusion / Loose Ends

Draft Visitation Itinerary for Gen Newton (for your review/input) 21 Jun 05:

**note: schedule may be changed to accommodate press conferences, community or elected

officials requests to meet with Gen Newton**

Location: 911th AW Air Reserve Station, Aerial Port Squadron Classroom

0752: Arrival at Pittsburgh

0800-0900: Transit from airport to airbase (travel time from airport to airbase is approx 10-15 minutes)

0900-1030: Introduction and Presentation from the 911th AW

1030-1100: Discussion (Q & A) on BRAC data/analysis and recommendations

1100-1200: Time allocation for meeting with community and elected officials/press conference

1200-1300: Working lunch with 911th AW personnel

1300- 1400: Base Tour

1400-1430: Departure to airport

1600: Departure from Pittsburgh

I will send you directions on how to get to the airbase, and the logistics of how we will meet with you, and later Gen Newton, at the airbase gate and escort to the briefing area.

Please contact me with any questions or concerns.

Thanks,

Major Bosley

Major Adrian Bosley

Chairman, Commander's Action Group

911th AW, Pittsburgh IAP ARS

DSN 277-8973 , CIV (412) 474-8973

From: Flinn, Michael, CIV, WSO-BRAC [mailto:Michael.Flinn@wso.whs.mil]
Sent: Monday, June 13, 2005 1:49 PM
To: Bosley Adrian Maj 911 OSF/IN
Subject: Commissioner's visit

Adrian,

I know that one key issue that General Newton is going to want to rectify is the availability of additional land for the Pittsburgh IAP ARS mission. I think in your point paper, it might be useful to provide a timeline of the letters and MOAs that were reached. It might also be useful to have somebody from the airport available that can speak directly to the issue.

Flinn, Michael, CIV, WSO-BRAC

From: Cook, Robert, CIV, WSO-BRAC
Sent: Tuesday, September 13, 2005 9:01 AM
To: Flinn, Michael, CIV, WSO-BRAC
Cc: Hill, Christine, CIV, WSO-BRAC
Subject: FW: Pittsburgh Job Numbers

Mike
Back at you, perhaps a telephone call to the AF guys might resolve the issue. If the status quo is totally maintained, I would think the answer from them is a "0" job loss. Please info me in your response to Christine.
Bob

From: Hill, Christine, CIV, WSO-BRAC
Sent: Tuesday, September 13, 2005 8:38 AM
To: Cook, Robert, CIV, WSO-BRAC; Small, Kenneth, CIV, WSO-BRAC
Subject: FW: Pittsburgh Job Numbers

Bob - another Appendix O question, who should I go to in order to get the correct numbers (or to explain existing numbers)

Christine

Christine O. Hill
Director, Legislative Affairs
BRAC Commission
703-699-2950

From: Flinn, Michael, CIV, WSO-BRAC
Sent: Tuesday, September 13, 2005 8:33 AM
To: 'Kaplan, Courtney (Santorum)'
Cc: Hill, Christine, CIV, WSO-BRAC; Small, Kenneth, CIV, WSO-BRAC; McCreary, Robert, CIV, WSO-BRAC
Subject: RE: Pittsburgh Job Numbers

Ms. Kaplan,

Please direct your questions regarding Pittsburgh and Willow Grove to our Director of Legislative Affairs. Thanks

---

From: Kaplan, Courtney (Santorum) [mailto:Courtney_Kaplan@Santorum.senate.gov]
Sent: Monday, September 12, 2005 5:41 PM
To: Michael.Flinn@wso.whs.mil
Subject: Pittsburgh Job Numbers

Dr. Flinn -
I have a question regarding Pittsburgh's final job numbers as a result of the Commission's final recommendations.

The Secretary's original recommendation to close Pgh would have resulted in the loss of 322 positions.

Since the BRAC Commission's recommendation to the President is to realign Pgh and establish the RJRC, etc. and keep the 8 C-130s - how many jobs will be lost or gained at Pgh? Am I to assume that Pgh is at a net loss of 0 jobs?

The reason I ask is because I'm trying to understand the Commission's final report, volume 2, appendix O, which I believe states that Pgh is at a net loss of 322 jobs. So, I'm just trying to understand this.

Also, are you able to tell me the net job loss for NASJRB Willow Grove, PA as well?

Thanks for your help.

Courtney Kaplan

Courtney J. Kaplan
Legislative Correspondent
Office of Senator Rick Santorum
511 Dirksen Senate Building
Washington, D.C. 20510
(202) 224-6324

POINT PAPER

PITTSBURGH IAP ARS LAND OFFER AND MOA PROPERTY HISTORY

Purpose:

Provide a summary of the history of Airport property that has been offered to the 911 AW as far as back as 1994, as well as the Memorandum of Agreement (MOA) property that has been used by the Wing since 1993

Discussion:

- Land Offer

-- When Allegheny County moved into the new terminal, discussions began on what to do with the old terminal property adjacent to the 911 AW

-- Over time, the exact acreage and boundaries of the land changed, but generally stayed the same

-- Below is a timeline of the land offer:

--- Early 1990's (no documentation): First discussion of 911 AW expansion during construction of new Pittsburgh Airport Terminal

--- Nov 1994: Allegheny County makes first official offer of additional ramp space for the base

--- May 1996: BG Bradley, then Deputy to the Chief of Air Force Reserve, declines the offer of new land

"My Headquarters plans and programs staff did an analysis of present and future operational requirements and found no requirement for additional land at Pittsburgh ARS."

--- Feb 1998: BG Bradley re-addresses and declines offer when asked again by County

"...AF Reserve has not changed its position...Pittsburgh ARS has no new mission requirements that would require the acquisition of any new land..."

--- Sep 1998: AFRC responds to Congressman Murtha inquiry about the land:

"...existing property (at Pittsburgh ARS) is adequate to support existing mission...no additional missions are planned in the foreseeable future..."

--- BRAC 2005: Department of the Air Force Analysis and Recommendations, Volume V, Part 1, page 157 states:

> "The major command's capacity briefing reported Pittsburgh ARS land constraints prevented the installation from hosting more than 10 C-130 aircraft..."

--- Jun 2005: Allegheny County Airport Authority again officially offers 53 acres of property for 911 AW expansion

- MOA

-- Separate from the land offers, a MOA granting the use of 21.7 acres for 911 AW C-130 aircraft during ramp repairs of 911 AW main ramp was created

-- The MOA and Supplements were all signed by AFRC

-- It appears (our inquiries to AFRC, AF & DoD have not been answered) that the MOA property was not counted in the major command capacity briefing, which reported our C-130 parking capacity as 10 (instead of 20) in Vol V, page 157

-- The MOA property is co-located with the 53 acre land offer addressed above

-- Below is a timeline of the MOA:

-- Feb 1993: Original MOA, with an expiration date of 31 Dec, 1995

-- Jul 1995: Supplement Agreement No. 1, extending the agreement to 31 Dec, 1996

-- Nov 1996: Supplement Agreement No. 2, extending the agreement to 31 Dec, 1999

-- Aug 2001: Supplement Agreement No. 3, extending the agreement to 31 Dec, 2004

-- Mar 2005: Supplement Agreement No. 4, extending the agreement to 31 Dec, 2009

Regional Joint Readiness Center

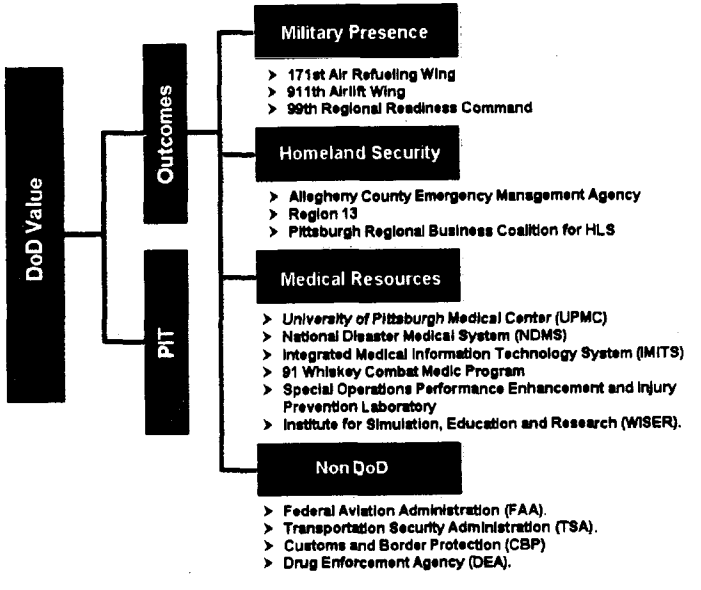
- Concept: Build on existing assets (99th, 911th, airport land and buildings), personnel, and extensive community infrastructure (medical, higher education, and first responders) within the Pittsburgh region to address military and homeland defense needs

REGIONAL JOINT READINESS CENTER (RJRC)

A VALUE-ADDED REGIONAL RESOURCE

AN ANALYSIS AND ASSESSMENT OF THE ***RJRC***, BASED ON DEFENSE THREAT REDUCTION AGENCY SCENARIOS AND ADAPTED TO THE PITTSBURGH AND THE SOUTHWEST REGION, REVEAL ITS INTRINSIC VALUE TO DOD, DHS AND LOCAL, REGIONAL, STATE, AND FEDERAL AGENCIES IN THEIR CAPACITY AND RESPONSIBILITY FOR EMERGENCY PREPARATION AND RESPONSE IN THE GLOBAL WAR ON TERRORISM.

AS A CENTER FOR LINKING THE NEARBY CAPABILITIES, RESOURCES, AND RESPONSE POTENTIAL OF DOD MILITARY, HOMELAND SECURITY, MEDCIAL, AND NON-GOVERNMENTAL OFFICES, THE ***RJRC*** PROVIDES UNLIMITED SPACE AND IS IDEALLY AND GEOSTRATEGICALLY LOCATED TO SERVE U.S. NATIONAL INTERESTS. CAREFUL REVIEW AND ASSESSMENT OF THE ***RJRC*** IN THE CONTEXT OF SCENARIO-BASED TERRORIST AND WMD EVENTS REVEAL ITS INTRINSIC VALUE TO DOD AND THE U.S. GOVERNMENT.



THE RJRC *IS THE CATALYST FOR:*

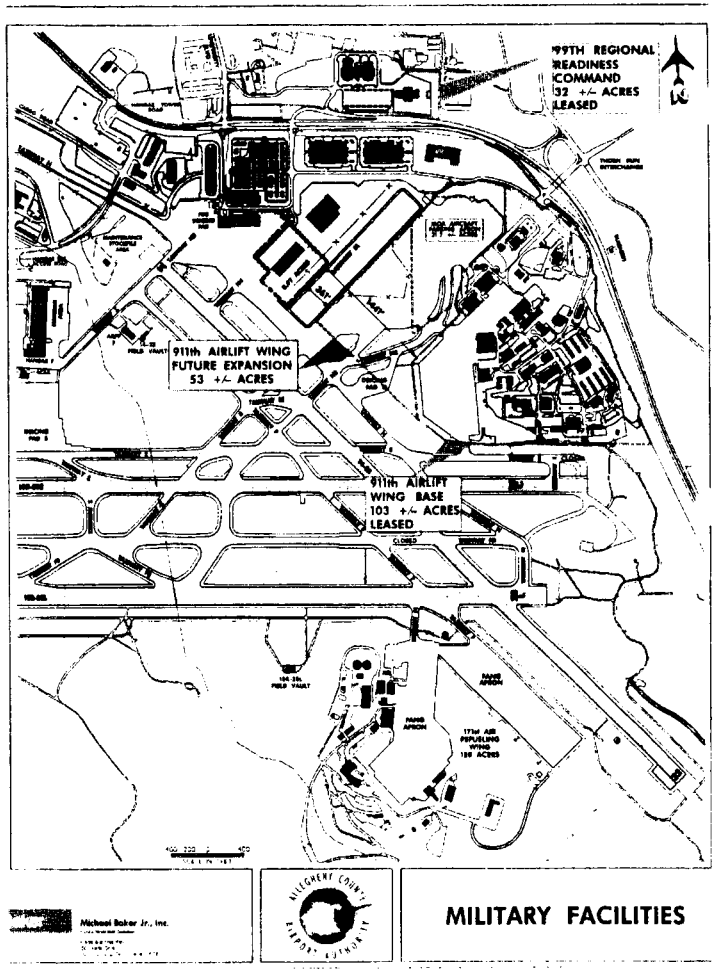
* **JOINT OPERATIONS = *OPERATIONAL EFFICIENCIES***
* **REGIONAL FACILITY CONSOLIDATION = *COST SAVINGS***
* **RAPID RESPONSE TO NATIONAL EMERGENCIES = *LIVES SAVED***
* **PRE-POSITIONED LOGISTICAL SUPPORT = *RAPID EMERGENCY RESPONSE***
* **REGIONAL AND DOD MEDICAL TRAINING FOR BIO-TERROR = *BIO-SECURITY***
* **STANDOFF FOCAL POINT FOR GWOT TRAINING AND EXERCISES = *ENHANCED PHYSICAL SECURITY***
* **MILITARY, DHS, MEDICAL, AND NON-DOD COORDINATION/TRAINING = *REALISTIC PREPARATIONS***

RJRC SCENARIO-BASED VALUE ADDED

- For the region, the ***RJRC*** is ideally suited to provide for Joint contingency planning, training, and exercise support.
- ***RJRC*** facilitated community and DoD partnerships create realistic opportunities for scenario-driven training exercises and emergency response incorporating a full array of USG, DoD, medical and non-DoD assets.
- ***RJRC*** Joint opportunities create situational awareness and develop enhanced planning, training, and interoperability between non-DoD agencies such as the Regional Joint Terrorism Task Force and the FBI's Joint Operation Center.
- Consolidation of sites to the ***RJRC*** creates enhanced operational capability for communication, coordination, integration and creates long-term cost savings.
- ***RJRC*** provides space for established structures and communication plug-ins.

- For the United States, the ***RJRC*** provides for a more secure location for DoD and DHS roles and missions execution – uniquely situated away from East Coast urban concentrations.
- ***RJRC*** provide stand-off capabilities to respond to bio-terrorism contingencies.
- The ***RJRC*** affords most realistic location for scenario-driven Joint bio-terrorism training exercises.
- ***RJRC*** scenario-driven exercises permit incorporation of medical activities such as UPMC, IMITS, NDMS in a joint environment with DHS and local DoD elements such as 171st Wing (Expeditionary Medical Support) or 911th Airlift Wing.
- ***RJRC*** affords adequate space for the pre-positioning of contingency

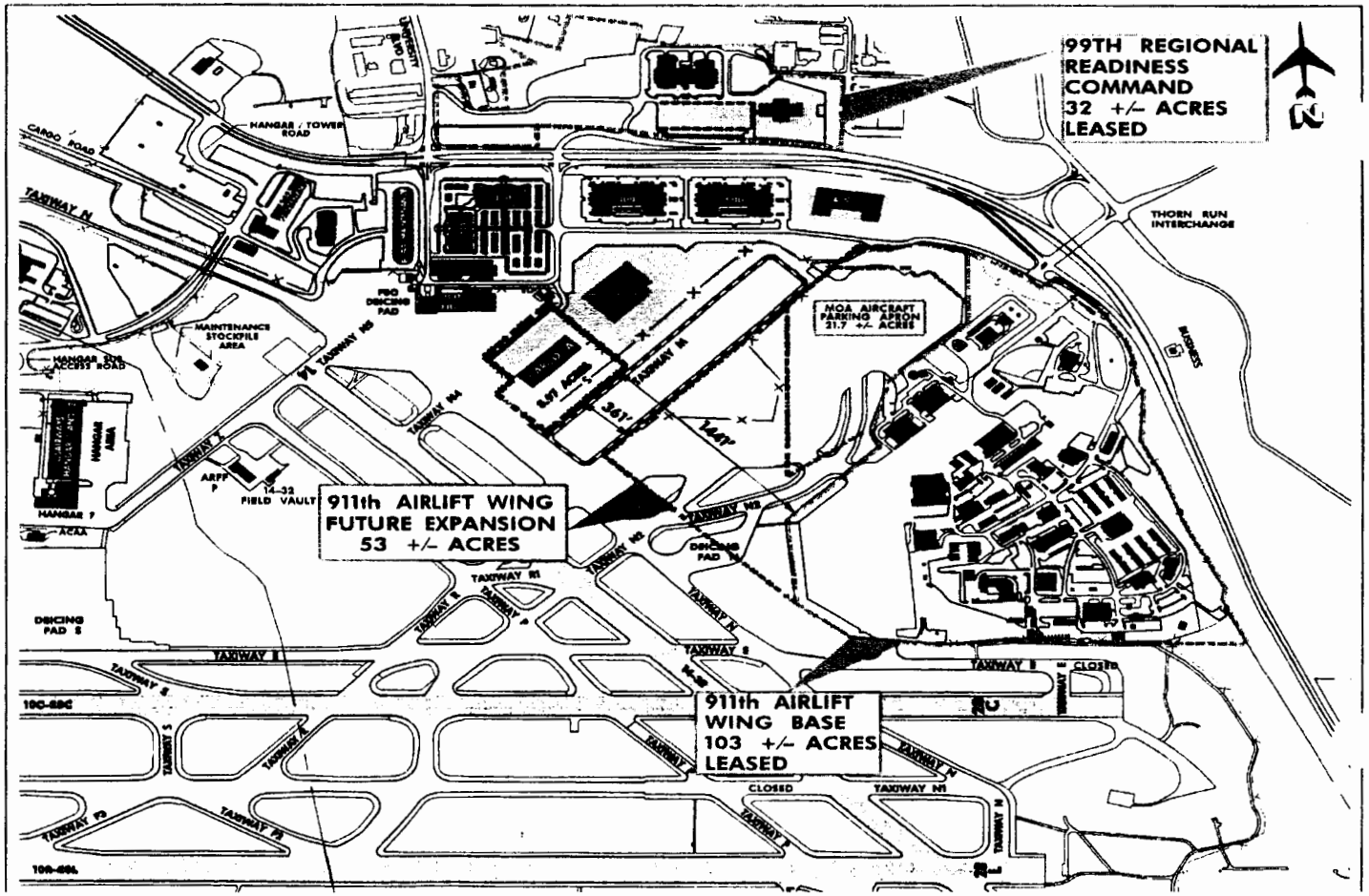
Land Area



PIT• BRAC

MILITARY AFFAIRS COUNCIL OF WESTERN PENNSYLVANIA ★ PIT• BRAC TASK FORCE

Land Area


99TH REGIONAL READINESS COMMAND 32 +/- ACRES LEASED
911th AIRLIFT WING FUTURE EXPANSION 53 +/- ACRES
911th AIRLIFT WING BASE 103 +/- ACRES LEASED
NOA AIRCRAFT PARKING APRON 21.7 +/- ACRES
THORN RUN INTERCHANGE
CARGO ROAD
HANGAR / TOWER ROAD
TAXIWAY N
MAINTENANCE STOCKPILE AREA
HANGAR 7
ARFF
14-32 FIELD VAULT
DEICING PAD 2
TAXIWAY B
TAXIWAY M
TAXIWAY M2
TAXIWAY M3
TAXIWAY M4
TAXIWAY M5
TAXIWAY M6
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TAXIWAY M21
TAXIWAY

Regional Joint Readiness Center

C. E. Kelly Army Reserve
- 23rd Postal
- 303rd PYSOPS
- 864th Replacement
- 2nd/312 Training

15,000 SF (Office)

C. E. Kelly Army Support
11,000 SF (Office)

Navy & Marines Reserve
20,000 SF (Office)

MEPS
25,000 SF

99th HQ Building
133,000 SF
32 Acres

Vacant Land
6.65 Acres

AAFES Exchange & Commissary
50,000 SF

Kelly Neville Island Army Maintenance
20,000 SF

PIT BRAC

MILITARY AFFAIRS COUNCIL OF WESTERN PENNSYLVANIA ★ PIT• BRAC TASK FORCE

Regional Joint Readiness Center

- Armed Forces Recruiting
- FBI
- Coast Guard
- Army Corps of Engineers
- MEPS Processing
- Other

911th AW

Current - 115 Acres
MOA – 22 Acres
Future Expansion - 31 Acres

Vacant Land
1,182 Acres

Regional Joint Readiness Center

- **Cost of Operations and Manpower Implications**
  - Co-location of military and non-DoD personnel will offer significant cost savings
    - Operations
    - Maintenance
    - Training
    - Enhanced communications/coordination in normal and crisis operations
    - Integration of military and non-DoD functions for highly efficient, streamlined crisis and surge response capabilities

INFORMATION PAPER

SUBJECT: Cost Savings for MEPS to Use 911th AF Reserve Base

1. Pittsburgh MEPS uses the 911th Air Wing base for lodging and night testing of its applicants at a significant cost savings to the government. Each year 9,000 applicants spend the night at the lodge and half of those are expected to use the night testing facility at an estimated savings to the government of $1,226,717.

2. Lodging benefits: Applicants spend the night in the lodge before they process at the Pittsburgh MEPS. They use gym, recreation center and eat dinner and breakfast at the officer club. Pittsburgh MEPS entered into an installation services & support agreement (ISSA) over ten years ago. The support provided enhances the recruiting effort by orienting potential recruits to military facilities or life. The security of the base is the best feature. No safety, violence, alcohol incidents have ever occurred unlike other MEPS that use commercial hotels.

a. ISSA: Lodging, feeding and transportation cost to the government is $34.50 per applicant. This pays for one night in the lodge, dinner, breakfast, and a coach bus ride to the MEPS. Additionally the ISSA employs a full time security guard and part time recreation specialist.

b. Cost Savings: It is estimated the government saves $1,039,000 using the 911th as its lodge provider for the MEPS (based on comparative lodging costs $150 per applicant).

Facility	Applicant Cost	Total Applicants	Cost
911th	$34.50	9,000	$310,500
Commercial Hotel	$150.00	9,000	$1,350,000
		Savings	$1,039,000

3. Testing: In November 2004, Pittsburgh MEPS installed a state of the art night testing facility collocated next to the lodge. This lab conducts night ASVAB testing of applicants before they process at the MEPS. The lab increases our processing capability and provides much better customer support to the applicants. Additionally it returns an estimated 8,000 recruiting man-hours each to recruiters avoiding rush hour traffic. Moving the Night testing lab from the MEPS to the 911th saves the government $187,717 per year.

Savings to USMEPCOM (HVAC)	$79,200
Savings to USMEPCOM (Security)	$27,062
Savings to Pittsburgh MEPS (Transportation)	$52,500
Savings to Recruiters (4,000 trips x $8 parking)	$32,000
Rent for lab at 911th	($3,045)
Realized savings to government	$187,717

4. Future Projects at the 911th:

a. Medical Processing. Pittsburgh MEPS is studying the feasibility to do medical processing to capitalize on the idle time during night testing. Processing applicants on vision, blood pressure, height/weight, and prescreening dramatically decreases processing times at the MEPS and returns enormous man-hours to the recruiters.

b. MILCON: Pittsburgh MEPS is on the USMEPCOM construction schedule to relocate to the airport FY08-11. The schedule is priority based so there is always a chance for slippage to further FY if another MEPS require facilities due to fire/flood etc. The idea location for a construction project is the 911th base. Relocating to a military installation near the airport is the most desired requirement.

MAJ MARSHALL
PITTSBURGH MEPS
(412) 395-4470

Why Jointness?

- Homeland Security Implications
  - Centralized coordination / communication
  - Western Pennsylvania military presence
  - 85% of the U.S. critical infrastructure is privately owned
  - Protection of the infrastructure and the people who live near or work within these critical assets, including preparation for, and response to, terrorism or natural events, cannot be done by government alone
  - Many world class companies, universities, private institutions and organizations reside within the Pittsburgh metropolitan area
  - Collectively, they possess enormous capabilities and talents to help improve both business continuity, as well as the safety of the region's citizens, in the event of a terrorist attack, natural disaster or medical emergency
  - A safer environment, for both the regions businesses and its citizens, would only enhance the Pittsburgh regions economic vitality, as well as bring the region national recognition

Source: Pittsburgh Regional Business Coalition for Homeland Security

Regional Joint Readiness Center

- **Value Added – Global Reach**
  - All-weather airport with few to no interruptions
  - 24-hour FAA tower and fire protection
  - Ability to accommodate aircraft of all sizes and short-field landing practices
  - Greater diversion capacity than any other airport on the east coast
  - 4 major runways, offering simultaneous arrival and departure capabilities

Contact Information

PIT BRAC Task Force
Charles L. Holsworth
412-490-5092
pitbrac@yahoo.com

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Pittsburgh IAP AGS
MCI: Airlift

(The questions that lost the most points are at the top of the list.)

Max Points
This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points
This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points
The difference between Max Points and Earned Points.
Running Score from 100
The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

Formula		Max Points	Earned Points	Lost Points	Running Score from 100
1246.00	Proximity to Low Level Routes Supporting Mission	13.98	2.27	11.71	88.29
1248.00	Proximity to DZ/LZ	14.72	3.68	11.04	77.25
1249.00	Airspace Attributes of DZ/LZ	8.30	1.62	6.68	70.57
8.00	Ramp Area and Serviceability	5.98	1.49	4.48	66.09
1273.00	Aerial Port Proximity	8.10	4.05	4.05	62.04
1235.00	Installation Pavements Quality	11.95	8.96	2.99	59.05
1271.00	Prevailing Installation Weather Conditions	3.22	0.71	2.51	56.54
19.00	Hangar Capability - Large Aircraft	3.32	0.91	2.41	54.13
1.00	Fuel Hydrant Systems Support Mission Growth	4.32	2.30	2.01	52.12
1205.10	Buildable Acres for Industrial Operations Growth	1.96	0.00	1.96	50.16
1205.20	Buildable Acres for Air Operations Growth	1.96	0.01	1.95	48.21
1214.00	Fuel Dispensing Rate to Support Mobility and Surge	2.20	0.34	1.86	46.35
213.00	Attainment / Emission Budget Growth Allowance	1.68	1.01	0.67	45.68
1250.00	Area Cost Factor	1.25	0.84	0.41	45.27
1402.00	BAH Rate	0.88	0.61	0.27	45.00
1269.00	Utilities cost rating (U3C)	0.13	0.06	0.06	44.94
1207.00	Level of Mission Encroachment	1.66	1.62	0.04	44.90
1403.00	GS Locality Pay Rate	0.25	0.22	0.03	44.87
9.00	Runway Dimension and Serviceability	5.98	5.98	0.00	44.87
1241.00	Ability to Support Large-Scale Mobility Deployment	2.20	2.20	0.00	44.87
1242.00	ATC Restrictions to Operations	5.98	5.98	0.00	44.87

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Pittsburgh IAP AGS
MCI: Tanker

(The questions that lost the most points are at the top of the list.)

Max Points
This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points
This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points
The difference between Max Points and Earned Points.
Running Score from 100
The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

Formula		Max Points	Earned Points	Lost Points	Running Score from 100
1245.00	Proximity to Airspace Supporting Mission (ASM)	39.10	21.27	17.83	82.17
8.00	Ramp Area and Serviceability	7.89	0.00	7.89	74.28
1235.00	Installation Pavements Quality	14.53	7.26	7.26	67.02
1214.00	Fuel Dispensing Rate to Support Mobility and Surge	3.85	0.59	3.26	63.76
19.00	Hangar Capability - Large Aircraft	3.32	0.91	2.41	61.35
1.00	Fuel Hydrant Systems Support Mission Growth	4.15	2.21	1.94	59.41
1205.10	Buildable Acres for Industrial Operations Growth	1.58	0.00	1.58	57.83
1205.20	Buildable Acres for Air Operations Growth	1.58	0.01	1.57	56.26
213.00	Attainment / Emission Budget Growth Allowance	1.35	0.81	0.54	55.72
9.00	Runway Dimension and Serviceability	9.55	9.07	0.48	55.24
1250.00	Area Cost Factor	1.25	0.84	0.41	54.83
1402.00	BAH Rate	0.88	0.61	0.27	54.56
1269.00	Utilities cost rating (U3C)	0.13	0.06	0.06	54.50
1207.00	Level of Mission Encroachment	2.08	2.03	0.05	54.45
1403.00	GS Locality Pay Rate	0.25	0.22	0.03	54.42
1241.00	Ability to Support Large-Scale Mobility Deployment	1.65	1.65	0.00	54.42
1242.00	ATC Restrictions to Operations	6.90	6.90	0.00	54.42

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Pittsburgh IAP ARS
MCI: Airlift

(The questions that lost the most points are at the top of the list.)

Max Points
This is the maximum number of points this formula can contribute to the overall MCI score.
Earned Points
This is the number of points this formula did contribute to the overall MCI score for this base.
Lost Points
The difference between Max Points and Earned Points.
Running Score from 100
The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

Formula		Max Points	Earned Points	Lost Points	Running Score from 100
1246.00	Proximity to Low Level Routes Supporting Mission	13.98	2.27	11.71	88.29
1248.00	Proximity to DZ/LZ	14.72	3.68	11.04	77.25
1249.00	Airspace Attributes of DZ/LZ	8.30	1.62	6.68	70.57
1235.00	Installation Pavements Quality	11.95	5.98	5.98	64.59
8.00	Ramp Area and Serviceability	5.98	1.49	4.48	60.11
1.00	Fuel Hydrant Systems Support Mission Growth	4.32	0.00	4.32	55.79
1273.00	Aerial Port Proximity	8.10	4.05	4.05	51.74
1271.00	Prevailing Installation Weather Conditions	3.22	0.71	2.51	49.23
19.00	Hangar Capability - Large Aircraft	3.32	0.89	2.43	46.80
1205.20	Buildable Acres for Air Operations Growth	1.96	0.00	1.96	44.84
1205.10	Buildable Acres for Industrial Operations Growth	1.96	0.02	1.94	42.90
1214.00	Fuel Dispensing Rate to Support Mobility and Surge	2.20	0.37	1.83	41.07
213.00	Attainment / Emission Budget Growth Allowance	1.68	1.01	0.67	40.40
1250.00	Area Cost Factor	1.25	0.84	0.41	39.99
1402.00	BAH Rate	0.88	0.61	0.27	39.72
1269.00	Utilities cost rating (U3C)	0.13	0.07	0.06	39.66
1403.00	GS Locality Pay Rate	0.25	0.22	0.03	39.63
9.00	Runway Dimension and Serviceability	5.98	5.98	0.00	39.63
1207.00	Level of Mission Encroachment	1.66	1.66	0.00	39.63
1241.00	Ability to Support Large-Scale Mobility Deployment	2.20	2.20	0.00	39.63
1242.00	ATC Restrictions to Operations	5.98	5.98	0.00	39.63

EXECUTIVE SUMMARY

The objective of this study is to evaluate the load-carrying capacity and provide material properties of the area for the apron and taxiway pavement located on Allegheny County Airport Authority (ACAA) property at the Pittsburgh International Airport (PIT) under Memorandum of Agreement (MOA) and/or available for lease to the 911th Airlift Wing for parking of military aircraft. The study was conducted by Michael Baker Jr. Inc., (Baker) with Roy D. McQueen & Associates, Ltd. (RDM). Baker performed the visual pavement inspection and section evaluation. The existing pavement sections were determined from as-built drawings as well as core borings taken on the northeast bituminous section at the end of old Runway 5-23 on June 28, 2005. Non-destructive Testing (NDT) was performed by RDM on the area under study between June 22nd and June 24th, 2005. Approximately three hundred (300) non-destructive tests were performed over the study area. The data collected from these tests along with the existing pavement compositions was used to calculate the Pavement Classification Number (PCN) value for each pavement feature.

Although the majority of the pavement is in good condition, there are areas in need of minor rehabilitation in order to maintain the pavement for continued use. These repairs should include joint sealing, crack sealing and patching of the Portland cement concrete (PCC) pavement as well as crack sealing and milling of the bituminous concrete pavement.

Using the C-17 aircraft in accordance with the criteria in USAF Instruction 32-1041, "Airfield Pavement Evaluation Program," the PCN for the largest area of pavement, Area 1 as shown in Appendix A, within the MOA (approx. 28,100 square yards) was determined to be 52/R/C/Y/T. All of the PCN for the pavement are as follows:

Pavement Type – Location	PCN	Area within MOA (Square Yards)	Future Expansion Area (Square Yards)
Bituminous - Taxiway N2	58/F/B/Y/T	5,000	10,500
Bituminous – Area A	58/F/B/Y/T	19,400	22,500
Bituminous – Area B	22/F/B/Y/T	24,200	N/A
PCC – Area 1	52/R/C/Y/T	28,100	47,100
PCC – Area 2	46/R/C/Y/T	20,600	500

6.0 SUMMARY

The Pavement Classification Numbers (PCN) was determined for the various pavements within the Memorandum of Agreement area approximately 21.7 acres and the ultimate apron area, which totals approximately 53 acres for the apron and taxiway pavements at Pittsburgh International Airport (PIT).

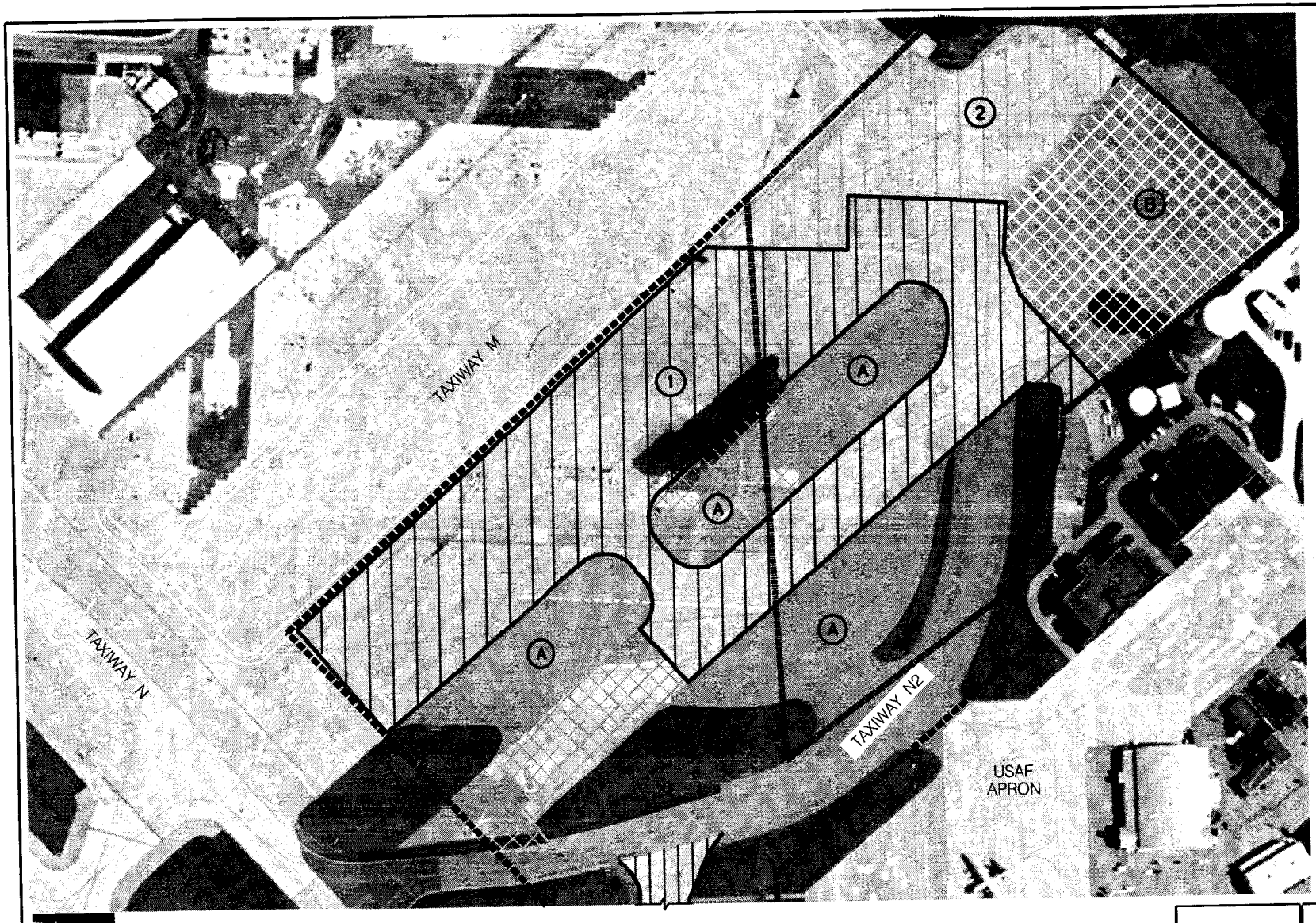
Though the pavement within the MOA area is in relatively good condition, segments of pavement in the ultimate apron area will require routine maintenance (joint cleaning and sealing, etc...) and some minor pavement rehabilitation (spall repairs and some isolated slab replacement) prior to use.

The traffic data used for the determination was a traffic volume of 50,000 passes of the C-17 aircraft in accordance with USAF standards.

The approach to the PCN evaluation is based upon the AFCESA methodology described in "Airfield Pavement Evaluation Standards and Procedures" dated October 2002. The summary of PCN and areas for the apron and taxiway pavements are as follows:

Pavement Type - Location	PCN	Area within MOA (Square Yards)	Future Expansion Area (Square Yards)
Bituminous - Taxiway N2	58/F/B/Y/T	5,000	10,500
Bituminous – Area A	58/F/B/Y/T	19,400	22,500
Bituminous – Area B	22/F/B/Y/T	24,200	N/A
PCC – Area 1	52/R/C/Y/T	28,100	47,100
PCC – Area 2	46/R/C/Y/T	20,600	500
Total Area		97,300 SY or 20.1 AC	80,600 SY or 16.7 AC

Based on the computed PCN's, the majority of the bituminous and PCC pavements are adequate to support the C-130 operations up to 175,000 lbs. The thinner pavement in Area B will need to be load limited based on the lower computed PCN.



NORTH

PCN VALUES		
PCC	1	52
PCC	2	46
BITUMINOUS	A	58
BITUMINOUS	B	22

LEGEND

- 1 — 12" PCC PAVEMENT, 10" SUBBASE
- 2 — 12" PCC PAVEMENT
- A — 4" BITUMINOUS PAVEMENT, 13" BITUMINOUS BASE, 20" SUBBASE
- B — 7" BITUMINOUS PAVEMENT, 24" SUBBASE
- MOA AREA
- FUTURE APRON AREA

SCALE APPROX 1" = 200'

Baker

Michael Baker Jr., Inc.

Airside Business Park
100 Airside Drive
Moon Township, Pennsylvania 15108

Pittsburgh International Airport

FIG 1

APPENDIX A
911th AIRLIFT WING
EXISTING PAVEMENT SECTIONS

Michael Baker Jr., Inc.
A Unit of Michael Baker Corporation

(412) 269-4600
FAX (412) 375-3990

Office Location:
Airside Business Park
100 Airside Drive
Moon Township, Pennsylvania 15108

Baker

July 29, 2005

Mr. Charles Holsworth
PIT-BRAC Task Force
1550 Coraopolis Heights Road
Coraopolis, PA 15108

Subject: 911th Airlift Wing
Base Demolition and Environmental Remediation Cost Estimate

Dear Mr. Holsworth:

Michael Baker Jr., Inc. was asked by the PIT-BRAC Task Force to prepare cost estimates for demolition of all buildings located at the 911th Airlift Wing and for remediation of environmentally contaminated areas. Michael Baker Jr., Inc. has been providing Engineering and Architectural services to both public and private section clients for over 60 years. The demolition cost estimates were prepared by professionals that have over 20 years of experience in all aspects of construction. The environmental remediation cost estimates were prepared by a Professional Geologists with over 21 years of experience in the hazardous waste environmental consulting business including site investigations, remedial approach/technology evaluations, UST/AST assessment, UST closures/replacements, remedial technology applications and regulatory consulting.

Cost estimates for building demolition were prepared solely based on information provided by the 911th Airlift Wing. This information consisted of a general site layout of the base showing the location of all buildings, the type, use and age of each of the buildings and also information as to which buildings may have environmentally sensitive materials such as asbestos and lead paint on the interior. The estimate was generated utilizing PACES (tm) modeling software program first developed by the US Military and now operated by a private company called Earth Tech Inc. PACES is a data depositary of thousands of past and current US Military projects performed over several years. For the 911th Airlift buildings and site utilities we input into PACES several different parameters, i.e. gross square feet, linear feet, tons of steel, etc. Afterward, PACES, based on the input quantities and parameters, calculated the total direct cost of labor, material, equipment and disposal fees. We then calculated reasonable and expected "mark-ups" for the project, which include: contractor's overhead and profit, general conditions, state sales tax and contingency. We also verified portions of the PACES output against our own historical data as well as RS Means' data.

Baker

Baker was also provided with environmental documents that provided information as to what the ground contamination consists of, what sort of clean-up, if any, has already occurred and recommendations for further work, if any. The source for the specific unit costs for the environmental expenditures are listed on the attached tables and include standard references (Means Site Work, 2004) and project specific cost estimates prepared for similar projects with similar conditions. These cost estimates were prepared on the basis of the experience, qualifications and best judgment of the Cost Estimator and specific assumptions listed in the cost estimates using the available information. The estimates are as follows:

Building Demolition	$43,000,000
Environmental Remediation	$2,150,000
Total Cost	**$45,135,693**

Sincerely;

MICHAEL BAKER JR., INC.

J. Brad Homan

J. Brad Homan, P.E.
Project Manager

JBH/sam

911th Base (BRAC) Demolition Estimate

Opinion Of Probable Cost

The basis for this Opinion Of Probable Cost was established using the attached assumptions to provide the estimate for demolition of 911th Tactical Airlift Base.

The quantity surveyed for this project was as detailed as possible and indicative of the levels of design and documentation available, along with one site visit and site drawings showing outline of building structures and some utility locations which does not indicate a higher degree of accuracy than is actually possible. Where quantities are not available, assumptions have been made based on the historical information from a similar type or other recently estimated project(s).

The pricing used reflects the probable construction costs for the scheduled time period of the Project (mid 2007). This estimate assumes a competitive bid situation, and is an opinion of probable costs based on fair market value, and is not a prediction of the anticipated low bid. This estimate assumes no control over the cost of labor and materials, the General Contractor's or any subcontractor's method of determining price or competitive bidding and market conditions. This opinion of probable costs of construction is made on the basis of the experience, qualifications and best judgment of the Cost Estimator. There can be no guarantee that proposals, bid or actual construction costs will not vary from this or subsequent estimates. This estimate was prepared in accordance with generally accepted cost estimating practices and standards.

Estimate. 1. A prediction of the cost of performing work; compute; calculate cost of a job. 2. A value judgment based on experience. 3. An approximation of construction costs.

911th Airlift Wing
Air Force Reserve Command

Contractor Budget

Building Demo	$10,750,000
Site Demo/Remed/Restore	$13,000,000
Asbestos Abatement Structures	$250,000
Sub Total	$24,000,000

Engineering Budget

Engineering Design 8%	$1,920,000
Consultant Fee 7%	$1,680,000
Sub Total	$3,600,000

Mark-ups

Sales Tax 7%	$1,932,000
Overhead 10%	$2,760,000
General Conditions 5%	$1,380,000
Contractor Profit 10%	$2,760,000
Contingency 10%	$2,760,000
SIOH 5%	$1,380,000
Sub Total	$12,972,000

Owner's Indirect Budget

Owner's Indirect Cost 10%	$2,400,000
Sub Total	$2,400,000

Budget Total	**$42,972,000**

This budget estimate was generated utilizing PACES ™ modeling software program developed by US Military and now operated by a private company called Earth Tech Inc. All cost were escalated calendar year 2007.

911th Airlift Wing

Air Force Reserve Command

Facility Number	Facility Name	Floor	GSF	Report Foot Print (SF)	Scaled Foot Print (SF)	Budget Bldg Demo ($)	Budget ACM Abatement ($)	Budget Demo ($)
102	Petroleum Ops	1	1,915	1,915	1,925	$45,122		$45,122
103	Pump House	1	2,253	2,253	2,262	$53,021		$53,021
104	POL Tank					$0		$0
105	POL Tank					$0		$0
109	Traffic CHK HSE	1	240	240	240	$5,626		$5,626
110	Consolidated Club	1	9,568	9,568	10,625	$249,050		$249,050
111	Mail Receiving	1	832	832	1,050	$24,612		$24,612
119	Gas Meter House	1				$0		$0
120	Gymnasium	2	9,444	4,722	14,664	$343,724		$343,724
125	Avionics	2	12,146	6,073	7,820	$183,301		$183,301
126	Vacant	1	240	240	240	$5,626		$5,626
127	SHP A/M ORGL	1	1,200	1,200	1,200	$28,128		$28,128
129	Hangar	1	20,138	20,138	25,990	$609,206		$609,206
130	Aerial/Port Training	2	12,171	6,086	18,432	$432,046	$6,572	$438,618
206	VOQ (01-010)	3	12,095	4,032	5,120	$120,013		$120,013
208	Res Forces OPL	3	12,967	4,322	5,760	$135,014	$21,592	$156,606
209	Dorm, VAQ	3	12,967	4,322	5,760	$135,014	$17,923	$152,937
210	Barracks Offices	3	12,967	4,322	5,760	$135,014	$17,923	$152,937
213	Dining Hall	2	21,426	10,713	16,100	$377,384	$12,328	$389,712
216	Dorm, VAQ	3	12,967	4,322	5,760	$135,014	$17,923	$152,937
217	Dorm, VAQ	3	12,967	4,322	5,760	$135,014	$21,592	$156,606
218	RES Forces CE	3	12,967	4,322	5,760	$135,014	$17,923	$152,937
219	Dorm, VAQ	3	12,967	4,322	5,760	$135,014	$17,923	$152,937
220	Medical Facility	1	10,598	10,598	10,000	$234,400		$234,400
221	SFS Office Bldg.	3	6,173	2,058	12,800	$300,032		$300,032
222	Test Facility Mask	1	200	200	200	$4,688		$4,688
300	Base Exchange	1	8,000	8,000	8,400	$196,896		$196,896
301	STOR,MAG AG ABC	1	400	400	400	$9,376		$9,376
304	Vehicle Maintenance	1	2,000	2,000	2,475	$58,014		$58,014
302	STOR,MAG AG ABC	1	600	600	600	$14,064		$14,064
303	Hazardous Storage	1	180	180	180	$4,219		$4,219
305	Vehicle Maintenance	1	1,767	1,767	1,900	$44,536		$44,536
306	Vehicle Maintenance	1	8,522	8,522	9,450	$221,508		$221,508
312	BSE Warehouse	1	19,656	19,656	20,400	$478,176		$478,176
316	Res Forces Ops Tng	3	22,131	7,377	7,425	$174,042		$174,042
318	HAZMAT Storage	1	96	96	90	$2,110		$2,110
319	Hazardous Storage BSE	1	1,200	1,200	1,200	$28,128		$28,128
320	Warehouse Sup & Equip	1	18,544	18,544	18,000	$421,920		$421,920
322	VEH Filling STN	1	174	174	180	$4,219		$4,219
323	Base Engineer Storage	1	3,600	3,600	4,200	$98,448		$98,448
324	Wash Rack	1	1,500	1,500	2,560	$60,006		$60,006
325	BE PAV GND FCTLY	2	12,269	6,135	12,000	$281,280		$281,280
326	HAZMAT Storage	1	136	136	144	$3,375		$3,375
327	BE Stor Shed	1	1,801	1,801	1,500	$35,160		$35,160
333	Base Civil Engineer Office	2	22,406	11,203	33,936	$795,460		$795,460
335	New Hazmat	1	2,957	2,957	3,500	$82,040		$82,040
337	HAZMAT Storage	1	135	135	144	$3,375		$3,375
338	Scrap Metal Storage	1	300	300	300	$7,032		$7,032
339	BCE Stor Fac	1	1,344	1,344	1,440	$33,754		$33,754

911th Airlift Wing

Air Force Reserve Command

Facility Number	Facility Name	Floor	GSF	Report Foot Print (SF)	Scaled Foot Print (SF)	Budget Bldg Demo ($)	Budget ACM Abatement ($)	Budget Demo ($)
342	BE Storage Office Facility	1	3,620	3,620	3,600	$84,384	$2,561	$86,945
401	Base Chapel	1	3,042	3,042	2,800	$65,632	$8,609	$74,241
403	Financial Management	1	4,160	4,160	4,400	$103,136		$103,136
405	Communications Facility	2	6,240	3,120	7,000	$164,080	$20,018	$184,098
408	Survival Equip. Shop	1	4,400	4,400	4,400	$103,136	$13,354	$116,490
409	NDI Shop	1	2,699	2,699	2,700	$63,288	$9,649	$72,937
411	SHP JET ENG I/MNT	1	11,805	11,805	12,240	$286,906		$286,906
412	Water Pump House	1	1,820	1,820	2,025	$47,466		$47,466
413	Foam Tank					$0		$0
416	Hangar Maint Dock FL	1	24,314	24,314	28,000	$656,320		$656,320
417	Hangar, Maint	1	24,314	24,314	23,800	$557,872		$557,872
418	Whse Sup & Equip BSE	2	49,253	24,627	42,000	$984,480		$984,480
419	Squadron Oper. Offices	2	23,889	11,945	19,800	$464,112		$464,112
420	AGE Maintainance Shop	1	4,500	4,500	5,600	$131,264	$9,720	$140,984
421	Security Entry Bldg	1	60	60	60	$1,406		$1,406
5519	Oxygen Storage	1	2,605		288	$6,751		$6,751
5520	De-ice Fluid Storage Bldg	1				$0		$0
5522	Open Storage Canopy	1				$0		$0
5842	O/D RECTN Pavilion Picnic	1				$0		$0
5845	O/D Pavilion Lane Park	1				$0		$0
6496	Engine Test Stand	1				$0		$0
5842a	Dugout	1				$0		$0
5842b	Dugout	1				$0		$0
	TOTALS		507,847	333,175	458,125	$10,738,450	$215,610	$10,954,060

Additional factors, criteria, and/or assumptions related to the preparation of the "Opinion of Probable Cost" include, but are not necessarily limited to the following:

o All buildings are to be completely demolished, no selective demolished will be required

o No specific salvage requirements have been included or considered.

o Demolition costs are based on an abbreviated site visit, no review of as-built documentation or entry to the buildings.

o All buildings foundation was assumed to be only 4 feet deep and standard construction

o Total surface area for restoration was assumed to be 90 arces.

o Baker was told the roads and underground utilites, under the roads, were not to be demolished.

o All demolition is anticipated to performed during normal daylight work hours with ample access to job site. No allowance has been included for multiple shifts and/or accelerated schedule.

Existing PCB Storage Facility
Building 342

Baker

MICHAEL BAKER JR., INC.
CONSULTING ENGINEERS
Moon Township, PA

Assumptions and Cost Basis

1. Soil analyses would include total PCBs only.

2. Soil removal would include excavating to 3.0 ft below the pad over one half the pad area (1,800 sq. ft.).

3. Soil would be disposed of as a PCB waste: >50 parts per million of PCBs. Disposal price assumes limited analyses needed to characterized waste.

4. It is assumed no other work would be included in the total cost than that listed here.

ITEM NO.	ITEM	QTY.	UNIT	UNIT PRICE	ITEM PRICE
	Install and sample 12 soil borings via direct push boring procedure	12	ton	$2,100	$25,200
	Contaminated Soil Excavation, Transportation and Disposal,	280	ton	$900	$252,000
	Backfilling and Grading.				
	TOTAL				**$277,200**

Former Civil Engineering Landfill (LF-03)

Baker

MICHAEL BAKER JR., INC.
CONSULTING ENGINEERS
Moon Township, PA

Assumptions

Assumes conclusions and recommendations of the Final Landfill Closure Assessment Report (Montgomery Watson, June 1997) are appropriate and adequate.
Assumes annual landfill maintenance for 30 years, including mowing, lawn care, landscaping and stormwater management.
Assumes 10 years LTM for 6 groundwater wells, with annual reporting, LTM project management, and 30% Reserve/Contingency.
Assumes indoor air survey for 4 buildings on the landfill.
Assumes closure of 3 USTs near Bldg. 322. Assumes 10 tons of contaminated soil per tank require excavation, transport and disposal.
Soil would be disposed of as a Pennsylvania regulated Residual Waste.
The cost for soil excavation, transportation and disposal includes mobilization/demobilization, use of erosion protection and control measures, collecting and analyzing confirmatory soil samples, back filling and grading of the area, engineering fees, construction management, report preparation and project management.
Some sub unit costs from Means Site Work 2004, some are engineering estimates based on similar projects/work.
Assumes 20% scope contingencies and 15% bid contingencies.
Assumes 15% Project Management costs for each task (excluding landfill O&M).
Assumes 20% of remedy total direct capital cost for Remedial Design/Engineering Support.
Assumes 20% of remedy total direct capital cost for Construction Oversight and Startup.

ITEM NO.	ITEM	QTY.	UNIT	UNIT PRICE	ITEM PRICE
	Landfill O&M				
	Total LF O&M				149,850
	UST Closure				
	Total, Direct Capital Costs				$129,519
	Indoor Air Survey				
	Total, Direct Capital Costs				$56,700
	Groundwater Monitoring, semi-annual for 10 years				
	Total, Monitoring Costs, 1 year				$21,450
	Present Value, 10 years Monitoring at 2%				$192,676
	TOTAL				$528,745

Former POL Area
Buildings 113 through 118

Baker

MICHAEL BAKER JR., INC.
CONSULTING ENGINEERS
Moon Township, PA

Assumptions and Cost Basis

1. Soil removal would include 0.5 ft thick layer removed from the area identified as the Former POL location in Figure 1-2, Remedial Action Completion Report, Site ST-06 Former POL Area (MWH, 2002) as part of the Customer Concept Document, Wing Headquarters Facility (US Army Corps of Engineers, undated).

2. Soil would be disposed of as a Pennsylvania regulated Residual Waste.

3. The unit cost for soil excavation, transportation and disposal includes mobilization/demobilization, use of erosion protection and control measures, collecting and analyzing confirmatory soil samples, back filling and grading of the area (not construction ready), engineering fees, construction management, report preparation and project management. Some sub unit costs from Means Site Work 2004, some are engineering estimates based on similar projects/work.

4. It is assumed no other work would be included in the total cost than that listed here.

5. The scope of work is based on the PA DEP issuing a "release of liability" for this area in response to the Final Report.

ITEM NO.	ITEM	QTY.	UNIT	UNIT PRICE	ITEM PRICE
	Contaminated Soil Excavation, Transportation and Disposal	2,160	ton	$198	$427,680
	Subsurface Pipe Removal and Disposal	900	L ft	$10	$9,000
	TOTAL				**$436,680**

Building 408 (SS-01)

Baker

MICHAEL BAKER JR., INC.
CONSULTING ENGINEERS
Moon Township, PA

Assumptions

Assumes cleanup required for groundwater plume to Non-Residential Standard (<5 ug/L).
Assumes 330,000 gallons contaminated groundwater; 24,000 ft^2 x 5 ft thick plume (Montgomery Watson, May 1998).
Assumes Reductive Dechlorination via HRC-x (This remedy costed based on Montgomery Watson conclusions that plume is stable and contained within facility property).
Assumes Focused Feasibility Study results indicate in-situ treatment using HRC-X is an appropriate treatment option.
Assumes RI/FS consists of Work Plan development, 6 soil borings, 4 groundwater monitoring wells, soil and groundwater sampling, an RI report and a limited (focused) feasibility study.
Assumes 20% scope contingencies and 15% bid contingencies.
Assumes 15% Project Management costs for each task.
Assumes 20% of remedy total direct capital cost for Remedial Design/Engineering Support.
Assumes 20% of remedy total direct capital cost for Construction Oversight and Startup.
Assumes $20,000 for Legal/Permitting.
Assumes remedy costs to include Pre-Injection Site Investigation (including analytical), mobilization, direct-push injection of 6,000+ lbs of HRC-X, and UIC permitting.
Assumes 10 years LTM for 13 groundwater wells, with annual reporting, LTM project management, and 30% Reserve/Contingency.

ITEM NO.	ITEM	QTY.	UNIT	UNIT PRICE	ITEM PRICE	
	RI/FS					
	Work Plans	1	LS	50,000	$50,000	Estimate
	Soil Borings	6	ea	$2,000	$12,000	Estimate
	Groundwater wells	4	ea	$5,000	$20,000	Estimate
	Soil samples	20	ea	$250	$5,000	Estimate
	Groundwater samples	15	ea	$250	$3,750	Estimate
	RI Report	1	LS	$30,000	$30,000	Estimate
	FS Report	1	LS	$75,000	$75,000	Estimate
	Subtotal				195,750	
	Scope and Bid Contingency				68,513	35% total contingency (20% scope and 15% bid contingencies
	RI/FS Project Management				39,639	Assume 15% of total RI/FS
	Total RI/FS				**303,902**	
	Direct Capital Costs, Remedy					
	Total, Direct Capital Costs				**$201,679**	
	Professional Services					
	Total, Professional Services				**$136,924**	
	Groundwater Monitoring, semi-annual for 10 years					
	Total, Monitoring Costs, 1 year				**$28,562**	
	Present Value, 10 years Monitoring at 2%				**$256,563**	
	TOTAL				**$893,068**	

7 July 2005

Inquiry Response

Re: BI-0117, CT-0483C, Commission RFI on 911th Airlift Wing

Requester: Ken Small, Air Force Team Leader, BRAC Commission R&A

Question: Please explain the impact of the recommendation on the geographically separate Civil Engineering function that is located in Morgantown West Virginia.

Answer: The impact of closing 911 CES, Det 1 at Morgantown, will allow this Geographically Separated Unit to re-align with its parent's wing civil engineering squadron. This action will free up the redundant overhead manpower requirements which currently exist within the two units and allow the excess manpower available to be re-rolled into higher priority mission needs. Additionally, this action will save recurring annual operating expenses of having to maintain two independent facilities.

Approved

DAVID L. JOHANSEN, Lt Col, USAF
Chief, Base Realignment and Closure Division

THAD COCHRAN, MISSISSIPPI, CHAIRMAN

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ARLEN SPECTER, PENNSYLVANIA
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J. KEITH KENNEDY, STAFF DIRECTOR
TERRENCE E. SAUVAIN, MINORITY STAFF DIRECTOR

United States Senate
COMMITTEE ON APPROPRIATIONS
WASHINGTON, DC 20510–6025
http://appropriations.senate.gov

July 12, 2005

Mr. Anthony Principi
Chairman
Base Realignment and Closure Commission
2521 S. Clark Street, Suite 600
Arlington, Virginia 22202

Dear Chairman Principi:

It has just now come to our attention that the base realignment and closure (BRAC) recommendations made by the Secretary of Defense on May 13, 2005, could affect an Air Force Reserve facility in Morgantown, West Virginia. We are deeply alarmed that the Civil Engineering Squadron, Detachment 1, of the 911th Airlift Wing could be targeted for closure, even though this facility is not anywhere to be found in the Secretary's BRAC recommendations submitted to Congress.

In his BRAC recommendations, Secretary Rumsfeld proposed the realignment of the 911th Airlift Wing, based at the Pittsburgh International Airport. Despite the fact that the Secretary's detailed BRAC recommendations to Congress runs to more than 350 pages, there is not a single mention of the Air Force Reserve Civil Engineering Squadron, Detachment 1, based in Morgantown, West Virginia, anywhere to be found in his report.

This week, the Air Force confirmed that this facility "was not mentioned specifically to relocate" under the BRAC recommendations. Instead, the Air Force meekly contends that "it was the intention and part of the full Air Force analysis" to close the facility in Morgantown. This assertion by the Air Force ignores the plain text of the statute that established the BRAC process.

Federal law requires the Secretary of Defense to "transmit to the congressional defense committees and the [BRAC] Commission a list of military installations inside the United States that the Secretary recommends for closure or realignment." There is no provision of law that would allow the Department of Defense to modify its BRAC recommendations based on its "intention" or "analysis."

If a facility did not appear on the Secretary's list, and the Air Force has acknowledged that the Civil Engineering Squadron in Morgantown did not, Federal law only allows additions to the base closure list if seven of the nine BRAC Commissioners vote to

include a facility not recommended by the Secretary of Defense.

We urge you and the other members of the BRAC Commission to oppose any effort by the Department of Defense to sneak additional facilities into the Secretary's base closure recommendations, and we urge you in particular to oppose the addition of the Civil Engineering Squadron, Detachment 1, of the 911th Airlift Wing to the BRAC list.

Sincerely,

Senator Robert C. Byrd

Senator John D. Rockefeller IV

Representative Alan B. Mollohan

cc: The Honorable Michael L. Dominguez
Secretary of the Air Force

MEETING ATTENDANCE ROSTER

Date: 10 June 2005 **Time:** 1300 Hours **Location:** BRAC Commission Offices Conference Room B

Name	Title	Organization	Address	Telephone Number	Email Address
Michael H. Flinn, Ph.D.	Senior Analyst – Air Force Team	BRAC Commission	2521 S. Clark Street, Suite 600 Arlington, VA. 22202	(703) 699-2932	michael.flinn@wso.whs.mil
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CHRIS BRADISH	LEGISLATIVE ASSISTANT	SENATOR SPECTER	711 HART US SENATE WASHINGTON DC 20510	202-224 9018	christopher_bradish @specter.senate.gov
George Bernier	Legislative Assistant	Senator Rick Santorum	511 Dirksen Senate Office Building, Wash. DC 20510	202-224-0607	George_Bernier@Santorum.Senate.Gov
Courtney Kaplan	Legislative Correspondent	Senator Santorum	511 Dirksen Building Washington, D.C. 20510	202-224-7757	Courtney-Kaplan@santorum.senate.gov
Michael Baxter	Legislative Assistant	Congressman Tim Murphy	322 CHOB WASH, DC 20510	202-225-2301	Michael.Baxter@mail.house.gov
LOWERY BAILEY	AF(RET) →		124 FOXCROFT ROAD PGH, PA 15220	412 279 1230	lbailey1@comcast.net
Chip Holsworth		PIT BRAC TASK Force	5801 Brownsville Rd. Pgh. PA 15236	412-653-2556	Cholsworth@acba.org

Department : USAF
Scenario File : C:\Documents and Settings\COBRA Working\USAF 0122V3 (316.3) Realign Pope DBCRC1.CBR
Option Pkg Name: USAF 0122V3 (316.3) DBCRC1 Realign Pope
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

One-time IT 59k phones, etc.

Channel Islands:
17k Air conformity analysis
ONe-time IT 220k infrastructure, 87k phones, etc.
misc Recurring cost 40 drill x 14k = $560k

Offutt:
One-time Unique $6352k AFRC trng, 81k MFH privatization, 1805k furnishings
48k NEPA
One-time IT 358k infrasturcture, 905k phones, etc.

Pittsburgh:
One-time movings 219k trans, 19k warehouse, 40k munitions
Mics recurring Savings 18k FSM and Recap for GSU closure, 63 drill x $14k = $882k

EWVA Sheppard:
162k furnishings
48k NEPA
88k IT infrasturcture

Youngstown:
One-time unique 624k AFRC trng, 235k furniture
48k NEPA

Randolph:
1k NEPA; 5.3k IT infrasturcture, 5.2k Phones etc.

Laughlin:
One time It 14k infrastructure, 15k ohones, etc.

Columbus:
One-time IT 28k infrastructure, 16k phones, etc.
Error Report of -$152K Sustainment Payroll is correct per Screen 4 data for Columbus. Amount is inconsequential to scenario result.

Yeager:
12k warehouse, 22k munitions
Misc recurring savings of $4536k for 324 drill positions @ $14K ea starting in 2007

Ft Bragg:
One Time Unique: $4,162.5 AFRC Training for 168 authorizations from Pittsburgh to Ft Bragg
Misc recurring Cost 1628k facilities sustainment and 1272k recap per Army COBRA starting in 2009; 411 drill x $14k = $5,754k starting in 2007

FOOTNOTES FOR SCREEN SIX
==========
Pope: Non-BRAC changes edited to clear errors.

FOOTNOTES FOR SCREEN SEVEN
==========
Total Cost = Primary facility, supp fac, AT/FP, ACF, markup and design These numbers are from the MILCON calculator.

Little Rock:
$4,004K in FAC 8999 Miscellaneous Component Other Facility, added to incorporate base-wide infrastructure updgrades required and not captured in other items. Represents approximately 10% of total

Pittsburgh IAP ARS, PA

Demographics

The following tables provide a short description of the area near the installation/activity. Pittsburgh IAP ARS is 14.5 miles from Pittsburgh, PA, the nearest city with a population of 100,000 or more. The nearest metropolitan statistical area (MSA) is

MSA	Population
Pittsburgh, PA MSA	2,358,695

The following entities comprise the military housing area (MHA):

County/City	Population
Allegheny	1281666
Armstrong	72392
Beaver	181412
Butler	174083
Indiana	89605
Washington	202897
Westmoreland	369993
Total	2,372,048

Child Care

This attribute captures the number of nationally accredited child-care centers within the local community: 78

Cost of Living

Cost of Living provides a relative measure of cost of living in the local community. General Schedule (GS) Locality pay provides a relative scale to compare local salaries with government salaries and Basic Allowance for Housing (BAH) is an indicator of the local rental market. In-state tuition is an indicator of the support provided by the state for active duty family members to participate in higher-level education opportunities. For median household income and house value, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Median Household Income	(US Avg $41,994)	$37,467	Basis: MSA
Median House Value	(US Avg $119,600)	$86,100	
GS Locality Pay	("Rest of US" 10.9%)	11.9%	
O-3 with Dependents BAH Rate		$1,134	
In-state Tuition for Family Member		Yes	
In-state Tuition Continues if Member PCSs Out of State		No	

Education

This attribute defines the population in local school districts and identifies capacity. The pupil/teacher ratio, graduation rate, and composite SAT I/ACT scores provide a relative quality indicator of education. This attribute also attempts to give communities credit for the potential intellectual capital they provide.

NOTE: "MFR"--means a Memorandum For Record is on file at the installation/activity/agency to document problems in obtaining the required information. Reasons for not being able to obtain information may be that the school district refused to provide the information or the school district does not use or track the information. For each entry, the number of school districts for which data are available of the total number of school districts reported, and the number of MFRs is indicated.

		Basis
School District(s) Capacity	185,117	54 of 54 districts
Students Enrolled	201,411	54 of 54 districts
Average Pupil/Teacher Ratio	14.7:1	54 of 54 districts
High School Students Enrolled	58,877	53 of 53 districts
Average High School Graduation Rate (US Avg 67.3%)	93.9%	53 of 53 districts
Average Composite SAT I Score (US Avg 1026)	1047	53 of 53 districts
Average ACT Score (US Avg 20.8)	22	52 of 53 districts, 1 MFR
Available Graduate/PhD Programs	27	
Available Colleges and/or Universities	22	
Available Vocational and/or Technical Schools	15	

Employment

Unemployment and job growth rates provide an indicator of job availability in the local community. National rates from the Bureau of Labor Statistics are also provided. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

The unemployment rates for the last five years:

	1999	2000	2001	2002	2003
Local Data	4.3%	4.1%	4.3%	5.4%	5.6%
National	4.2%	4.0%	4.7%	5.8%	6.0%
Basis:	MSA	MSA	MSA	MSA	MSA

The annual job growth rate for the last five-years:

	1999	2000	2001	2002	2003
Local Data	1.1%	- .3%	2.0%	- .1%	-2.4%
National	1.5%	2.4%	.03%	-.31%	.86%
Basis:	MSA	MSA	MSA	MSA	MSA

Housing

This attribute provides an indication of availability of housing, both sales and rental, in the local community. Note: According to the 2000 Census, Vacant Sale and Vacant Rental Units do not equal total Vacant Housing Units. Vacant housing units may also include units that are vacant but not on the market for sale or rent. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Total Vacant Housing Units	79,594	Basis: MSA
Vacant Sale Units	13,807	
Vacant Rental Units	27,025	

Medical Providers

This attribute provides an indicator of availability of medical care for military and DoD civilians in the local community. The table reflects the raw number of physicians/beds and ratio of physicians/beds to population. The basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

	# Physicians	# Beds	Population	
Local Community	7,704	7,675	2,358,695	Basis: MSA
Ratio	1:306	1:307		
National Ratio (2003)	1:421.2	1:373.7		

Safety/Crime

The local community's Uniform Crime Reports (UCR) Index for 2002 per 100,000 people and the national UCR based on information from the Federal Bureau of Investigation (FBI) for 2002 is provided. The basis of the data (either MSA or state) is indicated.

Local UCR	2,772.0	Basis: MSA
National UCR	4,118.8	

Transportation

Distance to an airport shows convenience and availability of airline transportation. Public transportation shows potential for members and DoD civilians to use it to commute to/from work under normal circumstances and for leisure.

Summary of Scenario Environmental Impacts - Criterion 8

Scenario ID#: USAF 0122V3 (316.3)
Brief Description: Close Pope AFB. The 43d Airlift Wing's C-130E aircraft (25 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. Little Rock will retire C-130E aircraft (27 PAA); recode C-130E aircraft to BAI (8 PAA); and distribute C-130J aircraft to the 143d Airlift Wing (ANG), Quonset State Airport AGS, Rhode Island (1 PAA) and 146th Airlift Wing (ANG), Channel Islands AGS, California (2 PAA). At Little Rock, C-130J aircraft (4 PAA) will transfer from the 314 AW to the 189th Airlift Wing (ANG). The 23d Fighter Group's A-10 aircraft (36 PAA) at Pope will be distributed to Moody AFB, Georgia. The AFRC Aerial Port at Pope will remain in place as a tenant to the Army. Additional Air Force elements will remain in place at Fort Bragg as an Army tenant to support Army requirements. Fort Bragg will also host a Reserve C-130 unit (16 PAA) with an active duty association at a 50/50 mix (AFRC/AD). Real property accountability of Pope AFB will be transferred to the Army.

General Environmental Impacts	
Environmental Resource Area	**Pope (Losing)**
Air Quality	No impact
Cultural/ Archeological/ Tribal Resources	No impact
Dredging	No impact
Land Use Constraints/ Sensitive Resource Areas	No impact
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	No impact
Threatened& Endangered Species/ Critical Habitat	No impact
Waste Management	No impact
Water Resources	No impact
Wetlands	No impact

Impacts of Costs	
	Pope AFB (Losing)
Environmental Restoration	DERA money spent through FY03 ($K): 15,401 Estimated CTC ($K): 9,661 DO NOT ENTER IN COBRA
Waste Management	FY07 Hazardous Waste Program: Scenario $0K / Cumulative $100K
Environmental Compliance	FY06 NEPA cost: Scenario $0K / Cumulative $281K FY07 Minor air permit revision: Scenario $0K / Cumulative $50K

General Environmental Impacts	
Environmental Resource Area	**Little Rock (Gaining)**
Air Quality	An air permit revision may be required.
Cultural/ Archeological/ Tribal Resources	No impact
Dredging	No impact
Land Use Constraints/ Sensitive Resource Areas	Sensitive resource areas exist but do not constrain operations. Additional operations may impact constraining factors and therefore restrict operations. Military Munitions Response Program sites exist on the installation and may represent a safety hazard for future development.
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	Less than a 3dB general increase in contours can be expected. The AICUZ reflects the current mission, local land use, & current noise levels. The area surrounding the base is not zoned by the local community, and easements have not been purchased for developed or undeveloped land.
Threatened& Endangered Species/ Critical Habitat	No T&E species or critical habitats exist. No impact to T&E species is expected.
Waste Management	Modification of hazardous waste program may be required.
Water Resources	The state requires a permit for withdrawal of groundwater.
Wetlands	Wetlands restrict 2.3% of the base. Wetlands do not currently restrict operations. Additional operations may impact wetlands, which may restrict operations.

Impacts of Costs	
	Little Rock (Gaining)
Environmental Restoration	DERA money spent through FY03 ($K): 26731 Estimated CTC ($K): 24511 DO NOT ENTER IN COBRA
Waste Management	Modification of Waste Program: Scenario $37K / Cumulative $100K
Environmental Compliance	FY06 NEPA cost: Scenario $288K / Cumulative $776K FY07 Air Permit Revision: $37K Scenario / Cumulative $100K

General Environmental Impacts	
Environmental Resource Area	**Quonset State (Gaining)**
Air Quality	An initial conformity analysis shows that a conformity determination is not needed.
Cultural/ Archeological/ Tribal Resources	No impact
Dredging	No impact
Land Use Constraints/ Sensitive Resource Areas	No impact
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	Less than a 3dB general increase in contours can be expected. The installation does not have an AICUZ or Part 150, and the Installation Environmental Noise Management Plan (IENMP) does not reflect current mission and noise contours. The IENMP may need to be updated to reflect the change in mission.
Threatened& Endangered Species/ Critical Habitat	No T&E species or critical habitats exist. No impact to T&E species is expected.
Waste Management	No impact
Water Resources	No impact
Wetlands	Wetlands do not exist. No impact.

Impacts of Costs

	Quonset State (Gaining)
Environmental Restoration	DERA money spent through FY03 ($K): 20 Estimated CTC ($K): 0 DO NOT ENTER IN COBRA
Waste Management	No impact
Environmental Compliance	FY07 Air Conformity Analysis: Scenario $10K / Cumulative $50K

General Environmental Impacts	
Environmental Resource Area	**Channel Islands (Gaining)**
Air Quality	A preliminary conformity analysis shows that a conformity determination is not needed. San Rafael Wilderness Area, a critical air quality region, is within 100 miles of the installation, but it does not restrict operations.
Cultural/ Archeological/ Tribal Resources	No impact
Dredging	No impact
Land Use Constraints/ Sensitive Resource Areas	Sensitive resource areas exist but do not constrain operations. Additional operations may impact these areas and may constrain operations.
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	Less than a 3dB general increase in contours can be expected. The AICUZ reflects the current mission/local land use/current noise levels. 5677 acres off-base within the noise contours are zoned by the local community. Noise contours do not affect off-base residential zoning in the local community. The community has not purchased easements for the area surrounding the installation.
Threatened& Endangered Species/ Critical Habitat	No T&E species or critical habitats exist. No impact to T&E species is expected.
Waste Management	No impact
Water Resources	No impact
Wetlands	A wetlands survey may need to be conducted to determine impact.

Impacts of Costs

	Channel Islands (Gaining)
Environmental Restoration	DERA money spent through FY03 ($K): 0 Estimated CTC ($K): 0 DO NOT ENTER IN COBRA
Waste Management	None
Environmental Compliance	FY07 Air Conformity Analysis Scenario $0K / Cumulative $50K

General Environmental Impacts	
Environmental Resource Area	**Moody (Gaining)**
Air Quality	An air permit revision may be needed. A critical air quality region, Okefenokee Nat'l Wildlife Refuge is located within 100 miles of the base; however, this does not constrain operations.
Cultural/ Archeological/ Tribal Resources	The installation contains 65 archaeological sites; 6 constrain current construction, future construction, and training/testing operations by requiring pre-impact consultation. The base has been in formal consultation with 10 Native American tribes who are interested archaeological sites. One historic property is present. Additional operations may impact these sites/properties, which may constrain operations.
Dredging	No impact
Land Use Constraints/ Sensitive Resource Areas	Operations are already restricted because of non-DoD laws, regulations, or policies at the main installation and the training range. Two acres and groundwater have been restricted because of the Burma Road Landfill, which has a benzene groundwater plume that is located within 0.038 miles of the installation. Two sensitive resource areas are present; one, the Banks Lake National Wildlife Refuge restricts base and range ops by requiring an altitude above the refuge of at least 1,500 ft AGL. Additional operations may further impact these constraining factors and therefore further restrict operations.
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact

Noise	Noise contours will need to be re-evaluated as a result of the change in mission. Noise abatement procedures are already in place. The AICUZ reflects the current mission/local land use/current noise levels, and has been adopted for local land use planning. 12,127 acres off-base within the noise contours are zoned by the local community. 96 of these acres are residentially zoned. The community has not purchased easements for the area surrounding the installation.
Threatened& Endangered Species/ Critical Habitat	One T&E species on the main installation and one T&E species on the range already restrict operations. In addition, two Biological Opinions are in place for the Gulf of Mexico water training area (marine turtles) and Bemiss Field/C-130 Drop Zone (eastern indigo snake). Additional operations may impact T&E species. In addition, the Biological Opinions will need to be evaluated to ensure the scenario conforms to them.
Waste Management	Modification of the hazardous waste program may be required.
Water Resources	The state requires a permit for withdrawal of groundwater. Modification of on-installation treatment works may be necessary.
Wetlands	Wetlands restrict 31% of the base and 43% of the range. Wetlands already restrict construction operations. Additional operations may impact wetlands, which may restrict operations.

Impacts of Costs	
	Moody (Gaining)
Environmental Restoration	DERA money spent through FY03 ($K): 42,962 Estimated CTC ($K): 50,384 DO NOT ENTER IN COBRA
Waste Management	FY07 Hazardous Waste Program Modification: $75K Scenario / $100K Cumulative
Environmental Compliance	FY06 NEPA cost: Scenario $583K / Cumulative $776K FY07 Significant Air Permit Revision: Scenario $75K / Cumulative $100K

General Environmental Impacts	
Environmental Resource Area	**Columbus (Gaining)**
Air Quality	Columbus is in area that is in attainment for all criteria pollutants. A significant air permit revision may be required.
Cultural/ Archeological/ Tribal Resources	Columbus contains a historic district as well as cemeteries that may impact future development.
Dredging	No impact.
Land Use Constraints/ Sensitive Resource Areas	Military Munitions Response Program sites exist on the installation and may represent a safety hazard for future development.
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	Noise contours will need to be re-evaluated as a result of the change in mission. The AICUZ reflects the current mission, local land use, current noise levels. 8148 acres off-base within the noise contours are zoned by the local community. 6880 of these acres are residentially zoned.
Threatened& Endangered Species/ Critical Habitat	No T&E species or critical habitats exist. No impact to T&E species is expected
Waste Management	Modification of the hazardous waste program may be necessary.
Water Resources	The state requires a permit for withdrawal of groundwater.
Wetlands	Wetlands restrict 4% of the base. Wetlands already restrict operations. Additional operations may impact wetlands, which may restrict operations.

Impacts of Costs	
	Columbus (Gaining)
Environmental Restoration	DERA money spent through FY03 ($K): 12779 Estimated CTC ($K): 9042 DO NOT ENTER IN COBRA
Waste Management	FY07 Modify Waste Program Scenario $0K / Cumulative $100K
Environmental Compliance	FY06 NEPA cost: Scenario $0K / Cumulative $318K FY07 Significant Air Permit Revision: Scenario $0K / Cumulative $100K

General Environmental Impacts	
Environmental Resource Area	**Laughlin (Gaining)**
Air Quality	Laughlin is in area that is in attainment for all criteria pollutants. A significant air permit revision may be required.
Cultural/ Archeological/ Tribal Resources	Laughlin contains archeological sites and areas with a high potential for archeological sites that constrain operations and that have the potential to impact future development.
Dredging	No impact.
Land Use Constraints/ Sensitive Resource Areas	Military Munitions Response Program sites exist on the installation and may represent a safety hazard for future development.
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	Noise contours will need to be re-evaluated as a result of the change in mission. The AICUZ reflects the current mission, local land use, current noise levels. 7403 acres off-base within the noise contours are zoned by the local community. 49 of these acres are residentially zoned.
Threatened& Endangered Species/ Critical Habitat	No T&E species or critical habitats exist. No impact to T&E species is expected.
Waste Management	Modification of the hazardous waste program may be necessary.
Water Resources	The state requires a permit for withdrawal of groundwater.
Wetlands	Wetlands restrict 4% of the base. Wetlands already restrict operations. Additional operations may impact wetlands, which may restrict operations.

Impacts of Costs	
	Laughlin (Gaining)
Environmental Restoration	DERA money spent through FY03 ($K): 12576 Estimated CTC ($K): 9912 DO NOT ENTER IN COBRA
Waste Management	FY07 Modify Waste Program: Scenario $0K / Cumulative $100K
Environmental Compliance	FY06 NEPA cost: Scenario $0K / Cumulative $318K FY07 Significant Air Permit Revision: Scenario $0K / Cumulative $100K

General Environmental Impacts	
Environmental Resource Area	**Randolph (Gaining)**
Air Quality	An air permit revision may be needed.
Cultural/ Archeological/ Tribal Resources	An historic district is located on the installation. Additional operations may impact this district, which may impact operations.
Dredging	No impact
Land Use Constraints/ Sensitive Resource Areas	Military Munitions Response Program sites exist on the installation and may represent a safety hazard for future development. The base cannot expand ESQD Arcs by >=100 feet without a waiver, which may lower the safety of the base if operations are added.
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	Less than a 3dB general increase in contours can be expected. The AICUZ reflects the current mission, local land use, and current noise levels. 6,994 acres off-base within the noise contours are zoned by the local community. 1,965 of these acres are residentially zoned. The community has not purchased easements for area surrounding the installation.
Threatened& Endangered Species/ Critical Habitat	A Biological Opinion exists for the aquifer that lies below the installation; however, no T&E species or critical habitat has been identified, and the biological opinion does not restrict operations. Additional operations may impact this resource. In addition, the Biological Opinion will need to be evaluated to ensure the scenario conforms to it.
Waste Management	A modification of the hazardous waste program may be needed.
Water Resources	No impact
Wetlands	No impact

Impacts of Costs	
	Randolph (Gaining)
Environmental Restoration	DERA money spent through FY03 ($K): 6367 Estimated CTC ($K): 5547 DO NOT ENTER IN COBRA
Waste Management	FY07 Waste Management: Scenario $0K / Cumulative $100K
Environmental Compliance	FY06 NEPA cost: Scenario $0K / Cumulative $318K FY07 Air Permit Revision: Scenario $0K / Cumulative $100K

General Environmental Impacts	
Environmental Resource Area	**Sheppard (Gaining)**
Air Quality	Sheppard is in area that is in attainment for all criteria pollutants.
Cultural/ Archeological/ Tribal Resources	Sheppard contains historic property that may be impacted by future development.
Dredging	No impact.
Land Use Constraints/ Sensitive Resource Areas	Military Munitions Response Program sites exist on the installation and may represent a safety hazard for future development.
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	Less than a 3dB general increase in contours can be expected. The AICUZ reflects the current mission, local land use, and current noise levels. 10,390 acres off-base within the noise contours are zoned by the local community. 10 of these acres are residentially zoned.
Threatened& Endangered Species/ Critical Habitat	T&E species and/or critical habitats exist but don't impact operations. Additional operations may impact T&E species and/or critical habitats.
Waste Management	No impact
Water Resources	No impact
Wetlands	Wetlands restrict less than 1% of the base. Wetlands do not currently restrict operations. Additional operations may impact

	wetlands, which may restrict operations.

Impacts of Costs	
	Sheppard (Gaining)
Environmental Restoration	DERA money spent through FY03 ($K): 12779 Estimated CTC ($K): 9042 DO NOT ENTER IN COBRA
Waste Management	No impact
Environmental Compliance	FY06 NEPA cost: Scenario $0K / Cumulative $281K

General Environmental Impacts	
Environmental Resource Area	**Vance (Gaining)**
Air Quality	Vance is in area that is in attainment for all criteria pollutants. An air permit revision may be required.
Cultural/ Archeological/ Tribal Resources	No impact
Dredging	No impact
Land Use Constraints/ Sensitive Resource Areas	Military Munitions Response Program sites exist on the installation and may represent a safety hazard for future development.
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	Less than a 3dB general increase in contours can be expected. The AICUZ reflects the current mission, local land use, current noise levels. 26585 acres off-base within the noise contours are zoned by the local community. 345 of these acres are residentially zoned.
Threatened& Endangered Species/ Critical Habitat	No T&E species or critical habitats exist. No impact to T&E species is expected.
Waste Management	Modification of the hazardous waste program may be necessary.
Water Resources	No impact
Wetlands	Wetlands restrict 0.3% of auxiliary airfield land. Wetlands do not currently restrict operations. Additional operations may

	impact wetlands, which may restrict operations.

Impacts of Costs	
	Vance (Gaining)
Environmental Restoration	DERA money spent through FY03 ($K): 28,601 Estimated CTC ($K): 16,011 DO NOT ENTER IN COBRA
Waste Management	FY07 Modify Waste Program: Scenario $0K / Cumulative $100K
Environmental Compliance	FY06 NEPA cost: Scenario $0K / Cumulative $318K FY07 Air Permit Revision: Scenario $0K / Cumulative $100K

Do Not Release Prior to 13 1030 May 05, EDT

Pittsburgh ARS, PA
BRAC 2005 Recommendations

Air Force Recommendations

Close Pittsburgh ARS, PA. Move 8 C-130 aircraft to Pope/Ft. Bragg. Move the aeromedical unit to Youngstown ARS, OH. Move the Expeditionary Combat Support units and other manpower to Offutt AFB, NE.

Joint Recommendations

NONE.

Incoming Activities

Air Force Actions: NONE.

Joint Actions: NONE.

Departing Activities

Air Force Actions:

What: Move 8 C-130 aircraft to Pope/Ft. Bragg.
Why: This is part of a larger effort to consolidate the C-130 force structure into larger, more effective units. Placing this AFRC presence at Ft. Bragg will maintain the synergy that has existed between Army airborne units and Air Force tactical airlift at Pope AFB.

What: Move the Expeditionary Combat Support units and other manpower to Offutt AFB.
Why: This provides the core structure of the new AFRC presence at Offutt AFB.

What: Move the aeromedical unit to Youngstown ARS, OH.
Why: Ideally, aeromedical units are placed at installations that host airlift aircraft. The aeromedical function is moved to Youngstown because the location will continue to have an airlift unit and because of its proximity to a large recruiting population.

Joint Actions: NONE.

Do Not Release Prior to 13 1030 May 05, EDT

Quantitative Results

Manpower		
Installation	**Full Time**	**Drill**
Impact	**-308**	**-1174**

Includes BRAC and Non-BRAC Programmatic Changes through FY2011.

Preliminary Manpower Move Year*

All Moves	FY09

* Actual time phasing of manpower moves may be altered during BRAC implementation. According to BRAC law, this (or these) action(s) must be initiated within two years and completed within six years from the date the President transmits the report to Congress.

Internal Communications: (Base Workforce)

- The purpose of the SECDEF's recommendations is to make the most efficient and effective use of all the Department's resources; to improve operational efficiency; to save taxpayer dollars; to advance transformation and enhance the combat effectiveness of our military force.
- The BRAC 2005 process will ensure that the United Sates continues to have the best-trained and equipped military in the world
- The Air Force recommendations were made carefully and impartially.
- The AF understands the impact BRAC can have on military members, retirees, employees and their families. Base commanders will make every effort to provide forums to share releasable BRAC information and answer questions.
- People are the Air Force's most valuable resource, and we will treat all affected individuals equitably during BRAC reductions and strive to mitigate adverse effects resulting from BRAC actions.
- The BRAC 2005 process will ensure that the United Sates continues to have the best-trained and equipped military in the world
- We are closing bases in order to more fully invest in the people and equipment we need in the future.

Do Not Release Prior to 13 1030 May 05, EDT

External Communications: (Civilian Community)

- The purpose of the SECDEF's recommendations is to make the most efficient and effective use of all the Department's resources; to improve operational efficiency; to save taxpayer dollars; to advance transformation and enhance the combat effectiveness of our military force.

- BRAC 2005 allows the Department to maximize both war-fighting capability and efficiency through joint organizational and basing solutions that will facilitate multi-service missions, reduce excess capacity, save money, and redirect resources to modernize equipment and infrastructure and develop the capabilities to meet 21st century threats.

- The Air Force recommendations were made carefully and impartially.

- The Air Force provided the SECDEF with fair and impartial base closure and realignment recommendations consistent with the force structure plan and Congressionally approved BRAC selection criteria, with military value as the primary consideration.

- The Air Force took a hard, balanced look at its bases before making any closure or realignment recommendation. The Air Force used certified data collected from the installations to conduct detailed analysis for each recommendation. The Air Force Base Closure Executive Group deliberated on each closure and realignment recommendation.

- We are closing bases in order to more fully invest in the people and equipment we need in the future.

Approving BRAC Recommendations - Statutory Steps

16 May 05	SECDEF forwards Recommendations to BRAC Commission
08 Sept 05	BRAC Commission recommendations due to President
23 Sept 05	President approves/disapproves Commission recommendations
20 Oct 05	Commission resubmits recommendations (if initially rejected by President)
07 Nov 05	President submits final recommendations to Congress. Once submitted, the plan becomes final within 45 legislative days, unless Congress passes a joint resolution to block the entire package.

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

(Pittsburgh International Airport Air Reserve Station, Pennsylvania)

INSTALLATION MISSION

•

DOD RECOMMENDATION

Close Pittsburgh International Airport (IAP) Air Reserve Station (ARS), PA, and relocate 911th Airlift Wing's (AFRC) eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit. Relocate AFRC operations and maintenance manpower to Pope/Fort Bragg. Relocate flight related ECS (aeromedical squadron) to Youngstown-Warren Regional APT ARS. Relocate all remaining Pittsburgh ECS and headquarters manpower to Offutt Air Force Base, NE. Air National Guard units at Pittsburgh are unaffected.

DOD JUSTIFICATION

The major command's capacity briefing reported Pittsburgh ARS land constraints prevented the installation from hosting more than 10 C-130 aircraft . . . . Careful analysis of mission capability indicates that it is more appropriate to robust the proposed airlift mission at Fort Bragg to an optimal 16 aircraft C-130 squadron, which provides greater military value and offers unique opportunities for Jointness.

COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Costs: $____ million
- Net Savings (Cost) during Implementation: $____ million
- Annual Recurring Savings: $____ million
- Return on Investment Year: Calendar Year (Number of Years)
- Net Present Value over 20 Years: $____ million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	Military	Civilian	Students
Baseline			
Reductions			
Realignments			
Total			

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

	Out		In		Net Gain (Loss)	
	Military	Civilian	Military	Civilian	Military	Civilian
This Recommendation						
Other Recommendation(s)						
Total						

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $218.1M. The net of all costs and savings to the Department during the implementation period is a savings of $652.5M. Annual recurring savings to the Department after implementation are $197.0M, with an immediate payback expected. The net present value of the cost and savings to the Department over 20 years is a savings of $2,515.4M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 581 jobs (322 direct jobs and 259 indirect jobs) over the 2006-2011 period in the Pittsburgh, PA, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

ENVIRONMENTAL CONSIDERATIONS

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $1.3M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

REPRESENTATION

Governor:
Senators:

Representative:

ECONOMIC IMPACT

- Potential Employment Loss: ___ jobs (____ direct and ____ indirect)
- MSA Job Base: ___ jobs
- Percentage: ___ percent decrease
- Cumulative Economic Impact (Year-Year): ___ percent decrease

MILITARY ISSUES

- (Include pertinent items)

COMMUNITY CONCERNS/ISSUES

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 581 jobs (322 direct jobs and 259 indirect jobs) over the 2006-2011 period in the Pittsburgh, PA, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

- (Include pertinent items. This will be your initial opportunity to document and start analysis on community concerns. This list will be refined as additional inputs are gained through the actual visit, regional hearings, and community visits to the Commission office. These community concerns/issues along with R&A staff identified issues will be the basis for the adds and final deliberation hearings. These issues will be validated or rejected after consultation with the appropriate experts.)

ITEMS OF SPECIAL EMPHASIS

- (Include pertinent items)

Michael H. Flinn, Ph.D./Air Force/1 June 2005

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Criterion 7 Analysis Sheet--Data Reported from Criterion 7 Report Provided by SAFREB

SCENARIO 8 USAF-S12V3 (S16.3)
Scenario Description

Data Point	Base Name	Pope AFB	Little Rock AFB	Quonset State APT AGS	Channel Islands AGS	Moody AFB	Pittsburgh IAP ARS	Yeager APT AGS
Demographics	State	NC	AR	RI	CA	GA	PA	WV
	Miles to Nearest City	9.4	0	11	0	76.1	14.5	162.5
	Nearest City	Fayetteville, NC	Little Rock, AR	Providence, RI	Oxnard, CA	Tallahassee, FL	Pittsburgh, PA	Columbus, OH
	MSA Name	Fayetteville, NC MSA	Little Rock-North Little Rock, AR MSA	Providence-Warwick-Pawtucket, RI NECMA	Ventura, CA PMSA	Tallahassee, FL MSA	Pittsburgh, PA MSA	Charleston, WV MSA
	MSA Population	302,963	583,845	962,866	753,197	284,539	2,358,695	251,862
	Population of MHA	674,782	651,010	2,364,157	1,152,544	147,812	2,372,048	251,662
Child Care	Number of accredited child-care centers	13	8	175	26	1	78	2
Cost of Living	Median Household Income (US Avg $41,994)	37,466	39,145	41,462	59,666	30,691	37,467	35,418
	Median House Value (US Avg $119,600)	88,800	87,700	130,000	248,700	79,458	86,100	84,800
	GS Locality Pay ("Rest of US" 10.9%)	10.9	10.9	17.0	20.1	10.9	11.9	10.9
	O-3 with Dependents BAH Rate	887	910	1,785	2,010	824	1,134	836
	In-state Tuition for Family Member	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	In-state Tuition Continues if PCS Out of State	No	No	No	No	Yes	No	Yes
Education	School District(s) Capacity	75,989	81,208	134,799	96,623	38,315	185,117	37,763
	Students Enrolled	74,901	68,871	134,799	85,674	26,524	201,411	37,763
	Average Pupil/Teacher Ratio	23.3	16.1	14.3	21.6	20.3	14.7	14.5
	High School Students Enrolled	19,953	17,596	38,137	25,740	7,395	58,877	9,974
	Average Composite SAT I Score (US Avg 1026)	947	Data Not Available	989	1022	954	1047	1034
	Average ACT Score (US Avg 20.8)	Data Not Available	20.2	19.2	21.4	19.8	22.1	20.6
	Average High School Grad Rate (US Avg 87.3%)	94.9	82.1	98.1	93.0	81.0	93.9	99.1
	Available Graduate/PhD Programs	3	3	8	3	1	27	4
	Available Colleges and/or Universities	3	7	10	5	2	22	4
	Available Vocational and/or Technical Schools	2	2	3	6	1	15	0
Employment	1999 Unemployment Rate (National Avg: 4.2%)	3.8	3.2	4.2	4.8	4.7	4.3	4.7
	2000 Unemployment Rate (National Avg: 4.0%)	4.1	3.4	4.1	4.5	5.6	4.1	4.2
	2001 Unemployment Rate (National Avg 4.7%)	5.5	4.0	4.8	4.6	4.2	4.3	3.8
	2002 Unemployment Rate (National Avg: 5.8%)	6.4	4.5	5.4	5.4	3.9	5.4	4.8
	2003 Unemployment Rate (National Avg 6.0%)	5.6	5.1	5.7	5.3	3.3	5.6	4.8
	1999 Job Growth Rate (National Avg: 1.5%)	3.1	2.6	2.1	3.1	0.3	1.1	3.4
	2000 Job Growth Rate (National Avg: 2.4%)	2.0	-0.3	-0.5	4.2	0.8	-0.3	1.4
	2001 Job Growth Rate (National Avg: .03%)	-3.4	-1.3	0.0	1.3	-2.7	2.0	1.3
	2002 Job Growth Rate (National Avg: -.31%)	1.9	1.8	1.3	1.4	2.2	-0.1	-4.3
	2003 Job Growth Rate (National Avg: .86%)	2.9	-1.9	2.7	1.6	5.9	-2.4	-3.4
Housing	Total Vacant Housing Units	11,067	19,391	27,080	8,478	6,793	79,594	9,155
	Vacant Rental Units	5,256	8,097	7,809	2,316	2,636	27,025	2,724
	Vacant Sale Units	2,004	3,450	3,202	1,847	902	13,807	1,763
Medical Providers	Local Community--Number of Physicians	505	2,185	3,198	1,415	205	7704	832
	Local Community--Number of Beds	546	2,124	2,083	1,496	837	7675	1,216
	Ratio--Physicians (National Avg--1:421.2)	599.9	267.2	301.1	532.3	721.0	306.2	302.5
	Ratio--Beds (National Avg--1:373.7)	554.9	274.9	462.3	503.5	176.6	307.3	207.0
Safety/Crime	Uniform Crime Reports (UCR) Index (National UCR 4,118.8)	6216.7	6806.4	3659.1	2265.9	4507.2	2772	3972.8
Transportation	Distance to nearest commercial airport	19.8	20.0	15.0	55.0	11.4	0.0	1.0
	Served by regularly scheduled public transportation	No	Yes	No	No	No	No	No
Utilities	Can water system expand to support 1K new people?	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Can sewer system expand to support 1K new people?	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Overall Comments: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel

Demographics: Pope is 9.4 miles from a city of 100K or greater and offers a MSA population of 302K, Little Rock and Channel Islands are within a city of 100K or greater and offer MSA populations from 583K and 753K respectively, Quonset State APT AGS is 11 miles from a city of 100K or greater and offers a MSA population of 962K, Moody is 76.1 miles from a city of 100K or greater and offers a MSA population of 284K, Pittsburgh IAP ARS is 14.5 miles from a city of 100K or greater and offers a MSA population of 2.3M, Yeager APT AGS is 162.5 miles from a city of 100K or greater and offers a MSA population of 251K

Child Care: All communities have nationally accredited child care facility

Cost of Living: Data indicates 6 of 7 communities have a lower median household income than the US average (exception: Channel Islands); only the Quonset State APT AGS and Channel Islands AGS communities have a higher median house value than the US average

Education: All communities' high school graduation rates exceed the US average

Employment: In 2003, the 7 communities had lower unemployment rates compared to the US average; in 2003, 4 of 7 communities had a higher job growth rate than the US average (exceptions: Little Rock, Pittsburgh IAP ARS, Yeager APT AGS)

Housing: Data indicates there are no housing availability issues

Medical Providers: Data indicates 4 of 7 communities have a lower physician ratio than the US average (exceptions: Pope, Channel Islands, Moody), data indicates 4 of 7 communities have a lower bed space ratio compared to the US average (exceptions: Pope, Quonset State APT AGS, Channel Islands AGS)

Safety/Crime: Data indicates 4 of 7 communities have a lower crime report index than the US average (exceptions: Pope, Little Rock, Moody)

Transportation: 6 of 7 communities are within 20 miles from a commercial airport (exception: Channel Islands, 55 miles); 6 of 7 communities do not offer regularly scheduled public transportation (exception: Little Rock)

Utilities: All communities can expand to support increases in water and sewer usage for 1K new people

As of: Mon May 02 16:56:22 EDT 2005

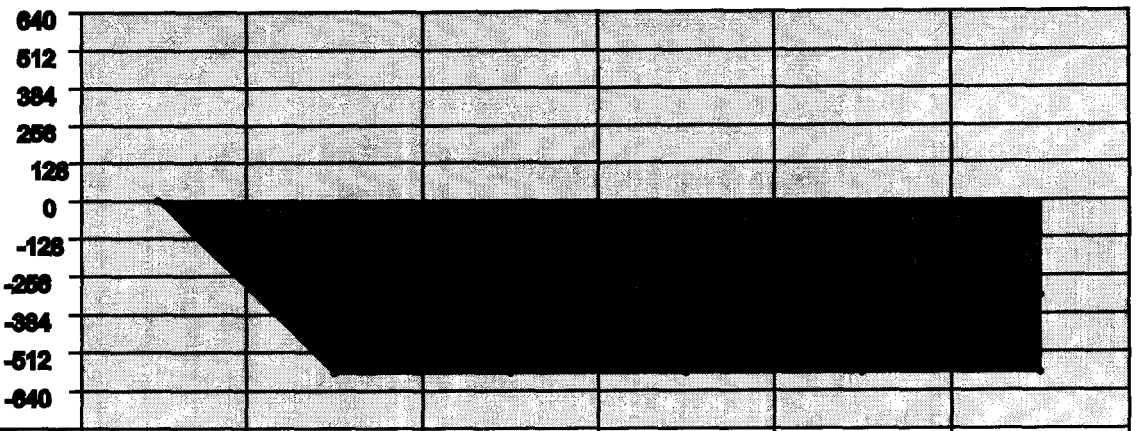
ECONOMIC IMPACT DATA

Scenario: All Selected (see title page)
Economic Region of Influence(ROI): Pittsburgh, PA Metropolitan Statistical Area
Base: All Bases
Action: All Actions

Overall Economic Impact of Proposed BRAC-05 Action:

ROI Population (2002):	2,416,275
ROI Employment (2002):	1,403,312
Authorized Manpower (2005):	297
Authorized Manpower(2005) / ROI Employment(2002):	0.02%
Total Estimated Job Change:	-581
Total Estimated Job Change / ROI Employment(2002):	-0.04%

Cumulative Job Change (Gain/Loss) Over Time:



YEAR:	2006	2007	2008	2009	2010	2011
Direct Military:	0	-44	0	0	0	0
Direct Civilian:	0	-278	0	0	0	0
Direct Student:	0	0	0	0	0	0
Direct Contractor:	0	0	0	0	0	0
Cumulative Direct:	0	-322	-322	-322	-322	-322
Cum Indir/Induc:	0	-259	-259	-259	-259	-259
Cumulative Total:	0	-581	-581	-581	-581	-581

Flinn, Michael, CIV, WSO-BRAC

From: Riffle, Megan, CIV, WSO-BRAC
Sent: Wednesday, June 15, 2005 9:04 AM
To: Flinn, Michael, CIV, WSO-BRAC
Subject: FW: Summary of our conversation today

Mike,

The Pitt BRAC taskforce has requested 30 minutes with Commissioner Newton prior to the press conference. Please read the discussion below. Is there any way to squeeze this into the itinerary?

Please let me know.

Thank you,
Megan

From: Charles L. Holsworth [mailto:cholsworth@acba.org]
Sent: Wednesday, June 15, 2005 9:03 AM
To: megan.riffle@wso.whs.mil
Cc: 'BRAC Task Force'; kdorman@klegroup.com; Mike Langley (E-mail)
Subject: RE: Summary of our conversation today

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Your mail has been scanned by InterScan VirusWall.
**********-**********

I understand that the proposed itinerary at the 911th was changed somewhat by Mike Flinn yesterday afternoon, and that he still does not have official request for the 30 minute proposed meeting with the community task force prior to the press conference. That was submitted last week by Senator Santorum to Chairman Principi and relayed personally at our meeting there on June 10. I hope that the schedule will be flexible enough to accommodate that change for next week. There is some very important information to convey that will not be incorporated into the official base briefing.

Chip Holsworth

Charles L. "Chip" Holsworth

BRAC Task Force

1550 Coraopolis Heights Road

Moon Township, PA

412-490-5092

pitbrac@yahoo.com

-----Original Message-----
From: Keith Dorman [mailto:kdorman@klegroup.com]
Sent: Tuesday, June 14, 2005 10:41 PM
To: megan.riffle@wso.whs.mil
Cc: cholsworth@acba.org; 'BRAC Task Force'

Subject: Summary of our conversation today

Megan:

Thanks for taking time to speak with me today. Per our conversation, I am the public affairs coordinator for the Pittsburgh-BRAC Task Force (Pit-BRAC), working in support of the 911th Airlift Wing, the 99th Army Reserve Command and the Kelley Military Support Center. I am copying this message to Charles □Chip□ Holsworth, the Pit-BRAC Director.

I would like to also thank you for your interest and willingness in working with us on a media event as part of General Newton□s June 21 visit to Pittsburgh International Airport.

Concerning the schedule for June 21, this is what we know for sure at this time: General Newton is coming to Pittsburgh on June 21; he will fly by commercial airline; he will arrive approximately 8:00am; he will depart approximately 4:00pm.

The following is what we have been told about his itinerary during the day on June 21, but this information has not been confirmed: the 911th will begin briefing General Newton sometime around 9:00am; they will break for lunch around 11:30am; they will provide General Newton a tour of the base; and he is expected to leave the 911th compound around 1:45pm.

The Pit-BRAC Task Force has requested time with General Newton while he is in Pittsburgh, and our Congressional delegation has sent a letter seconding this request. We hope some 30 minutes can be set aside for us with General Newton.

Insofar as our press conference is concerned, we plan to conduct it immediately following General Newton□s departure from the 911th compound. We have identified a location on Pittsburgh International Airport property for the event that will provide a backdrop, space for members of the community (several hundred are expected) to observe the event, and a covered space nearby to move into in case of inclement weather (Pittsburgh has wonderful inclement weather!) . We will coordinate media advisories with you, and we plan to invite members of our Congressional Delegation and certain local business and elected leaders to participate in the event as well.

We will be firming up our media event plan as soon as we have confirmed details on General Newton□s itinerary.

My personal contact information is pasted below. Let me know of any questions or concerns. FYI, I will be away from phones and computers working on another matter until approximately 2:00pm on Wednesday, June 15th.

I look forward to working with you on this project,

Keith Dorman

PH: 412/874-0502

FX: 412/366-4069

EM: kdorman@klegroup.com

Flinn, Michael, CIV, WSO-BRAC

From: Riffle, Megan, CIV, WSO-BRAC
Sent: Tuesday, June 14, 2005 5:49 PM
To: Flinn, Michael, CIV, WSO-BRAC; 'Bosley Adrian Maj 911 OSF/IN'
Subject: RE: Draft Itinerary for Pittsburgh IAP ARS

I have spoken with Keith Dorman from the Pit BRAC Taskforce and we have spoken about using the Pittsburgh Airport Cargo Area A or B for this media availability at 1:15pm on Tuesday, June 21. He says this location is off base and would work well for a media event before Commissioner Newton departs.

FYI Keith's contact information is:
412-874-0502
kdorman@klegroup.com

Thanks,

Megan Riffle

-----Original Message-----
From: Flinn, Michael, CIV, WSO-BRAC
Sent: Tuesday, June 14, 2005 5:30 PM
To: 'Bosley Adrian Maj 911 OSF/IN'
Cc: Riffle, Megan, CIV, WSO-BRAC
Subject: RE: Draft Itinerary for Pittsburgh IAP ARS

Thanks, will do. I will send you a copy of the final when I hear from Mr. Holsworth regarding the press location. Regards

---

From: Bosley Adrian Maj 911 OSF/IN [mailto:Adrian.Bosley@pittsburgh.af.mil]
Sent: Tuesday, June 14, 2005 5:28 PM
To: Flinn, Michael, CIV, WSO-BRAC
Subject: RE: Draft Itinerary for Pittsburgh IAP ARS

Mr. Flinn,

The itinerary you sent looks great. My apologies, I should have explained in my original draft that the □1100-1200: Time allocation for meeting with community and elected officials/press conference□ was a time allocation I put down because the 911th Wing had received word, not confirmation, that Sen. Specter□s office was going to make a formal request for time to talk with Gen Newton on the base right after our briefing.

Your itinerary flow works much better for us and alleviates this issue. Some minor alterations to the draft schedule would be:

- allow an extra 15 minutes after lunch to get Gen Newton to the press conference off-base. □1300-1315: Transit to Press Conference POC Col Vogt.

- Remove Col Vogt as the POC for the 1315-1400 press conference and replace with BRAC Task Force, POC Chip Holsworth. Chip Holsworth should be contacting you with confirmation on the location for that event.

Thank you,

Maj Adrian Bosley

From: Flinn, Michael, CIV, WSO-BRAC [mailto:Michael.Flinn@wso.whs.mil]
Sent: Tuesday, June 14, 2005 4:58 PM
To: Bosley Adrian Maj 911 OSF/IN
Cc: Riffle, Megan, CIV, WSO-BRAC
Subject: Draft Itinerary for Pittsburgh IAP ARS

Major Bosley,

Attached is the draft itinerary for General Newton that I worked up from your original. Note that I switched the times for the base tour and the press conference. Based on my experience at Pope AFB, a half hour should be more than adequate for the press conference. That leaves up to 15 minutes to get to from the ARS to the press location and an additional 15 minutes to travel from the press location to the airport.

Note that the location of the press conference cannot be on the base. At Pope AFB, we held it at the Spring Lake Community Center. A somewhat private location is better. I suggest a better venue for the politicians to voice their concerns would be at the Regional Hearing in Buffalo the following week. Megan or some someone from our legislative staff can provide better guidance on that. I will leave those issues to your discretion.

Please provide any feedback on the itinerary as soon as possible tomorrow. I would like to finalize the it so I can get it to the general.

Flinn, Michael, CIV, WSO-BRAC

From: Bosley Adrian Maj 911 OSF/IN [Adrian.Bosley@pittsburgh.af.mil]
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Thank you,
Maj Adrian Bosley

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Please provide any feedback on the itinerary as soon as possible tomorrow. I would like to finalize the it so I can get it to the general.

Flinn, Michael, CIV, WSO-BRAC

From: BRAC Task Force [pitbrac@yahoo.com]
Sent: Friday, June 17, 2005 9:10 PM
To: Mike Flinn
Cc: Michael Langley; Lt Col Joe Poznik; Katherine Pippy
Subject: Pittsburgh Elected Officials/Community/Press Proposed Schedule for June 21
Attachments: 2782411141-Schedule Jun21(proposed).doc; 131841943-JUNE 21 BRIEFING INVITATIONS.doc

Mike

I have attached a Proposed Schedule for your visit here after you have departed the 911th AW as well as a participant invitee list for the events from 1300 to 1430. You should note a couple things:
1. We would like to be allowed to arrange for the return of your rental car to the rental company who will accept that from you at the conclusion of your visit at the 911AW at 1300. Arrangements have been made, upon your approval, for an across the airfield return to the terminal for departure.
2. The schedule is packed but we have found a way to accomodate all involved factions. Sorry for the scramble we are putting you through there at the end. We will stick to the time schedule allotted.
3. I have tried to add a title or two to most participants on my listing, but most all of us are doing double or triple duty with this matter. Please advise if General Newton prefers any special kind of introductions from participants when we begin. We have been in contact with your PA folks on the Press Conference.

Let me know how this looks either by mail or phone. See you next week.

Chip Holsworth

Charles L. "Chip" Holsworth
BRAC War Room
1550 Coraopolis Heights Road
Coraopolis, PA 15108
412-490-5092
412-490-5048 (fax)
pitbrac@yahoo.com

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PITTSBURGH BRAC TASK FORCE PROPOSED SCHEDULE-Tuesday, June 21, 2005
(as of 4:30 June 17, 2005)

1:00 – Pickup of BRAC Commissioner Newton and BRAC Staff Mike Flinn at 911AW lunch location.

(Vehicle should be capable of taxiway access with Randy Forister, Mike Langley, Chip Holsworth, Rod Ruddock accompanying)

(arrangements made for return of rental car for Flinn to airport)

1:05 to 1:20 – Tour by vehicle past the 99th Headquarters building and around the airport area that is proposed to be used for 911AW uses and for a Joint Readiness Center. (BRAC Commissioner and Staff with riders)

1:25 to 1:55 – Meeting/Briefing by the BRAC Task Force with BRAC Commissioner at Baker Engineering Conference Room (by invitation)
(Attendees must be in place by 1:15)

2:00 to 2:10 – BRAC Commissioner Newton's Press Conference-(All invited)

(To be held outside on aircraft parking ramp in vicinity of Baker Engineering, Cargo Building A)
(Inclement weather plans move inside Cargo Building A)

2:15-2:25 – Elected officials meeting with Commissioner Newton next to press conf and rally site.

2:15- 2:45 – Public Rally and Ceremony(All invited)

2:25 - Return of Commissioner and Staff by vehicle across the airport to passenger terminal for departure.

Chip Holsworth

Charles L. "Chip" Holsworth
BRAC Task Force
1550 Coraopolis Heights Road
Moon Township, PA
412-490-5092
pitbrac@yahoo.com

Tuesday, June 21, 2005 Pittsburgh BRAC Task Force BRAC Commissioner Briefing
1:25-1:55 Baker Engineering Conference Room
Airside Business Park, Moon Township
(Attendees must be in place by 1:15)
(Principle and/or one Representative Invited)

1. General Lloyd Newton- BRAC Commissioner
2. Michael Flinn- BRAC Staff
3. Senator Rick Santorum
4. Senator Arlen Specter
5. Representative Tim Murphy
6. Representative Melissa Hart
7. Representative Michael Doyle
8. Representative John Murtha
9. Governor Edward Rendell
10. Pennsylvania Senator John Pippy
11. Pennsylvania Representative Mark Mustio
12. Allegheny County Chief Executive Dan Onorato
13. Greg Smith- Moon Township Manager
14. Judge (MG) John Brosky (retired)- Military Affairs Committee/BRAC Task Force
15. Michael Langley- Military Affairs Committee/BRAC Task Force
16. Charles Holsworth- Military Affairs Committee/BRAC Task Force/PA Base Dev. Com.
17. Sally Haas- President Airport Area Chamber of Commerce/BRAC Task Force
18. Randy Forister- Allegheny County Airport Authority/BRAC Task Force
19. MG Rodney Ruddock (retired)- Former Commander 99th RSC/BRAC Task Force
20. Joe Spielbauer- Pennsylvania Base Development Committee
21. Robert Moeslein- 911th AW
22. Joe Poznik- 911th AW
23. Brigadier General Karol A. Kennedy- Commander 99th RSC
24. Brigadier General William J. Boardley- Commander 171st ARW
25. Steven Lenny- CE Kelly Army Support Facility

See attached Schedule for other events

Flinn, Michael, CIV, WSO-BRAC

From: Bosley Adrian Maj 911 OSF/IN [Adrian.Bosley@pittsburgh.af.mil]
Sent: Friday, June 17, 2005 3:16 PM
To: Flinn, Michael, CIV, WSO-BRAC
Subject: Directions to 911th Pittsburgh IAP ARS

Mr. Flinn,

I've pasted the hyper link, directions from the airport to your hotel, and a copy of the map showing the location of the airbase in relation to your hotel. Actually, you couldn't get much closer to the airbase because you'll be able to see it across the highway from the Embassy Suites where you are staying.

To get to the 911th from the hotel: Turn right out from the hotel onto Cherrington Pkwy and head north for the short stretch up to the 4-way stop sign intersection of Cliff Mine Road. At this 4-way stop sign intersection, turn left onto Cliff Mine Road (crossing over the bridge which spans the 4 lane Airport Pkwy (Business Route 60)). The overpass splits into 2-lanes, stay to the right (if you stay left it's a left turn only back down onto the Airport Pwky on-ramp) and continue to the end of the "T" junction. At the "T" junction turn left and you'll come right into the 911th airbase gate (Pittsburgh IAP ARS). The gate guards will be prepared for your arrival, and I will be parked to the right of the guard shack waiting to meet you when you arrive at 0900 Monday.

If there are any questions please do not hesitate to call at any time:

My cell # (724) 622-3785

My Home # (724) 857-3364

Work # CAG (412) 474-8973

Looking forward to meeting you,

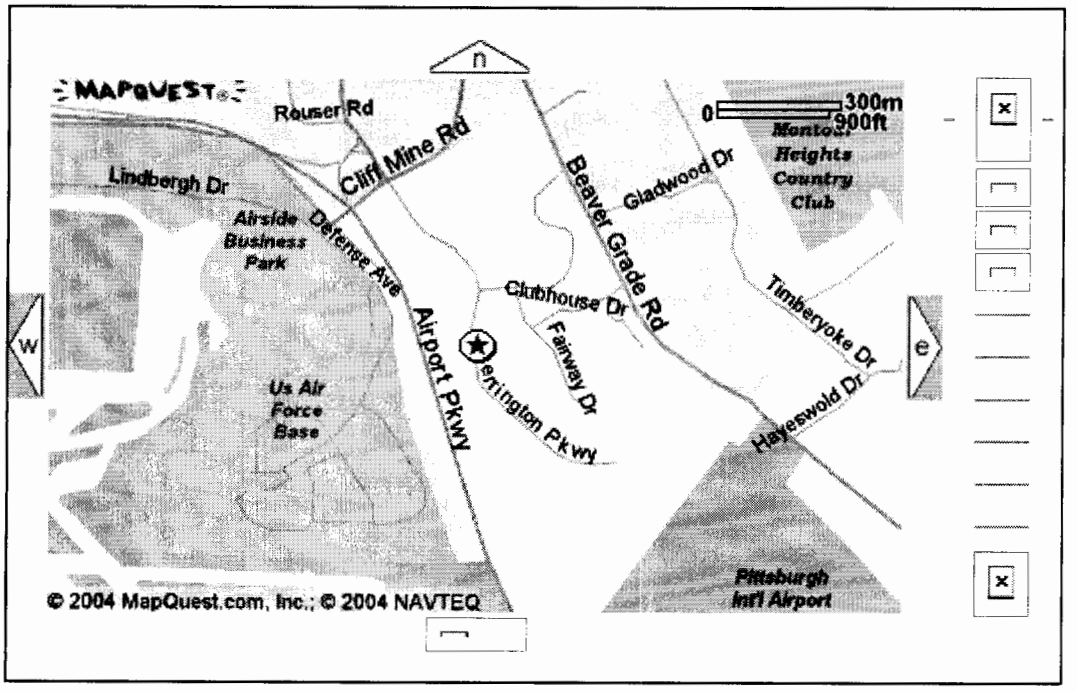
Maj Adrian Bosley

http://www.embassysuites.com/en/es/hotels/maps_directions.jhtml?ctyhocn=PITATES&zoom=1&_D%3Azoom=+&_DARGS=%2Fen%2Fhotels%2Fsearch%2Fvicinity_results.jhtml.1

Directions to our Hotel

FROM THE PITTSBURGH INT'L AIRPORT -- Exiting the Airport stay in the LEFT lanes and follow the signs for Rte. 60 South towards Pittsburgh. Follow Route 60 South for about four miles to Exit #3, (60 Business / Moon Twp.) Follow Route 60 Business for two miles

to the Thorn Run Rd exit. Stay in the RIGHT lane off of the exit and continue STRAIGHT through the stop sign. The hotel is straight ahead.



Major Adrian Bosley

Chairman, Commander's Action Group

911th Air Wing

DSN 277-8973// Civ 412-474-8973

Embassy Suites Hotel Pittsburgh-International Airport

550 Cherrington Parkway, Pittsburgh, Pennsylvania, United States 15108
Tel: +1-412-269-9070 Fax: +1-412-262-4119

Directions and Transportation

Directions to our Hotel

FROM THE PITTSBURGH INT'L AIRPORT -- Exiting the Airport stay in the LEFT lanes and follow the signs for Rte. 60 South towards Pittsburgh. Follow Route 60 South for about four miles to Exit #3, (60 Business / Moon Twp.) Follow Route 60 Business for two miles to the Thorn Run Rd exit. Stay in the RIGHT lane off of the exit and continue STRAIGHT through the stop sign. The hotel is straight ahead.

FROM PHILADELPHIA AND POINTS EAST -- Follow the turnpike to Exit #57, (Monroeville, Pittsburgh). Follow signs for I-376 West towards downtown. Exit at the Fort Pitt Tunnels and Airport Exit, (I-279 South). Follow through the tunnels for about 12 miles to Exit #3, (60 Buiness / Moon Twp.). Follow Rte. 60 Business for two miles to the Thorn Run Rd exit. Stay in the RIGHT lane off the exit and go STRAIGHT through the stop sign. We are straight ahead.

FROM OHIO AND POINTS WEST -- Follow the turnpike to Exit 10 (60 Toll South, Pittsburgh Airport). Follow Rte. 60 South to Exit #8, (60 Business / Moon Twp.). Follow Business 60 through three traffic lights. STRAIGHT through the third light on the RIGHT is the Thorn Run Rd exit. Off of the exit turn LEFT and at the next stop sign turn RIGHT. We are straight ahead.

FROM LAKE ERIE AND POINTS NORTH -- Follow I-79 South to Exit #66, (Sewickley / Emsworth). Follow Rte. 65 North to the 3rd traffic light, and turn LEFT across the Sewickley Bridge. Across the bridge turn LEFT onto Rte. 51 South. Follow to the 2nd traffic light and turn RIGHT onto Thorn Run Rd. Follow STRAIGHT through one traffic light and then two stop signs. We are STRAIGHT ahead through the second stop sign.

FROM WEST VIRGINIA AND POINTS SOUTH -- Follow I-79 North to Exit #59B, (Rte. 22/30 West and Airport). Follow 22/30 West for approximately six miles to Exit #3, (60 Business / Moon Twp.). Follow 60 Business for two miles to the Thorn Run Rd exit, (no #). Stay in the RIGHT lane off of exit and go STRAIGHT through the stop sign. We are straight ahead.

Local Airports

- **Pittsburgh International Airport**
  - **Distance from hotel**: 6 mi.
  - **Drive time**: 8 min.

Directions: Follow route 60 south towards Pittsburgh to Exit #3, 60 Business, two miles to Coraopolis / Sewickley exit.

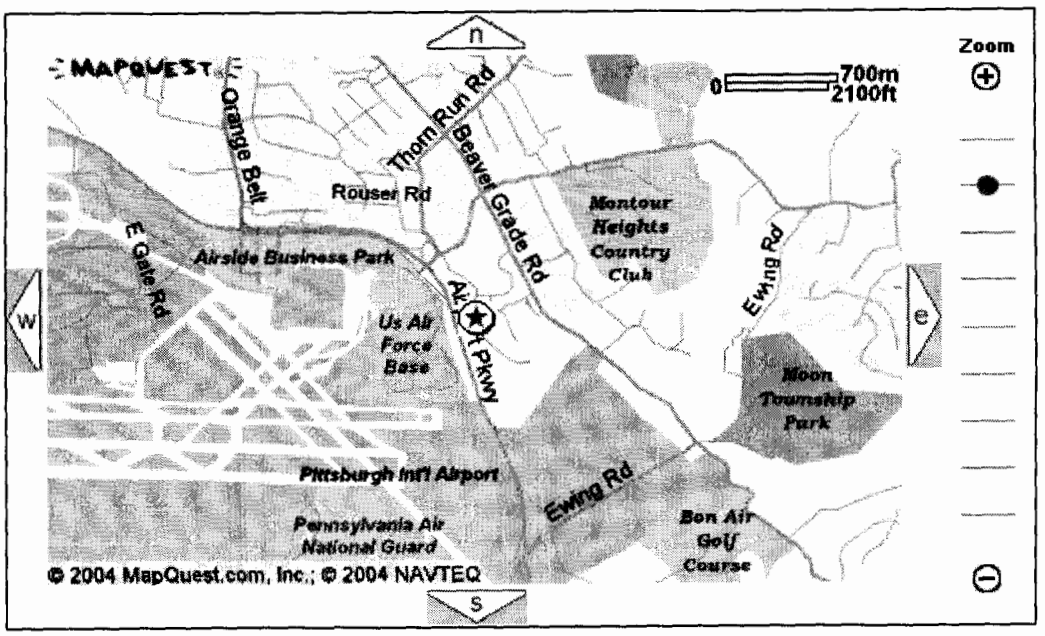
Get turn by turn directions.

Transportation to and from the Airport

Type	Typical Minimum Charge
Courtesy Bus	Hotel Shuttle
Rental Car	USD 25.00
Taxi	USD 12.00

Back To Top

Local Map



Note: The map and directions are informational only. Please verify specific routes. The map and directions shown are provided as a guide for your convenience.

June 8, 2005

The Honorable Anthony J. Principi, Chairman
2005 Defense Base Closure & Realignment Commission
2521 S. Clark Street, Suite 600
Arlington, VA 22202

RE: 911th Located at Pittsburgh International Airport
Pittsburgh, PA

Dear Mr. Chairman:

We would like to take this opportunity to respond on behalf of Allegheny County and the Allegheny County Airport Authority (Authority) to the recent listing by the BRAC Commission of the closure of the 911th Air Reserve at Pittsburgh International Airport located in Allegheny County Pennsylvania.

It is our understanding that the 911th Air Reserve Base was scored by the BRAC Commission indicating a lack of space available to handle up to a 16 aircraft Wing. We would like to take this opportunity to advise the Commission that there is a current Memorandum of Agreement (see Attachment A), which encompasses an additional 21.7 acres of aircraft ramp space that has been continuously used and under the control of the 911th since 1993 and was not used in the scoring. In addition there are approximately 31 acres of property outlined on Attachment B, which has been offered to the 911th for their use which they have not needed in the past. The area covered by the MOA and the additional property (53 acres total) provides more than enough space for the current, future and any planned needs that the 911th may have. Over the years, Allegheny County, previous operator of the Airport, and the Airport Authority, operator of the Airport since November 1999, has reserved and made available for expansion by the 911th the land and ramp indicated on Attachment B.

We would ask that you reconsider the closing of the 911th and take into consideration the existing ramp area that is currently under Agreement with the 911th and the additional land that is available for the military's use should they desire.

Thank you for your consideration.

Sincerely,

Kent G. George, A.A.E.
Executive Director
Allegheny County Airport Authority

Sincerely,

Dan Onorato
Chief Executive
Allegheny County

PITTSBURGH INTERNATIONAL AIRPORT
Landside Terminal, 4th Floor Mezz.
Pittsburgh, PA 15231
Tel: 412.472.3500
Fax: 412.472.3636

OFFICE OF CHIEF EXECUTIVE DAN ONORATO
101 County Courthouse
Pittsburgh, PA 15219
Tel: 412.350-6500
Fax: 412.350.4360

Moeslein, Robert (Pittsburgh ARS)

From: Hovey, Thomas (Robins AFB)
Sent: Wednesday, September 16, 1998 12:58 PM
To: Moeslein, Robert (Pittsburgh ARS)
Subject: FW: RE-027 Proposed Response

Bob, I'm forwarding what the Air Staff boys sent to the Cong, TH -------

From: Coats, Michael J. (Pentagon AF/REXR)
Sent: Friday, September 11, 1998 2:08 PM
To: Campbell, Kathy (Pentagon, AF/REI)
Cc: Samples, Thomas (Pentagon, AF/REX); Koepp, Richard (Pentagon, AF/REX); Hovey, Thomas (Robins AFB); Manning, William (Robins AFB)
Subject: RE-027 Proposed Response

Attached is a coordinated response to the subject inquiry. If you have questions, let me know. Thanks.

RE-027

Lt Col Mike Coats
AF/REXR
695-5057
DSN 225-5057

Congressional Inquiry

Office of Budget and Appropriations Liaison (SAF/FML)

Action OPR: AF/REI **Suspense Date:** 10 Sep 1998 14:00 **Inquiry No:** RE-027

Action OCR: OPR Tasked Date: 09 Sep 1998 12:22

Required Coordination:

Subject: **Pittsburgh IAP/ARS PA**

ACTION REQUIRED:

1. Mr. Carmen Scialabba, Appropriations Associate Staff for Rep John P. Murtha requests the status of the following issues at the 911 TAG:

   a. Air Force review of land allocation options. Told that options have been sent to 22nd AF.

   b. Proposed air cargo air terminal at the old Pittsburgh Airport.

2. Please respond with a fully coordinated response via e-mail in fact sheet to SAF/FMBL (inquire.fml@saffmb.hq.af.mil). I can be contacted at 614-8113 if you require assistance.

SUSAN E. LUKAS, Capt, USAF
Assistant for Congressional Matters

SAF/FML
ison Officer: Captain Lukas, Susan 1
om: 5D911
Phone (703) 614-8113 Fax (703) 614-3043
Information Distribution:

FACT SHEET

SUBJECT: Pittsburgh IAP/ARS PA Date: 11 Sep 98

QUESTION: Status of Air Force review of land allocation options:

ANSWER: The Air Force Reserve is currently reviewing the options provided by Allegheny County and will participate in a 17 Sep 98 public hearing for the airport. The Air Force Reserve has no need for additional land at Pittsburgh IAP. The existing property is adequate to support the existing mission of the 911th AW and no additional missions are planned in the forseeable future. If future development or expansion impacts the Air Force Reserve mission and installation security, all agencies must re-evaluate the proposal.

QUESTION: Status of proposed air cargo air terminal at the old Pittsburgh Airport:

ANSWER: The Air Force Reserve has no requirement for the old air cargo terminal. If there is any potential commercial or private use or development of this area, the Air Force Reserve must be represented to ensure any development does not impact the Air Force Reserve mission and installation security at Pittsburgh IAP.

Coordination Table

Action Officer Information	
Action Officer's Name and Phone	**Office Symbol**
Lt Col Mike Coats, 695-5057	**AF/REXR**

Coordination

Office Symbol	Action	Name	Phone	Date	Comments
AFRC/XPX	Coord	Mr W. Manning	DSN 497-1962	11 Sep 98	
AFRC/XPXP	Coord	Lt Col Esola	DSN 497-1917	11 Sep 98	
AFRC/JAV	Coord	Mr Epperson	DSN 497-1590	11 Sep 98	
AFRC/CEO	Coord	Mr Hovey	DSN 497-1040	11 Sep 98	
AF/REX	Coord	Col Samples	695-3889	11 Sep 98	

Attachments

None

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

26 February 1998

HQ USAF/RE
1150 Air Force Pentagon
Washington, DC 20330-1150

Mr. William DeGraaff
Federal Aviation Administration
Fitzgerald Federal Building
JFK International Airport
Jamaica, NY 11430

Dear Mr. DeGraaff

Please accept my apologies for not responding to your 2 February 1998 letter within your requested timeframe. The Air Force Reserve has not changed its position in any way on our requirement for land at Pittsburgh International Airport. As stated in my 26 May 1996 memorandum to Mr. Larry Dunn, the Air Force Reserve has adequate land available at Pittsburgh, has no plans to expand the size of the unit, and has no new mission requirement that would require acquisition of any new land.

This is the Air Force Reserve Command and Air Force position on this issue. The Civil Engineer at the 911th Airlift Wing is not in a position to tell anyone outside of the unit what our requirements are. I do, however, have great concern regarding the installation of a temporary instrument landing system that does, under certain weather conditions, impact our capability on existing ramps and taxiways.

It would have been helpful had the airport authority and FAA coordinated with the Air Force and our unit when the planning process began for installation of the temporary ILS. The instrument flight rules hold line passing through our ramp will, at times, impact our ability to operate. We would like to have your help in resolving this issue and look forward to working with you.

Sincerely

JOHN A. BRADLEY, Brig Gen, USAF
Deputy to the Chief
of Air Force Reserve

cc:
SAF/MII
HQ AFRC/CV/CE
22AF/CC
911 AW/CC/CE

FEB 0 2 1998

Brig. General John A. Bradley
United States Air Force
Deputy to the Chief of Air
Force Reserve
HQ USAF/RE
1150 Air Force Pentagon
Washington, DC 20330-1150

Dear Brig. General Bradley:

The enclosed correspondence from your office (22 May 96 and Agenda No. 945-96 dated 20 July 96) advises of no requirement or need for additional ramp space for the USAF Reserve (911 Airlift Wing/CE) at Pittsburgh Int'l Airport (PIT).

However, the enclosed 29 December 97 letter from the 911 Airlift Wing/CE presents an apparent contradiction concerning the need for the subject airport property.

The Allegheny County Department of Aviation and the Federal Aviation Administration are actively pursuing the planning and environmental review for reuse of the PIT Old Terminal Building and adjacent property.

Given the comments of the 911 Airlift Wing, we are respectfully requesting a response from your office as to whether you wish to change your position presented in the aforementioned correspondence. Given the pressing need to address any "feasible and prudent" use(s) for the subject property in the planning/environmental stage of proposed development, we would greatly appreciate an expeditious response within two (2) weeks.

The above subject may be discussed with either Mr. Frank Squeglia of this office (718 553-3325) or Mr. Patrick Sullivan of our Harrisburg Airports District Office (717 730-2832).

Sincerely,

Thomas Felix

for William DeGraaff
Assistant Manager, Airports Division

Enclosures
cc: ACDA (K. Fredericks), 911 Airlift (R. Moeslein), HAR-ADO, AEA-7, AEA-600
AEA-610:FSqueglia:af:2/2/98

File: PIT AFP/Old Term. Envir.

DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE

HAR-ADO

LWW
DFC
ODS
JBC
PJS
JMB
RMW
ALL

JAN 0 8 1998

29 December 1997

Mr. Patrick J. Sullivan, P.E.
Federal Aviation Administration
Airport District Office
3911 Hartzdale Drive, Suite 1
Camp Hill PA 17011

911 Airlift Wing/CE/Mr. Robert F. Moeslein
Pittsburgh International Airport
1113 Herman Avenue
Coraopolis PA 15108-4421

Re: Pittsburgh International Airport Joint Planning Conference of 25 November 1997

Dear Mr. Sullivan:

I would like to take this opportunity to thank you for your efforts to include the 911th Airlift Wing in the Pittsburgh International Airport's joint planning process. The 25 November 1997 meeting in the FAA tower conference room was the first opportunity we had been offered to become a part of the planning process since the early 1990's.

As you know, several projects that will affect our lease property and our facilities were discussed, and we had the opportunity to begin to explain our concerns and the potential impacts of these projects on our current flying mission. Because aircraft operating criteria on Air Force controlled property differ somewhat from those prescribed by the FAA, some of the participants in the 25 November meeting may have heard of our concerns for the first time. As a tenant of the Airport, we are again thankful for this opportunity to have our voice heard as part of the Airport's development planning process.

While we barely skimmed the surface of the issues associated with the proposed Airside Business Park, Mr. Fredericks mentioned a 22 May 1996 letter from General Bradley which stated unequivocally that the U.S. Air Force had no interest in acquiring the additional 85 acres offered by the Allegheny County Board of Commissioners in 1995 (offered by the previous Board of Commissioners immediately following the failed BRAC process that had targeted the 911th for closure). General Bradley's letter was written in response to the 10 May 1996 letter from the Allegheny County Board of Commissioners, which was addressed directly to General Fogelman, USAF Chief of Staff. Although the 911th Airlift Wing was not copied on this letter, a copy of it and other correspondence was ultimately provided by an interested third party. Consequently, the Commissioners effectively completed an "end run" on previously established communication protocols between the ACDA, the Allegheny County Board of Commissioners, and the 911th Airlift Wing. In the past, my engineering staff would have been contacted first and would have prepared appropriate supporting information (a point paper) to accompany the request for Command, and the Secretary of the Air Force. Unfortunately, this chain of communication was circumvented and did not allow us to prepare information for Generals Bradley, McIntosh, and Fogelman to consider in drafting their response.

Because the Commissioners' 10 May 1996 letter did not detail the County's plans to "expand the economic vitality of the region" nor the ACDA intention to develop an Airside Business Park immediately adjacent to the 911th facilities and within historically secure Aircraft Operating Areas, it is likely that the 22

May 1996 response from the Pentagon was drafted without the benefit of being fully and appropriately informed. While this may still be an accurate statement of the Air Force's present position on land acquisition, it is important to understand that a more thorough discussion of the potential impacts of the adjoining development may have influenced how the Pentagon's response was drafted. Consequently, please do not be confused by the simplified format of the 22 May 1996 letter, and please do not interpret it as the final word on this issue.

To emphasize this point, on 27 August of this year our Wing Commander, Col. Thomas W. Spencer, was directed by the Assistant Secretary of the Air Force for Installations to conduct a review of the economic feasibility of various land acquisition alternatives. If nothing else, the fact that his review has been directed suggests that land acquisition may not have been ruled out as more information has surfaced regarding the proposed Airside Business Park. At the very least, the Air Force Reserve Command and the Pentagon are soliciting information on potential impacts of the Airside Business Park. They apparently desire that our Wing's existing mission not be compromised and that we will be able to continue to provide security and appropriate operational clearances for military aircraft.

Additionally, we want you to know that we are currently in the process of updating our Base Comprehensive Plan (which examines our vision of existing and future missions and looks into potential changes and the viability of the installation over the next 8 to 10 year time frame). This document emphasizes the importance of flexibility in planning for the future. Unfortunately, should missions change, the current configuration of the proposed Airside Business Park will stifle any potential for our organization to adjust to future mission changes (i.e., conversion to 767 NDAA aircraft). This will undoubtedly impact the long-term viability of this Wing and, in these leaner times, has the potential to be a direct cause for closure of this Air Reserve Station. Zero flexibility ultimately translates into zero future.

It is important that we go on record with the FAA, the ACDA, and Allegheny County regarding the potential impacts of the Airside Business Park, the permanence of the ILS on Runway 28C, and, to a lesser extent (if modified as discussed in our 25 November Joint Planning Conference), the widening/relocation of taxiway "E".

As the preceding suggests, we are extremely appreciative of your efforts to get us back into the Airport's Joint Planning process. We look forward to continuing our dialogue and hope to foster a productive and cooperative working relationship with all parties. We are optimistic that our renewed participation in the process will ensure the long-term existence of a military installation with a proud tradition and history of service and sacrifice throughout the world in wartime and in peace.

Again, thank you for your time and consideration.

Sincerely,

Robert F. Moeslein

ROBERT F. MOESLEIN
Base Civil Engineer
911th Airlift Wing

cc:
PaDOT, Bureau of Aviation
911th SPTG/CC/CD
911th AW/CC

945-9

OFFICIAL
REQUEST FOR BOARD ACTION

Allegheny County ☐ Institution District ☒

AGENCY: Department of Aviation

ADDRESS: Pittsburgh International Airport

CONTACT: Kevin W. Conroy EXT.472-5533

SIGNATURE: (Director)

DATE SUBMITTED BY AGENCY:

ADMINISTRATION JCM

EST. COST:

EST. REVENUE:

FUTURE IMPACT:

CHECK APPROPRIATE BOX:

Grant ☒ Capital ☐ Operating ☒

INDEX CODE: N/A

PROJECT NO: N/A

EXP. SUB OBJ. CODE: N/A

INCLUDED IN BUDGET: YES ☒ NO ☐

SUMMARY: Board Authority is requested to rescind Board Action of February 2, 1995, Agenda No. 148-A-95, and Board Action of April 20, 1995, Agenda No. 624-95 to lease additional property at Pittsburgh International Airport to the 911th Air Wing of the United States Air Force (USAF Reserve) for ramp usage.

EXPLANATION:

Board Authority is requested to rescind Board Action of February 2, 1995, Agenda No. 148-A-95, and Board Action of April 20, 1995, Agenda No. 624-95 to lease approximately seventy-seven (77) acres of property at Pittsburgh International Airport to the United States Air Force Reserve for use as additional ramp space.

It has been determined that the 911th Air Wing no longer is in need of the additional ramp space previously offered. Therefore, it is respectfully requested of the Board to rescind the prior Board Actions to enable the Department of Aviation to pursue alternative uses of this Airport property.

RECEIVED 96 JUN 24 AM 11:13 ADMINISTRATION OFFICE OF CHIEF CLERK

(Continued on Reverse)

REPORT OF BOARD ACTION AT MEETING OF: JUL 20 1996

Date Received by Chief Clerk

COMMENT:

VOTE: C | d "U"

RECEIVED 96 MAR 25 PM 1:1 OFFICE OF ADMINISTRATION CHIEF CLERK

cc: Controller
Law Department
Budget & Finance

FILE: AGENCY
FILE

☒ Approved as Submitted
☐ Approved Conditionally
☐ Denied
☒ Withdrawn/Heldover

Certified: James C. Massare
James C. Massare
Chief Clerk

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

21 May 96

HQ USAF/RE
1150 Air Force Pentagon
Washington DC 20330-1150

Mr. Larry Dunn
Chairman, Office of the Commissioners
County of Allegheny
119 Courthouse
Pittsburgh PA 15219-2499

Dear Mr. Dunn

General Fogleman asked me to respond to the County of Allegheny Board of Commissioners' offer to provide additional property adjacent to the Air Force Reserve's (AFR) Air Reserve Station (ARS) at Pittsburgh.

My Headquarters plans and programs staff did an analysis of present and future operational requirements and found no requirement for additional land at Pittsburgh ARS.

I sincerely appreciate Allegheny County's generous offer and regret that the AFR cannot accept the property. I do, however, look forward to a continued successful partnership between Allegheny County and the Air Force Reserve.

Regards

JOHN A. BRADLEY, Brig Gen, USAF
Deputy to the Chief of Air Force Reserve

HQ USAF/RE
AIR FORCE PENTAGON
WASHINGTON DC 20330-1150

RECEIVED
COMM. DUNN
96 JUN -5 PM 12:47

945-96

OFFICIAL
REQUEST FOR BOARD ACTION

Allegheny County ☐ Institution District ☐

AGENCY: Department of Aviation	EST. COST:
ADDRESS: Pittsburgh International Airport	EST. REVENUE:
CONTACT: Kevin W. Conroy EXT.472-5533	FUTURE IMPACT:
SIGNATURE: (Director)	CHECK APPROPRIATE BOX: Grant ☐ Capital ☐ Operating ☒
DATE SUBMITTED BY AGENCY:	INDEX CODE: N/A
ADMINISTRATION	PROJECT NO: N/A
	EXP. SUB OBJ. CODE: N/A
	INCLUDED IN BUDGET: YES ☐ NO ☐

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

22 May 96

HQ USAF/RE
1150 Air Force Pentagon
Washington DC 20330-1150

Mr. Larry Dunn
Chairman, Office of the Commissioners
County of Allegheny
119 Courthouse
Pittsburgh PA 15219-2499

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Regards

JOHN A. BRADLEY, Brig Gen, USAF
Deputy to the Chief of Air Force Reserve

DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE

5 October 1995

MEMORANDUM FOR HQ AFRES/CE

FROM: 911 AW/CC

SUBJECT: Pittsburgh IAP ARS Land Transfer

1. The 911 Airlift Wing currently operates efficiently and effectively on 115 acres of land primarily leased from Allegheny County for one dollar per year. The installation has a compact and efficient infrastructure, with all facilities and buildings well maintained. In February 1994, the 911 Airlift Wing signed a Memorandum of Agreement with Allegheny County to utilize an additional 21.7 acres of adjacent ramp space for surge capacity, at no cost to the government.

2. The County additionally offered 30 acres of prime, ready ramp space to the Air Force in 1994. Subsequently, the Commissioners of Allegheny County offered an additional 47 acres of concrete ramp space, adjacent to the existing ramp, at no cost to the Air Force. The development of this offer was not a reaction to BRAC 95. The offer is the outcome of a $500,000 study commissioned by HQ AFRES in 1983 and presented in 1988 as the 911 Airlift Wing Base Comprehensive Plan (see attached BCP Executive Summary).

3. The completion of the billion dollar Pittsburgh Mid-field Terminal complex in 1992, released additional acreage for the 911 AW when the old terminal and ramp space was abandoned. The 1995 Base Closure Executive Group ranked Pittsburgh IAP ARS as one of the top two installations in military value. Pittsburgh IAP ARS demonstrates the greatest capacity and capability of all AFRES units, located at commercial airfields, for cost effective expansion and the ability to react to and accommodate contingency, mobilization and future total force requirements.

4. The Department of Defense justification to close Pittsburgh IAP ARS during the 1995 BRAC process was based on inaccurate data provided by the Air Force Reserve. With corrected data applied to the COBRA model, Senator Dixon and the 1995 BRAC Commission found "Pittsburgh was one of the least costly installations to operate." With regard to the base's capability to expand, the Air Force indicated they had received the offer of additional acreage at Pittsburgh IAP ARS, but determined it was inappropriate to act on the offer, pending the outcome of the base closure process. The Commission found that the low operating costs and expansion opportunities were not fully considered by the Air Force.

5. A large portion of the acreage offered to the Air Force Reserve is ready ramp space, capable of supporting any and all aircraft in the military or commercial inventory with no known MILCON requirements. Acceptance and subsequent use of the offered property will not adversely affect any existing ecosystems.

6. Of the six (6) AFRES installations at civilian airfields compared in the 1995 BRAC process, Pittsburgh IAP ARS had the lowest projected MILCON. The concern over the latest MILCON bid prices at Pittsburgh exceeding the programmed amounts, are the result of base estimates that were not updated in eight years, unforeseen environmental requirements, unknown siting criteria during the programming process in 1987 and inaccurate estimating during the design process by the Army Corp of Engineers. These bid prices should not be interpreted to assume that Pittsburgh is a high cost area for construction as demonstrated by the construction of the Midfield Terminal facility, completed under budget and on time.

7. The greatest concern to the 911 AW at the initial offer of the proposed acreage from Allegheny County was the extent of environmental contamination that may be encountered. Discussions with the Allegheny County Commissioners on this issue, indicated that the County and/or US Air would assume responsibility for any necessary remediation. In addition, preliminary discussions between the County and the Pennsylvania Department of Environmental Resources also indicated that remediation may not be necessary if the proposed site is utilized for the same purpose as originally utilized - airport operations.

8. Acquisition of this additional acreage from Allegheny County is necessary to enhance the current posture of the Pittsburgh IAP ARS for the following reasons:

a. The 21.7 acres of ramp space, currently in use under a 1993 Memorandum of Agreement, has been utilized for the past two years to park displaced aircraft on the primary apron while construction projects, such as the installation of an environmentally benign deicing pad and a three phase concrete repair project were in process. Most recently, a portion of the MOA acreage has been utilized as a staging area for the construction of an elevated 1.5 million gallon water storage tank as a joint effort between the Moon Township and the Air Force Reserve. In addition, a portion of the MOA acreage will be utilized as a staging area for construction of the new MILCON project to construct a Jet Fuels Storage Complex.

b. This additional acreage has also enabled the 911 Airlift Wing to host several joint military exercises to include Patriot Pitt, Veteran's Tribute, Patriot Express and Provide Pitt, thus providing invaluable joint service training. Also, current billeting facilities and operational services provided by fuels, civil engineering, aircraft maintenance and transportation can support large volumes of transient aircraft and associated personnel during surge or contingency operations with no additional investment.

c. The 911 AW currently conducts apron aircraft operations under an AFRES approved waiver due to insufficient wing tip clearances between taxing aircraft and the Operations Building, B419 and the Aircraft Maintenance Shop, B418. Acceptance of this additional acreage can eliminate the need for a waiver and provide for safer, less congested operations on the flightline.

d. The 911th AW is scheduled for the construction of a new Jet Fuels Storage Facility. The site for this facility requires commercial refueling vehicles to drive through the heart of the installation. On a weekly basis, the base receives an average of four truckloads of jet fuel, consisting of approximately 8000 gallons each. The route through the base is hilly with numerous bends, heavy traffic and densely populated work areas. Conversely, there is a fully paved rear access road through Allegheny County property which was offered to the Air Force Reserve as part of the 77 acre no cost lease, which will provide a more direct route to the new facility. This access road cuts the driving distance for commercial refuelers in half, bypassing the hills, bends, traffic and densely populated work areas.

e. The 911 AW currently has only one entrance to the facility. The Base Comprehensive Plan identified the need for an emergency secondary gate for use during rush hours, UTA weekends and for special delivery needs. In times of crisis, as occurred when PennDOT ruptured a high pressure natural gas line outside the main gate, there is no alternate means of ingress or egress from the installation proper. A second means of access does exist however, adjacent to the abandoned fuel farm on Allegheny County property as identified in item 8d.

f. Since July, 1993, the 911 AW has hosted Lockheed modification teams under an AFRES contract that completed the modification and installation of "electronic equipment" on C-130 E and H models. Since that time, the base has supported, concurrently, up to three additional aircraft undergoing modification. The additional aircraft were parked on the area that is currently being used under the aforementioned MOA. The projection for completion of the modifications is sometime in the spring of 1997. Just this past week, AFRES has inquired as to the possibility of additional modifications on AFRES aircraft. The modifications proposed will upgrade the Electronic Countermeasures capabilities of selected AFRES aircraft and will extend the work of the contractors for an additional period of time.

g. The additional acreage provides an unobstructed area for engine run-ups. The existing ramp space is limited to only ground idle runs because of safety concerns relating to prop blast and the restricted parking arrangement on the existing apron. Prior to utilization of this additional acreage, engine run-ups had to be performed by contacting the FAA and utilizing an aircrew to taxi aircraft to a remote, unobstructed available area in the airport complex. This new process eliminates costly delays involving aircrew and maintenance personnel as well as excessive down time.

h. As directed in the 14 November 1994 letter from HQ AFRES/LG, C-130 and C-141 aircraft have an operational need to deploy with an initial load of flares for en-route self protection capability. In order to implement a flare prepositioning program at Pittsburgh, a flare build-up and storage area must be constructed. While an existing site is available on the current 115 acre site at Pittsburgh, it is located in a hilly area behind the engine test stand and immediately adjacent to an active airport taxiway/runway. A more ideal site is located on the additional offered acreage, which is more readily accessible to the apron, in a less restricted and less noisy area and more importantly, in a remote location relative to the base proper.

i. The 911 AW currently provides billeting and dining facilities for approximately forty (40) MEPS (Military Entrance Processing Station) authorized personnel on a daily basis. The MEPS organization has officially requested to construct a 28,000 SF facility on a three (3) acre parcel of land at the 911 AW in FY 96. Estimated savings of $600,000 per year in lease costs alone, at the Federal Building in downtown Pittsburgh, are expected. (See attached letters dated 8 April 1993 and 12 July 1991).

j. The Defense Commissary Agency has expressed an interest in constructing a new 40,000 SF commissary on a 6.4 acre site in FY 98 and relocating their current operations from the Kelly Support Facility in Oakdale, PA to the 911 AW. Forecasted monthly sales volume is estimated at $550,000 - $1,000,000. (See attached letter dated 31 July 1995 along with undated Commissary Site Plan). Preliminary discussions with Commissary personnel also indicate that a similar interest exists for the construction of a new BX facility of similar proportions, immediately adjacent to the new Commissary facility.

9. The demographics of the Pittsburgh area provide for abundant recruiting. The 911 AW maintains exceptional manning numbers, exceeding 100% for each of the last five years running. Retention rates are also very high with eligible airmen reenlistment exceeding 97%. The two medical units at the 911 AW are continuously fully manned with recruits from Pittsburgh's world class medical community. In addition, 80% of reservists live within a 50 mile radius of the base, comprising a four county area. Pittsburgh International Airport, the hub of a major US airline, provides a significant pool of experienced personnel and is an invaluable resource for aircrew recruiting and aircraft maintenance technology.

10. The outstanding relationship between the neighboring communities and the Air Force Reserves is evidenced by events relating to the recent BRAC process. The local community of Moon Township donated working space and utilities for personnel involved in efforts to save the 911 AW. The State of Pennsylvania, Counties of Allegheny and Beaver, City of Pittsburgh and local community leaders attended many meetings and offered their total support and assistance in efforts to save the 911th. In addition, the current joint use agreement with Allegheny County, provides many services to the Air Force Reserve at a minimal cost. For only $20,000 per year, the 911 AW receives the following services from Allegheny County: aircraft and fire rescue, structural fire protection, landing and take-off fees, runway maintenance and repair, emergency ambulance and medical services, control tower services and runway/taxiway snow removal services.

11. As highlighted in the 1988 Base Comprehensive Plan, Pittsburgh is America's third largest corporate city, and is located mid-way between the first, New York, and the second, Chicago. Due to its central location and transportation and distribution facilities, it is one of the most desirable and diversified economic markets in the country. In addition, in the urgent contingency of actual major war, the national mobilization of the Civil Reserve Air Fleet (all the airlines) would make Pittsburgh International Airport a crucial national center of operations - - vastly better than other competing sites in the traffic-gridlocked East Coast or Great Lakes areas or in small non-international airports to the west or south of Pittsburgh.

12. It is very difficult to acquire land for airport expansion - it is either too costly or non-existent. In this case, the land exists at no additional cost to the government. For these and the above mentioned reasons in this letter, acceptance of this additional acreage from Allegheny County is a once in a life time opportunity, a phenomenal value to the Department of Defense, especially the Air Force Reserve. This offer is the "ultimate real-estate bargain."

Thomas W. Spencer

THOMAS W. SPENCER, Col, USAFR
Commander

5 Attachments:
1. BCP Executive Summary
2. MEPS Facility Ltr, Dtd 8 Apr 1993
3. Trip Report-MEPS Site Survey, Dtd 12 Jul 1991
4. DCA Ltr, Dtd July 31, 1995
5. DCA Commissary Site Plan, Undtd

DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE

22 November 1995

MEMORANDUM FOR HERBERT C. HIGGINBOTHAM, II, P.E.
DIRECTOR
DEPARTMENT OF AVIATION
COUNTY OF ALLEGHENY
PITTSBURGH INTERNATIONAL AIRPORT
LANDSIDE TERMINAL, SUITE 4000
P.O. BOX 12370
PITTSBURGH, PA 15231-0370

FROM: 911 Airlift Wing/CC
Pittsburgh Intl Arpt ARS
316 Defense Ave
Coraopolis, PA 15108-4421

SUBJECT: Reuse of Old Terminal
Greater Pittsburgh International Airport

1. The 911 AW has been given approval to obligate funds to conduct a phase I Environmental Baseline Survey, the first step required by AFI 32-7066 in real estate transactions, for the acquisition of additional acreage offered by Allegheny County to the Air Force.

2. Please provide any studies, surveys, documents, etc. that address environmental site conditions of the approximate eighty-five (85) acres of the eastern portion of the ramp area and terminal, and deicing pad at the old Greater Pittsburgh International Airport.

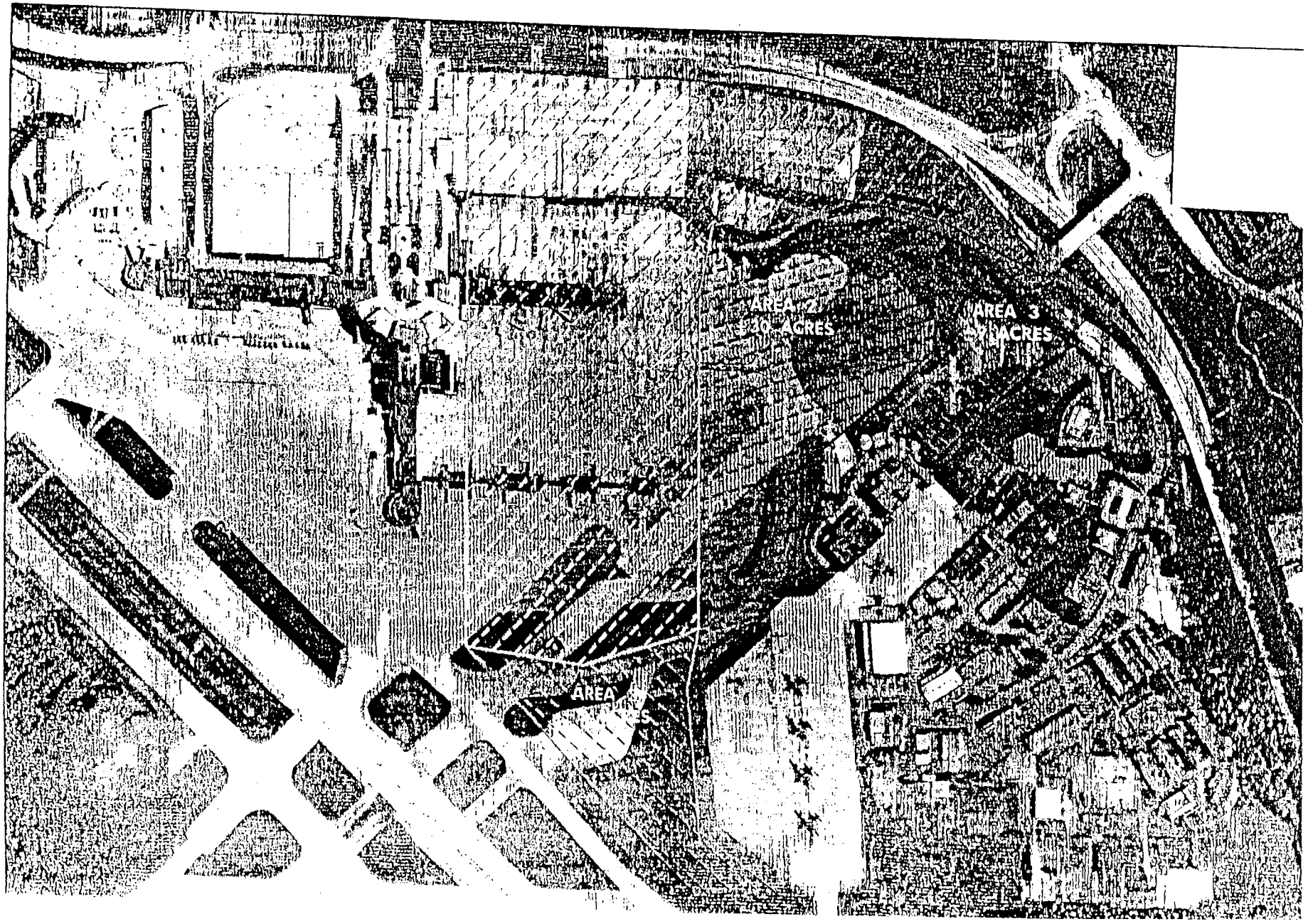
3. The above parcels of land are designated as Area 1 (± 47 acres), Area 2 (± 30 acres) and Area 3 (± 8 acres) on the attached map.

4. Please direct any questions to Mr. Robert F. Moeslein, Base Civil Engineer, at 474-8571 or Mr. Richard Feid, Environmental Engineer, at 474-8749.

THOMAS W. SPENCER, Colonel, USAFR
Commander

Attachment
Area Map

cc:
911 AW/CE
911 AW/CEV


AREA 2
AREA 3
AREA

18TH DISTRICT, PENNSYLVANIA

COMMITTEE ON
WAYS AND MEANS

RANKING MEMBER, SUBCOMMITTEE
ON HUMAN RESOURCES

MEMBER, SUBCOMMITTEE ON
OVERSIGHT

WASHINGTON OFFICE:
1222 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-3818
(202) 225-2135

Congress of the United States
House of Representatives
Washington, DC 20515-3818

DISTRICT OFFICES:
[illegible] ROAD
PITTSBURGH, PA 15235
(412) 883-3205

[illegible] AVENUE
McKEESPORT, PA 15132
(412) 664-4043

[illegible] ROAD
PITTSBURGH, PA 15235
(412) 883-3206

December 12, 1994

Secretary James F. Boatright
Deputy Assistant Secretary
Of Air Force (Installations)
SAS-MII
1660 Air Force Pentagon
Washington, D.C. 20330-1660

Dear Secretary Boatright:

I am writing to urge your consideration of a proposal regarding the 911th Airlift Wing in Pittsburgh, Pennsylvania.

Through my numerous visits to the 911th as a U.S. Congressman, I became aware of the opportunity to acquire additional aircraft parking ramp space. As you may know, the old Greater Pittsburgh Airport is currently vacant and stands adjacent to the 911th. An offer has been made by the county to add to the current lease some 30 acres of land from the old airport terminal area. This land would be a valuable and extremely useful asset to the Reserve Base at no additional cost to the Reserves.

It is my understanding that approval of this action is currently pending in your office. The 911th has played an integral part in serving the Pittsburgh and international community through its humanitarian and military airlift missions. Acceptance of this proposal would enable the 911th to expand and take on additional responsibility.

Thank you for your consideration of this matter. I look forward to your reply.

Sincerely,

Rick Santorum

Rick Santorum
Member of Congress

RS:ps

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

PETE FLAHERTY
COMMISSIONER

TOM FOERSTER
CHAIRMAN

LARRY DUNN
COMMISSIONER

DEPARTMENT OF AVIATION
PITTSBURGH INTERNATIONAL AIRPORT • ALLEGHENY COUNTY AIRPORT

County of Allegheny

PITTSBURGH INTERNATIONAL AIRPORT
LANDSIDE TERMINAL, SUITE 4000
P.O. BOX 12370
PITTSBURGH, PA 15231-0370
(412) 472-3500 • FAX (412) 472-3636

HERBERT C. HIGGINBOTHAM, II, P.E.
DIRECTOR

November 14, 1994

Colonel T. Spencer, USAF Reserve
911th Air Wing
Greater Pittsburgh International Airport
316 Defense Avenue, Suite 101
Coraopolis, PA 15108-4403

SUBJECT: REUSE OF OLD TERMINAL
GREATER PITTSBURGH INTERNATIONAL AIRPORT

Dear Colonel Spencer:

The County of Allegheny, Department of Aviation has recently been reviewing the old terminal for the Greater Pittsburgh International Airport and the associated ramp area. In reviewing this, it appears that the eastern portion of this ramp area which comprises approximately thirty (30) acres, may be suitable for use by the Air Force Reserve. If this is of interest to you, we would submit a request to the Board of Commissioners of Allegheny County to amend your lease to include this with the other land you are currently occupying. In previous discussions with the Commissioners, I am sure they will be receptive to this idea because of the value and the benefit of the 911th to this community. Based on these conversations with the Commissioners, specifically concerning the County's reuse of this area, I know that they would receive this request favorably.

Please indicate your thoughts concerning this to me so that if this is your desire, we can initiate the necessary paper work. I have been told that you have been an excellent neighbor over the years and that the Allegheny County Department of Aviation and the 911th have worked together very well. This was very evident to me in the aftermath of the tragedy of the crash of USAir Flight 427.

If there is a need for us to discuss this matter, please do not hesitate to call me at 472-3510.

Very truly yours,

Herbert C. Higginbotham

Herbert C. Higginbotham, II, P.E.
Director

HCH/rd

cc Commissioner Tom Foerster, Chairman
Commissioner Pete Flaherty
Commissioner Larry Dunn
Tom Jargiello, ACDA
Peter Florian, ACDA
Kevin Conroy, ACDA
Richard Belotti, ACDA

PETE FLAHERTY
COMMISSIONER

TOM FOERSTER
CHAIRMAN

LARRY DUNN
COMMISSIONER

DEPARTMENT OF AVIATION

PITTSBURGH INTERNATIONAL AIRPORT • ALLEGHENY COUNTY AIRPORT

PITTSBURGH INTERNATIONAL AIRPORT

LANDSIDE TERMINAL, SUITE 4000
P.O. BOX 12370
PITTSBURGH, PA 15231-0370
(412) 472-3500 • FAX (412) 472-3636

HERBERT C. HIGGINBOTHAM, II, P.E.
DIRECTOR

July 19, 1994

Christopher M. Joniec, Colonel,USAFR
Commander
911 Airlift Group
Pittsburgh IAP ARS
316 Defense Avenue, Suite 101
Coraopolis, PA 15108-4403

SUBJECT: EXPANSION OF RESERVE BASE REQUEST

Dear Mr. Joniec:

Thank you for your memo of June 30, 1994. It was very informative. The Department of Aviation has again considered your request to lease additional airport property adjacent to your reserve base. Unfortunately, at this time we are unable to commit this additional area to your leased premises. The County is continuing to pursue various reuses of the old terminal building and surrounding ramp areas and at this time are unable to make any long term commitments of this area.

The County appreciates the importance of your presence at Pittsburgh International Airport and its impact on the local economy. In deciding a definite reuse of the old terminal, the County will give your request the utmost consideration.

In the interim, I would like to offer the services of this Department to assist you in possibly identifying solutions to your problems of a shortage of available ramp areas. This could include identifying other areas of potential ramp usage or more economical usage of existing leased space. Please let me know if you would like to pursue this avenue.

Again, I would like to emphasis that this Department is aware of your concerns and will keep these in mind in any decision affecting the areas in question.

Very truly yours,

Herbert C. Higginbotham

Herbert C. Higginbotham, II, P.E.
Director

HCH/KWC/sb

eorb7-18

PETE FLAHERTY
COMMISSIONER

TOM FOERSTER
CHAIRMAN

LARRY DUNN
COMMISSIONER

DEPARTMENT OF AVIATION

PITTSBURGH INTERNATIONAL AIRPORT • ALLEGHENY COUNTY AIRPORT

County of Allegheny

PITTSBURGH INTERNATIONAL AIRPORT

LANDSIDE TERMINAL, SUITE 4000
P.O. BOX 12370
PITTSBURGH, PA 15231-0370
(412) 472-3500 • FAX (412) 472-3636

HERBERT C. HIGGINBOTHAM, II, P.E.
DIRECTOR

RFM 11 April 94
CEE
CEV/RF
CEEK
CEM
CEA
For your info

April 5, 1994

Col. Christopher M. Joniec, USAFR
Commander
911 Airlift Group
Pittsburgh International Airport ARS316
Defense Avenue, Ste. 101
Coraopolis, PA 15108-4403

SUBJECT: EXPANSION OF RESERVE BASE

Dear Commander Joniec:

On February 7, 1994, several members of my staff met with Dennis Weber, Executive Officer for the 911th Airlift Group, Keith A. Schmidt, Military and Veterans' Affairs Coordinator for Rick Santorum's office, Charlie Engstrom of Commissioner Dunn's office and several other military personnel. This meeting had been requested by the 911th in order to express a need to lease approximately 30 additional acres of Airport property for expansion of existing aircraft apron.

In order for the Department of Aviation to consider this request for additional lease space, it is necessary for the 911th to provide us with specific information as listed below:

1. A site plan depicting the actual and revised lease line; interface with existing and proposed Airport facilities; and access and infrastructure impacts.

2. A use plan depicting proposed facilities and aircraft parking.

3. Supporting documentation of needs including, but not limited to, the existing and future economic impact of the base, impact of potential military down sizing, and overall viability of the base.

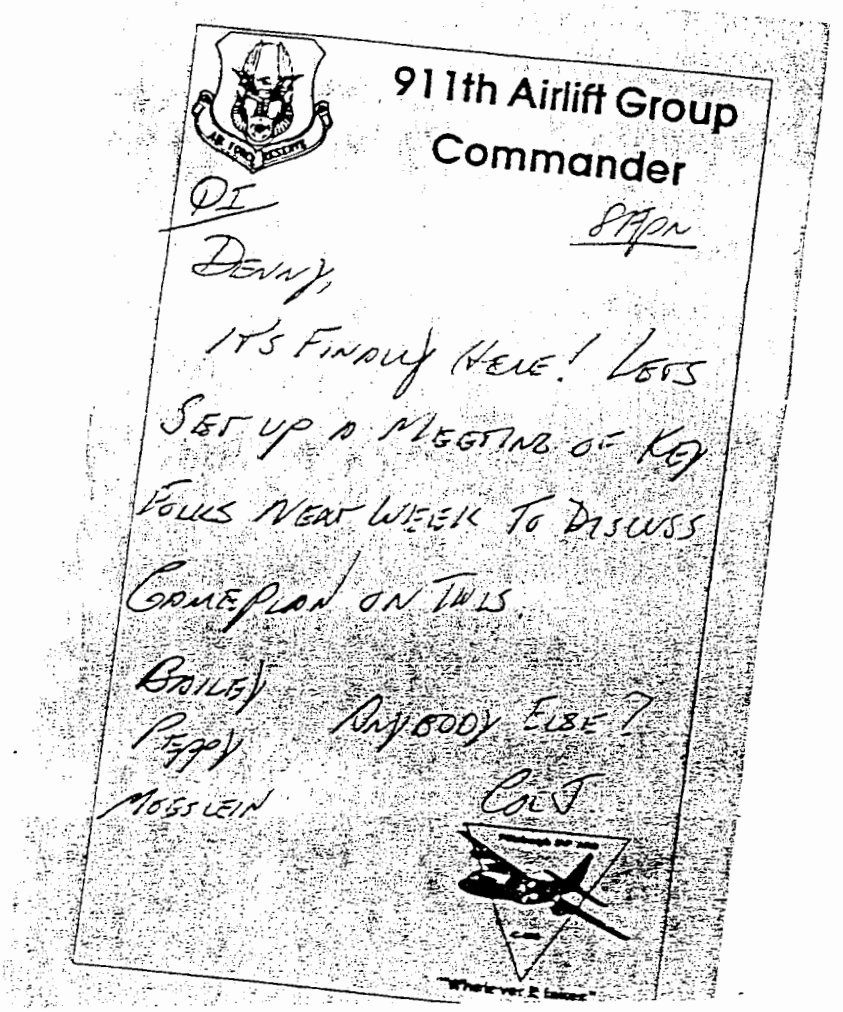
Upon receipt of this information, my staff will review the 911th's expansion request in light of current and proposed Airport developments. Should you have any questions in the interim, please contact Richard C. Belotti, Principal Planner of my staff at 472-3545.

Very truly yours,

Herbert C. Higginbotham, II, P.E.
Director

HCH/RCB/PF/jr

cc Peter Florian
Tom Jargiello
Kevin Conroy
Charles Engstrom



911th Airlift Group
Commander

QI

8 Apr

Denny,

It's Finally Here! Lets Set up a Meeting of Key Folks Next Week To Discuss Game Plan on This.

Bailey
Peppy
Moeslein

Anybody Else?

Col J

"Wherever it takes"

SUPPLEMENT AGREEMENT NO. 4
TO
MEMORANDUM OF AGREEMENT
AGREEMENT NO. 032076
BY AND BETWEEN
COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA
AND THE UNITED STATES OF AMERICA

WHEREAS, on February 3, 1993, the County of Allegheny, Commonwealth of Pennsylvania, hereinafter referred to as Allegheny County, and the United States of America, hereinafter referred to as AFRC (Air Force Reserve Command), entered into a Memorandum of Agreement whereby Allegheny County granted temporary use of the old commuter apron to AFRC for the purpose of parking military aircraft during apron repairs and construction of a deicing pad, for the period of one year from date of execution and renewable for an additional year, not to extend beyond December 31, 1995; and by subsequent Supplemental Agreements 1, 2, and 3 extended the Agreement term to December 31, 2004; and

WHEREAS, AFRC desires to extend the Memorandum of Agreement for an additional five (5) year period from 1 January 2005 thru 31 December 2009.

NOW THEREFORE, effective upon the execution hereof, Agreement No. 032076 is amended as follows:

1. Paragraph No. 4 is changed in part to read "... This Agreement shall remain in effect for a five (5) year period from 1 January 2005 through 31 December 2009."

2. Allegheny County hereby agrees for AFRC to continue the use of the County access road during the use of the parking ramp. Use of the access road will be coordinated with the Engineering Section/Construction Manager on an as-needed basis.

3. Paragraph 3 from Supplement Agreement No. 3, dated 20 August 2001 which states: "The Allegheny County Airport Authority reserves the right to adjust the amount of area access is granted under this agreement with 90 days written notice." Is changed to read: "This Agreement may be cancelled by either party upon 90 days written notification."

THAT ALL OTHER TERMS AND CONDITIONS of the Memorandum of Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, this Supplement Agreement 4 is duly executed on the 24th day of March 2005, by the parties hereto, intending themselves to be legally bound hereby.

ALLEGHENY COUNTY AIRPORT AUTHORITY

KENT G. GEORGE, A.A.E.
Executive Director
Allegheny County Airport Authority

HEADQUARTERS UNITED STATES
AIR FORCE RESERVE COMMAND

STEVEN W. ZANDER, COLONEL
The Civil Engineer

SUPPLEMENT AGREEMENT NO. 3
TO
MEMORANDUM OF AGREEMENT
AGREEMENT NO. 032076
BY AND BETWEEN
COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA
AND THE UNITED STATES OF AMERICA

WHEREAS, on February 3, 1993, the County of Allegheny, Commonwealth of Pennsylvania, hereinafter referred to as Allegheny County, and the United States of America, hereinafter referred to as AFRC (Air Force Reserve Command), entered into a Memorandum of Agreement whereby Allegheny County granted temporary use of the old commuter apron to AFRC for the purpose of parking military aircraft during apron repairs and construction of a deicing pad, for the period of one year from date of execution and renewable for an additional year, not to extend beyond December 31, 1995; and by subsequent Supplemental Agreements 1 and 2, extended the Agreement term to December 31, 1999; and

WHEREAS, AFRC desires to extend the Memorandum of Agreement for a five (5) year period from 1 January 2000 thru 31 December 2004.

NOW THEREFORE, effective upon the execution hereof, Agreement No. 032076 is amended as follows:

1. Paragraph No. 4 is changed in part to read "... This Agreement shall remain in effect for a five (5) year period from 1 January 2000 through 31 December 2004."

2. Allegheny County hereby agrees for AFRC to continue the use of the County access road during the use of the parking ramp. Use of the access road will be coordinated with the Engineering Section/Construction Manager on an as-needed basis.

3. The Allegheny County Airport Authority reserves the right to adjust the amount of area access is granted under this agreement with 90 days written notice.

THAT ALL OTHER TERMS AND CONDITIONS of the Memorandum of Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, this Supplement Agreement 3 is duly executed on the 20th day of AUGUST 2001, by the parties hereto, intending themselves to be legally bound hereby.

ALLEGHENY COUNTY AIRPORT AUTHORITY

KENT G. GEORGE, AAE
Executive Director
Allegheny County Airport Authority

HEADQUARTERS UNITED STATES
AIR FORCE RESERVE COMMAND

JON D. VERLINDE, COLONEL
The Civil Engineer

SUPPLEMENT AGREEMENT NO. 2
TO
MEMORANDUM OF AGREEMENT
AGREEMENT NO. 032076
BY AND BETWEEN
COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA
AND THE UNITED STATES OF AMERICA

WHEREAS, on February 3, 1993, the County of Allegheny, Commonwealth of Pennsylvania, hereinafter referred to as Allegheny County, and the United States of America, hereinafter referred to as AFRES, entered into a Memorandum of Agreement whereby Allegheny County granted temporary use of the old commuter apron to AFRES for the purpose of parking military aircraft during apron repairs and construction of a deicing pad, for the period of one year from date of execution and renewable for an additional year, not to extend beyond December 31, 1995; and by a subsequent supplemental agreement extended the Agreement term to December 31, 1996; and

WHEREAS, AFRES desires to extend the Memorandum of Agreement until December 31, 1999; and

WHEREAS, AFRES desires the continued use of the County access road to the apron area; and

WHEREAS, the COUNTY of ALLEGHENY desires that limitations be added to the Agreement as described below.

NOW THEREFORE, effective upon the execution hereof, Agreement No. 032076 is amended as follows:

1. Paragraph No. 4 is changed in part to read "... This Agreement shall in no event extend beyond December 31, 1999; or in the event Project JLSS 94-9004, Jet Fuel Storage Complex and Project JLSS 97-0009, Repair Apron Concrete Slabs are completed earlier than the dates described; or in the event a new agreement is reached regarding a larger tract of land, this present Agreement will terminate...."

2. Allegheny County hereby agrees for AFRES to continue using the County access road to the apron area during the abovementioned construction projects. Use of the access road will be coordinated with the Engineering Section/Construction Manager on an as-needed basis.

THAT ALL OTHER TERMS AND CONDITIONS of the Memorandum of Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, this Supplement Agreement 2 is duly executed on the 25TH day of NOVEMBER 1996, by the parties hereto, intending themselves to be legally bound hereby.

COUNTY OF ALLEGHENY

GARY L. BISHOP
Director, Department of Aviation

HEADQUARTERS UNITED STATES AIR FORCE RESERVE

DONALD J. MEISTER
The Civil Engineer

SUPPLEMENT AGREEMENT NO. 1
TO
MEMORANDUM OF AGREEMENT
AGREEMENT NO. 032076
BY AND BETWEEN
COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA
AND
THE UNITED STATES OF AMERICA

WHEREAS, on February 3, 1993, the County of Allegheny, Commonwealth of Pennsylvania, hereinafter referred to as Allegheny County, and the United States of America, hereinafter referred to as AFRES, entered into a Memorandum of Agreement whereby Allegheny County granted temporary use of the old commuter apron to AFRES for the purpose of parking military aircraft during apron repairs and construction of a deicing pad, for the period of one year from date of execution and renewable for an additional year, not to extend beyond December 31, 1995; and

WHEREAS, AFRES desires to extend the Memorandum of Agreement until December 31, 1996; and

WHEREAS, AFRES desires to use the County access road to the apron area.

NOW THEREFORE, effective upon the execution hereof, Agreement No. 032076 is amended as follows:

1. Paragraph No. 4 is changed in part to read "...This Agreement shall in no event extend beyond December 31, 1996 ..."

2. Allegheny County hereby agrees for AFRES to use the County access road to the apron area during the construction of the Water Storage Tank and the new POL (Fuel Farm) facility. Use of the access road will be coordinated with the Engineering Section/ Construction Manager on an as-needed basis.

THAT ALL OTHER TERMS AND CONDITIONS of the Memorandum of Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, this Supplement Agreement 1 is duly executed on 24th day of JUN 1995, by the parties hereto, intending themselves to be legally bound hereby.

COUNTY OF ALLEGHENY

Herbert C. Higginbotham

HERBERT C. HIGGINBOTHAM, II, P.E.
Director, Dept of Aviation

HEADQUARTERS UNITED STATES
AIR FORCE RESERVE

B G Clary

BOBBY G. CLARY
The Asst Civil Engineer

ALLEGHENY COUNTY
ALLEGHENY COUNTY INSTITUTION DISTRICT
CONTRACT LOG
CONTACT PERSON: CELESTE MCGRAW
412 355-4750

AGENDA #: 156-94-B

Date Authorized: 2/03/94

Moved: DUNN Second: FLAHERTY Vote: U

Date received from Law Department: 2/03/94
Date received by Commissioners: 2/03/93
Date forwarded to Controller: 3/29/94
Date received from Controller:
Date returned to Department: APR. 7 1994

TO: Director
Department: AVIATION

From: Guy A. Tumolo
Director of Administration/
Chief Clerk

When Billing please refer:

Agreement #: 0 32070

Contract #: 0

Vendor Name: U.S. AIR FORCE

Description:

U.S. AIR FORCE, MEMORANDUM OF AGREEMENT, FOR TEMPORARY USE OF THE OLD COMMUTER APRON FOR THE PURPOSE OF PARKING MILITARY AIRCRAFT DURING APRON REPAIRS AND CONSTRUCTION OF A DEICING PAD, FOR THE PERIOD OF ONE YEAR FROM DATE OF EXECUTION AND RENEWABLE FOR AN ADDITIONAL YEAR, NOT TO EXTEND BEYOND DECEMBER 31, 1995, AND FURTHER GRANT AUTHORIZATION FOR THE DIRECTOR OF AVIATION TO EXECUTE MEMORANDUM OF AGREEMENT.

****

Properly executed copies of the above-referenced agreement are returned herewith. You are requested to distribute those returned you.

GAT/cam

cc: Controller
Law Department
Vendor: U.S. AIR FORCE

MORANDUM OF AGREEMENT BETWEEN
ALLEGHENY COUNTY AND THE UNITED STATES AIR FORCE RESERVE

PURPOSE: The purpose of this agreement is to specify terms for the Air Force Reserve (AFRES) to use a portion (21.7 acres more or less) of the old commuter parking apron east of the recently installed security fence around the former terminal building at Pittsburgh International Airport (IAP). Allegheny County owns the property located north and east of taxiway "O". (See exhibit A attached). The apron will be used for parking five or more C-130 aircraft temporarily during three phases of ramp repairs, and the construction of a deicing pad on the Pittsburgh IAP Air Reserve Station (ARS).

Agreement:

1. Allegheny County Shall:

a. Allow AFRES, its officers, agents and employees use of the apron (County property) at no cost for the limited purpose of parking Military aircraft.

b. Not be responsible for damages to property or injuries to persons which may arise from, or be incident to, the use and occupation of the apron premises or arising out of activities of AFRES, its officers, agents, employees, representatives or contractors; or for any contamination caused by AFRES; or for damages to the property or injuries to the person of the Counties officers, agents, servants or employees or others who may be on the used premises at their invitation or the invitation of any one of them, except for claims arising out of the negligence or willful misconduct of the County, its officers, agents, employees, or invitees.

2. Air Force Resereve ..all:

a. Prepare an Environmentel Assessment, and Environmental Base Line Survey prior to the use of the property, to show what significant impact, if any, use of the land will have on the property, surrounding area and/or environment at large.

b. Comply with all applicable Pittsburgh IAP regulations,etc. while using County property.

c. Be responsible for sweeping and removing all snow while using County property.

d. Be responsible for security of used County property thru daily inspections by AFRES security police.

e. Maintain and implement a spill response plan that would include provisions for containing and cleaning up a spill. Supply and maintain adequate spill protection kits on site and assume total managerial and financial responsibilty for the organization, cleanup and disposal of spilled fuel and/or contaminated material in case of an accidental spill or emergency on County property.

f. Conduct a joint condition survey of the proposed use County property with representatives of the County prior to implementation of this Agreement. All damage caused by AFRES during the term of this Agreement will be repaired and/or replaced by AFRES at no cost to the County.

g. Restore the property to the same condition as that existing at the time of entering upon the same under this Agreement, or leave any improvements made to the County at no cost.

3. Limitations: The County will allow utility connections and useage to AFRES, however, no other services will be provided.

4. Term: This Agreement shall be in effect for one year, renewable for an additional year, and shall in no event extend beyond 31 Dec 95, or upon completion of ramp repairs and construction of the deicing pad on the Air Station. The Agreement may only be modified by mutual agreement of both parties in writing and signed by each of the parties hereto. This Agreement may be cancelled by either party upon 90 days written notification, and is effective upon signing of both parties.

This Agreement made and entered into this 3rd day of February, 1993.

COUNTY OF ALLEGHENY

Herbert C. Higgenbotham III

HERBERT HIGGENBOTHAM, III
DIRECTOR

HEADQUARTERS UNITED STATES
AIR FORCE RESERVE

B G Clary

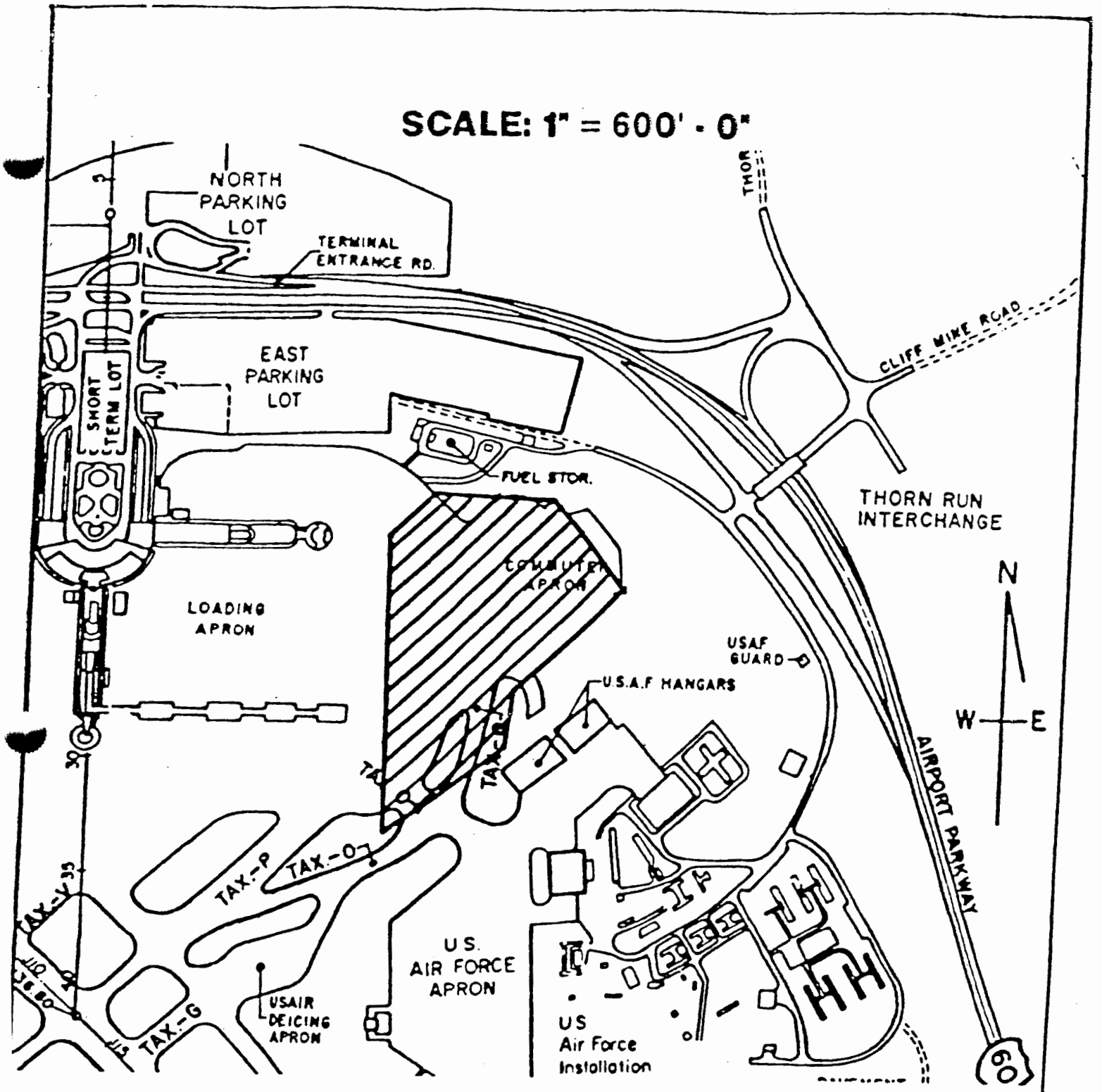
BOBBY G. CLARY
Asst Director/Civil Engineering

APPROVED AS TO FORM:

Ira Weiss

SOLICITOR

ASSISTANT COUNTY SOLICITOR

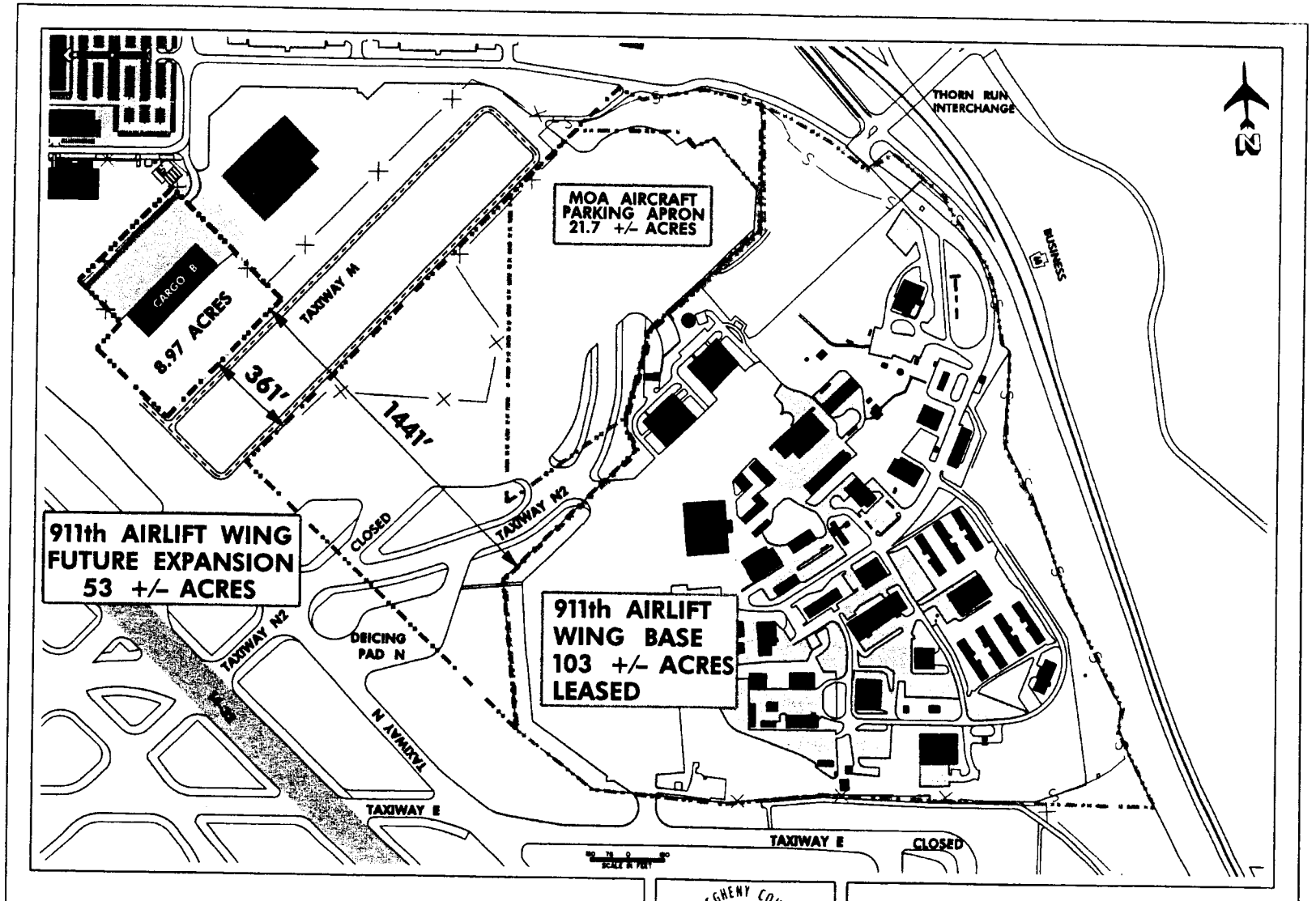


PROPOSED SITE

TEMPORARY AIRCRAFT PARKING APRON

13 JANUARY 1993

EXHIBIT A



Baker

Michael Baker Jr., Inc.

ALLEGHENY COUNTY AIRPORT AUTHORITY

911th AIRLIFT WING

L:\PROJECTS\PIT\Current\Dgn\GEN\Zplt_911_airwing.dgn 01-JUN-2005 12:29

RICK SANTORUM
PENNSYLVANIA

REPUBLICAN CONFERENCE
CHAIRMAN

WASHINGTON, DC
511 DIRKSEN SENATE OFFICE BUILDING
WASHINGTON, DC 20510
(202) 224-6324

United States Senate

http://santorum.senate.gov

COMMITTEES:
FINANCE
BANKING, HOUSING, AND URBAN AFFAIRS
AGRICULTURE, NUTRITION AND FORESTRY
RULES AND ADMINISTRATION
SPECIAL COMMITTEE ON AGING

U.S. SENATOR RICK SANTORUM

FACSIMILE COVER SHEET

#062703
Delivered to addressee

DATE: 6/26/05

TIME: 12:09 pm

TO: Kenneth C. Small, Air Force Team Leader
Base Closure and Realignment Commission

FAX #: 703-699-2735

FROM: George Bernier

RE: Ken, per our meeting on Friday, June 24, 2005.
Thanks.
George

PAGES (INCLUDING COVER SHEET): 3

☐ ALLENTOWN
3902 FEDERAL OFFICE BUILDING
504 WEST HAMILTON STREET
ALLENTOWN, PA 18105
(610) 770-0142

☐ ALTOONA
REGENCY SQUARE
SUITE 202
ROUTE 220 NORTH
ALTOONA, PA 16601
(814) 946-7023

☐ COUDERSPORT
81 MARVIN HILL ROAD
COUDERSPORT, PA 16915
(814) 274-9773

☐ ERIE
1705 WEST 26TH STREET
ERIE, PA 16508
(814) 454-7114

☐ HARRISBURG
555 WALNUT STREET
FIRST FLOOR
HARRISBURG, PA 17101
(717) 231-7540

☐ PHILADELPHIA
WIDENER BUILDING
ONE SOUTH PENN SQUARE
SUITE 960
PHILADELPHIA, PA 19107
(215) 864-6000

☐ PITTSBURGH
100 WEST STATION SQUARE DRIVE
LANDMARKS BUILDING
SUITE 250
PITTSBURGH, PA 15219
(412) 562-0533

☐ SCRANTON
527 LINDEN STREET
SCRANTON, PA 18503
(570) 344-8799

Ken, thanks for making the time to meet with the PIT BRAC folks on Friday.

As I mentioned, I received a response from the BRAC Clearinghouse on the fate of the Commissary at the Charles E. Kelly Support Activity.

The current commissary is not mentioned in the Department's recommendations that impact C.E. Kelly.

Attached is a copy of the Army's response to my query on the status of the commissary.

Again, thank you for making the time to meet with the PIT BRAC members and I appreciate your consideration of the Army's response.

-George Bernier
(202) 224-6324

BRAC 2005 - Query Response Manager

Response to 0335

Question:

have a question regarding the Department of Defense's BRAC recommendation to close the Charles E. Kelly Support Activity, located in the greater Pittsburgh, Pennsylvania region. As I understand the recommendation, the Department of Defense has recommended closing the Charles E. Kelly Support Activity and has recommended transferring military units at the Activity to the Pittsburgh U.S. Army Reserve Center (what is currently the site of the 99th Regional Readiness Command).

I am trying to determine the status of the DeCA commissary that is located at the Charles E. Kelly Support Activity. Specifically, I am looking for information as to whether the Department is recommending that the commissary close or stay open. General Newton and others on the BRAC Commission staff will be visiting Pittsburgh on Tuesday, June 21, so any information you can provide is appreciated.

Answer:

The status of the commissary will be determined by DeCa after further econcomic assessment. The details of this plan will be worked out in execution, with the local community, once BRAC recommendations are approved and become law.

References:

Approved By: Patrick W. McGuyn **Date:** 17-Jun-05

Question submitted by:
George Bernier
Office of Senator Rick Santorum

Installations:	Recommendations Impacting Installation	Report Location	Page
Vance Air Force Base			
	Pope Air Force Base, NC, Pittsburgh International Airport Air Reserve Station, PA, and Yeager Air Guard Station, WV	Vol 1: Part 2 - Air Force Section	USAF - 35
	Undergraduate Pilot and Navigator Training	Vol 1: Part 2 - Education & Training Section	E&T - 14
Will Rogers World Airport Air Guard Station			
	Andrews Air Force Base, MD, Will Rogers Air Guard Station, OK, Tinker Air Force Base, OK, and Randolph Air Force Base, TX	Vol 1: Part 2 - Air Force Section	USAF - 23
Oregon			
Navy Reserve Center Central Point			
	Navy Reserve Centers	Vol 1: Part 2 - Navy Section	DoN - 37
Portland International Airport Air Guard Station			
	Portland International Airport Air Guard Station, OR	Vol 1: Part 2 - Air Force Section	USAF - 41
Umatilla Army Depot			
	Umatilla Chemical Depot, OR	Vol 1: Part 2 - Industrial Section	Ind - 14
Pennsylvania			
Bristol U.S. Army Reserve Center, Philadelphia			
	RC Transformation in Pennsylvania	Vol 1: Part 2 - Army Section	USA - 82
Defense Distribution Depot Susquehanna			
	Commodity Management Privatization	Vol 1: Part 2 - Supply and Storage Section	S&S - 5
Engineering Field Activity Northeast			
	Engineering Field Division/Activity	Vol 1: Part 2 - Navy Section	DoN - 28
Human Resources Support Center Northeast			
	Consolidate Civilian Personnel Offices (CPOs) within each Military Department and the Defense Agencies	Vol 1: Part 2 - Headquarters and Support Activities Section	H&SA - 19
Kelly Support Center			
	USAR Command and Control – Northeast	Vol 1: Part 2 - Army Section	USA - 109
Letterkenny Army Depot			
	Marine Corps Logistics Base, Barstow, CA	Vol 1: Part 2 - Navy Section	DoN - 6
	Naval Weapons Station Seal Beach, CA	Vol 1: Part 2 - Industrial Section	Ind - 4
	Red River Army Depot, TX	Vol 1: Part 2 - Army Section	USA - 16
	Rock Island Arsenal, IL	Vol 1: Part 2 - Industrial Section	Ind - 7

24 Recommendations

Installations:	Recommendations Impacting Installation	Report Location	Page
Marine Corps Reserve Center Johnstown			
	Naval Air Station Joint Reserve Base Willow Grove, PA, and Cambria Regional Airport, Johnstown, PA	Vol 1: Part 2 - Navy Section	DoN - 21
Naval Air Station Willow Grove			
	Fleet Readiness Centers	Vol 1: Part 2 - Industrial Section	Ind - 19
	Naval Air Station Joint Reserve Base Willow Grove, PA, and Cambria Regional Airport, Johnstown, PA	Vol 1: Part 2 - Navy Section	DoN - 21
Naval Support Activity Mechanicsburg			
	Commodity Management Privatization	Vol 1: Part 2 - Supply and Storage Section	S&S - 5
	Depot Level Reparable Procurement Management Consolidation	Vol 1: Part 2 - Supply and Storage Section	S&S - 7
Naval Support Activity Philadelphia			
	Consolidate Civilian Personnel Offices (CPOs) within each Military Department and the Defense Agencies	Vol 1: Part 2 - Headquarters and Support Activities Section	H&SA - 19
Navy Crane Center Lester			
	Engineering Field Division/Activity	Vol 1: Part 2 - Navy Section	DoN - 28
Navy Philadelphia Business Center			
	Naval Shipyard Detachments	Vol 1: Part 2 - Industrial Section	Ind - 26
Navy-Marine Corps Reserve Center Lehigh			
	Navy and Marine Corps Reserve Centers	Vol 1: Part 2 - Navy Section	DoN - 29
Navy-Marine Corps Reserve Center Pittsburgh			
	Navy and Marine Corps Reserve Centers	Vol 1: Part 2 - Navy Section	DoN - 29
Navy-Marine Corps Reserve Center Reading			
	Navy and Marine Corps Reserve Centers	Vol 1: Part 2 - Navy Section	DoN - 29
North Penn U.S. Army Reserve Center, Norristown			
	RC Transformation in Pennsylvania	Vol 1: Part 2 - Army Section	USA - 82
Pitt U.S. Army Reserve Center, Corapolis			
	USAR Command and Control – Northeast	Vol 1: Part 2 - Army Section	USA - 109
Pittsburgh International Airport Air Reserve Station			
	Pope Air Force Base, NC, Pittsburgh International Airport Air Reserve Station, PA, and Yeager Air Guard Station, WV	Vol 1: Part 2 - Air Force Section	USAF - 35
Serrenti U.S. Army Reserve Center, Scranton			
	RC Transformation in Pennsylvania	Vol 1: Part 2 - Army Section	USA - 82

Installations:	Recommendations Impacting Installation	Report Location	Page
Tobyhanna Army Depot			
	Lackland Air Force Base, TX	Vol 1: Part 2 - Industrial Section	Ind - 15
	Marine Corps Logistics Base, Barstow, CA	Vol 1: Part 2 - Navy Section	DoN - 6
	Naval Weapons Station Seal Beach, CA	Vol 1: Part 2 - Industrial Section	Ind - 4
	Red River Army Depot, TX	Vol 1: Part 2 - Army Section	USA - 16
	Supply, Storage, and Distribution Management Reconfiguration	Vol 1: Part 2 - Supply and Storage Section	S&S - 13
U.S. Army Reserve Center Bloomsburg			
	RC Transformation in Pennsylvania	Vol 1: Part 2 - Army Section	USA - 82
U.S. Army Reserve Center Lewisburg			
	RC Transformation in Pennsylvania	Vol 1: Part 2 - Army Section	USA - 82
U.S. Army Reserve Williamsport			
	RC Transformation in Pennsylvania	Vol 1: Part 2 - Army Section	USA - 82
W. Reese U.S. Army Reserve Center/OMS, Chester			
	RC Transformation in Pennsylvania	Vol 1: Part 2 - Army Section	USA - 82
Puerto Rico			
Army National Guard Reserve Center Humacao			
	RC Transformation in Puerto Rico	Vol 1: Part 2 - Army Section	USA - 85
Fort Buchanan			
	Relocate Army Headquarters and Field Operating Agencies	Vol 1: Part 2 - Headquarters and Support Activities Section	H&SA - 46
Lavergne U.S. Army Reserve Center Bayamon			
	RC Transformation in Puerto Rico	Vol 1: Part 2 - Army Section	USA - 85
U.S. Army Reserve Center Ramey			
	RC Transformation in Puerto Rico	Vol 1: Part 2 - Army Section	USA - 85
U.S. Army Reserve Center Rubio			
	RC Transformation in Puerto Rico	Vol 1: Part 2 - Army Section	USA - 85
Rhode Island			
Bristol U.S. Army Reserve Center			
	RC Transformation in Rhode Island	Vol 1: Part 2 - Army Section	USA - 87
Harwood U.S. Army Reserve Center, Providence			
	RC Transformation in Rhode Island	Vol 1: Part 2 - Army Section	USA - 87

State	Base	Economic Region
	Army National Guard Reserve Center Wagoner	Tulsa, OK Metropolitan Statistical Area
	Army National Guard Reserve Center Walters	Cotton County, OK
	Army National Guard Reserve Center Watonga	Blaine County, OK
	Army National Guard Reserve Center Wewoka	Seminole County, OK
	Army National Guard Reserve Center Woodward	Woodward, OK Micropolitan Statistical Area
	Army National Guard Reserve CenterTahlequah	Tahlequah, OK Micropolitan Statistical Area
	Ashworth U.S. Army Reserve Center Muskogee	Muskogee, OK Micropolitan Statistical Area
	Burris U.S. Army Reserve Center Chikasha	Oklahoma City, OK Metropolitan Statistical Area
	Duncan Army National Guard	Duncan, OK Micropolitan Statistical Area
	Farr U.S. Army Reserve Center, Antlers	Pushmataha County, OK
	Floyd Parker U.S. Army Reserve Center, McAlester	McAlester, OK Micropolitan Statistical Area
	Fort Sill	Lawton, OK Metropolitan Statistical Area
	Keathley U.S. Army Reserve Center Lawton	Lawton, OK Metropolitan Statistical Area
	Krowse U.S. Army Reserve Center Oklahoma City	Oklahoma City, OK Metropolitan Statistical Area
	McAlester Army Ammunition Plant	McAlester, OK Micropolitan Statistical Area
	Navy-Marine Corps Reseve Center Tulsa	Tulsa, OK Metropolitan Statistical Area
	Norman Military Complex	Oklahoma City, OK Metropolitan Statistical Area
	Oklahoma City (95th)	Oklahoma City, OK Metropolitan Statistical Area
	Perez U.S. Army Reserve Center Oklahoma City	Oklahoma City, OK Metropolitan Statistical Area
	Robbins U.S. Army Reserve Center, Enid	Enid, OK Micropolitan Statistical Area
	Roush U.S. Army Reserve Center, Clinton	Bartlesville, OK Micropolitan Statistical Area
	Smalley U.S. Army Reserve Center, Norman	Oklahoma City, OK Metropolitan Statistical Area
	Tinker Air Force Base	Oklahoma City, OK Metropolitan Statistical Area
	Tulsa International Airport Air Guard Station	Tulsa, OK Metropolitan Statistical Area
	U.S. Army Reserve Center Broken Arrow	Tulsa, OK Metropolitan Statistical Area
	Vance Air Force Base	Enid, OK Micropolitan Statistical Area
	Will Rogers World Airport Air Guard Station	Oklahoma City, OK Metropolitan Statistical Area
Oregon	Armed Forces Reserve Center Camp With (New)	Portland-Vancouver-Beaverton, OR-WA Metropolitan Statistical Area
	Army National Guard Reserve Center Camp Withycombe	Portland-Vancouver-Beaverton, OR-WA Metropolitan Statistical Area
	Army National Guard Reserve Center Jackson Band	Portland-Vancouver-Beaverton, OR-WA Metropolitan Statistical Area
	Army National Guard Reserve Center Lake Oswego	Portland-Vancouver-Beaverton, OR-WA Metropolitan Statistical Area
	Army National Guard Reserve Center Maison	Portland-Vancouver-Beaverton, OR-WA Metropolitan Statistical Area
	Navy Reserve Center Central Point	Medford, OR Metropolitan Statistical Area
	Portland International Airport Air Guard Station	Portland-Vancouver-Beaverton, OR-WA Metropolitan Statistical Area
	Sears U.S. Army Reserve Center, Portland	Portland-Vancouver-Beaverton, OR-WA Metropolitan Statistical Area
	Sharff U.S. Army Reserve Center, Portland	Portland-Vancouver-Beaverton, OR-WA Metropolitan Statistical Area
	Umatilla Army Depot	Pendleton-Hermiston, OR Micropolitan Statistical Area
Pennsylvania	Armed Forces Reserve Center Chester-Ger	Philadelphia, PA Metropolitan Division
	Armed Forces Reserve Center Lewisburg	Lewisburg, PA Micropolitan Statistical Area
	Armed Forces Reserve Center Scranton	Scranton--Wilkes-Barre, PA Metropolitan Statistical Area
	Armed Forces Reserve Center Williamsport	Williamsport, PA Metropolitan Statistical Area
	Army National Guard Reserve Center Berwick	Bloomsburg-Berwick, PA Micropolitan Statistical Area
	Army National Guard Reserve Center Lewisburg	Lewisburg, PA Micropolitan Statistical Area

State	Base	Economic Region
	Army National Guard Reserve Center Sunbury	Sunbury, PA Micropolitan Statistical Area
	Army National Guard Reserve Center Williamsport	Williamsport, PA Metropolitan Statistical Area
	Bristol (New)	Philadelphia, PA Metropolitan Division
	Bristol U.S. Army Reserve Center, Philadelphia	Philadelphia, PA Metropolitan Division
	Bristol-Woodhaven OMS, Philadelphia	Philadelphia, PA Metropolitan Division
	Defense Distribution Depot Susquehanna	Harrisburg-Carlisle, PA Metropolitan Statistical Area
	Engineering Field Activity Northeast	Philadelphia, PA Metropolitan Division
	Germantown U.S. Army Reserve Center Philadelphia	Philadelphia, PA Metropolitan Division
	Human Resources Support Center Northeast	Philadelphia, PA Metropolitan Division
	Kelly Support Center	Pittsburgh, PA Metropolitan Statistical Area
	Leased Space - PA (is this leased)?	Philadelphia, PA Metropolitan Division
	Letterkenny Army Depot	Chambersburg, PA Micropolitan Statistical Area
	Marine Corps Reseve Center Johnstown	Johnstown, PA Metropolitan Statistical Area
	Musselman U.S. Army Reserve Center, Norristown	Philadelphia, PA Metropolitan Division
	Naval Air Station Willow Grove	Philadelphia, PA Metropolitan Division
	Naval Support Activity Mechanicsburg	Harrisburg-Carlisle, PA Metropolitan Statistical Area
	Naval Support Activity Philadelphia	Philadelphia, PA Metropolitan Division
	Navy Crane Center Lester	Philadelphia, PA Metropolitan Division
	Navy-Marine Corps Reseve Center Lehigh	Allentown-Bethlehem-Easton, PA-NJ Metropolitan Statistical Area
	Navy-Marine Corps Reseve Center Pittsburgh	Pittsburgh, PA Metropolitan Statistical Area
	Navy-Marine Corps Reseve Center Reading	Reading, PA Metropolitan Statistical Area
	New Joint AFRC	Philadelphia, PA Metropolitan Division
	North Penn U.S. Army Reserve Center, Norristown	Philadelphia, PA Metropolitan Division
	Pitt U.S. Army Reserve Center, Corapolis	Pittsburgh, PA Metropolitan Statistical Area
	Pittsburgh International Airport ARS	Pittsburgh, PA Metropolitan Statistical Area
	Serrenti U.S. Army Reserve Center, Scranton	Scranton--Wilkes-Barre, PA Metropolitan Statistical Area
	Tobyhanna Army Depot	Scranton--Wilkes-Barre, PA Metropolitan Statistical Area
	U.S. Army Reserve /Organizational Maintence Site Wilkes-Barre,	Scranton--Wilkes-Barre, PA Metropolitan Statistical Area
	U.S. Army Reserve Center Bloomsburg	Bloomsburg-Berwick, PA Micropolitan Statistical Area
	U.S. Army Reserve Center Horsham	Philadelphia, PA Metropolitan Division
	U.S. Army Reserve Center Lewisburg	Lewisburg, PA Micropolitan Statistical Area
	U.S. Army Reserve Organizational Maintence Site Scranton	Scranton--Wilkes-Barre, PA Metropolitan Statistical Area
	U.S. Army Reserve Williamsport	Williamsport, PA Metropolitan Statistical Area
	W. Reese U.S. Army Reserve Center/OMS, Chester	Philadelphia, PA Metropolitan Division
	Wilson-Kramer U.S. Army Reserve Center, Bethlehem	Allentown-Bethlehem-Easton, PA-NJ Metropolitan Statistical Area
Puerto Rico	Armed Forces Reserve Center Ceiba (New)	Fajardo, PR Metropolitan Statistical Area
	Armed Forces Reserve Center Mayaguez (New)	Mayagnez, PR Metropolitan Statistical Area
	Army National Guard Reserve Center Ceiba	Fajardo, PR Metropolitan Statistical Area
	Army National Guard Reserve Center Humacao	San Juan-Caguas-Guaynabo, PR Metropolitan Statistical Area
	Army National Guard Reserve Center Juncos	San Juan-Caguas-Guaynabo, PR Metropolitan Statistical Area
	Army National Guard Reserve Center Mayaguez	Mayagnez, PR Metropolitan Statistical Area
	Fort Allen (New)	Ponce, PR Metropolitan Statistical Area
	Fort Allen, Juana Diaz	Ponce, PR Metropolitan Statistical Area

State Installation	Action	Out Mil	Out Civ	In Mil	In Civ	Net Gain/(Loss) Mil	Net Gain/(Loss) Civ	Net Mission Contractor	Total Direct
Pennsylvania									
Bristol	Close	(9)	(2)	0	0	(9)	(2)	0	(11)
Engineering Field Activity Northeast	Close	(4)	(188)	0	0	(4)	(188)	0	(192)
Kelly Support Center	Close	(174)	(136)	0	0	(174)	(136)	0	(310)
Naval Air Station Willow Grove	Close	(865)	(362)	0	0	(865)	(362)	(5)	(1,232)
Navy Crane Center Lester	Close	(1)	(54)	0	0	(1)	(54)	0	(55)
Navy-Marine Corps Reserve Center Reading	Close	(18)	0	0	0	(18)	0	0	(18)
North Penn U.S. Army Reserve Center, Norristown	Close	(22)	(1)	0	0	(22)	(1)	0	(23)
Pittsburgh International Airport Air Reserve Station	Close	(44)	(278)	0	0	(44)	(278)	0	(322)
Serrenti U.S. Army Reserve Center, Scranton	Close	(47)	(8)	0	0	(47)	(8)	0	(55)
U.S. Army Reserve Center Bloomsburg	Close	(20)	(2)	0	0	(20)	(2)	0	(22)
U.S. Army Reserve Center Lewisburg	Close	(9)	(2)	0	0	(9)	(2)	0	(11)
U.S. Army Reserve Center Williamsport	Close	(25)	(4)	0	0	(25)	(4)	0	(29)
W. Reese U.S. Army Reserve Center/OMS, Chester	Close	(9)	(1)	0	0	(9)	(1)	0	(10)
Letterkenny Army Depot	Gain	0	0	0	409	0	409	0	409
Naval Support Activity Philadelphia	Gain	0	(10)	0	301	0	291	0	291
Navy-Marine Corps Reserve Center Lehigh	Gain	0	0	8	0	8	0	0	8
Navy-Marine Corps Reserve Center Pittsburgh	Gain	0	0	7	0	7	0	0	7
Tobyhanna Army Depot	Gain	(1)	(82)	3	355	2	273	0	275
Defense Distribution Depot Susquehanna	Realign	0	(15)	0	0	0	(15)	0	(15)
Human Resources Support Center Northeast	Realign	0	(174)	0	0	0	(174)	(9)	(183)
Marine Corps Reserve Center Johnstown	Realign	(86)	0	0	0	(86)	0	0	(86)
Naval Support Activity Mechanicsburg	Realign	0	(11)	0	0	0	(11)	0	(11)
Navy Philadelphia Business Center	Realign	0	(63)	0	0	0	(63)	0	(63)

This list does not include locations where there were no changes in military or civilian jobs.
Military figures include student load changes.

State Installation	Action	Out Mil	Out Civ	In Mil	In Civ	Net Gain/(Loss) Mil	Net Gain/(Loss) Civ	Net Mission Contractor	Total Direct
Pitt U.S. Army Reserve Center, Corapolis	Realign	(119)	(101)	0	0	(119)	(101)	0	(220)
Pennsylvania	**Total**	(1,453)	(1,494)	18	1,065	(1,435)	(429)	(14)	(1,878)
Puerto Rico									
Army National Guard Reserve Center Humacao	Close	(26)	0	0	0	(26)	0	0	(26)
Lavergne U.S. Army Reserve Center Bayamon	Close	(25)	(1)	0	0	(25)	(1)	0	(26)
Aguadillla-Ramey U.S. Army Reserve Center/BMA-126	Realign	(10)	0	0	0	(10)	0	0	(10)
Camp Euripides Rubio, Puerto Nuevo	Realign	(43)	0	0	0	(43)	0	0	(43)
Fort Buchanan	Realign	(9)	(47)	0	0	(9)	(47)	0	(56)
Puerto Rico	**Total**	(113)	(48)	0	0	(113)	(48)	0	(161)
Rhode Island									
Harwood U.S. Army Reserve Center, Providence	Close	(20)	(4)	0	0	(20)	(4)	0	(24)
USARC Bristol	Close	(24)	0	0	0	(24)	0	0	(24)
Naval Station Newport	Gain	(122)	(225)	647	309	525	84	(76)	533
Quonset State Airport Air Guard Station	Gain	0	0	17	29	17	29	0	46
Rhode Island	**Total**	(166)	(229)	664	338	498	109	(76)	531
South Carolina									
Defense Finance and Accounting Service, Charleston	Close	0	(368)	0	0	0	(368)	0	(368)
South Naval Facilities Engineering Command	Close	(6)	(492)	0	0	(6)	(492)	(45)	(543)
Fort Jackson	Gain	0	0	435	180	435	180	0	615
Marine Corps Air Station Beaufort	Gain	0	0	0	12	0	12	0	12
McEntire Air Guard Station	Gain	0	0	418	8	418	8	0	426
Shaw Air Force Base	Gain	(74)	(1)	816	76	742	75	0	817
Naval Weapons Station Charleston	Realign	(170)	(149)	45	24	(125)	(125)	0	(250)
South Carolina	**Total**	(250)	(1,010)	1,714	300	1,464	(710)	(45)	709

This list does not include locations where there were no changes in military or civilian jobs.
Military figures include student load changes.

Department after implementation are $8.4M with a payback expected in 13 years. The net present value of the costs and savings to the Department over 20 years is a savings of $21.8M.

Economic Impact on Communities: Cambridge: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 243 jobs (155 direct and 88 indirect jobs) over the 2006 – 2011 period in the Cambridge-Newton-Framingham Massachusetts Metropolitan Division, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of the community attributes revealed no significant issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: A minor air permit revision may be needed at Westover. Additional operations may impact historic sites and sensitive resource areas and constrain operations at Westover. The hazardous waste program at Westover may need to be modified. Additional operations may impact wetlands, which may restrict operations. This recommendation will require spending approximately $0.6M for waste management and/or environmental compliance activities. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

USAR Command and Control – Northeast

Recommendation: Realign Pitt USARC, Coraopolis, PA by disestablishing the HQ 99th Regional Readiness Command and establishing a Northeast Regional Readiness Command Headquarters at Fort Dix, NJ. Close Camp Kilmer, NJ and relocate the HQ 78th Division at Fort Dix, NJ. Realign Fort Totten, NY by disestablishing the HQ 77th Regional Readiness Command and establishing a Maneuver Enhancement Brigade at Fort Dix, NJ. Realign Fort Sheridan IL by relocating the 244th Aviation Brigade to Fort Dix, NJ. Realign Fort Dix, NJ by relocating Equipment Concentration Site 27 to the New Jersey Army National Guard Mobilization and Training Equipment Site joint facility at Lakehurst, NJ. **Close Charles Kelly Support Center and relocate units to Pitt US Army Reserve Center, PA.** Close Carpenter USARC, Poughkeepsie, NY, close McDonald USARC, Jamaica, NY, close Fort Tilden USARC, Far Rockaway, NY, close Muller USARC, Bronx, NY, and relocate units to a new Armed Forces Reserve Center at Fort Totten, NY. Close the United States Army Reserve Center on Fort Hamilton, NY and relocate the New York Recruiting Battalion Headquarters and Army Reserve units into a new Armed Forces Reserve Center on Fort Hamilton, NY. The new AFRC shall have the capacity to accommodate units from the NYARNG 47th Regiment Marcy Armory, Brooklyn and the Brooklyn Bedford Armory/OMS, Brooklyn NY if the state decides to relocate those National Guard units.

Justification: This recommendation transforms Reserve Component facilities and command and control structure throughout the Northeast Region of the United States. The implementation of this recommendation will enhance military value, improve homeland defense capability, greatly improve training and deployment capability, create significant efficiencies and cost savings, and is consistent with the Army's force structure plans and Army transformational objectives.

This recommendation is the result of a nation-wide analysis of Reserve Component installations and facilities conducted by a team of functional experts from Headquarters, Department of the Army, the Office of the State Adjutant General, and the Army Reserve Regional Readiness Command.

This recommendation transforms Army Reserve command and control by consolidating four major headquarters onto Fort Dix, NJ; this recommendation supports the Army Reserve's nationwide Command and Control restructuring initiative to reduce Regional Readiness Commands from ten to four. The realignment of Pitt USARC, Coraopolis, PA by the disestablishment of the 99th Regional Readiness Command allows for the establishment of the Northeast Regional Readiness Command Headquarters at Fort Dix, NJ which will further support the re-engineering and streamlining of the Command and Control structure of the Army Reserves throughout the United States. This restructuring will allow for the closure of Camp Kilmer, NJ and the relocation of the HQ 78th Division to Fort Dix and establishment of one of the new Army Reserve Sustainment Units of Action which establishes a new capability for the Army Reserve while increasing the support capabilities of the Army Reserve to the Active Army. To further support restructuring; the realignment of Fort Totten and the disestablishment of the HQ 77th RRC will enable the establishment of a Maneuver Enhancement Brigade at Fort Dix resulting in a new operational capability for the Army Reserve. The realignment of Fort Sheridan, IL by relocating the 244th Aviation Brigade to Fort Dix coupled with the Department of the Navy recommendation to close NAS Willow Grove, PA and relocate Co A/228th Aviation to Fort Dix; consolidates Army aviation assets in one location. Other actions supporting restructuring include realigning maintenance functions on Fort Dix, the closure of Charles Kelly Support Center, PA and relocation of multiple subordinate units to Pitt USARC, PA; and the closure of five US Army Reserve Centers in the greater New York City area with relocation of those units to Fort Totten. These actions will significantly enhance training, mobilization, equipment readiness and deployment.

This recommendation reduces military manpower and associated costs for maintaining existing facilities by closing one Camp, five Army Reserve Centers, realigning five facilities and relocating forces to multiple installations throughout the Northeast Region of the United States. These actions will also improve business processes. The implementation of this recommendation and creation of these new command structures will enhance military value, improve homeland defense capability, greatly improve training and deployment capability, create significant efficiencies and cost savings, and is consistent with the Army's force structure plans and Army transformational objectives. The Department understands that the State of New York will close NYARNG Armories: 47th Regiment Marcy Armory, Brooklyn and Brooklyn Bedford Armory/OMS 12. The Armed Forces Reserve Centers will have the capability to accommodate

these units if the State decides to relocate the units from these closed facilities into a new AFRC on Fort Hamilton, NY.

This recommendation provides the opportunity for other Local, State, or Federal organizations to partner with the Reserve Components to enhance Homeland Security and Homeland Defense at a reduced cost to those agencies.

This recommendation considered feasible locations within the demographic and geographic areas of the closing facilities and affected units. The sites selected were determined as the best locations because they optimize the Reserve Components ability to recruit and retain Reserve Component soldiers and to train and mobilize units impacted by this recommendation. Although not captured in the COBRA analysis, this recommendation avoids an estimated $168.3M in mission facility renovation costs and procurement avoidance associated with meeting Anti Terror / Force Protection construction standards and altering existing facilities to meet unit training and communication requirements. Consideration of these avoided costs, would reduce costs and increase the net savings to the Department of Defense in the 6-year BRAC implementation period, and in the 20-year period used to calculate NPV.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $171.2M. The net of all costs and savings to the Department of Defense during the implementation period is a cost of $44.3M. Annual recurring savings to the Department after implementation are $35.9M with a payback expected in 5 years. The net present value of the costs and savings to the Department over 20 years is a savings of $302.1M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in the maximum potential job reductions (direct and indirect) over the 2006-2011 period, as follows:

Economic Area	Direct Job Reductions	Indirect Job Reductions	Total Job Reductions	% of Economic Area Employment
Edison, NJ Metropolitan Division	44	32	76	Less than 0.1
New York-White Plains, NY-NJ Metropolitan Statistical Area	149	72	221	Less than 0.1
Lake County-Kenosha County, IL-WI Metropolitan Division	34	53	87	Less than 0.1
Pittsburgh Metropolitan Statistical Area	530	317	847	Less than 0.1
Poughkeepsie-Newburgh-Middletown Metropolitan Statistical Area	9	5	14	Less than 0.1

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of the community attributes revealed no significant issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation will require Air Conformity determination and New Source Review analysis and permitting at Fort Hamilton, Fort Totten, and Fort Dix. If facility demolition is required to enable new construction at Fort Hamilton, this may impact historic resources, causing construction delays and increased costs. Historic resources at Fort Dix and Fort Totten must be evaluated on a case-by-case basis, possibly causing construction delays and increased costs. Closure of Kelly Support Center will require consultations with the State Historic Preservation Office to ensure that historic properties are continued to be protected. Significant mitigation measures to limit releases may be required at Fort Hamilton and Fort Totten to reduce impacts to water quality and achieve US EPA water quality standards. Restoration and or monitoring of groundwater is required at Charles Kelly Support Center. This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; or wetlands. This recommendation will require spending approximately $1.3M for waste management and/or environmental compliance activities. These costs were included in the payback calculation. Although no restoration costs were reported for Charles Kelly Support Center, future costs are likely. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

USAR Command and Control – Northwest

Recommendation: Close Vancouver Barracks and relocate the 104th Division (IT) to Fort Lewis, WA. Relocate all other units to a new Armed Forces Reserve Center in Vancouver, WA. Close Fort Lawton by disestablishing the 70th Regional Readiness Command, relocate all other units to a new Armed Forces Reserve Center on Fort Lewis, WA and establish a Maneuver Enhancement Brigade. Realign Fort Snelling, MN by disestablishing the 88th Regional Readiness Command and establish the Northwest Regional Readiness Command Headquarters at Fort McCoy, WI. Realign the Wichita US Army Reserve Center by disestablishing the 89th Regional Readiness Command and establishing a Sustainment Unit of Action at the Wichita Army Reserve Center in support of the Northwest Regional Readiness Command at Fort McCoy, WI. Realign Fort Douglas, UT by disestablishing the 96th Regional Readiness Command and establishing a Sustainment Unit of Action in support of the Northwest Regional Readiness Command at Fort McCoy, WI.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Naval Air Station Jacksonville, FL is in Maintenance for Ozone (1-Hour) and Attainment for all other criteria pollutants. No Air Conformity determination will be required. There are potential impacts for cultural, archeological and tribal resources; and wetlands. Naval Station Great Lakes, IL is in Severe Non-Attainment for Ozone (1-Hour) and Moderate Non-Attainment for Ozone (8-Hour). An Air Conformity Determination is not required. Naval Shipyard Norfolk, VA is in Maintenance for Ozone (1-Hour) and Marginal Non-Attainment for Ozone (8-Hour). An Air Conformity Determination is not required. Water Resources will be impacted. There are no anticipated impacts for air quality; dredging; land use constraints or sensitive resource areas; marine mammals, resources or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; or water resources. This recommendation indicates impacts of costs at the installations involved, which reported $0.008M in costs for environmental compliance. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Recommendation for Closure
Navy and Marine Corps Reserve Centers

Recommendation:

Close Navy Marine Corps Reserve Center Encino, CA and relocate the Marine Corps units to Marine Corps Reserve Center Pasadena, CA.

Close Navy Marine Corps Reserve Center Moundsville, WV and relocate the Marine Corps units to Navy Marine Corps Reserve Center Pittsburgh, PA.

Close Navy Marine Corps Reserve Center Reading, PA and relocate the Navy and Marine Corps units to Navy Marine Corps Reserve Centers Lehigh Valley, PA.

Close Navy Marine Corps Reserve Center Los Angeles, CA and relocate the Navy and Marine Corps units to Armed Forces Reserve Center Bell, CA.

Close Navy Marine Corps Reserve Center Akron, OH and Navy Reserve Center Cleveland, OH and relocate the Navy and Marine Corps units to Armed Forces Reserve Center Akron, OH.

Close Navy Marine Corps Reserve Center Madison, WI, Navy Reserve Center Lacrosse, WI and Navy Reserve Center Dubuque, IA and relocate the Navy and Marine Corps units to Armed Forces Reserve Center Madison, WI.

Close Navy Marine Corps Reserve Center Baton Rouge, LA and relocate the Marine Corps units to Armed Forces Reserve Center Baton Rouge, LA.

Close Navy Marine Corps Reserve Center Tulsa, Ok and relocate the Navy and Marine Corps units to Armed Forces Reserve Center Broken Arrow, OK.

Close Navy Marine Corps Reserve Center Mobile, AL and relocate the Marine Corps units to Armed Forces Reserve Center Mobile, AL.

Close Inspector-Instructor West Trenton, NJ and relocate Marine Corps reserve units and support staff to Navy Reserve Center Ft. Dix, NJ.

Close Inspector-Instructor Rome, GA, and relocate Marine Corps reserve units and support staff to Navy Marine Corps Reserve Center Atlanta, GA.

Justification: This recommendation will reduce excess capacity through the consolidation of 12 Navy Reserve Centers and Navy Marine Corps Reserve Centers with other reserve centers in the effected areas or into Armed Forces Reserve Centers. Nine of 12 of the reserve center closures are joint actions with the Department of the Army that support relocation into Armed Forces Reserve Centers. This recommendation will also relocate two Inspector-Instructor activities to existing reserve facilities aboard active duty bases. Sufficient capacity for drilling reserves is maintained throughout the United States, and all states will continue to have at least one Navy/Navy Marine Corps Reserve Center. This recommendation reduces excess capacity in the Department of the Navy reserve center functional area, but existing capacity in support of the Department of the Navy Reserve component continues to be in excess of force structure requirements. This recommendation is part of the closure of 37 Department of the Navy reserve centers, which includes 35 Navy centers (Navy Reserve Centers, Navy Reserve Facilities and Navy Marine Corps Reserve Centers) and two Marine Corps centers (Inspector-Instructor activities). The closure of 35 Navy centers will result in a capacity reduction of 12.7 percent of total current square footage. The closure of two Marine Corps centers will result in a capacity reduction of 5.5 percent of total current square footage.

Payback: The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Encino, CA, is $0.1M. The net of all costs and savings during the implementation period is a savings of $4.6M. Annual recurring savings to the Department after implementation are $0.8M with an immediate payback. The net present value of the costs and savings to the Department over 20 years is a savings of $12.3M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Moundsvillle, WV, is $0.2M. The net of all costs and savings to the Department during the implementation period is a savings of $4.7M. Annual recurring

savings to the Department after implementation are $0.9M with an immediate payback. The net present value of the costs and savings to the Department over 20 years is a savings of $13.0M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Reading, PA, is $9.1M. The net of all costs and savings to the Department during the implementation period is a cost of $5.0M. Annual recurring savings to the Department after implementation are $1.0M with a payback expected in 12 years. The net present value of the costs and savings to the Department over 20 years is a savings of $4.1M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Los Angeles, CA, is $12.2M. The net of all costs and savings to the Department during the implementation period is a cost of $8.0M. Annual recurring savings to the Department after implementation are $0.9M with a payback expected in 18 years. The net present value of the costs and savings to the Department over 20 years is a savings of $0.5M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Akron, OH, and Navy Reserve Center Cleveland, OH, is $11.8M. The net of all costs and savings to the Department during the implementation period is a cost of $4.2M. Annual recurring savings to the Department after implementation are $1.7M with a payback expected in 7 years. The net present value of the costs and savings to the Department over 20 years is a savings of $11.8M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Madison, WI and Navy Reserve Center Lacrosse, WI, and Navy Reserve Center Dubuque, IA, is $10.2M. The net of all costs and savings during the implementation period is a cost of $3.7M. Annual recurring savings to the Department after implementation are $1.8M with a payback expected in 6 years. The net present value of the costs and savings to the Department over 20 years is a savings of $13.6M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Baton Rouge, LA, is $3.9M. The net of all costs and savings to the Department during the implementation period is a savings of $0.9M. Annual recurring savings to the Department after implementation are $1.0M with a payback expected in 3 years. The net present value of the costs and savings to the Department over 20 years is a savings of $10.2M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Tulsa, OK, is $5.5M. The net of all costs and savings to the Department during the implementation period is a cost of $3.7M. Annual recurring savings to the Department after implementation are $0.5M with a payback expected in 14 years. The net present value of the costs and savings to the Department over 20 years is a savings of $1.1M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Mobile, AL, is $8.0M. The net of all costs and savings to the Department during the implementation period is a cost of $4.6M. Annual recurring savings to

the Department after implementation are $0.7M with a payback expected in 12 years. The net present value of the costs and savings to the Department over 20 years is a savings of $2.4M.

The total estimated one time cost to the Department of Defense to implement the closure of Inspector-Instructor West Trenton, NJ, is $1.3M. The net of all costs and savings to the Department during the implementation period is a savings of $1.4M. Annual recurring savings to the Department after the implementation period are $0.5M with a payback expected in 3 years. The net present value of the costs and savings to the Department over 20 years is a savings of $5.9M.

The total estimated one time cost to the Department of Defense to implement the closure of Inspector-Instructor Rome, GA, is $0.05M. The net of all costs and savings to the Department during the implementation period is a savings of $0.6M. Annual recurring savings to the Department after implementation are $0.1M with an immediate payback. The net present value of the costs and savings to the Department over 20 years is a savings of $1.9M.

Economic Impact on Communities: Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Encino, CA will result in a maximum potential reduction of 12 jobs (8 direct jobs and 4 indirect jobs) over the 2006-2011 period in the Los Angeles-Long Beach-Glendale, CA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Moundsville, WV, will result in a maximum potential reduction of 21 jobs (16 direct jobs and 5 indirect jobs) over the 2006-2011 period in the Wheeling, WV-OH, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Reading, PA, could result in a maximum potential reduction of 25 jobs (18 direct jobs and 7 indirect jobs) over the 2006-2011 period in the Reading, PA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

The closure of Navy Marine Corps Reserve Center Los Angeles, CA, will not result in any job reductions (direct or indirect) over the 2006-2011 period in the Los Angeles-Long Beach-Glendale, CA, Metropolitan Division. Navy Marine Corps Reserve Center Los Angeles and Armed Forces Reserve Center Bell are in the same Metropolitan Division.

Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Akron, OH, and Navy Reserve Center Cleveland, OH will result in a maximum potential reduction of 34 jobs (25 direct jobs and 9 indirect jobs) over the 2006-2011 period in Cleveland-Elyria-Mentor, OH, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment. Navy Marine Corps Reserve Center Akron and Armed Forces Reserve Center Akron are in the same Metropolitan Statistical Area.

Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Madison, WI, and Navy Reserve Center Lacrosse, WI, and Navy Reserve Center Dubuque, IA, will result

in a maximum potential reduction of 9 jobs (7 direct jobs and 2 indirect jobs) over the 2006-2011 period in the LaCrosse, WI-MN, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Madison, WI, and Navy Reserve Center Lacrosse, WI and Navy Reserve Center Dubuque, IA, will result in a maximum potential reduction of 32 jobs (24 direct jobs and 8 indirect jobs) over the 2006-2011 period in the Dubuque, IA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment. Navy Marine Corps Reserve Center Madison and Armed Forces Reserve Center Madison are in the same Metropolitan Statistical Area.

Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Baton Rouge, LA, will result in a maximum potential reduction of 10 jobs (7 direct jobs and 3 indirect jobs) over the 2006-2011 period in the Baton Rouge, LA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

The closure of Navy Marine Corps Reserve Center Tulsa, OK, will not result in any job reductions (direct or indirect) over the 2006-2011 period in the Tulsa, OK, Metropolitan Statistical Area. Navy Marine Corps Reserve Center Tulsa and Armed Forces Reserve Center Broken Arrow are in the same Metropolitan Statistical Area.

Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Mobile, AL, will result in a maximum potential reduction of 7 jobs (5 direct jobs and 2 indirect jobs) over the 2006-2011 period in the Mobile, AL, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment. Navy Marine Corps Reserve Center Mobile and Armed Forces Reserve Center Mobile are in the same Metropolitan Statistical Area.

Assuming no economic recovery, the closure of Inspector-Instructor West Trenton, NJ, could result in a maximum potential reduction of 16 jobs (12 direct jobs and 4 indirect jobs) over the 2006-2011 period in the Trenton-Ewing, NJ, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, the closure of Inspector-Instructor Rome, GA, could result in a maximum potential reduction of 12 jobs (9 direct jobs and 3 indirect jobs) over the 2006-2011 period in the Rome, GA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation has no impact on air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened or endangered species or critical habitat; waste management; water resources; or wetlands. This recommendation indicates impacts of costs at the installations involved, which reported $0.1M in costs for environmental compliance activities. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Recommendation for Closure
Navy Recruiting Districts

Recommendation: Close the following Navy Recruiting Districts:

Montgomery, AL
Indianapolis, IN
Kansas City, MO
Omaha, NE
Buffalo, NY

Justification: This recommendation achieves economies of scale and scope by reducing excess capacity in management overhead and physical resources in the Navy Recruiting District functional area. Through the elimination of leased space, the recommendation results in an annual lease savings of over $0.7M. The recommendation is consistent with the Commander, Navy Recruiting Command's Transformation Plan, which envisions consolidation of active and reserve recruiting functions, and supports the reallocation of management oversight over all Navy recruiting functions. This recommendation involves the closure of the specified Navy Recruiting Districts only and does not impact the storefront recruiting offices currently assigned to the closing Navy Recruiting Districts. The recruiting offices and associated personnel and resources will be reassigned to the remaining 26 Navy Recruiting Districts.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $2.4M. The net of all costs and savings to the Department during the implementation period is a savings of $78.3M. Annual recurring savings to the Department after implementation are $14.5M with an immediate payback. The net present value of the costs and savings to the Department over 20 years is a savings of $214.5M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 68 jobs (41 direct and 27 indirect) over the 2006–2011 period in the Montgomery, AL, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

$0.04M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Pope Air Force Base, NC, Pittsburgh International Airport Air Reserve Station, PA, and Yeager Air Guard Station, WV

Recommendation: Realign Pope Air Force Base (Air Force Base), NC. Distribute the 43d Airlift Wing's C-130E aircraft (25 aircraft) to the 314th Airlift Wing, Little Rock Air Force Base, AR; realign the 23d Fighter Group's A-10 aircraft (36 aircraft) to Moody Air Force Base, GA; transfer real property accountability to the Army; disestablish the 43rd Medical Group and establish a medical squadron. At Little Rock Air Force Base, AR, realign eight C-130E aircraft to backup inventory; retire 27 C-130Es; realign one C-130J aircraft to the 143d Airlift Wing (ANG), Quonset State Airport Air Guard Station, RI; two C-130Js to the 146th Airlift Wing (ANG), Channel Islands Air Guard Station, CA; and transfer four C-130Js from the 314th Airlift Wing (AD) to the 189th Airlift Wing (ANG), Little Rock Air Force Base.

Realign Yeager Airport Air Guard Station (AGS), WV, by realigning eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit, and by relocating flying-related expeditionary combat support (ECS) to Eastern West Virginia Regional Airport/Shepherd Field AGS (aerial port and fire fighters). Close Pittsburgh International Airport (IAP) Air Reserve Station (ARS), PA, and relocate 911th Airlift Wing's (AFRC) eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit. Relocate AFRC operations and maintenance manpower to Pope/Fort Bragg. Relocate flight related ECS (aeromedical squadron) to Youngstown-Warren Regional APT ARS. Relocate all remaining Pittsburgh ECS and headquarters manpower to Offutt Air Force Base, NE. Air National Guard units at Pittsburgh are unaffected.

Justification: Downsizing Pope Air Force Base takes advantage of mission-specific consolidation opportunities to reduce operational costs, maintenance costs and the manpower footprint. The smaller manpower footprint facilitates transfer of the installation to the Army. Active duty C-130s and A-10s will move to Little Rock (17-airlift) and Moody (11-SOF/CSAR), respectively, to consolidate force structure at those two bases and enable Army recommendations at Pope. At Little Rock, older aircraft are retired or converted to back-up inventory and J-model C-130s are aligned under the Air National Guard. Little Rock grows to become the single major active duty C-130 unit, streamlining maintenance and operation of this aging weapon system. At Pope, the synergistic, multi-service relationship will continue between Army airborne and Air Force airlift forces with the creation of an active duty/Reserve associate unit. The C-130 unit remains as an Army tenant on an expanded Fort Bragg. With the disestablishment of the 43rd Medical Group, the AF will maintain the required manpower to provide primary care, flight and occupational medicine to support the Air Force active duty military members. The Army will maintain the required manpower necessary to provide primary care, flight, and occupational medicine to support the Army active duty military members. The Army will provide ancillary

and specialty medical services for all assigned Army and Air Force military members (lab, x-ray, pharmacy, etc).

The major command's capacity briefing reported Pittsburgh ARS land constraints prevented the installation from hosting more than 10 C-130 aircraft and Yeager AGS cannot support more than eight C-130s. Careful analysis of mission capability indicates that it is more appropriate to robust the proposed airlift mission at Fort Bragg to an optimal 16 aircraft C-130 squadron, which provides greater military value and offers unique opportunities for Jointness.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $218.1M. The net of all costs and savings to the Department during the implementation period is a savings of $652.5M. Annual recurring savings to the Department after implementation are $197.0M, with an immediate payback expected. The net present value of the cost and savings to the Department over 20 years is a savings of $2,515.4M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 7,840 jobs (4,700 direct jobs and 3,140 indirect jobs) over the 2006-2011 period in the Fayetteville, NC, Metropolitan Statistical economic area, which is 4.0 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 246 jobs (156 direct jobs and 90 indirect jobs) over the 2006-2011 period in the Charleston, WV, Metropolitan Statistical economic area, which is 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 581 jobs (322 direct jobs and 259 indirect jobs) over the 2006-2011 period in the Pittsburgh, PA, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of the community attributes indicates no issues regarding the ability of the infrastructure of the communities to support forces, missions and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $1.3M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC

actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Grand Forks Air Force Base, ND

Recommendation: Realign Grand Forks Air Force Base (AFB), ND. Distribute the 319th Air Refueling Wing's KC-135R aircraft to the 126th Air Refueling Wing (ANG), Scott AFB, IL (12 aircraft), which retires its eight KC-135E aircraft; the 916th Air Refueling Wing (AFR), Seymour-Johnson AFB, NC (eight aircraft), which will host an active duty associate unit; the 6th Air Mobility Wing, MacDill AFB, FL (four aircraft), which will host a Reserve association with 927th Air Refueling Wing (AFR) manpower realigned from Selfridge ANGB, MI; the 154th Wing (ANG), Hickam AFB, HI (four aircraft), which will host an active duty associate unit; and the 22d Air Refueling Wing, McConnell AFB, KS (eight aircraft), which currently associates with the 931st Air Refueling Group (AFR). Grand Forks will remain an active Air Force installation with a new active duty/Air National Guard association unit created in anticipation of emerging missions at Grand Forks.

Realign McConnell Air National Guard (ANG) Base by relocating the 184th Air Refueling Wing (ANG) nine KC-135R aircraft to the 190th Air Refueling Wing at Forbes Field AGS, KS, which will retire its eight assigned KC-135E aircraft. The 184th Air Refueling Wing 's operations and maintenance manpower will transfer with the aircraft to Forbes, while the wing's expeditionary combat support (ECS) elements will remain at McConnell.

Justification: Grand Forks (40-tanker) ranked lowest in military value of all active duty KC-135 bases. However, of Northern tier bases, Grand Forks ranked highest in military value for the UAV mission (43-UAV). Military judgment argued for a continued strategic presence in the north central U.S. (Grand Forks is one of the last remaining active military installations in the region). Military judgment also indicated the potential for emerging missions in homeland defense, particularly for border states. Therefore, Grand Forks is retained as an active installation, but realigned to distribute its KC-135R force structure to bases with higher value for the tanker mission--MacDill (36), McConnell (15), Seymour Johnson (25), and Scott (38). The additional aircraft at MacDill optimize the unit size, establish a new active duty/Air Force Reserve association to enhance unit capability, and preserve sufficient capacity for future beddown of the next generation tanker aircraft. Scott receives KC-135R model aircraft to replace older, higher maintenance KC-135E models, capture Scott's existing capacity, and increase its capability by robusting the ANG squadron. The additional aircraft at Seymour Johnson optimize the squadron, increase the wing's capability, and establish another new active duty/Air Force Reserve unit association. Additional aircraft at McConnell capitalize on available excess capacity at no cost and optimize three squadrons for greater total wing capability. The Air Force used military judgment in moving force structure from Grand Forks to Hickam (87), concluding that Hickam's strategic location argued for a more robust global mobility capability in the western Pacific. Increasing tanker force structure at Hickam robusts the unit and establishes an active duty/Air Force Reserve association to maximize Reserve participation. Realigning ANG KC-135R aircraft from McConnell to Forbes (35) replaces aging, higher

DEPARTMENT OF THE AIR FORCE

WASHINGTON, DC

MAY 9 2005

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Mtg, 28 Apr 2005

Mr Pease called the meeting to order at 0830, the Pentagon, Room 5C279. Attendance is at Atch 1. The slides presented are included as Atch 2 and individually referenced herein. The meeting was categorized as deliberative. Mr Pease previewed the agenda and updated calendar (Slides 2-7). He reiterated the finalization of the Air Force Analysis and Recommendations BRAC 2005 report will occur prior to May 2. SECAF and VCSAF will receive their copies for comment on May 2. SECAF comments are due on 4 May with the report going to the printer on the 5th. The BCEG signature page will be available in the BCEG conference room on 2 May. From this point forward only substantive changes will be accepted. The briefings this session are limited to presentations of administrative revisions by with the exception of one JCSG proposed Candidate Recommendation (Tech-0014), realignment of Space Research, Development, and Acquisition activities, and its companion Candidate Recommendation (AF-0013) Air Force closure of Los Angeles Air Force Base.

[illegible] briefed:

S127c3: Realign Richmond AGS (Slides 8-10)
S128c2: Realign Capital AGS (Slides 11-13)
S129c2: Realign Ft Smith AGS (Slides 14-16)
S131c4: Realign Springfield-Beckley AGS (Slides17-19)
S137.3c1: Realign Eielson AFB (Slides 20-22)
S138.3c4: Realign Hancock Field AGS (Slides 24-25)
S142c3: Close Otis AGS (Slides 26-28)

Upon deliberation, the BCEG decided by consensus these Candidate Recommendations, as revised, should be forwarded to the IEC.

S435c5: Realign Fairchild AFB (Slides 29-30)
S436c5: Realign Birmingham AGS (Slides 31-32)
S437c5: Realign Key Field AGS (Slides33-34)

The BCEG was informed that the supporting materials for these Candidate Recommendations require further corrections and they were therefore deferred until later in this session.

S200.3: Close Ellsworth AFB (Slides 35-37)
S316.3: Realign Pope AFB (Slides 38-42)
S318.3c2: Close Niagara ARS (Slides 43-46)
S325.1: Realign Boise ARS (Slides 47-49)
S704.4: Close Kulis AGS (Slides 50-53)

Upon deliberation, the BCEG decided by consensus that Candidate Recommendation S200.3: Close Ellsworth AFB, as revised, should be forwarded to the IEC. Candidate Recommendations S316.3: Realign Pope AFB, S318.3c2: Close Niagara ARS, S325.1: Realign Boise AGS, and S704.4: Close Kulis AGS require further corrections and they were therefore deferred until later in this session.

OSD-ATL and Technical Joint Cross Service Group (TJCSG) representative, briefed military value associated with Tech-0014 and remained present for the ensuing discussion on Los Angeles AFB. He noted Space RDA realignment would consolidate numerous small activities.

riefed proposed Candidate Recommendations that incorporated Tech-0014 analysis from the TJCSG into USAF-0013/S801c1. The proposed Candidate Recommendation was defined in BCEG standard format slides (Slides 58-62) and briefed as a series of alternatives for either closure or realignment of this installation. The discussion covered a wide range of pros and cons. The BCEG discussed quality of life, advantages of operational synergy within the command, and other, harder to quantify potential advantages to the proposed action. The BCEG noted operational risk alone outweighs all the arguments in favor of this proposed Candidate Recommendation.

BCEG voted unanimously to not approve proposal Tech-0014 as an Air Force Candidate Recommendation the following reasons:

Military Value:
- LA AFB has highest quantitative mil value score for space D&A of all installations considered by the TJCSG
- LA AFB (0.84) rated four times higher than Peterson AFB (0.21)

Near Term (2-10 yr) operational risk
- Potential schedule and performance disruption to D&A programs/activities
- Potential loss of intellectual capital
- Potential loss of synergy with industry based in Los Angeles and surrounding areas

It was the sense of the BCEG that the Air Force needs to work quality of life issues and explore other ways to create synergy between D&A functions and the operational command

resented the final iterations of:
S435c5: Realign Fairchild AFB (Slides 64-65)
S436c5: Realign Birmingham AGS (Slides 66-67)
S437c5: Realign Key Field AGS (Slides 68-69)
Upon deliberation, the BCEG decided by consensus to forward these Candidate Recommendations to the IEC.

presented the final iterations of:
S316.3: Realign Pope AFB (Slides 70-72)

Candidate #USAF-0018V3/ S200.3
Close Ellsworth AFB, Rapid City, SD

Candidate Recommendation: Close Ellsworth AFB. The 28th Bomb Wing's 24 B-1B aircraft are distributed to the 7th Bomb Wing, Dyess AFB, Texas. The 317th Airlift Group at Dyess assigned C-130 aircraft are distributed to the 314th Airlift Wing (22 PAA) and 189th Airlift Wing (ANG) (2 PAA), Little Rock AFB, Arkansas; the 176 Wing (ANG), Elmendorf AFB, Alaska (4 PAA); and the 302d Airlift Wing (AFRC), Peterson AFB, Colorado (4 PAA). Peterson will have a C-130 AD/AFRC association. Elmendorf will have a C-130 AD/ANG association.

Justification

- Eliminates excess bomber infrastructure
- Realigns B-1B fleet at a single site
- Facilitates realignment of active duty C-130s at Little Rock
- Robusts C-130 ARC units at two locations

Military Value

- Ellsworth (39 Bmbr MCI) distributes B-1s to Dyess (20 Bmbr MCI)
- Mil Judgment: Moves C-130s from Dyess to facilitate capacity for B-1B realignment

Payback

One-Time Cost:	$299M
Net Implementation Savings:	$316M
Annual Recurring Savings:	$161M
Payback Period:	1 yr/2009
NPV Savings:	$1,853M

Impacts

- Criterion 6: Total Job Change: -6,768 (direct: -3,852, indirect: -2,916); Job Impact: -8.46%
- Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel
- Criterion 8: No natural infrastructure issues affecting candidate recommendation

✓ Strategy ✓ Capacity Analysis / Data Verification ✓ JCSG/MilDep Recommended ✓ Deconflicted w/JCSGs
✓ COBRA ✓ Military Value Analysis / Data Verification ✓ Criteria 6-8 Analysis ✓ Deconflicted w/MilDeps

4/28

S316.3
Realign Pope AFB

Candidate #USAF-0122V3 / S316.3
Errata

- **Bundled S317 (Pittsburgh ARS) and S321 (Yeager)**

Candidate #USAF-0122V3 / S316.3
Realign Pope AFB, Fayetteville, NC

Candidate Recommendation: (See Next Slide)

Justification	Military Value
▪ Enables Army candidate recommendation USA-0222 ▪ Maintains synergy of joint training opportunities at Fort Bragg ▪ Adjusts active/ANG/AFRC mix ▪ Creates optimum sized squadrons at three locations (Pope/Ft. Bragg, Little Rock, Moody)	▪ Pope (6 Airlift, 1 SOF) distributes assets to Little Rock (17 Airlift) and Moody (11 SOF). Little Rock (17) distributes assets to Channel Islands (96) and Quonset (125) ▪ Mil Judgment: Efficiencies of consolidated aging weapon systems outweigh decrements in installation value. Small number of J models are assigned to the ARC to maintain training commonality within active force ▪ Pittsburgh (105) distributes assets to Pope/Ft Bragg (6) ▪ Yeager (137) distributes assets to Pope/Ft. Bragg (6)
Payback	**Impacts**
▪ One Time Cost: $218M ▪ Net Implementation Savings: $653M ▪ Annual Recurring Savings $197M ▪ Payback Period: Immediate ▪ NPV Savings: $2,515M	▪ Criterion 6: Total Job Change : -10,842 (direct -6,485, indirect -4,357) ROI -5.55% ▪ Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. ▪ Criterion 8: No natural infrastructure issues affecting candidate recommendation

✓ Strategy ✓ Capacity Analysis / Data Verification ✓ JCSG/MilDep Recommended ✓ Deconflicted w/JCSGs
✓ COBRA ✓ Military Value Analysis / Data Verification ✓ Criteria 6-8 Analysis ✓ Deconflicted w/MilDeps

Candidate #USAF-0122V3 / S316.3
Realign Pope AFB, Fayetteville, NC

Candidate Recommendation: Realign Pope Air Force Base (AFB), Yeager Airport Air Guard Station (AGS), and close Pittsburgh International Airport (IAP) Air Reserve Station (ARS) in three simultaneous actions. In the first action, the 43d Airlift Wing's C-130E aircraft (25 PAA), Pope AFB, are distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. The 23d Fighter Group's A-10 aircraft (36 PAA), Pope AFB, are distributed to Moody AFB, Georgia. Pope AFB real property accountability will transfer to the Army. Fort Bragg will host an Air Force Reserve Command (AFRC) C-130 unit (16 PAA) with an AFRC/AD association. Realign the Pope AFB Medical function by disestablishing the 43rd Medical Group and establishing a medical squadron. The AF will maintain the required manpower necessary to provide primary care, flight and occupational medicine to support the Air Force active duty military members. The Army will maintain the required manpower necessary to provide primary care, flight and occupational medicine to support the Army active duty military members. Ancillary and specialty medical services for all assigned Army and Air Force military members (lab, x-ray, pharmacy, etc) will be provided by the Army. Realign Little Rock AFB by transferring C-130E aircraft (8 PAA) to BAI; retiring C-130E aircraft (27 PAA); distributing C-130J aircraft (1 PAA) to the 143d Airlift Wing (ANG), Quonset State Airport AGS, Rhode Island; and distributing C-130J aircraft (2 PAA) to the 146th Airlift Wing (ANG), Channel Islands AGS, California. Additionally, Little Rock AFB C-130J aircraft (4 PAA) will transfer from the 314th Airlift Wing (AD) to the 189th Airlift Wing (ANG). The second action realigns Yeager Airport AGS; the 130th Airlift Wing's (ANG) C-130H aircraft (8 PAA) are distributed to Pope/Fort Bragg, NC, to form a 16 PAA AFR/AD associate unit. The Yeager wing's flying-related expeditionary combat support (ECS) moves to Eastern West Virginia Regional Airport/Shepherd Field Air Guard Station (Aerial Port and fire fighters). The remaining Yeager ECS remains in place. The third action closes Pittsburgh IAP ARS. The Pittsburgh ARS 911th Airlift Wing's (AFRC) C-130H aircraft (8 PAA) are distributed to Pope/Fort Bragg, NC, to form a 16 PAA AFR/AD associate unit. Pittsburgh AFRC operations and maintenance manpower transfers to Pope/Ft. Bragg, NC. Pittsburgh flight related ECS (Aeromed Squadron) moves to Youngstown-Warren Regional APT ARS. All remaining Pittsburgh ECS and headquarters manpower moves to Offutt AFB, Nebraska.

- ✓ Strategy
- ✓ COBRA
- ✓ Capacity Analysis / Data Verification
- ✓ Military Value Analysis / Data Verification
- ✓ JCSG/MilDep Recommended
- ✓ Criteria 6-8 Analysis
- ✓ Deconflicted w/JCSGs
- ✓ Deconflicted w/MilDeps

Candidate #USAF 0122V3 / 316.3
EIR Summary

316.3 EIR Report

Base	Total Estimated Job Change	Cummlative Direct	Cummulative Indirect	Job Change ROI Employment
Pope AFB, NC	-10842	-6485	-4357	-5.55%
Pittsburg IAP ARS, PA	-581	-322	-259	-0.04%
Yeager APT AGS, WV	-246	-156	-90	-0.14%
Sheppard AFB, TX	-7	-4	-3	-0.01%
Randolph AFB, TX	7	4	3	0.00%
Laughlin AFB, TX	7	4	3	0.03%
Columbus AFB, MS	7	4	3	0.02%
Vance AFB, TX	8	4	4	0.02%
Youngstown-Warren, OH	15	8	7	0.00%
EWVRA Sheppard AGS, WV	17	10	7	0.01%
Quonset State APT AGS, RI	30	12	18	0.00%
Channel Islands AGS, CA	31	14	17	0.01%
Offutt AFB, NE	260	131	129	0.05%
Moody AFB, GA	1632	964	668	2.47%
FT. Bragg, NC	3003	1785	1218	1.54%
Little Rock AFB, AR	3183	1821	1362	0.81%

Manpower moved from Pope to Ft. Bragg have not impact on Metro. Statistical Area.

4/19 BCEG Minutes
includes Pittsburgh CR

Candidate #USAF 0068V2 / 311zc2
MILCON

MilCon for Base: **Fresno Air Terminal, CA** (HAYW)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
1411	Airfield Fire and Rescue Station	SF	800	n/a**	0 Default	n/a**	323

Total Construction Cost:	323
- Construction Cost Avoid:	0
Total Net Milcon Cost:	323

S316.2
Close Pope AFB

Candidate #USAF-0122V3 / S316.2
Errata

- **Contains no facility sustainment or BOS at Ft. Bragg**

Candidate #USAF-0122V3 / S316.2
Close Pope AFB, Fayetteville, NC

Candidate Recommendation: Close Pope AFB. The 43d Airlift Wing's C-130E aircraft (25 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. Little Rock will retire C-130E aircraft (27 PAA); recode C-130E aircraft to BAI (8 PAA); and distribute C-130J aircraft to the 143d Airlift Wing (ANG), Quonset State Airport AGS, Rhode Island (1 PAA) and 146th Airlift Wing (ANG), Channel Islands AGS, California (2 PAA). At Little Rock, C-130J aircraft (4 PAA) will transfer from the 314 AW to the 189th Airlift Wing (ANG). The 23d Fighter Group's A-10 aircraft (36 PAA) at Pope will be distributed to Moody AFB, Georgia. The AFRC Aerial Port at Pope will remain in place as a tenant to the Army. Additional Air Force elements will remain in place at Fort Bragg as an Army tenant to support Army requirements. Fort Bragg will also host a Reserve C-130 unit (12 PAA) with an active duty association at a 75/25 mix (AFRC/AD). Real property accountability of Pope AFB will be transferred to the Army.

Justification

- **Consolidates active duty C-130, A-10, and SOF/CSAR fleets**
- **Builds larger squadrons of C-130J**
- **Enables Army candidate recommendations USA-0222, HSA-0124, and HSA-0128**

Military Value

- **Pope (6 Airlift, 1 SOF) distributes assets to Little Rock (17 Airlift) and Moody (11 SOF). Little Rock (17) distributes assets to Channel Islands (96) and Quonset (125).**
- **Mil Judgment: Efficiencies of consolidated aging weapon systems outweigh decrements in installation value. Small number of J models are assigned to the ARC to maintain training commonality within active force.**

Payback

One Time Cost:	**$155M**
Net Implementation Savings:	**$784M**
Annual Recurring Savings	**$208M**
Payback Period:	**Immediate**
NPV Savings:	**$2,747M**

Impacts

- **Criterion 6: Total Job Change : -8,430 (direct -5,042, indirect -3,388) ROI -4.31%**
- **Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel.**
- **Criterion 8: No natural infrastructure issues affecting candidate recommendation**

✓ Strategy ✓ Capacity Analysis / Data Verification ✓ JCSG/MilDep Recommended ✓ Deconflicted w/JCSGs
✓ COBRA ✓ Military Value Analysis / Data Verification ✓ Criteria 6-8 Analysis ✓ Deconflicted w/MilDeps

DRAFT DELIBERATIVE DOCUMENT – FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Candidate #USAF 0122V3 / 316.2
Manpower

[redacted]

Source 30 Sept 03 UMD	642	4766	368	5715	152	642	4733	366	5741	152	642	4729	366	5737	152
Source MAJCOM Current/Projected 30 Sep 04	641	4772	379	5792	152	641	4801	379	5821	152	641	4827	379	5847	152
(5316.2) Realign 25 FAA C-130E to Little Rock (AD)											-228	-1309	-26	-1562	
(5316.2) Realign BOS to Little Rock (AD)											-8	-63	-54	-125	
(5316.2) Realign 38 FAA A-10 to Moody (AD)											-77	-830	-6	-913	
(5316.2) Realign BOS to Moody (AD)											-4	-37	-32	-73	
(5316.2) Realign AFRC Aerial Port to Ft Bragg (AFRC)											0	-1	-3	-4	-152
(5316.2) Realign AFRC Aerial Port from Pope AFB as tenant to Ft Bragg (AFRC)											0	1	3	4	152
(5316.2) Realign AD Ready Brigade support to Ft Bragg (AD)											-13	-490	-6	-509	
(5316.2) Realign AD Ready Brigade support from Pope AFB as tenant to Ft Bragg (AD)											13	490	6	509	
(5316.2) Realign 3rd APS to Ft Bragg (AD)											-8	-191	-4	-203	
(5316.2) Realign 3rd APS from Pope as tenant to Ft Bragg (AD)											8	191	4	203	
(5316.2) Realign 1st ASOG to Ft Bragg (AD)											-11	-28	-1	-40	
(5316.2) Realign 1st ASOG from Pope as tenant to Ft Bragg (AD)											11	28	1	40	
(5316.2) Realign 14 ASOS to Ft Bragg (AD)											-12	-91	-1	-104	
(5316.2) Realign 14 ASOS from Pope as tenant to Ft Bragg (AD)											12	91	1	104	
(5316.2) Realign 373 TRS Det 1 to Ft Bragg (AD)											0	-20	0	-20	
(5316.2) Realign 373 TRS Det 1 from Pope as tenant to Ft Bragg (AD)											0	20	0	20	
(5316.2) Realign BOS for remaining AD assets to Ft Bragg (AD)											-4	-35	-31	-70	
(5316.2) Realign BOS from Pope to support AD tenant at Ft Bragg (AD)											4	35	31	70	
(5316.2) Medical and support realignments to other bases (Manpower to AD BRAC Base X)											-224	-830	-90	-947	
(5316.2) Savings											-47	-1105	-123	-1295	
Adjusted Baseline	641	4772	379	5792	152	641	4801	379	5821	152	39	653	40	937	152
COBRA Delta	0	0	0	0	0	0	0	0	0	0	-602	-3974	-339	-4915	0

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Candidate #USAF 0122V3 / 316.2
Manpower

[redacted]

Source 30 Sept 03 UMD	642	4766	368	5715	152	642	4733	366	5741	152	642	4729	366	5737	152
Source MAJCOM Current/Projected 30 Sep 04	641	4772	379	5792	152	641	4801	379	5821	152	641	4827	379	5847	152
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Adjusted Baseline	641	4772	379	5792	152	641	4801	379	5821	152	39	653	40	937	152
COBRA Delta	0	0	0	0	0	0	0	0	0	0	-602	-3974	-339	-4915	0

Integrity - Service - Excellence

102

Candidate #USAF 0122V3 / 316.2
One-Time Costs

(All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	71,343,000	
Total - Construction		71,343,000
Personnel		
Civilian RIF	3,903,081	
Civilian Early Retirement	311,714	
Eliminated Military PCS	9,986,408	
Unemployment	302,668	
Total - Personnel		14,503,871
Overhead		
Program Management Cost	9,888,237	
Support Contract Termination	5,929,000	
Mothball / Shutdown	863,100	
Total - Overhead		16,680,337
Moving		
Civilian Moving	2,987,001	
Civilian PPP	1,561,824	
Military Moving	11,046,485	
Freight	3,067,160	
Information Technologies	5,103,600	
One-Time Moving Costs	3,503,000	
Total - Moving		27,269,070
Other		
HAP / RSE	3,828,241	
Environmental Mitigation Costs	1,105,000	
One-Time Unique Costs	20,595,000	
Total - Other		25,528,241
Total One-Time Costs		155,324,519

Candidate #USAF 0122V3 / 316.2
MILCON Summary

All values in 2005 Constant Dollars

Base Name	Total MilCon*	Milcon Cost Avoidence	Total Net Costs
Pope AFB	0	0	0
Little Rock AFB	40,726,000	0	40,726,000
BASE X (AIR FORCE)	0	0	0
Moody AFB	29,418,000	0	29,418,000
Davis-Monthan AFB	0	0	0
Quonset State APT AG	1,199,000	0	1,199,000
Channel Islands AGS	0	0	0
Columbus AFB	0	0	0
Laughlin AFB	0	0	0
Randolph AFB	0	0	0
Sheppard AFB	0	0	0
Vance AFB	0	0	0
Totals:	71,343,000	0	71,343,000

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

Candidate #USAF 0122V3 / 316.2 MILCON

MilCon for Base: **Little Rock AFB, AR** (NKAK)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*
2113	Aircraft Corrosion Control Hangar	SF	7,130	n/a**	0	Default	n/a**	2,479
2116	Aircraft Maintenance Shop, Depot	SF	2,420	n/a**	0	Default	n/a**	510
2181	Installation Support Vehicle Maintenance	SF	6,686	n/a**	0	Default	n/a**	1,329
2111	Aircraft Maintenance Hangar	SF	13,697	n/a**	0	Default	n/a**	3,898
6100	General Administrative Building	SF	30,832	n/a**	0	Default	n/a**	5,636
7210	Enlisted Unaccompanied Personnel Housing	SF	62,687	n/a**	0	Default	n/a**	11,165
7220	Dining Facility	SF	11,365	n/a**	0	Default	n/a**	3,487
7362	Religious Education Facility	SF	22,251	n/a**	0	Default	n/a**	4,744
7371	Nursery and Child Care Facility	SF	13,339	n/a**	0	Default	n/a**	2,945
7416	Library, General Use	SF	1,075	n/a**	0	Default	n/a**	212
7417	Recreation Center	SF	16,964	n/a**	0	Default	n/a**	3,427
2112	Aircraft Maintenance Shop	SF	1,471	n/a**	0	Default	n/a**	340
1412	Aviation Operations Building	SF	0	n/a**	700	Default	n/a**	66
2184	Parachute And Dingy Maintenance Shop	SF	0	n/a**	1,237	Default	n/a**	123
4421	Covered Storage Building, Installation	SF	0	n/a**	7,487	Default	n/a**	365

Total Construction Cost:	40,726
- Construction Cost Avoid:	0
Total Net Milcon Cost:	40,726

Candidate #USAF 0122V3 / 316.2 MILCON

MilCon for Base: **Moody AFB, GA** (QSEU)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*
2111	Aircraft Maintenance Hangar	SF	13,628	n/a**	0	Default	n/a**	3,790
2112	Aircraft Maintenance Shop	SF	52,384	n/a**	0	Default	n/a**	11,838
2113	Aircraft Corrosion Control Hangar	SF	12,600	n/a**	0	Default	n/a**	4,281
2151	Weapon Maintenance Shop	SF	8,625	n/a**	0	Default	n/a**	1,559
2162	Ammunition Maintenance Shop, Depot	SF	2,166	n/a**	0	Default	n/a**	435
2184	Parachute And Dingy Maintenance Shop	SF	10,703	n/a**	0	Default	n/a**	2,219
6100	General Administrative Building	SF	7,718	n/a**	0	Default	n/a**	1,379
7220	Dining Facility	SF	5,818	n/a**	0	Default	n/a**	1,744
7362	Religious Education Facility	SF	1,458	n/a**	0	Default	n/a**	304
7371	Nursery and Child Care Facility	SF	4,121	n/a**	0	Default	n/a**	889
7417	Recreation Center	SF	4,963	n/a**	0	Default	n/a**	980

Total Construction Cost:	29,418
- Construction Cost Avoid:	0
Total Net Milcon Cost:	29,418

Candidate #USAF 0122V3 / 316.2
MILCON

MilCon for Base: **Quonset State APT AG, RI** (TWLR)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab	Rehab Type	Rehab Cost*	Total Cost*
1131	Aircraft Apron, Surfaced	SY	8,216	n/a**	0	Default	n/a**	1,199

Total Construction Cost:	1,199
- Construction Cost Avoid:	0
Total Net Milcon Cost:	1,199

S317.1
Close Pittsburgh IAP ARS

Candidate #USAF-0123V2 / S317.1
Errata

- **Redirected 4 PAA to Pope/Ft. Bragg**

Candidate #USAF-0123V2 / S317.1
Close Pittsburgh IAP ARS, PA

Candidate Recommendation: Close Pittsburgh IAP ARS. The 911th Airlift Wing's (AFRC) C-130H aircraft will be distributed to the 314th Airlift Wing, Little Rock AFB (4 PAA) and to Pope/Ft. Bragg (AFRC) (4 PAA). The flight related ECS (Aeromed Squadron) will be moved to Youngstown-Warren Regional APT ARS. The remaining ECS will be moved to Offutt AFB, NE. AFRC Ops and Maintenance manpower will be transferred to Offutt AFB, NE.

Justification	Military Value
■ Bases aircraft installations where larger, more efficient squadron size is possible ■ Adjusts active/ARC mix ■ Realigns C-130 fleet	■ Pittsburgh ARS (105) distributes assets to Little Rock (17) and Pope/Ft. Bragg (6).
Payback	**Impacts**
■ One Time Cost: $54M ■ Net Implementation Cost: $48M ■ Annual Recurring Savings $.329M ■ Payback Period: 100+ ■ NPV Cost: $42M	■ Criterion 6: Total Job Change : -581 (direct -322, indirect -259) ROI -0.04% ■ Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel ■ Criterion 8: No natural infrastructure issues affecting candidate recommendation

✓ Strategy ✓ Capacity Analysis / Data Verification ✓ JCSG/MilDep Recommended ✓ Deconflicted w/JCSGs
✓ COBRA ✓ Military Value Analysis / Data Verification ✓ Criteria 6-8 Analysis ✓ Deconflicted w/MilDeps

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Candidate #USAF-0123V2 / S317.1
Manpower

[redacted]

	[redacted]					[redacted]					[redacted]				
Source 30 Sept 03 UMD	0	11	283	283	1191	0	11	283	283	1191	0	11	283	283	1191
Source MAJCOM-Current/Projected 30 Sep 04	2	42	278	322	1157	2	42	278	322	1157	2	42	278	322	1157
(317.1) Realign 4 PAA C-130H to Little Rock - AFRC Ops/Mx Manpower to AFRC Base X	0	0	-89	-89	-236	0	0	-89	-89	-236	0	0	-89	-89	-236
(317.1) Realign 4 PAA C-130H to Pope/Ft Bragg - AFRC Ops/Mx Manpower to Pope/Ft Bragg	0	0	-37	-37	-177	0	0	-37	-37	-177	0	0	-37	-37	-177
(317.1) Realign 4 PAA C-130H to Pope/Ft Bragg - AFRC BOS Manpower to Pope/Ft Bragg	0	0	-5	-5	0	0	0	-5	-5	0	0	0	-5	-5	0
(317.1) Close Pittsburgh (AFRC), Assumed Manpower (ECD) to Youngstown	0	0	-8	-8	-210	0	0	-8	-8	-210	0	0	-8	-8	-210
(317.1) Close Pittsburgh (AFRC), Remaining ECD/Wg Staff/MSE Manpower to Olmsf	-2	-42	-69	-113	-534	-2	-42	-69	-113	-534	2	-42	-69	-113	-534
(317.1) Close Pittsburgh (AFRC), BOS Manpower to AFRC Base X	0	0	-70	-70	0	0	0	-70	-70	0	0	0	-70	-70	0
Adjusted Baseline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COBRA Delta	-2	-42	-278	-322	-1157	0	0	0	0	0	0	0	0	0	0

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111

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Candidate #USAF-0123V2 / S317.1
One-Time Costs

(All Values in 2005 Constant Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	29,117,000	
Total - Construction		29,117,000
Personnel		
Civilian RIF	2,374,548	
Civilian Early Retirement	278,033	
Unemployment	182,492	
Total - Personnel		2,835,273
Overhead		
Program Management Cost	1,969,834	
Mothball / Shutdown	71,280	
Total - Overhead		3,340,114
Moving		
Civilian Moving	3,444,015	
Civilian PPP	1,135,872	
Military Moving	141,540	
Freight	149,816	
Information Technologies	3,251,600	
One-Time Moving Costs	82,000	
Total - Moving		8,204,843
Other		
Environmental Mitigation Costs	204,000	
One-Time Unique Costs	11,030,000	
Total - Other		11,234,000
Total One-Time Costs		54,431,230

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112

Candidate #USAF-0123V2 / S317.1
MILCON Summary

All values in 2005 Constant Dollars

Base Name	Total MilCon*	Milcon Cost Avoidence	Total Net Costs
Pittsburgh IAP ARS	0	0	0
Youngstown-Warren Re	2,972,000	0	2,972,000
Offutt AFB	21,299,000	0	21,299,000
Little Rock AFB	4,846,000	0	4,846,000
BASE X (AIR FORCE)	0	0	0
Pope AFB	0	0	0
Totals:	29,117,000	0	29,117,000

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

Candidate #USAF-0123V2 / S317.1
MILCON

MilCon for Base: **Youngstown-Warren Re, OH** (zqel)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
1711	General Purpose Instruction Building	SF	13,090	n/a**	0 Default	n/a**	2,972

Total Construction Cost:	2,972
- Construction Cost Avoid:	0
Total Net Milcon Cost:	2,972

Candidate #USAF-0123V2 / S317.1
MILCON

MilCon for Base: **Offutt AFB, NE** (sgbp)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab	Rehab Type	Rehab Cost*	Total Cost*
1712	Applied Instruction Building	SF	11,920	n/a**	0	Default	n/a**	3,320
1714	Reserve Component Training Facility	SF	77,020	n/a**	0	Default	n/a**	15,331
1711	General Purpose Instruction Building	SF	11,780	n/a**	0	Default	n/a**	2,648

Total Construction Cost:	21,299
- Construction Cost Avoid:	0
Total Net Milcon Cost:	21,299

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Candidate #USAF-0123V2 / S317.1
MILCON

MilCon for Base: **Little Rock AFB, AR** (nkak)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab	Rehab Type	Rehab Cost*	Total Cost*
2113	Aircraft Corrosion Control Hangar	SF	1,314	n/a**	0	Default	n/a**	457
2116	Aircraft Maintenance Shop, Depot	SF	446	n/a**	0	Default	n/a**	94
2181	Installation Support Vehicle Maintenance	SF	1,233	n/a**	0	Default	n/a**	245
4421	Covered Storage Building, Installation	SF	0	n/a**	1,380	Default	n/a**	67
6100	General Administrative Building	SF	3,217	n/a**	0	Default	n/a**	588
7210	Enlisted Unaccompanied Personnel Housing	SF	6,541	n/a**	0	Default	n/a**	1,019
7220	Dining Facility	SF	1,186	n/a**	0	Default	n/a**	364
7362	Religious Education Facility	SF	2,322	n/a**	0	Default	n/a**	495
7371	Nursery and Child Care Facility	SF	1,392	n/a**	0	Default	n/a**	307
7416	Library, General Use	SF	112	n/a**	0	Default	n/a**	22
7417	Recreation Center	SF	1,770	n/a**	0	Default	n/a**	358
2111	Aircraft Maintenance Hangar	SF	2,525	n/a**	0	Default	n/a**	719
2112	Aircraft Maintenance Shop	SF	271	n/a**	0	Default	n/a**	63
1412	Aviation Operations Building	SF	0	n/a**	129	Default	n/a**	12
2171	Electronic and Communication Maintenance	SF	0	n/a**	147	Default	n/a**	13
2184	Parachute And Dingy Maintenance Shop	SF	0	n/a**	228	Default	n/a**	23

Total Construction Cost:	4,846
- Construction Cost Avoid:	0
Total Net Milcon Cost:	4,846

APR 7 BCEG MINUTES

Candidate #USAF-0123V2 / S317c2
Close Pittsburgh IAP ARS, PA

Candidate Recommendation: Close Pittsburgh IAP ARS. The 911th Airlift Wing's (AFRC) C-130H aircraft (8 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB. The flight related ECS (Aeromed Squadron) will be moved to Youngstown-Warren Regional APT ARS. The remaining ECS will be moved to Offutt AFB, NE. AFRC Ops and Maintenance manpower will be transferred to Offutt AFB, NE in anticipation of an emerging mission.

Justification	Military Value
▪ Bases aircraft at an installation where larger squadron size is possible ▪ Adjusts active/ARC mix ▪ Consolidates C-130 fleet	▪ Pittsburgh ARS (105) distributes assets to Little Rock (17).
Payback	**Impacts**
▪ One Time Cost: $62M ▪ Net Implementation Cost: $36M ▪ Annual Recurring Savings: $7M ▪ Payback period: 10 yrs/2019 ▪ NPV Savings: $26M	▪ Criterion 6: Total Job Change: -597 (direct: -331, indirect -266) ROI: -0.04% ▪ Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel ▪ Criterion 8: No natural infrastructure issues affecting candidate recommendation

✓ Strategy ✓ Capacity Analysis / Data Verification ✓ JCSG/MilDep Recommended ✓ Deconflicted w/JCSGs
✓ COBRA ✓ Military Value Analysis / Data Verification ✓ Criteria 6-8 Analysis ✓ Deconflicted w/MilDeps

Candidate #USAF-0090V2 / S705c3
Realign Eglin AFB, Valparaiso, FL

Candidate Recommendation: Realign Eglin AFB. Assigned F-15C aircraft (8 PAA) will retire. Assigned MC-130P aircraft will be distributed to Hurlburt Field, Florida (7 PAA) and backup aircraft inventory (1 PAA). Distribute MC-130H aircraft (1 PAA) from Hurlburt Field to BAI.

Issues: Disposition of E&T 0055.

Justification	Military Value
▪ Complements JCSG scenario to bed down Joint Strike Fighter FTU at Eglin (E&T 0055) ▪ Complements US Army 7th Special Forces Group relocation from Fort Bragg, North Carolina (USA-0040) ▪ Consolidates MC-130 fleet	▪ Eglin (3) distributes assets to Hurlburt (2)
Payback	**Impacts**
▪ One Time Cost: $28M ▪ Net Implementation Cost: $35M ▪ Annual Recurring Cost: $2M ▪ Payback period: Never ▪ NPV Cost: $52M	▪ Criterion 6: Total Job Change: -902 (direct: -495, indirect: -407) ROI: -0.75% ▪ Criterion 7: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. ▪ Criterion 8: No natural infrastructure issues affecting candidate recommendation

✓ Strategy ✓ Capacity Analysis / Data Verification ✓ JCSG/MilDep Recommended ✓ Deconflicted w/JCSGs
✓ COBRA ✓ Military Value Analysis / Data Verification ✓ Criteria 6-8 Analysis ✓ Deconflicted w/MilDeps

Date: June 18, 2005

To: Bob Cook, Deputy Director
Mike Flinn, Senior Analyst, Air Force
Timothy B. McGregor, Senior Air Force Analyst

From: Charles L. Holsworth, Western Pennsylvania BRAC Task Force Director

RE: Point Paper, Specific BRAC Impact Concerns- Air Force

I have attached the POINT PAPER you requested during our discussion on June 9, 2005 there at the BRAC offices. I hope that this paper explains in much more details what we discussed at that meeting.

Charles L. "Chip" Holsworth
BRAC Task Force Headquarters
1550 Coraopolis Heights Road
Coraopolis, PA 15108
412-490-5092
412-490-5048 (fax)
pitbrac@yahoo.com

7. The Government shall not require the Lessor to furnish any services in connection with Parcel No.2-A or improvements located thereon.

8. The Government shall have the right during the existence of this lease to make alterations and improvements and to attach fixtures in and upon the exclusive use Parcels herein demised. All alterations, improvements and fixtures made or erected by the Government shall remain the property of the Government and may be removed or otherwise disposed of by the Government.

9. The Government shall surrender possession of the premises upon expiration or termination of this lease and if required by the Lessor, shall within 30 days thereafter, or within such additional time as may be mutually agreed upon, return the premises in as good condition as that existing at the time of entering upon the same under this lease, reasonable ordinary wear and tear and damages by the elements or by circumstances over which the Government has no control excepted, provided that the Lessor requires the return of the premises in such condition, the Lessor shall give written notice thereof to the Government at least fifteen (15) days before the expiration or termination of the lease, said notice to specify the exceptions of the Lessor to the then existing conditions and provided further, that should the Lessor give such notice within the time specified above, the Government and the Lessor shall immediately enter into negotiations for the purpose of determining whether the Government shall make a cash settlement with the Lessor or leave in place part or all of the said alterations, improvements and fixtures in lieu of performance of the Government's obligation to restore said premises.

10. No alterations, improvements or fixtures shall be made or erected on the joint and concurrent use area without prior written consent of the Lessor.

11. The Joint Inventory and Condition report of all personal property of the Lessor and the Joint Physical Survey and Inspection Report of the demised premises made upon entering upon the premises under Lease No. W-18-010-ENG-485 shall be applicable to this lease and no new Survey of Premises and Condition report shall be necessary.

PIT-BRAC TASK FORCE
MILITARY AFFAIRS COUNCIL
OF WESTERN PENNSYLVANIA
PH:412/490-5092/5094 FX: 412-490-5048
EM:PITBRAC@YAHOO.COM

COPY

Fax

To:	Dr. Michael Flinn	**From:**	Pittsburgh BRAC Task Force
Fax:	1-703-699-2735	**Pages:**	4 (including this cover sheet)
Re:	Letter to Chairman Principi	**Date:**	8/11/2005
CC:			

☑ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

- **Comments:**

Following you will find a letter and attachments from PitBRAC concerning the 911th Military Value score.

Please forward to Chairman Principi's office.

Thank you,

Lynn Frost - PitBRAC

PIT-BRAC TASK FORCE

MILITARY AFFAIRS COUNCIL OF WESTERN PENNSYLVANIA
Ph: 412-490-5092/5094 FX: 412-490-5048 EM: pitbrac@yahoo.com

August 10, 2005

Hon. Anthony J. Principi
Chairman
Base Realignment and Closure Commission
2521 Jefferson Davis Highway
Arlington, VA 22202

Chairman Principi:

This letter requests your immediate assistance in correcting the military value score and ranking assigned to the 911th Airlift Wing – located at Pittsburgh International Airport – by the Department of Defense (DOD) in its May 13, 2005 recommendations to the Base Realignment and Closure Commission (BRAC Commission).

In its May 13 submission, DOD cited land constraints that prevented hosting more than 10 C-130 aircraft as its reason for recommending closure of the 911th Airlift Wing. **This information is incorrect.** DOD excluded from its analysis the 21.7 acres of ramp that has been in use by the 911th since 1992 and is covered by a Memorandum of Agreement (MOA) between the 911th and the Allegheny County Airport Authority, Pittsburgh International Airport's owner. Indeed a further 31 acres has been available since 1993. Exclusion of the MOA ramp alone cost the 911th **2.98** points towards its overall score. Other certified factors previously presented increase the score even further. Recalculation of the score for the 911th clearly shows this location as one of our nation's most valuable C-130 bases (see attached chart).

We have proven the DOD information is in error. We have done this via submission of certified data regarding the MOA ramp to the BRAC Commission. Additionally, we have demonstrated the availability of land directly to Commission Member Gen. Lloyd Newton (Ret.) during his June 21 site visit, and have testified under oath to the land's availability at the BRAC Commission's July 7 Hearing on Pennsylvania facilities held in Washington, D.C.

We believe it is time to correct the record on the 911th. We respectfully request that you formally change the 911th's military value score. Thank you in advance for correcting this factual error.

Sincerely,

Dan Onorato
Chief Executive, Allegheny County
Pit-BRAC Co Chair

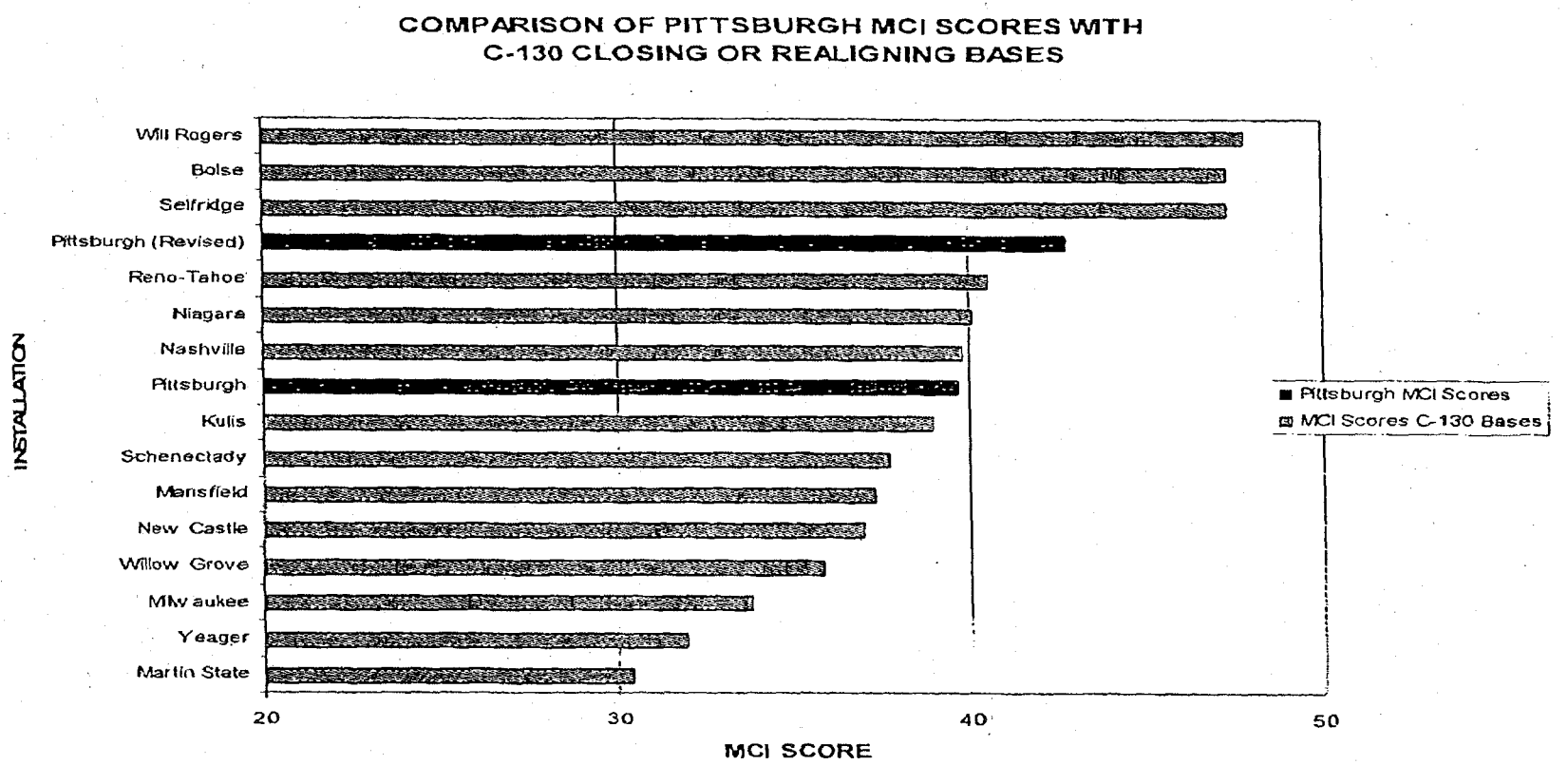
F. Michael Langley
CEO, Allegheny Conference on
Community Development
Pit-BRAC Co Chair

(Attachment)

Aug.11. 2005 2:42PM No.0051 P. 3

I. CORRECTED 911TH AIRLIFT WING SCORE

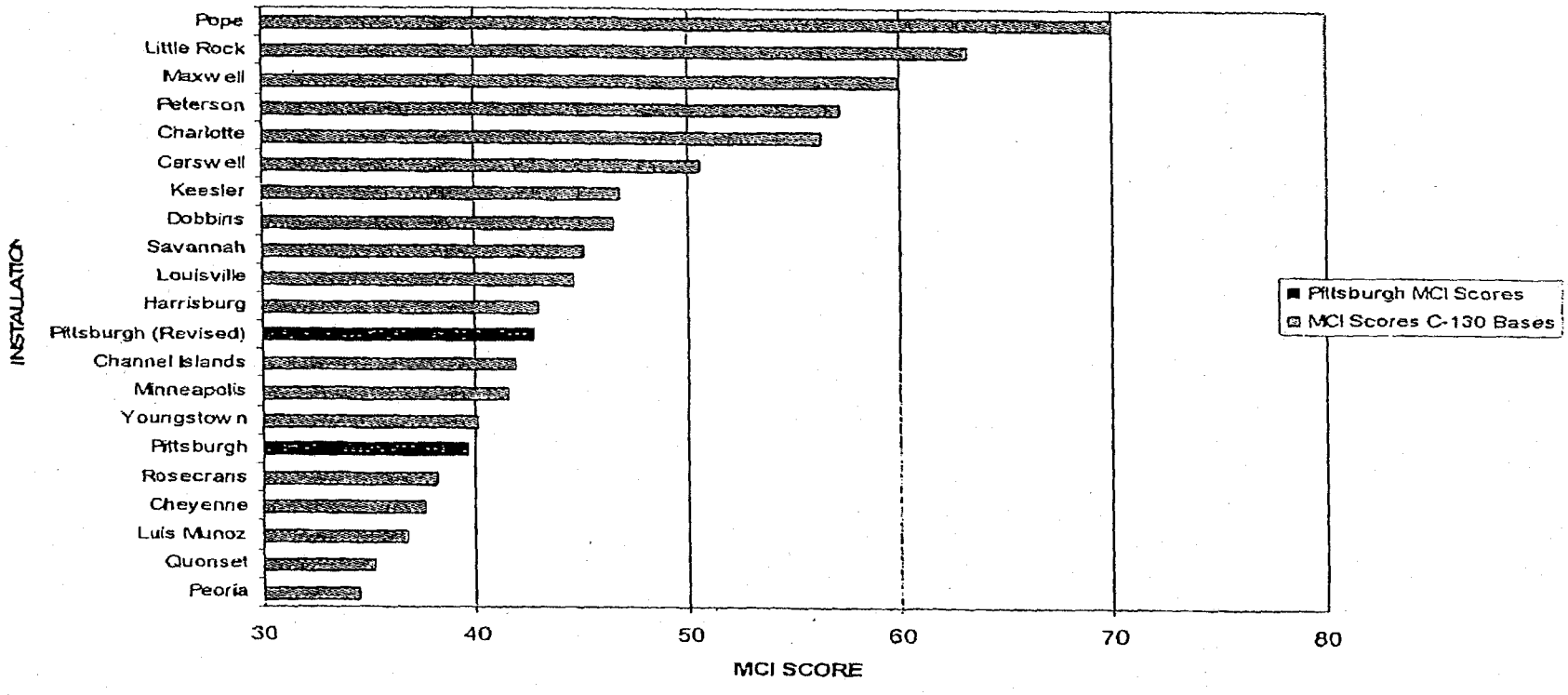
Criteria 2 & 3: Condition of Infrastructure And Contingency Mobilization Future Forces



II. CORRECTED 911TH AIRLIFT WING SCORE

Criteria 2 & 3: Condition of Infrastructure And Contingency Mobilization Future Forces

COMPARISON OF PITTSBURGH MCI SCORES WITH C-130 GAINING OR UNAFFECTED BASES



AUG.11.2005 2:42PM

United States Senate

WASHINGTON, DC 20510

August 19, 2005

The Honorable Anthony J. Principi
Chairman
2005 Defense Base Closure and Realignment Commission
2521 South Clark Street
Suite 600
Arlington, Virginia 22202

COPY

Dear Secretary Principi:

As the 2005 round of base realignment and closure (BRAC) process will soon conclude, and you and your fellow Commissioners will soon begin your final deliberations on the Department of Defense's (DoD) BRAC recommendations, we would like to take this opportunity to, once again, highlight areas where DoD substantially deviated from the BRAC criteria in their recommendations.

The Pittsburgh International Airport Air Reserve Station (ARS), host to the 911th Airlift Wing, was recommended for closure by DoD, citing land constraints as the primary justification for its recommendation. However, as was witnessed by General Lloyd Newton during his site visit to Pittsburgh on June 21, 2005, land currently owned and leased by the 911th Airlift Wing can host 13 C-130 aircraft. Further, under the current Memorandum of Agreement between the Air Force and the Pittsburgh International Airport, the 911th Airlift Wing can host 7 additional C-130 aircraft, for a total of 20 C-130 aircraft.

Because it refused to acknowledge this available land, the Department of Defense's evaluation of the Pittsburgh International Airport ARS and subsequent Mission Capability Index (MCI) score is greatly undervalued. Had DoD rightly accounted for the total available land at Pittsburgh, the true MCI score for Pittsburgh International Airport ARS would be significantly higher, thus improving the installation's ranking among similar bases.

In southeastern Pennsylvania, Naval Air Station Joint Reserve Base (NASJRB) Willow Grove was recommended for closure by DoD. This installation, host to the Navy, Marine Corps, Army Reserve, Air Force Reserve, and Pennsylvania Air National Guard, is a truly joint base. However, DoD's analysis of the installation appears to indicate that NASJRB Willow Grove was penalized for its jointness. Further, DoD's analysis of NASJRB Willow Grove did not adequately consider future joint mission capabilities of the installation.

In addition to the jointness of NASJRB Willow Grove, this installation's strategic location with respect to homeland defense and homeland security prove that this installation is vital to our national security.

One of the tenants of NASJRB Willow Grove, the 111th Fighter Wing of the Pennsylvania Air National Guard, has been recommended for deactivation by the Department of Defense. This unit of the Air National Guard is the <u>only</u> National Guard unit in the nation that has been recommended for deactivation. Even more troubling, neither the Governor nor Pennsylvania's

Adjutant General ever consented to the deactivation of this Air National Guard unit, which we believe is a violation of Title 32, United States Code.

Not only do we believe that the deactivation of the 111th Fighter Wing is a violation of the law, but deactivating these personnel would also cause the loss of manpower, training, and expertise that is valued by our Commonwealth and essential to our nation's security.

Though Pennsylvania stands to lose many positions in both the western and southeastern regions of the state if the Commission accepts DoD's recommendations, Pennsylvania will gain many valued positions at two Army depots. The Department of Defense's recommendation to close the Red River Army Depot in Texas and transfer missions to the Letterkenny Army Depot (LEAD) and the Tobyhanna Army Depot (TOAD) is one that we whole-heartedly support.

There is currently excess depot capacity within the Department of Defense. In fact, even with the closure of the Red River Army Depot, DoD will retain more than sufficient capacity after the 2005 BRAC recommendations are enacted. Closing the Red River Army Depot will allow the Department of Defense to reduce excess capacity and consolidate missions at LEAD and TOAD -- installations of higher military value.

We thank you for your willingness to serve in this capacity and make the difficult but necessary decisions to improve and streamline our nation's defense infrastructure. We appreciate the hard work and dedication that you and your fellow BRAC Commissioners have provided to this process.

Sincerely,

Rick Santorum
United States Senate

Arlen Specter
United States Senate

Edward G. Rendell
Governor
Commonwealth of Pennsylvania

911th AIRLIFT WING - KEY ECONOMIC CONSIDERATIONS

- DoD's recommendation with respect to the 911th is based on the false finding of capacity limitations and an inability to expand. This "Showstopper" finding resulted in the Air Force doing little to no analysis, economic or otherwise, of the 911th and its facilities.

- The reality is that not only does the 911th have adequate land and facilities, but closing the airlift wing will have an ***adverse economic impact*** on the Air Force, including:

  $45.1 million in demolition and environmental remediation costs at Pittsburgh.

  $208.5 million is needed to upgrade Pope AFB in order to meet minimally acceptable "go-to-war" requirements.

  $10 million is needed to upgrade Pope AFB's firehouse to meet minimum standards. By comparison, the 911th Airlift Wing's $20,000 a year lease includes fire department services that cost AFRC bases $3.8 million a year to simply maintain.

TOTAL COST TO CLOSE THE 911TH AIRLIFT WING UNDER DOD PLAN IS AT LEAST $253.6 MILLION DOLLARS

Congressional Inquiry

Office of Budget and Appropriations Liaison (SAF/FML)

Action OPR: AF/RFI Suspense Date: 10 Sep 1998 14:00 Inquiry No: RF-027

Action OCR: OPR Tasked Date: 09 Sep 1998 12:22

Required Coordination:

Subject: **Pittsburgh IAP/ARS PA**

ACTION REQUIRED:

1. Mr. Carmen Scialabba, Appropriations Associate Staff for Rep John P. Murtha requests the status of the following issues at the 911 TAG:

   a. Air Force review of land allocation options. Told that options have been sent to 22nd AF.

   b. Proposed air cargo air terminal at the old Pittsburgh Airport.

2. Please respond with a fully coordinated response via e-mail in fact sheet to SAF/FMBL (inquire.fml@saffmb.hq.af.mil). I can be contacted at 614-8113 if you require assistance.

SUSAN E. LUKAS, Capt, USAF
Assistant for Congressional Matters

FML
Officer Captain Lukas, Susan I
D911
Phone (703) 614-8113 Fax (703) 614-3043
Information Distribution

FACT SHEET

SUBJECT: Pittsburgh IAP/ARS PA

Date: 11 Sep 98

QUESTION: Status of Air Force review of land allocation options:

ANSWER: The Air Force Reserve is currently reviewing the options provided by Allegheny County and will participate in a 17 Sep 98 public hearing for the airport. The Air Force Reserve has no need for additional land at Pittsburgh IAP. The existing property is adequate to support the existing mission of the 911th AW and no additional missions are planned in the forseeable future. If future development or expansion impacts the Air Force Reserve mission and installation security, all agencies must re-evaluate the proposal.

QUESTION: Status of proposed air cargo air terminal at the old Pittsburgh Airport:

NSWER: The Air Force Reserve has no requirement for the old air cargo terminal. If there is any potential commercial or private use or development of this area, the Air Force Reserve must be represented to ensure any development does not impact the Air Force Reserve mission and installation security at Pittsburgh IAP.

Coordination Table

Action Officer Information	
Action Officer's Name and Phone	Office Symbol
Lt Col Mike Coats, 695-5057	AF/REXR

Coordination					
Office Symbol	Action	Name	Phone	Date	Comments
AFRC/XPX	Coord	Mr W. Manning	DSN 497-1962	11 Sep 98	
AFRC/XPXP	Coord	Lt Col Esola	DSN 497-1917	11 Sep 98	
AFRC/JAV	Coord	Mr Epperson	DSN 497-1590	11 Sep 98	
AFRC/CEO	Coord	Mr Hovey	DSN 497-1040	11 Sep 98	
F/REX	Coord	Col Samples	695-3889	11 Sep 98	

Attachments

None

Michael Baker Jr., Inc.
A Unit of Michael Baker Corporation

(412) 269-4600
FAX (412) 375-3990

Office Location:
Airside Business Park
100 Airside Drive
Moon Township, Pennsylvania 15108

Baker

July 29, 2005

Mr. Charles Holsworth
PIT-BRAC Task Force
1550 Coraopolis Heights Road
Coraopolis, PA 15108

Subject: 911th Airlift Wing
Base Demolition and Environmental Remediation Cost Estimate

Dear Mr. Holsworth:

Michael Baker Jr., Inc. was asked by the PIT-BRAC Task Force to prepare cost estimates for demolition of all buildings located at the 911th Airlift Wing and for remediation of environmentally contaminated areas. Michael Baker Jr., Inc. has been providing Engineering and Architectural services to both public and private section clients for over 60 years. The demolition cost estimates were prepared by professionals that have over 20 years of experience in all aspects of construction. The environmental remediation cost estimates were prepared by a Professional Geologists with over 21 years of experience in the hazardous waste environmental consulting business including site investigations, remedial approach/technology evaluations, UST/AST assessment, UST closures/replacements, remedial technology applications and regulatory consulting.

Cost estimates for building demolition were prepared solely based on information provided by the 911th Airlift Wing. This information consisted of a general site layout of the base showing the location of all buildings, the type, use and age of each of the buildings and also information as to which buildings may have environmentally sensitive materials such as asbestos and lead paint on the interior. The estimate was generated utilizing PACES (tm) modeling software program first developed by the US Military and now operated by a private company called Earth Tech Inc. PACES is a data depositary of thousands of past and current US Military projects performed over several years. For the 911th Airlift buildings and site utilities we input into PACES several different parameters, i.e. gross square feet, linear feet, tons of steel, etc. Afterward, PACES, based on the input quantities and parameters, calculated the total direct cost of labor, material, equipment and disposal fees. We then calculated reasonable and expected "mark-ups" for the project, which include: contractor's overhead and profit, general conditions, state sales tax and contingency. We also verified portions of the PACES output against our own historical data as well as RS Means' data.

Baker

Baker was also provided with environmental documents that provided information as to what the ground contamination consists of, what sort of clean-up, if any, has already occurred and recommendations for further work, if any. The source for the specific unit costs for the environmental expenditures are listed on the attached tables and include standard references (Means Site Work, 2004) and project specific cost estimates prepared for similar projects with similar conditions. These cost estimates were prepared on the basis of the experience, qualifications and best judgment of the Cost Estimator and specific assumptions listed in the cost estimates using the available information. The estimates are as follows:

Building Demolition	$43,000,000
Environmental Remediation	$2,150,000
Total Cost	**$45,135,693**

Sincerely;

MICHAEL BAKER JR., INC.

J. Brad Homan

J. Brad Homan, P.E.
Project Manager

JBH/sam

911th Base (BRAC) Demolition Estimate

Opinion Of Probable Cost

The basis for this Opinion Of Probable Cost was established using the attached assumptions to provide the estimate for demolition of 911th Tactical Airlift Base.

The quantity surveyed for this project was as detailed as possible and indicative of the levels of design and documentation available, along with one site visit and site drawings showing outline of building structures and some utility locations which does not indicate a higher degree of accuracy than is actually possible. Where quantities are not available, assumptions have been made based on the historical information from a similar type or other recently estimated project(s).

The pricing used reflects the probable construction costs for the scheduled time period of the Project (mid 2007). This estimate assumes a competitive bid situation, and is an opinion of probable costs based on fair market value, and is not a prediction of the anticipated low bid. This estimate assumes no control over the cost of labor and materials, the General Contractor's or any subcontractor's method of determining price or competitive bidding and market conditions. This opinion of probable costs of construction is made on the basis of the experience, qualifications and best judgment of the Cost Estimator. There can be no guarantee that proposals, bid or actual construction costs will not vary from this or subsequent estimates. This estimate was prepared in accordance with generally accepted cost estimating practices and standards.

Estimate. 1. A prediction of the cost of performing work; compute; calculate cost of a job. 2. A value judgment based on experience. 3. An approximation of construction costs.

911th Airlift Wing
Air Force Reserve Command

Contractor Budget

Building Demo	$10,750,000
Site Demo/Remed/Restore	$13,000,000
Asbestos Abatement Structures	$250,000
Sub Total	$24,000,000

Engineering Budget

Engineering Design 8%	$1,920,000
Consultant Fee 7%	$1,680,000
Sub Total	$3,600,000

Mark-ups

Sales Tax 7%	$1,932,000
Overhead 10%	$2,760,000
General Conditions 5%	$1,380,000
Contractor Profit 10%	$2,760,000
Contingency 10%	$2,760,000
SIOH 5%	$1,380,000
Sub Total	$12,972,000

Owner's Indirect Budget

Owner's Indirect Cost 10%	$2,400,000
Sub Total	$2,400,000

Budget Total	**$42,972,000**

This budget estimate was generated utilizing PACES ™ modeling software program developed by US Military and now operated by a private company called Earth Tech Inc. All cost were escalated calendar year 2007.

911th Airlift Wing

Air Force Reserve Command

Facility Number	Facility Name	Floor	GSF	Report Foot Print (SF)	Scaled Foot Print (SF)	Budget Bldg Demo ($)	Budget ACM Abatement ($)	Budget Demo ($)
102	Petroleum Ops	1	1,915	1,915	1,925	$45,122		$45,122
103	Pump House	1	2,253	2,253	2,262	$53,021		$53,021
104	POL Tank					$0		$0
105	POL Tank					$0		$0
109	Traffic CHK HSE	1	240	240	240	$5,626		$5,626
110	Consolidated Club	1	9,568	9,568	10,625	$249,050		$249,050
111	Mail Receiving	1	832	832	1,050	$24,612		$24,612
119	Gas Meter House	1				$0		$0
120	Gymnasium	2	9,444	4,722	14,664	$343,724		$343,724
125	Avionics	2	12,146	6,073	7,820	$183,301		$183,301
126	Vacant	1	240	240	240	$5,626		$5,626
127	SHP A/M ORGL	1	1,200	1,200	1,200	$28,128		$28,128
129	Hangar	1	20,138	20,138	25,990	$609,206		$609,206
130	Aerial/Port Training	2	12,171	6,086	18,432	$432,046	$6,572	$438,618
206	VOQ (01-010)	3	12,095	4,032	5,120	$120,013		$120,013
208	Res Forces OPL	3	12,967	4,322	5,760	$135,014	$21,592	$156,606
209	Dorm, VAQ	3	12,967	4,322	5,760	$135,014	$17,923	$152,937
210	Barracks Offices	3	12,967	4,322	5,760	$135,014	$17,923	$152,937
213	Dining Hall	2	21,426	10,713	16,100	$377,384	$12,328	$389,712
216	Dorm, VAQ	3	12,967	4,322	5,760	$135,014	$17,923	$152,937
217	Dorm, VAQ	3	12,967	4,322	5,760	$135,014	$21,592	$156,606
218	RES Forces CE	3	12,967	4,322	5,760	$135,014	$17,923	$152,937
219	Dorm, VAQ	3	12,967	4,322	5,760	$135,014	$17,923	$152,937
220	Medical Facility	1	10,598	10,598	10,000	$234,400		$234,400
221	SFS Office Bldg.	3	6,173	2,058	12,800	$300,032		$300,032
222	Test Facility Mask	1	200	200	200	$4,688		$4,688
300	Base Exchange	1	8,000	8,000	8,400	$196,896		$196,896
301	STOR,MAG AG ABC	1	400	400	400	$9,376		$9,376
304	Vehicle Maintenance	1	2,000	2,000	2,475	$58,014		$58,014
302	STOR,MAG AG ABC	1	600	600	600	$14,064		$14,064
303	Hazardous Storage	1	180	180	180	$4,219		$4,219
305	Vehicle Maintenance	1	1,767	1,767	1,900	$44,536		$44,536
306	Vehicle Maintenance	1	8,522	8,522	9,450	$221,508		$221,508
312	BSE Warehouse	1	19,656	19,656	20,400	$478,176		$478,176
316	Res Forces Ops Tng	3	22,131	7,377	7,425	$174,042		$174,042
318	HAZMAT Storage	1	96	96	90	$2,110		$2,110
319	Hazardous Storage BSE	1	1,200	1,200	1,200	$28,128		$28,128
320	Warehouse Sup & Equip	1	18,544	18,544	18,000	$421,920		$421,920
322	VEH Filling STN	1	174	174	180	$4,219		$4,219
323	Base Engineer Storage	1	3,600	3,600	4,200	$98,448		$98,448
324	Wash Rack	1	1,500	1,500	2,560	$60,006		$60,006
325	BE PAV GND FCTLY	2	12,269	6,135	12,000	$281,280		$281,280
326	HAZMAT Storage	1	136	136	144	$3,375		$3,375
327	BE Stor Shed	1	1,801	1,801	1,500	$35,160		$35,160
333	Base Civil Engineer Office	2	22,406	11,203	33,936	$795,460		$795,460
335	New Hazmat	1	2,957	2,957	3,500	$82,040		$82,040
337	HAZMAT Storage	1	135	135	144	$3,375		$3,375
338	Scrap Metal Storage	1	300	300	300	$7,032		$7,032
339	BCE Stor Fac	1	1,344	1,344	1,440	$33,754		$33,754

911th Airlift Wing

Air Force Reserve Command

Facility Number	Facility Name	Floor	GSF	Report Foot Print (SF)	Scaled Foot Print (SF)	Budget Bldg Demo ($)	Budget ACM Abatement ($)	Budget Demo ($)
342	BE Storage Office Facility	1	3,620	3,620	3,600	$84,384	$2,561	$86,945
401	Base Chapel	1	3,042	3,042	2,800	$65,632	$8,609	$74,241
403	Financial Management	1	4,160	4,160	4,400	$103,136		$103,136
405	Communications Facility	2	6,240	3,120	7,000	$164,080	$20,018	$184,098
408	Survival Equip. Shop	1	4,400	4,400	4,400	$103,136	$13,354	$116,490
409	NDI Shop	1	2,699	2,699	2,700	$63,288	$9,649	$72,937
411	SHP JET ENG I/MNT	1	11,805	11,805	12,240	$286,906		$286,906
412	Water Pump House	1	1,820	1,820	2,025	$47,466		$47,466
413	Foam Tank					$0		$0
416	Hangar Maint Dock FL	1	24,314	24,314	28,000	$656,320		$656,320
417	Hangar, Maint	1	24,314	24,314	23,800	$557,872		$557,872
418	Whse Sup & Equip BSE	2	49,253	24,627	42,000	$984,480		$984,480
419	Squadron Oper. Offices	2	23,889	11,945	19,800	$464,112		$464,112
420	AGE Maintainance Shop	1	4,500	4,500	5,600	$131,264	$9,720	$140,984
421	Security Entry Bldg	1	60	60	60	$1,406		$1,406
5519	Oxygen Storage	1	2,605		288	$6,751		$6,751
5520	De-ice Fluid Storage Bldg	1				$0		$0
5522	Open Storage Canopy	1				$0		$0
5842	O/D RECTN Pavilion Picnic	1				$0		$0
5845	O/D Pavilion Lane Park	1				$0		$0
6496	Engine Test Stand	1				$0		$0
5842a	Dugout	1				$0		$0
5842b	Dugout	1				$0		$0
	TOTALS		507,847	333,175	458,125	$10,738,450	$215,610	$10,954,060

Additional factors, criteria, and/or assumptions related to the preparation of the "Opinion of Probable Cost" include, but are not necessarily limited to the following:

o All buildings are to be completely demolished, no selective demolished will be required

o No specific salvage requirements have been included or considered.

o Demolition costs are based on an abbreviated site visit, no review of as-built documentation or entry to the buildings.

o All buildings foundation was assumed to be only 4 feet deep and standard construction

o Total surface area for restoration was assumed to be 90 arces.

o Baker was told the roads and underground utilites, under the roads, were not to be demolished.

o All demolition is anticipated to performed during normal daylight work hours with ample access to job site. No allowance has been included for multiple shifts and/or accelerated schedule.

Existing PCB Storage Facility
Building 342

Baker

MICHAEL BAKER JR., INC.
CONSULTING ENGINEERS
Moon Township, PA

Assumptions and Cost Basis

1. Soil analyses would include total PCBs only.

2. Soil removal would include excavating to 3.0 ft below the pad over one half the pad area (1,800 sq. ft.).

3. Soil would be disposed of as a PCB waste: >50 parts per million of PCBs. Disposal price assumes limited analyses needed to characterized waste.

4. It is assumed no other work would be included in the total cost than that listed here.

ITEM NO.	ITEM	QTY.	UNIT	UNIT PRICE	ITEM PRICE
	Install and sample 12 soil borings via direct push boring procedure	12	ton	$2,100	**$25,200**
	Contaminated Soil Excavation, Transportation and Disposal.	280	ton	$900	**$252,000**
	Backfilling and Grading.				
	TOTAL				**$277,200**

Former Civil Engineering Landfill (LF-03)

Baker

MICHAEL BAKER JR., INC.
CONSULTING ENGINEERS
Moon Township, PA

Assumptions

Assumes conclusions and recommendations of the Final Landfill Closure Assessment Report (Montgomery Watson, June 1997) are appropriate and adequate.
Assumes annual landfill maintenance for 30 years, including mowing, lawn care, landscaping and stormwater management.
Assumes 10 years LTM for 6 groundwater wells, with annual reporting, LTM project management, and 30% Reserve/Contingency.
Assumes indoor air survey for 4 buildings on the landfill.
Assumes closure of 3 USTs near Bldg. 322. Assumes 10 tons of contaminated soil per tank require excavation, transport and disposal.
Soil would be disposed of as a Pennsylvania regulated Residual Waste.
The cost for soil excavation, transportation and disposal includes mobilization/demobilization, use of erosion protection and control measures, collecting and analyzing confirmatory soil samples, back filling and grading of the area, engineering fees, construction management, report preparation and project management.
Some sub unit costs from Means Site Work 2004, some are engineering estimates based on similar projects/work.
Assumes 20% scope contingencies and 15% bid contingencies.
Assumes 15% Project Management costs for each task (excluding landfill O&M).
Assumes 20% of remedy total direct capital cost for Remedial Design/Engineering Support.
Assumes 20% of remedy total direct capital cost for Construction Oversight and Startup.

ITEM NO.	ITEM	QTY.	UNIT	UNIT PRICE	ITEM PRICE
	Landfill O&M				
	Total LF O&M				**149,850**
	UST Closure				
	Total, Direct Capital Costs				**$129,519**
	Indoor Air Survey				
	Total, Direct Capital Costs				**$56,700**
	Groundwater Monitoring, semi-annual for 10 years				
	Total, Monitoring Costs, 1 year				**$21,450**
	Present Value, 10 years Monitoring at 2%				**$192,676**
	TOTAL				**$528,745**

Former POL Area
Buildings 113 through 118

Baker

MICHAEL BAKER JR., INC.
CONSULTING ENGINEERS
Moon Township, PA

Assumptions and Cost Basis

1. Soil removal would include 0.5 ft thick layer removed from the area identified as the Former POL location in Figure 1-2, Remedial Action Completion Report, Site ST-06 Former POL Area (MWH, 2002) as part of the Customer Concept Document, Wing Headquarters Facility (US Army Corps of Engineers, undated).

2. Soil would be disposed of as a Pennsylvania regulated Residual Waste.

3. The unit cost for soil excavation, transportation and disposal includes mobilization/demobilization, use of erosion protection and control measures, collecting and analyzing confirmatory soil samples, back filling and grading of the area (not construction ready), engineering fees, construction management, report preparation and project management. Some sub unit costs from Means Site Work 2004, some are engineering estimates based on similar projects/work.

4. It is assumed no other work would be included in the total cost than that listed here.

5. The scope of work is based on the PA DEP issuing a "release of liability" for this area in response to the Final Report.

ITEM NO.	ITEM	QTY.	UNIT	UNIT PRICE	ITEM PRICE
	Contaminated Soil Excavation, Transportation and Disposal	2,160	ton	$198	$427,680
	Subsurface Pipe Removal and Disposal	900	L ft	$10	$9,000
	TOTAL				**$436,680**

Building 408 (SS-01)

Baker

MICHAEL BAKER JR., INC.
CONSULTING ENGINEERS
Moon Township, PA

Assumptions

Assumes cleanup required for groundwater plume to Non-Residential Standard (<5 ug/L).
Assumes 330,000 gallons contaminated groundwater; 24,000 ft^2 x 5 ft thick plume (Montgomery Watson, May 1998).
Assumes Reductive Dechlorination via HRC-x (This remedy costed based on Montgomery Watson conclusions that plume is stable and contained within facility property).
Assumes Focused Feasibility Study results indicate in-situ treatment using HRC-X is an appropriate treatment option.
Assumes RI/FS consists of Work Plan development, 6 soil borings, 4 groundwater monitoring wells, soil and groundwater sampling, an RI report and a limited (focused) feasibility study.
Assumes 20% scope contingencies and 15% bid contingencies.
Assumes 15% Project Management costs for each task.
Assumes 20% of remedy total direct capital cost for Remedial Design/Engineering Support.
Assumes 20% of remedy total direct capital cost for Construction Oversight and Startup.
Assumes $20,000 for Legal/Permitting.
Assumes remedy costs to include Pre-Injection Site Investigation (including analytical), mobilization, direct-push injection of 6,000+ lbs of HRC-X, and UIC permitting.
Assumes 10 years LTM for 13 groundwater wells, with annual reporting, LTM project management, and 30% Reserve/Contingency.

ITEM NO.	ITEM	QTY.	UNIT	UNIT PRICE	ITEM PRICE	
	RI/FS					
	Work Plan	1	LS	50,000	$50,000	Estimate
	Soil Borings	6	ea	$2,000	$12,000	Estimate
	Groundwater wells	4	ea	$5,000	$20,000	Estimate
	Soil samples	20	ea	$250	$5,000	Estimate
	Groundwater samples	15	ea	$250	$3,750	Estimate
	RI Report	1	LS	$30,000	$30,000	Estimate
	FS Report	1	LS	$75,000	$75,000	Estimate
	Subtotal				195,750	
	Scope and Bid Contingency				68,513	35% total contingency (20% scope and 15% bid contingencies
	RI/FS Project Management				39,639	Assume 15% of total RI/FS
	Total RI/FS				303,902	
	Direct Capital Costs, Remedy					
	Total, Direct Capital Costs				**$201,679**	
	Professional Services					
	Total, Professional Services				**$130,924**	
	Groundwater Monitoring, semi-annual for 10 years					
	Total, Monitoring Costs, 1 year				**$28,562**	
	Present Value, 10 years Monitoring at 2%				**$256,563**	
	TOTAL				**$893,068**	

Received 8/1/05

911th AIRLIFT WING - KEY ECONOMIC CONSIDERATIONS

- DoD's recommendation with respect to the 911th is based on the false finding of capacity limitations and an inability to expand. This "Showstopper" finding resulted in the Air Force doing little to no analysis, economic or otherwise, of the 911th and its facilities.

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  $10 million is needed to upgrade Pope AFB's firehouse to meet minimum standards. By comparison, the 911th Airlift Wing's $20,000 a year lease includes fire department services that cost AFRC bases $3.8 million a year to simply maintain.

TOTAL COST TO CLOSE THE 911TH AIRLIFT WING UNDER DOD PLAN IS AT LEAST $253.6 MILLION DOLLARS

Kweed
8/1/05

Congressional Inquiry

Office of Budget and Appropriations Liaison (SAF/FML)

Action OPR: AF/REI Suspense Date: 10 Sep 1998 14:00 Inquiry No: RE-027

Action OCR: OPR Tasked Date: 09 Sep 1998 12:22

Required Coordination:

Subject: **Pittsburgh IAP/ARS PA**

ACTION REQUIRED:

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   a. Air Force review of land allocation options. Told that options have been sent to 22nd AF.

   b. Proposed air cargo air terminal at the old Pittsburgh Airport.

2. Please respond with a fully coordinated response via e-mail in fact sheet to SAF/FMBL (inquire.fml@saffmb.hq.af.mil). I can be contacted at 614-8113 if you require assistance.

SUSAN E. LUKAS, Capt, USAF
Assistant for Congressional Matters

FML
Officer: Captain Lukas, Susan 1
R[illegible] 5D911
Phone (703) 614-8113 Fax (703) 614-3043
Information Distribution

FACT SHEET

SUBJECT: Pittsburgh IAP/ARS PA Date: 11 Sep 98

QUESTION: Status of Air Force review of land allocation options:

ANSWER: The Air Force Reserve is currently reviewing the options provided by Allegheny County and will participate in a 17 Sep 98 public hearing for the airport. The Air Force Reserve has no need for additional land at Pittsburgh IAP. The existing property is adequate to support the existing mission of the 911th AW and no additional missions are planned in the forseeable future. If future development or expansion impacts the Air Force Reserve mission and installation security, all agencies must re-evaluate the proposal.

QUESTION: Status of proposed air cargo air terminal at the old Pittsburgh Airport:

ANSWER: The Air Force Reserve has no requirement for the old air cargo terminal. If there is any potential commercial or private use or development of this area, the Air Force Reserve must be represented to ensure any development does not impact the Air Force Reserve mission and installation security at Pittsburgh IAP.

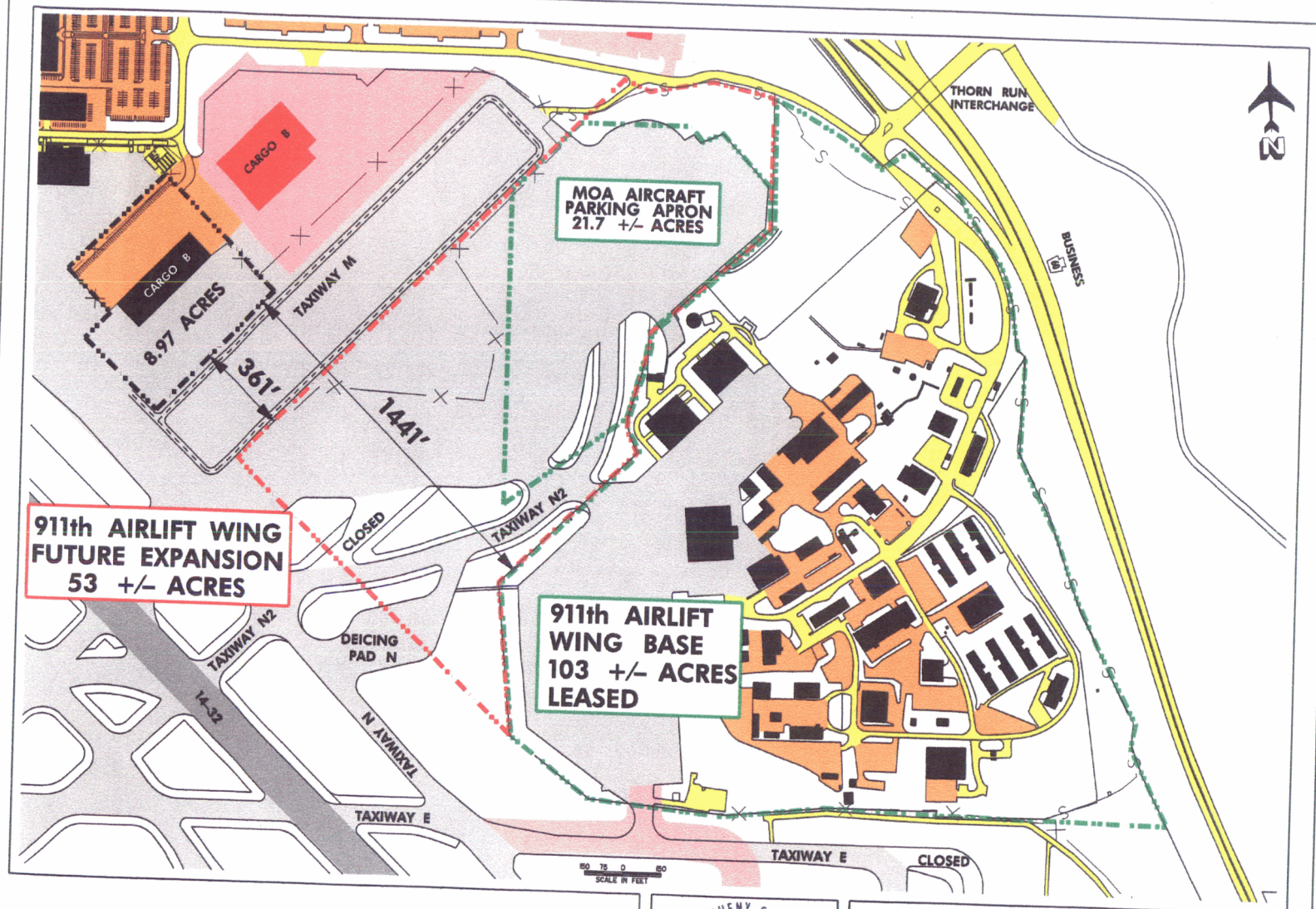
Coordination Table

Action Officer Information	
Action Officer's Name and Phone	Office Symbol
Lt Col Mike Coats, 695-5057	AF/REXR

Coordination					
Office Symbol	Action	Name	Phone	Date	Comments
AFRC/XPX	Coord	Mr W. Manning	DSN 497-1962	11 Sep 98	
AFRC/XPXP	Coord	Lt Col Esola	DSN 497-1917	11 Sep 98	
AFRC/JAV	Coord	Mr Epperson	DSN 497-1590	11 Sep 98	
AFRC/CEO	Coord	Mr Hovey	DSN 497-1040	11 Sep 98	
F/REX	Coord	Col Samples	695-3889	11 Sep 98	

Attachments

None



Baker

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ALLEGHENY COUNTY AIRPORT AUTHORITY

911th AIRLIFT WING

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