

WHAT IS FORMULA PROXIMITY TO AIRSPACE? WE BELIEVE ON OUR PROXIMITY AND DUAL USE (AS EXPLAINED) MAKES US ONE OF THE MOST VALUABLE UNITS BASED ON PROXIMITY + POSITION. THE EXACT INVERSE SHOULD BE THE CASE. PLEASE READ BELOW. WE CAN BETTER ANSWER THIS IF WE HAD THE FORMULA

"Current and future mission"

Problem with **"current and future mission"** points criteria. If BRAC is suppose to place special emphasis on military value then I believe through facts and figures that the true point scale is the exact inverse of what it should be

Per MCI criteria, the only condition considered is the *AR designation* and *distance* for air refueling tracks. What the MCI doesn't consider is what AR tracks are actual dualhatted for the purpose of real world Operational Missions and what unit's use them. When factoring in this point all Northeast tanker bases because of location should have a point scale that far out ways any Midwest, southeast, northwest, or southwest base.

For example in the consideration of AR tracks,

Salt Lake scored a 99 which means they get 99% of the 46 points allotted for this area
Sioux City scored a 75 which means they get 75% of the 46 points allotted for this area
Niagara falls scored a 54 which means they get 54% of the 46 points allotted for this area

Bottom line

Niagara scored less points for its proximity to tracks designated with AR than other units. But the MCI only considers use for training

Consider this for the same units and AR tracks

Since Aug 03, Salt Lake has used their training AR tracks designated by BRAC for 0 operational sorties

Since Aug 03, Sioux City has used their training AR tracks designated by BRAC for 0 operational sorties

Since Aug 03, Niagara Falls has used their training AR tracks designated by BRAC for 555 operational sorties...DUAL HATTED because of close proximity.

Example of cost savings to the military

Hypothetically speaking, if Sioux City picked up NETTF mission from home station then they are 770nm further away from any control point used by the airbridge. At .8 Mach this equates to 3 hours longer flying time (1.5 hrs to and from). For the KC-135, this equates to 30,000lbs more gas used per sortie. This equates to approximately \$8,000 more per sortie than Niagara Falls. A huge extra cost to the military.

Oh yea one extra point...because of more fuel required to complete mission, Sioux City's KC-135Rs would be incapable of taking off of their 9000' runway at that gross weight...therefore they could not do the mission. If elected to fly their people to the northeast TDY, then the cost still exceeds savings because of MPAs, billeting, transportation etc....And they would have to make up about 450 sorties per year doing this way for the next 10 years!!

450 sorties a year at a cost of \$8,000 each = 3.6 million per year more cost from Sioux City....and that's just one mid western base!!!!!!!!!!!!!!

Christopher.Thurn@nyniag.af.mil
peter.nowak@ " " " "

Mission	Tanker
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1245
Label	Proximity to Airspace Supporting Mission (ASM)
Effective %	39.10
Question	<p>If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 "Shared" for details.</p> <p><u>For each airspace:</u></p> <p>If the Airspace/Route Designator does not start with AR, get 0 points. See OSD # 1245, column 1 for this data.</p> <p>Otherwise, if the distance to the airspace is > 850 miles, get 0 points. See OSD # 1245, column 2. (N/A means more than 850 NM.)</p> <p>Otherwise, if the distance to the airspace = 850 miles, get 10 points.</p> <p>Otherwise, if the distance to the airspace = 250 miles, get 100 points.</p> <p>Otherwise, pro-rate the distance to the airspace from 250 miles to 850 miles on a 100 to 10 point scale.</p> <p>This is the <u>base raw total</u>.</p> <p>Once you have a base raw total, find the <u>highest</u>, and the <u>lowest</u>, non-zero raw total across all bases.</p> <p>If the raw total = 0, the score = 0.</p> <p>Else, if the raw total = the highest raw total, the score = 100.</p> <p>Else, if the raw total = the lowest, non-zero raw total, the score = 10.</p> <p>Else, pro-rate the raw total between the lowest non-zero raw total and the highest raw total on a 10 to 100 scale.</p>
Source	FLIP AP-1A; FLIP AP-1B; IFR Supp; Falcon View or other certified flight planning software

$$4703 \times 39.10 = X$$

$$X/6(46) = \text{score}$$

~~40.00~~
47.03 pts

850 = 10
 100 = 33
 550 = 55 ZONE
 400 = 79
 250 = 100

Do Not Release Prior to 13 1030 May 05, EDT

**Niagara Falls ARS, NY
BRAC 2005 Recommendations**

Air Force Recommendations

Close Niagara Falls Air Reserve Station (ARS), NY. Air Force Reserve Airlift Wing moves assigned 8 C-130H aircraft to Little Rock AFB, AR. The ANG Air Refueling Wing moves assigned 8 KC-135R aircraft and associated manpower to Bangor IAP AGS, ME. The Airlift Wing's headquarters element moves to Langley AFB, VA. The Airlift Wing's ECS will become part of the Reserve Space Group at Schriever AFB, CO. The Airlift Wing's Civil Engineering Squadron (AFRC) moves to Lackland AFB, TX

Joint Recommendations

NONE.

Incoming Activities

Air Force Actions: NONE.

Joint Actions: NONE.

Departing Activities

Air Force Actions:

What: Move 8 C-130H aircraft to Little Rock AFB, AR. Move the ANG Air Refueling Wing 8 KC-135R aircraft and associated manpower to Bangor IAP AGS, ME. Bangor IAP AGS will retire its 8 KC-135E aircraft. Move the Airlift Wing's headquarters element to Langley AFB, VA. The airlift wing's ECS will become part of the Reserve Space Group at Schriever AFB, CO. Move the airlift wing's Civil Engineering Squadron (AFRC) to Lackland AFB, TX

Why: Niagara Falls KC-135 and C-130H aircraft and personnel movements were required to maintain proportional manpower and force structure ratios between the active duty and reserve components and gain increased unit capability/effectiveness through robusting unit sizes within the Total Force laydown of the tanker and airlift fleet.

Joint Actions: NONE.

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Quantitative Results

Manpower		
Installation	Full Time	Drill
Impact	- 629	- 1945

Includes BRAC and Non-BRAC Programmatic Changes through FY2011.

Preliminary Manpower Move Year*

All Moves	FY09
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* 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 States 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 States continues to have the best-trained and equipped military in the world
- Future Total Force (FTF) will assist the Air Force in implementing BRAC because it is a fundamental element of transformation. Comprised of two major components – a planned force structure through 2025 and new organizational constructs – FTF will create efficiencies, retain invaluable human capital, and above all, maximize the capabilities of all the Air Force components: Active Duty, Air National Guard and Air Force Reserve.

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- These recommendations balance airpower among our active duty, Air Force Reserve and Air National Guard components. The integration of Reserve, Guard and active duty Airmen strengthens our overall warfighting capability.
- We are closing bases in order to more fully invest in the people and equipment we need in the future.

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.
- These recommendations balance airpower among our active duty, Air Force Reserve and Air National Guard components. The integration of Reserve, Guard and active duty Airmen strengthens our overall warfighting capability.
- 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.

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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.



Niagara Military Affairs Council Niagara Falls Air Reserve Station

June 27, 2005





Military Value Significantly Compromised if NFARS Closes



- NFARS is **more** operationally capable, cost-effective and combat proven than any other of the C-130 and KC-135 bases retained.
- NFARS provides broad coverage for Tactical Airlift and Air Refueling capability. It is the **only** base which can support both the Air Bridge as well as Combat Air Patrols in the Northeast (NYC, Boston) and Midwest (Chicago) for Homeland Defense and Natural Disaster Response.
- NFARS constitutes 33% of the Air Force Reserve Component presence in NY (2 of 6 Wings).
- NFARS has the **highest** retention rate of all AFRC units for the past two years and is the primary recruitment capability for Western New York.
- The base is Joint – combining Air Reserve with Air Guard and facilities used by 865th Army Reserve – providing additional operational and cost efficiencies.
- Repeated deployments for military operations - which underscore its high military value - were instead cited by MG Heckman as a reason for closing AFRC bases
 - “The frequent call-ups of the Air Force Reservists based in Niagara Falls played a role in the decision to recommend closing their home facility, a top General (Heckman) said on Thursday” – *Jerry Zremski, The Buffalo News 6/3/2005*



Why Niagara Air Reserve Station was Selected for Closure



- **When Air Force Mission Capability Index (MCI) results failed to support USAF objectives, the rankings were disregarded in favor of "Military Judgment".**
 - NFARS ranked **higher** than several bases that are being retained or growing.
 - NFARS C-130 MCI score was **higher** than Quonset (RI), Cheyenne (WY) and Peoria (IL), but all three of these bases will remain open and gain aircraft.
 - NFARS C-130 MCI score **equaled** Youngstown (OH) which remains open.
 - NFARS KC-135 MCI outranked Bangor (ME) - which was proposed for closure in early 2005. Bangor will grow to 12 tankers(8 tankers from NFARS).
- Proposed NPV savings can **only** be realized with severe Reserve Component personnel losses.
- MCI model did **not** differentiate between Active Duty (AD) and Reserve Component (RC) bases within the same category, and permitted the realignment of personnel and assets across both types of bases.
 - MCI **ignored** the long-standing differences between the missions and roles of the Active Duty, Air Reserve and Air Guard within the Total Force.
 - MCI gave an advantage to Active Duty bases because of their larger size and always scored higher because Reserve/Guard bases are smaller by design.
 - MCI results increase the tempo of operations within the Active Duty at the expense of the Reserve Components who historically provide surge capability during War and National Emergencies.



Briefing Outline



- Military Value of NFARS
- NFARS Matched with 8 BRAC Criteria
- ✓ • MCI / COBRA Models Not Applied Properly
- USAF Deviations from Approved BRAC criteria
- Corrected Analysis of Economic Impact
- Rationale to Overturn the Closure of NFARS



NFARS Military Value - Overview



- **Joint Use Military Installation**
 - Air Force Reserve 914th Airlift Wing (AW).
 - Air National Guard 107th Air Refueling Wing (ARW).
 - One of only two USAF facilities with both Air Reserve Wing and Air Guard Wing co-located with **shared** facilities. Army Reserve facilities on base.
- **Individual Unit Capabilities**
 - Both units are **combat proven** and maintain 100% (or greater) manning levels. (*Need chart here to show levels over time*)
 - 914th AW is the **lead** Night Vision Goggle (NVG) qualified unit in the Air Force Reserve and was the **first** C-130 unit in AFRC to be 100% airdrop and airland (AD & AL) qualified.
 - 914th is scheduled for its **third** deployment to Iraq in Summer 2005.
 - 914th was the **first** tactical C-130 unit to be based in Iraq (Tallil AB) and served as the **lead** unit for the combined Guard & Reserve Expeditionary Airlift Squadron.
 - 107th is the **only** ANG Tanker Wing that supports both the Air Bridge and Combat Air Patrol refueling requirements for the Northeast **and** Midwest due to NFARS strategic location.



NFARS Military Value of Units



107th Air Refueling Wing (ARW)

- Aircraft and Infrastructure
 - 9 KC-135R tankers whose operations tempo is among the top 33% of the Air National Guard (FY02 – 05 as calculated using HQ, ANG figures)
 - Contrary to USAF analysis, NFARS 900,000 gal. POL storage and modern pumping capability met or **exceeded monthly** off-load requirements during the height of OIF.
- Combat Deployment
 - Unit consistently deploys longer than Air Expeditionary Forces deployment standards.
- Volunteerism
 - No augmentation from other units has ever been required for deployments.

914th Airlift Wing (AW)

- Aircraft and Infrastructure
 - 8 C-130 H3 tactical airlift planes.
- Highly Trained with Unique Capabilities
 - Assisted Active Duty H3 unit at Little Rock in establishing NVG airland qualification program prior to OIF. NFARS loaned instructor expertise to get their cadre started.
 - When 914th AW deployed at beginning of OIF, it was the only AFRC C-130 airlift unit in theater. It "rainbowed" with 6 other guard units and was the **only** unit 100% NVG AL & AD. Some guard units had 1 or 2 cadre crews.
- Motivated to Serve the Nation
 - Cited as AFRC's leading unit for retention of personnel in 2003 and 2004.



NFARS Military Value of Installation



Joint Use Facility

- 57% of facilities' "footprint", apron, and ramps is **shared-use**, creating unique cost efficiencies not available at other installations.
- Military Capability Index (MCI) did not recognize operational or cost **efficiencies** accrued from shared assets.

Expandability / Surge

- Airfield and Aviation Facilities
 - 8 **additional** C-130's can be based at NFARS on a permanent basis with **no** additional Milcon or 20 **additional** aircraft of similar size (Tanker or Airlift) for surge requirements.
 - Two runways (9,825 main and 6,000 cross-wind runway) can handle **all** aircraft in USAF.
- Billeting and Messing Facilities
 - Billeting and mess capacity exists to support surge requirements or mobilizing transients. (250 personnel on base for a period of 12 months)

Physical Security

- AT/FP benefits available to Units, Tenants and Military Entrance Processing Site.

Absence of Encroachment

- **No** Air Traffic control constraints and **no** physical encroachment.



Contribution to Current & Future Mission Requirements



- **Highly Deployable Military Assets**
 - 107th is the only Air Refueling Wing which stood up operations at a "bare-bones base" for Operation Iraqi Freedom.
 - 914th played both a Combat & SOF roles in Operation Iraqi Freedom.
- **Global War on Terror**
 - 914th was the first wing operating inside Iraq 24/7 during combat operations because of their unique night vision operations capability.
 - First C-130 tactical airlift unit based in Iraq during combat operations.
 - Preparing for third deployment to OIF in summer 2005.
- **Homeland Defense**
 - 107th were the first ARW assets on station for Combat Air Patrols on 9-11-01.
 - 107th at NFARS is the only ARW which can support Combat Air Patrols in both the Northeast (NYC, Boston) and Midwest (Chicago) for Homeland Defense and Disaster Response as well as the Air Bridge.
- **Future Mission Requirements**
 - 107th supporting AFRL development of UCAV refueling capabilities.
 - Joint training with 10th Mountain Division 2-3 mission/month. Translated into actual combat and operational mission effectiveness for GWOT.
 - Demonstrated ability to grow and bed-down additional airframes.





BRAC Criteria /NFARS Capabilities



Criterion #1:

Current and future mission requirements /impact on operational readiness of the DoD's total force.

75% of the contingency, combat, homeland defense or peacetime missions conducted by the 914th and 107th in the last two years have been with Active Duty and/or other military services.

NFARS is **one of two** Air Reserve/Air Guard joint-use facilities. It possesses the capability to support eight (8) additional aircraft with no additional construction.

Criterion #2:

The availability and condition of land, facilities, and associated airspace. A diversity of climate and terrain and staging areas for homeland defense missions.

37% of facilities have been modernized in last 10 years. 10% of base is buildable acreage.

There are **no** Air Traffic Control constraints and **no** weather constraints. These were **key factors** in NFARS augmentation to Tanker Task Force bases at Bangor (ME) and Pease (NH).

Three (3) drop zones, **15,000 sq mile Low-Altitude Training Navigation area**, and a myriad of terrain and weather conditions, all within 150 nautical miles.

NFARS is the **only** refueling base which has demonstrated the ability to support Operation Noble Eagle Combat Air Patrol refueling in both the Northeast and Midwest. 914th AW's C-130's represent **66%** of critical tactical airlift in NY and **25%** of airlift in Northeast Region for Homeland Defense or Natural Disaster Response.





BRAC Criteria /NFARS Capabilities



Criterion #3:

The ability to accommodate contingency, mobilization, and future total force requirements.

Niagara Falls possesses sufficient ramp, maintenance hangar and apron space for **additional** aircraft on a **permanent (8)** or **surge (20)** basis with **no** military construction for mobilization, as well as billeting and messing facilities, that can accommodate 250 mobilized transients for a period of 12 months.

Criterion #4:

The cost and manpower implications.

USAF cost savings models are based upon **no** (or nominal) transfer of NFARS personnel to Bangor or Little Rock, resulting in over 95% of the NFARS military personnel separating from military service. **Eliminates** 1185 man years of operational flying experience, of which 316 are specific to Night Vision operations.

NFARS personnel retention rates are **90%** vs. Active Duty rate of ~65%.

Closure of NFARS will **eliminate** a major recruiting asset, as validated by the Army's re-location of the Buffalo MEPS (under construction) to the base which draws multi-service recruits.



BRAC Criteria /NFARS Capabilities



Criterion #5:

✓ *The extent and timing of potential costs and savings.*

COBRA failed in capturing significant BOS cost reductions in Fiscal Years 2004-05.

Criterion #6:

✓ *The economic impact on existing communities in the vicinity of military installations.*

✓ As the second largest employer in Niagara County, the closure of NFARS and loss of 2,906 jobs (Certified data provided the Commission) will create an "economic tipping point" which will create irreversible economic damage as noted in testimony from Dr. Anirban Basu, (Ph.D, Economics) provided to the Commission.

✓ Inclusion of NFARS in the Buffalo MSA significantly skewed analysis of the economic impact on Niagara County (30 miles from Buffalo metropolitan area and 17 miles from Buffalo MSA).



BRAC Criteria /NFARS Capabilities



Criterion #7:

The ability of receiving communities' infrastructure to support forces, mission, and personnel.

Little Rock has a **higher** crime rate and insufficient child care support to accommodate additional personnel at the base.

Little Rock and Bangor have **significant** weather considerations which will affect operations at each facility – NOAA designates Little Rock area in the “highest risk” category for F4 and F5 tornadoes. (March 1-5, 1997- tornadoes struck the state...sweeping onward through Little Rock, and ending its 200 mile path just east of Jonesboro, it left 26 Arkansans dead and millions of dollars in damages)

Criterion #8:

Environmental impact.

➤ The consolidation of 115 aircraft at Little Rock AFB may result in **violation** of EPA Air Quality standards, placing it a non-attainment status.

NFARS has **no** environmental issues which would preclude continuation of operations at their current level or with the permanent assignment and operation of 8 additional C-130 or KC-135 aircraft.



USAF BRAC process disregarded Guard & Reserve cost-benefits



- The following USAF statements confirm the Department's pre-disposition favoring large Active Duty bases at the expense of Reserve Component bases which are smaller by design.
 - “Two broad dynamics are at work in the Air Force. The first is a declining force structure. The second is a force fragmented into small inefficient units” (*Department of Air Force Analysis & Recommendations Vol V, Part 1 of 2, Page i*)
 - “If we’re going to be good stewards of the taxpayer’s money, we can’t be putting these (planes) out in penny packets” *Major General Gary Heckman, Co-Chairman of the USAF Base Closure Executive Group interview with Jerry Zremski, The Buffalo News 6/3/05*
- AFRC has _% of tanker and airlift capability, conducts _% of those missions, utilizing only _% of the Air Mobility Command’s Budget underscoring the cost-benefit efficiency of maintaining a strong Air Reserve Component at smaller, low cost-to-operate facilities. *Air Mobility Command*



2005 BRAC Preparation

- BRAC 2005 began as the “Efficient Facilities Initiative” in 2001 focused on eliminating excess capacity and retain the most efficient facilities. NFARS has been preparing for BRAC for the past ten years.
- In 1995 the BRAC Commission added all C-130 Air Reserve Bases for Study due to data anomalies at Pittsburgh.
- Commission raised 2 concerns - Base Operations Support costs and condition of facilities at NFARS.
- In response, the community created NIMAC as a support organization to work with Air Reserve Command and Congress to address infrastructure issues and improve NFARS Military Value.
 - ✓ Obtained funding to **demolish** 123,000 sq.ft. of older facilities (17% of space) and **renovate** 31% of remaining facilities. 32 year average building age is 10 years newer than AF average age of bases.
 - Secured 33% **reduction** in utility rates and \$150,000 reduction in lease payment to optimize BOS costs.
 - \$45M in military construction funded for projects which were operational enhancements to the base:
 - Hardened and extended runway for Tanker Task Force
 - Joint Training Facility
 - Modern composite maintenance hangar
 - Modern billeting facility for surge requirements and MEPS for recruitment/retention
 - Crash, Fire & Rescue Station for enhanced safety / ability to support large aircraft



USAF BRAC Guidelines Were Applied Inconsistently



“The Air Force Strategy for BRAC was to ...consolidate its declining fleet into few, larger units ... at installations of high military value.” (Department of Air Force Analysis & Recommendations) Vol V, Part 1 of 2, Page i)

- **NFARS scored higher than bases retained or gaining.**
 - NFARS C-130 Military Capability Index (MCI) score was higher than Quonset (RI), Cheyenne (WY) and Peoria (IL) - bases which stand to gain aircraft.
 - NFARS C-130 MCI was equivalent to Youngstown (OH) which remains open.
 - NFARS KC-135 MCI outranked Bangor (ME) which was proposed for closure in early 2005, but will now gain 8 replacement tankers from NFARS and 4 from another source.

“There were cases in the analysis process where lower ranked bases were retained. In those cases the Base Closure Executive Group used their collective judgment (which) resulted in the retention of lower -ranked installations” USAF Spokesman Douglas Karas, The Buffalo News



USAF BRAC Guidelines were Applied Inconsistently



*“Optimal size of C-130 Tactical unit is 16 Primary Aircraft Assigned (PAA) with 12 PAA as acceptable.” **USAF White Paper on Organizational Principles” - July 20, 2004***

- The 914th AW has 8 C-130H Hercules PAA with the capability to permanently house 8 additional aircraft – for a total of 16 PAA with no military construction required for bed-down.
- Four (4) C-130 bases with less capacity than required to accommodate the 12 C-130 PAA “acceptable” level in their end-state did not close or negatively realign:
 - Phoenix (AZ) (10 PAA)
 - Lincoln (NE) (8 PAA)
 - Salt Lake City (UT) (8 PAA)
 - Sioux City (IA) (8 PAA)
- The proposed retention of these bases listed above, combined with the realignment of the 914th's assets to Little Rock (and as a result the 107th's tankers move to Bangor) and closure of NFARS demonstrates a clear inconsistency in the USAF's application of their own criteria.





Retention of NFARS Preserves Cost and Operational Efficiencies



Facilities / Cost

- NFARS is one of two (of 35 Wings in AFRC) Reserve Component installations with two co-located wings creating enhanced cost and operational efficiencies.
- NFARS has more shared use facilities between the two wings than any other Reserve Component base.
- ___ Reserve Component bases are single wing sites (**List of AFRC bases which are single mission installations in back-up book**). They are less cost-efficient.
- NFARS average age of buildings is among top 10% of AFRC bases and ANG bases resulting in less deferred out-year maintenance and lower cost to operate.

Personnel / Mission Effectiveness

- Retention translates into mission effectiveness and reduced training/re-training costs. (**Use a specialized skill example eg CSAR**)
- RC wide retention of >80% exceeds the Active Duty's retention rate of ~65%. Significant portion of those leaving Active Duty end up in the Reserves.
- The 914th's and 107th's combined annual retention rate of 90+% is the highest in the RC.
- Deployments for the 914th and the 107th are twice as long as Active Duty deployments (240 days vs. 120 days) creating additional deployment cost savings and mission effectiveness in the AOR.



Retention of NFARS Preserves Military Value and Operational Benefits



- USAF BRAC strategy is focused on resetting the force by moving missions from the Reserve Component into the Active Duty. This misguided effort places surge capability in jeopardy.
 - Spaces remain, but “faces” eliminated creating a gap in Reserve manning.
 - What is USAF plan to re-capture the RC manpower lost through BRAC in order to sustain surge capability for future requirements?
- The Reserve Component is critical to providing a surge capability to the Department of Defense as evidenced by contingency operations in the last decade.
 - ___ missions / personnel were conducted by RC units
 - Closure of NFARS will eliminate over 800 National Guardsmen and 1200 Reservists who will not be transferred to other locations.
- As currently configured, NFARS has proven to be optimized as a deployment platform to support Air Expeditionary Forces.
- NFARS is an essential asset, **not** excess capacity. Excess capacity exists where units are non-deployable, not combat proven or where missions are redundant.
 - 914th deployment rate confirms their combat capabilities.
 - 107th provides greater tanker versatility than any other Northeast based tanker wing.
 - NFARS training assets and air space utilization ensure enhanced readiness over the Little Rock consolidation scenario.



Mission Compatibility Index



- 388,503 sq feet of Federally owned ramp space available for use by NFARS could not be counted in the MCI analysis according to USAF rules. Counting the additional space would have allowed for the accommodation of 8 additional aircraft on the ramp and raised the infrastructure score to __ and the C-130 / KC-135 MCI scores to ___ and __, respectively.
- ***More info coming from NFARS for this chart***



Military Compatibility Index *(Selective Application)*





Military Value Lost

- USAF recapitalization of equipment came at the expense of RC units which have more capable equipment than the Active.
- NFARS repeated deployments provide combat proven mobility assets.
- Consolidation of 115 C-130's at Little Rock AFB
 - Creates no operational or cost benefits (On-site / Deployed)
 - ✓ – Reduces Tactical Airlift in Northeast by 54% and limits Lift to 1 installation whose MCI is among lowest for C-130's.
 - Will significantly reduce Little Rock's MCI if re-calculated with new end-state.
 - Night Vision C-130 combat capability disrupted – significant costs to reconstitute capability.
 - ✓ – High density of aircraft - with only one runway - will increase airspace encroachment and be a challenge to deconflict operations and training. More difficult than Chicago O'Hare.
 - Nearest runway for "touch and goes" is Adams Field, a commercial airport supporting the City of Little Rock which has congestion and minimal capability due to commercial traffic. Not directly on base.



USAF's Deviations from BRAC Criteria



Criteria #2: The availability and condition of land, facilities, and associated airspace, including training areas suitable for maneuver by ground, naval, or air forces throughout a diversity of climate and terrain and staging areas for the use of the Armed Forces in homeland defense missions, at both existing and potential receiving locations.

MCI model ignores the long-standing distinct differences between the mission of the AD, Air Force Reserve and Air National Guard.

NFAR's C-130 airlift and KC-135 tankers have a proven record of **Northern Command directed** Homeland Defense mission execution and importance which was not considered as required by Criteria #2.

Criteria #4: The cost and manpower implications.

Reserve Component facilities are critical factors in recruitment and retention. As a key manpower consideration, the impact on recruitment and retention of BRAC closure or realignment recommendations on Reserve Component facilities should have been evaluated by the Air Force. The USAF cannot demonstrate that it considered recruitment or retention implications at NFARS in the Base Closure Executive Group meetings or recommendations nor does it address how it will recruit and fill the 2000+ RC spaces vacated by the BRAC recommendations.

USAF also failed to include costs for transfer, relocation or sourcing of functions, assets and missions provided by NFARS to its Federal tenants.





USAF's Deviations from BRAC Criteria



Criteria #5: The extent and timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to exceed the costs.

- ✓ Use of FY03 data for USAF COBRA analysis fails to capture significant BOS cost reductions in Fiscal Years 2004-05. Additionally there are out-year lease savings that have been negotiated, but will not materialize. At a minimum, COBRA savings should have been reduced by those savings that have been negotiated because they will not be an expense in the outyears.

Criterion #6: The economic impact on existing communities in the vicinity of military installations.

Niagara Falls is more than 30 miles from the City of Buffalo and 18 miles outside of the Buffalo MSA. Therefore, use of the Buffalo MSA for analysis was not appropriate for determining the economic impact on the communities within the vicinity of NFARS.

The Air Force included the Buffalo MSA in its economic impact model to significantly diminish the economic impact on Niagara County caused by the closure of NFARS even though data indicates that the Buffalo and Niagara County economies are not tied together and economic factors in Buffalo are of nominal impact on the economy or people of Niagara County.



Economic Impact Estimates Designed to Mislead



- Niagara County is proper geography for analysis, not the broader Buffalo area
 - Niagara County's economy is fundamentally different from the Buffalo MSA (next slide);
 - Niagara County citizens enjoy smaller incomes, suffer higher unemployment and have fewer job opportunities;
 - ✓ – The loss of 2906 NFARS (versus the Pentagon estimate of 1,072 jobs) will destroy 3.5% of Niagara County's job base, and will potentially increase the area's unemployment rate from 6.1% to over 7%.



Niagara is Different



Indicator	Buffalo MSA	Niagara County
Unemployment rate March 2005	5.5%	Higher
Median age	39.2	Older
Share of households earning less than \$50k annually	58.5%	Greater
Share of households earning more than \$150k annually	3.2%	Fewer
Median household income	\$41,619	Lower
Share of population aged 25+ with a Bachelor's degree	13.7%	Considerably Lower
Share of population aged 25+ with a Graduate degree	9.5%	Considerably Lower



NFARS Closure Would Create an Irrecoverable Economic Impact



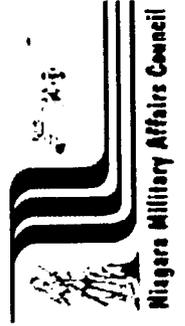
• Total Permanent Civil Service Employees on board:	176
• <u>914 AW Civil Service Employees Assigned as of 1 June 05</u>	
• Total ART Employees on board:	171
• Total Temporary Employees:	3
• Total Student Temporary Employees:	41
• AGR	<u>17</u>
•	408
•	
• NAF	150
• Mil Reserve	1,211
• IMA	52
• Active Duty	<u>62</u>
•	1,881
•	
• <u>107 Active Duty</u>	60
• ANG/Reserve (AGR)	108
• Trainees/Cadets	27
• Traditional Mil Res/ANG	<u>617</u>
•	812
•	
• Appropriated Fund Civilian	<u>209</u> (+4 Full-time NAF Civ)
•	1,025
• Manning Positions Total <u>2,906</u>	



NFARS Closure Would Create an Irrecoverable Economic Impact



- Conditions necessary for successful redevelopment of NFARS do not exist
 - Niagara County is shrinking: 1990 population - 220,755; 2000 - 219,846; 2009 projection - 215,302.
 - Businesses are leaving: number of Niagara County establishments is lower in 2004 when compared to 2003, contrary to Erie County (Buffalo), New York State and national trends.
 - High-wage industries are in decline: since 2001, manufacturing employment is down 19.4%; information technology is down 27.6%; financial services are down 5.6% and trade, transportation and utilities are down 3.9%.





Broader Economic Impacts



- Closing NFARS will diminish Niagara County wage and salary income by ?% (***Need the base's payroll data***);
- The same factors that make redevelopment of NFARS highly unlikely make the region productive from a military recruitment standpoint;
- The military would generate substantial savings by leveraging the low cost Niagara County environment, particularly in an air reserve station context.



5 Reasons Why NFARS Should Remain Open



1. NFARS and its units have a demonstrated track record proving their cost-efficient capabilities for meeting Total Force Current and Future mission requirements.
2. NFARS received a higher MCI score than a number of comparable bases which remained open and/or received additional aircraft.
3. NFARS is critical in Reserve Component recruitment and retention as evidenced by their exceptional manning rates. Reserve Component manning is essential to DOD's daily operations and surge capacity.
4. The removal of NFARS aircraft and personnel will cause irreparable damage to the State's and Federal Government's ability to execute homeland defense and DOD mission responsibilities in the Northeast.
5. BRAC was authorized by Congress to identify excess infrastructure capacity, not to re-set the Air Forces assets because they failed to manage their assets as well as the Reserve Component.



Rationale to Overturn USAF's Proposed Closure of NFAR's



- The USAF deviated from criteria 2,4,5 & 6 in their recommendation to close Niagara Falls.
- When Air Force Mission Capability Index (MCI) ranks failed to support USAF objectives, the rankings were disregarded and replaced by "military judgment".
 - NFARS ranked higher than several bases being retained or growing.
- NFARS is relevant, capable and cost efficient in meeting current and future Total Force mission requirements.
- COBRA analysis exaggerates savings by using outdated information.
 - It fails to capture additional BOS efficiencies in FY04/05 and negotiated lease reductions in the out-years
- Reserve Bases, like NFARS, provide critical operational assets on a cost-efficient basis and provide better mission performance due to their high retention rates.
 - Unlike the Active Duty which has been forced to employ a "stop loss" policy to retain end strength and specialized skills, NFARS units consistently maintain manning levels that are among the highest in the Defense Department
- Due to NFARS low cost of operations and modern facilities, closure will not generate the NPV savings projected without eliminating the personnel associated with the Wings' operations.





Rationale to Overturn USAF's Proposed Closure of NFAR's



- Bangor offers less military capability than NFARS. Closure will increase risk to Air Bridge and Homeland Defense mission execution.
- Military Value of C-130 consolidation at Little Rock AFB is of questionable Military Value
 - If 115 aircraft are based there, capacity issues are numerous.
 - If C-130's are regularly deployed as asserted by MG Heckman, operational benefit from consolidating is questionable as regionally dispersed deployment platforms such as NFARS provides enhanced flexibility and low cost to meet deployment requirements.
 - Reduce tactical airlift near Ft Drum.
 - Sacrifices combat capability and Total Force readiness.
- Movement of NFARS C-130's and KC-135's creates a serious gap in Homeland Defense response.
- NFARS has a greater ability to support Total Force and surge requirements than comparable bases in the Southeast such as Maxwell ARB - which was studied for closure in early 2005 by BCEG.
- NFARS is a shared use facility which also has the benefit of diverse terrain and climate.



Conclusions / Recommendations



- The Air Force conducted a qualitative rather than a quantitative BRAC process resulting in deviations from BRAC criteria and inaccurate data.
- Comparative analysis of Reserve Component Bases such as Niagara Falls Air Reserve Station versus the larger Active Duty bases is unreasonable.
- The proposed closure of Niagara Falls is based upon inflated savings and fails to consider the significant damage to Guard and Reserve manning issues or the actual economic impact to the community.
- The Commission should consider adding for study:
 - Little Rock AFB to examine the military value and environmental impact of C-130 consolidation there.
 - Bangor ANG Base which USAF studied for closure and whose MCI rank was lower than NFARS.
 - Other C-130 Reserve Component bases which gained aircraft, but received a lower ranking MCI than NFARS
 - Maxwell ARB which was studied by the USAF for closure and remained open even though their mission is redundant to Little Rock's and their aircraft have not deployed.
- The Commission should validate that the movement of the KC-135's from Niagara to the lower ranking installation of Bangor ANG Base is solely a direct result of the movement of the 914th's C-130's to Little Rock.



Conclusions / Recommendations



Based upon the Air Force's misuse of data analysis, and deviation from BRAC criteria:

The Commission should overturn the USAF recommendation to close NFARS.

Both the C-130 mission of the 914th AW and the KC-135 mission of the 107th ARW should remain at Niagara Falls.

- The proposal to close NFARS was driven solely by an internal Air Force political objective to close a Reserve Component base in the State of New York State. The Air Force penalized New York for having 5 ARC installations, but failed to recognize that there is no Active Duty Air Force presence base since the closures of Plattsburg Air Force Base and Griffiss Air Force Base in 1993. There is no active duty Navy presence either.



New York Commander's Military Value Brief Template

Name of Installation:

Niagara Falls Air Reserve Station (NFARS)

Location:

Niagara Falls, New York

At Niagara Falls International Airport (NFIAP)

Major Commands:

914th Airlift Wing (AFRC)

107th Air Refueling Wing (NYANG)

Number of Employees military & civilian:

2872

Size of installation in acreage:

987 Acres

Military Value Criteria #1

The current and future mission requirements and the impact on operational readiness of the DoD's total force, including impacts on Joint Warfighting, training and readiness.

- ***Current and future mission capabilities***
 - ***Niagara Falls ARS is the home to ANG KC-135 refueling aircraft and AFRC C-130 tactical airlift aircraft***
 - ***Niagara Falls ARS is located a very short distance to busy International Border crossings***
 - ***Proven: Both Wings Deployed ONE (WTC), ONW, OSW, OIF***
 - ***MEPS is moving on-base, the site is selected and funding is forthcoming***

- ***Impact on operational readiness of DOD total force including joint war fighting, training and readiness***
 - ***Niagara Tankers are ideally located to augment the Tanker Task Force (TTF) Mission***
 - ***914 AW was the only AFRC C-130 unit re-deployed for a second tour in Iraq due to unit capability to support special ops missions***
 - ***Only C-130 AFRC base with two drop zones on base***
 - ***4 drop zones within 40 nm of the base and 7 within 150 nm***

Military Value Criteria #2

The availability and condition of land, facilities, and associated airspace, including training areas suitable for maneuver by ground, naval, or air forces throughout a diversity of climate and terrain and staging areas for the use of the Armed Forces in homeland defense missions, at both existing and potential receiving locations.

- **Absence of any encroachment problems / capacity to absorb new missions: expand East or West**
- **In the last 10 years there has been over over 150 Million dollars worth of construction on base**
- **A 6 million dollar Military Entrance Processing Station (MEPS) facility has been sited and will begin construction soon**
- **Close proximity to Northeastern refueling tracks makes NFARS ideal to support TTF and Northeast Duty Tanker missions**
- **The base is also used by NYARNG and USAR units for drills and training**
- **Longest Runway in Western New York at 9825 feet**
- **Coast Guard and Border patrol helicopters use our facility**
- **Various law enforcement agencies regularly use our facilities for a secure meeting / training location**

Military Value Criteria #3

The ability to accommodate contingency, mobilization, and future total force requirements at both the existing and potential receiving locations to support operations and training.

- **Opportunity to expand east and west at existing location.**
- **Land exists on existing base to accommodate new tenants and missions**
- **Our billeting, messing facilities, recreation complex and aircraft parking areas make us ideal to accept the surge of contingency and mobilizing transients**
- **Base has POL storage capacity of 893,400 gallons**
- **80 % of the NFARS workforce live within 50 miles of the base**

Military Value Criteria #4

The cost and manpower implications.

- Demolition of 123,000 square feet of older structures resulted in a reduction of maintenance and utility costs. Mission essential facilities were replaced with more modern energy efficient facilities
- NFARS has re-negotiated the Joint Use Agreement (JUA) with the Niagara Frontier Transportation Authority (NFTA) which will reduce the annual fee down from its current \$150,000 cost to a no-cost agreement in FY 2006. We anticipate the JUA remaining a no-cost agreement between the AF and NFTA due to the considerable amounts of services the government provides.
- The State of New York has sanctioned a program through which NFARS electricity rates will decrease from \$0.11 per kilowatt hour to approximately \$0.08 per kilowatt hour, creating an annual reduction in electrical utility costs of approximately 24% based upon current utilization rates.

Military Value Criteria #5

The extent and timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to exceed the costs.

- **NFARS has the ability to increase the primary assigned aircraft of both the 107th and 914th to 12 aircraft with no additional military construction**
 - **Ramp space is sufficient to support the increased aircraft assignment**
 - **Additional acreage exists to support any needed facilities for new and expanded missions**
 - **Western New York possesses a well-educated dependable workforce eager to support the much-needed jobs associated with new or expanded missions**
 - **Joint use of airfield assets provided for efficiency of both military and civilian aviation endeavors**
-



Military Value Criteria #6

The economic impact on existing communities in the vicinity of military installations.

- **2872 jobs at Base**
- **Second largest employer in Niagara County**
- **\$108.6 M in direct federal funds**
- **Created 647* secondary Jobs in local economy**
- **Total employment impact OVER 3500 jobs!**
- **Total Economic Impact for FY 2003 is \$133.2* million**
- **10% of county's economic engine (influx dollars)**
- **Unemployment is 7.1% (5.9% 3-year avg)**

**These figures based on government formulas,
applying an established multiplier for this area*

Military Value Criteria #7

The ability of both the existing and potential receiving communities' infrastructure to support forces, mission, and personnel.

- **Niagara and Erie County governments have embraced The Airbase as a key economic and homeland defense imperative**
- **Local towns, cities, counties and New York State have actively supported the base through the Niagara Military Affairs Council (NIMAC) efforts to promote the base and assure it's longevity. This includes dedicated funding to NIMAC of over \$700,000 in the last 8 years.**
- **The decrease in Niagara County population over the last 10 years certainly indicates that the county infrastructure (schools, hospitals, transportation systems) can support increased airbase mission**
- **As of the 2000 census, there was a homeowner vacancy rate of 1.8% and a rental vacancy rate of 11.2% in Niagara County**

Military Value Criteria #8

The environmental impact, including the impact of costs related to potential environmental restoration, waste management, and environmental compliance activities.

- **Niagara Falls Air Reserve Station consistently demonstrates environmental excellence**
 - **Of our 14 IRP sites, only 6 remain active**
 - **The Niagara Falls Air Reserve Station, due to its ideal weather conditions, has been designated as a test facility for environmentally-friendly aircraft de-icing**
-

Conclusion

- **The NFARS has the capacity to accommodate the basing of 8 additional C-130 or KC-135 aircraft and support elements. During required surge operations another 8 aircraft can be hosted at NFIAP/NFARS. The unique location of Niagara allows for most tactical airlift in the USAF inventory to operate and fly non-stop (no in-flight refueling required) to the European theatre.**
- **The combination of the location of NFARS in relationship to the northeast military aircraft routes to Europe, combined with its runway that accommodates a fully loaded KC-135R tanker with the experienced aircrews on modern tankers makes this unit and this installation invaluable to the Department of Defense.**

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) ~ Page 1/2
 Data As Of 8/29/2005 7:14:51 PM, Report Created 8/29/2005 7:15:23 PM

Department : Air Force
 Scenario File : A:\COBRA Air Force 33 Niagara Falls, NY.CBR
 Option Pkg Name: COBRA Air Force 33 Niagara Falls ARS, NY
 Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Starting Year : 2006
 Final Year : 2009
 Payback Year : 2035 (26 Years)

NPV in 2025(\$K): 1,192
 1-Time Cost(\$K): 4,820

Net Costs in 2005 Constant Dollars (\$K)								
	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	-----	-----
MilCon	23	260	0	0	0	0	283	0
Person	0	0	0	599	-15	-15	569	-15
Overhd	508	386	291	-28	-242	-242	673	-242
Moving	0	0	0	2,469	0	0	2,469	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	532	646	291	3,041	-258	-258	3,994	-258

	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	0	0	0	0	0	0
TOT	0	0	0	0	0	0	0

	2006	2007	2008	2009	2010	2011	Total
	----	----	----	----	----	----	-----
POSITIONS REALIGNED							
Off	0	0	0	8	0	0	8
Enl	0	0	0	18	0	0	18
Stu	0	0	0	0	0	0	0
Civ	0	0	0	128	0	0	128
TOT	0	0	0	154	0	0	154

Summary:

 Recommendation: Realign Niagara Falls Air Reserve Station (ARS). The 107th Air Refueling Wing's (ARW) (ANG) KC-135R aircraft (8 PAA) are distributed to the 101st ARW (ANG), Bangor IAP Air Guard Station (AGS), Maine. The 107th Wing (ANG) and associated ECS remain in place. The 101st ARW's KC-135E aircraft (8 PAA) retire.

Department : Air Force
 Scenario File : C:\Documents and Settings\gingrick\My Documents\101B - Niagara Falls, NY\101A - COBRA USAF 0121v4 (318.3c2)
 Option Pkg Name: 101B - USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 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 : 2035 (26 Years) *Cost*
 NPV in 2025(\$K): 13,137 *Cost*
 1-Time Cost(\$K): 65,188 *Cost*

Net Costs in 2005 Constant Dollars (\$K)								
	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	2,738	17,954	12,471	0	0	0	33,164	0
Person	0	0	0	12,451	11,572	11,572	35,595	11,572
Overhd	-1,049	-1,170	-1,367	-13,969	-13,799	-13,799	-45,155	-14,402
Moving	0	483	88	10,114	0	0	10,685	0
Missio	0	0	0	0	0	0	0	0
Other	179	616	1,316	7,026	0	0	9,137	0
TOTAL	1,868	17,883	12,508	15,622	-2,227	-2,227	3,426	-2,830
	2006	2007	2008	2009	2010	2011	Total	
POSITIONS ELIMINATED								
Off	0	0	0	1	0	0	1	
Enl	0	0	0	42	0	0	42	
Civ	0	0	0	311	0	0	311	
TOT	0	0	0	354	0	0	354	
POSITIONS REALIGNED								
Off	0	0	0	11	0	0	11	
Enl	0	0	0	61	0	0	61	
Stu	0	0	0	0	0	0	0	
Civ	0	0	0	216	0	0	216	
TOT	0	0	0	288	0	0	288	

Summary:

 This is a modified scenario that eliminates the savings associated with lost drill positions at Niagara. It also factors in negotiated operating cost reductions at Niagara.

Close Niagara Falls ARS. The 914th Airlift Wing's (AFRC) C-130H aircraft (8 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. The 107th Air Refueling Wing (ANG) will inactivate and its KC-135R aircraft (8 PAA) will be distributed to the 101st Air Refueling Wing (ANG), Bangor IAP AGS, Maine. The 101st Air Refueling Wing's KC-135E aircraft (8 PAA) will retire. The 914th Airlift Wing (AFRC) headquarters element will move to Langley AFB, Virginia. The 914th Airlift Wing (AFRC) ECS will become part of 310th Space Group (AFRC) at Schriever AFB, CO. The 914th CES (AFRC) will move to Lackland AFB, Texas.

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 2/2
 Data As Of 8/14/2005 1:44:36 PM, Report Created 8/14/2005 1:46:21 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\gingrick\My Documents\101B - Niagara Falls, NY\101A - COBRA USAF 0121v4 (318.3c2)
 Option Pkg Name: 101B - USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Pctrs 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	2,738	17,954	12,471	0	0	0	33,164	0
Person	0	0	0	25,083	36,337	36,337	97,757	36,337
Overhd	2,120	1,999	1,802	3,763	3,333	3,333	16,350	3,333
Moving	0	483	88	10,258	0	0	10,829	0
Missio	0	0	0	0	0	0	0	0
Other	179	616	1,316	7,026	0	0	9,137	0
TOTAL	5,037	21,052	15,678	46,130	39,669	39,669	167,237	39,669

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	0	0	12,632	24,765	24,765	62,162	24,765
Overhd	3,169	3,169	3,169	17,732	17,132	17,132	61,505	17,734
Moving	0	0	0	143	0	0	143	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	3,169	3,169	3,169	30,508	41,897	41,897	123,810	42,499

Department : Air Force
 Scenario File : A:\USAF 0121v4 (318.3c2) Niagara Falls DBCRC Site Survey.CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Niagara Falls ARS DBCRC Site Survey
 Std Fctrs File : C:\COBRA\COBRA 6.10\BRAC2005.SFF

Starting Year : 2006
 Final Year : 2009
 Payback Year : 2013 (4 Years)

NPV in 2025(\$K): -175,025
 1-Time Cost(\$K): 87,023

Net Costs in 2005 Constant Dollars (\$K)								
	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	-----	-----
MilCon	4,031	43,902	0	0	0	0	47,934	0
Person	0	0	0	12,389	11,510	11,510	35,408	11,510
Overhd	-449	-118	-516	-29,763	-30,794	-30,794	-92,435	-31,396
Moving	0	1,751	20	9,773	0	0	11,544	0
Missio	0	0	0	0	0	0	0	0
Other	179	7,363	1,346	6,455	0	0	15,343	0
TOTAL	3,761	52,898	851	-1,147	-19,284	-19,284	17,795	-19,886

	2006	2007	2008	2009	2010	2011	Total
	----	----	----	----	----	----	-----
POSITIONS ELIMINATED							
Off	0	0	0	1	0	0	1
Enl	0	0	0	42	0	0	42
Civ	0	0	0	311	0	0	311
TOT	0	0	0	354	0	0	354

POSITIONS REALIGNED							
Off	0	0	0	11	0	0	11
Enl	0	0	0	61	0	0	61
Stu	0	0	0	0	0	0	0
Civ	0	0	0	216	0	0	216
TOT	0	0	0	288	0	0	288

Summary:

 Per DBCRC request _____

Close Niagara Falls ARS.

The 914th Airlift Wing's (AFRC) C-130H aircraft (8 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. The 914th Airlift Wing (AFRC) headquarters element will move to Langley AFB, Virginia. The 914th Airlift Wing (AFRC) ECS will become part of 310th Space Group (AFRC) at Schriever AFB, CO. The 914th CES (AFRC) will move to Lackland AFB, Texas.

The 107th Air Refueling Wing (ANG) will inactivate and its KC-135R aircraft (8 PAA) will be distributed to the 101st Air Refueling Wing (ANG), Bangor IAP AGS, Maine. The 101st Air Refueling Wing's KC-135E aircraft (8 PAA) will retire.



COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10)
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Personnel					
Base	Start*	Finish*	Change	%Change	
Niagara Falls IAP AR	642	0	-642	-100%	
Lackland AFB	20,703	20,707	4	0%	
Schriever AFB	2,388	2,483	95	4%	
Bangor IAP AGS	165	336	171	104%	
Little Rock AFB	5,588	5,969	381	7%	
Langley AFB	10,360	10,392	32	0%	
TOTAL	39,846	39,887	41	0%	

Square Footage					
Base	Start	Finish	Change	%Change	Chg/Per
Niagara Falls IAP AR	756,000	0	-756,000	-100%	1,177
Lackland AFB	6,210,000	6,226,280	16,280	0%	4,070
Schriever AFB	1,505,000	1,568,113	63,113	4%	664
Bangor IAP AGS	678,000	678,800	800	0%	5
Little Rock AFB	3,103,000	3,147,744	44,744	1%	117
Langley AFB	3,923,000	3,947,988	24,988	1%	781
TOTAL	16,175,000	15,568,925	-606,075	-4%	-14,782

Base Operations Support (2005\$)					
Base	Start*	Finish*	Change	%Change	Chg/Per
Niagara Falls IAP AR	11,150,404	0	-11,150,404	-100%	17,368
Lackland AFB	72,567,772	72,580,002	12,230	0%	3,057
Schriever AFB	36,762,930	37,407,299	644,369	2%	6,783
Bangor IAP AGS	4,563,802	4,807,909	244,107	5%	1,427
Little Rock AFB	22,903,645	23,915,976	1,012,330	4%	2,657
Langley AFB	87,794,188	88,003,971	209,783	0%	6,556
TOTAL	235,742,742	226,715,157	-9,027,585	-4%	-220,185

Sustainment (2005\$)					
Base	Start	Finish	Change	%Change	Chg/Per
Niagara Falls IAP AR	4,014,480	0	-4,014,480	-100%	6,253
Lackland AFB	2,642,451	2,646,423	3,972	0%	993
Schriever AFB	5,856,862	6,046,831	189,969	3%	2,000
Bangor IAP AGS	3,606,519	3,609,185	2,666	0%	15
Little Rock AFB	11,271,084	11,355,413	84,329	1%	221
Langley AFB	11,557,526	11,612,349	54,823	0%	1,713
TOTAL	38,948,922	35,270,201	-3,678,721	-9%	-89,725

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base	Recapitalization (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Niagara Falls IAP AR	2,569,473	0	-2,569,473	-100%	4,002
Lackland AFB	15,004,230	15,028,585	24,355	0%	6,089
Schriever AFB	5,350,438	5,470,769	120,330	2%	1,267
Bangor IAP AGS	1,989,892	1,992,231	2,339	0%	14
Little Rock AFB	9,120,700	9,208,692	87,992	1%	231
Langley AFB	10,290,198	10,329,264	39,066	0%	1,221
TOTAL	44,324,931	42,029,541	-2,295,391	-5%	-55,985

Base	Sustain + Recap + BOS (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Niagara Falls IAP AR	17,734,357	0	-17,734,357	-100%	27,624
Lackland AFB	90,214,453	90,255,010	40,557	0%	10,139
Schriever AFB	47,970,230	48,924,898	954,668	2%	10,049
Bangor IAP AGS	10,160,213	10,409,325	249,112	2%	1,457
Little Rock AFB	43,295,430	44,480,081	1,184,652	3%	3,109
Langley AFB	109,641,912	109,945,584	303,672	0%	9,490
TOTAL	319,016,596	304,014,899	-15,001,697	-5%	-365,895

Base	Plant Replacement Value (2005\$)				
	Start	Finish	Change	%Change	Chg/Per
Niagara Falls IAP AR	310,906,274	0	-310,906,274	-100%	484,278
Lackland AFB	1,815,511,833	1,818,458,833	2,947,000	0%	736,750
Schriever AFB	647,403,016	661,963,016	14,560,000	2%	153,263
Bangor IAP AGS	240,776,927	241,059,927	283,000	0%	1,655
Little Rock AFB	1,103,604,744	1,114,251,744	10,647,000	1%	27,945
Langley AFB	1,245,113,927	1,249,840,927	4,727,000	0%	147,719
TOTAL	5,363,316,721	5,085,574,447	-277,742,274	-5%	-6,774,202

* "Start" and "Finish" values for Personnel and BOS both include the Programmed Installation Population (ncn-BRAC) Changes, so that only changes attributable to the BRAC action are reflected in the "Change" columns of this report.

TOTAL COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 1/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

ONE-TIME COSTS	2006	2007	2008	2009	2010	2011	Total
-----(\$K)-----	----	----	----	----	----	----	-----
CONSTRUCTION							
MILCON	2,738	17,954	12,471	0	0	0	33,164
O&M							
CIV SALARY							
Civ RIF	0	0	0	5,051	0	0	5,051
Civ Retire	0	0	0	503	0	0	503
CIV MOVING							
Per Diem	0	0	0	341	0	0	341
POV Miles	0	0	0	37	0	0	37
Home Purch	0	0	0	3,347	0	0	3,347
HHG	0	0	0	721	0	0	721
Misc	0	0	0	216	0	0	216
House Hunt	0	0	0	329	0	0	329
PPP	0	0	0	2,236	0	0	2,236
RITA	0	0	0	1,196	0	0	1,196
FREIGHT							
Packing	0	0	0	18	0	0	18
Freight	0	0	0	278	0	0	278
Vehicles	0	0	0	8	0	0	8
Unemployment	0	0	0	392	0	0	392
OTHER							
Info Tech	0	483	88	1,068	0	0	1,639
Prog Manage	2,120	1,590	1,192	894	0	0	5,797
Supt Contrac	0	0	0	0	0	0	0
Mothball	0	0	0	136	0	0	136
1-Time Move	0	0	0	188	0	0	188
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	21	0	0	21
POV Miles	0	0	0	16	0	0	16
HHG	0	0	0	166	0	0	166
Misc	0	0	0	72	0	0	72
OTHER							
Elim PCS	0	0	0	178	0	0	178
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	179	84	0	0	0	0	263
Misn Contract	0	0	0	0	0	0	0
1-Time Other	0	532	1,316	7,026	0	0	8,874
TOTAL ONE-TIME	5,037	20,643	15,068	24,439	0	0	65,188

TOTAL COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 2/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

RECURRINGCOSTS	2006	2007	2008	2009	2010	2011	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
O&M								
Sustainment	0	247	336	336	336	336	1,590	336
Recap	0	162	274	274	274	274	1,258	274
BOS	0	0	0	2,123	2,123	2,123	6,368	2,123
Civ Salary	0	0	0	632	1,263	1,263	3,158	1,263
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	3,687	7,373	7,373	18,433	7,373
Enl Salary	0	0	0	13,060	26,120	26,120	65,301	26,120
House Allow	0	0	0	1,580	1,580	1,580	4,739	1,580
OTHER								
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
TOTAL RECUR	0	409	610	21,691	39,069	39,069	100,849	39,069
TOTAL COST	5,037	21,052	15,678	46,130	39,069	39,069	166,037	39,069
ONE-TIME SAVES								
-----(\$K)-----	2006	2007	2008	2009	2010	2011	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
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	0	0	143	0	0	143	
OTHER								
Environmental	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
TOTAL ONE-TIME	0	0	0	143	0	0	143	
RECURRINGSAVES								
-----(\$K)-----	2006	2007	2008	2009	2010	2011	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
Sustainment	0	0	0	3,412	3,412	3,412	10,237	4,014
Recap	2,569	2,569	2,569	2,569	2,569	2,569	15,417	2,569
BOS	0	0	0	11,150	11,150	11,150	33,451	11,150
Civ Salary	0	0	0	10,340	20,680	20,680	51,700	20,680
MIL PERSONNEL								
Off Salary	0	0	0	62	125	125	312	125
Enl Salary	0	0	0	1,730	3,461	3,461	8,652	3,461
House Allow	0	0	0	499	499	499	1,498	499
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	16,646	16,646	16,646	49,938	16,646
TOTAL RECUR	2,569	2,569	2,569	46,410	58,543	58,543	171,205	59,145
TOTAL SAVINGS	2,569	2,569	2,569	46,554	58,543	58,543	171,348	59,145

TOTAL COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 3/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

ONE-TIME NET	2006	2007	2008	2009	2010	2011	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	2,738	17,954	12,471	0	0	0	33,164	
O&M								
Civ Retir/RIF	0	0	0	5,554	0	0	5,554	
Civ Moving	0	0	0	8,727	0	0	8,727	
Info Tech	0	483	88	1,068	0	0	1,639	
Other	2,120	1,590	1,192	1,610	0	0	6,513	
MIL PERSONNEL								
Mil Moving	0	0	0	310	0	0	310	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	179	84	0	0	0	0	263	
Misn Contract	0	0	0	0	0	0	0	
1-Time Other	0	532	1,316	7,026	0	0	8,874	
TOTAL ONE-TIME	5,037	20,643	15,068	24,295	0	0	64,781	
RECURRING NET								
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
Sustainment	0	247	336	-3,076	-3,076	-3,076	-8,646	-3,679
Recap	-2,569	-2,408	-2,295	-2,295	-2,295	-2,295	-14,159	-2,295
BOS	0	0	0	-9,027	-9,027	-9,027	-27,083	-9,027
Civ Salary	0	0	0	-9,708	-19,416	-19,416	-48,541	-19,416
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	14,954	29,908	29,908	74,770	29,908
House Allow	0	0	0	1,080	1,080	1,080	3,241	1,080
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	-16,646	-16,646	-16,646	-49,938	-16,646
TOTAL RECUR	-2,569	-2,160	-1,960	-24,719	-19,473	-19,473	-70,356	-20,076
TOTAL NET COST	2,468	18,483	13,108	-424	-19,473	-19,473	-5,312	-20,076

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 4/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Niagara Falls IAP AR, NY (RVKQ)	2006	2007	2008	2009	2010	2011	Total
ONE-TIME COSTS	2006	2007	2008	2009	2010	2011	Total
----(\$K)-----	----	----	----	----	----	----	-----
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	5,051	0	0	5,051
Civ Retire	0	0	0	503	0	0	503
CIV MOVING							
Per Diem	0	0	0	341	0	0	341
POV Miles	0	0	0	37	0	0	37
Home Purch	0	0	0	3,347	0	0	3,347
HHG	0	0	0	721	0	0	721
Misc	0	0	0	216	0	0	216
House Hunt	0	0	0	329	0	0	329
PPP	0	0	0	2,236	0	0	2,236
RITA	0	0	0	1,196	0	0	1,196
FREIGHT							
Packing	0	0	0	18	0	0	18
Freight	0	0	0	278	0	0	278
Vehicles	0	0	0	8	0	0	8
Unemployment	0	0	0	392	0	0	392
OTHER							
Info Tech	0	0	0	58	0	0	58
Prog Manage	2,120	1,590	1,192	894	0	0	5,797
Supt Contrac	0	0	0	0	0	0	0
Mothball	0	0	0	136	0	0	136
1-Time Move	0	0	0	188	0	0	188
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	21	0	0	21
POV Miles	0	0	0	16	0	0	16
HHG	0	0	0	166	0	0	166
Misc	0	0	0	72	0	0	72
OTHER							
Elim PCS	0	0	0	178	0	0	178
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Misc Contract	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	2,120	1,590	1,192	16,403	0	0	21,305

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 5/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Niagara Falls IAP AR, NY (RVKQ)								
RECURRINGCOSTS	2006	2007	2008	2009	2010	2011	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
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	2,120	1,590	1,192	16,403	0	0	21,305	0
ONE-TIME SAVES								
-----(\$K)-----	----	----	----	----	----	----	-----	-----
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	0
O&M								
1-Time Move	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Moving	0	0	0	143	0	0	143	0
OTHER								
Environmental	0	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	143	0	0	143	0
RECURRINGSAVES								
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
Sustainment	0	0	0	3,412	3,412	3,412	10,237	4,014
Recap	2,569	2,569	2,569	2,569	2,569	2,569	15,417	2,569
BOS	0	0	0	11,150	11,150	11,150	33,451	11,150
Civ Salary	0	0	0	10,340	20,680	20,680	51,700	20,680
MIL PERSONNEL								
Off Salary	0	0	0	62	125	125	312	125
Enl Salary	0	0	0	1,730	3,461	3,461	8,652	3,461
House Allow	0	0	0	499	499	499	1,498	499
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	16,646	16,646	16,646	49,938	16,646
TOTAL RECUR	2,569	2,569	2,569	46,410	58,543	58,543	171,205	59,145
TOTAL SAVINGS	2,569	2,569	2,569	46,554	58,543	58,543	171,348	59,145

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 6/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Niagara Falls IAP AR, NY (RVKQ)

ONE-TIME NET	2006	2007	2008	2009	2010	2011	Total
----(\$K)----	----	----	----	----	----	----	-----
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	5,554	0	0	5,554
Civ Moving	0	0	0	8,727	0	0	8,727
Info Tech	0	0	0	58	0	0	58
Other	2,120	1,590	1,192	1,610	0	0	6,513
MIL PERSONNEL							
Mil Moving	0	0	0	310	0	0	310
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Misc Contract	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	2,120	1,590	1,192	16,259	0	0	21,162

RECURRING NET	2006	2007	2008	2009	2010	2011	Total	Beyond
----(\$K)----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS								
O&M								
Sustainment	0	0	0	-3,412	-3,412	-3,412	-10,237	-4,014
Recap	-2,569	-2,569	-2,569	-2,569	-2,569	-2,569	-15,417	-2,569
BOS	0	0	0	-11,150	-11,150	-11,150	-33,451	-11,150
Civ Salary	0	0	0	-10,340	-20,680	-20,680	-51,700	-20,680
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	-1,793	-3,586	-3,586	-8,964	-3,586
House Allow	0	0	0	-499	-499	-499	-1,498	-499
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	-16,646	-16,646	-16,646	-49,938	-16,646
TOTAL RECUR	-2,569	-2,569	-2,569	-46,410	-58,543	-58,543	-171,205	-59,145
TOTAL NET COST	-449	-979	-1,377	-30,151	-58,543	-58,543	-150,043	-59,145

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 7/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Lackland AFB, TX (MPLS)

ONE-TIME COSTS	2006	2007	2008	2009	2010	2011	Total
-----(\$K)-----	----	----	----	----	----	----	-----
CONSTRUCTION							
MILCON	243	0	2,704	0	0	0	2,947
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPP	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Info Tech	0	0	88	0	0	0	88
Prog Manage	0	0	0	0	0	0	0
Supt Contract	0	0	0	0	0	0	0
Mothball	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	48	0	0	0	0	0	48
Misn Contract	0	0	0	0	0	0	0
1-Time Other	0	0	0	1,358	0	0	1,358
TOTAL ONE-TIME	291	0	2,792	1,358	0	0	4,441

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 9/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Lackland AFB, TX (MPLS)

ONE-TIME NET	2006	2007	2008	2009	2010	2011	Total
-----(\$K)-----	----	----	----	----	----	----	-----
CONSTRUCTION							
MILCON	243	0	2,704	0	0	0	2,947
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Info Tech	0	0	88	0	0	0	88
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	48	0	0	0	0	0	48
Misn Contract	0	0	0	0	0	0	0
1-Time Other	0	0	0	1,358	0	0	1,358
TOTAL ONE-TIME	291	0	2,792	1,358	0	0	4,441

RECURRING NET	2006	2007	2008	2009	2010	2011	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
Sustainment	0	0	4	4	4	4	16	4
Recap	0	0	24	24	24	24	97	24
BOS	0	0	0	12	12	12	37	12
Civ Salary	0	0	0	33	66	66	166	66
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	41	82	82	206	82
House Allow	0	0	0	11	11	11	33	11
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	28	126	200	200	555	200
TOTAL NET COST	291	0	2,820	1,484	200	200	4,996	200

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 10/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Schriever AFB, CO (GLEN)

ONE-TIME COSTS	2006	2007	2008	2009	2010	2011	Total
-----(\$K)-----	----	----	----	----	----	----	-----
CONSTRUCTION							
MILCON	1,202	13,358	0	0	0	0	14,560
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPP	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Info Tech	0	352	0	569	0	0	921
Prog Manage	0	0	0	0	0	0	0
Supt Contract	0	0	0	0	0	0	0
Mothball	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	48	50	0	0	0	0	98
Misc Contract	0	0	0	0	0	0	0
1-Time Other	0	0	537	4,054	0	0	4,591
TOTAL ONE-TIME	1,250	13,760	537	4,623	0	0	20,170

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 12/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Schriever AFB, CO (GLEN)

ONE-TIME NET	2006	2007	2008	2009	2010	2011	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	1,202	13,358	0	0	0	0	14,560	
O&M								
Civ Retir/RIF	0	0	0	0	0	0	0	
Civ Moving	0	0	0	0	0	0	0	
Info Tech	0	352	0	569	0	0	921	
Other	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	48	50	0	0	0	0	98	
Misn Contract	0	0	0	0	0	0	0	
1-Time Other	0	0	537	4,054	0	0	4,591	
TOTAL ONE-TIME	1,250	13,760	537	4,623	0	0	20,170	
RECURRING NET								
-----(\$K)-----	----	----	----	----	----	----	-----	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
Sustainment	0	190	190	190	190	190	950	190
Recap	0	120	120	120	120	120	602	120
BOS	0	0	0	644	644	644	1,933	644
Civ Salary	0	0	0	133	266	266	665	266
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	268	537	537	1,342	537
House Allow	0	0	0	256	256	256	769	256
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
TOTAL RECUR	0	310	310	1,612	2,014	2,014	6,261	2,014
TOTAL NET COST	1,250	14,070	847	6,236	2,014	2,014	26,431	2,014

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 13/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Bangor IAP AGS, ME (FKNN)

ONE-TIME COSTS	2006	2007	2008	2009	2010	2011	Total
----(\$K)-----	----	----	----	----	----	----	-----
CONSTRUCTION							
MILCON	23	260	0	0	0	0	283
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPP	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Info Tech	0	0	0	0	0	0	0
Prog Manage	0	0	0	0	0	0	0
Supt Contract	0	0	0	0	0	0	0
Mothball	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
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
Misc Contract	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	23	260	0	0	0	0	283

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 15/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Bangor IAP AGS, ME (FKNN)

ONE-TIME NET	2006	2007	2008	2009	2010	2011	Total
-----(\$K)-----	----	----	----	----	----	----	-----
CONSTRUCTION							
MILCON	23	260	0	0	0	0	283
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Info Tech	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	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	23	260	0	0	0	0	283

RECURRING NET	2006	2007	2008	2009	2010	2011	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS								
O&M								
Sustainment	0	3	3	3	3	3	13	3
Recap	0	2	2	2	2	2	12	2
BOS	0	0	0	244	244	244	732	244
Civ Salary	0	0	0	0	0	0	0	0
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	218	218	218	654	218
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
TOTAL RECUR	0	5	5	467	467	467	1,411	467
TOTAL NET COST	23	265	5	467	467	467	1,694	467

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 16/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Little Rock AFB, AR (NKAK)

ONE-TIME COSTS	2006	2007	2008	2009	2010	2011	Total
-----(\$K)-----	----	----	----	----	----	----	-----
CONSTRUCTION							
MILCON	879	0	9,768	0	0	0	10,647
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPP	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Info Tech	0	113	0	321	0	0	434
Prog Manage	0	0	0	0	0	0	0
Supt Contrac	0	0	0	0	0	0	0
Mothball	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	79	20	0	0	0	0	99
Misn Contract	0	0	0	0	0	0	0
1-Time Other	0	532	328	895	0	0	1,755
TOTAL ONE-TIME	958	665	10,096	1,216	0	0	12,935

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Little Rock AFB, AR (NKAK)

ONE-TIME NET	2006	2007	2008	2009	2010	2011	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	879	0	9,768	0	0	0	10,647	
O&M								
Civ Retir/RIF	0	0	0	0	0	0	0	
Civ Moving	0	0	0	0	0	0	0	
Info Tech	0	113	0	321	0	0	434	
Other	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	79	20	0	0	0	0	99	
Misn Contract	0	0	0	0	0	0	0	
1-Time Other	0	532	328	895	0	0	1,755	
TOTAL ONE-TIME	958	665	10,096	1,216	0	0	12,935	
RECURRING NET								
-----(\$K)-----	2006	2007	2008	2009	2010	2011	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
Sustainment	0	0	84	84	84	84	337	84
Recap	0	0	88	88	88	88	352	88
BOS	0	0	0	1,012	1,012	1,012	3,037	1,012
Civ Salary	0	0	0	432	864	864	2,161	864
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	16,396	32,792	32,792	81,980	32,792
House Allow	0	0	0	1,084	1,084	1,084	3,253	1,084
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	172	19,097	35,926	35,926	91,121	35,926
TOTAL NET COST	958	665	10,268	20,313	35,926	35,926	104,056	35,926

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 19/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Langley AFB, VA (MUHJ)

ONE-TIME COSTS	2006	2007	2008	2009	2010	2011	Total
-----(\$K)-----	----	----	----	----	----	----	-----
CONSTRUCTION							
MILCON	390	4,337	0	0	0	0	4,727
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPP	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Info Tech	0	18	0	120	0	0	138
Prog Manage	0	0	0	0	0	0	0
Supt Contrac	0	0	0	0	0	0	0
Mothball	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	4	14	0	0	0	0	18
Misn Contract	0	0	0	0	0	0	0
1-Time Other	0	0	451	719	0	0	1,170
TOTAL ONE-TIME	394	4,369	451	839	0	0	6,053

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 21/21
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Langley AFB, VA (MUHJ)

ONE-TIME NET	2006	2007	2008	2009	2010	2011	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	390	4,337	0	0	0	0	4,727	
O&M								
Civ Retir/RIF	0	0	0	0	0	0	0	
Civ Moving	0	0	0	0	0	0	0	
Info Tech	0	18	0	120	0	0	138	
Other	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	4	14	0	0	0	0	18	
Misn Contract	0	0	0	0	0	0	0	
1-Time Other	0	0	451	719	0	0	1,170	
TOTAL ONE-TIME	394	4,369	451	839	0	0	6,053	
RECURRING NET	2006	2007	2008	2009	2010	2011	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS								
O&M	0	0	0	0	0	0	0	0
Sustainment	0	55	55	55	55	55	274	55
Recap	0	39	39	39	39	39	195	39
BOS	0	0	0	210	210	210	629	210
Civ Salary	0	0	0	33	66	66	166	66
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	41	82	82	206	82
House Allow	0	0	0	10	10	10	29	10
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
TOTAL RECUR	0	94	94	388	462	462	1,500	462
TOTAL NET COST	394	4,462	545	1,227	462	462	7,553	462

COBRA ECONOMIC IMPACT REPORT (COBRA v6.10)

Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Niagara Falls IAP AR, NY (RVKQ)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	0	0	115	0	0	115
NET CHANGE-Mil	0	0	0	-115	0	0	-115
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	0	0	527	0	0	527
NET CHANGE-Civ	0	0	0	-527	0	0	-527
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

Lackland AFB, TX (MPLS)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	1	0	0	1
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	0	1	0	0	1
Jobs Gained-Civ	0	0	0	3	0	0	3
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	0	3	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

Schriever AFB, CO (GLEN)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	44	0	0	44
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	0	44	0	0	44
Jobs Gained-Civ	0	0	0	51	0	0	51
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	0	51	0	0	51
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

Bangor IAP AGS, ME (FKNN)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	34	0	0	34
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	0	34	0	0	34
Jobs Gained-Civ	0	0	0	137	0	0	137
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	0	137	0	0	137
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 : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Little Rock AFB, AR (NKAK)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	368	0	0	368
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	0	368	0	0	368
Jobs Gained-Civ	0	0	0	13	0	0	13
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	0	13	0	0	13
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

Langley AFB, VA (MUHJ)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	1	0	0	1
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	0	1	0	0	1
Jobs Gained-Civ	0	0	0	31	0	0	31
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	0	31	0	0	31
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 INPUT DATA REPORT (COBRA v6.10)
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 2006
 Model does Time-Phasing of Construction/Shutdown: No

Base Name, ST (Code)	Strategy:
-----	-----
Niagara Falls IAP AR, NY (RVKQ)	Closes in FY 2009
Lackland AFB, TX (MPLS)	Realignment
Schriever AFB, CO (GLEN)	Realignment
Bangor IAP AGS, ME (FKNN)	Realignment
Little Rock AFB, AR (NKAK)	Realignment
Langley AFB, VA (MUHJ)	Realignment

INPUT SCREEN TWO - DISTANCE TABLE
 (Only shows distances where personnel or equipment are moving)

Point A:	Point B:	Distance:
-----	-----	-----
Niagara Falls IAP AR, NY (RVKQ)	Lackland AFB, TX (MPLS)	1,647 mi
Niagara Falls IAP AR, NY (RVKQ)	Schriever AFB, CO (GLEN)	1,560 mi
Niagara Falls IAP AR, NY (RVKQ)	Bangor IAP AGS, ME (FKNN)	681 mi
Niagara Falls IAP AR, NY (RVKQ)	Little Rock AFB, AR (NKAK)	1,065 mi
Niagara Falls IAP AR, NY (RVKQ)	Langley AFB, VA (MUHJ)	545 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Niagara Falls IAP AR, NY (RVKQ) to Lackland AFB, TX (MPLS)

	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	2	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 Niagara Falls IAP AR, NY (RVKQ) to Schriever AFB, CO (GLEN)

	2006	2007	2008	2009	2010	2011
	----	----	----	----	----	----
Officer Positions:	0	0	0	2	0	0
Enlisted Positions:	0	0	0	36	0	0
Civilian Positions:	0	0	0	47	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

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from Niagara Falls IAP AR, NY (RVKQ) to Bangor IAP AGS, ME (FKNN)

	2006	2007	2008	2009	2010	2011
	----	----	----	----	----	----
Officer Positions:	0	0	0	9	0	0
Enlisted Positions:	0	0	0	25	0	0
Civilian Positions:	0	0	0	137	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	0	0	0	22	0	0
Suppt Eqpt (tons):	0	0	0	43	0	0
Military Light Vehicles:	0	0	0	2	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from Niagara Falls IAP AR, NY (RVKQ) to Little Rock AFB, AR (NKAK)

	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	44	0	0
Suppt Eqpt (tons):	0	0	0	88	0	0
Military Light Vehicles:	0	0	0	2	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from Niagara Falls IAP AR, NY (RVKQ) to Langley AFB, VA (MUHJ)

	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	30	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

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Niagara Falls IAP AR, NY (RVKQ)

Total Officer Employees:	12	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	65	Total Sustainment (\$K/Year):	4,546
Total Student Employees:	0	Sustain Payroll (\$K/Year):	532
Total Civilian Employees:	527	BOS Non-Payroll (\$K/Year):	11,035
Accomp Mil not Receiving BAH:	0.0%	BOS Payroll (\$K/Year):	8,910
Officer Housing Units Avail:	0	Family Housing (\$K/Year):	0
Enlisted Housing Units Avail:	0	Installation PRV (\$K):	310,906
Starting Facilities(KSF):	756	Svc/Agcy Recap Rate (Years):	121
Officer BAH (\$/Month):	1,218	Homeowner Assistance Program:	No
Enlisted BAH (\$/Month):	885		
Civ Locality Pay Factor:	1.109	TRICARE	In-Pat Out-Pat
Area Cost Factor:	1.12		Admits Visits Prescrip
Per Diem Rate (\$/Day):	128	CostFactor	0.00 0.00 0.00
Freight Cost (\$/Ton/Mile):	0.37	Actv MTF	0 0 0
Vehicle Cost (\$/Lift/Mile):	4.84	Actv Purch	0 0 0
Latitude:	43.114179	Retiree	0 0 0
Longitude:	-78.943871	Retiree65+	0 0 0

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Lackland AFB, TX (MPLS)

Total Officer Employees:	2,207	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	7,232	Total Sustainment (\$K/Year):	37,220
Total Student Employees:	6,026	Sustain Payroll (\$K/Year):	34,577
Total Civilian Employees:	5,254	BOS Non-Payroll (\$K/Year):	72,617
Accomp Mil not Receiving BAH:	10.7%	BOS Payroll (\$K/Year):	71,282
Officer Housing Units Avail:	0	Family Housing (\$K/Year):	5,812
Enlisted Housing Units Avail:	0	Installation PRV(\$K):	1,815,512
Starting Facilities(KSF):	6,210	Svc/Agcy Recap Rate (Years):	121
Officer BAH (\$/Month):	1,138	Homeowner Assistance Program:	Yes
Enlisted BAH (\$/Month):	918		
Civ Locality Pay Factor:	1.109	TRICARE	In-Pat Out-Pat
Area Cost Factor:	0.90		Admits Visits Prescrip
Per Diem Rate (\$/Day):	138	CostFactor	7,942.68 106.85 18.90
Freight Cost (\$/Ton/Mile):	0.27	Actv MTF	8,002 461,642 349,599
Vehicle Cost (\$/Lift/Mile):	4.84	Actv Purch	229 44,930
Latitude:	29.385043	Retiree	3,902 191,102 335,454
Longitude:	-98.626672	Retiree65+	3,959 160,589 428,177

Name: Schriever AFB, CO (GLEN)

Total Officer Employees:	733	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	1,245	Total Sustainment (\$K/Year):	8,317
Total Student Employees:	0	Sustain Payroll (\$K/Year):	2,460
Total Civilian Employees:	586	BOS Non-Payroll (\$K/Year):	37,957
Accomp Mil not Receiving BAH:	0.0%	BOS Payroll (\$K/Year):	11,304
Officer Housing Units Avail:	0	Family Housing (\$K/Year):	0
Enlisted Housing Units Avail:	0	Installation PRV(\$K):	647,403
Starting Facilities(KSF):	1,505	Svc/Agcy Recap Rate (Years):	121
Officer BAH (\$/Month):	1,166	Homeowner Assistance Program:	No
Enlisted BAH (\$/Month):	865		
Civ Locality Pay Factor:	1.109	TRICARE	In-Pat Out-Pat
Area Cost Factor:	1.19		Admits Visits Prescrip
Per Diem Rate (\$/Day):	122	CostFactor	0.00 0.00 0.00
Freight Cost (\$/Ton/Mile):	0.37	Actv MTF	0 0 0
Vehicle Cost (\$/Lift/Mile):	4.84	Actv Purch	0 0
Latitude:	38.805203	Retiree	0 0 0
Longitude:	-104.524883	Retiree65+	0 0 0

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Bangor IAP AGS, ME (FKNN)

Total Officer Employees:	13	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	94	Total Sustainment(\$K/Year):	3,606
Total Student Employees:	0	Sustain Payroll (\$K/Year):	0
Total Civilian Employees:	222	BOS Non-Payroll (\$K/Year):	4,798
Accomp Mil not Receiving BAH:	0.0%	BOS Payroll (\$K/Year):	931
Officer Housing Units Avail:	0	Family Housing (\$K/Year):	0
Enlisted Housing Units Avail:	0	Installation PRV(\$K):	240,777
Starting Facilities(KSF):	678	Svc/Agcy Recap Rate (Years):	121
Officer BAH (\$/Month):	1,119	Homeowner Assistance Program:	No
Enlisted BAH (\$/Month):	818		
Civ Locality Pay Factor:	1.109	TRICARE	In-Pat Out-Pat
Area Cost Factor:	1.05		Admits Visits Prescrip
Per Diem Rate (\$/Day):	0	CostFactor	0.00 0.00 0.00
Freight Cost (\$/Ton/Mile):	0.12	Actv MTF	0 0 0
Vehicle Cost (\$/Lift/Mile):	4.84	Actv Purch	0 0 0
Latitude:	44.806667	Retiree	0 0 0
Longitude:	-68.828334	Retiree65+	0 0 0

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	TRICARE	In-Pat Out-Pat
Area Cost Factor:	0.87		Admits Visits Prescrip
Per Diem Rate (\$/Day):	111	CostFactor	4,053.73 109.47 14.80
Freight Cost (\$/Ton/Mile):	0.75	Actv MTF	0 76,739 85,215
Vehicle Cost (\$/Lift/Mile):	4.84	Actv Purch	1,324 66,907
Latitude:	34.905006	Retiree	0 18,553 94,663
Longitude:	-92.140295	Retiree65+	0 922 116,711

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: Langley AFB, VA (MUHJ)

Total Officer Employees:	1,852	Base Service (for BOS/Sust):	Air Force
Total Enlisted Employees:	6,725	Total Sustainment(\$K/Year):	18,805
Total Student Employees:	0	Sustain Payroll (\$K/Year):	7,248
Total Civilian Employees:	1,855	BOS Non-Payroll (\$K/Year):	88,266
Accomp Mil not Receiving BAH:	21.0%	BOS Payroll (\$K/Year):	32,117
Officer Housing Units Avail:	0	Family Housing (\$K/Year):	15,086
Enlisted Housing Units Avail:	0	Installation PRV(\$K):	1,245,114
Starting Facilities(KSF):	3,923	Svc/Agcy Recap Rate (Years):	121
Officer BAH (\$/Month):	1,074	Homeowner Assistance Program:	Yes
Enlisted BAH (\$/Month):	815		
Civ Locality Pay Factor:	1.109	TRICARE	In-Pat Out-Pat
Area Cost Factor:	0.94		Admits Visits Prescrip
Per Diem Rate (\$/Day):	142	CostFactor	4,697.71 72.96 27.68
Freight Cost (\$/Ton/Mile):	0.18	Actv MTF	2,435 157,901 186,195
Vehicle Cost (\$/Lift/Mile):	4.84	Actv Purch	372 41,731
Latitude:	37.083213	Retiree	251 28,030 160,514
Longitude:	-76.362353	Retiree65+	63 6,334 144,122

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Niagara Falls IAP AR, NY (RVKQ)

	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	188	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	16,646	16,646	16,646
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):		756	FH ShDn:	0.000%

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Lackland AFB, TX (MPLS)

	2006	2007	2008	2009	2010	2011
	----	----	----	----	----	----
1-Time Unique Cost (\$K):	0	0	0	1,358	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	88	0	0	0
Construction Schedule(%):	0%	0%	100%	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: Schriever AFB, CO (GLEN)

	2006	2007	2008	2009	2010	2011
	----	----	----	----	----	----
1-Time Unique Cost (\$K):	0	0	537	4,054	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	50	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	352	0	569	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 : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Bangor IAP AGS, ME (FKNN)

	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 Req(\$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%	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: Little Rock AFB, AR (NKAK)

	2006	2007	2008	2009	2010	2011
	----	----	----	----	----	----
1-Time Unique Cost (\$K):	0	532	328	895	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 Req(\$K):	79	20	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	113	0	321	0	0
Construction Schedule(%):	0%	0%	100%	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 : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: Langley AFB, VA (MUHJ)

	2006	2007	2008	2009	2010	2011
	----	----	----	----	----	----
1-Time Unique Cost (\$K):	0	0	451	719	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 Reqcd(\$K):	4	14	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	18	0	120	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%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Niagara Falls IAP AR, NY (RVKQ)

	2006	2007	2008	2009	2010	2011
	----	----	----	----	----	----
Off Scenario Change:	0	0	0	-1	0	0
Enl Scenario Change:	0	0	0	-42	0	0
Civ Scenario Change:	0	0	0	-311	0	0
Off Prog nonBRAC Change:	-1	1	0	0	0	0
Enl Prog nonBRAC Change:	26	12	0	0	0	0
Civ Prog nonBRAC Change:	7	-7	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	0%	0%	0%	0%	0%	0%

Name: Lackland AFB, TX (MPLS)

	2006	2007	2008	2009	2010	2011
	----	----	----	----	----	----
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	1	0	0
Civ Scenario Change:	0	0	0	1	0	0
Off Prog nonBRAC Change:	-10	0	4	0	0	0
Enl Prog nonBRAC Change:	-31	-8	-15	0	0	0
Civ Prog nonBRAC Change:	49	-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 : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: Schriever AFB, CO (GLEN)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	1	0	0
Enl Scenario Change:	0	0	0	5	0	0
Civ Scenario Change:	0	0	0	4	0	0
Off Prog nonBRAC Change:	-51	-25	-1	0	-1	0
Enl Prog nonBRAC Change:	-70	-22	-2	-2	-2	-1
Civ Prog nonBRAC Change:	1	1	0	-1	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	0%	0%	0%	0%	0%	0%

Name: Bangor IAP AGS, ME (FKNN)

	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	-7	0	0
Enl Prog nonBRAC Change:	0	0	0	-19	0	0
Civ Prog nonBRAC Change:	-3	0	0	-136	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	0	0	58	0	0
Enl Scenario Change:	0	0	0	310	0	0
Civ Scenario Change:	0	0	0	13	0	0
Off Prog nonBRAC Change:	3	-1	-5	0	0	0
Enl Prog nonBRAC Change:	135	-49	-16	0	0	0
Civ Prog nonBRAC Change:	39	0	-7	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	100%	0%	0%	0%	0%	0%

Name: Langley AFB, VA (MUHJ)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	1	0	0
Civ Scenario Change:	0	0	0	1	0	0
Off Prog nonBRAC Change:	0	-2	-3	0	0	0
Enl Prog nonBRAC Change:	-162	-2	0	0	0	0
Civ Prog nonBRAC Change:	94	3	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	100%	0%	0%	0%	0%	0%

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: Lackland AFB, TX (MPLS)

FAC	UM	New MilCon	Rehab MilCon	TotCost(\$K)	FPG Con CF	FPG Sust CF
1714	SF	16,280	0 Default	2,947	137.77	4.15

Name: Schriever AFB, CO (GLEN)

FAC	UM	New MilCon	Rehab MilCon	TotCost(\$K)	FPG Con CF	FPG Sust CF
1711	SF	3,430	0 Default	926	154.99	3.65
1714	SF	53,083	0 Default	12,690	137.77	4.15
4421	SF	6,600	0 Default	944	75.98	2.06

Name: Bangor IAP AGS, ME (FKNN)

FAC	UM	New MilCon	Rehab MilCon	TotCost(\$K)	FPG Con CF	FPG Sust CF
1411	SF	800	0 Default	283	226.91	3.45

Name: Little Rock AFB, AR (NKAK)

FAC	UM	New MilCon	Rehab MilCon	TotCost(\$K)	FPG Con CF	FPG Sust CF
2111	SF	5,050	0 Default	1,437	196.52	2.03
2112	SF	542	0 Default	125	169.17	2.03
2113	SF	2,629	0 Default	914	271.86	2.09
2116	SF	892	0 Default	188	169.17	2.43
2181	SF	2,465	0 Default	490	144.86	3.06
6100	SF	6,451	0 Default	1,179	138.78	2.52
7210	SF	13,116	0 Default	2,037	149.92	4.16
7220	SF	2,378	0 Default	730	244.13	5.41
7362	SF	4,656	0 Default	993	167.15	3.76
7371	SF	2,791	0 Default	616	166.13	2.76
7416	SF	225	0 Default	44	162.08	3.49
7417	SF	3,549	0 Default	717	151.95	3.91
1412	SF	0	258 Default	24	152.30	3.26
2171	SF	0	293 Default	26	147.68	2.62
2184	SF	0	456 Default	45	159.65	3.49
4421	SF	0	2,760 Default	135	75.98	2.06
8999	NA	0	0 Default	947	0.00	0.00

Name: Langley AFB, VA (MUHC)

FAC	UM	New MilCon	Rehab MilCon	TotCost(\$K)	FPG Con CF	FPG Sust CF
1714	SF	24,650	0 Default	4,660	137.77	4.15
6100	SF	338	0 Default	67	138.78	2.52

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

STANDARD FACTORS SCREEN ONE - PERSONNEL

SF File Descrip:

Perc Officers Accompanied:	72.00%	Priority Placement Program:	39.97%
Perc Enlisted Accompanied:	55.00%	PPP Actions Involving PCS:	50.70%
Officer Salary(\$/Year):	124,971.93	Civilian PCS Costs (\$):	35,496.00
Enlisted Salary(\$/Year):	82,399.09	Home Sale Reimburse Rate:	10.00%
Civilian Salary(\$/Year):	59,959.18	Max Home Sale Reimburs(\$):	50,000.00
Avg Unemploy Cost(\$/Week):	272.90	Home Purch Reimburse Rate:	5.00%
Unemployment Eligibility(Weeks):	16	Max Home Purch Reimburs(\$):	25,000.00
Civilians Not Willing To Move:	6.00%	Civilian Homeowning Rate:	68.40%
Civilian Turnover Rate:	9.16%	HAP Home Value Reimburse Rate:	13.46%
Civilian Early Retire Rate:	8.10%	HAP Homeowner Receiving Rate:	18.44%
Civilian Regular Retire Rate:	1.67%	RSE Home Value Reimburse Rate:	0.00%
Civilian RIF Pay Factor:	86.32%	RSE Homeowner Receiving Rate:	0.00%
Civ Early Retire Pay Factor:	18.03%		

STANDARD FACTORS SCREEN TWO - FACILITIES

	Army	Navy	Air Force	Marines
Service Sustainment Rate	87.00%	93.00%	92.00%	97.00%
Unit Cost Adjustment (BOS)	10332.00	8879.00	3032.00	3904.00
Program Management Factor:	10.00	MilCon Site Prep Cost (\$/SF):	0.74	
Mothball (Close) (\$/SF):	0.18	MilCon Contingency Plan Rate:	5.00%	
Mothball (Deac/Realn) (\$/SF):	0.45	MilCon Design Rate (Medical):	13.00%	
Rehab vs. MilCon (Default):	47.00%	MilCon Design Rate (Other):	9.00%	
Rehab vs. MilCon (Red):	64.00%	MilCon SIOH Rate:	6.00%	
Rehab vs. MilCon (Amber):	29.00%	Discount Rate for NPV/Payback:	2.80%	

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Mil (Lb):	710	Storage-In-Transit (\$/Pers):	373.76
HHG Per Off Accomp (Lb):	15,290.00	POV Reimburse(\$/Mile):	0.20
HHG Per Enl Accomp (Lb):	9,204.00	Air Transport (\$/Pass Mile):	0.20
HHG Per Off Unaccomp (Lb):	13,712.00	IT Connect (\$/Person):	200.00
HHG Per Enl Unaccomp (Lb):	6,960.00	Misc Exp(\$/Direct Employee):	1,000.00
HHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Months):	30.02
Total HHG Cost (\$/100Lb):	8.78	One-Time Off PCS Cost(\$):	10,477.58
Equip Pack & Crate(\$/Ton):	180.67	One-Time Enl PCS Cost(\$):	3,998.52

Department : Air Force
Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

FOOTNOTES FOR SCREEN ONE

=====
Close Niagara Falls ARS. The 914th Airlift Wing's (AFRC) C-130H aircraft (8 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. The 107th Air Refueling Wing (ANG) will inactivate and its KC-135R aircraft (8 PAA) will be distributed to the 101st Air Refueling Wing (ANG), Bangor IAP AGS, Maine. The 101st Air Refueling Wing's KC-135E aircraft (8 PAA) will retire. The 914th Airlift Wing (AFRC) headquarters element will move to Langley AFB, Virginia. The 914th Airlift Wing (AFRC) ECS will become part of 310th Space Group (AFRC) at Schriever AFB, CO. The 914th CES (AFRC) will move to Lackland AFB, Texas.

FOOTNOTES FOR SCREEN THREE

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Manpower to/from Base X are entered into COBRA as additions/eliminations in Screen 6.

FOOTNOTES FOR SCREEN FIVE

=====
Niagara Falls:
One Time Moving: \$188k =
To Bangor - \$1K Transportation; \$9K warehouse costs; \$27K - Munitions cost
To Little Rock - \$73K Transportation; \$9K warehouse costs; \$69K - Munitions cost
Misc Recurring Savings: \$16646K ANG drill savings (1189 PE @ \$14K ea)

Lackland:
One Time Unique: \$1,066.4K Training costs for 43 authorizations; \$292K for System furniture
Env non-MILCON: \$48.0K NEPA Costs
One Time IT: \$88.0K cost to connect 1 new facility

Schriever:
One Time Unique: FY 07 - \$537K MFH Privatization; FY 09 - \$3,103.4 - training cost for 125 authorizations, \$951.0K for system furniture
Env non-MILCON: FY 06 - \$48.0K NEPA Costs; FY 07 - \$50K conformity analysis
One Time IT: FY 07 \$352K - proportional cost cost to connect 4 new facilities; FY 09 - \$569.0K - proportional cost for Phones, STEs, PCs, Wierless and radio for a 354 authorization gain

Bangor:
ANG training is non-BRAC programmatic due to change in aircraft model.

Little Rock (proportional costs associated with Niagara Falls ARS)
One Time Unique: FY 07 - \$532K MFH Privatization; FY 08 \$328 = \$161K - Dorm Furniture, \$167K for System furniture; FY 09 - \$895 = \$5K Library equipment \$778K dining equipment, 112 Child Development Center Equipment
Env non-MILCON: FY 06 - \$79.0K NEPA Costs; FY 07 - \$20 = \$10K air permit, \$10K - waste program
One Time IT: FY 07 \$113K - proportional cost cost to connect 12 new facilities; FY 09 - \$321.0K - proportional cost for Phones, STEs, PCs, Wierless and radio for a 2505 authorization gain

Langley:
One Time Unique: FY 08 \$451 = \$442.0K for system furniture (AFRC input); \$9K system furniture (ILE input); FY 09 - \$718,940 - training cost for 29 authorizations,
Env non-MILCON: FY 06 - \$4.0K NEPA Costs; FY 07 - \$14k = \$1K Waste, \$1K conformity analysis, 1K conformity determination, 3K Air Permit, 8K Emission Offsets
One Time IT: FY 07 \$18.0K - proportional cost cost to connect 2 new facilities; FY 09 - \$120.0K - proportional cost for Phones, STEs, PCs, Wierless and radio for a 858 authorization gain

Department : Air Force
Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

FOOTNOTES FOR SCREEN SIX

=====

Niagara Falls:

Eliminations: 110 Civ for AFRC 8 C-130 H Ops and Maintenance, 9 Civ for AFRC Aerial Port, Aero Med and 1 Off, 2 Enl, 132 Civ in Remaining AFRC Support; 40 Enl and 60 Civ for ANG ECS

Lackland:

Additions: 1 Enl, 1 Civ for AD BOS for Civil Engineering from Niagara

Schriever:

Additions: 1 Off, 5 Enl, 4 Civ for AD BOS for AFRC mission add

Little Rock:

Langley: 1 Enl and 1 Civ for AD BOS for AFRC mission add from Niagara

FOOTNOTES FOR SCREEN SEVEN

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Lackland:

\$2,947K - Includes all project cost Totals include primary facility cost, supporting facilities, Ainti-terrorist/force protection (AT/FP), area cost factor (ACF), markup and design. Numbers are from MILCON Calculator.

Schreiver:

\$14,560K - Includes all project cost Totals include primary facility cost, supporting facilities, Ainti-terrorist/force protection (AT/FP), area cost factor (ACF), markup and design. Numbers are from MILCON Calculator.

Bangor:

\$283K - Includes all project cost Totals include primary facility cost, supporting facilities, Ainti-terrorist/force protection (AT/FP), area cost factor (ACF), markup and design. Numbers are from MILCON Calculator.

Little Rock: \$10,648K - Includes all project cost Totals include primary facility cost, supporting facilities, Ainti-terrorist/force protection (AT/FP), area cost factor (ACF), markup and design. Numbers are from MILCON Calculator. Project costs are proportional based on Niagara Falls requirements as an element of total changes to Little Rock. \$947K in FAC 8999, Miscellaneous Component other Facility added to incorporate base-wide Infrastructure upgrades required and not captured in other items. Represents approximately 10% of total MILCON contributed for Niagara Falls actions to Little Rock.

Langley: \$4,727K - Includes all project cost Totals include primary facility cost, supporting facilities, Ainti-terrorist/force protection (AT/FP), area cost factor (ACF), markup and design. Numbers are from MILCON Calculator. Project costs are proportional based on Niagara Falls requirements as an element of total changes to Langley.

TOTAL COBRA MILITARY CONSTRUCTION ASSETS REPORT (COBRA v6.10)
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

All values in 2005 Constant Dollars

Base Name	Total MilCon*	Milcon Cost Avoidance	Total Net Costs
Niagara Falls IAP AR	0	0	0
Lackland AFB	2,947,000	0	2,947,000
Schriever AFB	14,560,000	0	14,560,000
Bangor IAP AGS	283,000	0	283,000
Little Rock AFB	10,647,000	0	10,647,000
Langley AFB	4,727,000	0	4,727,000
Totals:	33,164,000	0	33,164,000

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

MilCon for Base: Lackland AFB, TX (MPLS)

All values in 2005 Constant Dollars (\$K)

FAC Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
1714 Reserve Component Training Facility	SF	16,280	n/a**	0 Default	n/a**	2,947
Total Construction Cost:						2,947
- Construction Cost Avoid:						0
Total Net Milcon Cost:						2,947

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

**No New Milcon / Rehabilitation Cost breakdown is available if Total Cost was entered by the user.

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

MilCon for Base: Schriever AFB, CO (GLEN)

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	3,430	n/a**	0 Default	n/a**	926
1714 Reserve Component Training Facility	SF	53,083	n/a**	0 Default	n/a**	12,690
4421 Covered Storage Building, Installation	SF	6,600	n/a**	0 Default	n/a**	944
Total Construction Cost:						14,560
- Construction Cost Avoid:						0
Total Net Milcon Cost:						14,560

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

**No New Milcon / Rehabilitation Cost breakdown is available if Total Cost was entered by the user.

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

MilCon for Base: Bangor IAP AGS, ME (FKNN)

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**	283
Total Construction Cost:						283
- Construction Cost Avoid:						0
Total Net Milcon Cost:						283

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

**No New Milcon / Rehabilitation Cost breakdown is available if Total Cost was entered by the user.

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

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*
2111	Aircraft Maintenance Hangar	SF	5,050	n/a**	0 Default	n/a**	1,437
2112	Aircraft Maintenance Shop	SF	542	n/a**	0 Default	n/a**	125
2113	Aircraft Corrosion Control Hangar	SF	2,629	n/a**	0 Default	n/a**	914
2116	Aircraft Maintenance Shop, Depot	SF	892	n/a**	0 Default	n/a**	188
2181	Installation Support Vehicle Maintenance	SF	2,465	n/a**	0 Default	n/a**	490
6100	General Administrative Building	SF	6,451	n/a**	0 Default	n/a**	1,179
7210	Enlisted Unaccompanied Personnel Housing	SF	13,116	n/a**	0 Default	n/a**	2,037
7220	Dining Facility	SF	2,378	n/a**	0 Default	n/a**	730
7362	Religious Education Facility	SF	4,656	n/a**	0 Default	n/a**	993
7371	Nursery and Child Care Facility	SF	2,791	n/a**	0 Default	n/a**	616
7416	Library, General Use	SF	225	n/a**	0 Default	n/a**	44
7417	Recreation Center	SF	3,549	n/a**	0 Default	n/a**	717
1412	Aviation Operations Building	SF	0	n/a**	258 Default	n/a**	24
2171	Electronic and Communication Maintenance	SF	0	n/a**	293 Default	n/a**	26
2184	Parachute And Dingy Maintenance Shop	SF	0	n/a**	456 Default	n/a**	45
4421	Covered Storage Building, Installation	SF	0	n/a**	2,760 Default	n/a**	135
8999	Miscellaneous Component of Other Facility	NA	0	n/a**	0 Default	n/a**	947
Total Construction Cost:							10,647
- Construction Cost Avoid:							0
Total Net Milcon Cost:							10,647

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

**No New Milcon / Rehabilitation Cost breakdown is available if Total Cost was entered by the user.

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

MilCon for Base: Langley AFB, VA (MUHJ)

All values in 2005 Constant Dollars (\$K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
1714	Reserve Component Training Facility	SF	24,650	n/a**	0 Default	n/a**	4,660
6100	General Administrative Building	SF	338	n/a**	0 Default	n/a**	67
					Total Construction Cost:		4,727
					- Construction Cost Avoid:		0
					Total Net Milcon Cost:		4,727

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

**No New Milcon / Rehabilitation Cost breakdown is available if Total Cost was entered by the user.

COBRA NET PRESENT VALUES REPORT (COBRA v6.10)

Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Year	Cost(\$)	Adjusted Cost(\$)	NPV(\$)
----	-----	-----	-----
2006	2,467,860	2,434,019	2,434,019
2007	18,482,864	17,732,894	20,166,912
2008	13,108,440	12,233,993	32,400,905
2009	-423,808	-384,763	32,016,142
2010	-19,473,492	-17,197,877	14,818,265
2011	-19,473,492	-16,729,452	-1,911,187
2012	-20,075,664	-16,777,014	-18,688,201
2013	-20,075,664	-16,320,053	-35,008,255
2014	-20,075,664	-15,875,538	-50,883,793
2015	-20,075,664	-15,443,130	-66,326,923
2016	-20,075,664	-15,022,500	-81,349,423
2017	-20,075,664	-14,613,327	-95,962,751
2018	-20,075,664	-14,215,299	-110,178,049
2019	-20,075,664	-13,828,112	-124,006,161
2020	-20,075,664	-13,451,470	-137,457,632
2021	-20,075,664	-13,085,088	-150,542,720
2022	-20,075,664	-12,728,685	-163,271,405
2023	-20,075,664	-12,381,989	-175,653,394
2024	-20,075,664	-12,044,736	-187,698,130
2025	-20,075,664	-11,716,670	-199,414,800

TOTAL COBRA ONE-TIME COST REPORT (COBRA v6.10) - Page 1/7
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

(All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	33,164,000	
Total - Construction		33,164,000
Personnel		
Civilian RIF	5,051,046	
Civilian Early Retirement	503,538	
Eliminated Military PCS	178,415	
Unemployment	391,688	
Total - Personnel		6,124,687
Overhead		
Program Management Cost	5,796,933	
Support Contract Termination	0	
Mothball / Shutdown	136,080	
Total - Overhead		5,933,013
Moving		
Civilian Moving	6,186,771	
Civilian PPP	2,236,248	
Military Moving	274,912	
Freight	304,100	
Information Technologies	1,638,600	
One-Time Moving Costs	188,000	
Total - Moving		10,828,632
Other		
HAP / RSE	0	
Environmental Mitigation Costs	263,000	
Mission Contract Startup and Termination	0	
One-Time Unique Costs	8,874,300	
Total - Other		9,137,300

Total One-Time Costs		65,187,632

One-Time Savings		
Military Construction Cost Avoidances	0	
Military Moving	143,569	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	

Total One-Time Savings		143,569

Total Net One-Time Costs		65,044,063

COBRA ONE-TIME COST REPORT (COBRA v6.10) - Page 2/7

Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Niagara Falls IAP AR, NY (RVKQ)
 (All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	0	
Total - Construction		0
Personnel		
Civilian RIF	5,051,046	
Civilian Early Retirement	503,538	
Eliminated Military PCS	178,415	
Unemployment	391,688	
Total - Personnel		6,124,687
Overhead		
Program Management Cost	5,796,933	
Support Contract Termination	0	
Mothball / Shutdown	136,080	
Total - Overhead		5,933,013
Moving		
Civilian Moving	6,186,771	
Civilian PPP	2,236,248	
Military Moving	274,912	
Freight	304,100	
Information Technologies	57,600	
One-Time Moving Costs	188,000	
Total - Moving		9,247,632
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
Mission Contract Startup and Termination	0	
One-Time Unique Costs	0	
Total - Other		0

Total One-Time Costs		21,305,332

One-Time Savings		
Military Construction Cost Avoidances	0	
Military Moving	143,569	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	

Total One-Time Savings		143,569

Total Net One-Time Costs		21,161,763

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Lackland AFB, TX (MPLS)
 (All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	2,947,000	
Total - Construction		2,947,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Management Cost	0	
Support Contract Termination	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPP	0	
Military Moving	0	
Freight	0	
Information Technologies	88,000	
One-Time Moving Costs	0	
Total - Moving		88,000
Other		
HAP / RSE	0	
Environmental Mitigation Costs	48,000	
Mission Contract Startup and Termination	0	
One-Time Unique Costs	1,358,000	
Total - Other		1,406,000

Total One-Time Costs		4,441,000

One-Time Savings		
Military Construction Cost Avoidances	0	
Military Moving	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	

Total One-Time Savings		0

Total Net One-Time Costs		4,441,000

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Schriever AFB, CO (GLEN)
 (All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	14,560,000	
Total - Construction		14,560,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Management Cost	0	
Support Contract Termination	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPP	0	
Military Moving	0	
Freight	0	
Information Technologies	921,000	
One-Time Moving Costs	0	
Total - Moving		921,000
Other		
HAP / RSE	0	
Environmental Mitigation Costs	98,000	
Mission Contract Startup and Termination	0	
One-Time Unique Costs	4,591,400	
Total - Other		4,689,400
-----		-----
Total One-Time Costs		20,170,400
-----		-----
One-Time Savings		
Military Construction Cost Avoidances	0	
Military Moving	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----		-----
Total One-Time Savings		0
-----		-----
Total Net One-Time Costs		20,170,400

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Bangor IAP AGS, ME (FKNN)
 (All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	283,000	
Total - Construction		283,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Management Cost	0	
Support Contract Termination	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPP	0	
Military Moving	0	
Freight	0	
Information Technologies	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
Mission Contract Startup and Termination	0	
One-Time Unique Costs	0	
Total - Other		0

Total One-Time Costs		283,000

One-Time Savings		
Military Construction Cost Avoidances	0	
Military Moving	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	

Total One-Time Savings		0

Total Net One-Time Costs		283,000

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Little Rock AFB, AR (NKAK)
 (All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	10,647,000	
Total - Construction		10,647,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Management Cost	0	
Support Contract Termination	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPP	0	
Military Moving	0	
Freight	0	
Information Technologies	434,000	
One-Time Moving Costs	0	
Total - Moving		434,000
Other		
HAP / RSE	0	
Environmental Mitigation Costs	99,000	
Mission Contract Startup and Termination	0	
One-Time Unique Costs	1,755,000	
Total - Other		1,854,000

Total One-Time Costs		12,935,000

One-Time Savings		
Military Construction Cost Avoidances	0	
Military Moving	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	

Total One-Time Savings		0

Total Net One-Time Costs		12,935,000

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Langley AFB, VA (MUHJ)
 (All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	4,727,000	
Total - Construction		4,727,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Management Cost	0	
Support Contract Termination	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPP	0	
Military Moving	0	
Freight	0	
Information Technologies	138,000	
One-Time Moving Costs	0	
Total - Moving		138,000
Other		
HAP / RSE	0	
Environmental Mitigation Costs	18,000	
Mission Contract Startup and Termination	0	
One-Time Unique Costs	1,169,900	
Total - Other		1,187,900

Total One-Time Costs		6,052,900

One-Time Savings		
Military Construction Cost Avoidances	0	
Military Moving	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	

Total One-Time Savings		0

Total Net One-Time Costs		6,052,900

COBRA SUSTAINMENT/RECAP/BOS/HOUSING CHANGE REPORT (COBRA v6.10)
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Net Change(\$K)	2006	2007	2008	2009	2010	2011	Total	Beyond
Sustain Change	0	247	336	-3,076	-3,076	-3,076	-8,646	-3,679
Recap Change	-2,569	-2,408	-2,295	-2,295	-2,295	-2,295	-14,159	-2,295
BOS Change	0	0	0	-9,027	-9,027	-9,027	-27,083	-9,027
Housing Change	0	0	0	0	0	0	0	0
TOTAL CHANGES	-2,569	-2,160	-1,960	-14,399	-14,399	-14,399	-49,888	-15,002

Niagara Falls IAP AR, NY (RVKQ)

Net Change(\$K)	2006	2007	2008	2009	2010	2011	Total	Beyond
Sustain Change	0	0	0	-3,412	-3,412	-3,412	-10,237	-4,014
Recap Change	-2,569	-2,569	-2,569	-2,569	-2,569	-2,569	-15,417	-2,569
BOS Change	0	0	0	-11,150	-11,150	-11,150	-33,451	-11,150
Housing Change	0	0	0	0	0	0	0	0
TOTAL CHANGES	-2,569	-2,569	-2,569	-17,132	-17,132	-17,132	-59,105	-17,734

Lackland AFB, TX (MPLS)

Net Change(\$K)	2006	2007	2008	2009	2010	2011	Total	Beyond
Sustain Change	0	0	4	4	4	4	16	4
Recap Change	0	0	24	24	24	24	97	24
BOS Change	0	0	0	12	12	12	37	12
Housing Change	0	0	0	0	0	0	0	0
TOTAL CHANGES	0	0	28	40	40	40	150	40

Schriever AFB, CO (GLEN)

Net Change(\$K)	2006	2007	2008	2009	2010	2011	Total	Beyond
Sustain Change	0	190	190	190	190	190	950	190
Recap Change	0	120	120	120	120	120	602	120
BOS Change	0	0	0	644	644	644	1,933	644
Housing Change	0	0	0	0	0	0	0	0
TOTAL CHANGES	0	310	310	955	955	955	3,485	955

Bangor IAP AGS, ME (FKNN)

Net Change(\$K)	2006	2007	2008	2009	2010	2011	Total	Beyond
Sustain Change	0	3	3	3	3	3	13	3
Recap Change	0	2	2	2	2	2	12	2
BOS Change	0	0	0	244	244	244	732	244
Housing Change	0	0	0	0	0	0	0	0
TOTAL CHANGES	0	5	5	249	249	249	757	249

COBRA SUSTAINMENT/RECAP/BOS/HOUSING CHANGE REPORT (COBRA v6.10) - Page 2

Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Little Rock AFB, AR (NKAK)

Net Change(\$K)	2006	2007	2008	2009	2010	2011	Total	Beyond
Sustain Change	0	0	84	84	84	84	337	84
Recap Change	0	0	88	88	88	88	352	88
BOS Change	0	0	0	1,012	1,012	1,012	3,037	1,012
Housing Change	0	0	0	0	0	0	0	0
TOTAL CHANGES	0	0	172	1,185	1,185	1,185	3,726	1,185

Langley AFB, VA (MUHJ)

Net Change(\$K)	2006	2007	2008	2009	2010	2011	Total	Beyond
Sustain Change	0	55	55	55	55	55	274	55
Recap Change	0	39	39	39	39	39	195	39
BOS Change	0	0	0	210	210	210	629	210
Housing Change	0	0	0	0	0	0	0	0
TOTAL CHANGES	0	94	94	304	304	304	1,099	304

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

	Rate	2006	2007	2008	2009	2010	2011	Total
	----	----	----	----	----	----	----	----
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	216	0	0	216
Early Retirement*	8.10%	0	0	0	17	0	0	17
Regular Retirement*	1.67%	0	0	0	4	0	0	4
Civilian Turnover*	9.16%	0	0	0	20	0	0	20
Civs Not Moving (RIFs)*	6.00%	0	0	0	13	0	0	13
Civilians Moving (the remainder)		0	0	0	162	0	0	162
Civilian Positions Available		0	0	0	54	0	0	54
CIVILIAN POSITIONS ELIMINATED		0	0	0	311	0	0	311
Early Retirement	8.10%	0	0	0	25	0	0	25
Regular Retirement	1.67%	0	0	0	5	0	0	5
Civilian Turnover	9.16%	0	0	0	28	0	0	28
Civs Not Moving (RIFs)*	6.00%	0	0	0	19	0	0	19
Priority Placement#	39.97%	0	0	0	124	0	0	124
Civilians Available to Move		0	0	0	110	0	0	110
Civilians Moving		0	0	0	54	0	0	54
Civilian RIFs (the remainder)		0	0	0	56	0	0	56
CIVILIAN POSITIONS REALIGNING IN		0	0	0	216	0	0	216
Civilians Moving		0	0	0	216	0	0	216
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	19	0	0	19
TOTAL CIVILIAN EARLY RETIREMENTS		0	0	0	42	0	0	42
TOTAL CIVILIAN RIFS		0	0	0	88	0	0	88
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	124	0	0	124
TOTAL CIVILIAN NEW HIRES		0	0	0	19	0	0	19

* 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%

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Niagara Falls IAP AR, NY (RVKQ)Rate	2006	2007	2008	2009	2010	2011	Total
CIVILIAN POSITIONS REALIGNING OUT	0	0	0	216	0	0	216
Early Retirement*	8.10%	0	0	17	0	0	17
Regular Retirement*	1.67%	0	0	4	0	0	4
Civilian Turnover*	9.16%	0	0	20	0	0	20
Civs Not Moving (RIFs)*	6.00%	0	0	13	0	0	13
Civilians Moving (the remainder)		0	0	162	0	0	162
Civilian Positions Available		0	0	54	0	0	54
CIVILIAN POSITIONS ELIMINATED	0	0	0	311	0	0	311
Early Retirement	8.10%	0	0	25	0	0	25
Regular Retirement	1.67%	0	0	5	0	0	5
Civilian Turnover	9.16%	0	0	28	0	0	28
Civs Not Moving (RIFs)*	6.00%	0	0	19	0	0	19
Priority Placement#	39.97%	0	0	124	0	0	124
Civilians Available to Move		0	0	110	0	0	110
Civilians Moving		0	0	54	0	0	54
Civilian RIFs (the remainder)		0	0	56	0	0	56
CIVILIAN POSITIONS REALIGNING IN	0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	42	0	0	42
TOTAL CIVILIAN RIFs		0	0	88	0	0	88
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	124	0	0	124
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0

* 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%

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Lackland AFB, TX (MPLS)	Rate	2006	2007	2008	2009	2010	2011	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	8.10%	0	0	0	0	0	0	0
Regular Retirement*	1.67%	0	0	0	0	0	0	0
Civilian Turnover*	9.16%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	8.10%	0	0	0	0	0	0	0
Regular Retirement	1.67%	0	0	0	0	0	0	0
Civilian Turnover	9.16%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	39.97%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	2	0	0	2
Civilians Moving		0	0	0	2	0	0	2
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	1	0	0	1
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	1	0	0	1

* 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%

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Schriever AFB, CO (GLEN) Rate	2006	2007	2008	2009	2010	2011	Total
CIVILIAN POSITIONS REALIGNING OUT	0	0	0	0	0	0	0
Early Retirement*	8.10%	0	0	0	0	0	0
Regular Retirement*	1.67%	0	0	0	0	0	0
Civilian Turnover*	9.16%	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED	0	0	0	0	0	0	0
Early Retirement	8.10%	0	0	0	0	0	0
Regular Retirement	1.67%	0	0	0	0	0	0
Civilian Turnover	9.16%	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0
Priority Placement#	39.97%	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN	0	0	0	47	0	0	47
Civilians Moving		0	0	47	0	0	47
New Civilians Hired		0	0	0	0	0	0
Other Civilian Additions		0	0	4	0	0	4
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	4	0	0	4

* 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%

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Bangor IAP AGS, ME (FKNN)Rate	2006	2007	2008	2009	2010	2011	Total
CIVILIAN POSITIONS REALIGNING OUT	0	0	0	0	0	0	0
Early Retirement*	8.10%	0	0	0	0	0	0
Regular Retirement*	1.67%	0	0	0	0	0	0
Civilian Turnover*	9.16%	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED	0	0	0	0	0	0	0
Early Retirement	8.10%	0	0	0	0	0	0
Regular Retirement	1.67%	0	0	0	0	0	0
Civilian Turnover	9.16%	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0
Priority Placement#	39.97%	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN	0	0	0	137	0	0	137
Civilians Moving		0	0	137	0	0	137
New Civilians Hired		0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0

* 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%

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Little Rock AFB, AR (NKAK)Rate	2006	2007	2008	2009	2010	2011	Total
CIVILIAN POSITIONS REALIGNING OUT	0	0	0	0	0	0	0
Early Retirement*	8.10%	0	0	0	0	0	0
Regular Retirement*	1.67%	0	0	0	0	0	0
Civilian Turnover*	9.16%	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED	0	0	0	0	0	0	0
Early Retirement	8.10%	0	0	0	0	0	0
Regular Retirement	1.67%	0	0	0	0	0	0
Civilian Turnover	9.16%	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0
Priority Placement#	39.97%	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN	0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0
Other Civilian Additions		0	0	13	0	0	13
TOTAL CIVILIAN EARLY RETIREMENTS	0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS	0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#	0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES	0	0	0	13	0	0	13

* 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%

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Base: Langley AFB, VA (MUHJ)	Rate	2006	2007	2008	2009	2010	2011	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	8.10%	0	0	0	0	0	0	0
Regular Retirement*	1.67%	0	0	0	0	0	0	0
Civilian Turnover*	9.16%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	8.10%	0	0	0	0	0	0	0
Regular Retirement	1.67%	0	0	0	0	0	0	0
Civilian Turnover	9.16%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	39.97%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	30	0	0	30
Civilians Moving		0	0	0	30	0	0	30
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	1	0	0	1
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	1	0	0	1

* 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 TOTAL PERSONNEL SUMMARY REPORT (COBRA v6.10)
 Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

TOTAL SCENARIO POPULATION (FY 2005):

Officers	Enlisted	Students	Civilians
5,477	19,476	6,063	9,121

TOTAL PROGRAMMED INSTALLATION (NON-BRAC) CHANGES, ENTIRE SCENARIO:

	2006	2007	2008	2009	2010	2011	Total
Officers	-58	-27	-5	-7	-1	0	-98
Enlisted	-102	-69	-33	-21	-2	-1	-228
Students	0	0	0	0	0	0	0
Civilians	187	-6	-9	-137	0	0	35
TOTAL	27	-102	-47	-165	-3	-1	-291

48

TOTAL SCENARIO POPULATION (FY 2005, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
5,379	19,248	6,063	9,156

TOTAL PERSONNEL REALIGNMENTS, ENTIRE SCENARIO):

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	11	0	0	11
Enlisted	0	0	0	61	0	0	61
Students	0	0	0	0	0	0	0
Civilians	0	0	0	216	0	0	216
TOTAL	0	0	0	288	0	0	288

TOTAL SCENARIO POSITION CHANGES, ENTIRE SCENARIO:

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	58	0	0	58
Enlisted	0	0	0	275	0	0	275
Civilians	0	0	0	-292	0	0	-292
TOTAL	0	0	0	41	0	0	41

TOTAL SCENARIO POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
5,437	19,523	6,063	8,864

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

PERSONNEL SUMMARY FOR: Niagara Falls IAP AR, NY (RVKQ)

BASE POPULATION (FY 2005):

Officers	Enlisted	Students	Civilians
12	65	0	527

PROGRAMMED INSTALLATION (NON-BRAC) CHANGES FOR: Niagara Falls IAP AR, NY (RVKQ)

	2006	2007	2008	2009	2010	2011	Total
Officers	-1	1	0	0	0	0	0
Enlisted	26	12	0	0	0	0	38
Students	0	0	0	0	0	0	0
Civilians	7	-7	0	0	0	0	0
TOTAL	32	6	0	0	0	0	38

BASE POPULATION (Prior to BRAC Action) FOR: Niagara Falls IAP AR, NY (RVKQ)

Officers	Enlisted	Students	Civilians
12	103	0	527

PERSONNEL REALIGNMENTS:

To Base: Lackland AFB, TX (MPLS)

	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	0	0	2	0	0	2
TOTAL	0	0	0	2	0	0	2

To Base: Schriever AFB, CO (GLEN)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	2	0	0	2
Enlisted	0	0	0	36	0	0	36
Students	0	0	0	0	0	0	0
Civilians	0	0	0	47	0	0	47
TOTAL	0	0	0	85	0	0	85

To Base: Bangor IAP AGS, ME (FKNN)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	9	0	0	9
Enlisted	0	0	0	25	0	0	25
Students	0	0	0	0	0	0	0
Civilians	0	0	0	137	0	0	137
TOTAL	0	0	0	171	0	0	171

To Base: Langley AFB, VA (MUHJ)

	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	0	0	30	0	0	30
TOTAL	0	0	0	30	0	0	30

TOTAL PERSONNEL REALIGNMENTS (Out of Niagara Falls IAP AR, NY (RVKQ)):

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	11	0	0	11
Enlisted	0	0	0	61	0	0	61
Students	0	0	0	0	0	0	0
Civilians	0	0	0	216	0	0	216
TOTAL	0	0	0	288	0	0	288

COBRA PERSONNEL SUMMARY REPORT (COBRA v6.10) - Page 3

Data As Of 4/27/2005 8:40:16 PM, Report Created 5/19/2005 4:33:07 PM

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

SCENARIO POSITION CHANGES FOR: Niagara Falls IAP AR, NY (RVKQ)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	-1	0	0	-1
Enlisted	0	0	0	-42	0	0	-42
Civilians	0	0	0	-311	0	0	-311
TOTAL	0	0	0	-354	0	0	-354

BASE POPULATION (After BRAC Action) FOR: Niagara Falls IAP AR, NY (RVKQ)

Officers	Enlisted	Students	Civilians
0	0	0	0

PERSONNEL SUMMARY FOR: Lackland AFB, TX (MPLS)

BASE POPULATION (FY 2005):

Officers	Enlisted	Students	Civilians
2,207	7,232	6,026	5,254

PROGRAMMED INSTALLATION (NON-BRAC) CHANGES FOR: Lackland AFB, TX (MPLS)

	2006	2007	2008	2009	2010	2011	Total
Officers	-10	0	4	0	0	0	-6
Enlisted	-31	-8	-15	0	0	0	-54
Students	0	0	0	0	0	0	0
Civilians	49	-3	-2	0	0	0	44
TOTAL	8	-11	-13	0	0	0	-16

BASE POPULATION (Prior to BRAC Action) FOR: Lackland AFB, TX (MPLS)

Officers	Enlisted	Students	Civilians
2,201	7,178	6,026	5,298

PERSONNEL REALIGNMENTS:

From Base: Niagara Falls IAP AR, NY (RVKQ)

	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	0	0	2	0	0	2
TOTAL	0	0	0	2	0	0	2

TOTAL PERSONNEL REALIGNMENTS (Into Lackland AFB, TX (MPLS)):

	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	0	0	2	0	0	2
TOTAL	0	0	0	2	0	0	2

SCENARIO POSITION CHANGES FOR: Lackland AFB, TX (MPLS)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	1	0	0	1
Civilians	0	0	0	1	0	0	1
TOTAL	0	0	0	2	0	0	2

BASE POPULATION (After BRAC Action) FOR: Lackland AFB, TX (MPLS)

Officers	Enlisted	Students	Civilians
2,201	7,179	6,026	5,301

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

PERSONNEL SUMMARY FOR: Schriever AFB, CO (GLEN)

BASE POPULATION (FY 2005):

Officers	Enlisted	Students	Civilians
733	1,245	0	586

PROGRAMMED INSTALLATION (NON-BRAC) CHANGES FOR: Schriever AFB, CO (GLEN)

	2006	2007	2008	2009	2010	2011	Total
Officers	-51	-25	-1	0	-1	0	-78
Enlisted	-70	-22	-2	-2	-2	-1	-99
Students	0	0	0	0	0	0	0
Civilians	1	1	0	-1	0	0	1
TOTAL	-120	-46	-3	-3	-3	-1	-176

BASE POPULATION (Prior to BRAC Action) FOR: Schriever AFB, CO (GLEN)

Officers	Enlisted	Students	Civilians
655	1,146	0	587

PERSONNEL REALIGNMENTS:

From Base: Niagara Falls IAP AR, NY (RVKQ)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	2	0	0	2
Enlisted	0	0	0	36	0	0	36
Students	0	0	0	0	0	0	0
Civilians	0	0	0	47	0	0	47
TOTAL	0	0	0	85	0	0	85

TOTAL PERSONNEL REALIGNMENTS (Into Schriever AFB, CO (GLEN)):

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	2	0	0	2
Enlisted	0	0	0	36	0	0	36
Students	0	0	0	0	0	0	0
Civilians	0	0	0	47	0	0	47
TOTAL	0	0	0	85	0	0	85

SCENARIO POSITION CHANGES FOR: Schriever AFB, CO (GLEN)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	1	0	0	1
Enlisted	0	0	0	5	0	0	5
Civilians	0	0	0	4	0	0	4
TOTAL	0	0	0	10	0	0	10

BASE POPULATION (After BRAC Action) FOR: Schriever AFB, CO (GLEN)

Officers	Enlisted	Students	Civilians
658	1,187	0	638

PERSONNEL SUMMARY FOR: Bangor IAP AGS, ME (FKNN)

BASE POPULATION (FY 2005):

Officers	Enlisted	Students	Civilians
13	94	0	222

PROGRAMMED INSTALLATION (NON-BRAC) CHANGES FOR: Bangor IAP AGS, ME (FKNN)

	2006	2007	2008	2009	2010	2011	Total
Officers	1	0	0	-7	0	0	-6
Enlisted	0	0	0	-19	0	0	-19
Students	0	0	0	0	0	0	0
Civilians	-3	0	0	-136	0	0	-139

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

BASE POPULATION (Prior to BRAC Action) FOR: Bangor IAP AGS, ME (FKNN)

Officers	Enlisted	Students	Civilians
7	75	0	83

PERSONNEL REALIGNMENTS:
 From Base: Niagara Falls IAP AR, NY (RVKQ)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	9	0	0	9
Enlisted	0	0	0	25	0	0	25
Students	0	0	0	0	0	0	0
Civilians	0	0	0	137	0	0	137
TOTAL	0	0	0	171	0	0	171

TOTAL PERSONNEL REALIGNMENTS (Into Bangor IAP AGS, ME (FKNN)):

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	9	0	0	9
Enlisted	0	0	0	25	0	0	25
Students	0	0	0	0	0	0	0
Civilians	0	0	0	137	0	0	137
TOTAL	0	0	0	171	0	0	171

BASE POPULATION (After BRAC Action) FOR: Bangor IAP AGS, ME (FKNN)

Officers	Enlisted	Students	Civilians
16	100	0	220

PERSONNEL SUMMARY FOR: Little Rock AFB, AR (NKAK)

BASE POPULATION (FY 2005):

Officers	Enlisted	Students	Civilians
660	4,115	37	677

PROGRAMMED INSTALLATION (NON-BRAC) CHANGES FOR: Little Rock AFB, AR (NKAK)

	2006	2007	2008	2009	2010	2011	Total
Officers	3	-1	-5	0	0	0	-3
Enlisted	135	-49	-16	0	0	0	70
Students	0	0	0	0	0	0	0
Civilians	39	0	-7	0	0	0	32
TOTAL	177	-50	-28	0	0	0	99

BASE POPULATION (Prior to BRAC Action) FOR: Little Rock AFB, AR (NKAK)

Officers	Enlisted	Students	Civilians
657	4,185	37	709

SCENARIO POSITION CHANGES FOR: Little Rock AFB, AR (NKAK)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	58	0	0	58
Enlisted	0	0	0	310	0	0	310
Civilians	0	0	0	13	0	0	13
TOTAL	0	0	0	381	0	0	381

BASE POPULATION (After BRAC Action) FOR: Little Rock AFB, AR (NKAK)

Officers	Enlisted	Students	Civilians
715	4,495	37	722

Department : Air Force
 Scenario File : C:\Documents and Settings\COBRA Working\COBRA USAF 0121v4 (318.3c2).CBR
 Option Pkg Name: USAF 0121v4 (318.3c2) Close Niagara Falls ARS
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

PERSONNEL SUMMARY FOR: Langley AFB, VA (MUHJ)

BASE POPULATION (FY 2005):

Officers	Enlisted	Students	Civilians
1,852	6,725	0	1,855

PROGRAMMED INSTALLATION (NON-BRAC) CHANGES FOR: Langley AFB, VA (MUHJ)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	-2	-3	0	0	0	-5
Enlisted	-162	-2	0	0	0	0	-164
Students	0	0	0	0	0	0	0
Civilians	94	3	0	0	0	0	97
TOTAL	-68	-1	-3	0	0	0	-72

BASE POPULATION (Prior to BRAC Action) FOR: Langley AFB, VA (MUHJ)

Officers	Enlisted	Students	Civilians
1,847	6,561	0	1,952

PERSONNEL REALIGNMENTS:

From Base: Niagara Falls IAP AR, NY (RVKQ)

	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	0	0	30	0	0	30
TOTAL	0	0	0	30	0	0	30

TOTAL PERSONNEL REALIGNMENTS (Into Langley AFB, VA (MUHJ)):

	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	0	0	30	0	0	30
TOTAL	0	0	0	30	0	0	30

SCENARIO POSITION CHANGES FOR: Langley AFB, VA (MUHJ)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	1	0	0	1
Civilians	0	0	0	1	0	0	1
TOTAL	0	0	0	2	0	0	2

BASE POPULATION (After BRAC Action) FOR: Langley AFB, VA (MUHJ)

Officers	Enlisted	Students	Civilians
1,847	6,562	0	1,983

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28TH DISTRICT, NEW YORK

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LOUISE M. SLAUGHTER
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DISTRICT OFFICES:

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100 STATE STREET
ROCHESTER, NY 14814
(585) 232-4850

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BUFFALO, NY 14203
(716) 853-5813

1910 PINE AVENUE
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(716) 292-1274

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August 15, 2005

The Honorable Anthony Principi
Chairman
2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

Dear Chairman Principi,

Thank you for continuing to review the Niagara Falls Air Reserve Station (NFARS) recommendation. I appreciate this opportunity to provide you additional information on the significant errors in the Pentagon's Cost of Base Realignment Analysis (COBRA) report for NFARS.

Review of the COBRA report for NFARS reveals data input errors in the Pentagon's analysis that have significant impact on the final Payback Year and Net Present Value in 2025. Some of these errors result from questionable Air Force guidance for conducting the COBRA. For example, Officer and Enlisted Reserve and Guard positions have been eliminated and counted as savings despite testimony by the Pentagon that the end strength of Guard and Reserves would not be reduced. Additionally, no data was inputted to take into account the continued operations of Department of Defense tenants. The COBRA input also failed to account for current out-year negotiated savings in Base Operations Support.

Each of these items is discussed in the attached memorandum. The Commission's BRAC analysts, Karl Gingrich and J. Tyler Oborn, have been given supportive documentation demonstrating that once the Pentagon's errors are corrected, the annual recurring costs of closing NFARS exceed the annual recurring savings.

Thank you for your consideration of these materials, which strengthens the case for removing NFARS from the Pentagon's list of closures. Please contact me at (202) 225-3615 should you have any additional questions.

Sincerely,

Louise Slaughter
Member of Congress

LMS:abs

Enclosure

Data Input Errors Resulting in COBRA Over-statement of Savings/Costs

Review of the COBRA Report for Niagara Falls Air Reserve Station (NFARS) reveals data input errors in the COBRA Report that have significant impact on the final Payback Year and Net Present Value in 2025. Some of these errors result from questionable Air Force guidance for conducting COBRA analysis. Officer and Enlisted Reserve and Guard positions have been eliminated and counted as savings despite testimony that the end strength of the Reserves and Guards will not be reduced. No data was inputted to take into account the effect of the proposed closure of NFARS would have on its DOD tenants as required by the BRAC Law. Additionally, the input failed to account for current and out-year negotiated savings in BOS costs. Each is discussed separately below, and the corrected COBRA input provided along with revised a COBRA report and the supporting documentation.

Reserve and Guard Drill Positions Eliminated

Drill positions - In addition to the 10 full-time Officer, 79 Enlisted and 540 Civilian positions, there are 1945 Drill positions within the Reserve and Guard Wings at NFARS. These are the "Weekend Warriors". COBRA algorithms do not exist to cost the realignment or elimination of Drill positions. As such, the Drill positions do not show on "Input Screen Four - Static Base Information" from the standard files, nor is there the ability to input on "Input Screen Three - Movement Table" or "Input Screen Six - Base Personnel Information" changes to Drill positions resulting from the proposed realignments and closure. A Misc. Recurring Savings of \$16,646K was entered on Screen Five by the Air Force. The Footnotes for Screen Five identifies this as ANG drill savings (1189 PE @ \$14K ea.). It actually represents the elimination of both Reserve Drill and Guard Drill positions.

GAO in its latest report continues to support its 1995 position and says savings should become end-strength reductions, yet testimony has been made that no end-strength reductions to the Reserves or Guards will be taken. The Air Force Base Closure Executive Group (BCEG) was aware of the 1995 BRAC position of the GAO regarding "Savings should become End Strength Reductions". According to the Memorandum for Record of the 8 March 2005 BCEG meeting, Mr. Pease "raised the issue of whether manpower nominally assigned to Base X should be counted as savings for reinvestment". At the 10 March 2005 BCEG meeting, Mr. Jordan briefed "Manpower Savings and Reinvestment for information". One of the slides presented, highlighted in red, stated "Risk: GAO says "savings" should become end-strength reductions".

If the intent of the Air Force is not to reduce Reserve and Guard end-strength as testified, but rather to use the freed positions for reinvestment in Future Total Force new missions, then these positions should have been realignments and not eliminations. Even if it was not known where they would be realigned to at the time, they still should not have been eliminations. Failure to do such, seriously compromises the integrity of COBRA, as declaring realignments to an unknown destination as eliminations for now, with the intent of realigning the positions later, significantly improves the Payback Period and Net

Present Value in 2025. Counting the positions as eliminations, simply does not reflect the costs/savings of the recommended action.

Further, Section 2903 of the BRAC Law states that the Secretary may submit a list of the military installations for closure or realignment on the basis of the force-structure plan and final criteria. Elimination of the positions in lieu of realignment is not consistent with the force-structure plan, which shows no decrease in Reserve or Guard end strength and as such is a deviation from the requirements of the law.

Full-time Reserve & Guard positions Eliminated

Entries made to *Input Screen Six - Base Personnel Information* resulted in 1 Officer, 42 Enlisted, and 311 Civilian positions being eliminated at Niagara Falls ARS in FY2009. The elimination of the military positions is contrary to the same guidance cited above. In reality, what the Air Force is doing is relocating the C-130 Aircraft currently being supported by full time Reserve and Civilian positions at Niagara Falls to Little Rock where they intend to support them with Active Duty Military personnel. The COBRA model was not designed to account for the conversion of positions from Reservist to Active Duty. To accommodate this within COBRA, the Air Force utilized *Screen Six* to show the respective Scenario Position Changes for Niagara Falls and Little Rock in FY2009. This approach, although it shows eliminated Reserve positions, is actually a reasonably sound approach, as it accounts for the additional cost to operate with Active Duty Military personnel vice Full-time Reservist and Civilian positions. Although we disagree in principle on showing the positions as elimination, we have not changed this in COBRA because we agree in principle with the Air Force's approach to accurately identify in COBRA the cost of conversion from Reservist/Civilian to Active Duty manning.

BOS Costs and Savings

The BOS (Base Operations Support) Non-Payroll Budget shown on *Screen Four - Base Information (Static)* is the average of actual non-payroll BOS for FYs 01-03, corrected for the War on Terror. It does not reflect Non-Payroll BOS cost reductions that have been negotiated. An Electrical Power Cost Discount amounting to at least \$450,000 a year beginning mid-FY2004 and following years should be included. Additionally an annual lease fee of \$149,000 was negotiated to be reduced to \$1 beginning FY2006 and should also be included to more accurately reflect the true BOS Non-Payroll Cost at the time of implementation.

DOD Tenants

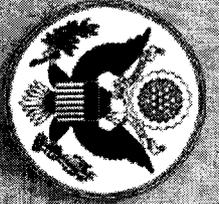
Two DOD tenants are located at Niagara Falls ARS. Neither was costed in the COBRA analysis as required by BRAC Law and Air Force guidance. A Military Entrance Processing Station (MEPS) is currently under Military Construction (\$6.2 Million) at Niagara Falls ARS with estimated construction completion in November 2006. The Army is relocating the MEPS from leased space in a General Services Administration (GSA) facility located in downtown Buffalo, New York. The lease cost for this location has escalated annually and the 1974 construction 15-story building has many deficiencies, which cause operational problems for MEPS. One of the most significant

problems is the deteriorating asbestos fireproofing which has become friable and has been detected in the air. Additionally, there is a North East Air Defense Sector Ground Air Transmit Receive Site (NEADS GATR) located at Niagara ARS that is manned by 2 Enlisted personnel. Enclaving these two tenants or relocating them to another Base/site was not costed.

Training Costs

The Air Force COBRA analysis did not consider the training costs that will be incurred at the time the 1189 Drill positions that were erroneously eliminated are realigned to another base. The Air Force identified training costs for drill position authorizations being transferred to the bases involved in this scenario and entered them as One-Time Unique Costs on Screen Five. Using the Air Force costing model, 2/3 of the positions filled will have no previous military experience or will require training at an average cost of \$24,839 each. This results in a one-time cost of \$19,638,884 that was not considered in the Air Force COBRA. To account for this additional cost we have created a Base X on Screen One and then, consistent with the Air Force approach, have added the cost as a One Time Unique Cost on Screen Five for Base X.

Additionally, there are likely to be conversion training costs at Little Rock for the additional Activity Duty positions required to support the C-130 Model H3 aircraft being transferred from Niagara to Little Rock. The C-130's at Little Rock are Model E. The two likely places to provide the source for Active Duty personnel are Pope AFB and Dyess AFB. Both of these bases have C130 Model H aircraft. The Model H3 differs from the Model H in engine, avionics, and propellers and also contains Flight Crew In-House & Defensive Systems not on the Model H. As such, some conversion training is likely to be required; however, we were not able to quantify it and as such we have not included it in our COBRA adjustments.



Sec. 101: Niagara Falls ARS Issues Related to Criteria 5

COBRA DATA

	DOD	R&A
One Time Cost	COBRA Run \$65.2 M	COBRA Run \$65.2 M
Net Implementation Savings (Costs)	\$5.3 M	(\$43.4 M) <i>overhead cost per</i>
Annual Recurring Savings (Costs)	\$20.1 M	\$2.8 M
Payback Period	2 year	26 years
Net Present Value at 2025	\$199.4 M	(\$13.1 M)

Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
1	Eglin AFB	79.43	72.45	81.55	100	90.39
2	Seymour Johnson AFB	78.03	71.25	83.82	83.34	85.03
3	Charleston AFB	74.09	64.57	83.15	79.91	75.49
4	Barksdale AFB	72.43	52.92	87.48	97.7	80.79
5	Altus AFB	71.3	64.97	73.95	87.04	80.99
6	Pope AFB	69.99	71.21	73.4	46.19	86.08
7	Hurlburt Field	69.61	75.12	67.11	50.15	87.18
8	Tinker AFB	68.62	55.2	80.62	76.23	85.8
9	Shaw AFB	67.7	71.86	59.5	78.12	85.64
10	Eielson AFB	67.34	61.25	73.03	84.43	16.54
11	Dyess AFB	65.95	54.87	76.82	68.94	77.64
12	Holloman AFB	65.78	61.34	70.94	62.43	75.23
13	Edwards AFB	65.53	55.18	75.19	79.33	40.87
14	Fairchild AFB	64.22	52.54	72.85	79.72	73.99
15	Nellis AFB	63.95	59.85	72.31	53.08	43.94
16	Robins AFB	63.89	52.22	71.87	78.5	87.45
17	Little Rock AFB	63.25	49.25	73.05	80.66	88.12
18	Andrews AFB	62.05	54.38	70.4	67.79	41.74
19	Tyndall AFB	61.75	68.65	50.88	67.84	90.98
20	MacDill AFB	60.12	47.48	66.41	88.14	76.56
21	Maxwell AFB	59.9	70.78	55.31	22.48	85.68
22	March ARB	59.86	56.53	71.33	31.15	45.41
23	Mountain Home AFB	59.77	46.58	68.64	81.35	68.58
24	Ellsworth AFB	59.4	42.43	72.78	76.53	81.32
25	McEntire AGS	59.35	71.7	49.85	35.48	85.19
26	Hill AFB	58.83	45.27	66.57	84.33	77.82
27	McChord AFB	57.95	49.64	71.78	38.95	57.08
28	Whiteman AFB	57.82	39.47	71.25	82.33	74.42
29	Columbus AFB	57.51	53.22	58.08	65.55	94.97
30	Peterson AFB	57.2	58.4	59.78	39.75	61.91
31	Langley AFB	56.57	53.37	54.97	72.81	77.2
32	Key Field AGS	56.39	64.14	50.02	42.43	75.4
33	Charlotte/Douglas IAP AGS	56.27	70.45	49.46	12.94	81.48
34	Dover AFB	56.06	48.75	66.73	43.17	64.93
35	Davis-Monthan AFB	55.89	45.11	66	59.49	71.89
36	Grissom ARB	55.66	42.59	68.46	58.32	73.25
37	Kirtland AFB	55.47	49.12	58.01	70.63	69.56
38	Sheppard AFB	55.21	60.81	52.33	35.24	80.04
39	McConnell AFB	54.65	45.85	65.92	43	75.83
40	Beale AFB	54.63	38.4	70.78	65.31	42.78
41	Buckley AFB	54.62	56.16	52.45	56.83	53.78
42	Minot AFB	54.34	39.7	65.42	70.91	73.42
43	Wright-Patterson AFB	54.27	44.62	58.95	74.34	74.09
44	Travis AFB	53.86	41.24	72.89	40.31	24.22
45	Luke AFB	52.17	50.43	55.68	41.35	68.92
46	Westover ARB	52	42.8	58.47	68.13	49.23
47	Forbes Field AGS	51.93	43.85	61.74	42.08	77.32
48	McGuire AFB	51.8	39.42	62.51	67.95	37.26
49	Moody AFB	51.72	52.29	41.64	81.05	91.37
50	Ellington Field AGS	51.65	47.25	53.91	60.12	61.2
51	Elmendorf AFB	51.6	29.97	70.05	85.17	8.86
52	Birmingham IAP AGS	50.93	53.99	48.35	40.7	77.96

Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
53	Carswell ARS, NAS Fort Worth Joint Reserve	50.57	53.62	50.3	32.08	72.7
54	Grand Forks AFB	50.53	35.28	62.52	63.66	79.09
55	Rickenbacker IAP AGS	50.04	45.27	61.23	20.26	71.11
56	Hickam AFB	49.77	34.58	66.93	60.5	1.12
57	Andersen AFB	49.64	30.79	70.34	62.87	0
58	Dannelly Field AGS	49.46	69.74	31.75	20.6	85.51
59	Randolph AFB	49.2	43.66	51.76	56.76	78.51
60	McGee Tyson APT AGS	48.32	47.96	51.87	25.79	86.02
61	Homestead ARS	48.15	37.64	59.36	48.73	53.65
62	Phoenix Sky Harbor IAP AGS	48.12	53.14	45.21	32.12	68.42
63	Memphis IAP AGS	48.01	50.94	45.72	37.17	75.57
64	Will Rogers World APT AGS	47.79	56.31	37.47	42.22	84.8
65	Lackland AFB	47.44	45.03	44.29	63.85	78.33
66	Boise Air Terminal AGS	47.32	46.89	46.65	44.25	78.4
67	Selfridge ANGB	47.27	44.66	52.56	38.56	42.51
68	Offutt AFB	47.07	43.55	49.1	48.25	73.2
69	Keesler AFB	46.8	64.62	29.62	26.47	85.3
70	Pease International Trade Port AGS	46.65	43.72	52.48	39.09	33.8
71	Dobbins ARB	46.5	51.35	44.38	27.71	67.58
72	Laughlin AFB	46.13	46.75	39.38	61.81	84.09
73	Indian Springs AFS	45.8	60.77	31.08	38.5	43.94
74	Jacksonville IAP AGS	45.79	53.89	38.47	30.75	77.87
75	Stewart IAP AGS	45.53	45.03	49.72	40.99	3.65
76	Cannon AFB	45.43	45.45	43.94	44.4	73.61
77	Savannah IAP AGS	45.1	52.68	38.84	26.3	84.65
78	Pittsburgh IAP AGS	44.85	36.28	55.13	35.53	69.3
79	Louisville IAP AGS	44.66	49.33	41.32	28.67	78.1
80	Scott AFB	44.55	39.62	52.04	33.65	53.95
81	Vandenberg AFB	44.16	40.15	43.97	66.26	32.48
82	Jackson IAP AGS	44.15	47.37	39.33	39.24	84.66
83	Salt Lake City IAP AGS	43.99	45.47	43.47	32.41	71.72
84	Bangor IAP AGS	43.83	43.24	42.24	48.22	63.61
85	Vance AFB	43.45	55.12	32.89	22.51	87.75
86	Tulsa IAP AGS	43.2	49.4	38.74	23.72	81.03
87	Lincoln MAP AGS	43.08	45.83	42.39	26.26	71.2
88	Harrisburg IAP AGS	42.89	47.01	44.21	11.84	69.5
89	Richmond IAP AGS	42.64	53.44	35.69	13.67	75.18
90	Fort Smith Regional APT AGS	42.58	52.08	31.91	31.62	88.84
91	Portland IAP AGS	42.32	46.23	37.58	39.48	60.13
91	Fort Wayne IAP AGS	42.32	48.09	39.65	17.72	79.17
93	Burlington IAP AGS	42.29	51.69	34.88	26	57.07
94	Patrick AFB	42.23	47	32.91	52.75	66.83
95	Gen Mitchell IAP AGS	41.98	40.89	43.76	35.25	59.38
96	Tucson IAP AGS	41.92	45.19	39.16	30.57	72.7

Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
96	Channel Islands AGS	41.92	44.04	42.05	36.32	23.21
98	NAS New Orleans ARS	41.65	46.93	39.81	17.2	72.63
99	Minn/St Paul IAP ARS	41.52	32.19	52.63	36.8	47.69
100	Toledo Express APT AGS	41.45	44.03	36.46	42.51	72.76
101	Reno-Tahoe IAP AGS	40.51	44.93	39.29	23.44	47.47
102	Youngstown-Warren Regional APT ARS	40.09	40.95	38.26	35.23	73.97
103	Niagara Falls IAP ARS	40.03	35.85	43.28	41.92	55.66
104	Nashville IAP AGS	39.77	48.71	27.61	39.33	78.64
105	Pittsburgh IAP ARS	39.64	36.28	42.44	36.01	69.59
106	Joe Foss Field AGS	39.59	36.23	40.62	41.13	77.92
107	Sioux Gateway APT AGS	39.3	39.33	37.14	38.03	79.98
108	W. K. Kellogg APT AGS	39.22	38.19	37.74	44.28	62.57
109	Otis AGB	38.95	36.97	36.9	55.82	42.04
110	Kulis AGS	38.93	43.14	42.67	11.81	8.01
111	Atlantic City IAP AGS	38.81	45.55	31.54	37.39	41.33
112	Hulman Regional APT AGS	38.63	42.75	36.72	16.55	82.24
113	Dane County Regional - Truax Field AGS	38.59	42.35	37.71	19.21	61.55
114	Rosecrans Memorial APT AGS	38.22	40.01	32.73	41.97	81.65
115	Bradley IAP AGS	37.83	43.58	36.03	17.46	43.06
116	Barnes MPT AGS	37.75	43.93	31.39	33.33	47.17
117	Schenectady County APT AGS	37.72	49.21	25.33	30.66	60.05
118	Cheyenne APT AGS	37.65	46.92	24.3	42.72	68.7
119	Mansfield Lahm MAP AGS	37.28	42.33	33.5	20.6	74.01
120	New Castle County Airport AGS	36.96	48.83	28.33	15.48	47.53
121	Luis Munoz Marin IAP AGS	36.78	42.16	38.47	10.74	14.06
122	Hancock Field AGS	36.2	44.61	21.04	52.9	66.32
123	Willow Grove ARS, NAS Willow Grove Joint Reserve	35.85	43.92	32.22	12.92	39.74
124	Great Falls IAP AGS	35.51	35.71	32.68	39.59	62.23
125	Quonset State APT AGS	35.29	40.77	29.32	33.62	40.59
126	Klamath Falls IAP AGS	35.18	38.18	32.91	22.29	69.01
127	Greater Peoria Regional APT AGS	34.56	35.77	32.28	33.46	54.24
128	Capital APT AGS	34.53	36.96	32.03	28.06	57.09
129	Arnold AFS	34.22	44.49	13.9	57.35	89.61
130	Gen Mitchell IAP ARS	33.77	40.89	24.5	32.87	59.94

Airlift

Rank	Base	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
131	Springfield-Beckley MPT AGS	33.54	41.59	23.23	29.78	71.74
131	Des Moines IAP AGS	33.54	35.7	30.8	24.21	76.75
133	Moffett Federal Field AGS	33.14	40.1	31.66	11.59	15.79
134	Ewvra Sheppard AGS	33.11	47.05	17.83	22.37	73.39
135	Fresno Air Terminal AGS	32.77	46.12	21.98	12.56	46.99
136	Lambert - St. Louis IAP AGS	32.04	29.73	37.4	13.46	59.7
137	Yeager APT AGS	31.9	40.64	19.79	29.7	81.12
138	Hector IAP AGS	30.78	38.72	21.49	22.3	72.6
139	Duluth IAP AGS	30.43	35.49	21.71	34.16	66.75
140	Martin State APT AGS	30.37	50.13	10.15	16.26	58.71
141	F. S. Gabreski APT AGS	30.21	41.65	20.77	16.92	29.52
142	Hanscom AFB	29.65	42.58	20.17	10.54	25.42
143	Goodfellow AFB	7.37	0	4	36.4	82.66
144	Brooks City-Base	7.24	0	4	36.4	77.48
145	Malmstrom AFB	6.87	0	4	36.4	62.67
146	Francis E. Warren AFB	6.16	0	4	27.41	70.53
147	Schriever AFB	5.78	0	4	27.31	55.46
148	Rome Laboratory	4.92	0	4	16.8	63.1
149	Air Reserve Personnel Center (ARPC)	4.69	0	4	16.8	53.84
150	United States Air Force Academy	4.59	0	4	13.92	61.68
151	Cheyenne Mountain AFS	4.24	0	4	11.89	55.61
152	Bolling AFB	3.59	0	4	9.07	40.62
153	Onizuka AFS	3.09	0	4	10.08	16.85
154	Los Angeles AFB	2.45	0	4	1.94	23.81



Niagara, NY Overview

As of	30 Sep 2005	30 Sep 2011
Assigned Weapon System Type(s) (MDS)	KC-135	KC-135
Total PAA	8	8
# Flying Squadrons	1	1
Total Available Aircraft Parking spaces	10	10
Unused Aircraft Parking Spaces	2	2

Template used	KC-135
Standard PAA per squadron	16



Niagara, NY

Estimated Capacity after 2011

Weapon System Type (MDS)	KC-135
Maximum Capacity	10



Niagara NY

Estimated Costs to Robust

Template used	KC-135
Robust to Typical Squadron	
Precluding Factor	LAND
Major Construction	
Minor Construction	
Natural Infrastructure	
Other Procurement	
Planning & Design	
Total Cost to Robust	0.0



Niagara, NY

Natural Infrastructure

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to Robust unit to “typical” squadron size:			
Air	*		
AICUZ	*		
Surface Land Access	*		
Water Access	*		
Water Discharge	*		
Planning	*		
		Total Natural Infrastructure Capacity Cost	

* Environmental factors to be determined by host unit

Air Force Installation Capacity Summary

The installation capacity summary is a consolidation of data provided by the Air Force MAJCOM through a series of presentations in August of 2004. The goal of the summary was to capture and visually display the MAJCOM presented information for reference in a smaller, consolidated format.

Below are descriptions of the associated columns used in the spreadsheet:

1. **MDS** : Mission Design Series represents aircraft operating at the listed installation
2. **Blk / Model**: Reflects, where necessary, the specific Block of a given MDS operating at the location
3. **PAA Used**: Primary Aircraft Authorization identifies the optimal number aircraft per MDS for a squadron based on the Air Force's White Paper on Organizational Principles
4. **Total Acft #**: The total number of aircraft at the location (per MDS) based on MAJCOM Capacity briefings Aug 2004
5. **Squadron Equivalent In Place**: The number of equivalent squadrons at an installation determined by dividing the Total Aircraft by the PAA Used
6. **Squadron 1 thru 6**: X signifies a squadron currently (2006) in place. A shaded box represents a partial squadron (less than 1) than cannot be expanded. A box with a dollar value represents the ability to add a full squadron at that cost (in \$Millions). ** MAJCOMs were directed to provided estimates for adding up to 2 squadrons at installations.
7. **Total Capacity**: Is the total "Theoretical" capacity based on current aircraft capacity in squadrons as well as capacity that could be available (at a cost) up to 2 additional squadrons.

MAJCOM	Installation	MDS	PAA Used	Total Act#	Sqdn Equiv In Place	1 Sqdn	2 Sqdn	3 Sqdn	4 Sqdn	5 Sqdn	6 Sqdn	Total Capacity (Squadrons)
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AETC	Altus	C-17	12	15	1.3	X	\$33.0	\$67.3				3
AETC	Altus	KC-135	16	24	1.5	X						1.5
PACAF	Andersen	B-52	12	0	0.0							0
PACAF	Andersen	RQ-4	18	0	0.0							0
AMC	Andrews	C-21	12	13	1.1	X						1.1
ANG	Andrews	C-38/C-40	6	6	1.0	X						1
ANG	Andrews	F-16	24	15	0.6		\$0.0					1
AFRC	Andrews	KC-135	16	8	0.5							0.5
AMC	Andrews	SAM/C-25	8	18	2.3	X						2.3
AMC	Andrews	UH-1	6	15	2.5	X						2.5
ARMY	Andrews	VARIOUS	6	6	1.0	X						1
NAVY	Andrews	VARIOUS	24	30	1.3	X						1.3
OTHER	Andrews	VARIOUS	8	46	5.8	X			X	X		5.8
AFMC	Arnold	C-130	16	0	0.0		\$182.1	\$64.7				2
ANG	Atlantic City	F-16	24	15	0.6		\$0.0	\$42.8				2
ANG	Baltimore	A-10	24	15	0.6		\$0.0					1
ANG	Baltimore	C-130	16	8	0.5		\$0.0					1
ANG	Bangor, ME	KC-135	16	8	0.5		\$27.6					1
AFRC	Barksdale	A-10	24	17	0.7		\$3.3	\$34.4				2
AFRC	Barksdale	B-52	12	8	0.7							0.7
ACC	Barksdale	B-52	12	41	3.4	X			X	X	\$81.5	6

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ANG	Barnes, MA	A-10	24	15	0.6	\$0.0	\$40.7					2
AFRC	Beale	KC-135	16	8	0.5	\$22.5						1
ACC	Beale	RQ-4	18	51	2.8	X	X	\$0.0	\$54.3	\$61.2		5
ACC	Beale	T-38	24	13	0.5							0.5
ACC	Beale	U-2	18	34	1.9	X						1.9
ANG	Birmingham	KC-135	16	8	0.5	\$22.8						1
ANG	Boise	A-10	24	15	0.6	\$0.0	\$19.8	\$22.4				3
ANG	Boise	C-130	16	4	0.3	\$15.2	\$28.9					2
ANG	Bradley	A-10	24	15	0.6	\$0.0	\$47.2					2
ANG	Buckley	F-16	24	15	0.6	\$0.0						1
ANG	Burlington, VT	F-16	24	15	0.6	\$0.0						1
ACC	Cannon	F-16	24	69	2.9	X	X	\$0.0	\$18.0	\$35.1		5
ACC	Cannon (FMS)	F-16	24	10	0.4							0.4
ANG	Capital, IL	F-16	24	15	0.6	\$0.0						1
ANG	Channel Islands	C-130	16	12	0.8	\$0.0						1
AMC	Charleston	C-17	12	48	4.0	X	X	X				4
ANG	Charlotte, NC	C-130	16	8	0.5	\$0.0						1
ANG	Cheyenne, WY	C-130	16	8	0.5	\$15.3						1
ANG	Dannelly	F-16	24	15	0.6	\$0.0						1
ACC	Davis Monthan	A-10	24	75	3.1	X	X	X	\$32.5	\$32.8		5
ACC	Davis Monthan	EC-130	7	10	1.4	X						1.4

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Installation Sort

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equip In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ACC	Davis Monthan	HC-130	7	4	0.6							0.6
AFRC	Davis Monthan	HH-60	7	31	4.4	X	X	X	X	\$0.0	\$13.5	6.4
ACC	Davis Monthan	VARIOUS	14	14	1.0	X						1
ANG	Des Moines	F-16	24	15	0.6	\$0.0						1
AFRC	Dobbins	C-130	16	9	0.6	\$6.8						1
ARMY	Dobbins	VARIOUS	21	21	1.0	X						1
AMC	Dover	C-17	12	12	1.0	X	\$169.2					2
AMC	Dover	C-5	12	16	1.3	X						1.3
ANG	Duluth, MN	F-16	24	15	0.6	\$0.0						1
ACC	Dyess	B-1	12	35	2.9	X	X	\$0.0	\$63.4	\$98.3		5
AMC	Dyess	C-130	16	28	1.8	X						1.8
AFMC	Edwards	VARIOUS	24	44	1.8	X	\$0.0	\$30.5	\$18.2			4
ACC	Eglin	F-15	24	54	2.3	X	X	\$17.2	\$56.5			4
AFMC	Eglin	F-15	24	22	0.9	\$0.0	\$17.3	\$66.7				3
AFRC	Eglin	MC-130	7	14	2.0	X	\$4.2	\$48.6				3
AFRC	Eglin	MC-130	7	9	1.3	X						1.3
AFMC	Eglin	VARIOUS	24	0	0.0							0
ANG	Eielson	KC-135	16	8	0.5							0.5
PACAF	Eielson	A-10	24	18	0.8	\$0.0	\$113.1					2
PACAF	Eielson	F-16	24	18	0.8	\$57.9	\$306.1	\$398.5				3
ANG	Ellington Field, TX	F-16	24	15	0.6	\$0.0						1

MAJCOM	Installation	MDS	PAA Used	Total Actv #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
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ACC	Ellsworth	B-1	12	29	2.4	X	X	\$16.4	\$63.1			4
PACAF	Elmendorf	C-12	12	3	0.3							0.3
PACAF	Elmendorf	C-17	12	8	0.7	\$8.1						1
PACAF	Elmendorf	E-3	6	2	0.3							0.3
PACAF	Elmendorf	F-15	24	42	1.8	X	\$0.0	\$185.0	\$237.6			4
PACAF	Elmendorf	F-15	24	18	0.8							0.8
ANG	Fairchild	KC-135	16	9	0.6	\$15.8						1
AMC	Fairchild	KC-135	16	38	2.4	\$12.1	\$10.5	\$30.8				3
AETC	Fairchild	UH-1	6	3	0.5							0.5
ANG	Forbes Field, KS	KC-135	16	8	0.5	\$6.6	\$46.0					2
ANG	Fort Smith	F-16	24	15	0.6	\$0.0						1
ANG	Fort Wayne, IN	F-16	24	15	0.6	\$0.0						1
ANG	Fort Worth	C-130	16	8	0.5	\$11.7						1
AFRC	Fort Worth	F-16	24	17	0.7	\$12.1						1
ANG	Fresno	F-16	24	15	0.6	\$0.0						1
ANG	Gabreski, NY	HC-130	7	4	0.6	\$0.2						1
ANG	Gabreski, NY	HH-60	7	5	0.7	\$0.0						1
AFRC	Gen Mitchell	C-130	16	9	0.6	\$5.5						1
AMC	Grand Forks	KC-135	16	36	2.3	X						2.3
ANG	Great Falls, MT	F-16	24	15	0.6	\$0.0						1
AFRC	Grisson	KC-135	16	16	1.0	X	\$25.7					2

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Installation Sort

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ANG	Hancock, NY	F-16	24	15	0.6	\$0.0						1
ANG	Harrisburg, PA	EC-130	16	6	0.4							0.4
ANG	Hector, ND	F-16	24	15	0.6	\$0.0						1
ANG	Hickam	F-15	24	15	0.6	\$0.0						1
ANG	Hickam	KC-135	16	8	0.5							0.5
PACAF	Hickam	C-17	12	8	0.7	\$11.1	\$164.8	\$164.7				3
PACAF	Hickam	C-37/C-40	2	2	1.0	X						1
AFRC	Hill	F-16	24	17	0.7	\$1.6	\$30.1					2
AFMC	Hill	F-16	24	4	0.2	\$74.7	\$96.2					2
ACC	Hill	F-16	24	76	3.2	X	X	X	\$65.1	\$67.5		5
ACC	Holloman	F-117	24	51	2.1	X	X	\$25.9	\$55.6			4
ACC	Holloman	MQ1/9	32	24	0.8							0.8
ACC	Holloman	QF-4	24	20	0.8							0.8
ACC	Holloman	T-38	24	14	0.6							0.6
ACC	Holloman	Tornado	24	42	1.8	X						1.8
AFRC	Homestead	F-16	24	17	0.7	\$4.5	\$21.2					2
ANG	Hulman	F-16	24	15	0.6	\$0.0						1
AFSOC	Hurlburt	AC-130	7	33	4.7	X	X	X	X	\$49.9	\$33.8	6
AFSOC	Hurlburt	MH-53	7	17	2.4	X	X					2.4
AFSOC	Hurlburt	VARIOUS	5	5	1.0	X						1
ACC	Indian Sprs AS	MQ1/9	32	100	3.1	X	X	X	\$39.0	\$41.3		5

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MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equip In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ANG	Jackson	C-17	12	8	0.7	\$4.9						1
ANG	Jacksonville	F-15	24	15	0.6	\$0.0						1
ANG	Joe Foss Field	F-16	24	15	0.6	\$0.4	\$29.8					2
AFRC	Keesler	C-130	16	18	1.1	X						1.3
ANG	Key Field	KC-135	16	9	0.6	\$11.0						1
AETC	Kirtland	CV-22	7	6	0.9	\$0.0	\$14.8	\$89.0				3
ANG	Kirtland	F-16	24	15	0.6	\$0.0						1
AETC	Kirtland	HC-130	16	12	0.8							0.8
AETC	Kirtland	HH-60	7	13	1.9	X						1.9
ANG	Klamath Falls	F-15	24	15	0.6	\$0.0	\$59.6					2
ANG	Kulis, AK	C-130	16	8	0.5							0.5
ANG	Kulis, AK	HC-130	7	3	0.4							0.4
ANG	Kulis, AK	HH-60	7	5	0.7							0.7
AFRC	Lackland	C-5	12	16	1.3	X	\$78.6					2
ANG	Lackland (Kelly Field)	F-16	24	18	0.8	\$0.0	\$44.8					2
ANG	Lambert, MO	F-15	24	15	0.6	\$0.0						1
ACC	Langley	F-22	24	75	3.1	X	X	X	\$38.6	\$65.9		5
ANG	Lincoln, NE	KC-135	16	8	0.5							0.5
ANG	Little Rock	C-130	16	8	0.5							0.5
AETC	Little Rock	C-130	16	69	4.3	X	X	X	X			6.8
ANG	Louisville, KY	C-130	16	8	0.5	\$0.0						1

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
AFRC	Luke	F-16	24	17	0.7	\$4.6						1
AETC	Luke	F-16	24	163	6.8	X	X	X	X	X	X	6.8
AETC	Luke (FMS)	F-16	24	23	1.0	X						1
AMC	MacDill	KC-135	16	33	2.1	X	\$28.4	\$105.9				3
NOAA	MacDill	VARIOUS	13	13	1.0	X						2
ANG	Madison, WI	F-16	24	15	0.6	\$0.0						1
ANG	Mansfield, OH	C-130	16	8	0.5							0.5
AFRC	March	C-17	12	8	0.7	\$14.7	\$72.5					2
ANG	March	KC-135	16	9	0.6							0.6
AFRC	March	KC-135	16	8	0.5	\$7.6						1
ANG	Martinsburg, WV	C-5	12	10	0.8	\$4.8						1
AFRC	Maxwell	C-130	16	9	0.6							0.6
AMC	McChord	C-17	12	42	3.5	X	X	X	\$206.0	\$253.8		5
ANG	McConnell	KC-135	16	9	0.6	\$0.0						1
AMC	McConnell	KC-135	16	58	3.6	X	X	X				3.6
ANG	McEntire, SC	F-16	24	15	0.6	\$0.3	\$53.5					2
ANG	McGhee Tyson, TN	KC-135	16	8	0.5	\$32.7						1
AMC	McGuire	C-17	12	12	1.0	X						1
AMC	McGuire	KC-10	12	30	2.5	X	X	\$132.4	\$223.4			4
ANG	McGuire	KC-135	16	16	1.0	X						1
ANG	Memphis, TN	C-5	12	8	0.7	\$4.4						1

MAJCOM	Installation	MDS	PAA Used	Total Act#	Sqdn Equiv In Place	1 Sqdn	2 Sqdn	3 Sqdn	4 Sqdn	5 Sqdn	6 Sqdn	Total Capacity (Squadrons)
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ANG	Milwaukee, WI		16	9	0.6	\$45.1						1
AFRC	Minneapolis		16	16	1.0		X					1
ANG	Minneapolis - St. Paul, MN		16	8	0.5							0.5
ACC	Minot		12	35	2.9		X	\$0.0	\$67.2	\$114.6		5
ACC	Minot		6	6	1.0		X					1
ANG	Moffett		7	5	0.7	\$0.0						1
ANG	Moffett		7	4	0.6	\$0.0						1
AFSOC	Moody		7	12	1.7		X	\$13.4	\$23.3			4
AFSOC	Moody		7	16	2.3		X					2.3
AFSOC	Moody		24	55	2.3		X					2.3
AFSOC	Moody		24	39	1.6		X					1.6
ACC	Mt Home		24	49	2.0		X	\$24.8	\$33.3			4
ACC	Mt Home		24	22	0.9							0.9
ANG	Nashville, TN		16	8	0.5	\$0.0						1
ACC	Nellis		24	10	0.4							0.4
ACC	Nellis		24	24	1.3		X	\$88.4	\$69.0			3
ACC	Nellis		24	53	2.2		X					2.2
ACC	Nellis		24	17	0.7							0.7
AFSOC	Nellis		7	16	2.3		X					2.3
ACC	Nellis		24	14	0.6							0.6
ANG	New Castle		16	8	0.5	\$28.6						1

MAJCOM	Installation	MDS	PAA Used	Total Actt #	Sqdn Equiv In Place	1 Sqdn	2 Sqdn	3 Sqdn	4 Sqdn	5 Sqdn	6 Sqdn	Total Capacity (Squadrons)
AFRC	New Orleans	A-10	24	17	0.7	\$32.9						1
ANG	New Orleans	F-15	24	15	0.6	\$0.0						1
AFRC	Niagara	C-130	16	11	0.7	\$20.3						1
ANG	Niagara	KC-135	16	8	0.5							0.5
ACC	Offutt	E-4	5	4	0.8							0.8
ACC	Offutt	E-6	6	2	0.3							0.8
ACC	Offutt	RC-135	5	17	3.4	X	X	X	\$56.5			4
ANG	Otis ANG	F-15	24	15	0.6	\$0.5						1
AFRC	Patrick	HC-130	7	5	0.7	\$3.7						1
AFRC	Patrick	HH-60	7	9	1.3	X						1.1
AFRC	Patrick	VARIOUS	8	8	1.0	X						1
ANG	Pease, NH	KC-135	16	9	0.6	\$17.7						1
ANG	Peoria	C-130	16	8	0.5	\$43.1						1
AFRC	Peterson	C-130	16	12	0.8							0.8
AMC	Peterson	C-21	12	10	0.8							0.8
AFSPC	Peterson	VARIOUS	13	13	1.0	X						1
ANG	Phoenix	KC-135	16	8	0.5							0.5
AFRC	Pittsburgh	C-130	16	9	0.6							0.6
ANG	Pittsburgh	KC-135	16	16	1.0	X						1
AMC	Pope	A-10	24	36	1.5	X						1.5
AMC	Pope	C-130	16	28	1.8	X	\$0.0	\$72.9	\$126.4			4

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
AMC	Pope	VARIOUS	11	11	1.0	X						1
ANG	Portland	F-15	24	15	0.6	\$0.0						1
AFRC	Portland	KC-135	16	8	0.5							0.5
ANG	Quonset, RI	C-130	16	8	0.5	\$29.4						1
ANG	Reno, NV	C-130	16	8	0.5							0.5
ANG	Richmond, VA	F-16	24	15	0.6	\$0.0						1
ANG	Rickenbacker AGS, OH	KC-135	16	18	1.1	X						1.1
ANG	Robins	E-8	16	14	0.9	\$0.0						1
AMC	Robins	KC-135	16	12	0.8							0.8
ANG	Rosecrans, MO	C-130	16	8	0.5							0.5
ANG	Salt Lake City, UT	KC-135	16	8	0.5	\$45.9						1
ANG	San Juan	C-130	16	8	0.5							0.5
ANG	Savannah	C-130	16	8	0.5	\$11.3						1
ANG	Schenectady	C-130	16	14	0.9							0.9
AMC	Scott	C-21	12	14	1.2	X	\$29.2					2
AFRC	Scott	C-9	6	6	1.0	X						1
ANG	Scott	KC-135	16	8	0.5							0.5
ANG	Selfridge	C-130	16	8	0.5	\$21.8	\$26.3					2
ANG	Selfridge	F-16	24	15	0.6	\$0.0						1
AFRC	Selfridge	KC-135	16	8	0.5	\$9.3						1
ACC	Seymour Johnson	F-15	24	96	4.0	X	X	X	X	\$53.5	\$75.0	6

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equiv In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
AFRC	Seymour Johnson	KC-135	16	8	0.5	\$9.6						1
ACC	Shaw	F-16	24	78	3.3	X	X	X	\$7.1	\$18.4		5
ANG	Sioux City	KC-135	16	8	0.5							0.5
ANG	Springfield, OH	F-16	24	18	0.8	\$0.0	\$45.3					2
ANG	Stewart, NY	C-5	12	12	1.0	X						1
ACC	Tinker	E-3	6	24	4.0	X	X	X	X			4
OTHER	Tinker	E-6	6	18	3.0	X	X	X				3
AFRC	Tinker	KC-135	16	8	0.5							0.5
ANG	Toledo, OH	F-16	24	15	0.6	\$0.0						1
AMC	Travis	C-17	12	12	1.0	X						1
AMC	Travis	C-5	12	16	1.3	X						1.3
AMC	Travis	E-6	6	2	0.3							0.3
AMC	Travis	HC-130	7	4	0.6							0.6
AMC	Travis	KC-10	12	24	2.0	X	X	\$123.9	\$204.2			4
ANG	Tucson	F-16	24	62	2.6	X	X					2.6
ANG	Tulsa, OK	F-16	24	15	0.6	\$0.0						1
AETC	Tyndall	F-15	24	61	2.5	X	X					2.5
AETC	Tyndall	F-22	24	50	2.1	X	X	\$198.3	\$30.6			4
ANG	W.K. Kellogg, MI	A-10	24	15	0.6	\$0.0	\$44.4					2
AFRC	Westover	C-5	12	16	1.3	X	\$173.6					2
AFRC	Whiteman	A-10	24	17	0.7	\$6.4						1

MAJCOM	Installation	MDS	PAA Used	Total Acft #	Sqdn Equip In Place	Sqdn 1	Sqdn 2	Sqdn 3	Sqdn 4	Sqdn 5	Sqdn 6	Total Capacity (Squadrons)
ANG	Whiteman	AH-64	7	7	1.0	X						1
ACC	Whiteman	B-2	8	20	2.5	X	X					2.5
ANG	Whiteman	OH-58	7	10	1.4	X						1.4
ACC	Whiteman	T-38	24	14	0.6							0.6
ANG	Will Rogers, OK	C-130	16	8	0.5	\$31.0						1
ANG	Willow Grove	A-10	24	15	0.6	\$0.0						1
AFRC	Willow Grove	C-130	16	8	0.5	\$55.3						1
AFMC	Wright Patt	C-17	12	0	0.0	\$246.6						1
AMC	Wright Patt	C-21	12	13	1.1	X						1.1
AFRC	Wright Patt	C-5	12	11	0.9	\$5.0						1
ANG	Yeager, WV	C-130	16	8	0.5							0.5
AFRC	Youngstown	C-130	16	12	0.8	\$0.4						1

Summary of Scenario Environmental Impacts - Criterion 8

Scenario ID#: USAF 00121V4 (318.3c2)

Brief Description: Close Niagara Falls ARS, NY

<u>General Environmental Impacts</u>	
Environmental Resource Area	Niagara Falls ARS (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	The installation is regulated by the USFWS regarding T&E species which may require consultation with the USFWS prior to the transfer of property.
Waste Management	No impact
Water Resources	No impact
Wetlands	Wetlands restrict 3.8% of the base.

<u>Impacts of Costs</u>	
	Niagara Falls ARS (Losing)
Environmental Restoration	DERA money spent through FY03 (\$K): 9232 Estimated CTC (\$K): 1420 DO NOT ENTER IN COBRA

Waste Management	No impact
Environmental Compliance	No impact

<u>General Environmental Impacts</u>	
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.

<u>Impacts of Costs</u>	
	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 \$10K / Cumulative \$100K
Environmental Compliance	FY06 NEPA cost: Scenario \$79K / Cumulative \$776K FY07 Air Permit Revision: Scenario \$10K / Cumulative \$100K

<u>General Environmental Impacts</u>	
Environmental Resource Area	Bangor IAP (Gaining)
Air Quality	A critical air quality region is located within 100 miles of the installation. This does not impact operations.
Cultural/ Archeological/ Tribal Resources	No impact
Dredging	No impact
Land Use Constraints/ Sensitive Resource Areas	Ten sensitive resource areas exist but none constrain operations. Additional operations may impact these areas, which may constrain operations.
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	No increase in off-base noise is expected
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 Survey may need to be conducted to determine impact.

<u>Impacts of Costs</u>	
	Bangor IAP (Gaining)
Environmental Restoration	DERA money spent through FY03 (\$K): 1218 Estimated CTC (\$K): 0 DO NOT ENTER IN COBRA
Waste Management	None

Environmental Compliance	None
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<u>General Environmental Impacts</u>	
Environmental Resource Area	Langley (Gaining)
Air Quality	A preliminary assessment shows that a conformity determination is required for this scenario. A more in-depth review is required. The inability to achieve a positive conformity determination may be a constraint to this scenario. Air emission offsets may be required. A significant air permit revision may be needed.
Cultural/ Archeological/ Tribal Resources	Sites or areas with high potential for archeological sites were identified. The base has an 837.824-acre historic district with 282 contributing resources. There is one historic property that is not in a historic district.
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 uses safety waivers and exemptions to accomplish the mission. Additional operations may compound the need for safety waivers.
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact
Noise	Less than a 3dB general increase in contours can be expected. Noise abatement procedures are already in place for the main installation and range. The AICUZ reflects the current mission/local land use/current noise levels. 17,287 acres off-base within the noise contours are zoned by the local community. 2,774 of these acres are residentially zoned. 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	Modification of hazardous waste program may be required.
Water Resources	The state requires a permit for withdrawal of groundwater.
Wetlands	Wetlands restrict 7% of the base. Wetlands do not currently restrict operations. Additional operations may impact wetlands, which may restrict operations.

<u>Impacts of Costs</u>	
	Langley (Gaining)
Environmental Restoration	DERA money spent through FY03 (\$K): 52,000 Estimated CTC (\$K): 27,000 DO NOT ENTER IN COBRA
Waste Management	FY07 Hazardous Waste Program Modification Scenario \$1K / Cumulative \$100K
Environmental Compliance	FY06 NEPA cost: Scenario \$4K / Cumulative \$318K FY07 Air Conformity Analysis: Scenario \$1K / Cumulative \$50K FY07 Conformity Determination: Scenario \$1K / Cumulative \$100K FY07 Air Emissions Credits: Scenario \$8K / Cumulative \$665K FY07 Significant Air Permit Revision: Scenario \$3K / Cumulative \$200K

<u>General Environmental Impacts</u>	
Environmental Resource Area	Schriever (Gaining)
Air Quality	Schriever is in a maintenance area for carbon monoxide. A preliminary conformity analysis indicates that a conformity determination may not be necessary.
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 increase in off-base noise is expected.
Threatened& Endangered Species/ Critical Habitat	Black-tailed prairie dogs are candidate species that restrict 0.7% of the installation acreage. Additional operations may further impact T&E species and/or critical habitats.
Waste Management	No impact.
Water Resources	No impact.
Wetlands	Wetlands restrict 0.1% of the base. Wetlands do not currently restrict operations. Additional operations may impact wetlands,

	which may restrict operations.
--	--------------------------------

<u>Impacts of Costs</u>	
Schriever (Gaining)	
Environmental Restoration	DERA money spent through FY03 (\$K): N/A Estimated CTC (\$K): N/A DO NOT ENTER IN COBRA
Waste Management	No impact
Environmental Compliance	FY06 NEPA Documentation: Scenario \$48K / Cumulative \$48K FY07 Conformity Analysis: Scenario \$50K / Cumulative \$50K

<u>General Environmental Impacts</u>	
Environmental Resource Area	Lackland (Gaining)
Air Quality	No impact
Cultural/ Archeological/ Tribal Resources	No construction is allowed on prehistoric sites. Sites or areas with high potential for archeological sites were identified. The base has two historic districts totaling 204.1 acres with 149 contributing resources. There are 210 historic properties not in districts.
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. 17,029 acres off-base within the noise contours are zoned by the local community. 3,299 of these acres are residentially zoned. The community has not purchased easements for 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	Wetlands restrict 0.004% of the base and 0.008% of the range. Wetlands already restrict operations. Additional operations may impact wetlands, which may restrict operations.

<u>Impacts of Costs</u>	
	Lackland (Gaining)
Environmental Restoration	DERA money spent through FY03 (\$K): 50,297 Estimated CTC (\$K): 200,559 DO NOT ENTER IN COBRA
Waste Management	No impact
Environmental Compliance	FY06 NEPA: Scenario \$48K / Cumulative \$48K

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Usually it's C-130 aircraft that cruise the skies over Niagara Falls Air Reserve Station in New York. The Niagara Falls International Airport operates under a joint agreement with the military. The facility handles international charter and cargo service and functions as the reliever airport for the region. With the natural wonder, Niagara Falls, and casino gambling across the US/Canadian border, the airport fits well with Niagara County's well-developed tourist industry.

Eleven Air Force bases were added to the list being considered for realignment or closure by the Defense Base Closure and Realignment Commission 10 May 1995. The 11 new active-duty and Reserve bases on the list brought the total number of Air Force bases being considered for some type of action to 28. New bases on the list included: Columbus AFB, Miss.; Vance AFB, Okla.; Laughlin AFB, Texas; and Hill AFB, Utah. Also added were: Homestead ARS, Fla.; O'Hare ARS, Ill.; Minneapolis-St. Paul ARS, Minn.; Niagara Falls ARS, N.Y.; Youngstown-Warren ARS, Ohio; Carswell ARS, Texas; and General Mitchell ARS, Wisc.

Based upon a true story of a Canadian family and a flock of domesticated geese, the storyline of the movie "Fly Away Home" involves the landing of an ultra-light aircraft at a U.S. Air Force base during a trek from Canada to South Carolina. Portions of the movie, which was released in theaters nationwide Sep 13, 1996, were filmed at Niagara Falls ARS, N.Y. Nominated for an



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 3. Select **OK**.
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 1. Click the **Options** tab.
 2. On the **Advanced** tab, click **Advanced**.
 3. Select **Automatic**.
- Some sites require a security certificate and then click what strength security level.
- If you are trying to view a Security settings page then click **Internet Options** the Security section and select **TLS 1.0, PCT 1.0**.
- Click the **Back** button.

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Academy Award for cinematography, this film is now out on video.

The NFIA has the fourth longest runway in New York State at 9,130 feet, which enables it to accommodate all commercial aircraft. Modern customs and immigration facilities allow for quick processing of international passengers. As a further enhancement at the NFIA, Tech Aviation is the Fixed-Base Operator (FOB) at the airport. Tech Aviation provides aircraft refueling and ground handling 24 hours a day. Non-commercial general aviation operations totals over 40,000 flights annually. The NFIA generates an annual economic impact of \$100 million for Niagara County.

The history of the Niagara Falls International Airport in some ways mirrors the development of the region, changing and adapting with the times. Presently a regional consortium is actively discussing the best role for the airport to play, keeping in mind that it is located near one of the

seven wonders of the world, and with a 9,130 ft. runway, it is one of the longest runways in New York State.

Opened in 1928 as a city-owned municipal airport with four crushed stone runways, the airport underwent its first metamorphosis in the early 1940's. The construction of a Bell Aerospace plant at the facility and the entry of the United States into World War II moved the airport into an active military phase, which continues even today. The U.S. Air Force established a base and managed and operated the facility during the war. Runways were added and extended during the 40's and 50's, and construction included a control tower, high intensity lights, and instrument landing system. The base was converted to an Air Reserve Base which became the upstate home of the New York Air National Guard's. In 1959, the main runway was extended to over 9,000 feet in order to accommodate the new, more demanding military aircraft. A US Air Force Reserve Unit is also based out of the NFIA.

The airport reshaped itself yet again in 1965 when U.S. Customs approved it for international flights and in 1970 when the Niagara Frontier Transportation Authority purchased it from the City of Niagara Falls, which is its current owner.

Currently the airport has three active runways, which serve general aviation, military, and some commercial flights. Celebrating both its past and its future, the airport hosts an annual international air show every summer.

During the summer of 2003 nine Air Force Reserve Command installations were re-designated joint bases or stations to reflect the multiservice use of the facilities. The locations and their new designations are: Dobbins Joint Air Reserve Base, Ga.; Grissom JARB, Ind.; Homestead JARB, Fla.; March JARB, Calif.; Minneapolis-St. Paul Joint Air Reserve Station, Minn.; Niagara Falls JARS, N.Y.; Pittsburgh JARS, Pa.; Westover JARB, Mass.; and Youngstown JARS, Ohio.



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News from

CONGRESSMAN THOMAS REYNOLDS

NEW YORK'S 26TH DISTRICT

FOR IMMEDIATE RELEASE**20 May 2004****CONTACT: Michael Brady****(202) 225-5265****Niagara Air Reserve Station Slated for \$14 million**
Reynolds leads bipartisan effort to fund infrastructure improvements at the base

U.S. Representative Thomas M. Reynolds, R- Clarence, announced today that the Niagara Falls Air Reserve Station (NFARS) would receive up to \$14 million in federal funding under the U.S. House of Representative's version of the fiscal year 2005 National Defense Authorization Act. Of that total, \$7.8 million would be used to construct a new fire/ crash rescue station, and \$6.2 million would be designated for the establishment of a Military Entrance Processing Site.

Reynolds spearheaded the NFARS request, along with U.S. Reps. Louise Slaughter of Fairport, Jack Quinn of Hamburg, and James Walsh of Syracuse. NFARS is home to the 914th Airlift Wing (Air Force Reserve) and the 107th Air Refueling Wing (New York Air National Guard).

"Both the 914th Airlift wing and the 107th Air Refueling Wing have played and continue to play a key role in the War on Terror, in both the Iraq and Afghanistan theatres of operation," Reynolds said. "This funding will be used to make important infrastructure improvements to the Niagara Falls Air Reserve Station and vastly improve safety at the base. We must make certain that our troops have the resources they need as we continue our operations in the War on Terror."

"Niagara Falls Air Reserve Station is on the front lines in the global war on terror, training our soldiers and creating thousands of quality jobs for the region," said Rep. Quinn. "This \$14 million will provide our men and women in uniform with the tools they need to get their job done and ensure that the skies over Western New York are safe and secure. This is great news for our military and for the region."

"I am glad the House Armed Services Committee is recognizing the New York delegation's broad vision for the state's military footprint, as well as the needs of the Niagara Falls installation," Rep. Walsh said. "I look forward to working with my colleagues as the funding process for military construction initiatives moves ahead."

"I am pleased to announce this new funding, which will increase safety at the Niagara Falls Air Reserve Station. The current fire rescue facilities at the base are only half the size needed to house firefighting personnel, and it is imperative that we make sure the 107th Air Refueling Wing and the 914th Reserve Airlift Wing are as safe as possible during their time at the base," said Rep. Slaughter. "The new fire/crash rescue station will not only equip the base to respond to fires and other emergencies there, but will be used to respond to emergencies at the Niagara Falls International Airport as well. This

new expansion of facilities demonstrates the importance of the Niagara Falls Air Reserve Station in the region and provides one more reason why it should not be considered for the next round of base closings. I look forward to continuing to work with my colleagues to do all we can to support the Niagara Falls Air Reserve Station."

In an effort to improve safety and emergency response at the Air Base, \$7.8 million will be used to construct a new fire/ crash rescue station which will house fire fighting personnel, equipment, and emergency response vehicles. U.S. Air Force Reserve Command has already approved the construction of a new facility.

"Currently, the stalls which house emergency vehicles are too small, and runway emergency response time needs to be improved," Reynolds said. "Once completed, this new rescue station will solve both problems, which will mean enhanced protection of our troops and equipment which operate there."

In addition to the \$7.8 million for the rescue station, NFARS will also receive \$6.2 million for the establishment of a Military Entrance Processing Site (MEPS), which had been requested by President Bush. MEPS, which are located throughout the country, are used for screening and evaluating candidates for enlistment in the Armed Forces.

"This facility will process approximately 12,000 applicants a year from 11 counties in Western New York and 3 counties in Pennsylvania," Reynolds said. "The Department of the Army surveyed facilities within a 100-mile area and determined that the Air Reserve Base at Niagara Falls was the optimal site for its requirements and the most efficient means to meet the military's needs."

The bill, H.R. 4200, passed the House of Representatives today by a vote of 391-34.

"These funds will mean a safer air station for our troops, and it will mean jobs in Western New York," said Reynolds, who was stationed at the base while a sergeant in the Air National Guard.

-- 30 --



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Abrell, Timothy, CIV, WSO-BRAC

From: Flinn, Michael, CIV, WSO-BRAC
Sent: Wednesday, August 03, 2005 9:20 AM
To: Abrell, Timothy, CIV, WSO-BRAC
Subject: RE: Niagara Falls / Army Reserve issue

Point taken.

From: Abrell, Timothy, CIV, WSO-BRAC
Sent: Wednesday, August 03, 2005 9:19 AM
To: Flinn, Michael, CIV, WSO-BRAC
Subject: RE: Niagara Falls / Army Reserve issue

but not necessarily suitable.

Timothy Abrell
Senior Analyst
Joint Cross Service Team
BRAC 2005 Commission
(703) 699-2941

From: Flinn, Michael, CIV, WSO-BRAC
Sent: Wednesday, August 03, 2005 9:18 AM
To: Abrell, Timothy, CIV, WSO-BRAC; Van Saun, David, CIV, WSO-BRAC; Turner, Colleen, CIV, WSO-BRAC
Cc: Schmidt, Carol, CIV, WSO-BRAC; Hood, Wesley, CIV, WSO-BRAC
Subject: RE: Niagara Falls / Army Reserve issue

Ample land is available.

From: Abrell, Timothy, CIV, WSO-BRAC
Sent: Wednesday, August 03, 2005 8:58 AM
To: Van Saun, David, CIV, WSO-BRAC; Turner, Colleen, CIV, WSO-BRAC
Cc: Schmidt, Carol, CIV, WSO-BRAC; Flinn, Michael, CIV, WSO-BRAC; Hood, Wesley, CIV, WSO-BRAC
Subject: RE: Niagara Falls / Army Reserve issue

The RC Transformation in New York recommendation currently says to build an AFRC on its existing site (next to the ARS). I would not be opposed to amending it to read "[REDACTED] on Niagra ARS, if suitable land is available". This was considered as a scenario before but was shot down by the AF early in the process.

Timothy Abrell
Senior Analyst
Joint Cross Service Team
BRAC 2005 Commission
(703) 699-2941

8/3/2005

From: Van Saun, David, CIV, WSO-BRAC
Sent: Tuesday, August 02, 2005 6:07 PM
To: Turner, Colleen, CIV, WSO-BRAC; Abrell, Timothy, CIV, WSO-BRAC
Cc: Schmidt, Carol, CIV, WSO-BRAC; Flinn, Michael, CIV, WSO-BRAC
Subject: FW: Niagara Falls / Army Reserve issue

Colleen - Over to you and Tim.

From: Flinn, Michael, CIV, WSO-BRAC
Sent: Tuesday, August 02, 2005 5:51 PM
To: 'Steve Hyjek'
Cc: jmsimmons@akingump.com; Van Saun, David, CIV, WSO-BRAC; Small, Kenneth, CIV, WSO-BRAC
Subject: RE: Niagara Falls / Army Reserve issue

From: Steve Hyjek [mailto:shyjek@hyjekfix.com]
Sent: Monday, August 01, 2005 1:38 PM
To: Michael.Flinn@wso.whs.mil
Cc: jmsimmons@akingump.com
Subject: Niagara Falls / Army Reserve issue

Steve,

I appreciate your consideration. John has been keeping me amply informed. Your regarding joint use issues at Niagara Falls ARS is very timely. I don't know who the specific person to whom you should address your question. I think it is either Colleen Turner or Carol Jo Schmidt. I have copied them on my response to you. I suggest you contact them or their supervisor (Dave Van Saun) to set up a meeting. Let me know if you have any additional help.

Mike,

I hope all is well with you. I've tried to stay out of your hair as I know John Simmons has been in touch with you and you didn't need to hear from both of us.

When we met back at the beginning I pointed out the Army Reserve recommendation which would construct a new Reserve building across the runway from the Niagara Falls Air Reserve Station. I believe you looked at it during your site visit and we had discussed the point that if NFARS were to stay open (I know that is yet to be decided) it would make more sense for the Army facility to be constructed on the AirReserve Station property for a host of reasons. In fact, there was a scenario developed by the RCPAT that moved the Army to the Air Force side, but it was deleted once the Air Base became in jeopardy during Pentagon deliberations.

Two questions:

1. Should I touch base this week before the door closes with the person who is doing Army Reserve, and if so, can you advise with whom should I speak?
2. Is the person doing Army Reserve issues familiar with the RCPAT recommendation about the potential for movement of the facility and the issues you covered during your Site Visit in the event that the Commission were to

8/3/2005

keep Niagara open so that the two items could be connected, as desired by the Commission?

I know that they are separate actions and know better than to ask a question that would lead to a conclusion on what you might do. Just trying to determine if a meeting with the Army Reserve person is useful and if there is a mechanism for the two issues to be connected, as appropriate.

v/r

Steve

Walsh, Deirdre, CIV, WSO-BRAC

From: Maier, Mark [Mark.Maier@mail.house.gov]
Sent: Friday, August 19, 2005 4:36 PM
To: 'Walsh, Deirdre, CIV, WSO-BRAC'
Subject: 914th Mobilization

Deirdre,

If you could leave this email for Hansen, Turner, Skinner, Gehman, Coyle, Bilbray and Hill that would be great.

Below is an e-mail from Jim Drape of the AF liaison's office announcing the redeployment of the 914th (which will make them the first air reserve component to go to Iraq for a third time).

Our wings' military value is clearly validated by their repeated deployments to Afghanistan and Iraq. Yet, even with these deployments, we have no problem retaining our service members. Even with these multiple deployments based upon our units high skill level, the wings' have retention rates in excess of 95% which exceeds Active Duty retention rates by over 50%.

As you prepare to begin your final deliberations, I hope you find this information useful. Thank you again for your time and service.

-----Original Message-----

From: Drape Jim Maj SAF/LLH [mailto:Jim.Drape@pentagon.af.mil]
Sent: Friday, August 12, 2005 3:07 PM
To: Snyder, Alan; Maier, Mark
Subject: FW: Unit Mobilization Notifications

Mark,

FYI. If you have any questions please let us know.

Regards, Jim

Maj Jim Drape
AF Legislative Liaison
5-6656

> The 914th Airlift Wing, Niagara Falls, NY is being remobilized for
> duty in
support of on-going operations. 222 of 246 personnel are being remobilized.
All individuals being remobilized are volunteers. The unit will deploy to the Central
Command (CENTCOM) Area of Responsibility (AOR) (exact location is classified) by 1 Sep 05.
The unit will be mobilized for one year. 914th AW personnel will deploy into the CENTCOM
AOR for 90 day rotations.

Commissioners -

Congressman Tom Reynolds asked me to have a
copy of this email for your consideration.

Deirdre

101. Niagara Falls Air Reserve Station, NY (AF 33)

The justification for closing Niagara Falls Air Reserve Station was part of a larger effort to restructure the C-130 fleet from reserve units to active duty units at Little Rock, in order to address an imbalance in the C-130 active/reserve manning structure. It also was intended to relocate the KC-135Rs to replace older KC-135E tankers at Bangor International Airport Air Guard Station.

Niagara Falls Air Reserve Station has won Air Force Reserve Command's recruiting awards for the last two years. Both Guard and Reserve wings exceeded their recruiting goals by 20% and have retention rates exceeding 95%. The Commission found that closing this installation would have affected future manpower requirements and would degrade current and future nighttime operations.

The Air Reserve Station is used jointly by the Air Force Reserves, the Air National Guard, and the Army Reserves and is one of only two Air Force installations on which Guard and Reserve units are co-located with shared facilities. Fifty-seven percent of the installation's facilities are shared use. In addition to supporting the 10th Mountain Division at Fort Drum, the 914th Airlift Wing also supports an Army Combat Support Hospital housed on the installation. Finally, the installation supports other Federal users having a homeland defense mission, including the: FBI, Army Guard, Coast Guard, Civil Air Patrol, Customs and Border Protection, and the DEA. The Commission found that closing Niagara Falls Air Reserve Station would have detrimentally affected both joint warfighting and Homeland Defense operations.

The installation has facilities available to operate 17 C-130s and 13 KC-135s without requiring new Military Construction. There are no airspace or Air Traffic Control constraints, and no physical encroachment issues at Niagara Falls. New construction includes billeting for 254 transient personnel and a modern type 3 underground hydrant fuel delivery system. A new military entrance processing station also was under construction at the time of the commission's base visit. The Commission found that this recommendation discounted the availability and condition of land, facilities, and associated airspace at Niagara Falls Air Reserve Station.

The Commission found that the savings associated with closing Niagara Falls Air Reserve Station were underestimated by the Department of Defense as a result of recent cost reductions. DoD's estimate did not capture reductions in overhead resulting from a reduction in Niagara Falls' lease from \$150,000 per year to \$1. Additionally, electricity rates for the Air Reserve station were reduced by 45% and should conservatively result in future savings of \$450,000 per year.

Niagara Falls is the second largest employer in an economically depressed region. According to data provided by the community, the closure of Niagara Falls Air Reserve Station would have resulted in the loss of 2,906 jobs as opposed to the 1,072 estimated by the Department of Defense. This figure represents 3.5% of the county's job base and would have increased the areas unemployment rate from 6.1% to over 7%.

The Commission also found that the need to strengthen the Atlantic Air Bridge by transferring eight KC-135Rs from Niagara Falls Air Reserve Station to replace KC-135E tankers at Bangor International Airport Air Guard Station, outweighed deviation from the BRAC selection criteria. However, the Commission also found that an enclave should be established at Niagara Falls for the Air National Guard/Air Force Reserve Associate unit and the 865th Combat Support Hospital.



Ken / Mike - are we good on this

Principi:

I would like to offer an amendment to this motion...to motion 101- amendment motion 101-4A to realign Niagara Falls Air Reserve Station and I will dispense with the reading of my amendment and explain what it accomplishes I recognize that there are not sufficient aircraft to assign to the Air National Guard in Niagara Falls; however, I would like your consideration to create an enclave at the for the 107th Air Refueling Wing

Flinn (staff):

Mr. Principi, may I interrupt you for a moment. We have addressed this issue with the KC135 and we struck the original recommendation so the C130 is there, remains in place and the personnel remain in place and we insert in the language that the aircraft the 107th personnel Air National Guard would associate with the 914th Airwing there to form an Air National Guard Reserve Associate Unit.

Principi:

So the people of the 107th remain in place?

Flinn:

That is correct yes sir.

Principi:

I think this is very important and I'll explain why. I was never affiliated with the 107th but I know it well. Apart from its great history in World War II it has been called up in every war this nation has fought. They're again called up, they were very instrumental in 9/11 down in New York City it's believe it or not the second largest employer in the western part of New York and may be the largest employer if another company go under which we which New York dreads from an econ impact but more importantly from a military value I believe they are very important certainly in command and control. But if this is taken care of in the amendment, in what we've done then I am satisfied and I will withdraw my amendment

Flinn:

Yes sir. It was the intent and I agree with your assessment. We found several deviations in the original recommendations.

Newton:

Will you get closer to the mic please, be sure we can hear all you are saying cause I'm not getting all you're saying. Just answer one question for me and I think you can clear it up for me very quickly. **Back on the language on the 135 for Niagara Falls, did we leave it in an enclave status?**

Flinn

We formed...we struck the entire recommendation sir and the we so the C130's remain in place and we inserted the language to address the movement of the KC135's and the men and women the personnel of the 107th Air Refueling Wing will stay in Niagara Falls and associate with the 914th Reserve Air Lift Wing to form an Air Reserve National Guard

In original amendment, there was no mention of an enclave. We had bypassed Saturday morning.

unit and we also stipulated that they would reserve the necessary training to support the 914th Airwing.

Principi:

I am very satisfied and I withdraw my amendment

Gehman:

Mr. Chairman may I. If we refer to the chart there in front of us if we run our finger down on the left-hand side to Niagara Falls, New York we see the Department of Defense recommendation going to zero and the plan we're voting on has 8 C130's in Niagara Falls. That's what I'm looking at. It's what we're voting on. And that happened in accordance with the guidance and policy direction of the staff without any amendments on your part for anything else so the system worked.

The other, by the way, there are three other cases where using our system we have put C130's in places where the secretary of Defense recommended taken C130's out of and enclaving. So in the aggregate we have established more flying units than in the Secretary's recommendation but we still could not get a flying unit in every state of the Nation, but we went much further in that direction than the DoD's recommendation. Niagara falls just happen to be one of them.

Skinner:

My I make an observation. I want to make sure that everyone watching understands our goal is to look at...all states do not have air national guard units, almost all states have guard units, but all don't have air national guard units. What we have tried to do here is to make sure to the degree possible that every state that had an air guard unit continued to have some kind of air guard unit and we were pretty successful, not completely, but pretty successful there are some states that don't have an air guard unit now and won't have one when this is done, but they have not had a history of having air guard units in the recent history

Newton:

Mr. Chairman I would like to add some comments to Secretary Skinner as well. We followed the criteria to ensure that we could follow the strict procedure that the Secretary deviate from the criteria and it is through that process that we found those deviations as we evaluated, as the staff evaluated that, as a result then we were able to move airplanes around to fill the requirement that we saw at various locations. As it turns out it allowed us then, because again as you've noticed I've gone back to homeland security and homeland defense, because that played the biggest role the requirements and responsibilities that many of our states have along with that of the Department of Defense and other agencies so we really used the criteria that drove us then to have the results that you see in front of you

Flinn:

My I expand on that? I just want to by way of summary the total C130 recommendations BRAC recommendations addressed involved 21 different installations and approximately

156 aircraft so it was and also the C130-E and C130-J issues that played into this so it was a very complicated situation.

Mr. Bilbray: For staff again Mr. Chairman, in doing this I understand that you worked constantly on finding planes. There was no immediate planes, or any, even a small amount, two, three, four units that could be provided for Fairchild, for the Washington National Guard?

Mr. McGregor: Sir, what we did when we helped assess the Force Structure bed down as facilitated by the Commissions decisions is we started with the end strength that was provided by the Air Force, or the DoD's BRAC. In the case of the Guard 135s, the Air Force's recommendations left a 172 KC-135s we used that as our starting position. As we looked through the installations and facilities that we assessed, we essentially looked at what size unit, trying to optimize the PAA to keep the Active Guard and Reserve proportion the same and have a reasonable balance geographically.

When we utilize the notion of a finite pool of aircraft of 172 for the Guard specifically, if Fairchild were to continue to have aircraft looking at the list in front of you, or on the screen in all likelihood somebody else there would not. And the decision to which Bases to populate was made through the coordination of the Commissioners.

Mr. Bilbray: Somewhere I think there's an amendment out there that I have that I would bring up at the end of

this. I was looking for it on Fairchild. I think I found it here.

Mr. Chairman, when would I offer this amendment, now? Or at the end of the KC-135 discussion.

Chairman Principi: Do you have a written amendment?

Mr. Bilbray: Yes, I think it's in here.

Chairman Principi: Well why don't we finish through all of this section and then at the end you can offer a motion.

Mr. Bilbray: Thank you.

General Newton: Mr. Chairman, I would like to comment on this particular one, because the question was asked, why not a small population of airplanes here. As we follow the criteria of determining where the Secretary may have deviated from that criteria that was the large part about what that drove us in these decisions and proposals by the staff.

The other thing I would say, is there were times when we were using some judgment and that judgment then came into play when we started looking at Homeland Security, and Homeland Defense. As well as what other assets were located in that particular region of the country.

So we've tried to consider the total National Security and our Homeland Security and Homeland Defense when we were considering the criteria and evaluating the Secretary's

recommendation against that criteria.

Chairman Principi: Thank you.

Admiral Gehman: In support of the master plan that the staff is proposing to us which I think makes very, very good sense. I would offer to my colleague the following rational. There are one or two other states that do not have any manned flying mission, nor do they have a Reserve, or Active Wing that they can associate with. If we could create eight additional airplanes, the staff were to follow the guidance we gave them, the other states would get them before Washington would.

So trying to squeeze and airplane out here, or an airplane out there wouldn't fix your problem, because the priorities would be to put them in states which have no manned aircraft. And I don't know if that helps or not, but the staff has followed the guidance. And I support it. Thanks for the opportunity.

Chairman Principi: Thank you Admiral. Number 78, Birmingham International Airport, Air Guard Station, Air Force Number 5. 97, Key Field, Air Guard Station, Mississippi, Air Force 28. Number 101, Niagara Falls, Air Reserve Station, New York, Air Force 33. Number 87, Robins Air Force Base, Georgia, Air Force 16. Congressman Bilbray, would you offer your amendment at this time.

Mr. Bilbray: Yes Mr. Chairman, I think it is Motion

16-4(a). Is that the one I requested. I'm trying to read it, it has so many technical things in it. If staff could be sure this is the one I wanted.

Chairman Principi: Your amendment is to 16-4(a)?

Mr. Bilbray: That's correct. I move the Commission find that when the Secretary of Defense made Air Force recommendation 116, Fairchild Air Force Base Washington, he substantially deviated from the final selection criteria 1 and 3, and the Force Structure Plan. The Commission strike detects that the entire recommendation and insert in it's place realign Fairchild Air Force Base, Washington. Distribute the 141 Air Refueling Wings K-135 R/T aircraft to meet the primary aircraft authorizations PAA. Requirements established by the Base Closure and Realignment Commission of the Secretary of Defense as amended by the Defense Base Closure and Realignment Commission. Establish 8 PAA KC-135 R/T aircraft at the 185th Air Refueling Sioux Gateway Airport Air Guard Station Iowa, the 185 Air Refueling Wing, KC-135 B aircraft would be transferred to the aerospace maintenance and regeneration center. A mark at the Davis and Monthan Air Force Base Arizona for appropriate disposal, as economically unservable. Establish 8 PAA KC-135 R/T aircraft at the 161 Air Refueling Wing in Phoenix Guy Harbor International Airport, Guard Station Arizona. If

close, the highest ranking in this case would have been Capital or Homan, but the recommendation by the Secretary was presented to us, we cannot and do not have authority under the BRAC statute to take away or diminish the number of aircraft at Fort Wayne. So my motion would be out of order if I made it, so I won't make it. Thank you.

Chairman Principi: Is there a second?

Mr. Skinner: There's no motion, because it's going to be stricken anyway. Rather than going through the formality of making the motion and having it seconded and then having Counsel declare it out of order, why don't I just not make the motion.

Chairman Principi: I'll just call for a vote. Are you recused on this?

Mr. Skinner: No. But I think you can tell how I'm going to vote.

Mr. Bilbray: This is a vote on the motion of approval, is that correct?

Chairman Principi: Yes. 90-4(a). All in favor?

[A show of eight hands]

Chairman Principi: All opposed?

[A show of one hand]

Ms. Sarkar: Mr. Chairman, the vote is eight in favor, one opposed, no recusals, therefore the motion is approved.

Chairman Principi: Thank you. There are 14 motions at Tab 5, which implement the laydown the staff has recommended for C-130 aircraft. We have them up on the board now. 106 Mansfield Lahm Municipal Airport Air Guard Station, Ohio, AF 39. 117, General Mitchell International Airport, Air Reserve Station, Wisconsin AF-52. 101, Niagara Falls, Air Reserve Station, New York, AF-33. I ask that that be voted on separately, as I have an amendment. 68, NAS Willow Grove, ARB Pennsylvania, and N-21. General Mitchell, Air Reserve Station, Wisconsin, AF-52. 86, Newcastle County Airport, Air Guard Station, Delaware, AF-15. 92, Andrews Air Force Base, Maryland, AF-23. 88, Boise Air Terminal, Air Guard Station, Idaho, AF-17.

Mr. Small: Sir, could I make a comment at this place on the Boise Guard, the C-130 said Boise there's been a discussion that has rattled around informal and basically not accurate that the 130s said Boise we're for fire fighting, or should be therefore fire fighting. I think it's reasonably important that the Air Guard does provide that service. They have four units specially trained and do have airplanes. There is a kit that provides the fire bombing or water bombing capability, those kits are not in Boise they're distributed by another agency, the Guard just provides the ability to deliver. I just wanted to make that comment, there is no direct connect to fire fighting

and the Boise Air National Guard C-130s, the connection you hear, is that the Forest Service runs the interagency fire center in Boise for the Western Region.

Chairman Principi: 92, Andrews Air Force Base, AF-23. Number 88, Boise Air Terminal, Air Guard Station, Idaho, AF-17. Mansfield Lahm, Municipal Airport, Air Guard Station, AF-39. 93, Martin State, Air Guard Station, Maryland, AF-24. Number 99, Reno Tahoe International Airport, Air Guard Station, Nevada, AF-31. 110, Nashville International Airport, Air Guard Station, Tennessee, AF-44. We've done Kulis.

Mr. Small: We have done Kulis.

Chairman Principi: We'll vote it again.

Mr. Small: I'm sorry, that's no problem.

Chairman Principi: 80, Kulis, Air Guard Station, Alaska. AF-7. 102, Schenectady County Airport, Air Guard Station, AF-34. Number 103 -

Mr. Small: Excuse me sir, could I just put a point of information here, that Schenectady C-130s has a combination of ski birds, and what they call wheel birds. These are the aircraft that service Antarctica, and the Arctic and Greenland. That's a combination of National Science Foundation airplanes and Air National Guard planes. The crews are Air National Guard.

Chairman Principi: Thank you. Pope, we did Pope.

Should we do it again.

Mr. Small: I don't think it's necessary sir.

Chairman Principi: All right. Those are the motions.

Mr. Bilbray: Mr. Chairman, on the item on the Reno, Tahoe, Section 99, Air Force 31, I would request a separate vote on that, as I have to recuse myself from voting on that issue.

Chairman Principi: Thank you. I would like to offer an amendment to this motion. To motion 101, an amendment on 101-4(a) realign Niagara Falls, Air Reserve Station and I will dispense with the reading of my amendment, and explain what it accomplishes. I recognize that there are not sufficient aircraft to assign to the Air National Guard, in Niagara Falls. However, I would like your consideration to create an enclave at - for the 107 Air Refueling Wing.

Mr. Flinn: Mr. Principi, if I might interrupt for a second. We've addressed this issue with the KC-135 and we struck the original recommendation so that the C-130s there remain in place. The personnel remain in place, and we inserted the language that the aircraft of the 107th, the personnel of the 107th Air National Guard, would associate with the 914th, Air Wing there to form an Air National Guard Reserve Associate Unit. That was the intent.

Chairman Principi: So the people of the 107th remain

in place?

Mr. Flinn: That is correct, yes sir.

Chairman Principi: I think this is very important and I'll state why. I was never affiliated with the 107th, but I know it well apart from its great history from World War II, it's been called up in every war that this nation has fought. There again called up, they were very instrumental, the men and women were instrumental in 9-11 down in New York City. It's believe it or not the second largest employer in the western part of New York. And maybe the largest employer if another company goes under, which New York dreads, but from an economic impact. But also more importantly from a military value. I believe they're very important and certainly in command and control. But if this is taken care of in what we have done, then I'm satisfied and I will withdraw my amendment.

Mr. Flinn: Yes sir, that was the intent. And I agree with your assessment. We found several deviations in the original recommendation.

General Newton: Will you get closer to the mike. I'm not getting all of what you're saying. Just answer one question for me and I think you can clear it up for me very clearly. Back on the language on the 135, for Niagara Falls, did we leave it in an enclave status?

Mr. Flinn: We struck the entire recommendation sir,

so that the C-130s remain in place. And we inserted the language to address the movement of KC-135s and the men and women, personnel of the 107 Air Refueling Wing, will stay in Niagara Falls and associate with the 914th Reserve, Airlift Wing to form an Air Reserve National Guard Unit and we also stipulated that they would receive the necessary training to support the 914th Air Wing.

Chairman Principi: I'm very satisfied and I withdraw my amendment. Thank you very much.

Admiral Gehman: Mr. Chairman, may I?

Chairman Principi: Yes, you may sir.

Admiral Gehman: If we refer to the chart there in front of us, we run our fingers down on the left hand side to Niagara Falls New York, and we see that the Department of Defense recommended going to zero, and the plan we're voting has 8 C-130s at Niagara Falls. And that's what I'm looking at, that's what we're voting on, and that happened in accordance with the guidance and the policy direction we gave to the staff, without any amendments on your part, or anything else. So the system worked. The other, by the way there are three other cases, where using our system we have put C-130s, squadrons in places that the Secretary of Defense recommended taking C-130s out of and enclaving them. So in the aggregate we have established more flying units than the Secretary's recommendation, but we still

could not get a flying unit in every state of the nation. But we went much further in that direction than the DoD's recommendation. Niagara Falls just happened to be one of them.

Chairman Principi: I am very grateful. Thank you Admiral, thank you Mr. Flinn.

Mr. Skinner: Can I make an observation, I want to make sure that anybody watching understands our goal is to look at all states, to not have Air National Guard Units. Almost all states have Guard Units, but all of them don't have Air National Guard Units. And what we've tried to do here is to make sure to the degree possible, every state that had an Air Guard Unit, continued to have some kind of Air Guard Unit, and we were pretty successful, not completely, but pretty successful. But there are some states that don't have an Air Guard Unit now, and won't have one when this is done. But they've not had a history of having Air Guard Units in recent history.

Chairman Principi: All right. I'm prepared.

General Newton: Mr. Chairman, I would like to add some comments to Secretary Skinner as well. We followed the criteria to ensure that we could follow the strict procedure that the Secretary deviate from the criteria and that is through that process that we found those deviations as the staff evaluate that and as a result then, we were

able to move airplanes around to fill their requirement which we saw at various of these locations. And as it turns out, it allowed us then, because again, if you notice several times I've gone back to Homeland Security and Homeland Defense, because that played the biggest role. The requirement and responsibilities that many of our states have, and along with the Department of Defense as well as other agencies. So we really used the criteria, that drove us then to have the results which you see in front of you. Thank you.

Mr. Flinn: May I expand on that?

Chairman Principi: Yes.

Mr. Flinn: I just want to by way of summary, the total of C-130 recommendations, BRAC recommendations addressed, involved 21 different installations and approximately 156 aircraft. And it also - the C-130 E, and C-130 J issues that played into this, so it was a very complicated situation.

Chairman Principi: Thank you, very much.

Mr. Bilbray: Mr. Chairman, Section 99, is going to be voted on separately, is that correct? That's the Reno, Tahoe airport, because I must recuse myself?

Chairman Principi: Yes, we'll vote on that one separately.

Mr. Skinner: And Mr. Chairman, we did Willow Grove

earlier separately, maybe we ought to do that separately again.

Chairman Principi: We've already voted on that. We already did 68. What I will do now is I will call for a vote on Number 99, that is motion. What's the motion number?

Mr. Bilbray: To approve?

Chairman Principi: To approve, correct. Which one Admiral?

Admiral Gehman: 99.

Chairman Principi: 99, Reno Tahoe International Airport, AF-31 is there a second?

Mr. Coyle: Second.

Chairman Principi: All in favor?

[A show of eight hands].

Chairman Principi: All opposed?

[No response].

Chairman Principi: I believe we have one recusal.

Ms. Sarkar: That is correct Mr. Chairman, the vote is eight in favor, none opposed, one recusal. The motion is approved.

Chairman Principi: I will now, move the approval of the following motions. 106-4(a) Mansfield Lahm, 117-4(a) General Mitchell, 68-4(a) no. I pulled 68-4(a) we voted on that.

Mr. Bilbray: No we did not. We didn't vote on that.

Chairman Principi: 101, where's 101.

Mr. Flinn: We voted on 101, with the KC-135, you've already voted on?

Chairman Principi: I apologize. 101-4(a) Niagara Falls. Let me see where I am, 117-4(a) General Mitchell. 86-4(a) Newcastle. 92-4(a) Andrews. 88-4(a) Boise. 106-4(a) Mansfield Lahm. 93-4(a) Martin State. 110-4(a) Nashville. 102-4(a) Schenectady. Is there a second?

Mr. Coyle: Second.

Chairman Principi: All in favor?

[A show of nine hands].

Chairman Principi: All opposed?

[No response].

Ms. Sarkar: Mr. Chairman, the vote is unanimous, the motion is approved. Thank you.

Chairman Principi: Thank you. We have completed the actions on the Air National Guard and the Air Force Reserve. The motions that were passed tonight will be posted on our website as soon as possible, tomorrow if we can. We will stand in recess for 10 minutes.

[Recess]

Chairman Principi: The Commission will come to order, we have several amendments, issues that we want to resolve this meeting. We'll first take up motion 5-4(c) a motion

to amend Army recommendation 11 Fort Monmouth New Jersey,
Commissioner Coyle?

Mr. Coyle: Thank you Mr. Chairman. This is a clarifying amendment, to make clear how the certifications that we called for in our votes the other day would actually be accomplished and indicates that those certifications would be provided to the Congressional Committees of Jurisdiction for their review. That basically the change. Any discussion Mr. Chairman?

Mr. Bilbray: I second the motion Mr. Chairman.

Chairman Principi: Is there any discussion?

[No response].

Chairman Principi: Hearing none. All in favor? I'm sorry. Mr. Coyle, could you please very briefly describe the nature of your amendment?

Mr. Coyle: Yes. The purpose of this amendment is to make it clear how the language that we included in an amendment to this action, Army recommendation 11, Chapter 1, Section 5 of the Bill that we voted on the other day, the purpose of this amendment is to make it clear how that would be accomplished. And it explains that it will be to the Congressional Committees of Jurisdiction that this certification will go, the original language as we provided it explain to whom the certification would go.

General Newton: Some how Mr. Chairman I'm missing -

Mr. Dynsk: Mr. Chairman, I believe the first one we want to talk about is 4-C that has to do with breaking out the people at Fort Belvoir, who are going to Aberdeen, the second amendment that follows is a perfecting amendment is what Mr. Coyle just said.

Mr. Coyle: I beg your pardon Mr. Chairman, I got them in reverse order. The first one indeed is to make it clear that the project manager for night vision will stay with the night vision lab, and that the project manager for other chief or ISR activities would go to Aberdeen. These changes fall below the BRAC threshold as far as the number of people involved. But the Army felt that it would be helpful if we would clarify that these moves are not constrained in any way by the language we adopted the other day on Fort Monmouth.

Mr. Skinner: And that's motion 5-4(c).

Mr. Coyle: Yes, 5-4(c). I'm sorry I got them out of order.

Chairman Principi: Hearing no further discussion, all in favor of the amendment by Mr. Coyle, please indicate.

[A show of eight hands].

Chairman Principi: All opposed?

[No response].

Admiral Gehman: And one recusal.

Chairman Principi: And one recusal.

Ms. Sarkar: Mr. Chairman, the vote is eight in favor, none opposed, one abstention. The motion is approved.

Thank you.

Chairman Principi: Thank you. I now offer an motion number 193-4(a)(v)(1) regarding Oceana Virginia. I apologize I thought we were completed.

Mr. Skinner: We've approved an amendment to recommendation 11, that is contained in motion 5-4(c), Mr. Coyle I think has another motion which is to make regarding Fort Monmouth and maybe we could continue on with the Fort Monmouth motions and that 5-4(d).

Mr. Coyle: That is correct. Thank you Commissioner Skinner. As I was starting to say a few minutes ago. This second clarifying amendment with respect to Fort Monmouth makes it clear how the certifications that we called for in our actions the other day would be carried out. We were silent about that in the vote that we took the other day and to make it clear how those certifications would be carried out. We have a motion here that makes it clear that the Secretary would certify, to the President and provide copies of such certification to the Congressional Committees of jurisdiction, just to make it clear how those actions would be concluded.

Mr. Bilbray: I'd like to second that motion.

Mr. Skinner: I would like some discussion on that

motion. This one really gets to a consistency, we've directed the Secretary to do a number of things and I don't think we have asked the Secretary to certify anything, any actions. And I question whether this is a precedent that we want to go forward. I think we can assume that the Secretary will comply in good faith and I think having him certify to Congressional committees on something like this, and also to the President, goes a little far. And I would not support that.

And it's not that I don't understand where Mr. Coyle is coming from, I just think it would be inconsistent with the BRAC statute as it relates to the Secretary of Defense only.

I'm hoping to hear from others that have a lot of experience as to what they think, that is just my initial inclination. This is the first time I've seen this motion. I'm open to be educated.

Mr. Coyle: I might just add a further comment. The Commission has voted on a number of different - voted on and passed a number of different motions, where we've required actions by the Secretary of Defense or a service Secretary where we have made it clear how those actions would be concluded. We have not done that in this particular instance. And so this language is not intended to constrain the Secretary of Defense in any way, simply to

make it clear how it is brought to conclusion.

Mr. Skinner: Well maybe I'm just troubled by the word certification. So maybe if we said, will advise. I just - - I guess I'm a little trouble by certification. Maybe shall report to the Congress, and to the President and the Congress, something like that I probably could live with. But the certification language is what disturbs me.

Mr. Bilbray: If the gentlemen would yield. I would ask a question of Commissioner Coyle, does the present language we have there already require certification? It doesn't tell anybody where to certify that information, is that correct?

Mr. Coyle: Mr. Dinsick, can you clarify that point?

Mr. Dinsick: We believe it does not say certify.

Mr. Coyle: What does it say?

Mr. Hood: The current amendment says the Secretary cannot move anything from Fort Monmouth until certain conditions have been met. But it does not tell him that he has to certify that to anyone before he can do it.

Mr. Coyle: I don't know whether it changes anything to say report, or certify. I think the effect would be the same Commissioner Skinner. But I'm flexible about the wording. I'm certainly no lawyer.

Chairman Principi: Would you feel comfortable with the word report?

items of unfinished business to complete here today. We -- there are several -- a couple of amendments are still being worked that are on their way to us here, but we have several at the desk with you here now, and I will revert back to you here, and to your attention in re -- for the disposal of those amendments, sir.

Chairman Principi: Commissioner Newton?

General Newton: Thank you, Mr. Chairman.

That move was a great fighter-pilot move there just then.

[Laughter.]

General Newton: Mr. Chairman, on -- last evening, on motion 101, dash, 4(a), reference Niagara Falls Air National Guard Unit, we had an explanation, which we thought accomplished leaving the unit totally intact. The language appears to be not as clear as I would like to see it. And so, I'd like to have the language to say that the 107th wing will remain as an enclave at Niagara Falls. And that will still give them the opportunity to associate with the unit, with the 130 unit that is being -- that will remain there.

Chairman Principi: So, we'll vote on that?

General Newton: Yes, sir. I'd like to offer a motion that we make the 107th Air National Guard an enclave.

Mr. Bilbray: Mr. Chairman, a question for General Newton.

This is the -- it's a -- still the Niagara Fall Base, but this just an enclave within the base?

General Newton: That's correct.

Mr. Bilbray: Thank you.

General Newton: We still have C-130 unit that's on one side of the base, which will continue to have aircraft. This is a Air National Guard unit on the opposite side, with their 135s. The 135 -- KC-135 aircraft will go away.

Admiral Gehman: And, Mr. Chairman, since this does not change anything that we previously decided, I support this. And I -- it's just -- it's just clearer terminology of what we call the thing, and I --

General Newton: Indeed.

Admiral Gehman: -- support this.

Chairman Principi: Clarifying amendment. Thank you, Admiral. Thank you, Congressman Bilbray.

Is there a second?

Admiral Gehman: I second.

Chairman Principi: All in favor?

[A show of five hands.]

Chairman Principi: All opposed?

[No response.]

Ms. Sarkar: Mr. Chairman, the vote is five for, none opposed, on recusals. The motion is approved.

Thank you.

Chairman Principi: Thank you.

And I might just add, for the benefit of the people who watched or listened to our deliberations last evening with regard to the Air National Guard, I learned that perhaps the charts may not have been seen which showed the bed-down of the aircraft at the various installations. Those charts can be accessed on the BRAC Website, www.brac.gov, I believe, later today or tomorrow. So, it'll be very clearly to everyone the actions that the Commission has taken with regard to the Air National Guard. Is that correct? They will be on the Website?

Mr. Cirillo: That's correct, Mr. Chairman.

Chairman Principi: Thank you.

Mr. Battaglia?

Mr. Battaglia: Mr. Chairman, we have several motions that are before you now in your book in -- starting off with motion 60, dash, 4(a). And you'll have 64-4(b) and 66-4(b). And I bring those to your attention and -- for consideration here this morning, sir.

Chairman Principi: Which -- what's the first motion?

Mr. Battaglia: 60-4(a). It's in the green, and at

this point I'd like to refer to the Navy team leader here, Mr. Jim Hanna, for background on this.

Chairman Principi: Mr. Hanna?

Mr. Hanna: Sir, we wish to propose that we insert the language into the strike motion, "realign Naval Submarine Base New London by consolidating Navy Region Northeast, New London, Connecticut, with Navy Region Mid-Atlantic, Norfolk, Virginia," in the recommendations previously submitted by the Commission.

And the reason for that is that, in the realignment, which was totally separate and independent of the Submarine Base closure to allow the Navy to consolidate their regions, we allow that portion to continue. In the entire Navy region consolidation, instead of dual-hatting flag officers as regional commanders and operational commanders, it allows the commander of Navy infrastructure to have a standalone flag officer responsible for a region. The commanders of the installations will remain, as previously -- as they previously exist. This is the headquarters alignment.

The other portion is, is that when the motion was entered, not read -- when it was read, it stated that, "The Secretary of Defense substantially deviated from final criteria 1," as General Newton read it -- as the written

motion was submitted, it said, "final criteria 3, 4, 5 and 5," in addition. And we'd recommend that we strike "3, 4, and 5." So, "substantial deviation for 1," because of the total force implications, those sorts of things, and then the realignment. That's the purpose of this amendment.

Chairman Principi: Very well.

Admiral Gehman, any discussion?

Admiral Gehman: Mr. Chairman, I think I should recuse myself from this, because it -- the New London/Norfolk business -- unless the --

General Newton: Mr. Chairman?

Chairman Principi: Yes, very well.

General Newton: Mr. Chairman?

Chairman Principi: Yes?

General Newton: Left side.

[Laughter.]

General Newton: Yes, sir.

Chairman Principi: General Newton?

General Newton: I've reviewed this amendment and recommendation to the previous amendment which we had. This does not -- as our analyst spoke -- this does not impact the other work which we did, reference to Sub Base. This really should proceed just as has been recommended here.

Data Input Errors Resulting in COBRA Over-statement of Savings/Costs

Review of the COBRA Report for Niagara Falls Air Reserve Station (NFARS) reveals data input errors in the COBRA Report that have significant impact on the final Payback Year and Net Present Value in 2025. Some of these errors result from questionable Air Force guidance for conducting COBRA analysis. Officer and Enlisted Reserve and Guard positions have been eliminated and counted as savings despite testimony that the end strength of the Reserves and Guards will not be reduced. No data was inputted to take into account the effect of the proposed closure of NFARS would have on its DOD tenants as required by the BRAC Law. Additionally, the input failed to account for current and out-year negotiated savings in BOS costs. Each is discussed separately below, and the corrected COBRA input provided along with revised a COBRA report and the supporting documentation.

Reserve and Guard Drill Positions Eliminated

Drill positions - In addition to the 10 full-time Officer, 79 Enlisted and 540 Civilian positions, there are 1945 Drill positions within the Reserve and Guard Wings at NFARS. These are the "Weekend Warriors". COBRA algorithms do not exist to cost the realignment or elimination of Drill positions. As such, the Drill positions do not show on "Input Screen Four - Static Base Information" from the standard files, nor is there the ability to input on "Input Screen Three - Movement Table" or "Input Screen Six - Base Personnel Information" changes to Drill positions resulting from the proposed realignments and closure. A Misc. Recurring Savings of \$16,646K was entered on Screen Five by the Air Force. The Footnotes for Screen Five identifies this as ANG drill savings (1189 PE @ \$14K ea.). It actually represents the elimination of both Reserve Drill and Guard Drill positions.

GAO in its latest report continues to support its 1995 position and says savings should become end-strength reductions, yet testimony has been made that no end-strength reductions to the Reserves or Guards will be taken. The Air Force Base Closure Executive Group (BCEG) was aware of the 1995 BRAC position of the GAO regarding "Savings should become End Strength Reductions". According to the Memorandum for Record of the 8 March 2005 BCEG meeting, Mr. Pease "raised the issue of whether manpower nominally assigned to Base X should be counted as savings for reinvestment". At the 10 March 2005 BCEG meeting, Mr. Jordan briefed "Manpower Savings and Reinvestment for information". One of the slides presented, highlighted in red, stated "Risk: GAO says "savings" should become end-strength reductions".

If the intent of the Air Force is not to reduce Reserve and Guard end-strength as testified, but rather to use the freed positions for reinvestment in Future Total Force new missions, then these positions should have been realignments and not eliminations. Even if it was not known where they would be realigned to at the time, they still should not have been eliminations. Failure to do such, seriously compromises the integrity of COBRA, as declaring realignments to an unknown destination as eliminations for now, with the intent of realigning the positions later, significantly improves the Payback Period and Net

Present Value in 2025. Counting the positions as eliminations, simply does not reflect the costs/savings of the recommended action.

Further, Section 2903 of the BRAC Law states that the Secretary may submit a list of the military installations for closure or realignment on the basis of the force-structure plan and final criteria. Elimination of the positions in lieu of realignment is not consistent with the force-structure plan, which shows no decrease in Reserve or Guard end strength and as such is a deviation from the requirements of the law.

Full-time Reserve & Guard positions Eliminated

Entries made to *Input Screen Six - Base Personnel Information* resulted in 1 Officer, 42 Enlisted, and 311 Civilian positions being eliminated at Niagara Falls ARS in FY2009. The elimination of the military positions is contrary to the same guidance cited above. In reality, what the Air Force is doing is relocating the C-130 Aircraft currently being supported by full time Reserve and Civilian positions at Niagara Falls to Little Rock where they intend to support them with Active Duty Military personnel. The COBRA model was not designed to account for the conversion of positions from Reservist to Active Duty. To accommodate this within COBRA, the Air Force utilized *Screen Six* to show the respective Scenario Position Changes for Niagara Falls and Little Rock in FY2009. This approach, although it shows eliminated Reserve positions, is actually a reasonably sound approach, as it accounts for the additional cost to operate with Active Duty Military personnel vice Full-time Reservist and Civilian positions. Although we disagree in principle on showing the positions as elimination, we have not changed this in COBRA because we agree in principle with the Air Force's approach to accurately identify in COBRA the cost of conversion from Reservist/Civilian to Active Duty manning.

BOS Costs and Savings

The BOS (Base Operations Support) Non-Payroll Budget shown on *Screen Four - Base Information (Static)* is the average of actual non-payroll BOS for FYs 01-03, corrected for the War on Terror. It does not reflect Non-Payroll BOS cost reductions that have been negotiated. An Electrical Power Cost Discount amounting to at least \$450,000 a year beginning mid-FY2004 and following years should be included. Additionally an annual lease fee of \$149,000 was negotiated to be reduced to \$1 beginning FY2006 and should also be included to more accurately reflect the true BOS Non-Payroll Cost at the time of implementation.

DOD Tenants

Two DOD tenants are located at Niagara Falls ARS. Neither was costed in the COBRA analysis as required by BRAC Law and Air Force guidance. A Military Entrance Processing Station (MEPS) is currently under Military Construction (\$6.2 Million) at Niagara Falls ARS with estimated construction completion in November 2006. The Army is relocating the MEPS from leased space in a General Services Administration (GSA) facility located in downtown Buffalo, New York. The lease cost for this location has escalated annually and the 1974 construction 15-story building has many deficiencies, which cause operational problems for MEPS. One of the most significant

problems is the deteriorating asbestos fireproofing which has become friable and has been detected in the air. Additionally, there is a North East Air Defense Sector Ground Air Transmit Receive Site (NEADS GATR) located at Niagara ARS that is manned by 2 Enlisted personnel. Enclosing these two tenants or relocating them to another Base/site was not costed.

Training Costs

The Air Force COBRA analysis did not consider the training costs that will be incurred at the time the 1189 Drill positions that were erroneously eliminated are realigned to another base. The Air Force identified training costs for drill position authorizations being transferred to the bases involved in this scenario and entered them as One-Time Unique Costs on Screen Five. Using the Air Force costing model, 2/3 of the positions filled will have no previous military experience or will require training at an average cost of \$24,839 each. This results in a one-time cost of \$19,638,884 that was not considered in the Air Force COBRA. To account for this additional cost we have created a Base X on Screen One and then, consistent with the Air Force approach, have added the cost as a One Time Unique Cost on Screen Five for Base X.

Additionally, there are likely to be conversion training costs at Little Rock for the additional Activity Duty positions required to support the C-130 Model H3 aircraft being transferred from Niagara to Little Rock. The C-130's at Little Rock are Model E. The two likely places to provide the source for Active Duty personnel are Pope AFB and Dyess AFB. Both of these bases have C130 Model H aircraft. The Model H3 differs from the Model H in engine, avionics, and propellers and also contains Flight Crew In-House & Defensive Systems not on the Model H. As such, some conversion training is likely to be required; however, we were not able to quantify it and as such we have not included it in our COBRA adjustments.

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Niagara Falls 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.

<u>Formula</u>	<u>Max Points</u>	<u>Earned Points</u>	<u>Lost Points</u>	<u>Running Score from 100</u>
1246.00 Proximity to Low Level Routes Supporting Mission	13.98	1.45	12.53	87.47
1248.00 Proximity to DZ/LZ	14.72	2.48	12.24	75.23
1249.00 Airspace Attributes of DZ/LZ	8.30	1.22	7.08	68.15
1235.00 Installation Pavements Quality	11.95	5.98	5.98	62.17
8.00 Ramp Area and Serviceability	5.98	1.49	4.48	57.69
1.00 Fuel Hydrant Systems Support Mission Growth	4.32	1.58	2.73	54.96
1271.00 Prevailing Installation Weather Conditions	3.22	0.52	2.70	52.26
19.00 Hangar Capability - Large Aircraft	3.32	0.92	2.40	49.86
1273.00 Aerial Port Proximity	8.10	6.07	2.02	47.84
1205.10 Buildable Acres for Industrial Operations Growth	1.96	0.00	1.96	45.88
1205.20 Buildable Acres for Air Operations Growth	1.96	0.20	1.76	44.12
1214.00 Fuel Dispensing Rate to Support Mobility and Surge	2.20	0.79	1.41	42.71
9.00 Runway Dimension and Serviceability	5.98	5.10	0.88	41.83
213.00 Attainment / Emission Budget Growth Allowance	1.68	1.01	0.67	41.16
1250.00 Area Cost Factor	1.25	0.59	0.66	40.50
1402.00 BAH Rate	0.88	0.55	0.33	40.17
1269.00 Utilities cost rating (U3C)	0.13	0.01	0.12	40.05
1207.00 Level of Mission Encroachment	1.66	1.66	0.00	40.05
1241.00 Ability to Support Large-Scale Mobility Deployment	2.20	2.20	0.00	40.05
1242.00 ATC Restrictions to Operations	5.98	5.98	0.00	40.05
1403.00 GS Locality Pay Rate	0.25	0.25	0.00	40.05

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Niagara Falls IAP ARS 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.

**Running
Score
from
100**

<u>Formula</u>	<u>Max Points</u>	<u>Earned Points</u>	<u>Lost Points</u>	<u>Running Score from 100</u>
1245.00 Proximity to Airspace Supporting Mission (ASM)	39.10	18.39	20.71	79.29
1235.00 Installation Pavements Quality	14.53	0.00	14.53	64.76
8.00 Ramp Area and Serviceability	7.89	1.97	5.91	58.85
1.00 Fuel Hydrant Systems Support Mission Growth	4.15	1.52	2.63	56.22
1214.00 Fuel Dispensing Rate to Support Mobility and Surge	3.85	1.38	2.47	53.75
19.00 Hangar Capability - Large Aircraft	3.32	0.92	2.40	51.35
9.00 Runway Dimension and Serviceability	9.55	7.47	2.08	49.27
1205.10 Buildable Acres for Industrial Operations Growth	1.58	0.00	1.57	47.70
1205.20 Buildable Acres for Air Operations Growth	1.58	0.16	1.42	46.28
1250.00 Area Cost Factor	1.25	0.59	0.66	45.62
213.00 Attainment / Emission Budget Growth Allowance	1.35	0.81	0.54	45.08
1402.00 BAH Rate	0.88	0.55	0.33	44.75
1269.00 Utilities cost rating (U3C)	0.13	0.01	0.12	44.63
1207.00 Level of Mission Encroachment	2.08	2.08	0.00	44.63
1241.00 Ability to Support Large-Scale Mobility Deployment	1.65	1.65	0.00	44.63
1242.00 ATC Restrictions to Operations	6.90	6.90	0.00	44.63
1403.00 GS Locality Pay Rate	0.25	0.25	0.00	44.63

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Pittsburgh IAP ARS 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.

<u>Formula</u>	<u>Max Points</u>	<u>Earned Points</u>	<u>Lost Points</u>	<u>Running Score from 100</u>
1245.00 Proximity to Airspace Supporting Mission (ASM)	39.10	21.27	17.83	82.17
1235.00 Installation Pavements Quality	14.53	7.26	7.26	74.91
8.00 Ramp Area and Serviceability	7.89	1.97	5.91	69.00
1.00 Fuel Hydrant Systems Support Mission Growth	4.15	0.00	4.15	64.85
1214.00 Fuel Dispensing Rate to Support Mobility and Surge	3.85	0.65	3.20	61.65
19.00 Hangar Capability - Large Aircraft	3.32	0.89	2.43	59.22
1205.20 Buildable Acres for Air Operations Growth	1.58	0.00	1.58	57.64
1205.10 Buildable Acres for Industrial Operations Growth	1.58	0.02	1.56	56.08
213.00 Attainment / Emission Budget Growth Allowance	1.35	0.81	0.54	55.54
9.00 Runway Dimension and Serviceability	9.55	9.07	0.48	55.06
1250.00 Area Cost Factor	1.25	0.84	0.41	54.65
1402.00 BAH Rate	0.88	0.61	0.27	54.38
1269.00 Utilities cost rating (U3C)	0.13	0.07	0.06	54.32
1403.00 GS Locality Pay Rate	0.25	0.22	0.03	54.29
1207.00 Level of Mission Encroachment	2.08	2.08	0.00	54.29
1241.00 Ability to Support Large-Scale Mobility Deployment	1.65	1.65	0.00	54.29
1242.00 ATC Restrictions to Operations	6.90	6.90	0.00	54.29

THOMAS M. REYNOLDS
28TH DISTRICT, NEW YORK

COMMITTEE ON
WAYS AND MEANS
COMMITTEE ON
HOUSE ADMINISTRATION
DEPUTY MAJORITY WHIP

WASHINGTON OFFICE:
932 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5265

DISTRICT OFFICE:
600 EEEJAY, SUITE 260
WILLIAMSVILLE, NY 14221
(716) 636-2324
1577 WEST RIDGE ROAD
ROCHESTER, NY 14615
(585) 663-5570

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

August 18, 2005

The Honorable Anthony J. Principi, Chairman
2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste 600
Arlington, VA 22202

Dear Chairman Principi,

I am writing to you regarding your upcoming decision dealing with the Niagara Falls Air Reserve Station.

I have taken the liberty of compiling 18 resolutions in support of the Niagara Falls Air Reserve Station for your review. These resolutions reflect the continued support throughout the community to save this regional asset.

The 914th Airlift Wing at Niagara is currently being re-mobilized for its 3rd tour in Iraq. The 914th is the first Air Reserve unit to return to Iraq for the third time, which underscores its military value.

I think this speaks volumes about the character of the citizen soldiers of Western New York who depart for duty in Iraq without hesitation or complaint, all this while awaiting word on the future of their home and their jobs at the Niagara Falls Air Reserve Station.

The Niagara Falls Air Reserve Station and military units in Western New York play a critical role in the economic health of Western New York. With its work force and annual payroll, plus the significant numbers of local contractors that perform services at the Niagara Falls Air Reserve Station, the overall economic impact of the base is vital.

Please let me know if there's any more information I can provide you with or any further help I can give during this important process. I appreciate your efforts on behalf of our Armed Forces and our nation; and I have no doubt you will reach a decision that benefits both the military and the American people.

Sincerely,


THOMAS M. REYNOLDS
United States Representative

MEETING ATTENDANCE ROSTER

Date: 9 June 2005

Time: 1100 Hours

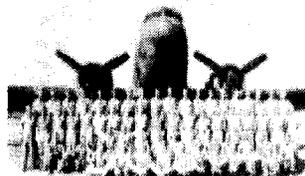
Location: BRAC Commission Offices Conference Room B

Name	Title	Organization	Address	Telephone Number	Email Address
Michael H. Flinn, Ph.D.		BRAC Commission	2521 S. Clark Street, Suite 600 Arlington, VA. 22202	(703) 699-2932	michael.flinn@wso.whs.mil
JOHN TRICK	Advisor	HYJICK & FIX			
CHRIS GOODE	Advisor	Hyjick & Fix	2100 Pennsylvania Ave NW Suite 560 WASH DC	(202) 223-7800	Cgoode@hyjickfix.com
Steve Hyjick	Partner	Hyjick & Fix	2100 Pennsylvania Ave NW Suite 560 WASH DC	(202) 223-7100	shyjick@hyjickfix.com
Tyler Osborn	COBRA Analyst	BRAC		703/699-2928	Tyler.Osborn@wso.whs.mil
BOB COOLK	D&P DIR REVIEW + ANALYSIS	BRAC	2521 S. CLARK ST SUITE 600 ARLINGTON, VA 22202	703 699 2950	ROBERT.COOLK@ WSO.WHS.MIL
Nat Siffin		BRAC	2521 S. Clark St Suite 600 Arlington, VA 22202	703-699-2927	Nathaniel.Siffin@wso.whs.mil
John Simmons	Senior Advisor	Akin Gump	1333 New Hampshire Ave Washington, DC 20004	202 337 4408	jmsimmmons@ akingump.com
Robin Pfeil	Community Mbr From Ming Falls	NIMA-	515 Geneva St 14026 BOWMANVILLE, NY	716-663-9110	RPFEIL@cs.corn

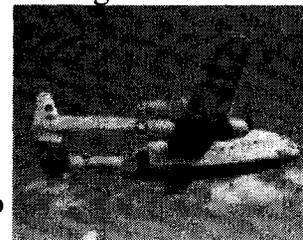


HISTORY OF THE 914TH

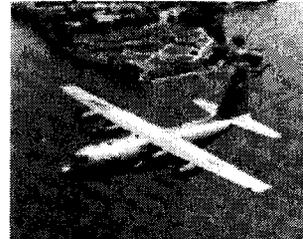
The 914th Airlift Wing traces its lineage back to the 3rd Combat Cargo Squadron, First Combat Cargo Group, which was activated on 15 April, 1944 at Bowman Field, Louisville, Kentucky, flying the C-47. They were known as the "Lucky Third" by their sister Squadrons because of an outstanding safety record. In August 1944, they deployed to India in support of combat operations in Burma, moving to China shortly before the end of WWII where they transitioned to the C-46. On 28 September 1945, the unit was redesignated as the 328th Troop Carrier Squadron and its parent unit was redesignated the 512th Troop Carrier Group,



respectively. Prior to being deactivated in December 1945, the unit earned a distinguished Unit Citation and four campaign streamers. The 328th TCS was reactivated in the Reserve in 1948 at Reading PA, again as part of the 512th TCG. They become active duty during the Korean conflict from March thru April in 1951. Beginning on 14 June, 1952, the Squadron flew C-47 aircraft at New Castle County Airport, Delaware. On 16 November, 1957 they moved to Paine Field, Everett, Washington and then to Niagara Falls New York on 25 March, 1958 where they converted to C-119 aircraft. On 28 October, 1962, along with its parent wing, the 512th, the Squadron was recalled to active duty at home station during the Cuban missile crisis. On 11 February, 1963, as part of a Reserve wide reorganization, the 914th TCG was created and activated as the new parent unit for the 328 TCS.



The 914th emblem includes a horseshoe which presumably represents its link to the original emblem of the "Lucky Third" and the 328th. On 1 July, 1967 the 328th Troop Carrier Squadron was redesignated as the 328th Tactical Airlift Squadron and converted to C-130A aircraft in December of 1970, which they continued to fly until June of 1986 when they converted to C130E aircraft. The unit then assumed command of Niagara Falls Air Reserve Base on January 1, 1971. From 4 October 1990 to 11 April 1991 the 328th was recalled to active duty and deployed the United Arab Emirates in support of Operations Desert Shield and Desert Storm. Shortly after returning to Niagara Falls, in September of 1992, the Squadron received an Air Force Outstanding Unit Award, and also converted to new C-130H3 aircraft which it presently operates. The Squadron has supported numerous "real-world" airlift missions at home in the United States, in Somalia, Bosnia, Haiti, and in Central and South America. The 914th is assigned to the 22nd Air Force, Air Mobility Command, under the Air Reserve Command. To date the unit has amassed over 130,000 mishap-free flying hours. The legacy



continues....

SIGNIFICANT OPERATIONS

Operation Iraqi Freedom Mar 2003

FOR IMMEDIATE RELEASE:

December 17, 2003

GOVERNOR: LOW-COST POWER TO PROTECT JOBS AT NIAGARA FALLS AIR FORCE

BASE Economical Electricity to Help Cut Costs, Keep 3,000 Jobs and Support Military Missions

Governor George E. Pataki today announced that low-cost power will be provided to Niagara Falls Air Force Base to help boost its competitive standing as the U.S. Department of Defense looks to realign and close military bases across the nation.

"The Niagara Falls Air Base plays a critical role in keeping our nation free and strong, while making important contributions to the local economy," Governor Pataki said. "Reducing its power costs will support vital military missions and help protect its 3,000 jobs from potential cutbacks in the next round of base closures scheduled for 2005."

Governor Pataki's Task Force on Military Bases identified power costs at the Air Base as a priority action item among the steps being taken to meet the challenge of the upcoming Base Realignment and Closure (BRAC) process. The New York Power Authority (NYPA) today approved the sale of 2,300,000 kilowatts of economical electricity to the Niagara Frontier Transportation Authority for use at the Niagara Falls Air Force Base.

Senator George Maziarz said, "The New York Power Authority's decision today is great news for the thousands of people who work at the Air Force Base, their families and our entire region. Together, we are working to ensure that the base is in the best fiscal shape it can be to ward off any future closure attempts. Our mission is fueled by a fervent desire to keep these jobs here in Niagara County, and to support our national defense."

Assemblywoman Francine DelMonte said, "The Air Base, like many companies and industries, has to be competitive in its field. Having access to low cost power will be of tremendous value to the Air Base for its operations and will help maintain its viability locally for years to come. Although we have obtained a vital piece necessary to keep the Air Base, we will continue to work together as a team to protect the interests of this historic national asset."

Senator Byron Brown said, "I commend the Governor, the Niagara Frontier Transportation Authority and the New York Power Authority for recognizing the economic importance of the Niagara Falls Air Force Base. I am confident that this cost-cutting measure will be a positive factor in the decision to leave the base open."

Louis P. Ciminelli, Chairman of the New York Power Authority, said, "The economical electricity supplied by the New York Power Authority has consistently proven its value in keeping and creating jobs in Western New York and throughout the Empire State. The jobs provided by Niagara Falls Air Base and the military missions it serves deserve to be protected by low-cost power."

The Niagara Falls Air Force Base employs 3,000 at guard and reserve units. It is the second largest employer in Niagara County. The base is home to the 914th Airlift Wing of the U.S. Air Force Reserves and the 107th Air Refueling Wing of the New York Air National Guard. The base was briefly on the

1995 base closure list before a unified effort led by Governor Pataki and local officials was successful in removing the base from the closure list. Since 1995, the State has provided funding base retention funding which has helped to attract over \$20 million in military construction to the base making it one of the most modern guard and reserve bases in the country.

Merrell Lane, Chairman of the Niagara Military Affairs Council said, "I would like to thank Governor George Pataki and his Task Force along with Senator George Maziarz, Assemblywoman Francine DelMonte, Senator Byron Brown, the New York Power Authority, and the Niagara Frontier Transit Authority for taking this initiative forward and making it possible. As we approach the next round of base closures, lower cost power and other base operating costs at the Niagara Air Reserve Station will make the installation more efficient and be an important factor when we are compared to other bases throughout the country. This effort shows the strong cooperation that can make a difference in keeping a vital asset in Western New York."

The Governor established the Base Task Force to identify areas where State agencies and authorities could assist in efforts to retain or expand bases in New York. The cost of electricity at the Niagara Falls Air Base has resulted in higher than average operating costs for the facility -- a potential problem if not addressed prior to the 2005 base closure process.

Charles A. Gargano, Chairman of Empire State Development and Chairman of the Governor's Task Force on Military Bases said, "Governor Pataki led the successful fight to save 3,000 jobs at the Niagara Falls Air Base in 1995. Since that time, we have worked closely with the Niagara Falls Military Affairs Committee (NIMAC) and local officials to attract new investment to this important national security asset in Western New York. The Governor has shown his fierce determination to protect jobs at the Niagara Falls Air Base by directing this effort to assist the base with low cost electricity. With low cost power, modern facilities and the dedicated personnel of the 914th and 107th, we can look forward to next round of base closures from a position of strength and explore the potential to add missions and jobs to this vibrant air base."

NYPA will provide the power to the base through the Niagara Frontier Transportation Authority (NFTA), which owns the Niagara Falls International Airport at which the base is located. The Air Base is a tenant at the Niagara Falls International Airport under a joint use agreement with the military. NYPA already provides power to the NFTA for electricity to serve the light rail system in the region and other purposes.

Luiz F. Kahl, NFTA Chairman said, "The NFTA is pleased to be collaborating with the New York Power Authority in a concentrated effort to enable the Niagara Falls Air Force Base to receive low-cost power. The base is a tremendously important asset to the Niagara region and it is imperative that we do all we can to maintain its presence in our community."

In 2002 Governor Pataki signed an Executive Order creating a Military Base Task Force to support efforts aimed at protecting almost 50,000 New York State jobs at existing military bases in New York. New York State lost more than 10,000 jobs in the years preceding the current administration, as major military installations in Rome, Plattsburgh and Staten Island were shut down. During the last round of base closures in 1995, Governor Pataki worked closely with local base support organizations and the New York State Congressional Delegation to save jobs at key military facilities such as Rome Lab, the Niagara Falls Air Base, Fort Hamilton and others protecting over 5,000 jobs in New York State.

The Governor's Military Base Task Force is chaired by Empire State Development with active participation by the Governor's Washington Office, the Division of Military and Naval Affairs, SUNY,

the Department of Transportation, New York Power Authority, Thruway Authority, New York State Energy Research and Development Authority, Department of Environmental Conservation, Environmental Facilities Corporation, Division of Housing and Community Renewal and others. ###

[Return to the 2003 Press Releases](#)
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