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Title of Item: Point Paper Pittsburgh IAP ARS Land Offer and MOA Property History

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POINT PAPER

PITTSBURGH IAP ARS LAND OFFER AND MOA PROPERTY HISTORY

Purpose:

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

Discussion:

- Land Offer

- When Allegheny County moved into the new terminal, discussions began on what to do with the old terminal property adjacent to the 911 AW
- Over time, the exact acreage and boundaries of the land changed, but generally stayed the same
- Below is a timeline of the land offer:

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

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

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

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

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

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

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

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

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

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

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

- MOA

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

-- The MOA and Supplements were all signed by AFRC

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

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

-- Below is a timeline of the MOA:

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

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

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

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

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