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TALKING PAPER ON KEEPING STRATOTANKERS STATIONED AT NIAGARA FALLS VS MCGUIRE

Concept: 8 PAA of KC-135R Stratotankers will prove to be of higher military value located with the 107th ARW in Niagara Falls than with the 108th ARW at McGuire

Historical Background – More Military Value at Niagara Falls

- Of all wings supporting NETTF missions McGuire participates the least
- McGuire commits one aircraft out of 20 to NETTF, Niagara commits two out of eight
- Since Jan 04, McGuire has flown significantly fewer NETTF sorties (108th flew 102 sorties, the 107th flew 410 sorties)
- 108th ARW – flies approximately 6% of all airbridge missions; the 107th ARW – flies approximately 24% of airbridge missions
- In FY05, 48% of the 107th flying hours were supporting critical operational missions; only 18.7% of the 108th's were operational missions
- Niagara Falls historically has a higher aircraft Mission Capable Rate than McGuire (From 2001-2004: 107th – 76% Mission Capable, 108th – 68% Mission Capable)
- With twice the PAA, McGuire's Opstempo is historically 1/3 less than Niagara's - Since September 01, the 107th ARW Opstempo is 633, the 108th ARW Opstempo is 298
- Niagara Falls personnel are very active in volunteering to support worldwide missions as evidenced by their higher operational commitments
- The Air Force benefits from higher Utilization Rates at Niagara Falls (2001- May 2005: Hourly Utilization Rate of aircraft per month: 107th – 35.4, 108th – 24.8, Sortie Utilization Rate of aircraft per month: 107th – 10, 108th – 6.34)

Infrastructure

- Unrestricted proficiency, Night Vision Goggle (NVG), and tactical training at Niagara Falls due to un-congested airspace
- Niagara's ideal location for supporting various operational and training refueling missions both to the east and midwest
- Ample ramp space, increased hangar space at Niagara – ideal for tanker mission
- No Encroachment or ATC delay issues at Niagara - Out of 154 units, McGuire is #3 on list for having the most Air Traffic Control Delays. Niagara Falls has none.
- Significant Flying restrictions exist in and out of McGuire – limited ATC corridors and heavily congested airspace negatively impacts utility of the airfield
- Weather pattern – East coast storms that affect Pease and Bangor will usually affect McGuire. Niagara Falls experiences separate weather patterns than the East coast and could continue to support NETTF missions

Personnel

- 107th ARW personnel are already trained and operational with R model Stratotankers; no conversion expenses required
- McGuire's more expensive location has higher BAH and BAS scales than Niagara Falls
- If McGuire keeps tankers, the higher crew ratio projected for the C-17s goes away
- If Niagara retains just an enclave, loss of qualified aircrew and maintenance personnel from Niagara's high recruiting and retention location

Conclusion: Keeping an 8PAA KC-135R Wing at Niagara Falls provides greater utility of aircraft and higher mission effectiveness than with the 108th ARW at McGuire