



# PIT ★ BRAC

MILITARY AFFAIRS COUNCIL OF WESTERN PENNSYLVANIA  
PIT • BRAC TASKFORCE



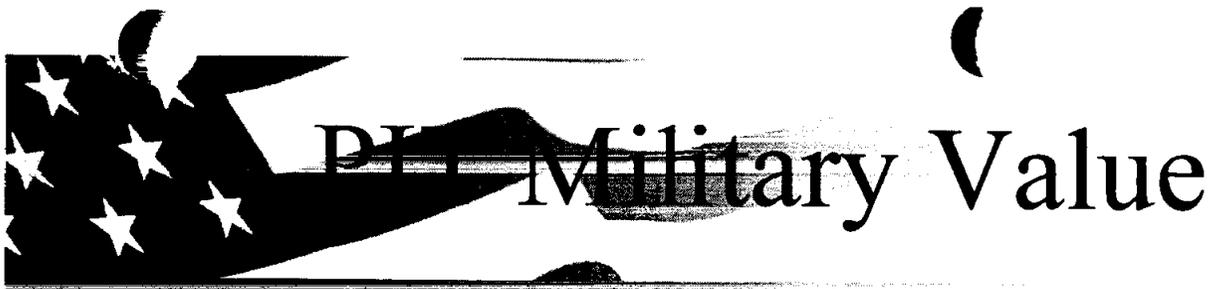
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US Cong Tom Murphy PA  
9/11<sup>th</sup>  
-pentagon



# PIT Military Value

- Recognize DoD use of selection criteria
  - Focus of 91<sup>st</sup> and potential impact on entire military value of Pittsburgh region to include
    - 99<sup>th</sup> Regional Readiness Command
    - Charles E. Kelly Support Facility
    - Implications on **joint** aspect of national defense and homeland security

*• Did not get adequate data in time*

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# BRAC Impact Concerns

- The BRAC Task Force has grave concerns about the nation maintaining an effective strategic reserve that are trained and ready to defend the nation. Proposed changes will:
  - Impact retention and future recruiting of Reserve Forces
  - Result in a loss of expert skills and experience that DoD and USAF need to fight the global war on terrorism

*Citizen soldiers seem to be forgotten.*

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Date: June 18, 2005

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

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

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

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

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

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

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

Specific concerns about the BRAC 2005 Report follow.

1. The proposed changes will impact Reserve Forces retention and future recruiting of reserve forces. By changing the demographics of Reserve Component bases, at current count, over 5,000 Air Force Reservists alone will be required to "commute" hundreds of miles to Unit Training Assembly (UTA) every month (and even more reservists from the Air National Guard.) If these changes are enacted, these servicemen and women will very likely not be able to afford the monthly travel expense/ travel time and many will leave the military. Appendix B, "AFRC Groups Moving – Distance Impact", shows that a total of over seventy million miles (70,000,000) per year un-reimbursed travel would be required for monthly UTA by Operation /Maintenance Groups (page 1) and Expeditionary Combat Support units (page 2). The current DoD definition of reasonable commuting distance is 100 mile radius from the drill site and none of the proposed locations comply with this DoD policy. Also, there is a lack of personnel to recruit and very likely also a lack of trained personnel that are required for the tasking at many of the new bases for "realigned" units. If these changes and "realignments" were directed for active duty units, personnel would be paid to move to the new base location. This does not occur for traditional reservists whose choice is "commute" a long distance usually at their own expense, find another Reserve or Guard position in another nearby unit, retire (only if they have 20 good years of service) or transfer to the Not Affiliated Reserve Section (NARS) of the Air Reserve Personnel Center.
2. The proposed changes will likely result in a loss of Air Force skills and experience that DoD and USAF desperately need to fight GWOT. Many of these BRAC 2005 recommendations ignore the cost efficiencies of a trained and ready reserve which contrasts with the cost of hiring new personnel, without any prior military training. Inexperience, increased training costs, increased recruiting incentives, and loss of

community support in the short term will outweigh long term savings that are projected in the BRAC 2005 Report. DoD is relying heavily on Reserve and Guard personnel for mission tasking where there currently is insufficient active duty manpower available. Obviously jets and turbo-prop aircraft can travel distances faster than a truck convoy, but air travel and transport both need fully trained aircrew and aircraft maintenance personnel to launch and fly the airplane in a short period of pre-flight time. If these critical personnel do not live near their base, great delays will occur in launching/maintaining large numbers of airlift aircraft for quickly emerging tasking for GWOT.

3. Concerns relating to strategic issues that are stated in the DoD NATIONAL DEFENSE STRATEGY (NDS), issued by SECDEF, 1 Mar 2005, follow.
  - a. NDS states that a "layered approach" capacity is needed to defeat missiles/WMD from a distance and defeat threats from a distance. Closing AFR/ANG bases and/or moving units to a few AFBs close to oceans/Gulf of Mexico do not contribute to the NDS goals. It appears to us that dispersed locations, with some consolidations, would better support U.S. national defense and the homeland defense scenarios of the USNORTHCOM.
  - b. A NDS goal is management of "Force management risks" for a ready force. We do not believe that the BRAC 2005 proposals help manage these personnel risks.
  - c. NDS desires "greater flexibility" to contend with uncertainty by not overly concentrating forces in a few locations. How do BRAC 2005 proposals contribute to this goal where multiple AFR/ANG units close or move to a few AFB's? How does this lower the operational vulnerability for DoD military forces? ROA's position is that strategic dispersal of aircraft is required for security of personnel, aircraft and facilities.
  - d. Nationally, a local example of "readiness" is the "Fire Station" which has a specific territory to cover. Regarding USNORTHCOM and readiness requirements from the Governors of each state across the country, the local "Fire Station" can not be 500 to 1,000 miles away.
4. Where is the "strategy to capability" linkage for the next twenty years? Documents such as the Quadrennial Defense Review (QDR), to be released in 2006, and the Mobility Capability Study "XX" (MCS XX is to update MRS05 in mid-2005) are crucial to effective, long-term "Transformation" of USAF and DoD. Without access to these documents, the BRAC 2005 Report is premature and cannot be viewed as a comprehensive review of current military structure versus future needs.

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

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

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

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

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

Appendix A - DoD BRAC – Impact on AFRC

Appendix B -- AFRC Groups Moving – Distances Impact

Appendix C- AFRC Exped. Combat Spt. (ECS) Moving- Distance Impact

**DOD BRAC- IMPACT ON AFRC**

<u>State</u>	<u>Base / Page</u> <u>Wing</u>	<u>AIRCRAFT</u> <u>ACTION</u>	<u>ECS/WG HQ</u> <u>ACTION</u>
AL -	Maxwell AF-39 908 AW	Gain 4 C130H	No change
AZ -	Luke AF-9 944 FW	Lose 15 F-16 New Mission	No Change
CA -	Beale AF-10 940 ARW	Lose 8 KC135 New Mission	No Change
	March AF-11 452 AMW	Gain 4 KC135	No Change
	Vandenberg AF-41 939 ARW	None	Wg HQ and ECS From Portland
CO -	ARPC H&SA-33	None	Personnel Processing to Randolph; IMA Mgmt to Robins/HQ AFRC
	Buckley AF-22 New Gp	None	ECS From New Orleans
	Peterson AF-43 302 AW	Gain 4 C130H Build new AD Associate to AFR	No change
	Schriever AF-33 310 Space Gp	None	Partial ECS from Niagara (No APS, CE, or Aeromed)
FL -	Eglin (DON-21) Not in announcement -- Willow Grove Wg HQ/ ECS to Eglin	None	Wing HQ and ECS from Willow Grove
	Homestead AF-47, 50 482 FW	Gain 9 F16	No Change
	MacDill AF-10, 37 927 ARW,	Build New Res Assoc to 16 KC135 (AD)	ECS, WG HQ from Selfridge
GA -	Dobbins AF-52 94 AW	Gain 4 C130H	No Change
	Robins H&SA-33	None	ARPC IMA Mgt from Denver

<u>State</u>	<u>Base / Page</u> <u>Wing</u>	<u>AIRCRAFT</u> <u>ACTION</u>	<u>ECS/WG HQ</u> <u>ACTION</u>
LA -	Barksdale AF-6, 22 917 WG	Gain 9 A10	No Change
	N. Orleans (AFRC Close) 926 FW AF-22	Lose 15 A-10 (ANG Remains)	926 ECS to Buckley; 926 WG HQ to Nellis
MI -	Selfridge (AFRC Close) 927 ARW AF-10	Lose 8 KC135 (ANG Remains)	ECS. WG HQ to MacDill
MO -	Whiteman AF-22 442 FW	Gain 9 A10	No Change
NC -	Pope/Ft Bragg AF-35, 52 440 AW/911 AW	Gain 16 C130H Build AD Assoc to Res	ECS, WG HQ from Gen Mitchell
	Seymour-Johnson 916 ARW AF-37	Gain 8 KC135R Build AD Assoc to Res	No Change
NE -	Offutt AF-35 911 AW	None	ECS, WG HQ from Pittsburgh
NV -	Nellis AF-22 926 FW	None	WG HQ from New Orleans
NY -	Niagara (Close) 914 AW AF-33	Lose 8 C130H Base Closes	ECS to Schriever; WG HQ to Langley CES to Lackland
OH -	Youngstown AF-35 910 AW	None	Aeromed ECS from Pittsburgh
OK -	Tinker AF-23, 41 507 ARW	Gain 4 KC135R Build ANG Assoc to AFR	No change
OR -	Portland (AFRC Close) 939 ARW AF-41	Lose 8 KC135R (ANG Remains)	ECS, WG HQ to Vandenberg 304 RQS to McChord
PA -	Pittsburgh (AFRC Close) 911 AW AF-35	Lose 8 C130H (ANG Remains)	ECS, WG HQ to Offutt Aeromed to Youngstown
	Willow Grove (Close) 913 AW DON-21	Lose 8 C130E (A/C loss and ECS move not in announcement)	913 ECS to Eglin

<u>State</u>	<u>Base / Page</u> <u>Wing</u>	<u>AIRCRAFT</u> <u>ACTION</u>	<u>ECS/WG HQ</u> <u>ACTION</u>
TX -	Carswell AF-47 301 FW	Gain 9 F16	No Change
	Lackland AF-33 914 CES	None	CES ECS from Niagara
	Randolph H&SA-33	None	ARPC Personnel Processing from Denver
UT -	Hill AF-47 419 FW	Lose 15 F-16 New Assoc	No change
VA -	Langley AF-33 914 AW	None	WG HQ from Niagara
WA -	McChord AF-41 304 RQS	None	304 RQS from Portland
WI -	Gen Mitchell (AFRC Close) 440 AW AF-52	Lose 8 C130H (ANG Remains)	ECS, WG HQ to Ft Bragg

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

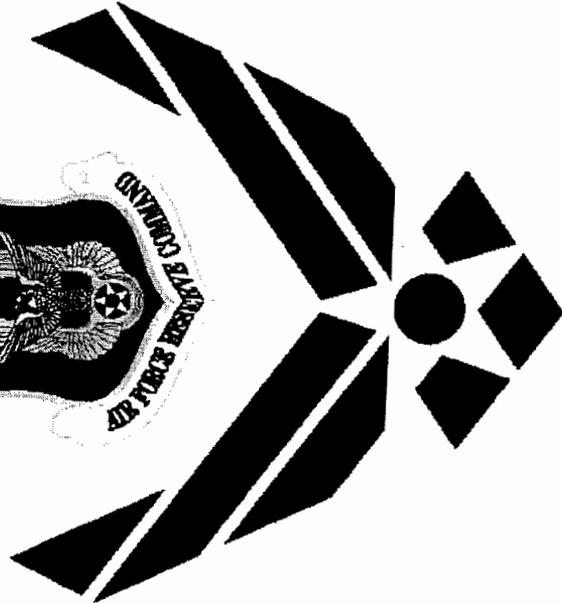
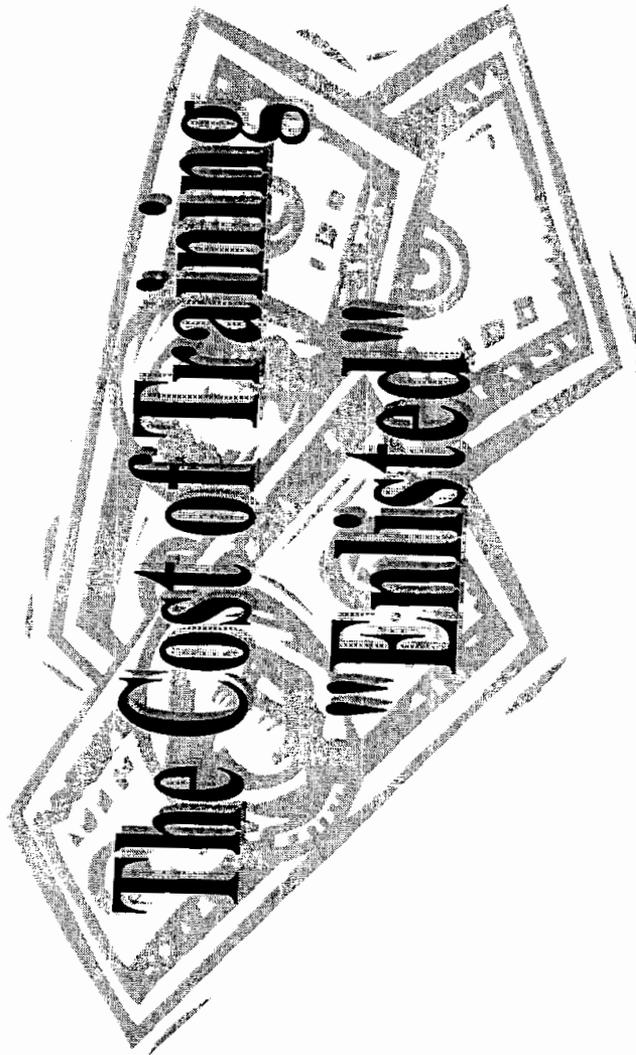
STATE/CITY Unit Move	PERS		MILES Round-Trip	FY UTAs	FT TOTAL MILES
	FT	TR			
<b>LA – N. Orleans</b>					
Lose 9A-10s; OG/MG – BarksdaleLA	TBD	TBD	600	12	
Lose 6A-10s; OG/MG - Whiteman MO	TBD	TBD	1,400	12	
926 FW HQ to Nellis	30	60	1,500	12	1,050,000
<b>MI – Selfridge</b>					
927 ARW-Assoc. at MacDill FL	153	434	1,000	12	5,200,000
<b>NY- Niagara</b>					
Lose C130s; 914 OG/MG-L. Rock AR?	130	411	1,800	12	8,850,000
914 AW HQ to Langley VA	30	60	450	12	320,000
<b>OR – Portland</b>					
4 C135 OG/MG to Tinker OK	76	217	3,000	12	7,800,000
4 C135 OG/MG pers/ECS VandenbergCA	76	217	750	12	1,900,000
304 RS to McChord WA(O a/c)	TBD	TBD	120	12	
<b>PA – Pittsburgh</b>					
Lose C130s; 911 OG/MG-Ft Bragg NC	130	411	800		3,900,000
Aeromed AES to Y'town OH	8	210	60	12	150,000
Willow Grove NAS					
Lose C130s; OG/MG- TBD	130	411	TBD	12	TBD
<b>WI – Gen Mitchell</b>					
440 OG/MG to Ft Bragg NC	130	411	750	12	3,700,000
<b>TOTALS:</b>	<b>351</b>	<b>1,175</b>	<b>N/A</b>	<b>N/A</b>	<b>32,870,000</b>

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

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



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# *Deriving the Cost - Basis*



- 
- FY03 AFRC data extracted from Oracle Training Application (OTA) and MilPDS
  - All Course information (Basic/Supplemental/7-Level Formal School Course Number, CDC numbers, etc) was obtained from HQ AFRC Functional Managers

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# *Deriving the Cost*



- 
- All averages are based on actual AFRC members
  - Formula: Rank \* Cost \* Days = Total Cost
    - Average rank of AFRC attendee multiplied by the Pay/Travel/PerDiem Cost multiplied by the length of course
  - For CDC completion days (no cost associated) information was based on average # days from CDC ordered to CDC Completion

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# Summary



- 
- All NPS costs include the average cost of BMT - \$4,264
  - OJT Days costs are based on FY03 Pay Voucher information "Special Tour TCC-MA"
  - ALS is an optional cost to be added to NPS - \$3,340

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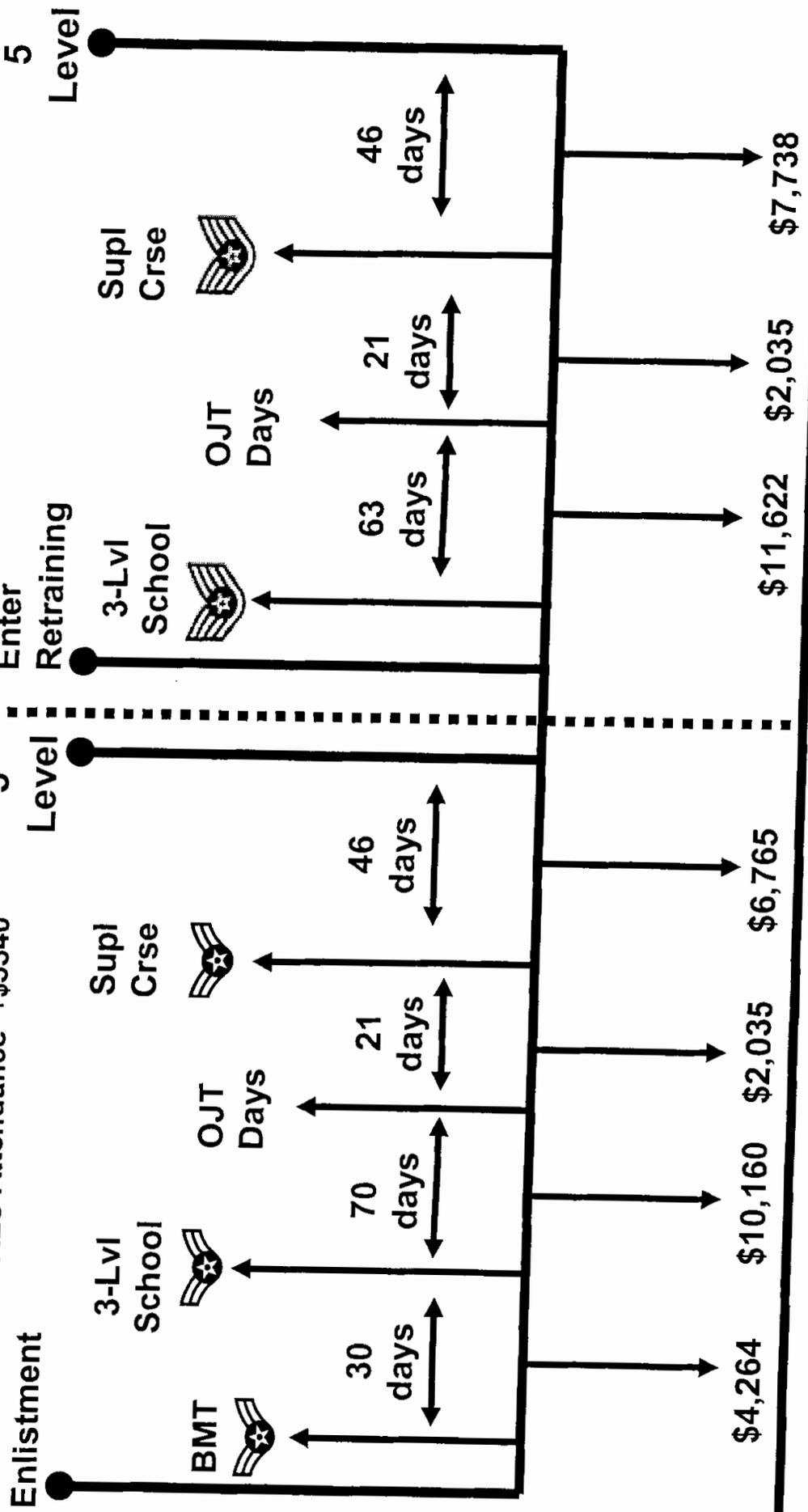
# Average 3-5 Level Cost



**NPS\* - \$23,224**

\*ALS Attendance +\$3340

**PS - \$21,395**



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# Overall Statistics



- Most expense AFSC (BMT to Fully Qualified)
  - 1A0X1(KC-10) \$100,715
- Least expense AFSC (3 to 5 Level)
  - 4H0X1 (NPS) \$38,428; (PS) \$39,078
- Average Rank (3 to 5 Level)
  - NPS members - A1C; PS members - SSgt

3-5 Level Costs  
(By AFSC)

Cradle to Grave Costs  
(By AFSC)

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# 3 to 5 Level Costs (by AFSC)

To view details...click on AFSC



AFSC	Total Cost	
	NPS	PS
<u>1AOX1(KC10)</u>	23,682	22,211
<u>1AOX1(KC135)</u>	15,944	13,360
<u>1A1X1(C130)</u>	33,464	33,400
<u>1A1X1(C5)</u>	23,682	22,211
<u>1A1X1(C141)</u>	13,608	10,688
<u>1A1X1(KC10)</u>	28,354	27,555
<u>1A2X1(C130)</u>	18,426	16,199
<u>1A2X1(C17)</u>	17,988	15,698
<u>1A2X1(C5)</u>	15,068	12,358
<u>1A3X1</u>	14,922	12,191
<u>1A4X1</u>	8,644	5,010
<u>1A5X1</u>	10,688	7,348
<u>1COX1</u>	8,986	5,940
<u>1COX2</u>	8,718	5,672
<u>1C3X1</u>	8,644	5,640
<u>1C6X1</u>	14,922	13,724
<u>1NOX1</u>	20,324	20,680
<u>1N1X1</u>	24,266	25,756

AFSC	Total Cost	
	NPS	PS
<u>1N5X1</u>	17,988	17,672
<u>1N6X1</u>	11,856	9,776
<u>1SOX1</u>	10,980	8,648
<u>1T1X1</u>	14,385	11,234
<u>1T2X1</u>	45,728	47,428
<u>1WOX1A</u>	26,018	24,883
<u>2AOX1X</u>	17,391	14,429
<u>2A3X1</u>	11,564	8,350
<u>2A3X2</u>	23,098	24,252
<u>2A5X1</u>	18,320	17,500
<u>2A5X2</u>	14,922	13,724
<u>2A5X3X</u>	18,411	15,932
<u>2A6X1X</u>	16,801	13,839
<u>2A6X2</u>	19,740	19,928
<u>2A6X3</u>	8,936	5,344
<u>2A6X4</u>	16,083	13,373
<u>2A6X5</u>	14,327	12,583
<u>2A6X6</u>	17,842	17,484

AFSC	Total Cost	
	NPS	PS
<u>2A7X1</u>	18,426	18,236
<u>2A7X2</u>	11,418	8,183
<u>2A7X3</u>	16,090	13,527
<u>2A7X4</u>	13,900	12,408
<u>2E0X1</u>	27,770	30,268
<u>2E1X1</u>	24,266	25,756
<u>2E1X3</u>	27,332	29,704
<u>2E1X4</u>	28,062	30,644
<u>2E2X1</u>	22,222	26,322
<u>2E6X3</u>	21,492	25,252
<u>2FOX1</u>	8,790	6,634
<u>2GOX1</u>	8,206	4,509
<u>2ROX1</u>	12,440	11,984
<u>2R1X1</u>	8,790	6,634
<u>2SOX1</u>	13,967	10,417
<u>2TOX1</u>	15,464	12,754
<u>2T1X1</u>	8,790	5,177
<u>2T2X1</u>	10,533	6,878



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# 3 to 5 Level Costs (by AFSC)

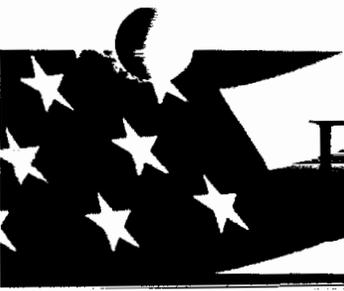
To view details...click on AFSC



AFSC	Total Cost	
	NPS	PS
<u>2T3X1</u>	26,170	24,489
<u>2W0X1</u>	12,878	9,853
<u>2W1X1X</u>	15,068	13,912
<u>3A0X1</u>	11,898	9,188
<u>3C0X1</u>	22,321	20,682
<u>3C0X2</u>	12,294	9,185
<u>3C1X1</u>	8,790	5,828
<u>3C2X1</u>	17,948	17,296
<u>3E0X1</u>	24,412	25,944
<u>3E0X2</u>	15,506	14,476
<u>3E1X1</u>	18,718	18,612
<u>3E2X1</u>	15,068	13,912
<u>3E3X1</u>	22,526	22,168
<u>3E4X1</u>	11,564	10,700
<u>3E4X2</u>	11,272	10,272
<u>3E4X3</u>	9,191	7,171
<u>3E5X1</u>	14,776	15,408
<u>3E6X1</u>	8,352	5,992

AFSC	Total Cost	
	NPS	PS
<u>3E7X1</u>	14,484	14,980
<u>3E8X1</u>	27,288	26,090
<u>3E9X1</u>	12,002	8,851
<u>3M0X1</u>	10,396	7,014
<u>3N0X1</u>	13,024	11,280
<u>3P0X1</u>	14,681	11,782
<u>3P0X1B</u>	21,251	19,297
<u>3S0X1</u>	8,437	5,349
<u>3S1X1A</u>	15,214	16,050
<u>3S2X1</u>	N/A	8,684
<u>3V0X1</u>	13,900	12,408
<u>3V0X2</u>	14,192	12,784
<u>3V0X3</u>	14,776	13,536
<u>4A0X1</u>	13,455	9,989
<u>4A1X1</u>	11,274	8,060
<u>4A2X1</u>	34,632	39,104
<u>4B0X1</u>	14,911	13,671
<u>4C0X1</u>	13,491	10,529
<u>4D0X1</u>	12,586	10,716

AFSC	Total Cost	
	NPS	PS
<u>4E0X1</u>	13,165	11,295
<u>4H0X1</u>	43,342	43,992
<u>4J0X2</u>	13,900	11,022
<u>4M0X1</u>	10,834	8,460
<u>4N0X1</u>	23,778	22,160
<u>4N1X1</u>	19,448	22,256
<u>4P0X1</u>	15,652	14,664
<u>4R0X1</u>	27,478	34,026
<u>4T0X1</u>	20,014	17,619
<u>4V0X1</u>	13,434	11,661
<u>4Y0X1</u>	13,107	9,746
<u>5J0X1</u>	10,542	8,084
<u>5R0X1</u>	9,812	8,132
<u>6C0X1</u>	10,104	8,560
<u>6F0X1</u>	14,046	14,338

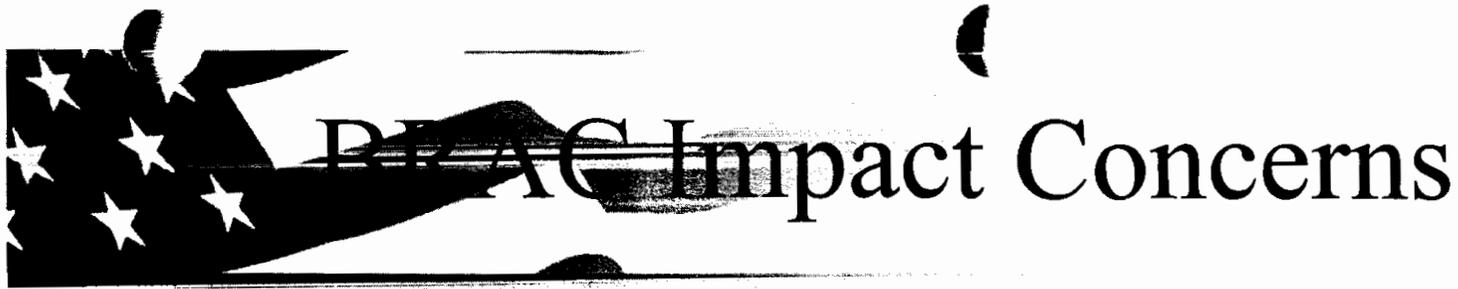


# PIT-~~BRAC~~ Impact Concerns

- Strategic issues that are stated in DoD National Defense Strategy (NDS)
  - Where is the “strategy to capability” linkage for the next twenty years?
- The nation needs the capability of Reserve C-130 and C-135 aircraft from the current DoD inventory until replacement aircraft are produced and delivered to USAF

**PIT★BRAC**

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



# BRAC Impact Concerns

- The major flaw in actions proposed in BRAC 2005 Report, Air Force section, indicates total disregard for personnel in all military actions
  - Proposed actions do not accomplish the goals of BRAC 2005
  - Dramatic changes need to provide the capability for reserve personnel to train and support DoD missions

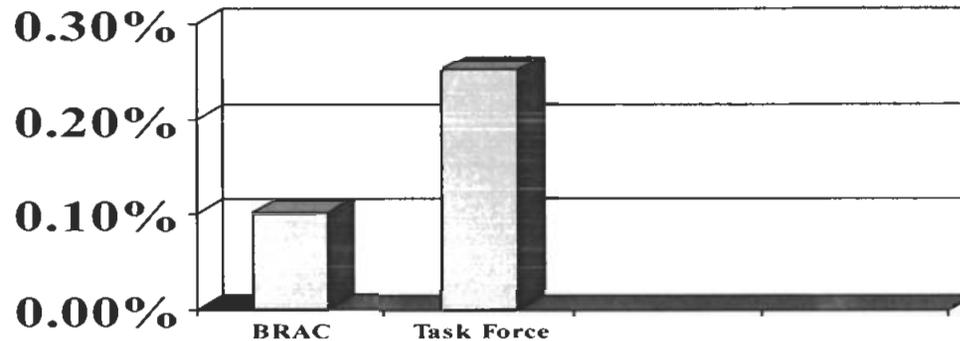
**PIT★BRAC**

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



# Economic Impact

*Job losses would be greater (.25% of regional employment) than 10 C-130 units slated for closing*



*Think this is error*

<u>BRAC</u>		<u>TASK FORCE REVIEW</u>	
Estimate Job Losses From BRAC	1,416	Estimate Total Equivalent Job Losses from BRAC	2,845
Employment in Pittsburgh MSA	1,403,312	Employment in Pittsburgh MSA	1,137,600
Impact on Region	< .1 %	Impact on Region	> .25%



State and area

March

April

2004 to  
April 2005 p

	2004	2005	2004	2005p	Number	Percent
Pennsylvania.....	5,582.2	5,640.1	5,634.0	5,695.4	61.4	1.1
Allentown-Bethlehem-Easton.....	327.2	330.1	329.2	332.5	3.3	1.0
Altoona.....	60.9	61.6	61.9	62.4	.5	.8
Erie.....	128.5	131.8	130.6	133.4	2.8	2.1
Harrisburg-Carlisle.....	318.7	321.2	322.5	324.4	1.9	.6
Johnstown.....	59.1	59.6	59.5	60.1	.6	1.0
Lancaster.....	229.6	231.6	231.8	234.1	2.3	1.0
Lebanon.....	46.3	47.2	47.2	47.7	.5	1.1
Philadelphia-Camden-Wilmington.....	2,722.4	2,753.6	2,741.0	2,775.3	35.3	1.3
<b>Pittsburgh</b> .....	1,122.3	1,124.4	1,134.2	<b>1,134.6</b>	3.4	.3
Reading.....	164.4	166.6	165.2	168.7	3.5	2.1
Scranton--Wilkes-Barre.....	252.5	254.8	255.3	257.1	1.8	.7
State College.....	71.6	72.6	72.8	73.6	.8	1.1
Williamsport.....	53.6	53.8	53.9	54.5	.6	1.1
York-Hanover.....	170.8	173.0	171.4	174.6	3.2	1.9

# Direct Economic Impact

## Secondary Job Formula

---

- 99th – Full-Time Equivalent Jobs

Secondary FTE Jobs	<del>252</del>
Direct Jobs	<del>220</del>
Total FTE Jobs	<u><del>472</del></u>

Economic Impact = \$15,764,800

(472 x \$33,400)

# Direct Economic Impact

## Secondary Job Formula

---

### 99th – Secondary Full-Time Equivalent Jobs

Total Payroll (est)	\$7,000,000
Avg. Employee Income in Region*	\$33,400
A/B – FTE Jobs	210
Multiplier**	1.2
Full-Time Equivalent Jobs	252

\*Average regional income obtained from PA Labor Market Information News Release

\*\* Multiplier obtained from Role of Manufacturing in Economic Future of Pittsburgh Region

# Direct Economic Impact

## Secondary Job Formula

---

- 911th – Full-Time Equivalent Jobs

Secondary FTE Jobs	1,489
Direct Jobs	322
Total FTE Jobs	<u>1,811</u>

Economic Impact = \$60,487,400  
(1,811 x \$33,400)

3349

# Direct Economic Impact

## Secondary Job Formula

---

### 911th – Secondary Full-Time Equivalent Jobs

Total Payroll	\$41,461,616
Avg. Employee Income in Region*	\$33,400
A/B – FTE Jobs	1,241
Multiplier**	1.2
Full-Time Equivalent Jobs	1,489

\*Average regional income obtained from PA Labor Market Information News Release

\*\* Multiplier obtained from Role of Manufacturing in Economic Future of Pittsburgh Region

# Direct Economic Impact

## Secondary Job Formula

---

- Kelly Support – Full-Time Equivalent Jobs

Secondary FTE Jobs	<u>252</u>
Direct Jobs	<u>310</u>
Total FTE Jobs	<u>562</u>

Economic Impact = \$18,770,800

(562 x \$33,400)

# Direct Economic Impact

## Secondary Job Formula

---

### Kelly Support – Secondary Full-Time Equivalent Jobs

Total Payroll (est)	\$7,000,000
Avg. Employee Income in Region*	\$33,400
A/B – FTE Jobs	210
Multiplier**	1.2
Full-Time Equivalent Jobs	252

\*Average regional income obtained from PA Labor Market Information News Release

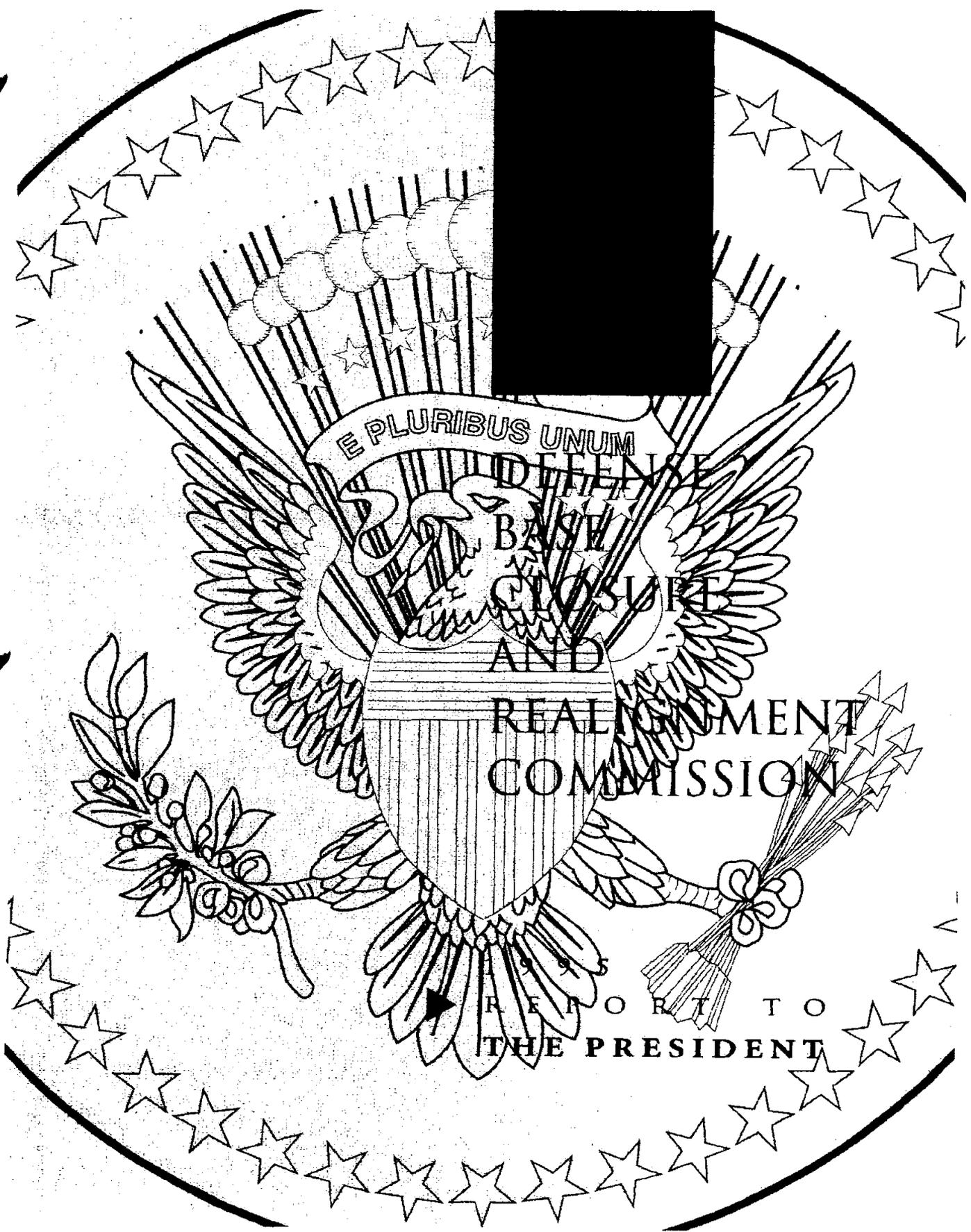
\*\* Multiplier obtained from Role of Manufacturing in Economic Future of Pittsburgh Region



- 1995 BRAC Commission Recommendation
  - “The commission found that the low operating costs and **expansion opportunities** were not fully considered by the Air Force”
    - 1995 BRAC Commission, Final Report

**PIT★BRAC**

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



E PLURIBUS UNUM

DEFENSE  
BASE  
CLOSURE  
AND  
REALIGNMENT  
COMMISSION

1985  
REPORT TO  
THE PRESIDENT



**THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**  
1700 NORTH MOORE STREET SUITE 1425  
ARLINGTON, VA 22209  
703-696-0504

ALAN J. DIXON, CHAIRMAN

**COMMISSIONERS:**

AL CORNELLA  
REBECCA COX  
GEN J. B. DAVIS, USAF (RET)  
S. LEE KLING  
RADM BENJAMIN F. MONTOYA, USN (RET)  
MG JOSUE ROBLES, JR., USA (RET)  
WENDI LOUISE STEELE

July 1, 1995

The President  
The White House  
Washington, D.C. 20500

Dear Mr. President:

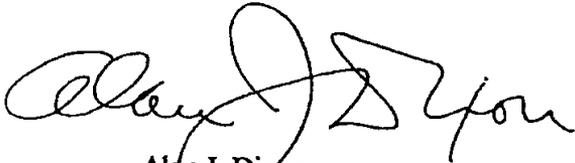
We are pleased to submit the 1995 Defense Base Closure and Realignment report for your consideration. This report contains the Commission's findings and recommendations based on a thorough review and analysis of the recommendations made by the Secretary of Defense together with the Commission's recommendations for closure and realignment of military installations within the United States.

Over the past four months, the Commission has reviewed thousands of pages of testimony and written documentation. We held 16 regional hearings across the country, visited 167 military activities, and met with hundreds of local community groups. In 13 hearings in Washington, D.C., we received expert testimony from Department of Defense officials, the General Accounting Office and Members of Congress. All of the Commission's activities and all of the documentation used by the Commission were open to the public.

The decision to close a military installation is a painful one. Every installation recommended for closure or realignment has enjoyed a proud history and offered a priceless service to our nation. Our review indicates that, with a concerted effort, communities can recover from the impact of a base closure, but we realize that our recommendations will result in economic hardship for many families and communities. We also realize that it is essential to our national security that we reduce our defense infrastructure in a careful, deliberate way. We believe our recommendations will help the military services maintain readiness, modernize their forces and preserve the force structure necessary to protect our nation's vital interests in the future.

The Commission has also included some recommendations in this report regarding the post-closure activities of the federal government concerning military installations, as well as some ideas on how to address base closings in the future.

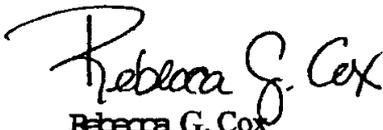
This third and final report of the Defense Base Closure and Realignment Commission brings to a close a unique and, in our view, remarkably successful experiment in open, participatory government.



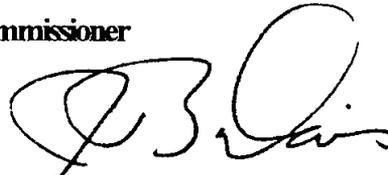
Alan J. Dixon  
Chairman



Alton W. Cornella  
Commissioner



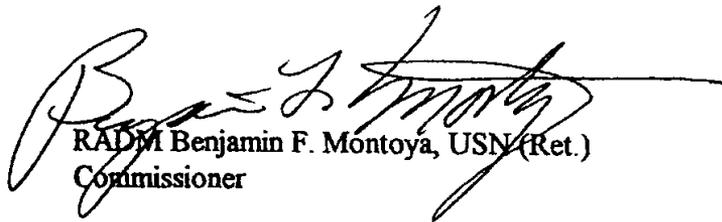
Rebecca G. Cox  
Commissioner



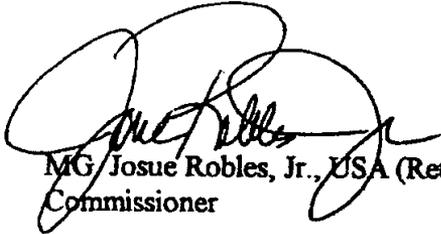
GEN James B. Davis, USAF (Ret.)  
Commissioner



S. Lee Kling  
Commissioner



RADM Benjamin F. Montoya, USN (Ret.)  
Commissioner



MG Josue Robles, Jr., USA (Ret.)  
Commissioner



Wendi L. Steele  
Commissioner

basing the unit at Wright-Patterson AFB. The community is concerned about the continued existence of the Springfield-Beckley Municipal Airport if the Guard unit leaves, as a significant portion of airport revenues will be lost. The community is also concerned about the economic impact on the community if the station closes.

### ***Commission Findings***

The Commission found the extended return on investment and the inadequacy of facilities at Wright-Patterson AFB did not justify relocating the unit from its current location. Further, the Commission found the facilities and basing arrangement at Springfield-Beckley ideal for meeting the needs of the Air National Guard units. The Commission found the small savings generated by closure of the Springfield-Beckley facilities did not justify their closure and potential degradation to the units.

### ***Commission Recommendation***

The Commission finds the Secretary of Defense deviated substantially from final criteria 4 and 5. Therefore, the Commission recommends the following: Springfield-Beckley Municipal Airport Air Guard Station will remain open. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

### **Greater Pittsburgh IAP Air Reserve Station, Pennsylvania**

*Category: Air Force Reserve*

*Mission: Tactical Airlift*

*One-time Cost: None*

*Savings: 19962001: None*

*Annual: None*

*Return on Investment: None*

*FINAL ACTION: Remain Open*

### ***Secretary of Defense Recommendation***

Close Greater Pittsburgh IAP Air Reserve Station (ARS). The 911th Airlift Wing will inactivate and its C-130 aircraft will be distributed to Air Force Reserve C-130 units at Dobbins ARB, Georgia, and Peterson AFB, Colorado.

### ***Secretary of Defense Justification***

The Air Force Reserve has more C-130 operating locations than necessary to effectively support the Reserve C-130 aircraft in the Department of Defense (DoD) Force Structure Plan. Although Greater

Pittsburgh ARS is effective at supporting its mission, its evaluation overall under the eight criteria supports its closure. Its operating costs are the greatest among Air Force Reserve C-130 operations at civilian airfields. In addition, its location near a number of AFRES and Air National Guard units provides opportunities for its personnel to transfer and continue their service without extended travel.

### ***Community Concerns***

The community believes the cost analysis of the air reserve stations in this category was faulty. Specifically, the base operating support cost experienced by one Air Force Reserve C-130 base was used as the cost for two other air reserve locations, as well as Pittsburgh IAP Air Reserve Station, resulting in false savings and cost information. Further, the community argues the Air Force did not consider the 30 acres of additional aircraft parking apron currently being used under a memorandum of agreement with Allegheny County. The community disagrees with the Air Force color code ranking for the airfield evaluation, facilities condition, and air quality and maintains that higher ranking in accordance with real conditions would enhance military value.

### ***Commission Findings***

The Commission found the costs to operate Pittsburgh International Airport (IAP) Air Reserve Station (ARS) and two other Air Force Reserve C-130 locations were inaccurate. With corrected data applied to the COBRA model, the commission found Pittsburgh was one of the least costly installations to operate. The Air Force indicated they had received the offer of additional acreage at Pittsburgh IAP ARS, but determined it was inappropriate to act on the offer pending the outcome of the base closure process. Review of the November 1994 Airfield Pavement Evaluation substantiated the community's assertions the airfield can accommodate all types of aircraft. Information submitted by the community demonstrates Allegheny County Bureau of Environmental Quality has applied to the US Environmental Protection Agency for air quality redesignation to attainment, having met air quality standards during 1991-93. The Commission found that the low operating costs and expansion opportunities were not fully considered by the Air Force.

### ***Commission Recommendation***

The Commission finds the Secretary of Defense deviated substantially from final criteria 4 and 5.

Therefore, the Commission recommends the following: Greater Pittsburgh IAP Air Reserve Station will remain open. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

### **Air Force Electronic Warfare Evaluation Simulator Activity, Fort Worth, Texas**

*Category: Industrial/Technical Support:  
Test and Evaluation*

*Mission: Electronic Combat Simulation*

*One-time Cost: None*

*Savings: 1996-2001: None*

*Annual: None*

*Return on Investment: None*

**FINAL ACTION: Remain Open**

#### *Secretary of Defense Recommendation*

Disestablish the Air Force Electronic Warfare Evaluation Simulator (AFEWES) activity in Fort Worth. Essential AFEWES capabilities and the required test activities will relocate to the Air Force Flight Test Center (AFFTC), Edwards AFB, California. Workload and selected equipment from AFEWES will be transferred to AFFTC. AFEWES will be disestablished and any remaining equipment will be disposed of.

#### *Secretary of Defense Justification*

The Test and Evaluation Joint Cross-Service Group (JCSCG) recommended that AFEWES's capabilities be relocated to an existing facility at an installation possessing a Major Range and Test Facility Base (MRTFB) open air range. Projected workload for AFEWES was only 28 percent of its available capacity. Available capacity at AFFTC is sufficient to absorb AFEWES's workload. AFEWES's basic hardware-in-the-loop infrastructure is duplicated at other Air Force Test and Evaluation facilities. This action achieves significant cost savings and workload consolidation.

#### *Community Concerns*

The community claims that no factual basis exists to support disestablishment and relocation of the Air Force Electronic Warfare Simulator Facility to Edwards Air Force Base as recommended by the Secretary of Defense. The community addressed each element of the rationale used by Air Force supporting the recommendation as well as the actual facts applicable to each issue as viewed by the community. Community concerns challenge

Air Force positions on projected workload, cost savings, workload consolidation, infrastructure reductions and personnel reductions. Further, the community believes the proposed action is in conflict with congressional language in the fiscal year report of the Senate Appropriations Committee that requires a study addressing datalink versus consolidation at least 120 days prior to the approval of any changes affecting electronic combat facilities.

#### *Commission Findings*

The Commission found disestablishment of the Air Force Electronic Warfare Simulator Facility is not cost effective. The Air Force estimated a cost to close of \$8.9 million and a return on investment of 13 years. The Commission estimated the closure cost was \$34.9 million and would result in a payback in excess of 100 years. The Commission estimated additional costs of \$6 million for military construction at Edwards Air Force Base and \$20 million for documentation, training and other support costs. The Commission also found that relocating electronic combat testing capabilities poses major technical risk because of the system's unique ability to evaluate fully aircraft in a dense threat environment. The Commission found that electronic datalink is a sound and cost effective alternative to collocating Air Force's Electronic Warfare Simulator Facility on a major test range.

#### *Commission Recommendation*

The Commission finds the Secretary of Defense deviated substantially from final criteria 1, 4, and 5. Therefore, the Commission recommends the following: the Air Force Electronic Warfare Evaluation Simulator (AFEWES) will remain open. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

### **Bergstrom Air Reserve Base, Texas**

*Category: Air Force Reserve*

*Mission: Air Force Reserve Base,*

*F-16 Fighter Operations*

*One-Time Cost: \$17.4 million*

*Savings: 1996-2001: \$75.2 million*

*Annual: \$17.8 million*

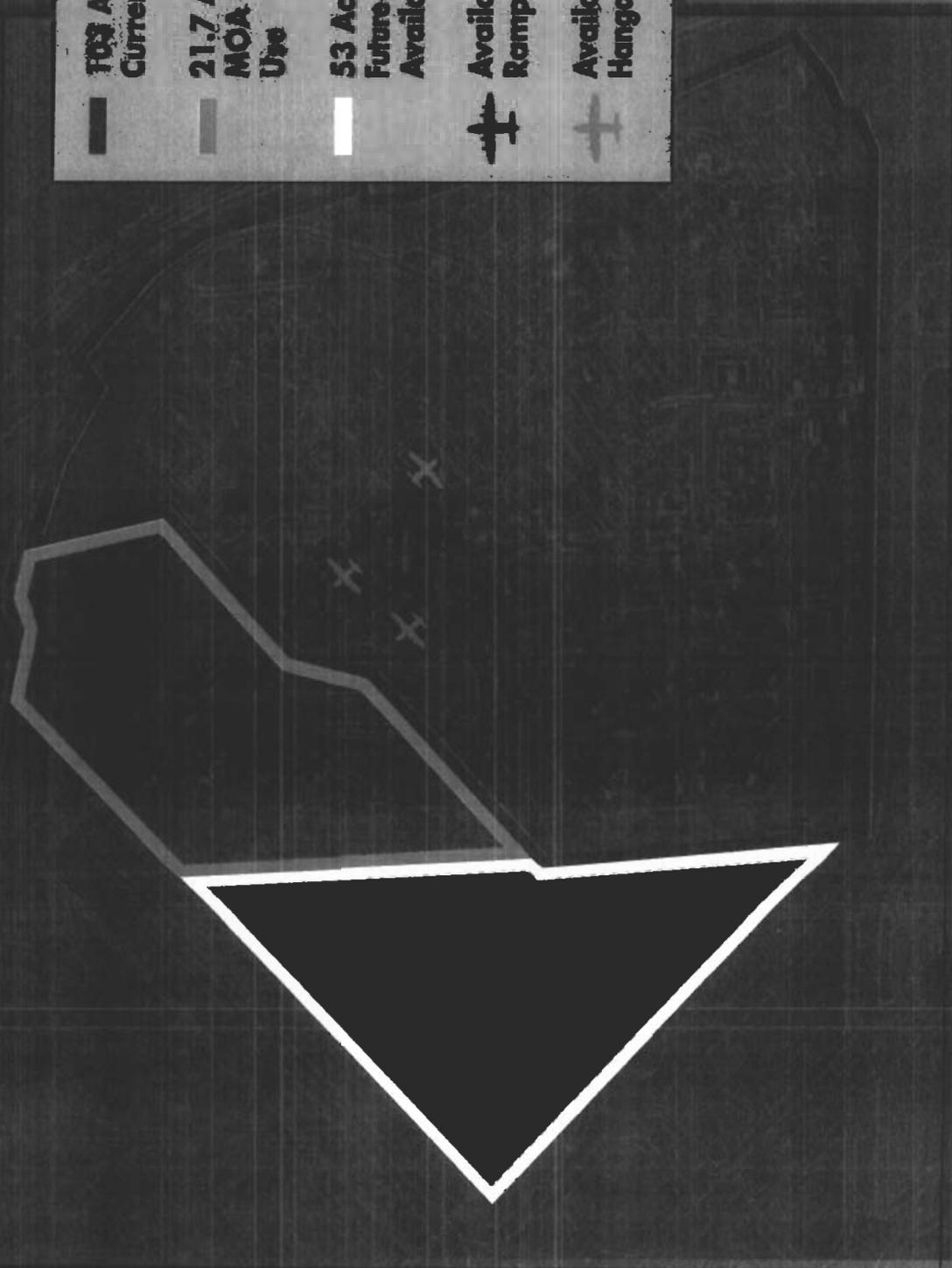
*Return on Investment: 1996 (Immediate)*

**FINAL ACTION: Close**

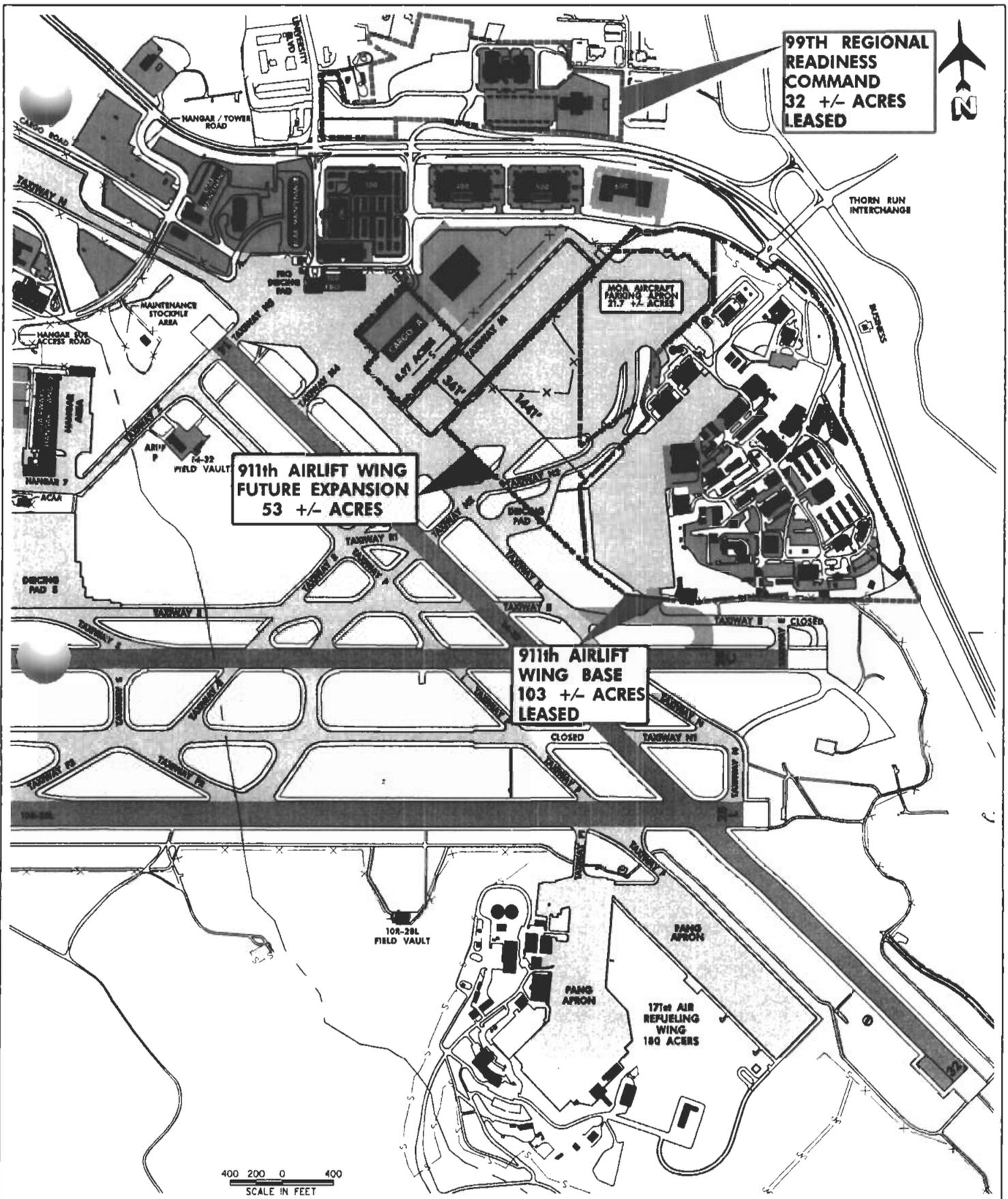
#### *Secretary of Defense Recommendation*

Close Bergstrom ARB. The 924th Fighter Wing (AFRES) will inactivate. The Wing's F-16 aircraft

# Pittsburgh Intl. Airport, 911 Airlift Wing



	<b>103 Acres, Current Use</b>
	<b>21.7 Acres, MOA Current Use</b>
	<b>53 Acres, Future Expansion Available</b>
	<b>Available Ramp Parking</b>
	<b>Available Hangar Parking</b>



**99TH REGIONAL  
READINESS  
COMMAND  
32 +/- ACRES  
LEASED**

**911th AIRLIFT WING  
FUTURE EXPANSION  
53 +/- ACRES**

**911th AIRLIFT  
WING BASE  
103 +/- ACRES  
LEASED**

**MOA AIRCRAFT  
PARKING APRON  
21.7 +/- ACRES**

**17th AIR  
REFUELING  
WING  
180 ACERS**

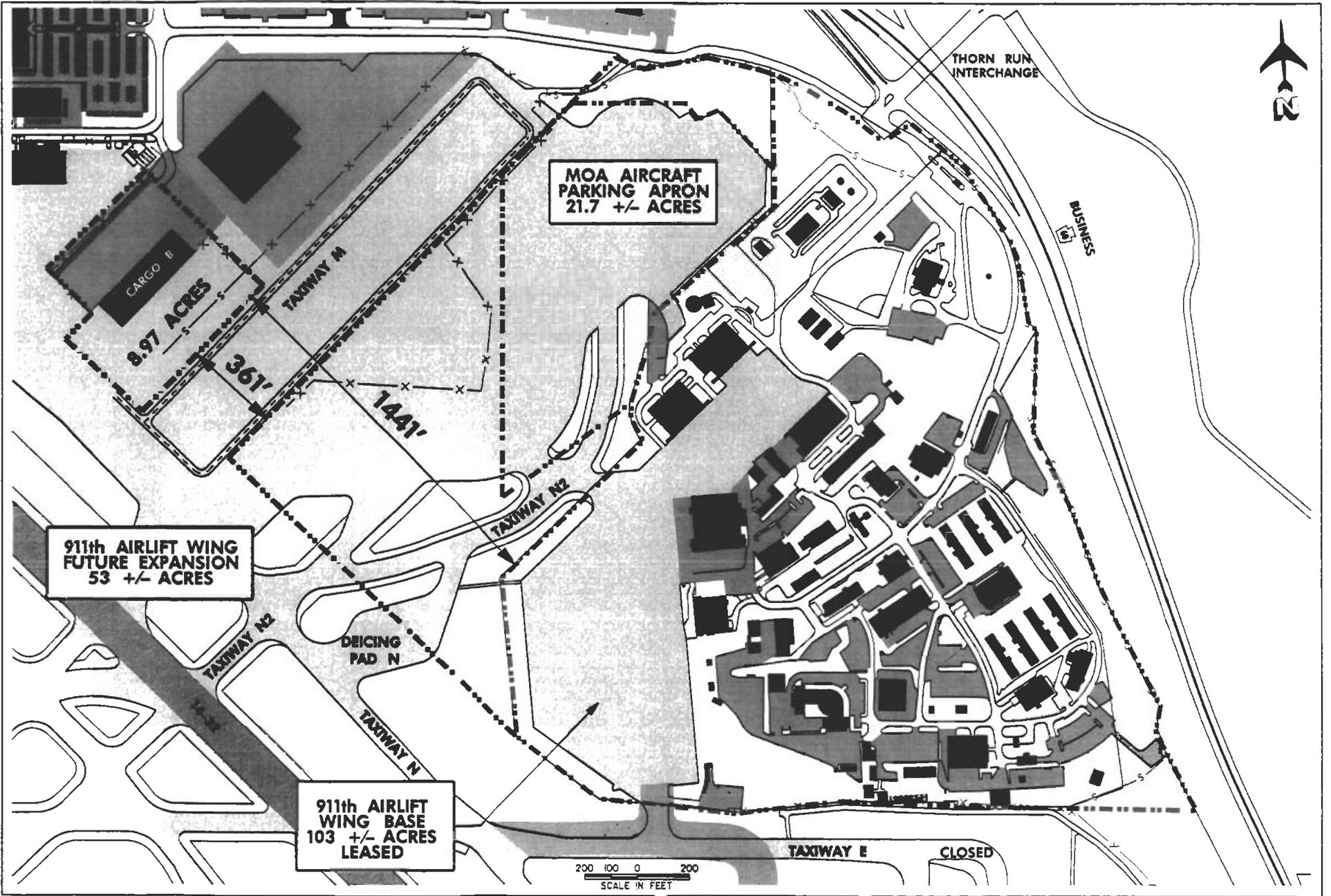
**10R-28L  
FIELD VAULT**

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SCALE IN FEET

**Baker**  
Michael Baker Jr., Inc.  
*A Unit of Michael Baker Corporation*  
Aerodyne Business Park  
100 Avenida Drive  
Moon Township, Pennsylvania 15108



**MILITARY FACILITIES**

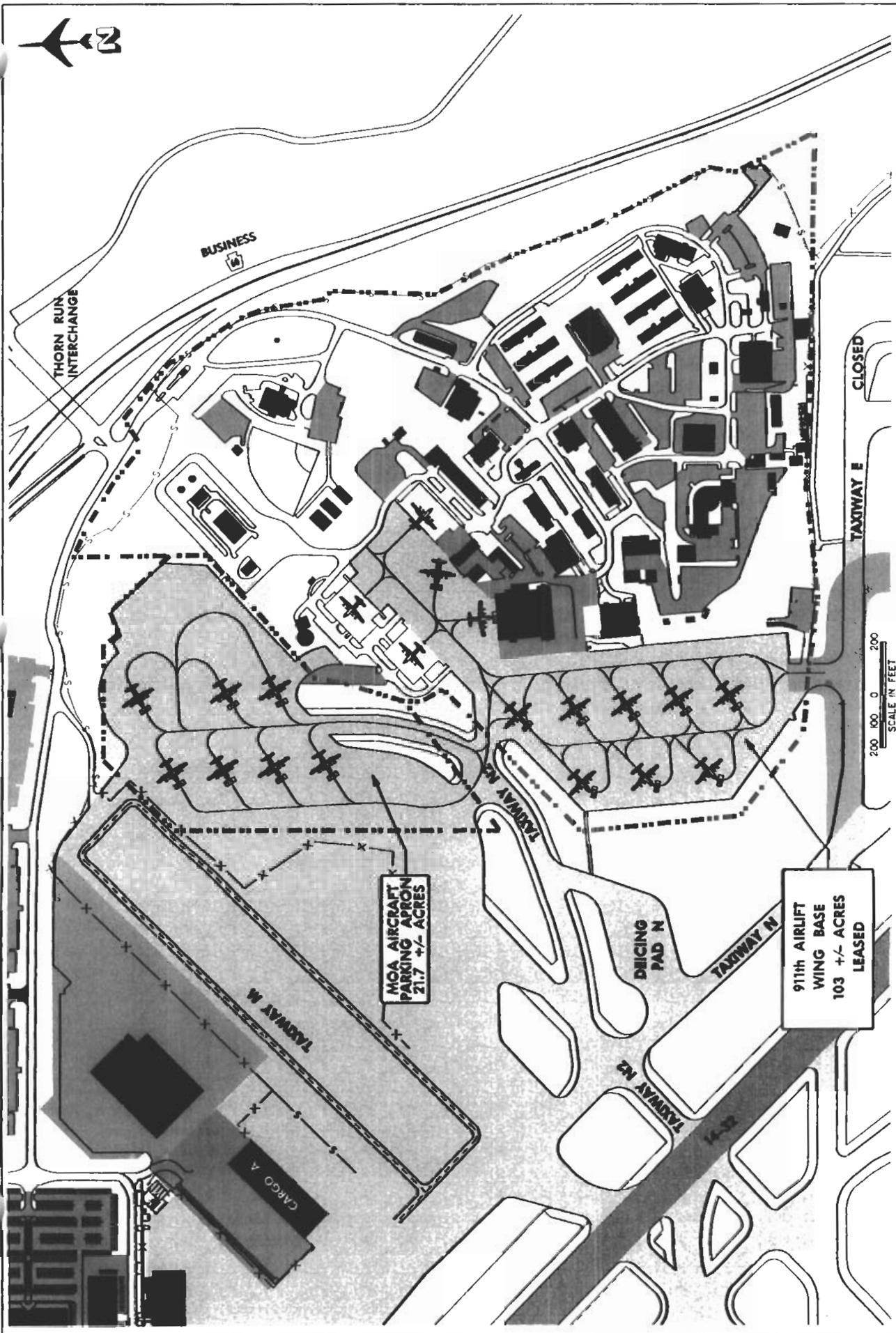


**Baker**

Michael Baker Jr., Inc.  
A Unit of Michael Baker Corporation  
Airport Business Park



**911th AIRLIFT WING**



# 911th AIRLIFT WING EXISTING PARKING LAYOUT 20 C-130H AIRCRAFT



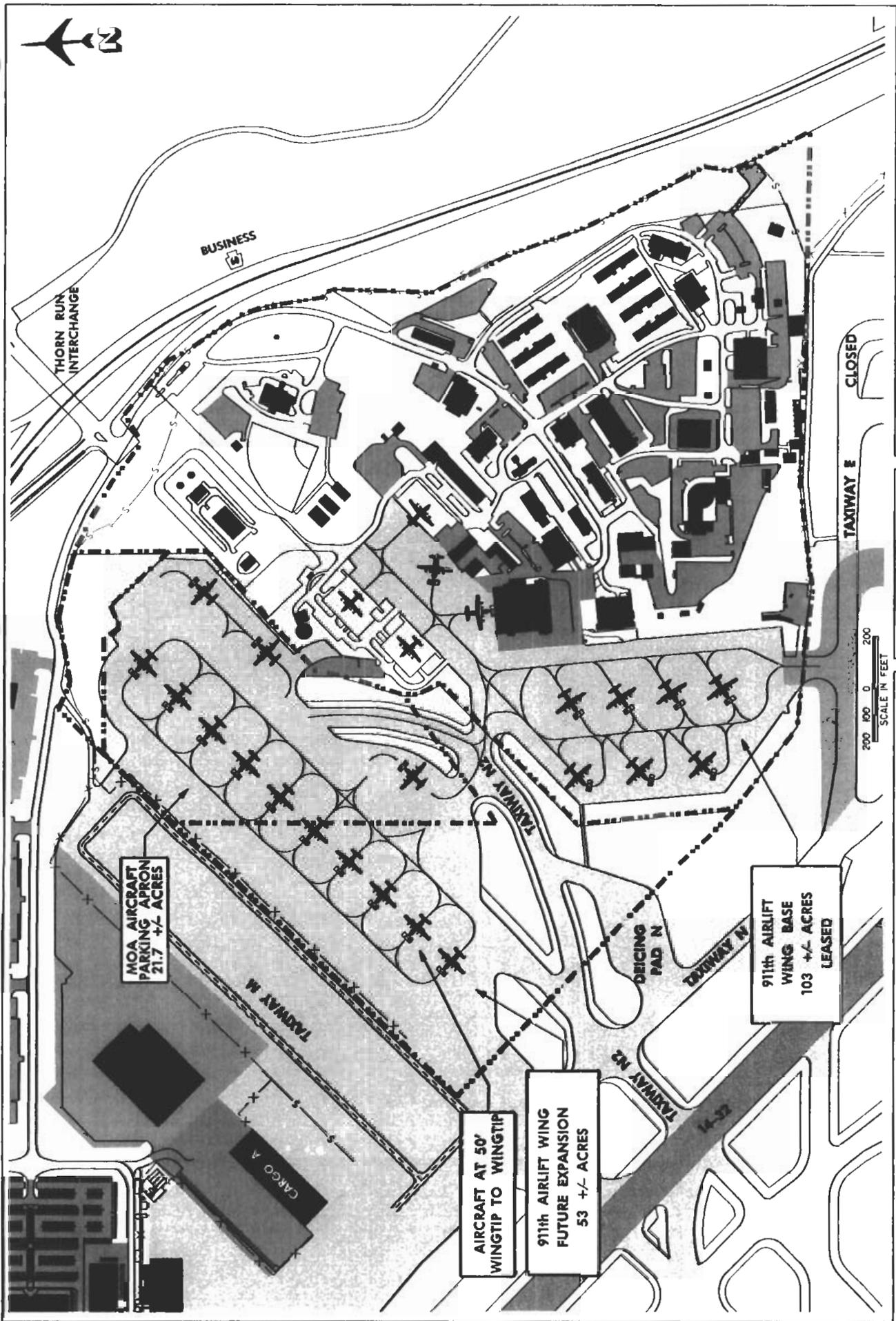
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SCALE IN FEET

911th AIRLIFT  
WING BASE  
103 +/- ACRES  
LEASED

MCA AIRCRAFT  
PARKING APRON  
21.7 +/- ACRES

Michael Baker Jr., Inc.  
A Division of Baker Group, Inc.  
1000 10th Street, P.O. Box 1000  
Pittsburgh, PA 15206



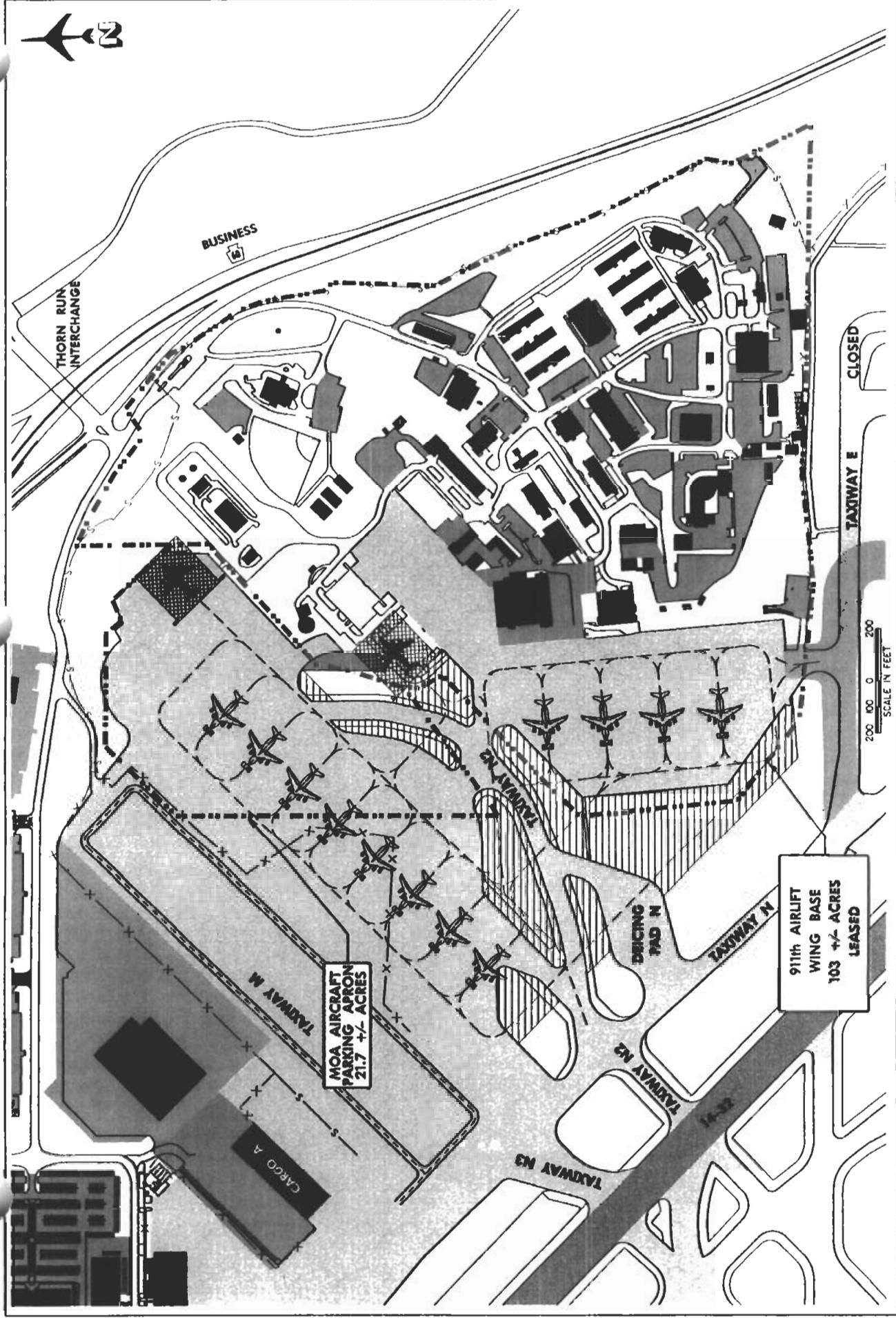


# 911th AIRLIFT WING PROPOSED PARKING LAYOUT A



Michael Baker Jr., Inc.  
12000 Bay View Dr.  
P.O. Box 1000  
Pittsburgh, PA 15206

**Baker**



**911th AIRLIFT WING  
PROPOSED PARKING  
12 C-17 GLOBALMASTER III**



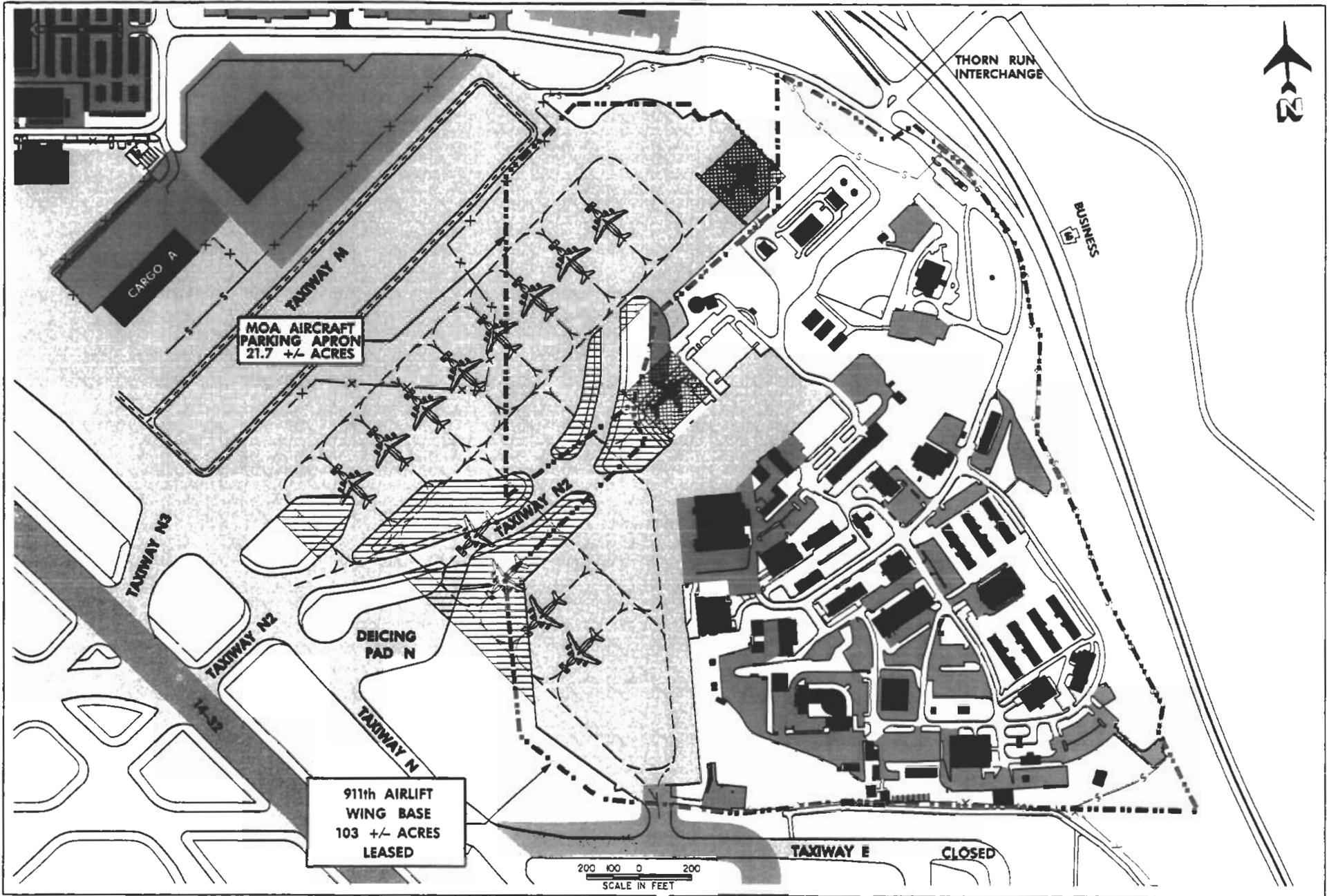
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**911th AIRLIFT  
WING BASE  
103 +/- ACRES  
LEASED**

**MOA AIRCRAFT  
PARKING APRON  
21.7 +/- ACRES**

**Michael Baker Jr., Inc.**  
a subsidiary of  
MWH Global  
April 20, 2010





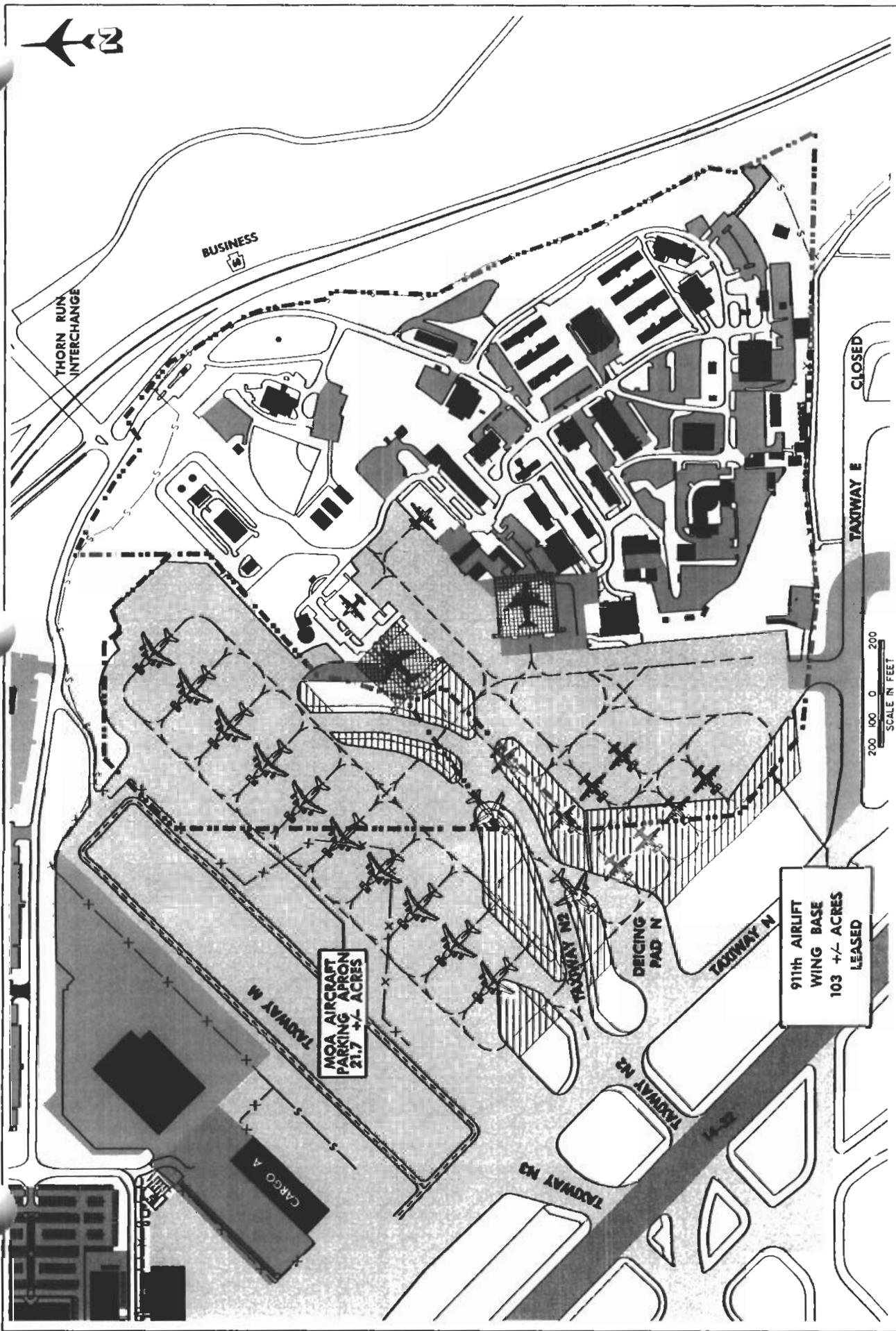
**Baker**

Michael Baker Jr., Inc.

A Unit of William Baker Corporation  
Airport Business Park  
100 Airport Drive



**911th AIRLIFT WING  
PROPOSED PARKING  
12 C-17 GLOBALMASTER III**



MOA AIRCRAFT  
PARKING APRON  
21.7 +/- ACRES

911th AIRLIFT  
WING BASE  
103 +/- ACRES  
LEASED

SCALE IN FEET  
200 100 0 200

**911th AIRLIFT WING  
PROPOSED PARKING  
8 C-17 GLOBEMASTER III**



Michael Baker Jr., Inc.  
A member of the Jacobs  
group of companies  
10100 Bayview Drive  
Columbus, Ohio 43240-1000

**Baker**



June 20, 2005

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

**Re: 911<sup>th</sup> Located at Pittsburgh International Airport  
Pittsburgh, PA**

Dear Mr. Chairman:

As a follow-up to our letter of June 8, 2005 relative to the above-referenced matter, we are writing to confirm the position of the Allegheny County Airport Authority (the "Authority") and Allegheny County (the "County") with respect to the extension of the Lease for the land at Pittsburgh International Airport currently controlled by the 911<sup>th</sup> Air Force Reserve (the "Lease"), and related Memorandum of Agreement covering the apron and ramp adjacent to the air force base.

The purpose of this letter is to confirm our willingness to incorporate the 21.7 acres covered by the Memorandum of Agreement into the existing Lease with the 911<sup>th</sup> and to extend the term for an additional 40 years. Furthermore, the Authority and the County stand willing and able to provide to the 911<sup>th</sup> an additional 31 acres for a total of 53 acres upon the same terms and conditions. Hopefully, the commitment expressed by this letter will eliminate any doubts as to the long-term availability of this property. In fact, this land has already been reserved by the Authority in its Environmental Assessment and, therefore, we can confirm that there is no impediment to the ability to make this land available to the 911<sup>th</sup> as their needs require.

Once again, with this commitment, as well as the commitment expressed in our June 8<sup>th</sup> letter, we ask for reconsideration of the closing of the 911<sup>th</sup>. We stand ready to answer any questions and to discuss this matter further at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "Kent G. George".

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

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Onorato".

Dan Onorato  
Chief Executive  
Allegheny County

cc: General Lloyd W. Newton

**PITTSBURGH  
INTERNATIONAL AIRPORT**  
Landside Terminal, 4<sup>th</sup> Floor Mezz.  
Pittsburgh, PA 15231  
Tel: 412.472.3500  
Fax: 412.472.3636

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



June 8, 2005

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

RE: 911<sup>th</sup> Located at Pittsburgh International Airport  
Pittsburgh, PA

Dear Mr. Chairman:

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

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

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

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Kent G. George".

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

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Onorato".

Dan Onorato  
Chief Executive  
Allegheny County

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

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

DEPARTMENT OF THE AIR FORCE  
Air Force Reserve Command

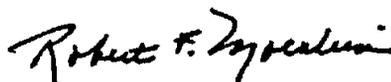
cc: Kurt Sopp  
File Report  
John Sopp  
Rich Tselotki  
Tom Schmitt  
File - Original  
31 March 2005

MEMORANDUM FOR PITTSBURGH INTERNATIONAL AIRPORT  
ATTENTION: BRADLEY D. PENROD  
DEPUTY DIRECTOR AIRFIELD OPERATIONS  
1000 AIRPORT BLVD, SUITE 4000  
P.O. BOX 12370  
PITTSBURGH PA 15231-0370

FROM: 911<sup>TH</sup> AIRLIFT WING/MSG/CE  
PITTSBURGH IAP ARS  
1100 HERMAN AVENUE  
CORAOPOLIS PA 15108-4403

SUBJECT: Supplement Agreement No. 4 to Memorandum of Agreement No. 032076

1. Attached please find executed copy of the subject Memorandum of Agreement for your file.
2. Any questions can be directed to the undersigned at (412)474-8571.



ROBERT F. MOESLEIN  
Base Civil Engineer

Attachment:  
MOA No. 032076

# Memorandum of Agreement

Agreement No. 032076

- Temporary Aircraft Parking Apron
- ± 21.7 acres of concrete/asphalt apron pavement
- Executed 3 February 1993 (2 yr. term, 3/93-3/95)
  - Supplement 1 (2 yr. term, 3/95-12/96)
  - Supplement 2 (4 yr. term, 1/96-12/99)
  - Supplement 3 (5 yr. term, 1/00-12/04)
  - Supplement 4 (5 yr. term, 1/05-12/09)
- Signed by Executive Director, Allegheny County Airport Authority and The Civil Engineer, Air Force Reserve Command
- Grants temporary use of the old Allegheny County commuter apron to AFRC for the purpose of parking five or more C-130 military aircraft *during apron repairs and construction of a deicing pad, water storage tank and jet fuel storage complex.*
- Grants use of County access road to subject property



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

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

Agreement:

1. Allegheny County Shall:

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

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

2. Air Force Reserve Hall:

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

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

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

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

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

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

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

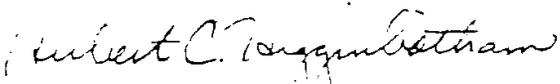
3. Limitations: The County will allow utility connections and usage to AFRES, however, no other services will be provided.

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

This Agreement made and entered into this 3<sup>rd</sup> day of February, 1993.

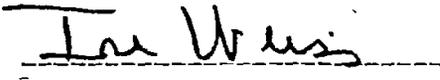
COUNTY OF ALLEGHENY

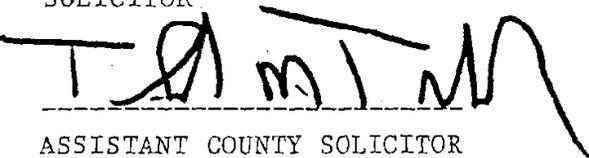
HEADQUARTERS UNITED STATES  
AIR FORCE RESERVE

  
HERBERT HIGGENBOTHAM, III  
DIRECTOR

  
BOBBY G. CLARY  
Asst Director/Civil Engineering

APPROVED AS TO FORM:

  
SOLICITOR

  
ASSISTANT COUNTY SOLICITOR

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

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

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

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

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

1. Paragraph No. 4 is changed in part to read "...This Agreement shall in no event extend beyond December 31, 1996 ..."
2. Allegheny County hereby agrees for AFRES to use the County access road to the apron area during the construction of the Water Storage Tank and the new POL (Fuel Farm) facility. Use of the access road will be coordinated with the Engineering Section/ Construction Manager on an as-needed basis.

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

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

COUNTY OF ALLEGHENY

HEADQUARTERS UNITED STATES  
AIR FORCE RESERVE

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

*B G Clary*  
BOBBY G. CLARY  
The Asst Civil Engineer

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

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

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

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

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

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

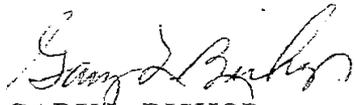
1. Paragraph No. 4 is changed in part to read "... This Agreement shall in no event extend beyond December 31, 1999; or in the event Project JLSS 94-9004, Jet Fuel Storage Complex and Project JLSS 97-0009, Repair Apron Concrete Slabs are completed earlier than the dates described; or in the event a new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

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

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

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

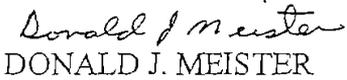
COUNTY OF ALLEGHENY



GARY L. BISHOP

Director, Department of Aviation

HEADQUARTERS UNITED STATES  
AIR FORCE RESERVE



DONALD J. MEISTER

The Civil Engineer

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

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

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

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

1. Paragraph No. 4 is changed in part to read "... This Agreement shall remain in effect for a five (5) year period from 1 January 2000 through 31 December 2004."
2. Allegheny County hereby agrees for AFRC to continue the use of the County access road during the use of the parking ramp. Use of the access road will be coordinated with the Engineering Section/Construction Manager on an as-needed basis.
3. The Allegheny County Airport Authority reserves the right to adjust the amount of area access is granted under this agreement with 90 days written notice.

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

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

ALLEGHENY COUNTY AIRPORT AUTHORITY

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

HEADQUARTERS UNITED STATES  
AIR FORCE RESERVE COMMAND

  
JON D. VERLINDE, COLONEL  
The Civil Engineer

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

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

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

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

1. Paragraph No. 4 is changed in part to read "... This Agreement shall remain in effect for a five (5) year period from 1 January 2005 through 31 December 2009."
2. Allegheny County hereby agrees for AFRC to continue the use of the County access road during the use of the parking ramp. Use of the access road will be coordinated with the Engineering Section/Construction Manager on an as-needed basis.
3. Paragraph 3 from Supplement Agreement No. 3, dated 20 August 2001 which states: "The Allegheny County Airport Authority reserves the right to adjust the amount of area access is granted under this agreement with 90 days written notice." Is changed to read: "This Agreement may be cancelled by either party upon 90 days written notification."

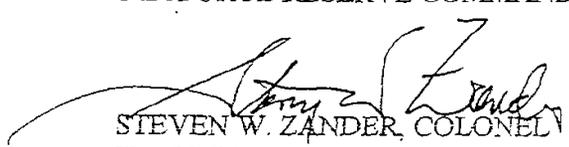
THAT ALL OTHER TERMS AND CONDITIONS of the Memorandum of Agreement shall remain in full force and effect.

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

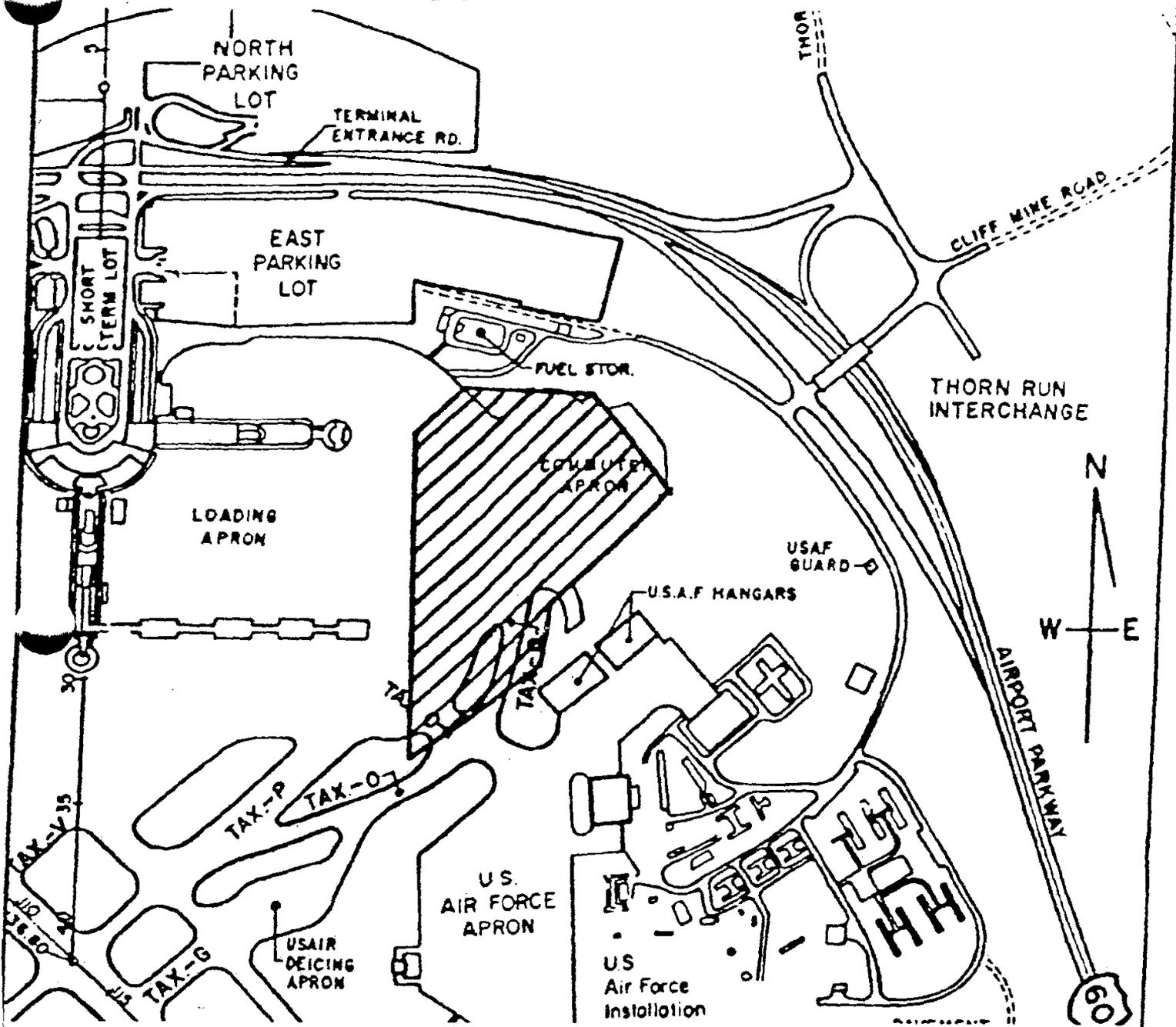
ALLEGHENY COUNTY AIRPORT AUTHORITY

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

HEADQUARTERS UNITED STATES  
AIR FORCE RESERVE COMMAND

  
STEVEN W. ZANDER, COLONEL  
The Civil Engineer

SCALE: 1" = 600' - 0"

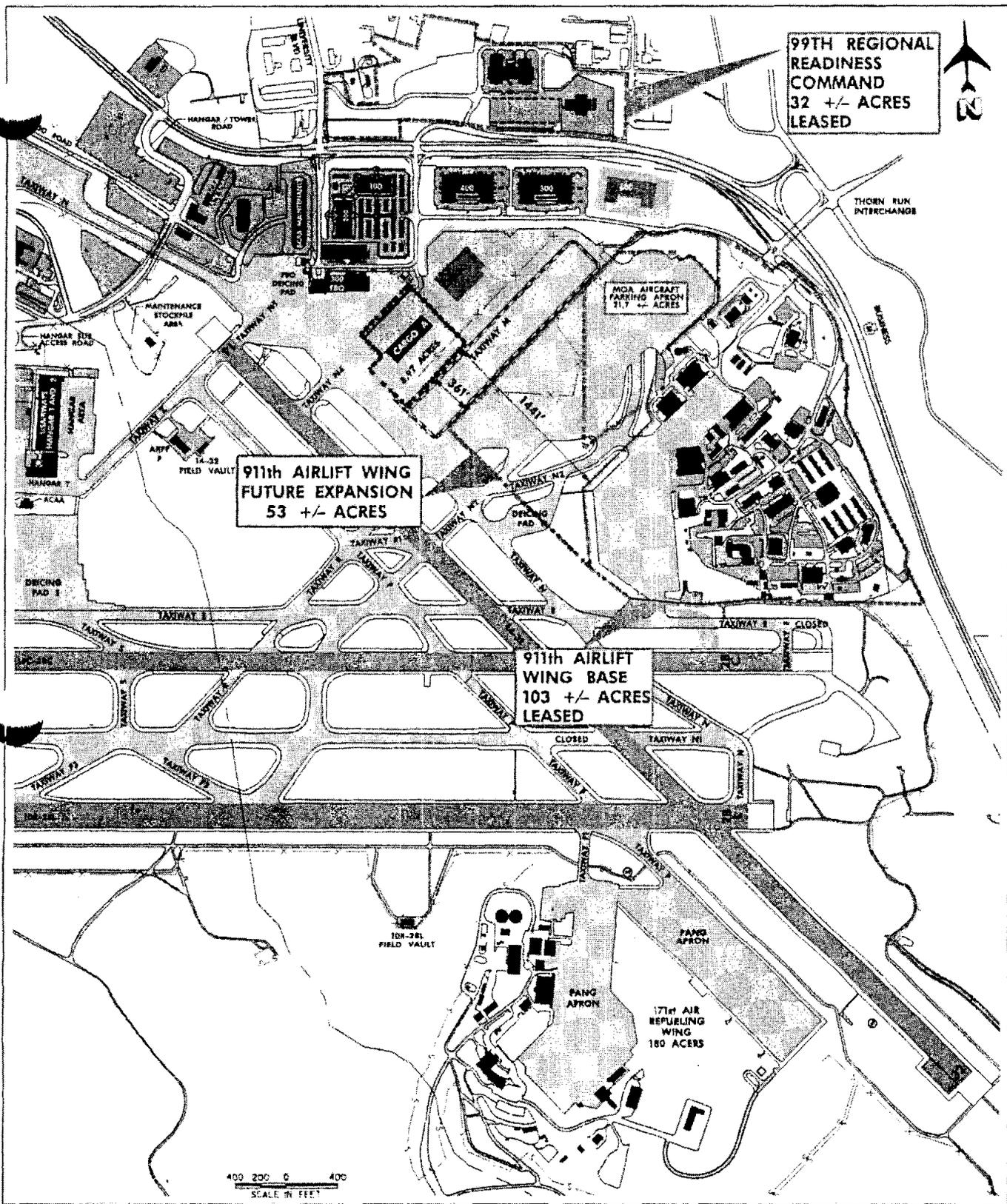


PROPOSED SITE

# TEMPORARY AIRCRAFT PARKING APRON

13 JANUARY 1993

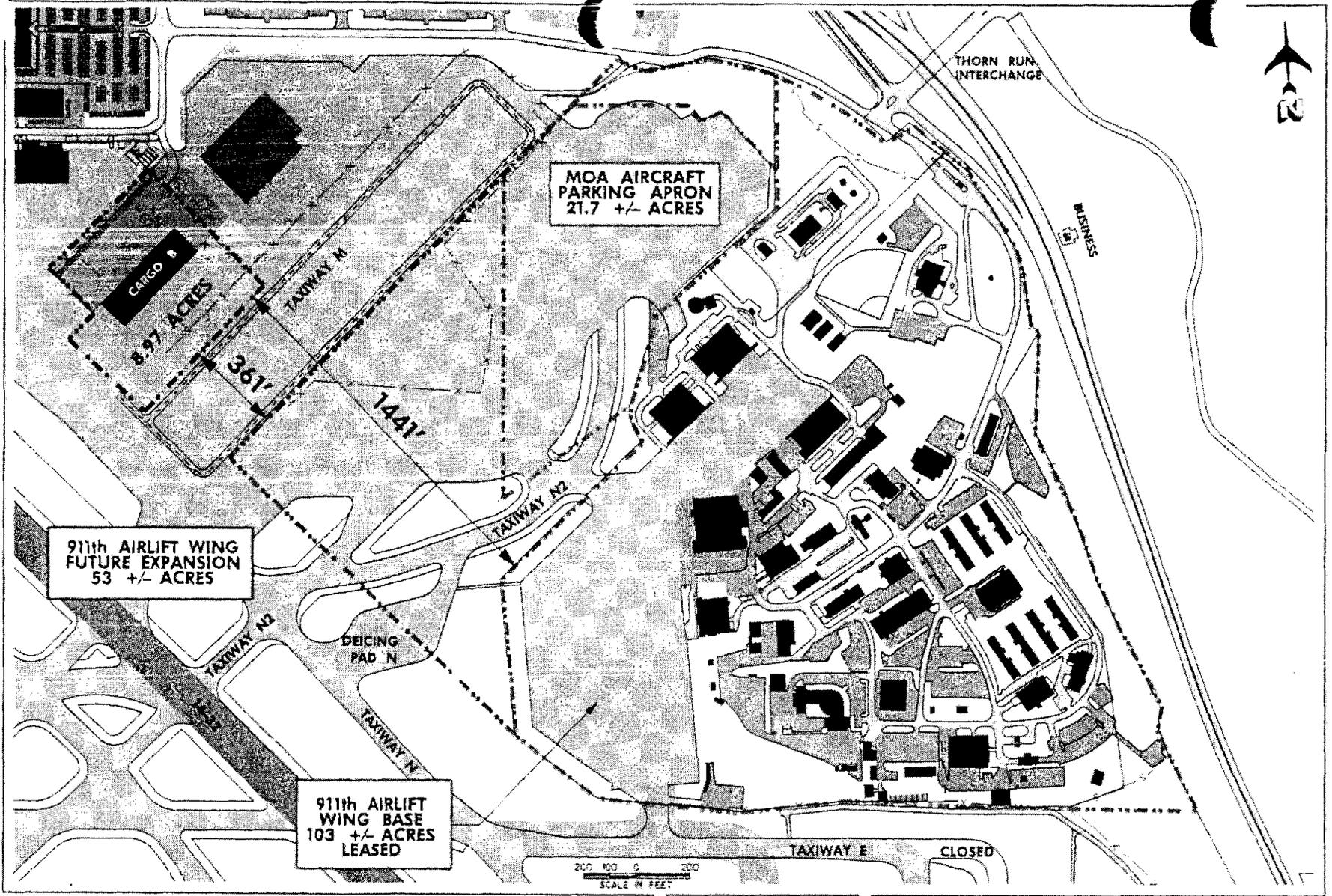
## EXHIBIT A



**Baker**  
 Michael Baker Jr., Inc.  
 a unit of Heery Group  
 14000 Business Park  
 100 Airport Drive  
 Moon Township, Pennsylvania 15108



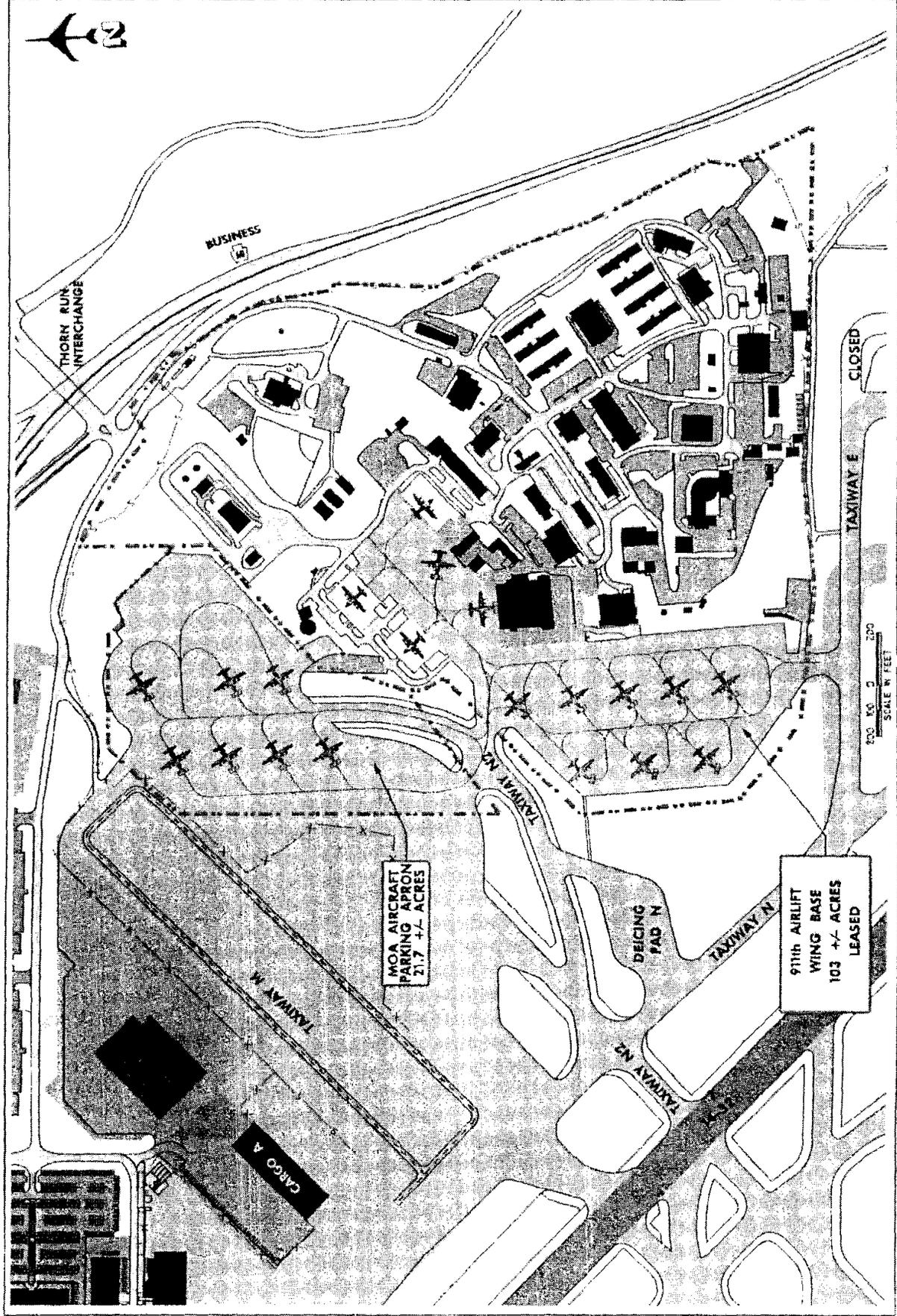
# MILITARY FACILITIES



**Baker**  
 Michael Baker Jr., Inc.  
 127 Maple Drive  
 West, Towson, Pennsylvania 21286



# 911th AIRLIFT WING



**911th AIRLIFT WING  
EXISTING PARKING LAYOUT  
20 C-130H AIRCRAFT**

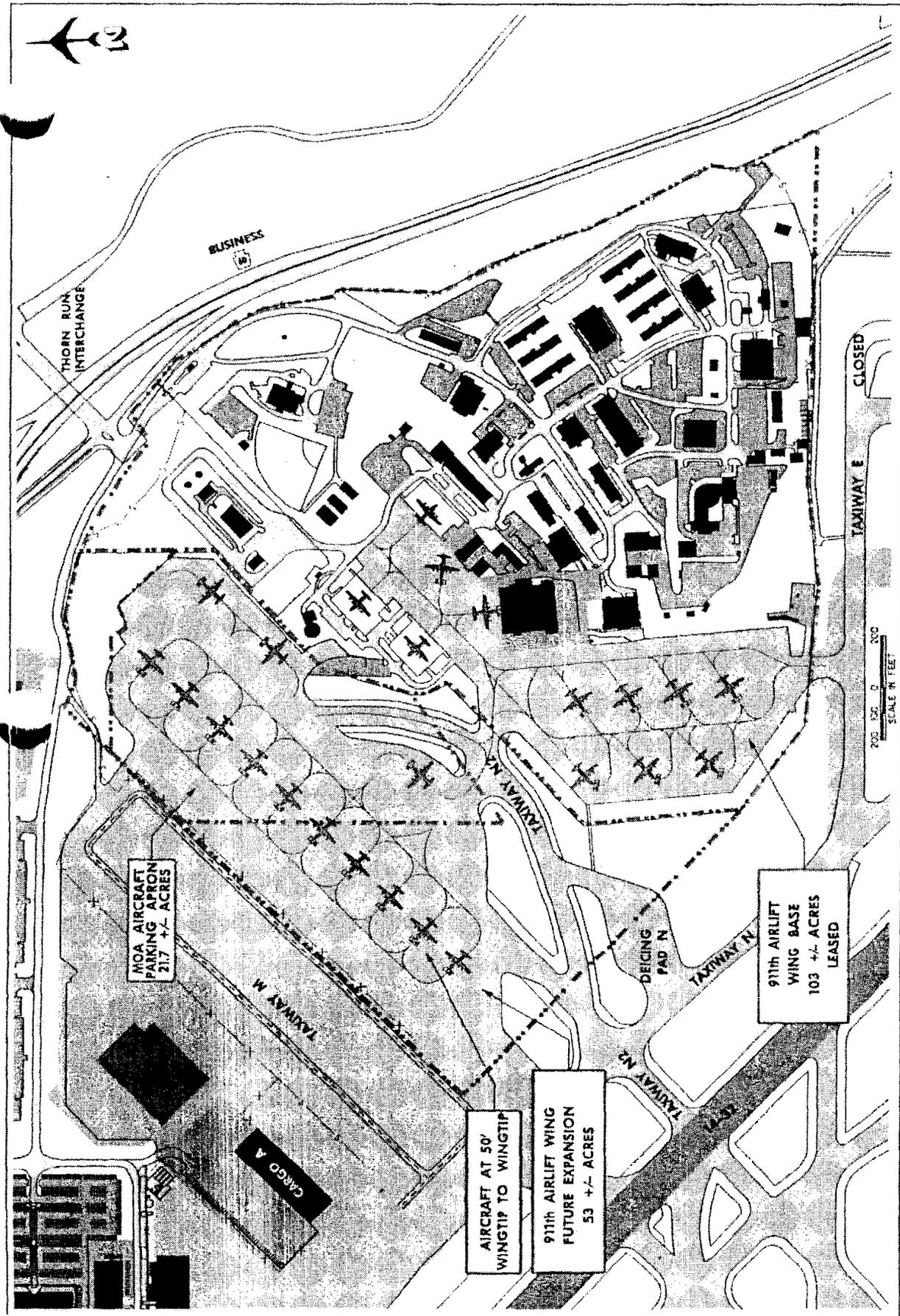


911th AIRLIFT  
WING BASE  
103 +/- ACRES  
LEASED

MOA AIRCRAFT  
PARKING APRON  
21.7 +/- ACRES

Michael Baker Jr., Inc.  
1000 ...  
100 ...  
100 ...

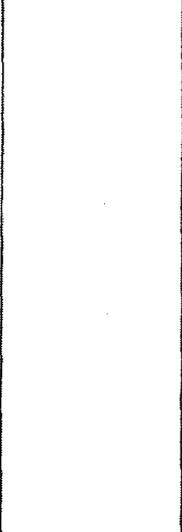




# 911th AIRLIFT WING PROPOSED PARKING LAYOUT A 25 C-130H AIRCRAFT

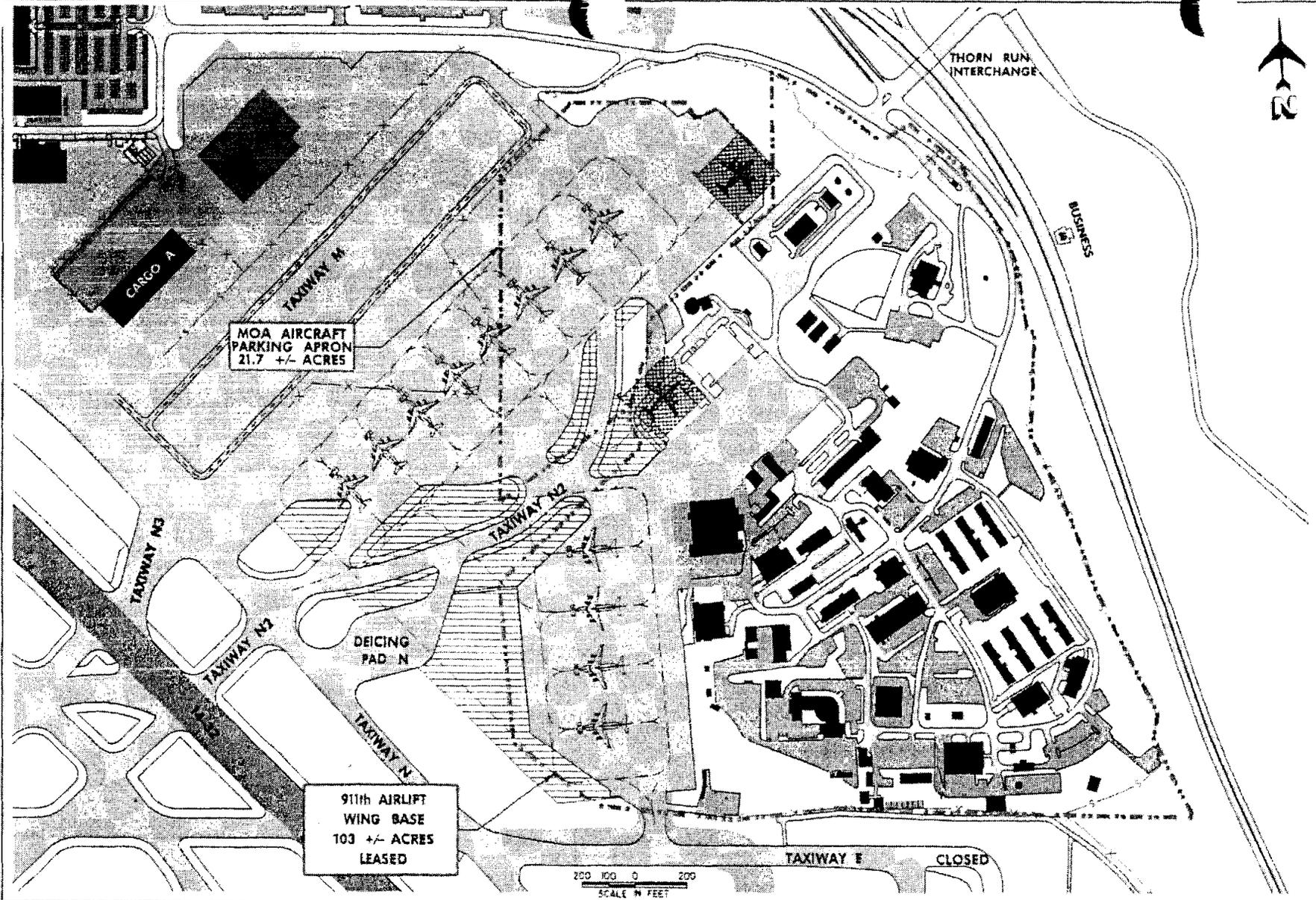


LEWISVILLE, OHIO - SECURITY SERVICES - 911th AFB - 02.dgn (17-JUN-2005 7:28:51)



Michael Baker Jr., Inc.  
10000 Baker Road  
Cincinnati, OH 45241  
954-2000

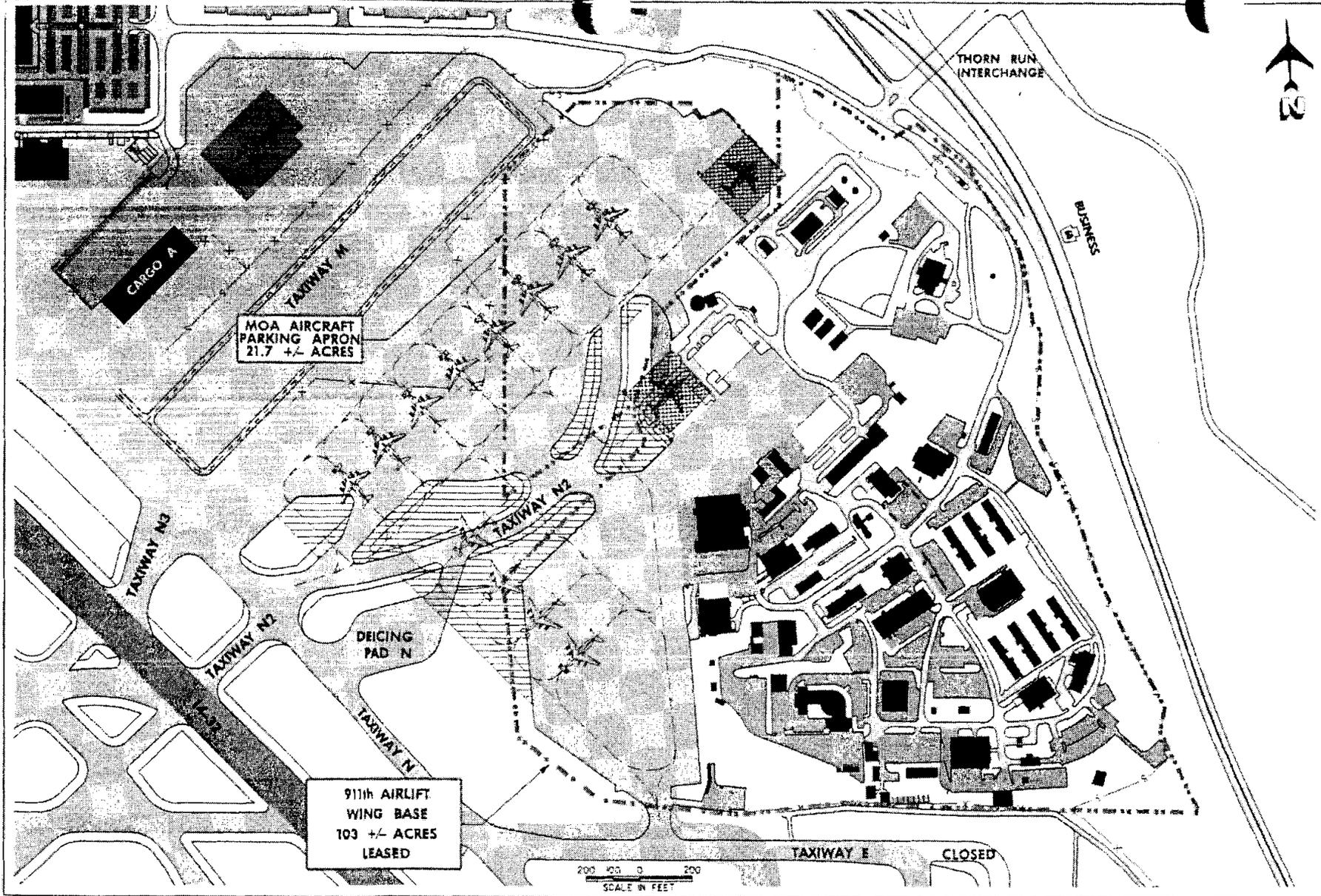




**Baker**  
 Michael Baker Jr., Inc.  
 A Division of Baker Corporation  
 Airport Operations Dept.  
 100 Airport Drive  
 West Chester, Pennsylvania 19380



**911th AIRLIFT WING  
 PROPOSED PARKING  
 12 C-17 GLOBALMASTER III**



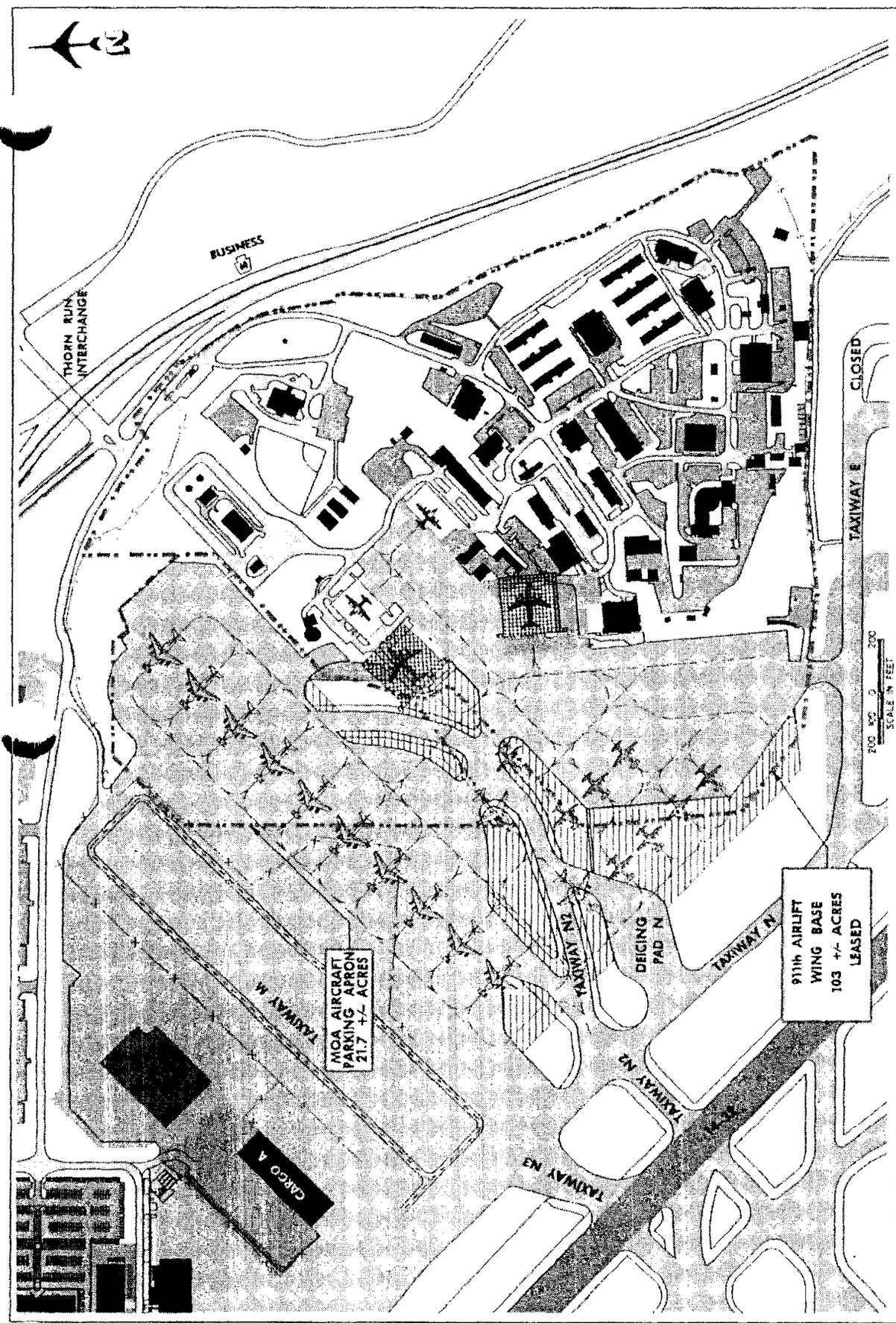
**Baker**

Michael Baker Jr., Inc.

A Sub of Michael Baker Corporation  
 1000 Riverside Park  
 100 Airport Drive  
 North Charleston, South Carolina 29405



**911th AIRLIFT WING  
 PROPOSED PARKING  
 12 C-17 GLOBALMASTER III**



THORN RUN INTERCHANGE

BUSINESS

TAXIWAY E CLOSED

0 100 200 300  
SCALE IN FEET

MDA AIRCRAFT  
PARKING APRON  
21.7 +/- ACRES

911th AIRLIFT  
WING BASE  
103 +/- ACRES  
LEASED

CARGO A

**911th AIRLIFT WING  
PROPOSED PARKING  
8 C-130H AIRCRAFT  
12 C-17 GLOBALMASTER III**



LA PROJECTS/PLANNING/AVIATION SECURITY/P-44204-0314, REV. 04/24/08 8-JUN-2008 5:00

**Baker**  
Michael Baker Jr., Inc.  
1000 North 17th Street  
P.O. Box 1000  
Columbia, Pennsylvania 17512

basing the unit at Wright-Patterson AFB. The community is concerned about the continued existence of the Springfield-Beckley Municipal Airport if the Guard unit leaves, as a significant portion of airport revenues will be lost. The community is also concerned about the economic impact on the community if the station closes.

### *Commission Findings*

The Commission found the extended return on investment and the inadequacy of facilities at Wright-Patterson AFB did not justify relocating the unit from its current location. Further, the Commission found the facilities and basing arrangement at Springfield-Beckley ideal for meeting the needs of the Air National Guard units. The Commission found the small savings generated by closure of the Springfield-Beckley facilities did not justify their closure and potential degradation to the units.

### *Commission Recommendation*

The Commission finds the Secretary of Defense deviated substantially from final criteria 4 and 5. Therefore, the Commission recommends the following: Springfield-Beckley Municipal Airport Air Guard Station will remain open. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

### **Greater Pittsburgh IAP Air Reserve Station, Pennsylvania**

*Category: Air Force Reserve*

*Mission: Tactical Airlift*

*One-time Cost: None*

*Savings: 19962001: None*

*Annual: None*

*Return on Investment: None*

**FINAL ACTION: Remain Open**

### *Secretary of Defense Recommendation*

Close Greater Pittsburgh IAP Air Reserve Station (ARS). The 911th Airlift Wing will inactivate and its C-130 aircraft will be distributed to Air Force Reserve C-130 units at Dobbins ARB, Georgia, and Peterson AFB, Colorado.

### *Secretary of Defense Justification*

The Air Force Reserve has more C-130 operating locations than necessary to effectively support the Reserve C-130 aircraft in the Department of Defense (DoD) Force Structure Plan. Although Greater

Pittsburgh ARS is effective at supporting its mission, its evaluation overall under the eight criteria supports its closure. Its operating costs are the greatest among Air Force Reserve C-130 operations at civilian airfields. In addition, its location near a number of AFRES and Air National Guard units provides opportunities for its personnel to transfer and continue their service without extended travel.

### *Community Concerns*

The community believes the cost analysis of the air reserve stations in this category was faulty. Specifically, the base operating support cost experienced by one Air Force Reserve C-130 base was used as the cost for two other air reserve locations, as well as Pittsburgh IAP Air Reserve Station, resulting in false savings and cost information. Further, the community argues the Air Force did not consider the 30 acres of additional aircraft parking apron currently being used under a memorandum of agreement with Allegheny County. The community disagrees with the Air Force color code ranking for the airfield evaluation, facilities condition, and air quality and maintains that higher ranking in accordance with real conditions would enhance military value.

### *Commission Findings*

The Commission found the costs to operate Pittsburgh International Airport (IAP) Air Reserve Station (ARS) and two other Air Force Reserve C-130 locations were inaccurate. With corrected data applied to the COBRA model, the commission found Pittsburgh was one of the least costly installations to operate. The Air Force indicated they had received the offer of additional acreage at Pittsburgh IAP ARS, but determined it was inappropriate to act on the offer pending the outcome of the base closure process. Review of the November 1994 Airfield Pavement Evaluation substantiated the community's assertions the airfield can accommodate all types of aircraft. Information submitted by the community demonstrates Allegheny County Bureau of Environmental Quality has applied to the US Environmental Protection Agency for air quality redesignation to attainment, having met air quality standards during 1991-93. The Commission found that the low operating costs and expansion opportunities were not fully considered by the Air Force.

### *Commission Recommendation*

The Commission finds the Secretary of Defense deviated substantially from final criteria 4 and 5.

Moeslein, Robert (Pittsburgh ARS)

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

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

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

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

  
RE-027

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

# Congressional Inquiry

Office of Budget and Appropriations Liaison (SAF/FML)

Action OPR: AF/REI

Suspense Date: 10 Sep 1998 14:00

Inquiry No: RE-027

Action OCR:

OPR Tasked Date: 09 Sep 1998 12:22

Required Coordination:

Subject: **Pittsburgh IAP/ARS PA**

## **ACTION REQUIRED:**

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

- a. Air Force review of land allocation options. Told that options have been sent to 22<sup>nd</sup> AF.
- b. Proposed air cargo air terminal at the old Pittsburgh Airport.

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

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

FML  
Point of Contact: Captain Lukas, Susan I  
Room: 5D911  
Phone (703) 614-8113 Fax (703) 614-3043  
Information Distribution:

FACT SHEET

SUBJECT: Pittsburgh IAP/ARS PA

Date: 11 Sep 98

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

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

8/20/98 c-130

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

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



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

21 May 96

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

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

Dear Mr. Dunn

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

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

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

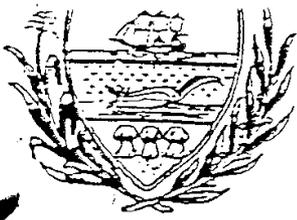
Regards

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

AIR FORCE PENTAGON  
WASHINGTON DC 20330-1150

96 JUN -5 PM 12:47

RECEIVED  
COMM. DUNN



945-96

# OFFICIAL REQUEST FOR BOARD ACTION

Allegheny County

Institution District

<p>AGENCY: Department of Aviation</p> <p>ADDRESS: Pittsburgh International Airport</p> <p>CONTACT: Kevin W. Conroy <i>KWC</i> EXT. 472-5538</p> <p>SIGNATURE: <u><i>David L. Bishop</i></u> (Director)</p> <p>DATE SUBMITTED BY AGENCY:</p> <p>ADMINISTRATION <u><i>JCM</i></u></p>	<p>EST. COST:</p> <p>EST. REVENUE:</p> <p>FUTURE IMPACT:</p> <p>CHECK APPROPRIATE BOX: Grant <input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/></p> <p>INDEX CODE: N/A</p> <p>PROJECT NO: N/A</p> <p>EXP. SUB OBJ. CODE: N/A</p> <p>INCLUDED IN BUDGET: YES <input type="checkbox"/> NO <input type="checkbox"/></p>
---	---

*JWC*

*RR*  
*SH*

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

**EXPLANATION:**

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

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

0/1



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

22 May 96

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

CE  
CEV  
CEV (INT)  
CEV (PV)  
CEV (PC) RC 6/13/96

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

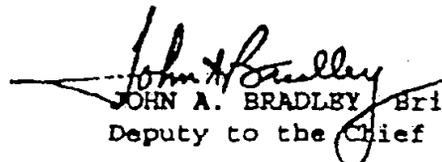
Dear Mr. Dunn

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

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

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

Regards

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

TA



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE



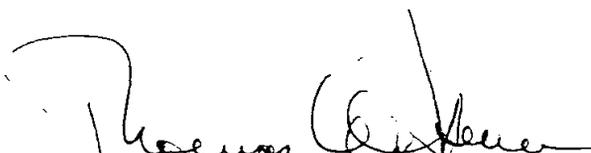
22 November 1995

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

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

SUBJECT: Reuse of Old Terminal  
Greater Pittsburgh International Airport

1. The 911 AW has been given approval to obligate funds to conduct a phase I Environmental Baseline Survey, the first step required by AFI 32-7066 in real estate transactions, for the acquisition of additional acreage offered by Allegheny County to the Air Force.
2. Please provide any studies, surveys, documents, etc. that address environmental site conditions of the approximate eighty-five (85) acres of the eastern portion of the ramp area and terminal, and deicing pad at the old Greater Pittsburgh International Airport.
3. The above parcels of land are designated as Area 1 ( $\pm$  47 acres), Area 2 ( $\pm$  30 acres) and Area 3 ( $\pm$  8 acres) on the attached map.
4. Please direct any questions to Mr. Robert F. Moeslein, Base Civil Engineer, at 474-8571 or Mr. Richard Feid, Environmental Engineer, at 474-8749.

  
THOMAS W. SPENCER, Colonel, USAFR  
Commander

Attachment  
Area Map

cc:  
911 AW/CE  
911 AW/CEV





DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE



22 November 1995

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

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

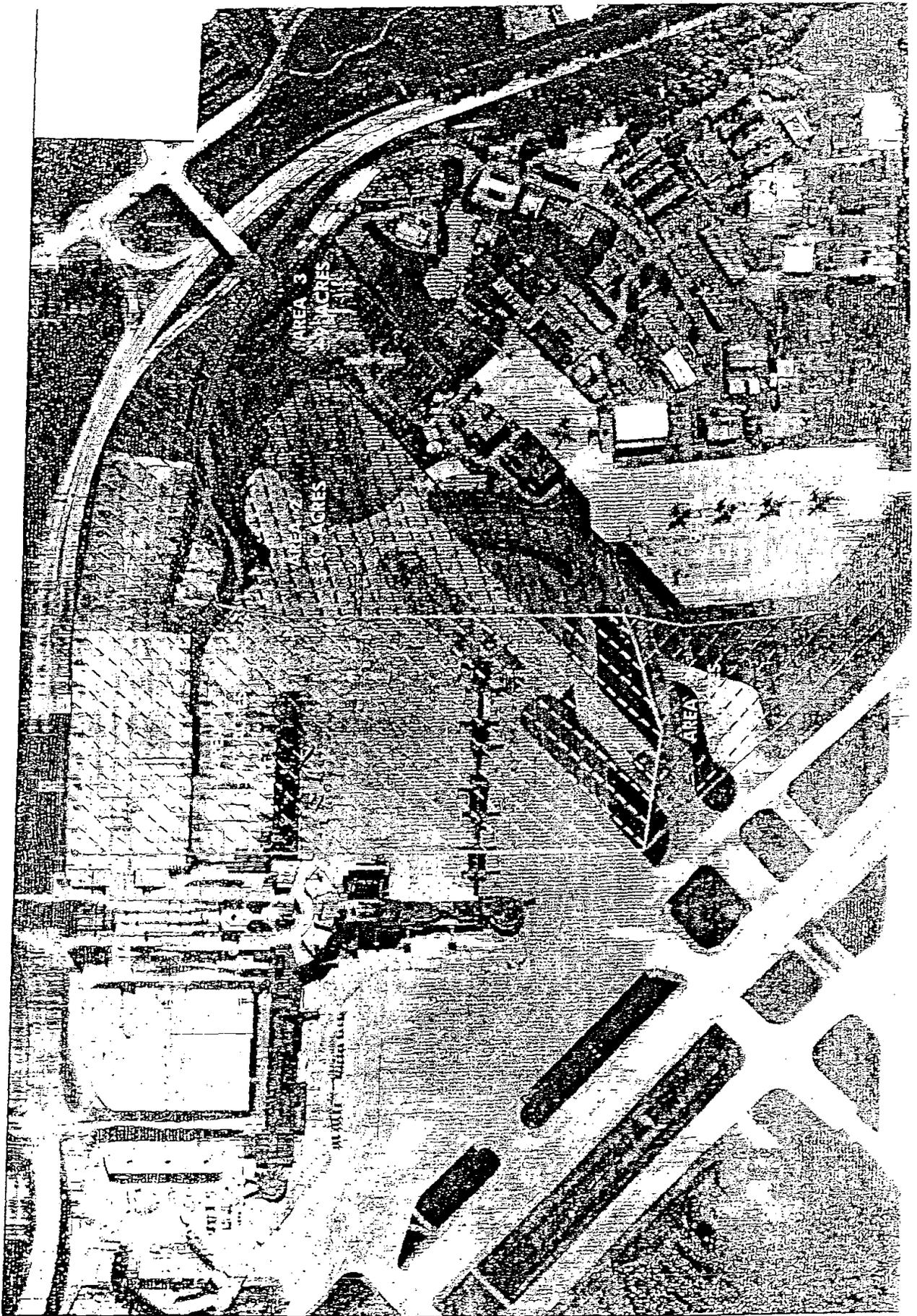
SUBJECT: Reuse of Old Terminal  
Greater Pittsburgh International Airport

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THOMAS W. SPENCER, Colonel, USAFR  
Commander

Attachment  
Area Map

cc:  
911 AW/CE  
911 AW/CEV



Coordination Table

**Action Officer Information**

**Action Officer's Name and Phone**

**Office Symbol**

Lt Col Mike Coats, 695-5057

AF/REXR

**Coordination**

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

Attachments

None



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

26 February 1998

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

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

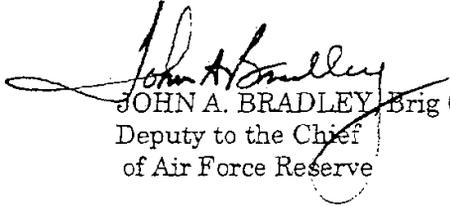
Dear Mr. DeGraaff

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

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

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

Sincerely

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

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

FEB 02 1998

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

Dear Brig. General Bradley:

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

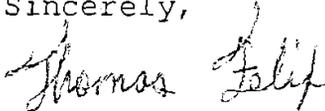
However, the enclosed 29 December 97 letter from the 911 Airlift Wing/CE presents an apparent contradiction concerning the need for the subject airport property.

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

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

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

Sincerely,



*W* William DeGraaff  
Assistant Manager, Airports Division

Enclosures

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

File: PIT AFP/Old Term. Envir.



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE



HAR-ADO		
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DFC	JAN 08 1998	
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JBC		
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JMB		
RMW		
ALL		

29 December 1997

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

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

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

Dear Mr. Sullivan:

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

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

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

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

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

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

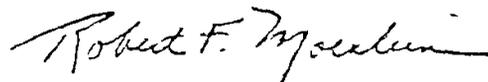
Additionally, we want you to know that we are currently in the process of updating our Base Comprehensive Plan (which examines our vision of existing and future missions and looks into potential changes and the viability of the installation over the next 8 to 10 year time frame). This document emphasizes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

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

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

Again, thank you for your time and consideration.

Sincerely,



ROBERT F. MOESLEIN  
Base Civil Engineer  
911<sup>th</sup> Airlift Wing

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



DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE



5 October 1995

MEMORANDUM FOR HQ AFRES/CE

FROM: 911 AW/CC

SUBJECT: Pittsburgh IAP ARS Land Transfer

1. The 911 Airlift Wing currently operates efficiently and effectively on 115 acres of land primarily leased from Allegheny County for one dollar per year. The installation has a compact and efficient infrastructure, with all facilities and buildings well maintained. In February 1994, the 911 Airlift Wing signed a Memorandum of Agreement with Allegheny County to utilize an additional 21.7 acres of adjacent ramp space for surge capacity, at no cost to the government.
2. The County additionally offered 30 acres of prime, ready ramp space to the Air Force in 1994. Subsequently, the Commissioners of Allegheny County offered an additional 47 acres of concrete ramp space, adjacent to the existing ramp, at no cost to the Air Force. The development of this offer was not a reaction to BRAC 95. The offer is the outcome of a \$500,000 study commissioned by HQ AFRES in 1983 and presented in 1988 as the 911 Airlift Wing Base Comprehensive Plan (see attached BCP Executive Summary).
3. The completion of the billion dollar Pittsburgh Mid-field Terminal complex in 1992, released additional acreage for the 911 AW when the old terminal and ramp space was abandoned. The 1995 Base Closure Executive Group ranked Pittsburgh IAP ARS as one of the top two installations in military value. Pittsburgh IAP ARS demonstrates the greatest capacity and capability of all AFRES units, located at commercial airfields, for cost effective expansion and the ability to react to and accommodate contingency, mobilization and future total force requirements.
4. The Department of Defense justification to close Pittsburgh IAP ARS during the 1995 BRAC process was based on inaccurate data provided by the Air Force Reserve. With corrected data applied to the COBRA model, Senator Dixon and the 1995 BRAC Commission found "Pittsburgh was one of the least costly installations to operate." With regard to the base's capability to expand, the Air Force indicated they had received the offer of additional acreage at Pittsburgh IAP ARS, but determined it was inappropriate to act on the offer, pending the outcome of the base closure process. The Commission found that the low operating costs and expansion opportunities were not fully considered by the Air Force.
5. A large portion of the acreage offered to the Air Force Reserve is ready ramp space, capable of supporting any and all aircraft in the military or commercial inventory with no known MILCON requirements. Acceptance and subsequent use of the offered property will not adversely affect any existing ecosystems.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

  
THOMAS W. SPENCER, Col, USAFR  
Commander

5 Attachments:

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

12/15/84 10:42  
DEC-15-1984 09:20  
18TH DISTRICT, PENNSYLVANIA

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AFRES/MI

AFRES/CE

202 767 4384

002

P. 03/83

DISTRICT OFFICE:  
502 WOODMAN ROAD  
PITTSBURGH, PA 15208  
(412) 842-3208

881 FIFTH AVENUE  
McKeesport, PA 15132  
(412) 844-4048

849 FIFTH ROAD  
PITTSBURGH, PA 15205  
(412) 842-3206

COMMITTEE ON  
WAYS AND MEANS  
ARMED SERVICES SUBCOMMITTEE  
ON HOUSE RESOURCES  
GENERAL SUBCOMMITTEE ON  
BUDGETS  
WASHINGTON OFFICE  
1222 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-3818  
(202) 225-2138

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

December 12, 1994

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

Dear Secretary Bostright:

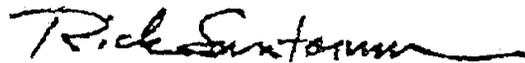
I am writing to urge your consideration of a proposal regarding the 911th Airlift Wing in Pittsburgh, Pennsylvania.

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

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

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

Sincerely,



Rick Santorum  
Member of Congress

RS:ps

FROM: HOLSORTH AND ASSOC.

TO:

NOV 14, 1994

10:43AM P.02

PETE FLAHERTY  
COMMISSIONERTOM FOERSTER  
CHAIRMANLARRY DUNN  
COMMISSIONERDEPARTMENT OF AVIATION  
PITTSBURGH INTERNATIONAL AIRPORT • ALLEGHENY COUNTY AIRPORT

# County of Allegheny

PITTSBURGH INTERNATIONAL AIRPORT

LANDSIDE TERMINAL, SUITE 4000

P.O. BOX 12370

PITTSBURGH, PA 15231-0370

(412) 472-3600 • FAX (412) 472-3638

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

November 14, 1994

Colonel T. Spencer, USAF Reserve  
811th Air Wing  
Greater Pittsburgh International Airport  
318 Defense Avenue, Suite 101  
Corryopolis, PA 15108-4408

SUBJECT: REUSE OF OLD TERMINAL  
GREATER PITTSBURGH INTERNATIONAL AIRPORT

Dear Colonel Spencer:

The County of Allegheny, Department of Aviation has recently been reviewing the old terminal for the Greater Pittsburgh International Airport and the associated ramp area. In reviewing this, it appears that the eastern portion of this ramp area which comprises approximately thirty (30) acres, may be suitable for use by the Air Force Reserve. If this is of interest to you, we would submit a request to the Board of Commissioners of Allegheny County to amend your lease to include this with the other land you are currently occupying. In previous discussions with the Commissioners, I am sure they will be receptive to this idea because of the value and the benefit of the 811th to this community. Based on these conversations with the Commissioners, specifically concerning the County's reuse of this area, I know that they would receive this request favorably.

Please indicate your thoughts concerning this to me so that if this is your desire, we can initiate the necessary paper work. I have been told that you have been an excellent neighbor over the years and that the Allegheny County Department of Aviation and the 811th have worked together very well. This was very evident to me in the aftermath of the tragedy of the crash of USAir Flight 427.

11/15/94 10:35

912 327 0108

AFRES/CE

PITT BCE

003

FROM: HOLS WORTH AND ASSOC.

TD:

NOV 14 1994 12:44PM P.03

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

Very truly yours,

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

HCH/rd

- cc Commissioner Tom Forster, Chairman
- Commissioner Pete Flaherty
- Commissioner Larry Dunn
- Tom Jangiello, ACDA
- Peter Florian, ACDA
- Kevin Conroy, ACDA
- Richard Belotti, ACDA

PETE FLAHERTY  
COMMISSIONER

TOM FOERSTER  
CHAIRMAN

LARRY DUNN  
COMMISSIONER



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PITTSBURGH INTERNATIONAL AIRPORT • ALLEGHENY COUNTY AIRPORT

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PITTSBURGH INTERNATIONAL AIRPORT

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

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

July 19, 1994

Christopher M. Joniec, Colonel, USAFR  
Commander  
911 Airlift Group  
Pittsburgh 1AP ARS  
316 Defense Avenue, Suite 101  
Coraopolis, PA 15108-4403

SUBJECT: EXPANSION OF RESERVE BASE REQUEST

Dear Mr. Joniec:

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

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

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

Colonel Joniec

2

July 19, 1994

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

Very truly yours,

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

<sup>19</sup>  
HCH/KWC/sb

eorb7-18

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County of Allegheny

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(412) 472-3500 • FAX (412) 472-3636

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

April 5, 1994

RFM 11 April 94  
CCE SR  
CEV/AF AM  
CEER CE  
CEM TEK  
CEA \_\_\_\_\_  
For your info

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

SUBJECT: EXPANSION OF RESERVE BASE

Dear Commander Joniec:

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

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

1. A site plan depicting the actual and revised lease line; interface with existing and proposed Airport facilities; and access and infrastructure impacts.
2. A use plan depicting proposed facilities and aircraft parking.
3. Supporting documentation of needs including, but not limited to, the existing and future economic impact of the base, impact of potential military down sizing, and overall viability of the base.

Col. Christopher M. Joniec  
April 5, 1994  
Page 2

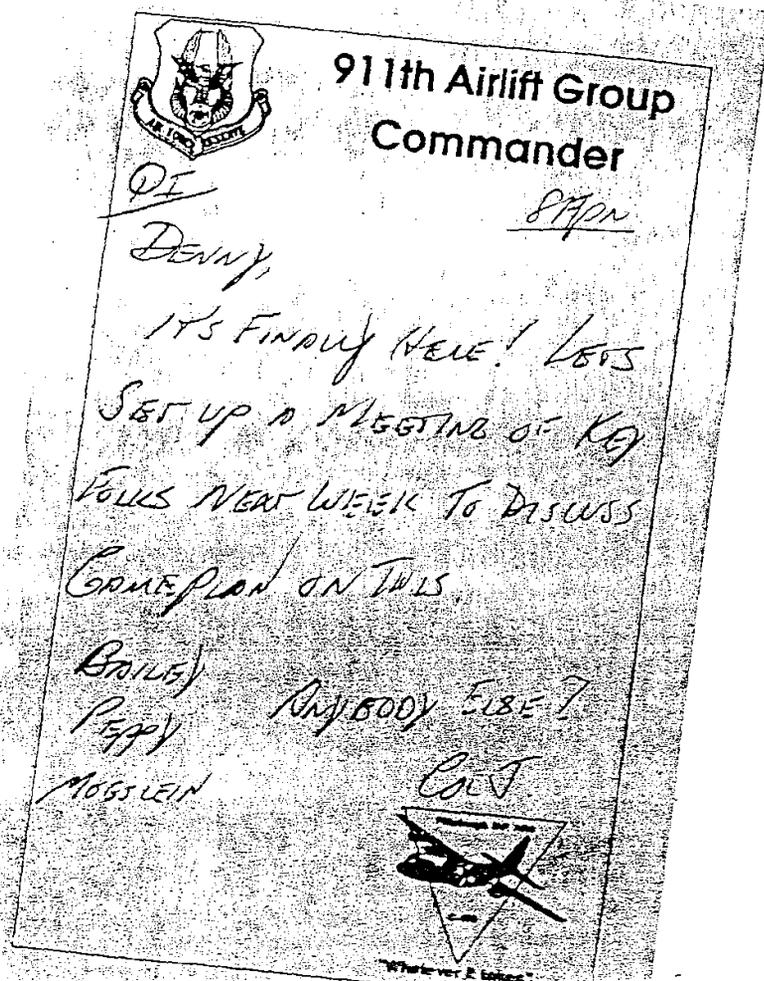
Upon receipt of this information, my staff will review the 911th's expansion request in light of current and proposed Airport developments. Should you have any questions in the interim, please contact Richard C. Belotti, Principal Planner of my staff at 472-3545.

Very truly yours,

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

*[Signature]*  
HCH/RCB/PF/jr

cc Peter Florian  
Tom Jargiello  
Kevin Conroy  
Charles Engstrom





## • Show Stoppers According to DOD

### - Pittsburgh – Land

- Any additional aircraft over 8 – “land” – is a showstopper and no additional calculations were made (page 17)

### - General Mitchell – Land

- Any additional aircraft over 12 – “land” – is a showstopper and no additional calculations for Milcon and Other Procurement were identified (page 11)

### - Selfridge – Ramp

- Any additional aircraft over 12 – “ramp” – is a showstopper and no additional calculations for Milcon and other Procurement were identified (page 36)

**PIT★BRAC**

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



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## **AIR FORCE RESERVE COMMAND CAPACITY ANALYSIS BRIEFING to the BASE CLOSURE EXECUTIVE GROUP**

28 Apr 2004

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## **AFRC Considerations**

- Build 1<sup>st</sup> Squadron to Optimum AEF Configuration
  - 12 PAA for Airlift and Tanker
  - 24 PAA for Fighters
- Second Increment adds one AEF Configured Squadron
  - Except C-130 missions
- Recruiting Demographics
  - Can become a Reserve Limiting Factor or Showstopper
- No Land Expansion
  - At Tenant Locations Remained Within Assigned Areas
  - At Host Locations Remained Within Permanent, Long-Term Boundaries
  - Lease Situation at Pittsburgh and Portland

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## AFRC Considerations

- Only Operations, Maintenance, and Direct Mission Support Facilities Included in Cost Estimates
- Does not Include Environmental Impact Analysis Process (EIAP) or Conformity (Clean Air Act) Cost Estimates
- Total Available Aircraft Parking Spaces Includes Covered Maintenance Spaces (per AFH 32-1084 & AFRCH 32-1001)
- Based on Announced C-141 Mission Conversions
  - C-17 at March ARB, CA
  - C-5 at Wright-Patterson AFB, OH
  - KC-135 at Andrews AFB, MD

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## AFRC Host Locations

- \* March ARB, CA
  - \* Westover ARB, MA
  - \* Grissom ARB, IN
  - General Mitchell ARS, WI
  - Minneapolis ARS, MN
  - Niagara Falls ARS, NY
  - Pittsburgh ARS, PA
  - Youngstown ARS, OH
  - Willow Grove ARS, PA
  - \* Dobbins ARB, GA
  - \* Homestead ARB, FL
- \* AFRC owns and operates the runway

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## March ARB, CA Overview

Assigned Weapon System Type(s)	C-17	KC-135R
Total PAA	8	8
# Flying Squadrons	1	1
Total Available Aircraft Parking Spaces	38	8
Unused Aircraft Parking Spaces	30	0

Template used	C-17
Standard PAA per squadron	12

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## March ARB, CA Overview Tenant Flying Units

Tenant Flying Unit	Type AC	# PAA	# Parking Spaces Used
ANG Fighter Alert	F-16	3	3
ANG Tanker Wing	KC-135	8	8
Customs Aircraft	Fixed/Rotary	3	3

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## March ARB, CA Estimated Costs

Template used	Airlift
<b>Robust Existing Squadron to 12 PAA</b>	
Limiting Factor	Air Quality
MILCON	14.2
Other procurement	0.5
<b>Subtotal</b>	<b>14.7</b>
<b>Add Second Squadron of 12 PAA</b>	
Limiting Factor	Air Quality
MILCON	69.6
Other procurement	2.9
<b>Subtotal</b>	<b>72.5</b>
<b>Total Cost for 24 PAA</b>	<b>87.2</b>



## March ARB, CA Estimated Costs One Squadron

<b>Robust Existing Squadron to 12 PAA</b>	
Major Construction	
Maintenance Training Dev. Facility	7.3
Add/Alter Facilities	5.6
Design MILCON	1.3
<b>Subtotal</b>	<b>14.2</b>
Minor Construction	
O&M Costs	0.5
<b>Subtotal</b>	<b>0.5</b>
<b>TOTAL</b>	<b>14.7</b>



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## March ARB, CA

### Estimated Costs 2<sup>nd</sup> Squadron

<b>Add Second Squadron of 12 PAA</b>	
Major Construction	
New Squad Ops	3.6
AMXS Facility	4.2
Flightline Support Facility	4.4
Maintenance Dock	8.2
Corrosion Control Hangar	11.9
Add/Alter Facilities	20.0
Upgrade Infrastructure	11.0
Design MILCON	6.3
<b>Subtotal</b>	<b>69.6</b>
Minor Construction	
O&M Costs	2.9
<b>Subtotal</b>	<b>2.9</b>
<b>TOTAL</b>	<b>72.5</b>

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## Westover ARB, MA Overview

Assigned Weapon System Type	C-5B
Total PAA	14
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	18
Unused Aircraft Parking Spaces	4

Template used	C-5
Standard PAA per squadron	12

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## Westover ARB, MA Overview Tenant Flying Units

Tenant Flying Unit	Type AC	# PAA	# Parking Spaces Used
<b>NO TENANT AIRCRAFT</b>			



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## Westover ARB, MA Estimated Costs

<b>Template used</b>	<b>Airlift</b>
<b>Redux Existing Squadron to 12 PAA</b>	
Limiting Factor	None
MILCON	0.0
Other procurement	0.0
Subtotal	0.0
<b>Add Second Squadron of 12 PAA</b>	
Limiting Factor	Air Quality
MILCON	171.2
Other procurement	2.4
Subtotal	173.6
<b>Total Cost for 24 PAA</b>	<b>173.6</b>



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## Westover ARB, MA Estimated Costs One Squadron

Redux Existing Squadron to 12 PAA	
Major Construction	
Add/Alter Facilities	0.0
Design MILCON	0.0
<b>Subtotal</b>	<b>0.0</b>
Minor Construction	
O&M Costs	0.0
<b>Subtotal</b>	<b>0.0</b>
<b>TOTAL</b>	<b>0.0</b>

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## Westover ARB, MA Estimated Costs 2<sup>nd</sup> Squadron

Add Second Squadron of 12 PAA	
Major Construction	
C-5 Parking Apron	68.7
Two Maintenance Hangars	40.9
Squad Ops/AMXS	6.7
Add/Alter Hydrant System	14.3
Add/Alter Facilities	15.5
Upgrade Infrastructure	9.5
Design MILCON	15.6
<b>Subtotal</b>	<b>171.2</b>
Minor Construction	
O&M Costs	2.4
<b>Subtotal</b>	<b>2.4</b>
<b>TOTAL</b>	<b>173.6</b>

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## Grissom ARB, IN Overview

Assigned Weapon System Type	KC-135R
Total PAA	16
# Flying Squadrons	2
Total Available Aircraft Parking Spaces	36
Unused Aircraft Parking Spaces	20

Template used	KC-135
Standard PAA per squadron	12



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## Grissom ARB, IN Overview Tenant Flying Units

Tenant Flying Unit	Type AC	# PAA	# Parking Spaces Used
<b>NO TENANT AIRCRAFT</b>			



## Grissom ARB, IN Estimated Costs

Template used	KC-135
<b>Robust Two Existing Squadrons to 12 PAA each</b>	
Limiting Factor	None
MILCON	0.0
Other procurement	0.0
Subtotal	0.0
<b>Add Third Squadron of 12 PAA</b>	
Limiting Factor	Recruiting
MILCON	35.7
Other procurement	1.0
Subtotal	36.7
<b>Total Cost for 36 PAA</b>	<b>36.7</b>



## Grissom ARB, IN Estimated Costs Two Squadrons

<b>Robust Two Existing Squadrons to 12 PAA each</b>	
Major Construction	
Add/Alter Facilities	0.0
Design MILCON	0.0
Subtotal	0.0
Minor Construction	
O&M Costs	0.0
Subtotal	0.0
<b>TOTAL</b>	<b>0.0</b>



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## Grissom ARB, IN Estimated Costs 3<sup>rd</sup> Squadron

<b>Add 3rd Squadron of 12 PAA</b>	
Major Construction	
Eyebrow Hangar	3.0
Replace Hydrant Fuel System	21.7
Squad Ops	4.5
Add/Alter Facilities	3.3
Design MILCON	3.2
<b>Subtotal</b>	<b>35.7</b>
Minor Construction	
O&M Costs	1.0
<b>Subtotal</b>	<b>1.0</b>
<b>TOTAL</b>	<b>36.7</b>

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## Gen Mitchell ARS, WI Overview

Assigned Weapon System Type	C-130H2
Total PAA	8
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	15
Unused Aircraft Parking Spaces	7

Template used	C-130
Standard PAA per squadron	12

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## Gen Mitchell ARS, WI Overview Tenant Flying Units

Tenant Flying Unit	Type AC	# PAA	# Parking Spaces Used
<b>NO TENANT AIRCRAFT</b>			



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## General Mitchell ARS, WI Estimated Costs

Template used	Airlift
Robust Existing Squadron to 12 PAA	
Limiting Factor	None
MILCON	0.0
Other procurement	0.0
Subtotal	0.0
<b>Add Increment of 4 PAA</b>	
Showstopper	Land
MILCON	
Other procurement	
Subtotal	N/A
<b>Total Cost for 16 PAA</b>	<b>N/A</b>



## Minneapolis ARS, MN Overview

Assigned Weapon System Type	C-130H2
Total PAA	8
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	14
Unused Aircraft Parking Spaces	6

Template used	C-130
Standard PAA per squadron	12



## Minneapolis ARS, MN Overview Tenant Flying Units

Tenant Flying Unit	Type AC	# PAA	# Parking Spaces Used
ANG	C-130	8	8



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## Los Angeles AFB Growth Capacity

Acres of Buildable Land	
Total available	0
Single largest contiguous buildable piece	0
Aircraft O&M (flight line)	N/A

- Showstoppers: No buildable land

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## Malmstrom AFB Growth Capacity

Acres of Buildable Land	
Total available	729
Single largest contiguous buildable piece	471
Aircraft O&M (flight line)	202

- Showstoppers: None
- Constraints: None

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## Niagara Falls ARS, NY Estimated Costs

Template used	Airlift
<b>Robust Existing Squadron to 12 PAA</b>	
Limiting Factor	Air Quality
MILCON	1.3
Other procurement	0.1
Subtotal	1.4
<b>Add Increment of 4 PAA</b>	
Limiting Factor	Air Quality
MILCON	22.5
Other procurement	0.9
Subtotal	<b>23.4</b>
<b>Total Cost for 16 PAA</b>	<b>24.8</b>



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## Niagara Falls ARS, NY Estimated Costs One Squadron

<b>Robust Existing Squadron to 12 PAA</b>	
Major Construction	
Add/Alter Facilities	1.2
Design MILCON	0.1
Subtotal	1.3
Minor Construction	
O&M Costs	0.1
Subtotal	0.1
<b>TOTAL</b>	<b>1.4</b>



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## Niagara Falls ARS, NY Estimated Costs Add Increment

### Add Increment of 4 PAA

Major Construction	
C-130 Parking Apron	4.5
New Squad Ops	3.5
Maintenance Hangar	8.7
Add/Alter Facilities	2.5
Add/Alter Refueler Parking	1.3
Design MILCON	2.0
<b>Subtotal</b>	<b>22.5</b>
Minor Construction	
O&M Costs	0.9
<b>Subtotal</b>	<b>0.9</b>
<b>TOTAL</b>	<b>23.4</b>

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## Pittsburgh ARS, PA Overview

Assigned Weapon System Type	C-130H2
Total PAA	8
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	10
Unused Aircraft Parking Spaces	2

Template used	C-130
Standard PAA per squadron	12

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## Pittsburgh ARS, PA Overview Tenant Flying Units

Tenant Flying Unit	Type AC	# PAA	# Parking Spaces Used
<b>NO TENANT AIRCRAFT</b>			



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## Pittsburgh ARS, PA Estimated Costs

Template used	Airlift
Robust Existing Squadron to 12 PAA	Land
Showstopper	
MILCON	
Other procurement	
Subtotal	N/A
<b>Total Cost for 12 PAA</b>	<b>N/A</b>



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## Youngstown ARS, OH Overview

Assigned Weapon System Type	C-130H2
Total PAA	12
# Flying Squadrons	2
Total Available Aircraft Parking Spaces	19
Unused Aircraft Parking Spaces	7

Template used	C-130
Standard PAA per squadron	12



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## Youngstown ARS, OH Overview Tenant Flying Units

Tenant Flying Unit	Type AC	# PAA	# Parking Spaces Used
<b>NO TENANT AIRCRAFT</b>			



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## Youngstown ARS, OH Estimated Costs

<b>Template used</b>	<b>Airlift</b>
<b>Robust One Squadron to 12 PAA</b>	
Limiting Factor	None
MILCON	0.0
Other procurement	0.0
<b>Subtotal</b>	<b>0.0</b>
<b>Robust Second Squadron to 12 PAA</b>	
Limiting Factor	Air Quality
MILCON	23.5
Other procurement	0.4
<b>Subtotal</b>	<b>23.9</b>
<b>Total Cost for 24 PAA</b>	<b>23.9</b>

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## Youngstown ARS, OH Estimated Costs One Squadron

<b>Robust One Squadron to 12 PAA</b>	
Major Construction	
Add/Alter Facilities	0.0
Design MILCON	0.0
<b>Subtotal</b>	<b>0.0</b>
Minor Construction	
O&M Costs	0.0
<b>Subtotal</b>	<b>0.0</b>
<b>TOTAL</b>	<b>0.0</b>

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## Youngstown ARS, OH Estimated Costs 2<sup>nd</sup> Squadron

<b>Robust Second Squadron of 12 PAA</b>	
Major Construction	
C-130 Parking Apron	3.6
Infrastructure Upgrade	3.7
Relocate POL	7.3
Add/Alter Facilities	6.8
Design MILCON	2.1
<b>Subtotal</b>	<b>23.5</b>
Minor Construction	
O&M Costs	0.4
<b>Subtotal</b>	<b>0.4</b>
<b>TOTAL</b>	<b>23.9</b>

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## Willow Grove ARS, PA Overview

Assigned Weapon System Type	C-130E
Total PAA	8
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	21
Unused Aircraft Parking Spaces	13

Template used	C-130
Standard PAA per squadron	12

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## Willow Grove ARS, PA Overview Tenant Flying Units

Tenant Flying Unit	Type AC	# PAA	# Parking Spaces Used
ANG	A-10	17	26



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## Willow Grove ARS, PA Estimated Costs

Template used	Airlift
<b>Robust Existing Squadron to 12 PAA</b>	
Limiting Factor	None
MILCON	0.0
Other procurement	0.0
Subtotal	0.0
<b>Add Increment of 4 PAA</b>	
Limiting Factors	Air Quality
MILCON	54.3
Other procurement	1.0
Subtotal	55.3
<b>Total Cost for 16 PAA</b>	<b>55.3</b>



## Willow Grove ARS, PA Estimated Costs

Template used	Airlift
Add 2nd Increment of 4 PAA	
Limiting Factors	Air Quality
MILCON	1.6
Other procurement	0.1
Subtotal	1.7
<b>Total Cost for 20 PAA</b>	<b>57.0</b>



## Willow Grove ARS, PA Estimated Costs One Squadron

<b>Robust Existing Squadron to 12 PAA</b>	
Major Construction	
Add/Alter Facilities	0.0
Design MILCON	0.0
<b>Subtotal</b>	<b>0.0</b>
Minor Construction	
O&M Costs	0.0
<b>Subtotal</b>	<b>0.0</b>
<b>TOTAL</b>	<b>0.0</b>



## ***Willow Grove ARS, PA*** ***Estimated Costs Add Increment***

### **Add Increment of 4 PAA**

Major Construction	
3-Bay Maintenance Hangar	25.5
Fuel Cell Hangar	7.0
General Purpose Shops	6.9
AMXS	3.4
Life Support	2.7
Add/Alter Facilities	3.9
Design MILCON	4.9
<b>Subtotal</b>	<b>54.3</b>
Minor Construction	
O&M Costs	1.0
<b>Subtotal</b>	<b>1.0</b>
<b>TOTAL</b>	<b>55.3</b>



## ***Willow Grove ARS, PA*** ***Estimated Costs 2nd Increment***

### **Add 2nd Increment of 4 PAA**

Major Construction	
Add/Alter Sqd Ops	1.0
Add/Alter Life Support	0.4
Design MILCON	0.2
<b>Subtotal</b>	<b>1.6</b>
Minor Construction	
O&M Costs	0.1
<b>Subtotal</b>	<b>0.1</b>
<b>TOTAL</b>	<b>1.7</b>



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## Dobbins ARB, GA Overview

Assigned Weapon System Type	C-130H2
Total PAA	8
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	17
Unused Aircraft Parking Spaces	9

Template used	C-130
Standard PAA per squadron	12

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## Dobbins ARB, GA Overview Tenant Flying Units

Tenant Flying Unit	Type AC	# PAA	# Parking Spaces Used
Army Reserve	C-560	4	4
Army Guard	C-23	4	4
	C-26	1	1
	OH-58	4	4
	UH-60	8	8
NORTHCOM	F-15/F-16	0	6

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## Dobbins ARB, GA Estimated Costs

Robust Existing Squadron to 12 PAA	
Limiting Factor	Air Space
MILCON	4.9
Other procurement	0.4
Subtotal	5.3
Add Increment of 4 PAA	
Limiting Factor	Air Space
MILCON	1.3
Other procurement	0.1
Subtotal	1.4
<b>Total Cost for 16 PAA</b>	<b>6.7</b>

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## Dobbins ARB, GA Estimated Costs One Squadron

Robust Existing Squadron to 12 PAA	
Major Construction	
Add/Alter Facilities	4.5
Design MILCON	0.4
Subtotal	4.9
Minor Construction	
O&M Costs	0.4
Subtotal	0.4
<b>TOTAL</b>	<b>5.3</b>

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## Dobbins ARB, GA

### Estimated Costs Add Increment

<b>Add Increment of 4 PAA</b>	
Major Construction	
Add/Alter Facilities	1.2
Design MILCON	0.1
<b>Subtotal</b>	<b>1.3</b>
Minor Construction	
O&M Costs	0.1
<b>Subtotal</b>	<b>0.1</b>
<b>TOTAL</b>	<b>1.4</b>



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## Homestead ARB, FL Overview

Assigned Weapon System Type	F-16C/D
Total PAA	15
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	57
Unused Aircraft Parking Spaces	42

Template used	F-16
Standard PAA per squadron	24



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## Homestead ARB, FL Overview Tenant Flying Units

Tenant Flying Unit	Type AC	# PAA	# Parking Spaces Used
ANG	F-15	6	6



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## Homestead ARB, FL Estimated Costs

Template used	F-16
Robust Existing Squadron to 24 PAA	
Limiting Factor	Air Quality
MILCON	4.2
Other procurement	0.3
Subtotal	4.5
Add Second Squadron of 24 PAA	
Limiting Factor	Air Quality
MILCON	19.9
Other procurement	1.3
Subtotal	21.2
<b>Total Cost for 48 PAA</b>	<b>25.7</b>



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## Homestead ARB, FL Estimated Costs One Squadron

<b>Robust Existing Squadron to 24 PAA</b>	
<b>Major Construction</b>	
Add/Alter Facilities	3.8
Design MILCON	0.4
<b>Subtotal</b>	<b>4.2</b>
<b>Minor Construction</b>	
O&M Costs	0.3
<b>Subtotal</b>	<b>0.3</b>
<b>TOTAL</b>	<b>4.5</b>

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## Homestead ARB, FL Estimated Costs 2<sup>nd</sup> Squadron

<b>Add Second Squadron of 24 PAA</b>	
<b>Major Construction</b>	
New Squad Ops	3.9
4-Bay Maintenance Hangar	3.5
Fuel Systems Maintenance Hangar	1.3
Add/Alter Facilities	7.3
Upgrade Infrastructure	2.1
Design MILCON	1.8
<b>Subtotal</b>	<b>19.9</b>
<b>Minor Construction</b>	
O&M Costs	1.3
<b>Subtotal</b>	<b>1.3</b>
<b>TOTAL</b>	<b>21.2</b>

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## AFRC Tenant Locations

- \* New Orleans NAS JRB, LA
- \* Fort Worth NAS JRB, TX
- Lackland AFB, TX
- Wright Patterson AFB, OH
- Selfridge ANGB, MI
- Beale AFB, CA
- Portland ANGB, OR
- Seymour Johnson AFB, NC
- Andrews AFB, MD
- Tinker AFB, OK
- Peterson AFB, CO
- Maxwell AFB, AL
- Keesler AFB, MS
- Duke Field (Eglin AFB), FL
- Patrick AFB, FL
- Davis Monthan, AZ
- Barksdale AFB, LA
- Whiteman AFB, MO
- Hill AFB, UT
- Luke AFB, AZ
- \*\* Scott AFB, IL

\* Reported for BRAC but are not "Host" AFRC Installations

\*\* Temporarily Unit Equipped with C-9 aircraft



## New Orleans NAS JRB, LA Overview

Assigned Weapon System Type	O/A-10
Total PAA	15
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	28
Unused Aircraft Parking Spaces	13

Template used	O/A-10
Standard PAA per squadron	24



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## New Orleans NAS JRB, LA Estimated Costs

Template used	A-10
<b>Robust Existing Squadron to 24 PAA</b>	
Limiting Factor	None
MILCON	32.7
Other procurement	0.2
<b>Subtotal</b>	<b>32.9</b>
<b>Add Second Squadron of 24 PAA</b>	
Showstopper	Ramp
MILCON	
Other procurement	
<b>Subtotal</b>	<b>N/A</b>
<b>Total Cost for 48 PAA</b>	<b>N/A</b>

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## New Orleans NAS JRB, LA Estimated Costs One Squadron

<b>Robust Existing Squadron to 24 PAA</b>	
Major Construction	
Maintenance Hangar (w/demo #4)	27.3
Add/Alter Facilities	2.4
Design MILCON	3.0
<b>Subtotal</b>	<b>32.7</b>
Minor Construction	
O&M Costs	0.2
<b>Subtotal</b>	<b>0.2</b>
<b>TOTAL</b>	<b>32.9</b>

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## Ft Worth NAS JRB, TX Overview

Assigned Weapon System Type	F-16C/D
Total PAA	15
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	28
Unused Aircraft Parking Spaces	13

Template used	F-16
Standard PAA per squadron	24

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## Ft Worth NAS JRB, TX Estimated Costs

Template used	F-16
<b>Robust Existing Squadron to 24 PAA</b>	
Limiting Factor	Air Quality
MILCON	10.8
Other procurement	1.3
Subtotal	12.1
<b>Add Second Squadron of 24 PAA</b>	
Showstopper	Ramp
MILCON	
Other procurement	
Subtotal	N/A
<b>Total Cost for 48 PAA</b>	N/A

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## Ft Worth NAS JRB, TX Estimated Costs One Squadron

<b>Robust Existing Squadron to 24 PAA</b>	
Major Construction	
Squad Ops/Life Spt/Surv Equip	5.9
Add/Alter Facilities	3.9
Design MILCON	1.0
<b>Subtotal</b>	<b>10.8</b>
Minor Construction	
O&M Costs	1.3
<b>Subtotal</b>	<b>1.3</b>
<b>TOTAL</b>	<b>12.1</b>

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## Lackland AFB, TX Overview

Assigned Weapon System Type	C-5A
Total PAA	14
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	16
Unused Aircraft Parking Spaces	2

Template used	C-5
Standard PAA per squadron	12

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## Lackland AFB, TX Estimated Costs

Template used	Airlift
<b>Redux Existing Squadron to 12 PAA</b>	
Limiting Factor	None
MILCON	0.0
Other procurement	0.0
<b>Subtotal</b>	<b>0.0</b>
<b>Add Second Squadron of 12 PAA</b>	
Limiting Factor	Air Quality
MILCON	78.1
Other procurement	0.7
<b>Subtotal</b>	<b>78.8</b>
<b>Total Cost for 24 PAA</b>	<b>78.8</b>



## Lackland AFB, TX Estimated Costs One Squadron

<b>Redux Existing Squadron to 12 PAA</b>	
Major Construction	
Add/Alter Facilities	0.0
Design MILCON	0.0
<b>Subtotal</b>	<b>0.0</b>
Minor Construction	
O&M Costs	0.0
<b>Subtotal</b>	<b>0.0</b>
<b>TOTAL</b>	<b>0.0</b>



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## Lackland AFB, TX Estimated Costs 2<sup>nd</sup> Squadron

<b>Add Second Squadron of 12 PAA</b>	
<b>Major Construction</b>	
C-5 Parking Apron	21.1
Maintenance Hangar	16.5
Maintenance Dock	11.1
Add/Alter Facilities	8.2
Add/Alter Hydrant System (8 pits)	10.2
Upgrade Infrastructure	3.8
Design MILCON	7.1
<b>Subtotal</b>	<b>78.1</b>
<b>Minor Construction</b>	
O&M Costs	0.7
<b>Subtotal</b>	<b>0.7</b>
<b>TOTAL</b>	<b>78.8</b>

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## Wright Patterson AFB, OH Overview

Assigned Weapon System Type	C-5A
Total PAA	10
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	13
Unused Aircraft Parking Spaces	3

Template used	C-5
Standard PAA per squadron	12

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## Wright Patterson AFB, OH Estimated Costs

Template used	Airlift
<b>Robust Existing Squadron to 12PAA</b>	
Limiting Factor	Air Quality
MILCON	5.0
Other procurement	0.0
Subtotal	5.0
<b>Add Second Squadron of 12 PAA</b>	
Showstopper	Ramp
MILCON	
Other procurement	
Subtotal	N/A
<b>Total Cost for 24 PAA</b>	<b>N/A</b>



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## Wright-Patterson AFB, OH Estimated Costs One Squadron

<b>Robust Existing Squadron to 12 PAA</b>	
Major Construction	
Deicing Pad	4.5
Design MILCON	0.5
<b>Subtotal</b>	<b>5.0</b>
Minor Construction	
O&M Costs	0.0
<b>Subtotal</b>	<b>0.0</b>
<b>TOTAL</b>	<b>5.0</b>



## Selfridge ANGB, MI Overview

Assigned Weapon System Type	KC-135R
Total PAA	8
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	12
Unused Aircraft Parking Spaces	4

Template used	KC-135
Standard PAA per squadron	12



## Selfridge ANGB, MI Estimated Costs

Template used	KC-135
<b>Robust Existing Squadron to 12 PAA</b>	
Limiting Factor	None
MILCON	4.0
Other procurement	0.2
Subtotal	4.2
<b>Add Second Squadron of 12 PAA</b>	
Showstopper	Ramp
MILCON	
Other procurement	
Subtotal	N/A
<b>Total Cost for 24 PAA</b>	<b>N/A</b>



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## Selfridge ANGB, MI Estimated Costs One Squadron

Robust Existing Squadron to 12 PAA	
Major Construction	
Add/Alter Facilities	3.7
Design MILCON	0.3
<b>Subtotal</b>	<b>4.0</b>
Minor Construction	
O&M Costs	0.2
<b>Subtotal</b>	<b>0.2</b>
<b>TOTAL</b>	<b>4.2</b>

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## Beale AFB, CA Overview

Assigned Weapon System Type	KC-135R
Total PAA	8
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	12
Unused Aircraft Parking Spaces	4

Template used	KC-135
Standard PAA per squadron	12

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## Beale AFB, CA Estimated Costs

Template used	KC-135
<b>Robust Existing Squadron to 12 PAA</b>	
Limiting Factor	Air Quality
MILCON	14.0
Other procurement	1.2
<b>Subtotal</b>	<b>15.2</b>
<b>Add Second Squadron of 12 PAA</b>	
Showstopper	Ramp
MILCON	
Other procurement	
<b>Subtotal</b>	<b>N/A</b>
<b>Total Cost for 24 PAA</b>	<b>N/A</b>

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## Beale AFB, CA Estimated Costs One Squadron

<b>Robust Existing Squadron to 12 PAA</b>	
Major Construction	
Squad Ops/AMXS/Life Support	11.7
Add/Alter Facilities	1.0
Design MILCON	1.3
<b>Subtotal</b>	<b>14.0</b>
Minor Construction	
O&M Costs	1.2
<b>Subtotal</b>	<b>1.2</b>
<b>TOTAL</b>	<b>15.2</b>

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## Portland ANGB, OR Overview

Assigned Weapon System Type	KC-135R
Total PAA	8
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	9
Unused Aircraft Parking Spaces	1

Template used	KC-135
Standard PAA per squadron	12



## Portland ANGB, OR Estimated Costs

Template used	KC-135
<b>Robust Existing Squadron to 12 PAA</b>	
Limiting Factor	Noise
MILCON	17.0
Other procurement	0.1
Subtotal	17.1
<b>Add Second Squadron of 12 PAA</b>	
Showstopper	Ramp
MILCON	
Other procurement	
Subtotal	N/A
<b>Total Cost for 24 PAA</b>	<b>N/A</b>



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## Portland ANGB, OR Estimated Costs One Squadron

### Robust Existing Squadron to 12 PAA

Major Construction	
KC-135 Parking Apron	7.9
Upgrade Infrastructure	2.4
Expand Hydrant Fuel System	1.6
Add/Alter Facilities	3.5
Design MILCON	1.5
<b>Subtotal</b>	<b>17.0</b>
Minor Construction	
O&M Costs	0.1
<b>Subtotal</b>	<b>0.1</b>
<b>TOTAL</b>	<b>17.1</b>

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## Seymour Johnson AFB, NC Overview

Assigned Weapon System Type	KC-135R
Total PAA	8
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	19
Unused Aircraft Parking Spaces	11

Template used	KC-135
Standard PAA per squadron	12

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## Seymour Johnson AFB, NC Estimated Costs

Template used	KC-135
<b>Robust Existing Squadron to 12 PAA</b>	
Limiting Factor	None
MILCON	4.4
Other procurement	0.1
Subtotal	4.5
<b>Add Second Squadron of 12 PAA</b>	
Showstopper	Ramp
MILCON	
Other procurement	
Subtotal	N/A
<b>Total Cost for 24 PAA</b>	<b>N/A</b>

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## Seymour Johnson AFB, NC Estimated Costs One Squadron

<b>Robust Existing Squadron to 12 PAA</b>	
Major Construction	
Add/Alter Facilities	4.0
Design MILCON	0.4
Subtotal	4.4
Minor Construction	
O&M Costs	0.1
Subtotal	0.1
<b>TOTAL</b>	<b>4.5</b>

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## Andrews AFB, MD Overview

Assigned Weapon System Type	KC-135R
Total PAA	8
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	12
Unused Aircraft Parking Spaces	4

Template used	KC-135
Standard PAA per squadron	12

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## Andrews AFB, MD Estimated Costs

Template used	KC-135
<b>Robust Existing Squadron to 12 PAA</b>	
Limiting Factor	Air Quality
MILCON	3.7
Other procurement	0.2
Subtotal	3.9
<b>Add Second Squadron of 12 PAA</b>	
Showstopper	Ramp
MILCON	
Other procurement	
Subtotal	N/A
<b>Total Cost for 24 PAA</b>	<b>N/A</b>

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## Andrews AFB, MD Estimated Costs One Squadron

### Robust Existing Squadron to 12 PAA

Major Construction	
Add/Alter Facilities	3.4
Design MILCON	0.3
<b>Subtotal</b>	<b>3.7</b>
Minor Construction	
O&M Costs	0.2
<b>Subtotal</b>	<b>0.2</b>
<b>TOTAL</b>	<b>3.9</b>

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## Tinker AFB, OK Overview

Assigned Weapon System Type	KC-135R
Total PAA	8
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	12
Unused Aircraft Parking Spaces	4

Template used	KC-135
Standard PAA per squadron	12

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## Tinker AFB, OK Estimated Costs

Template used	KC-135
<b>Robust Existing Squadron to 12 PAA</b>	
Limiting Factor	None
MILCON	15.6
Other procurement	1.3
<b>Subtotal</b>	<b>16.9</b>
<b>Add Second Squadron of 12 PAA</b>	
Showstopper	Ramp
MILCON	
Other procurement	
<b>Subtotal</b>	<b>N/A</b>
<b>Total Cost for 24 PAA</b>	<b>N/A</b>



## Tinker AFB, OK Estimated Costs One Squadron

<b>Robust Existing Squadron to 12 PAA</b>	
Major Construction	
Squad Ops/AMXS/Life Support	9.4
Expand Hydrant Fuel System	1.4
Add/Alter Facilities	3.4
Design MILCON	1.4
<b>Subtotal</b>	<b>15.6</b>
Minor Construction	
O&M Costs	1.3
<b>Subtotal</b>	<b>1.3</b>
<b>TOTAL</b>	<b>16.9</b>



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## Peterson AFB, CO Overview

Assigned Weapon System Type	C-130H3
Total PAA	12
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	15
Unused Aircraft Parking Spaces	3

Template used	C-130
Standard PAA per squadron	12

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## Peterson AFB, CO Estimated Costs

Template used	Airlift
Existing Squadron at 12 PAA	
Showstopper	None
MILCON	0.0
Other procurement	0.0
Subtotal	0.0
Add Increment of 4 PAA	
Showstopper	Ramp
MILCON	
Other procurement	
Subtotal	N/A
<b>Total Cost for 16 PAA</b>	<b>N/A</b>

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## Maxwell AFB, AL Overview

Assigned Weapon System Type	C-130H2
Total PAA	8
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	11
Unused Aircraft Parking Spaces	3

Template used	C-130
Standard PAA per squadron	12

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## Maxwell AFB, AL Estimated Costs

Template used	Airlift
Robust Existing Squadron to 12 PAA	
Showstopper	Ramp
MILCON	
Other procurement	
Subtotal	N/A
Total Cost for 12 PAA	N/A

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## Keesler AFB, MS Overview

Assigned Weapon System Type(s)	CC-130J	WC-130J
Total PAA	10	10
# Flying Squadrons	1	1
Total Available Aircraft Parking Spaces	10	10
Unused Aircraft Parking Spaces	0	0

Template used	C-130
Standard PAA per squadron	12

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## Keesler AFB, MS Estimated Costs

Template used	Airlift
Robust Existing Squadrons to 12 PAA Each	
Limiting Factor	Encroachment
MILCON	37.6
Other procurement	1.9
Subtotal	39.5
Add Third Squadron of 12 PAA	
Showstopper	Ramp
MILCON	
Other procurement	
Subtotal	N/A
<b>Total Cost for 36 PAA</b>	<b>N/A</b>

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## Keesler AFB, MS Estimated Costs Add Squadron

Robust Existing Squadrons to 12 PAA Each	
Major Construction	
Squad Ops	3.3
Aerial Port Facility	2.3
Maintenance Complex	6.0
2-Bay Hangar	16.5
Other Construction	6.1
Design MILCON	3.4
<b>Subtotal</b>	<b>37.6</b>
Minor Construction	
O&M Costs	1.9
<b>Subtotal</b>	<b>1.9</b>
<b>TOTAL</b>	<b>39.5</b>

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## Duke (Eglin AFB), FL Overview

Assigned Weapon System Type	MC-130E
Total PAA	12
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	23
Unused Aircraft Parking Spaces	11

Template used	C-130
Standard PAA per squadron	12

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## Duke (Eglin AFB), FL Estimated Costs

Template used	Airlift
Add Increment of 4 PAA	
Limiting Factor	None
MILCON	3.8
Other procurement	0.4
Subtotal	4.2
Add Increment of 8 PAA for Second Squadron	
Limiting Factor	Recruiting
MILCON	10.4
Other procurement	0.4
Subtotal	10.8
<b>Total Cost for 24 PAA</b>	<b>15.0</b>

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## Duke (Eglin AFB), FL Estimated Costs Add Increment

<b>Add Increment of 4 PAA</b>	
Major Construction	
Add/Alter Facilities	3.5
Design MILCON	0.3
<b>Subtotal</b>	<b>3.8</b>
Minor Construction	
O&M Costs	0.4
<b>Subtotal</b>	<b>0.4</b>
<b>TOTAL</b>	<b>4.2</b>

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## Duke (Eglin AFB), FL Estimated Costs 2<sup>nd</sup> Squadron

<b>Add Increment of 8 PAA</b>	
<b>Major Construction</b>	
Add/Alter Facilities	6.4
Upgrade Infrastructure	3.1
Design MILCON	0.9
<b>Subtotal</b>	<b>10.4</b>
<b>Minor Construction</b>	
O&M Costs	0.4
<b>Subtotal</b>	<b>0.4</b>
<b>TOTAL</b>	<b>10.8</b>

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## Patrick AFB, FL Overview

Assigned Weapon System Type(s)	HC-130N/P	HH-60G
Total PAA	5	8
# Flying Squadrons	1	1
Total Available Aircraft Parking Spaces	8	9
Unused Aircraft Parking Spaces	3	1

Template used	HC-130
Standard PAA per squadron	7

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## Patrick AFB, FL Estimated Costs

Template used	HC-130
<b>Robust Existing Squadron (7 PAA)</b>	
Limiting Factors	None
MILCON	3.3
Other procurement	0.4
Subtotal	3.7
<b>Add Second Squadron (7 PAA)</b>	
Showstopper	Ramp
MILCON	
Other procurement	
Subtotal	N/A
<b>Total Cost for Two Squadrons</b>	<b>N/A</b>



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## Patrick AFB, FL Estimated Costs One Squadron

<b>Robust Existing Squadron to 7 PAA</b>	
Major Construction	
Life Support	2.7
Add/Alter Squadron Operations	0.3
Design MILCON	0.3
<b>Subtotal</b>	<b>3.3</b>
Minor Construction	
O&M Costs	0.4
<b>Subtotal</b>	<b>0.4</b>



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## Davis Monthan AFB, AZ Overview

Assigned Weapon System Type	HH-60G
Total PAA	5
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	10
Unused Aircraft Parking Spaces	5

Template used	None
Standard PAA per squadron (HH-60)	5

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## Davis Monthan AFB, AZ Estimated Costs

Template used	HH-60G
<b>Build One Squadron (5 PAA)</b>	
Showstopper	None
MILCON	0.0
Other procurement	0.0
Subtotal	0.0
<b>Add Second Increment (5 PAA)</b>	
Showstopper	None
MILCON	11.5
Other procurement	2.0
Subtotal	13.5
<b>Total Cost for 10 PAA</b>	<b>13.5</b>

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## Davis Monthan AFB, AZ Estimated Costs 2nd Squadron

<b>Add 2nd Squadron</b>	
Major Construction	
Construct Squad Ops	3.0
Construct PJ Facility	4.1
Construct AMX Facility	2.4
Add/Alter Facilities	1.0
Design MILCON	1.0
<b>Subtotal</b>	<b>11.5</b>
Minor Construction	
O&M Costs	2.0
<b>Subtotal</b>	<b>2.0</b>
<b>TOTAL</b>	<b>13.5</b>

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## Barksdale AFB, LA Overview

Assigned Weapon System Type(s)	O/A-10	B-52H
Total PAA	15	8
# Flying Squadrons	1	1
Total Available Aircraft Parking Spaces	49	8
Unused Aircraft Parking Spaces	34	0

Template used	A-10
Standard PAA per squadron	24

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## Barksdale AFB, LA Estimated Costs

<b>Template used</b>	A-10
<b>Robust Existing Squadron to 24 PAA</b>	
Limiting Factor	None
MILCON	3.1
Other procurement	<u>0.2</u>
Subtotal	3.3
<b>Add Second Squadron of 24 PAA</b>	
Limiting Factor	None
MILCON	32.4
Other procurement	<u>1.9</u>
Subtotal	<u>34.3</u>
<b>Total Cost for 48 PAA</b>	<b>37.6</b>

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## Barksdale AFB, LA Estimated Costs One Squadron

<b>Robust Existing Squadron to 24 PAA</b>	
Major Construction	
AGE Shop	1.0
Add/Alter Facilities	1.8
Design MILCON	<u>0.3</u>
Subtotal	<b>3.1</b>
Minor Construction	
O&M Costs	0.2
Subtotal	<b>0.2</b>
<b>TOTAL</b>	<b>3.3</b>

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## Barksdale AFB, LA Estimated Costs 2<sup>nd</sup> Squadron

<b>Add Second Squadron of 24 PAA</b>	
<b>Major Construction</b>	
New Squad Ops	5.2
AMXS Facility	3.1
General Purpose Shops	5.3
4 Bay Hangar	10.0
Life Support Facility	2.3
Add/Alter Facilities	1.5
Upgrade Infrastructure	2.0
Design MILCON	3.0
<b>Subtotal</b>	<b>32.4</b>
<b>Minor Construction</b>	
O&M Costs	1.9
<b>Subtotal</b>	<b>1.9</b>
<b>TOTAL</b>	<b>34.3</b>

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## Whiteman AFB, MO Overview

Assigned Weapon System Type	A-10
Total PAA	15
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	26
Unused Aircraft Parking Spaces	11

Template used	A-10
Standard PAA per squadron	24

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## Whiteman AFB, MO Estimated Costs

Template used	A-10
<b>Robust Existing Squadron to 24 PAA</b>	
Limiting Factor	None
MILCON	5.7
Other procurement	0.7
Subtotal	6.4
<b>Add Second Squadron of 24 PAA</b>	
Showstopper	Ramp
MILCON	
Other procurement	
Subtotal	N/A
<b>Total Cost for 48 PAA</b>	<b>N/A</b>

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## Whiteman AFB, MO Estimated Costs One Squadron

<b>Robust Existing Squadron to 24 PAA</b>	
Major Construction	
New Squad Ops	3.4
Upgrade Airfield Pave/Drainage	1.2
Add/Alter Facilities	0.6
Design MILCON	0.5
Subtotal	5.7
Minor Construction	
O&M Costs	0.7
Subtotal	0.7
<b>TOTAL</b>	<b>6.4</b>

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## Hill AFB, UT Overview

Assigned Weapon System Type	F-16C/D
Total PAA	15
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	52
Unused Aircraft Parking Spaces	37

Template used	F-16
Standard PAA per squadron	24

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## Hill AFB, UT Estimated Costs

Template used	F-16
<b>Robust Existing Squadron to 24 PAA</b>	
Limiting Factor	None
MILCON	1.5
Other procurement	0.1
Subtotal	1.6
<b>Add Second Squadron of 24 PAA</b>	
Limiting Factor	Recruiting
MILCON	27.3
Other procurement	2.8
Subtotal	30.1
<b>Total Cost for 48 PAA</b>	<b>31.7</b>

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### Hill AFB, UT

## Estimated Costs One Squadron

Robust Existing Squadron to 24 PAA	
Major Construction	
Add/Alter Facilities	1.4
Design MILCON	0.1
<b>Subtotal</b>	<b>1.5</b>
Minor Construction	
O&M Costs	0.1
<b>Subtotal</b>	<b>0.1</b>
<b>TOTAL</b>	<b>1.6</b>

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### Hill AFB, UT

## Estimated Costs 2<sup>nd</sup> Squadron

Add Second Squadron of 24 PAA	
Major Construction	
New Squad Ops	4.0
Life Support	2.3
Add/Alter Wing Headquarters	4.4
4 Bay Maintenance Hangar	3.6
New AMXS Facility	3.1
Munitions Storage Igloos	3.0
Add/Alter Facilities	4.4
Design MILCON	2.5
<b>Subtotal</b>	<b>27.3</b>
Minor Construction	
O&M Costs	2.8
<b>Subtotal</b>	<b>2.8</b>
<b>TOTAL</b>	<b>30.1</b>

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## Luke AFB, AZ Overview

Assigned Weapon System Type	F-16C/D
Total PAA	15
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	24
Unused Aircraft Parking Spaces	9

Template used	F-16
Standard PAA per squadron	24



## Luke AFB, AZ Estimated Costs

Template used	F-16
<b>Robust Existing Squadron to 24 PAA</b>	
Limiting Factor	Air Quality
MILCON	4.4
Other procurement	0.2
Subtotal	4.6
<b>Add Second Squadron of 24 PAA</b>	
Showstopper	Ramp
MILCON	
Other procurement	
Subtotal	N/A
<b>Total Cost for 48 PAA</b>	<b>N/A</b>



## Luke AFB, AZ

### Estimated Costs One Squadron

#### Robust Existing Squadron to 24 PAA

Major Construction	
Add/Alter Facilities	4.0
Design MILCON	0.4
Subtotal	4.4
Minor Construction	
O&M Costs	0.2
Subtotal	0.2
<b>TOTAL</b>	<b>4.6</b>



## Scott AFB, IL Overview

Assigned Weapon System Type	C-9
Total PAA	3
# Flying Squadrons	1
Total Available Aircraft Parking Spaces	3
Unused Aircraft Parking Spaces	0

Template used	None
Standard PAA per squadron (C-9)	3



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## Scott AFB, IL Estimated Costs

Template used	C-9
Robust Existing Squadron to 3 PAA	
Limiting Factor	Air Quality
MILCON	
Other procurement	
Subtotal	N/A
<b>Total Cost for 6 PAA</b>	<b>N/A</b>

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## AFRC Command Summary Host Installations

Installation	Aircraft	Total PAA	Total Parking Spaces	Est \$\$ to Add 1 Unit	Est \$\$ to Add 2nd Unit	Total Est Cost
March ARB, CA	C-17	8	38	14.7 (12PAA)	72.5 (12 PAA)	87.2 (24 PAA)
	KC-135R	8	8	N/A	N/A	N/A
Westover ARB, MA	C-5B	14	18	0 (12 PAA)	173.6 (12 PAA)	173.6 (24 PAA)
Grissom ARB, IN	KC-135R	16	36	0 (24 PAA)	36.7 (12 PAA)	36.7 (36 PAA)
Gen Mitchell ARS, WI	C-130H2	8	15	0 (12 PAA)	N/A	0 (12 PAA)
Minneapolis ARS, MN	C-130H2	8	14	1.4 (12 PAA)	N/A	1.4 (12 PAA)
Niagara Falls ARS, NY	C-130H3	8	13	1.4 (12 PAA)	23.4 (4 PAA)	24.8 (16 PAA)
Pittsburgh ARS, PA	C-130H2	8	10	N/A	N/A	N/A
Youngstown ARS, OH	C-130H2	12	19	0 (16 PAA)	23.9 (8 PAA)	23.9 (24 PAA)
Willow Grove ARS, PA	C-130E	8	21	55.3(16 PAA)	1.7 (4 PAA)	57.0 (20 PAA)
Dobbins ARB, GA	C-130H2	8	17	5.3 (12 PAA)	1.4 (4 PAA)	6.7 (16 PAA)
Homestead ARB, FL	F-16C/D	15	57	4.5 (24 PAA)	21.2 (24 PAA)	25.7 (48 PAA)

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## AFRC Command Summary Tenant Locations

Installation	Aircraft	Total PAA	Total Parking Spaces	Est \$\$ to Add 1 Unit	Est \$\$ to Add 2nd Unit	Total Est Cost
*New Orleans NAS JRB, LA	O/A-10	15	28	32.9 (24 PAA)	N/A	32.9 (24 PAA)
*Fort Worth NAS JRB, TX	F-16C/D	15	28	12.1 (24 PAA)	N/A	12.1 (24 PAA)
Lackland AFB, TX	C-5A	14	16	0 (12 PAA)	78.8 (12 PAA)	78.8 (24 PAA)
Wright Patterson AFB, OH	C-5A	10	13	5.0 (12 PAA)	N/A	5.0 (12 PAA)
Selfridge ANGB, MI	KC-135R	8	12	4.2 (12 PAA)	N/A	4.2 (12 PAA)
Beale AFB, CA	KC-135R	8	12	15.2 (12 PAA)	N/A	15.2 (12 PAA)
Portland ANGB, OR	KC-135R	8	9	17.1 (12 PAA)	N/A	17.1 (12 PAA)
Seymour Johnson AFB, NC	KC-135R	8	19	4.5 (12 PAA)	N/A	4.5 (12 PAA)
Andrews AFB, MD	KC-135R	8	12	3.9 (12 PAA)	N/A	3.9 (12 PAA)
Tinker AFB, OK	KC-135R	8	12	16.9 (12 PAA)	N/A	16.9 (12 PAA)

\*Not AFRC "Host" Installations

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## AFRC Command Summary Tenant Locations (continued)

Installation	Aircraft	Total PAA	Total Parking Spaces	Est \$\$ to Add 1 Unit	Est \$\$ to Add 2nd Unit	Total Est Cost
Peterson AFB, CO	C-130H3	12	15	0 (12 PAA)	N/A	N/A
Maxwell AFB, AL	C-130H2	8	11	N/A	N/A	N/A
Keesler AFB, MS	C-130J	20	20	39.5 (24 PAA)	N/A	39.5 (24 PAA)
Duke (Eglin AFB), FL	MC-130E	12	23	4.2 (16 PAA)	10.8 (8 PAA)	15.0 (24 PAA)
Patrick AFB, FL	HC-130N/P	5	8	3.7 (7 PAA)	N/A	3.7 (7 PAA)
	HH-60G	8	9	N/A	N/A	N/A
Davis Monthan AFB, AZ	HH-60G	5	10	0 (5 PAA)	13.5 (5 PAA)	13.5 (10 PAA)
Barksdale AFB, LA	O/A-10	15	49	3.3 (24 PAA)	34.3 (24 PAA)	37.6 (48 PAA)
	B-52H	8	8	N/A	N/A	N/A
Whiteman AFB, MO	A-10	15	26	6.4 (24 PAA)	N/A (24 PAA)	6.4 (24 PAA)

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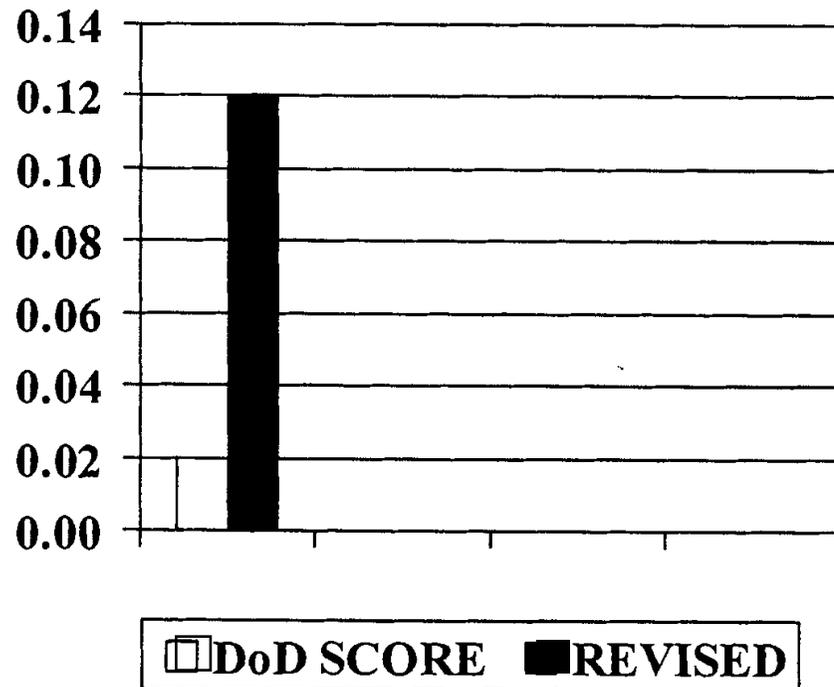
## ***AFRC Command Summary Tenant Locations (continued)***

Installation	Aircraft	Total PAA	Total Parking Spaces	Est \$\$ to Add 1 Unit	Est \$\$ to Add 2nd Unit	Total Est Cost
Hill AFB, UT	F-16C/D	15	52	1.6 (24 PAA)	30.1 (24 PAA)	31.7 (48 PAA)
Luke AFB, AZ	F-16C/D	15	24	4.6 (24 PAA)	N/A	4.6 (24 PAA)
Scott AFB, IL	C-9	3	3	N/A	N/A	N/A

# 011th Airlift Wing

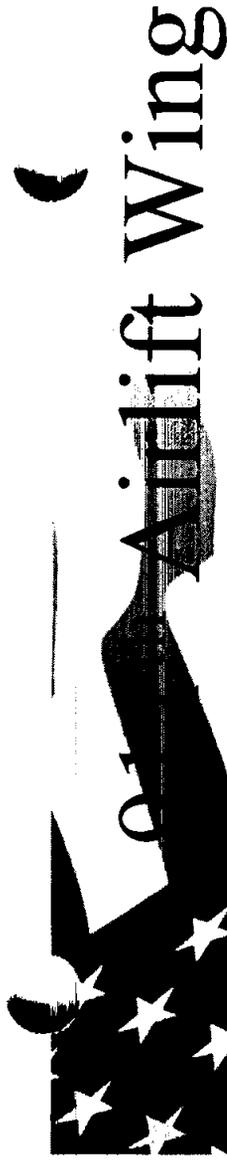
- Air Force Reserve Command Capacity Analysis Briefing Phase II – Showstopper – Land
- No further calculations done

**BUILDABLE ACRES FOR INDUSTRIAL GROWTH**



**PIT★BRAC**

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



- Military Entry Processing Station (MEPS)
  - Support MEPS at 911<sup>th</sup> AW
  - Lodging, testing, troop feeding
  - \$1,039,000 annual cost savings to Government ~~X~~

**PIT★BRAC**

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

## INFORMATION PAPER

SUBJECT: Cost Savings for MEPS to Use 911<sup>th</sup> AF Reserve Base

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

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

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

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

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

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

Savings to USMEPCOM (HVAC)	\$79,200
Savings to USMEPCOM (Security)	\$27,062
Savings to Pittsburgh MEPS (Transportation)	\$52,500
Savings to Recruiters (4,000 trips x \$8 parking)	\$32,000
<u>Rent for lab at 911<sup>th</sup></u>	<u>(\$3,045)</u>

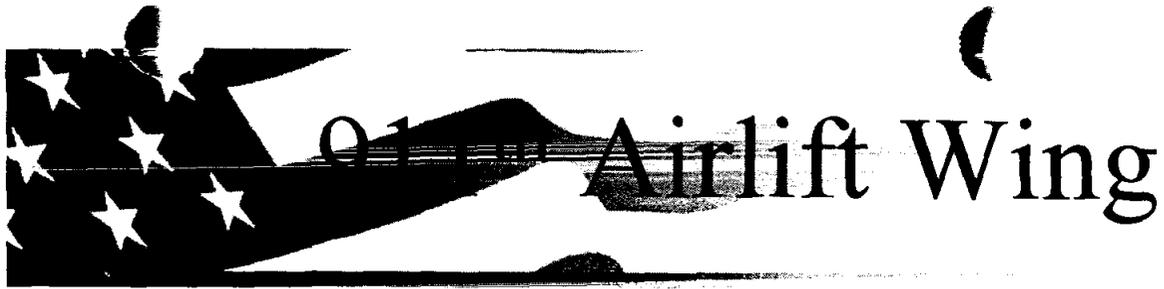
Realized savings to government \$187,717

4. Future Projects at the 911<sup>th</sup>:

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

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

MAJ MARSHALL  
PITTSBURGH MEPS  
(412) 395-4470



# 0100 Airlift Wing

- Impact on Joint Use
  - Cost of relocation
    - MEPS
      - \$9M cost to construct new facility
    - Annual Rents (estimated)\*

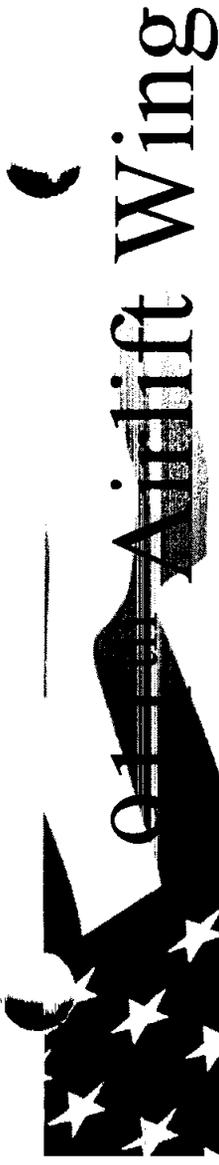
	<u>Square Feet Needed</u>	<u>\$14 Rent/ Sq. Foot</u>	<u>\$18 Rent/ Sq. Foot</u>
Communications	8,000 square feet	\$112,000	\$144,000
Army Recruiting	4,000 square feet	\$56,000	\$72,000
Army Corps of Engineers	4,000 square feet	\$56,000	\$72,000
Navy Seabees	20,000 square feet	\$280,000	\$360,000
USAF Recruiting Services	8,000 square feet	\$112,000	\$144,000
Civil Air Patrol	4,000 square feet	\$56,000	\$72,000

\*\$14-\$18/square foot, based on comparable facilities in Pittsburgh market, 6/05

\*\* moving costs estimated to equal 1 year's rent

**PIT★BRAC**

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



- Firing Range
  - Utilized by over 50 Government and Civilian Agencies
  - Cost savings well over \$200,000

**PIT★BRAC**

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

**911th AW  
Firing Range Utilization**

ORGANIZATION	DATE	CONTACT	PERSONNEL TRAINED PER YEAR
Ohioville Police Department	7-Nov-02	Assistant Chief Dan Mosura	25
U.S. Customs (Office of investigations)	17-Jul-02	Special Agent Richard P. Nicoloff	20
U.S. Customs (Inspectors Airport)	17-Jul-02	Inspector Stephen D. McConachie	30
Veterans Administration Police Department	7-May-02	Chief John Crawford	125
Upper St. Clair Police Department	16-Apr-02	Lt. John Sakoin	60
Carnegie Police Department	16-Apr-02	U.S.C. PD Coordinated Lt Sakoin	10
Crafton Boro. Police Department	16-Apr-02	U.S.C.P.D. Coordinated Lt Sakoin	12
Bridgeville Police Department	16-Apr-02	U.S.C. PD Coordinated Lt Sakoin	15
Bethel Park Police Department	16-Apr-02	U.S.C. PD Coordinated Lt Sakoin	20
Robison Twp. Police Department	16-Apr-02	U.S.C. PD Coordinated Lt Sakoin	20
Castle Shanon Police Department	16-Apr-02	U.S.C. PD Coordinated Lt Sakoin	15
Pleasant Hills Police Department	16-Apr-02	U.S.C. PD Coordinated Lt Sakoin	10
Peters Twp. Police Department	16-Apr-02	U.S.C. PD Coordinated Lt Sakoin	12
Whitehall Twp Police Department	16-Apr-02	U.S.C. PD Coordinated Lt Sakoin	14
Cecil Twp Police Department	16-Apr-02	U.S.C. PD Coordinated Lt Sakoin	20
Findlay Police Department	3-Apr-02	Officer John Hart	55
Borough of Edgewood Police Department	28-Mar-02	Boro Manager John Marquart	30
North Versailles Police Department	20-Mar-02	Chief James Comunale	30
Drug Enforcement Administration, (Pittsburgh District Office)	14-Sep-00	Brian Averi	100
New Castle Police Department (S.W.A.T.)	14-Sep-00	D.E.A coordinated Brian Averi	25
State Correctional Institution Pittsburgh, PA. Department of Corrections	10-Jul-00	Lt. Dan Clark	200
99 <sup>th</sup> Regional Support Office	13-Jun-00	Chief Executive Officer William Staub	100
U.S. Navy Reserve, (Amphibious Construction Battalion 2, Det 105)	17-May-00	Lt. Commander Evans	125
Moon Police Department	18-Feb-00	Jeff Venese	60
East Liverpool Ohio Police Department	30-Sep-99	Chief of Police	25
910 <sup>th</sup> SFS Youngstown A.R.S	24-Sep-99	SMSgt. Tom Kissel	20
171 <sup>st</sup> SFS Pittsburgh Air National Guard	15-Sep-99	TSgt Andrew Michuels	10
United States Secret Service (Pgh. Field Office)	20-Dec-98	Shane Chessey	50
U.S. Secret Service Counter Sniper Team	1980	Mike Hatfield	30
U.S. Air Marshalls	1-Nov-02	Ted Traver	250
Midland Police Department	Mar-03	Sgt Adams	25
Mt. Lebanon Police Department	14-Aug-03	Lt Eugene Roach	208
South Fayette Police Department	14-Jul-03	Officer Joe Stancheski	17
US Army National Guard 110 Infantry	9-Sep-03	Capt College	65
Brighton Twp Police Department	20-Dec-98	Sgt Pete Benedict	17
Bridgeville Police Department	30-Jul-03	Officer Chris Manolakos	12
Scott Twp Police Department		Chief Butkiss	16
US Customs and Border Protection		David Fike	22
Collier Police Department	30-Jan-04	Kris Sabin	10
99th RRC G-7	24-Jun-04	SSG Mathew Brown	67
US Coast Guard	20-Feb-04	Tom Foley	150
USN MCB 23 DET 1223	14-Mar-04	Robert Johnson	100
335 Placement Battalion 99th RRC	29-Jan-04	Paul Sutton	50
Immigration Customs Enforcement		Richard Nicoloff	15
HUD / OIG	12-Oct-04	William Foley	30
US Department of Labor	24-Sep-04	Steve Wilburn	20
US Environmental Protection Agency			30
Social Security Agency	24-Sep-04		25
DEA Task Force	16-Aug-04	Barry Baldwin	25
DOD Defense Criminal Investigators		Matt Dunaway	40
Robert Morris University Police	Jun-04	Frank Cambest	14
		TOTAL USAGE	2476



U.S. Department of Homeland Security  
UNITED STATES SECRET SERVICE

Colonel Carl Vogt  
911<sup>th</sup> Airlift Wing/SFS  
1125 Carter St.  
Pittsburgh IAP-ARS  
Coraopolis, Pa. 15108

6/2/05

The United States Secret Service Pittsburgh Field Office would like to acknowledge the 911<sup>th</sup> Airlift Wing with thanks and gratitude for your unwavering support to our operational, readiness and training.

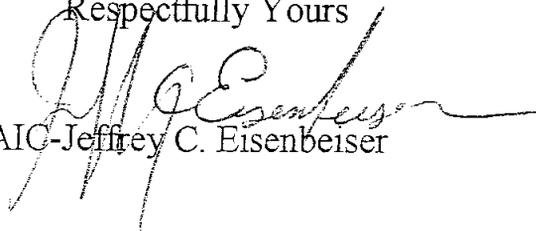
Our office utilizes, at no cost, your outdoor firing range for quarterly day and night firearms requalifications, providing range availability for approximately fourteen (14) shooters per quarter saves the USSS more than \$1000.00 per year. Your range also fulfills required USSS counter sniper team with rifle sighting and practice prior to any Presidential visit to our district.

We would also like to extend our Gratitude for providing secure storage of the Presidential motorcade, consisting of six (6) or more vehicles as well as additional agency vehicles during, other protective and investigative missions within the Pittsburgh district. The vehicle storage you provide at no charge, saves the USSS more than \$16,000.00 per year.

The USSS Pittsburgh Field Office also utilizes the 911<sup>th</sup> AFB in our Emergency Preparedness Program, (COOP) Continuity of Operations Plan. This enables the Pittsburgh Field Office to assemble and account for all USSS Special Agents and office staff during a city or state wide emergency and resume operations in a timely manner.

Thank you again for your support to the United States Secret Service and the continued safety and readiness you give to our community, state and nation.

Respectfully Yours

  
SAIG-Jeffrey C. Eisenbeiser

HHC 1/110<sup>TH</sup> INF(MECH)  
MT. PLEASANT PA.  
15666

To: MSG Craft

From: SFC Comer

Date: 5/31/2005

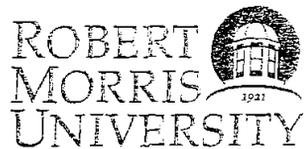
Re: 911<sup>Th</sup> Qualification range

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To whom it may concern the PA ARMY NATIONAL GUARD used the qualification range at the 911<sup>th</sup> airing while we were deployed to their location, we fired a total of 65 M16A4 rifles at that specific time, and the outstanding support the 911<sup>th</sup> cadre gave us helped out tremendously in not only getting all of our guys qualified in a timely manner but helped out financially by saving us the time and money from the travel to FT. Indiantown Gap to qualify.

After the support that we received from the 911<sup>th</sup> the first year we asked them to help us qualify the rest of our remaining element the second year we were there, so in a total number of M16A4 firers we had a total of around 150 soldiers qualified in 1 day relieving the cost for the travel to FT. Indiantown Gap and the stay for the weekend, the support and location of this range is a very valuable asset to any unit that gets the opportunity to use it.

JOHN F COMER  
SFC PAARNG  
Acting BN OPS NCO  
HQ 1/110 INF (REAR)  
724-542-0306 voice  
724-542-0310 fax



6-9-05

Dear MSgt. Craft:

This letter is to inform you that I will be training 14 officers from the Robert Morris University Police Department 2-3 times a year with our duty weapons.

If you have any questions, please do not hesitate to contact me. My phone numbers are 412-299-2422 (office) and 412-670-1733 (cell).

Sincerely,

A handwritten signature in black ink that reads 'SGT F. Cambest'.

Frank Cambest  
Sergeant  
Robert Morris University P.D.

Public Safety  
6001 University Boulevard  
Moon Township, PA  
15108-1189  
412-262-8200  
www.rmu.edu

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**From:** PiferTheodore A MSgt 910 SF/SFTT  
**Sent:** Monday, May 23, 2005 3:07 PM

**Subject:** RE: 910 SFS Firing Range

Sorry for the long delay. We have 20 firing points and the range is limited to 9MM and 5.56 frangible. Currently the range is only in use one (1) weekend a month.

THEODORE A. PIFER, SMSgt, USAFR  
910th Security Forces Training  
DSN: 346-1453 Comm: (330)609-1453  
FAX: 346-1138 Comm: (330)609-1138  
CELL: (330) 233-2350

**U.S. Department of Labor**

Office of Inspector General  
Office of Labor Racketeering and Fraud Investigations  
Public Ledger Building, Suite 1072  
150 S. Independence Mall West  
Philadelphia, PA 19106  
(215) 446-3755



May 27, 2005

United States Air Force Reserve  
911<sup>th</sup> Security Forces Squadron  
MSGT Kenneth H. Craft  
911th Airlift Wing/CFC  
1125 Carter Street  
Pittsburgh IAP-ARS  
Coraopolis, PA 15108-4481

Dear Master Sergeant Craft,

Approximately one year ago our Pittsburgh duty station was made aware of the Clinton range run by your office. Since that time you have made every effort to cooperate and provide Special Agents from the Department of Labor and other agencies with a more than adequate facility to conduct quarterly mandated firearms training sessions.

It is now our understanding that Congress has slated the 911<sup>th</sup> for potential closing. This would be a great injustice and would increase the Governments expenses in many other ways, if one looks at the services the 911<sup>th</sup> provides to its fellow Government agencies.

In the past, our agents along with Office of Inspector General Special Agents from Social Security, the Department of Housing and Urban Development, and the Environmental Protection Agency have had to struggle to locate adequate facilities to conduct training without having to leave the Pittsburgh area and incur travel expenses. A few Government firearms ranges run by the Allegheny County Police and Fire Training Academy and the U.S. Marshals were available. However, in recent months only the County and a few larger Federal agencies primarily use a range once made available to all law enforcement. The range owned by the U.S. Marshals in Pittsburgh has deteriorated to the point it is truly not safe to utilize. Most other ranges found in the Pittsburgh commuting area are either public, or privately owned. Both are very restrictive in the type of training they will allow. Also, the privately owned ranges tend to cost money that as you know most Government agencies do not have in their budgets.

The need and accessibility of adequate ranges to train Federal law enforcement officials in the commuting area around Pittsburgh is essential to maintaining each LEO'S proficiency and their ability to safely handle weapons they are asked to carry. The 911<sup>th</sup> and the Clinton range fulfills this need free of charge, by providing a safe and secure

shooting environment/range, and a classroom to conduct safety and/or other training as needed.

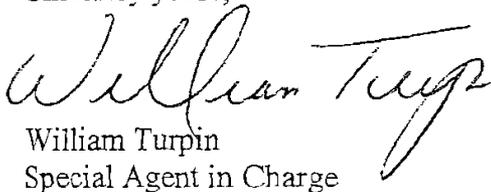
Other ranges have been identified, but they either are limited in their facilities, or too much time is wasted getting to and from those facilities.

It would truly be a disservice not only to the people employed at the 911<sup>th</sup>, but also to all the other Federal agencies who rely on the facilities and cooperation of you, your staff, and the 911<sup>th</sup>.

Please forward this letter to whoever may be interested in order to facilitate the removal of the 911<sup>th</sup> from Congress' list of military bases it is proposing to close.

Should you need any additional details please feel free to contact me at (215) 446-3755, or contact Stephen L. Wilburn, Regional Firearms Instructor, Pittsburgh, (412) 395-4495.

Sincerely yours,

  
William Turpin  
Special Agent in Charge

CHIEF OF POLICE  
RONALD H. LUTTON  
(724) 775-0880

Ohioville Borough



POLICE NON-EMERGENCY  
(724) 643-4281  
FAX  
(724) 643-4353

## Police Department

6288 TUSCARAWAS ROAD • INDUSTRY, PA 15052

To: Sgt. Craft  
From: Assistant Chief D. Mosura/Firearms Instructor  
Reference: Statistics for 2003'

Dear Ken,

The Ohioville Police Department did utilize the 911<sup>th</sup> firing range as follows for 2003':

Number of Officers Qualified:	90 to 100
Weapons Qualified on:	Handgun (.22, .25, .32, .9mm, .40, .357, .45) Shotgun (12 gauge) Patrol Rifle (.223 caliber)
Type of Qualification(s):	Daylight, Night Fire, Duty and Off-Duty Weapons

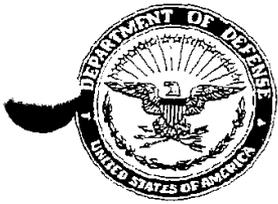
This range is utilized by our department approx 10 times per year.

The Ohioville Borough Police Department considers the staff and firing range, at the 911<sup>th</sup>, to be professional and nothing but the highest of quality. I, Assistant Chief Mosura, consider this firing range a great asset in the training and ability to provide learned and well trained professionals for the citizens of my community.

Any questions, please feel free to contact me at 724-643-4281.

Thank you again for providing this invaluable service,

Assistant Chief Daniel Mosura, Jr. / Firearms Instructor



DEPARTMENT OF THE ARMY  
HEADQUARTERS, 1st BN, 110th INFANTRY (Mechanized)  
911 AWW/SFS  
PIA-ARS  
1125 Carter Street, Bldg 221  
Coraopolis, PA 15108-4481

REPLY TO  
ATTENTION OF CPT Richard D. Collage

WTU1A4

28 January 2004

MEMORANDUM FOR RECORD

SUBJECT: US Army Individual Weapons Qualification at USAR Range

1. US Army security force augmentees conducted individual weapons qualification at the Clinton, PA range on 10-11 September 2003.
2. 67 soldiers qualified with their individual weapons, broken down as follows:  
63 M16A4, 5.56mm rifle  
4 M9, 9mm pistol
3. Training conducted: Daylight qualification, Night and NBC familiarization.
4. Point of Contact for this matter is MAJ Jeffrey Malaspino, 412-474-8495 or [jeffrey.malaspino@pittsburgh.af.mil](mailto:jeffrey.malaspino@pittsburgh.af.mil)

RICHARD D. COLLAGE  
CPT IN  
S4

**Midland Borough Police Department**

936 Midland Avenue, Midland PA 15059  
Phone (724) 643-1155 Fax (724) 643-0227

*Ronald A. Bongivengo, Jr., Chief of Police*  
Email: [police@midlandboro.org](mailto:police@midlandboro.org)

To: 911 Airlift Wing Base  
Sergeant Craft

From: Sergeant Robert S. Adams  
Midland Police Department  
Firearms Instructor

Date: 01/27/2004

Subject: 911 Airlift Wing Firearms Range

First I wish to thank the 911th for permitting the Midland Police Department for the use of the Firearms Range last year. Also Sergeant Craft for the professionalism and courtesy that you and your staff has shown us during our visits to your facility.

This letter is a confirmation that you had requested from the Midland Police Department and their use of the 911th firearms range last year. Along with the several training dates we did attended last year this was the first time we were able to place all of our Officers through a night fire qualification mostly due to the equipment that is available at the facility.

We are looking forward to this years training at your facility and at this time I am confirming our request to use the range March 10th and 18th 2004. Just as last year the Midland Police Department will be looking to continue firearms training of all our Officers quarterly in 2004.

Respectfully submitted;



Sgt Robert S. Adams



**DEPARTMENT OF POLICE**

**BRIGHTON TOWNSHIP**

**STANLEY L. GUZA**  
CHIEF OF POLICE

1300 BRIGHTON ROAD  
BEAVER, PA 15009  
(724) 774-1789  
(724) 774-4013 - FAX  
(724) 728-1134 - Office  
police@brightontwp.org

January 28, 2004

TSGT Kenneth H. Craft  
91<sup>th</sup> Airlift Wing/SFS  
1125 Carter Street  
Pittsburgh IAP-ARS  
Coraopolis, Pa. 15108-4481

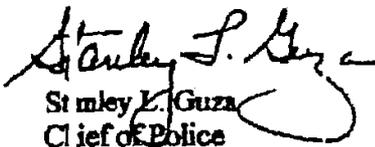
Dear Sir,

I would like to personally thank you for the time and energy and the professionalized service you have given to the Brighton Township Police department. Last year (2003) Our department utilized the Federal Range located in the Clinton training area. I must say that the facility is at the top of the list compared to other ranges in the Pittsburgh region.

The Brighton Township Police department has 17 Officers, and has qualified both day and night at the facility. Officers qualified with their duty weapons, 357 Magnums, 12 gauge shotguns, and the M-16 A1 Rifle.

We are looking forward to again asking for the use of the facility in the month of May 2004. If you have any open days during the month please contact me at 724.728.1134. Thank You.

Sincerely,

  
Stanley L. Guza  
Chief of Police



Veterans Affairs  
Medical Center Police

# Memorandum

DATE: 26 January 2004

FROM: John J. Crawford, Chief, Police Services

SUBJECT: Annual 911<sup>th</sup> Air Wing Pistol Range Usage

TO: Kenneth Craft, Staff sergeant, 911<sup>th</sup> Air Wing Range Coordinator

THRU: Mary A. Gild, Assistant Chief of Police

Staff Sergeant Craft, the VA Pittsburgh Healthcare System Police Service utilizes the 911<sup>th</sup> Air Wing Pistol Range on a quarterly basis to conduct the following mandatory training events. The number of officers per event is also indicated:

EVENT	PERSONNEL ATTENDING
Low Light Pistol Drills (annually)	45-50
Qualification (semi-annually)	45-50
Pistol Familiarization (annually)	45-50
New Hire Orientation (semi-annually)	5-15
Make-Up Qualification/Familiarization/Low-Light	2-5

Without the assistance of the 911<sup>th</sup> Air Wing the VA Police would have to travel in excess of 50-100 miles to qualify the personnel within our department. This travel would spread the event time over approximately three days, as we could not bring the current shift personnel to the range during our usual training event. The cost of doing this is excessive and would cause significant hardship on an already short-staffed department.

The services the 911<sup>th</sup> Air Wing provides to our department are excellent and cannot be duplicated by other federal agencies within the Pittsburgh and surrounding area.

// Signed and Approved for Distribution//  
JOHN J. CRAWFORD  
Chief  
Police Services





PAUL C. WILKS  
Chief of Police

# TOWNSHIP OF FINDLAY

POLICE DEPARTMENT • DRAWER W • CLINTON, PENNSYLVANIA 15026-0423  
PHONE (724) 695-1300 • FAX (724) 695-3390 • EMERGENCY (724) 695-7777



An Accredited  
Police Dept.

January 27, 2004

Tech Sergeant Ken Craft  
Combat Arms Manager  
1125 Carter Street  
Coraopolis, PA 15108  
(412) 474-8077

Dear Sergeant Craft:

The Findlay Township Police Department utilizes the 911<sup>th</sup> Air Force Range in the Spring, Summer and Winter of each year. This department currently employs sixteen full-time officers, with each officer qualifying on each of the aforementioned qualifications. This equates to 48 individual qualifications. The Findlay Township Police Department also utilizes the range on an annual basis to qualify all sixteen officers using the department issued shotgun. Additionally, our department utilizes the range twice annually, in Spring and Summer, to train with the department owned CAR-15 rifles. The range is also used to qualify all sixteen sworn members on a state mandated night familiarization course. In the Spring, we qualify all sixteen members with their off-duty firearm – also done at the 911<sup>th</sup> range.

If you have any questions, please feel free to contact me at (724) 695-1300.

Respectfully,

  
John H. Hart  
Firearms Instructor

JHH:cm

Ronald J. Pardini  
Chief of Police

*Department of Police*

*Calls For Service (412) 833-7500*

*Administration (412) 833-1113*

*Fax (412) 854-5320*

27 January 2004

TSGT Kenneth H. Craft  
Combat Arms Manager  
911<sup>th</sup> Airlift Wing/SFS  
1125 Carter Street  
Coraopolis, PA 15108-4481

Dear TSGT Craft:

I am writing to thank you and the 911<sup>th</sup> Airlift Wing for the use of your range in 2002 and 2003. In these days of hostility and acts of terrorism against our country your facility has been an enormous help to train more than our 27 Upper St Clair Police Officers. Our Department has coordinated firearms qualifications through your hospitality for 104 police officers from 20 police departments in Allegheny and Washington Counties. The firearms qualifications included all officers with their duty pistols, shotguns and weapons proficiency in patrol rifles and MP-5 sub-machine gun. Without your facility such mass training and qualifications would not be possible.

In addition to the required weapons qualifications you have provided a state of the art facility for our Department's 14 member Special Investigative Tactical Team (SITT / SWAT) to participate in live fire drills and tactical live fire room entry & clearing drills. The range has helped increase the team's proficiency in the use of our 45 caliber and 9 mm pistols, shotgun, MP-5 sub-machine gun, M-16 rifles and combined 308 and 223 caliber counter sniper rifles.

Please forward our appreciation to the base commander. We are looking forward to working with you in 2004.

Sincerely,

Ronald J. Pardini,  
Chief of Police

jms

CHIEF OF POLICE  
RONALD H. LUTTON  
(724) 775-0880



POLICE NON-EMERGENCY  
(724) 643-4281  
FAX  
(724) 643-4353

## Police Department

6268 TUSCARAWAS ROAD • INDUSTRY, PA 15052

To: Sgt Ken Craft

From: Mark Smilek, Assistant Chief of Police  
Firearms Instructor

Re: Range

Once again the 911<sup>th</sup> has provided an invaluable service to many of the communities in the area. The use of the firearms range has made training for my department and the departments I instruct for much easier. The Ohioville, Industry, Midland Boroughs and Brighton Township Police Departments collectively have approx. 60 officers that use the range to qualify and train in handguns, shotgun and rifle.

Currently, I use the range 12 times a year on average, and intend to use it much more in the future. This range is very important to use because the use of outdoor ranges such as sportsman's club have become very restrictive. Many of the clubs require that the officer's that are on the range be members of the club, and then I have to schedule around club activities. Also, with the restrictions that the Department of Environmental Protection and The Environmental Protection Agency have enacted, closed the use of many ranges in the area.

If the 911<sup>th</sup> is closed as is proposed, it will be another devastating economical loss to the area. Unfortunately, this area has seen too many losses like this in the past. Along with the economical loss, the loss of the range as a training facility will gravely effect the training officers receive. The police will be less effective in the performance of their duties if this occurs. The Police Officers in the area need this range to effectively perform their duties and serve their communities.

The communities these officers protect are either adjacent to or within only a few miles of the nuclear power plant in Shippingport, Pennsylvania. We need this range to effectively train and prepare for our part in the war on terrorism.

Thank you for providing use with this service.

*Mark A. Smilek*

Mark Smilek  
Assistant Chief of Police



REPLY TO  
ATTENTION OF

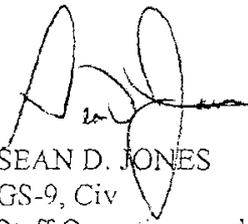
DEPARTMENT OF THE ARMY  
335<sup>TH</sup> REPLACEMENT BATTALION  
360 EVANS CITY ROAD  
BUTLER, PENNSYLVANIA 16001

AFRC-CPA-AS-A

31 May 2005

SUBJECT: Use of Clinton Range

We would like to thank you for the use of the facilities over the weekend of 13-14 May 2005. This is an excellent, well maintained and easy to operate facility which was more than able to accommodate all of our unit training needs in relation to weapons qualification. MSG Kraft was helpful and very flexible in regards to meeting our time requirements. From talking with my battalion commander, we plan on using this site at least semiannually with the possibility of our subordinate units using it in the same manner. There is another local unit who we shared the site with us over the weekend, who will be using the site more frequently as well. The location as well as the adjacent training area makes it not only convenient as far as travel, but fully capable of supporting our yearly warrior task training requirements as well. We look forward to using your facilities in the future.



SEAN D. JONES  
GS-9, Civ  
Staff Operations and Training Specialist

Police Department

# TOWNSHIP OF CRESCENT

225 Spring Run Road  
Crescent Twp., PA 15046

Chief Todd K. Miller  
(Office) 724-457-8100

(Emergency) 412-262-5000  
(Fax) 724-457-5251

To: Sgt. Ken Kraft, 911<sup>th</sup> Airwing

From: Sgt. Ken Longerman, Crescent Twp Police

Date: January 31, 2004

RE: Range Usage

Dear Sgt. Kraft,

I am writing this letter as you requested regarding the Crescent Township Police Departments use of the firing range located in Independence Township. Let me express the importance of this facility to my police department. This facility is perfect for the various types of training we conduct.

For the upcoming year, we are planning to shoot twice, once in the spring and once in the fall. My police department comprises of 12 officers at this time. Each officer is qualified with their .40 caliber duty weapon, a 12 gauge shotgun with rifled slugs and 00 buck shot and the officers personal off-duty weapon of various calibers. Based on this information, each time I qualify the officers, 36 different qualifications take place. Since we are qualifying twice a year, it would be a total of 72 qualifications for this year alone.

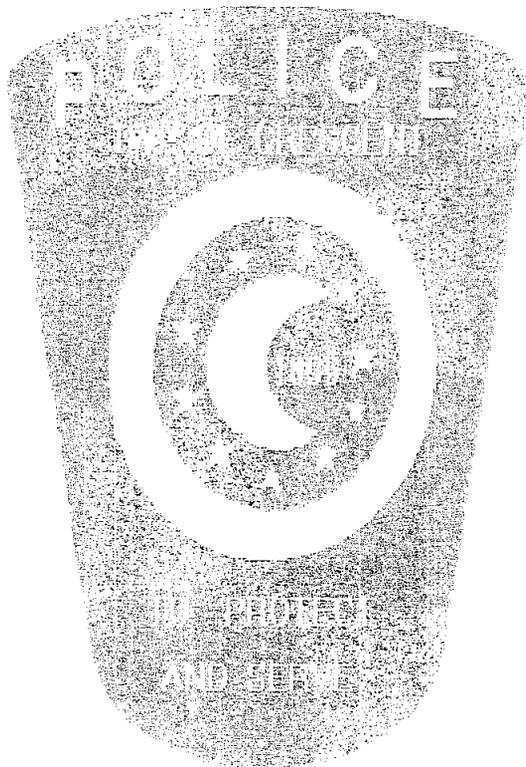
Your facility provides an excellent place for progressive police departments to training. Our officers are able to do various types of tactical training, controlled dim light shooting, building search and room clearance type training. These are just examples of a few types of drills we conduct on your range. Also, we are able to use the classroom area of the facility to discuss safety issues, "use of force" issues and policies.

In the 10 years I have been a firearms instructor, certified through the NRA, I have never enjoyed a range better suited for this type of training. It is imperative for our department to have the continued cooperation of the U.S. Government. Without this facility, our training will be taking several steps backwards.

Sgt. Kraft, please let me know what other information you need regarding our training and use of the facility. Crescent Township will be happy to assist you in any way possible. I am available to discuss my training further in depth if needed. Please do not hesitate to contact me if needed.

Sincerely,

*Sgt. Ken Longerman CT21*  
Sergeant Ken Longerman, Range Master





U. S. Department of Justice  
Drug Enforcement Administration  
Brian J. Averi,  
Task Force Supervisor  
Pittsburgh District Office

[www.dea.gov](http://www.dea.gov)

January 27, 2004

Tech Sgt. Ken Craft  
911 Combat Arms Range Manager

Reference Subject: Utilization of 911 Tactical Firearms Range during  
Calendar year 2003

The DEA has utilized the 911 Tactical Range facilities four (4) times during the calendar year 2003 for qualification purpose. This event usually involved anywhere from a minimum of ten (10) enforcement personnel to a maximum of twenty (20). The qualification training would usually take approximate 5-7 hours to complete. This would involve set-up and takedown/cleanup of the range facility as well as cleaning of the weapons utilized that day,

In addition, the DEA has sponsored other tactical/firearms training sessions. In 2003, those involved two additional "Car-Assault" programs, which utilized the parking area at the 911 range. At least two additional "night-shoot" sessions as well as a separate training class for Ballistic Shields.

The latter classes above involved members of the Pennsylvania State Police, the New Castle Police Department and members of the Allegheny Sheriffs Department.

In if there are any further questions regarding this matter please contact me at 412.395.4382.

A handwritten signature in black ink, appearing to read "B. Averi", written over a horizontal line.

G/S Brian J. Averi  
Pittsburgh District Office, DEA  
Task Force #2 Supervisor



MT. LEBANON  
PENNSYLVANIA  
POLICE DEPARTMENT

MUNICIPAL BUILDING  
710 WASHINGTON ROAD  
PITTSBURGH, PA 15228  
PHONE (412) 343-3400  
FAX (412) 563-1770  
[www.mtlebanon.org](http://www.mtlebanon.org)

February 6, 2004

TSGT Kenneth H. Craft  
Combat Arms Manager  
911<sup>th</sup> Airlift Wing/SFS  
1125 Carter Street  
Pittsburgh IAP-ARS  
Coraopolis, PA 15108-4481

Dear TSGT. Craft,

I would like to take this opportunity to thank you for all the assistance you have given the Mt. Lebanon Police over the past year. In the Spring of 2003, it came to my attention that the shooting range owned by the Township of North Fayette, Pa. would be closing due to the construction of an elementary school in the area. Our Department had been using this range for many years to train our officers. At that time, I requested Deputy Chief Eugene Roach attempt to locate a facility that we could use on a regular basis for training. Deputy Chief Roach advised me that he had contacted you and that you were more than willing to assist our Agency in any way possible.

Starting in September 2003, our Special Response Team (SRT) started training at your facility. Both Lieutenant Michael Gallagher and Deputy Chief Roach have reported to me over the last few months on how well you and your staff have treated our SRT members. We fully intend to continue to train at the 911<sup>th</sup> Airlift Range in the future, as long as it remains available.

During the 2004 calendar year alone, our Agency will conduct monthly SRT training, and on six occasions, we will bring our whole Department to the range for weapons qualifications. Adding all the training together for 2004, it will total 208 officers using the range for a total of 1,664 man-hours of training. If it wasn't for your assistance at the 911<sup>th</sup>, it would have been necessary to cut back on training.

Once again, thank you for your dedication to helping out local Law Enforcement.

Sincerely,

**Thomas A. Ogden, Jr.**  
**Chief of Police**  
**Mt. Lebanon Police Department**  
TAO/bak



Office of Investigations

U.S. Department of Homeland Security  
Resident Agent in Charge  
1000 Liberty Avenue, Room 303  
Pittsburgh, PA 15222



## U.S. Immigration and Customs Enforcement

February 2, 2004

United States Air Force  
Combat Arms Manager  
Technical Sergeant Kenneth Craft  
911<sup>th</sup> Air Wing/911<sup>th</sup> SFS/911<sup>th</sup> SFTC  
1125 Carter Street  
Coraopolis, Pennsylvania 15108

Re: Range Usage/Qualifications

Dear Technical Sergeant Craft:

The Department of Homeland Security, Office of Immigration and Customs Enforcement (ICE), Resident Agent in Charge/Pittsburgh, Pennsylvania has been fortunate to be able to utilize the United States Air Force 911<sup>th</sup> Air Wing Range for our firearm qualifications. Our current Table of Organization consists of fifteen armed Special Agent Criminal Investigators. The qualifications allow the agents to carry a variety of firearms as their duty weapon, off duty weapon or secondary weapon. Special agents are required to perform quarterly firearm qualifications for each weapon they desire to carry. The firearms used during qualifications are 9mm and .40 caliber pistols, .38 and .357 caliber revolvers, 12-gauge shotgun and AR-15 and Styer Aug rifles. Qualifications require night fire/reduced light, tactical shooting exercises and various training scenarios.

I would appreciate the continued use of the 911 Air Wing Range for special agent firearm qualifications.

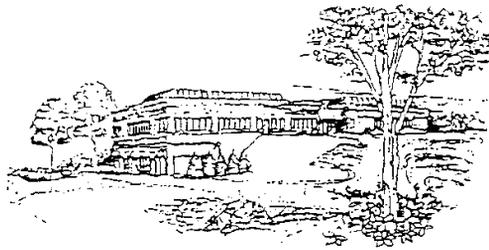
If you have any questions please contact my Primary Firearms Officer, Senior Special Agent Richard Nicoloff or me at 412-395-4970.

Sincerely,

A handwritten signature in cursive script that reads "Richard Boronyak".

Richard Boronyak  
Resident Agent in Charge  
ICE/RAC/Pittsburgh, Pennsylvania

# TOWNSHIP OF COLLIER POLICE DEPARTMENT



Daniel D. Rearick  
Chief of Police

2418 HILLTOP ROAD • PRESTO, PENNSYLVANIA 15142 • (412) 276-5051 • FAX (412) 429-0667

**"COMMUNITY FIRST"**

Date: 5-1-04

TSgt Ken Craft, Combat Arms Manager  
911 AW/SFS/SFTC  
1125 Carter Street  
Pittsburgh IAP-ARS  
Coraopolis, PA 15108-4481

Dear TSgt Craft,

This letter is to officially register our department with your office for the purpose of utilizing the Clinton Firing Range.

Our department currently employs twelve (12) officers who will use the range for range qualifications and other shooting scenarios. It is our hope to use your range a minimum of three (3) times a year.

Officers will shoot their respective duty sidearm (.40 cal & .45 ACP), shotgun (12 ga) and patrol rifle (.223 cal). I hope I returned all of the necessary information to you so we may begin using the range.

Should you have any questions or require additional information please contact me.

Respectfully,

Ofc. Kris G. Sabin  
Firearms Instructor  
412.276.5051 ext 418

Township of



**USC**

FOUNDED  
1778

Upper St. Clair

*Department of Police*

*Calls For Service (412) 833-7500*

*Administration (412) 833-1113*

*Fax (412) 854-5320*

**Ronald J. Pardini**

*Chief of Police*

18 May 2005

TSGT Kenneth H. Craft  
Combat Arms Manager  
911<sup>th</sup> Airlift Wing/SFS  
1125 Carter Street  
Coraopolis, PA 15108-4481

Dear TSGT Craft:

I am writing to thank you and the 911<sup>th</sup> Airlift Wing for the use of your range repeatedly over the last four (4) years. In these days of hostility including acts of domestic and international terrorism against our country your facility has been an enormous help to train more than our 28 Upper St Clair Police Officers. Our Department has coordinated firearms qualifications through your hospitality for over 200 police officers from 21 police departments in Allegheny and Washington Counties. Several of those Borough and Township Municipal Departments include: Bethel Park, Castle Shannon, Whitehall, Dormont, South Park, Pleasant Hills, Scott, Clairton, Robinson, Brentwood, Peters, Cecil, North Strabane, Greentree, Shaler, Jefferson Hills, Ross, Carnegie, McCandles, Washington and South Fayette. The Firearm qualifications included all officers with their duty pistols, shotguns and weapons proficiency in patrol rifles and MP-5 sub-machine gun. Without your facility such mass training and qualifications would not be possible.

In addition to the required weapons qualifications you have provided a state of the art facility for our Department's 14 member Special Investigative Tactical Team (SITT / SWAT) to participate in live fire drills and tactical live fire room entry & clearing drills. The range has helped increase the team's proficiency in the use of our 45 caliber and 9 mm pistols, shotgun, MP-5 sub-machine gun, M-16 rifles and combined 308 and 223 caliber counter sniper rifles.

Please forward our appreciation to the base commander and the United States Department of Defense. We are looking forward to working with you in the future.

Sincerely,

Ronald J. Pardini,  
Chief of Police

jms



## SCOTT TOWNSHIP POLICE DEPARTMENT

301 Lindsay Road • Carnegie, PA 15106  
Administrative Office (412) 276-7725 • FAX (412) 276-3312  
Police Non-Emergency (412) 279-6911  
Police Emergency 9-1-1

Stanley Butkus, Chief

To: Master Sergeant Ken Kraft  
From: Lieutenant James Secret, Scott Township Police Department  
Subject: Firearms Range Use  
Date: 5/27/2005

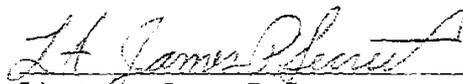
Master Sergeant Kraft,

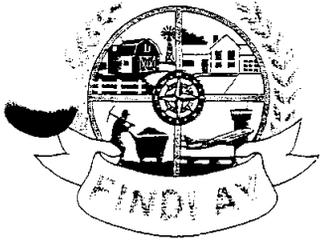
The Scott Township Police Department would like to take this opportunity to thank you and the United States Air Force for the use of the firearms range that we have utilized over the last several years. The fact that we have been given permission to make use of your range has been both a scheduling and financial relief to our police department. Using the Air Force Range has enabled us to schedule officers while they are working and therefore saving overtime payment that can be utilize in other areas. It is also beneficial to train in a facility that is up to date, safe and is as accommodating as the Air Force Firing Range.

Hopefully, this assistance can continue and grow. With cooperation such as this between government and law enforcement agencies we can help each other win the war on crime and terrorism.

If the Scott Township Police Department or myself can ever be of assistance to your agency, please do not hesitate to call.

Thank You,

  
Lieutenant James P. Secret



# TOWNSHIP OF FINDLAY

POLICE DEPARTMENT • DRAWER W • CLINTON, PENNSYLVANIA 15026-0423  
PHONE (724) 695-1300 • FAX (724) 695-3390 • EMERGENCY (724) 695-7777



PAUL C. WILKS  
Chief of Police

June 8, 2005

An Accredited  
Police Dept.

Ken Craft  
Tech Sergeant  
Combat Arms Manager  
1125 Carter Street  
Coraopolis, PA 15108

Dear Sergeant Craft:

The Findlay Township Police Department has been utilizing the 911<sup>th</sup> Air Force Range since 2001. Our department employs sixteen (16) fulltime police officers and each officer qualifies at the range three (3) times each year, in the spring, summer and winter. The 911<sup>th</sup> Air Force Range is situated approximately ¼ mile out of the jurisdictional boundaries of Findlay Township. The location of this range has given our department the ability to qualify our officers while they are on their assigned shift, thus saving the police department a large amount of overtime money from our training budget. Each officer is required to qualify 3 times annually with their service weapon, complete a state certified night shoot, an annual shotgun qualification and an annual patrol rifle qualification course. Also, each officer will qualify with their off-duty weapon if they choose to carry one.

Should our department need to secure a private range in order to qualify, our department will be looking at approximately \$400.00 in membership dues, per officer, on an annual basis, which equates to \$6,400.00 per year. On top of this figure, the department would need to pay each officer overtime, since the officers would need to travel to an off-site range. This figure would equate to approximately \$9,600.00 in overtime. The use of the 911<sup>th</sup> range permits our department to save this money, which can be used for other training needs. The closing of the 911<sup>th</sup> Air Force Range would require our department to spend an additional \$16,000.00 annually on firearms training expenses.

We respectfully request that you consider keeping this range open. The staff members at the range are very professional and courteous. If you have any questions, please feel free to contact me at (724) 695-1300.

Sincerely,

Officer John H. Hart  
Firearms Instructor

JH/tr



**MT. LEBANON**  
PENNSYLVANIA  
POLICE DEPARTMENT

PUBLIC SAFETY BUILDING  
555 WASHINGTON ROAD  
PITTSBURGH, PA 15228  
PHONE (412) 343-3400  
FAX (412) 343-6235  
[www.mtlebanon.org](http://www.mtlebanon.org)

June 3, 2005

TSFT Kenneth Craft  
Combat Arms Manager  
911<sup>th</sup> Airlift Wing/SFS  
1125 Carter Street  
Pittsburgh IAP-ARS  
Coraopolis, Pa. 15101

Dear Sgt. Craft,

I would like to take this time to thank you for your support of local law enforcement, in particular the Mt. Lebanon Police Department. The 911<sup>th</sup> Airlift range has been a valuable tool to this department over the past few years.

In 2005, it is anticipated that our department and SRT team will be utilizing the range at least 27 days for training. This would calculate to at least 2,816 man-hours of training that might not be possible if it wasn't for the 911<sup>th</sup>. For me to purchase memberships for all the officers in our department at a private range and pay the fees that are required on the training days, the cost to the Municipality of Mt. Lebanon would be in excess of \$2,900.00 per year. A price that may be hard to justify to the Commission.

Sincerely,

**Thomas A. Ogden, Jr.**  
**Chief of Police**  
**Mt. Lebanon Police Department**

TAO/bak



June 1, 2005

United States Air Force  
Combat Arms Manager  
Master Sergeant Kenneth Craft  
911<sup>th</sup> Air Wing/911<sup>th</sup> SFS/911<sup>th</sup> SFTC  
1125 Carter Street  
Coraopolis, Pennsylvania 15108

Re: Range Usage

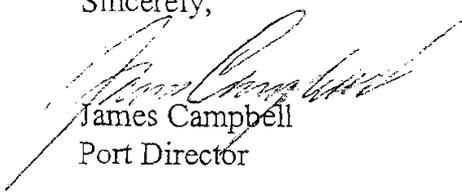
Dear Master Sergeant Craft,

The United States Department of Homeland Security, Bureau of Customs and Border Protection, Port of Pittsburgh has been extremely fortunate to be able to utilize the United States Air Force 911<sup>th</sup> Air Wing's range for our firearm qualifications and training since 2002. Our current staff consists of twenty-two armed officers. This training allows our officers to carry government-issued firearms in the course of their duties. Customs and Border Protection Officers are required to complete firearm qualifications three times each year for each weapon that they carry. These firearms include 9mm and .40 caliber pistols and 12-gauge shotguns. Qualifications require night fire/reduced light, tactical shooting exercises, and scenario-based training.

I would appreciate the continued use of the 911<sup>th</sup> Air Wing Range for firearm training and qualifications.

If you have any questions, please contact my Primary Firearms Instructor, Officer David Fike at 412-472-0804.

Sincerely,



James Campbell  
Port Director

June 1, 2005

United States Air Force  
Combat Arms Manager  
Master Sergeant Kenneth Craft  
911<sup>th</sup> Air Wing/911<sup>th</sup> SFS/911<sup>th</sup> SFTC  
1125 Carter Street  
Coraopolis, Pennsylvania 15108

Re: Range Usage

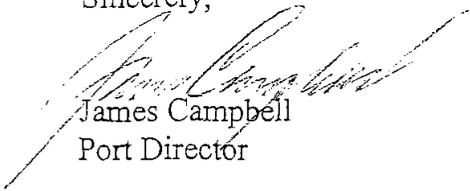
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I would appreciate the continued use of the 911<sup>th</sup> Air Wing Range for firearm training and qualifications.

If you have any questions, please contact my Primary Firearms Instructor, Officer David Fike at 412-472-0804.

Sincerely,



James Campbell  
Port Director

TOWNSHIP  
OF  
SOUTH  
FAYETTE

POLICE DEPARTMENT

LOUIS W. VOLLE, CHIEF OF POLICE

SANDRA MERGLOWSKI, SECRETARY

TO: UNITED STATES AIR FORCE RESERVE, 911<sup>TH</sup> SECURITY FORCES  
SQUADRON

FROM: SOUTH FAYETTE TOWNSHIP POLICE DEPARTMENT

SUBJECT: FACILITY USAGE AND IMPACT

DATE: 6/6/2005

The South Fayette Township Police Department has utilizes the facilities at the 911<sup>th</sup> USAFR base since 2002. The South Fayette Township Police Department has seventeen officers, who are required to qualify and train for certification as set by the Municipal Police Officers' Education and Training Commission (MOPETC). We also are required to qualify 4 retired police officers from the department.

The following is a list of training our police force receives at the 911<sup>th</sup> facilities:

- Basic handgun qualifications course, bi-annually
- Basic shotgun qualifications course, bi-annually
- Off-duty weapon qualification course, annually
- Dim light qualification course, annually
- Semi-automatic patrol rifle qualification course, annually
- Firearms Proficiency Training, annually
- FATS training, annually

With the facilities offered at the 911<sup>th</sup> we have been able to qualify and train within our budget, providing a professional and well trained police officer. The loss of the usage of these facilities would severely impact our training, instruction and budget.

South Fayette Township Police Department is by no means a large department and is unable to absorb the costs associated with the loss of the 911<sup>th</sup> facilities.

Do not hesitate to contact me regarding any questions on these matters.

  
Louis Volle, Chief of Police

515 MILLERS RUN ROAD  
MORGAN, PA 15064

PHONE: 412.221.2170

FAX: 412.221-6703

WWW.SOUTH-FAYETTE.PA.US



**U.S. Immigration  
and Customs  
Enforcement**

**Interoffice Memorandum**

**Federal Air Marshal Service**

*Pittsburgh Field Office*

**DATE:** 2 June 2005

**FROM:** Ted Traver, Lead Firearms Trainer, Federal Air Marshals,  
Pittsburgh Field Office

**TO:** MSGT Kenneth Craft, Combat Arms, 911<sup>th</sup> Air Force Reserve

**THRU:** Ted Hresko, SAC, Pittsburgh Field Office

**VIA:** Art Timko, Training ATSAC, Pittsburgh Field Office

**SUBJECT:** 911<sup>th</sup> Firearms Range Use by the Pittsburgh Federal Air Marshal Service

The 911<sup>th</sup> Range, located in Independence Township, Clinton, PA. has been an integral part of the Federal Air Marshal's tactical and firearms training.

The Federal Air Marshal Service (FAMS), Pittsburgh Field Office has relied heavily on the 911<sup>th</sup> range for our firearms training since April 2003. A substantial number of Federal Air Marshals (our precise Special Agent strength is classified) have conducted tactical firearms training on the 911<sup>th</sup> range at an approximate cost savings of \$12,000.00 per year to our agency. We're able to conduct numerous tactical shooting and moving drills at the 911<sup>th</sup> range that we're unable to conduct at the local indoor public ranges. The FAMS also utilize the range's weapons cleaning area, which is ideally suited for our weapons cleaning maintenance.

The FAMS has also utilized the 911<sup>th</sup> Air Force Reserve base to conduct classroom instruction and physical training.

In summary, the Pittsburgh Field Office of Federal Air Marshal Service would be negatively impacted by the closure of the 911<sup>th</sup> Air Force Reserve Firearms Range.

**SENSITIVE SECURITY INFORMATION**

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U. S. Department of Justice  
Drug Enforcement Administration  
Brian Averì  
Group Supervisor  
Airport Interdiction Task Force  
DEA/Pittsburgh District Office

[www.dea.gov](http://www.dea.gov)

June 2, 2005

Colonel Votg  
Base Commander  
911 AirWing

This letter is in reference to the past year's (2004) utilization of the 911 Air Force Reserve Tactical Firearms Range by the Pittsburgh District Office Task Force(s).

I am a DEA Group Supervisor (GS) as well as a certified DOJ/DEA Firearms and Tactical Instructor. I have recently changed assignments from the Violent Trafficker's Program Task Force to the newer formed Pittsburgh Interdiction Task Force. During the last calendar year, both of my Task Force(s) personnel have trained and qualified with all issued weapons at the 911 Tactical Ranges.

In addition, I have put on several additional classes for several surrounding agencies to include: Mt Lebanon Police Department, U.S. Marshal's Service, Allegheny County Sheriff's Department, Beaver County Sheriff's Department, Warren County Sheriff's Office, Pennsylvania Office of Attorney General's Narcotic Task Force, Allegheny County Police Department, McKees Rocks Police Department, Meadville City Police Department, City of Franklin Police Department, and the U.S. Postal Inspector's Office.

The courses have covered, Tactical Rifle, Ballistic Shield and advanced Tactical Pistol Shooting methods.

In addition, 911 Range master MST SGT Ken Craft has issued for several large enforcement operations Night Vision Goggles, GPS Units as well as distance locators.

The 911 Tactical Ranges is a tremendous support asset to the DEA and its Task Force Units.

Thank you,

A handwritten signature in black ink, appearing to be "BAVERI".

GS Brian Averì, DEA/ATF  
412.472.0475



- National Medical Disaster System – NDMS
  - One of Top 4 Patient Delivery Sites in the Entire Country
  - Top Site
    - Prime Location
      - 73 Local Hospitals
    - What will happen if we lose the 911<sup>th</sup> capabilities?

**PIT★BRAC**

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



DEPARTMENT OF VETERANS AFFAIRS  
Emergency Management Strategic Healthcare Group  
VA Pittsburgh Healthcare System  
7180 Highland Drive,  
Bldg. 1, Room 6036 West  
Pittsburgh, PA 15206-1297

June 14, 2005

In Reply Refer To:

Chairman  
Defense Base Closure and Realignment Commission

Dear Chairman,

As Area Manager for the National Disaster Medical System (NDMS), please accept the information in this letter as fact regarding the NDMS and the 911<sup>th</sup> Air Lift Wing in Pittsburgh, Pennsylvania.

The NDMS is a single system to care for large numbers of casualties from either an overseas war or domestic disaster. The NDMS is a cooperative effort of the U.S. Public Health Service (USPHS), Department of Veteran Affairs (DVA), Department of Defense (DoD), Federal Emergency Management Agency (FEMA), state and local governments and the private sector. There are more than 100,000 pre-committed nonfederal acute care hospital beds in more than 1,700 hospitals in the United States that are part of the NDMS.

The 911<sup>th</sup> ALW has been the reception site for incoming patients to Pittsburgh under the NDMS plan. For the past eighteen (18) years, we have brought together Federal, State, County, City, Joint Military Services to include the Army, Navy, and Marines, along with the private sector agencies at the 911<sup>th</sup> base to hold NDMS exercises. These exercises have determined that the 911<sup>th</sup> and Pittsburgh are ready and able to receive patients from any war or disaster that could strike our country.

The VA Pittsburgh Healthcare System is a Federal Coordinating Center (FCC) for the NDMS. The VA is responsible for 40 of the 70 FCC in the country. Out of the 40 NDMS-FCC coordinated by the VA nationwide, Pittsburgh is the third largest for NDMS hospital beds minimally set aside by private sector hospitals for the program. In addition, we are the fourth largest nationwide for the maximum number of beds set aside by private sector hospitals for the NDMS program. We have over 3000 hospital beds promised by 73 private sector hospitals in the Greater Pittsburgh area for this nationwide system. The hospitals in the Pittsburgh medical complex are world class. This makes us one of the top four sites in the entire country to deliver patients to when a large-scale disaster strikes. The 911<sup>th</sup> ALW has the expertise from these medical complexes for both an Aeromedical Evacuation Squadron, which is the medical flight crew for the patients on

2.

the C-130's, and an Aeromedical Staging Squadron that offloads and processes the patients when they have arrived in Pittsburgh.

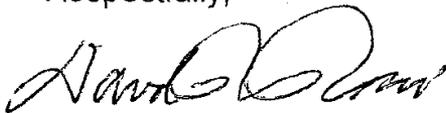
There have been many exercises with the 911<sup>th</sup> ALW, to include the Civil Air Patrol, U.S. Navy Reserves, PA Air National Guard, U.S. Army and U.S. Marines, in addition to the VA, Pittsburgh hospitals, and ambulance services. Huey and Chinook helicopters and C-141 aircraft, along with combat drop zones have been utilized in these exercises. The last exercise specifically was preparing to receive patients from an overseas conflict. The local hospitals are notified of the anticipated disaster, and the number of bed spaces is given from each area hospital. The patients are taken from the aircraft, to a hangar, triaged, and emergency care provided. The patients are then sent via ambulances and helicopters to area hospitals minutes away for treatment and admission.

During Desert Shield/ Storm, the 911<sup>th</sup> ALW at Pittsburgh was designated as one of the nation's primary areas for receiving casualties from the war. Pittsburgh has a great wealth of medical centers and trauma centers capable of receiving the most critical patients. The destination hospital of the patient would be based on the patient's needs. A patient with chemical burns would be taken to one of the City's premiere burn units.

One could argue that the NDMS might utilize the National Guard base at Pittsburgh International Airport or the Allegheny County Airport as a reception site for C-130 planes full of patients from a war or national disaster. However, those airports do not have the proper maintenance crews, spare parts, special equipment, medical crews, etc., needed to service the C-130 aircraft as the 911<sup>th</sup> base has. Youngstown could service C-130 aircraft, but it would not be in the patient's best interest to be transferred for a two or three hour ambulance drive from Ohio to the extensive civilian medical complex in Pittsburgh.

Since I am the NDMS Area Manager for Western Pennsylvania and Northern West Virginia and have the history and the knowledge of the importance of our area to this program, I would be most willing to testify to the need of the 911<sup>th</sup> Air Lift Wing to remain in Pittsburgh.

Respectfully,



David R. Rossi  
Area Emergency Manager  
National Disaster Medical System  
VA Pittsburgh Healthcare System  
7180 Highland Drive  
Pittsburgh, Pennsylvania 15206



**DEPARTMENT OF VETERANS AFFAIRS**  
**Emergency Management Strategic Healthcare Group**  
**VA Pittsburgh Healthcare System**  
**7180 Highland Drive,**  
**Bldg. 1, Room 6036 West**  
**Pittsburgh, PA 15206-1297**

June 14, 2005

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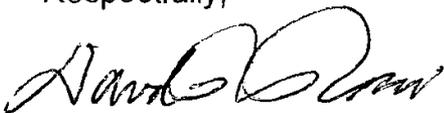
There have been many exercises with the 911<sup>th</sup> ALW, to include the Civil Air Patrol, U.S. Navy Reserves, PA Air National Guard, U.S. Army and U.S. Marines, in addition to the VA, Pittsburgh hospitals, and ambulance services. Huey and Chinook helicopters and C-141 aircraft, along with combat drop zones have been utilized in these exercises. The last exercise specifically was preparing to receive patients from an overseas conflict. The local hospitals are notified of the anticipated disaster, and the number of bed spaces is given from each area hospital. The patients are taken from the aircraft, to a hangar, triaged, and emergency care provided. The patients are then sent via ambulances and helicopters to area hospitals minutes away for treatment and admission.

During Desert Shield/ Storm, the 911<sup>th</sup> ALW at Pittsburgh was designated as one of the nation's primary areas for receiving casualties from the war. Pittsburgh has a great wealth of medical centers and trauma centers capable of receiving the most critical patients. The destination hospital of the patient would be based on the patient's needs. A patient with chemical burns would be taken to one of the City's premiere burn units.

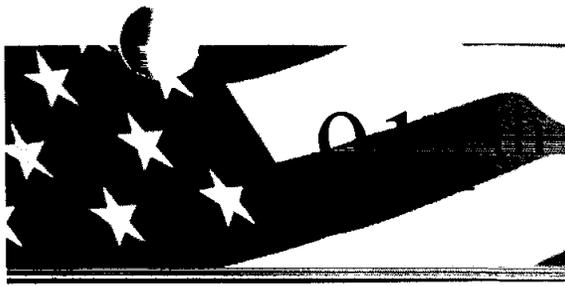
One could argue that the NDMS might utilize the National Guard base at Pittsburgh International Airport or the Allegheny County Airport as a reception site for C-130 planes full of patients from a war or national disaster. However, those airports do not have the proper maintenance crews, spare parts, special equipment, medical crews, etc., needed to service the C-130 aircraft as the 911<sup>th</sup> base has. Youngstown could service C-130 aircraft, but it would not be in the patient's best interest to be transferred for a two or three hour ambulance drive from Ohio to the extensive civilian medical complex in Pittsburgh.

Since I am the NDMS Area Manager for Western Pennsylvania and Northern West Virginia and have the history and the knowledge of the importance of our area to this program, I would be most willing to testify to the need of the 911<sup>th</sup> Air Lift Wing to remain in Pittsburgh.

Respectfully,



David R. Rossi  
Area Emergency Manager  
National Disaster Medical System  
VA Pittsburgh Healthcare System  
7180 Highland Drive  
Pittsburgh, Pennsylvania 15206



# Airlift Wing

- Commuting Distance

- Miles round trip

- Operations and Maintenance (Pope): 800
- Aeromedical Evacuation Squadron (Youngstown): 60
- Expeditionary Combat Support (Offutt): 800

- Personnel

- Nearly 95% of Reservists are not expected to relocate
  - Massive Experience Lost

*The way it was  
stated. Ref main power  
slots?*

**PIT★BRAC**

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

Date: June 18, 2005

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

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

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

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

Charles L. "Chip" Holsworth  
BRAC Task Force Headquarters  
1550 Coraopolis Heights Road  
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412-490-5092  
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**SPECIFIC BRAC IMPACT CONCERNS – AIR FORCE**  
**BRAC TASK FORCE OF WESTERN PENNSYLVANIA**

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

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

Specific concerns about the BRAC 2005 Report follow.

1. The proposed changes will impact Reserve Forces retention and future recruiting of reserve forces. By changing the demographics of Reserve Component bases, at current count, over 5,000 Air Force Reservists alone will be required to "commute" hundreds of miles to Unit Training Assembly (UTA) every month (and even more reservists from the Air National Guard.) If these changes are enacted, these servicemen and women will very likely not be able to afford the monthly travel expense/ travel time and many will leave the military. Appendix B, "AFRC Groups Moving – Distance Impact", shows that a total of over seventy million miles (70,000,000) per year un-reimbursed travel would be required for monthly UTA by Operation /Maintenance Groups (page 1) and Expeditionary Combat Support units (page 2). The current DoD definition of reasonable commuting distance is 100 mile radius from the drill site and none of the proposed locations comply with this DoD policy. Also, there is a lack of personnel to recruit and very likely also a lack of trained personnel that are required for the tasking at many of the new bases for "realigned" units. If these changes and "realignments" were directed for active duty units, personnel would be paid to move to the new base location. This does not occur for traditional reservists whose choice is "commute" a long distance usually at their own expense, find another Reserve or Guard position in another nearby unit, retire (only if they have 20 good years of service) or transfer to the Not Affiliated Reserve Section (NARS) of the Air Reserve Personnel Center.
2. The proposed changes will likely result in a loss of Air Force skills and experience that DoD and USAF desperately need to fight GWOT. Many of these BRAC 2005 recommendations ignore the cost efficiencies of a trained and ready reserve which contrasts with the cost of hiring new personnel, without any prior military training. Inexperience, increased training costs, increased recruiting incentives, and loss of

community support in the short term will outweigh long term savings that are projected in the BRAC 2005 Report. DoD is relying heavily on Reserve and Guard personnel for mission tasking where there currently is insufficient active duty manpower available. Obviously jets and turbo-prop aircraft can travel distances faster than a truck convoy, but air travel and transport both need fully trained aircrew and aircraft maintenance personnel to launch and fly the airplane in a short period of pre-flight time. If these critical personnel do not live near their base, great delays will occur in launching/maintaining large numbers of airlift aircraft for quickly emerging tasking for GWOT.

3. Concerns relating to strategic issues that are stated in the DoD NATIONAL DEFENSE STRATEGY (NDS), issued by SECDEF, 1 Mar 2005, follow.
  - a. NDS states that a "layered approach" capacity is needed to defeat missiles/WMD from a distance and defeat threats from a distance. Closing AFR/ANG bases and/or moving units to a few AFBs close to oceans/Gulf of Mexico do not contribute to the NDS goals. It appears to us that dispersed locations, with some consolidations, would better support U.S. national defense and the homeland defense scenarios of the USNORTHCOM.
  - b. A NDS goal is management of "Force management risks" for a ready force. We do not believe that the BRAC 2005 proposals help manage these personnel risks.
  - c. NDS desires "greater flexibility" to contend with uncertainty by not overly concentrating forces in a few locations. How do BRAC 2005 proposals contribute to this goal where multiple AFR/ANG units close or move to a few AFB's? How does this lower the operational vulnerability for DoD military forces? ROA's position is that strategic dispersal of aircraft is required for security of personnel, aircraft and facilities.
  - d. Nationally, a local example of "readiness" is the "Fire Station" which has a specific territory to cover. Regarding USNORTHCOM and readiness requirements from the Governors of each state across the country, the local "Fire Station" can not be 500 to 1,000 miles away.
4. Where is the "strategy to capability" linkage for the next twenty years? Documents such as the Quadrennial Defense Review (QDR), to be released in 2006, and the Mobility Capability Study "XX" (MCS XX is to update MRS05 in mid-2005) are crucial to effective, long-term "Transformation" of USAF and DoD. Without access to these documents, the BRAC 2005 Report is premature and cannot be viewed as a comprehensive review of current military structure versus future needs.

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

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

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

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

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

Appendix A - DoD BRAC – Impact on AFRC

Appendix B – AFRC Groups Moving – Distances Impact

Appendix C- AFRC Exped. Combat Spt. (ECS) Moving- Distance Impact

**DOD BRAC- IMPACT ON AFRC**

<u>State</u>	<u>Base / Page</u> <u>Wing</u>	<u>AIRCRAFT</u> <u>ACTION</u>	<u>ECS/WG HQ</u> <u>ACTION</u>
AL -	Maxwell AF-39 908 AW	Gain 4 C130H	No change
AZ -	Luke AF-9 944 FW	Lose 15 F-16 New Mission	No Change
CA -	Beale AF-10 940 ARW	Lose 8 KC135 New Mission	No Change
	March AF-11 452 AMW	Gain 4 KC135	No Change
	Vandenberg AF-41 939 ARW	None	Wg HQ and ECS From Portland
CO -	ARPC H&SA-33	None	Personnel Processing to Randolph; IMA Mgmt to Robins/HQ AFRC
	Buckley AF-22 New Gp	None	ECS From New Orleans
	Peterson AF-43 302 AW	Gain 4 C130H Build new AD Associate to AFR	No change
	Schriever AF-33 310 Space Gp	None	Partial ECS from Niagara (No APS, CE, or Aeromed)
FL -	Eglin (DON-21) Not in announcement -- Willow Grove Wg HQ/ ECS to Eglin	None	Wing HQ and ECS from Willow Grove
	Homestead AF-47, 50 482 FW	Gain 9 F16	No Change
	MacDill AF-10, 37 927 ARW	Build New Res Assoc to 16 KC135 (AD)	ECS, WG HQ from Selfridge
GA -	Dobbins AF-52 94 AW	Gain 4 C130H	No Change
	Robins H&SA-33	None	ARPC IMA Mgt from Denver

<u>State</u>	<u>Base / Page</u> <u>Wing</u>	<u>AIRCRAFT</u> <u>ACTION</u>	<u>ECS/WG HQ</u> <u>ACTION</u>
LA -	Barksdale AF-6, 22 917 WG	Gain 9 A10	No Change
	N. Orleans (AFRC Close) 926 FW AF-22	Lose 15 A-10 (ANG Remains)	926 ECS to Buckley; 926 WG HQ to Nellis
MI -	Selfridge (AFRC Close) 927 ARW AF-10	Lose 8 KC135 (ANG Remains)	ECS. WG HQ to MacDill
MO -	Whiteman AF-22 442 FW	Gain 9 A10	No Change
NC -	Pope/Ft Bragg AF-35, 52 440 AW/911 AW	Gain 16 C130H Build AD Assoc to Res	ECS, WG HQ from Gen Mitchell
	Seymour-Johnson 916 ARW AF-37	Gain 8 KC135R Build AD Assoc to Res	No Change
NE -	Offutt AF-35 911 AW	None	ECS, WG HQ from Pittsburgh
NV -	Nellis AF-22 926 FW	None	WG HQ from New Orleans
NY -	Niagara (Close) 914 AW AF-33	Lose 8 C130H Base Closes	ECS to Schriever; WG HQ to Langley CES to Lackland
OH -	Youngstown AF-35 910 AW	None	Aeromed ECS from Pittsburgh
OK -	Tinker AF-23, 41 507 ARW	Gain 4 KC135R Build ANG Assoc to AFR	No change
OR -	Portland (AFRC Close) 939 ARW AF-41	Lose 8 KC135R (ANG Remains)	ECS, WG HQ to Vandenberg 304 RQS to McChord
PA -	Pittsburgh (AFRC Close) 911 AW AF-35	Lose 8 C130H (ANG Remains)	ECS, WG HQ to Offutt Aeromed to Youngstown
	Willow Grove (Close) 913 AW DON-21	Lose 8 C130E (A/C loss and ECS move not in announcement)	913 ECS to Eglin

<u>State</u>	<u>Base / Page</u> <u>Wing</u>	<u>AIRCRAFT</u> <u>ACTION</u>	<u>ECS/WG HQ</u> <u>ACTION</u>
TX -	Carswell AF-47 301 FW	Gain 9 F16	No Change
	Lackland AF-33 914 CES	None	CES ECS from Niagara
	Randolph H&SA-33	None	ARPC Personnel Processing from Denver
UT -	Hill AF-47 419 FW	Lose 15 F-16 New Assoc	No change
VA -	Langley AF-33 914 AW	None	WG HQ from Niagara
WA -	McChord AF-41 304 RQS	None	304 RQS from Portland
WI -	Gen Mitchell (AFRC Close) 440 AW AF-52	Lose 8 C130H (ANG Remains)	ECS, WG HQ to Ft Bragg

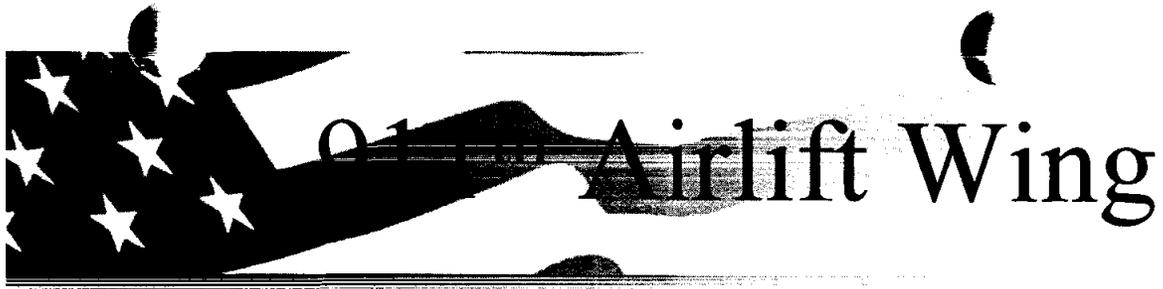
**DOD BRAC REPORT 2005**  
**AFRC OPS/MAINT GROUPS MOVING – Distance Impact**

STATE/CITY Unit Move	PERS		MILES Round-Trip	FY UTAs	FT TOTAL MILES
	FT	TR			
<b>LA – N. Orleans</b>					
Lose 9A-10s; OG/MG – BarksdaleLA	TBD	TBD	600	12	
Lose 6A-10s; OG/MG - Whiteman MO	TBD	TBD	1,400	12	
926 FW HQ to Nellis	30	60	1,500	12	1,050,000
<b>MI – Selfridge</b>					
927 ARW-Assoc. at MacDill FL	153	434	1,000	12	5,200,000
<b>NY- Niagara</b>					
Lose C130s; 914 OG/MG-L. Rock AR?	130	411	1,800	12	8,850,000
914 AW HQ to Langley VA	30	60	450	12	320,000
<b>OR – Portland</b>					
4 C135 OG/MG to Tinker OK	76	217	3,000	12	7,800,000
4 C135 OG/MG pers/ECS VandenbergCA	76	217	750	12	1,900,000
304 RS to McChord WA(O a/c)	TBD	TBD	120	12	
<b>PA – Pittsburgh</b>					
Lose C130s; 911 OG/MG-Ft Bragg NC	130	411	800		3,900,000
Aeromed AES to Y'town OH	8	210	60	12	150,000
Willow Grove NAS					
Lose C130s; OG/MG- TBD	130	411	TBD	12	TBD
<b>WI – Gen Mitchell</b>					
440 OG/MG to Ft Bragg NC	130	411	750	12	3,700,000
<b>TOTALS:</b>	<b>351</b>	<b>1,175</b>	<b>N/A</b>	<b>N/A</b>	<b>32,870,000</b>

*347 Corrected*

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

STATE/CITY Unit Move	PERS		MILES Round-Trip	FY UTAs	FT TOTAL MILES
	FT	TR			
LA – N. Orleans 926 ECS to Buckley CO	30	277	1,100	12	3,650,000
MI – Selfridge 927 ECS to MacDill FL	75	499	1,050	12	6,250,000
NY – Niagara 914 ECS to 310 Space Gp/ AFRC/Schriever CO	85	259	1,400	12	4,350,000
914 CES to Lackland TX	2	89	1,500	12	1,600,000
OR – Portland 4 C135R OG/MG& ECS to Vandenberg CA	75	437	750	12	3,900,000
PA – Pittsburgh New Res. Wg; 911 ECS to Offutt NE Willow Grove	114	590	836 Corrected <del>800</del>	12	5,650,000
913 ECS to Eglin FL	94	585	900	12	6,300,000
92 APS to Eglin FL	3	138	900	12	1,500,000
WI – Gen Mitchell 440 ECS to Ft Bragg/NC	100	753	750	12	6,750,000
<b>TOTALS:</b>	<b>578</b>	<b>3,627</b>	<b>N/A</b>	<b>N/A</b>	<b>39,950,000</b>



- DoD Estimated Payback Figures
  - Pope, Pittsburgh, Yeager – Saves Government \$2.5 Billion\*
  - Pittsburgh does not have stand alone figures

*\* Base Closure and Realignment Report, Vol. V, part 1, page 157-158*

**PIT★BRAC**

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

**Pope Air Force Base, NC Pittsburgh International Airport Air Reserve Station, and Yeager Air Guard Station, WV, Little Rock Air Force Base, AR**

**Recommendation:** Realign Pope Air Force Base (Air Force Base), North Carolina. Distribute the 43d Airlift Wing's C-130E aircraft (25 aircraft) to the 314th Airlift Wing, Little Rock Air Force Base, Arkansas; realign the 23d Fighter Group's A-10 aircraft (36 aircraft) to Moody Air Force Base, Georgia; transfer real property accountability to the Army; disestablish the 43rd Medical Group and establish a medical squadron. At Little Rock Air Force Base, Arkansas, realign eight C-130E aircraft to backup inventory; retire 27 C-130Es; realign one C-130J aircraft to the 143d Airlift Wing (ANG), Quonset State Airport Air Guard Station, Rhode Island; two C-130Js to the 146th Airlift Wing (ANG), Channel Islands Air Guard Station, California; and transfer four C-130Js from the 314th Airlift Wing (AD) to the 189th Airlift Wing (ANG), Little Rock Air Force Base.

Realign Yeager Airport Air Guard Station (AGS), West Virginia, by realigning eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft active duty/Reserve associate unit, and by relocating flying-related expeditionary combat support (ECS) to Eastern West Virginia Regional Airport/Shepherd Field AGS (aerial port and fire fighters). Close Pittsburgh International Airport (IAP) Air Reserve Station (ARS), Pennsylvania and relocate 911th Airlift Wing's (AFRC) eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft active/reserve associate unit. Relocate AFRC operations and maintenance manpower to Pope/Ft. Bragg. Relocate flight related ECS (aeromedical squadron) to Youngstown-Warren Regional APT ARS. Relocate all remaining Pittsburgh ECS and headquarters manpower to Offutt Air Force Base, Nebraska. Air National Guard units at Pittsburgh are unaffected.

**Justification:** Downsizing Pope Air Force Base takes advantage of mission-specific consolidation opportunities to reduce operational costs, maintenance costs and the manpower footprint. The smaller manpower footprint facilitates transfer of the installation to the Army. Active duty C-130s and A-10s will move to Little Rock (17-airlift) and Moody (11-SOF/CSAR), respectively, to consolidate force structure at those two bases and enable Army recommendations at Pope. At Little Rock, older aircraft are retired or converted to back-up inventory and J-model C-130s are aligned under the Air National Guard. Little Rock grows to become the single major active duty C-130 unit, streamlining maintenance and operation of this aging weapon system. At Pope, the synergistic, multi-service relationship will continue between Army airborne and Air Force airlift forces with the creation of an active duty/Reserve associate unit. The C-130 unit remains as an Army tenant on an expanded Ft. Bragg. With the disestablishment of the 43<sup>rd</sup> Medical Group, the AF will maintain the required manpower to provide primary care, flight and occupational medicine to support the Air Force active duty military members. The Army will maintain the required manpower necessary to provide primary care, flight and occupational medicine to support the Army active duty military members. The Army will provide ancillary and specialty medical services for all assigned Army and Air Force military members (lab, x-ray, pharmacy, etc).

The major command's capacity briefing reported Pittsburgh ARS land constraints prevented the installation from hosting more than 10 C-130 aircraft and Yeager AGS cannot support more than eight C-130s. Careful analysis of mission capability indicates that it is more appropriate to

robust the proposed airlift mission at Fort Bragg to an optimal 16 aircraft C-130 squadron, which provides greater military value and offers unique opportunities for Jointness.

**Payback:** The total estimated one-time cost to the Department of Defense to implement this recommendation is \$218 million. The net of all costs and savings to the Department during the implementation period is a savings of \$653 million. Annual recurring savings to the Department after implementation are \$197 million, with an immediate payback expected. The net present value of the cost and savings to the Department over 20 years is a savings of \$2,515 million.

**Economic Impact on Communities:** Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 7,840 jobs (4,700 direct jobs and 3,140 indirect jobs) over the 2006-2011 period in the Fayetteville, North Carolina Metropolitan Statistical economic area, which is 4.01 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 246 jobs (156 direct jobs and 90 indirect jobs) over the 2006-2011 period in the Charleston, West Virginia Metropolitan Statistical economic area, which is 0.14 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 581 jobs (322 direct jobs and 259 indirect jobs) over the 2006-2011 period in the Pittsburgh, Pennsylvania Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

**Impact on Community Infrastructure:** A review of the community attributes indicates no issues regarding the ability of the infrastructure of the communities to support forces, missions and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

**Environmental Impact:** There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include \$1.29 million in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.



# Regional Joint Readiness Center

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

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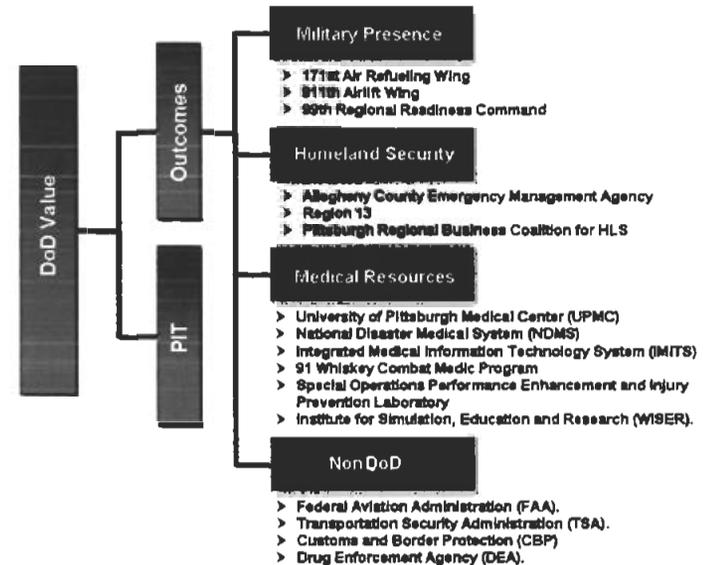
**PIT★BRAC**

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

## REGIONAL JOINT READINESS CENTER (RJRC) A VALUE-ADDED REGIONAL RESOURCE

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

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



### THE *RJRC* IS THE CATALYST FOR:

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

### *RJRC* SCENARIO-BASED VALUE ADDED

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

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



# Regional Joint Readiness Center

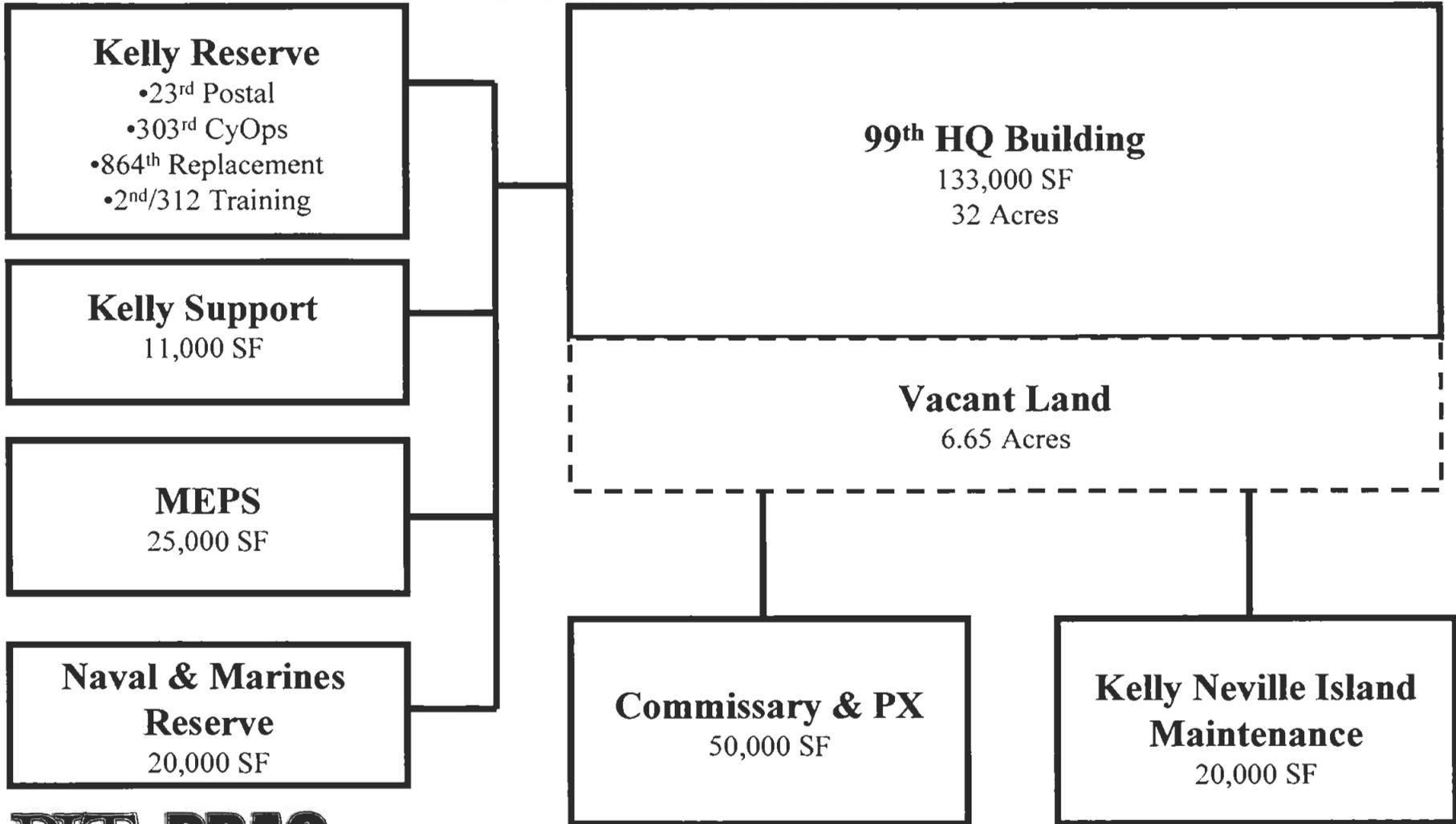
- **Cost of Operations and Manpower Implications**
  - Co-location of military and non-DoD personnel will offer significant cost savings
    - Operations
    - Maintenance
    - Distance and shared learning
    - Enhanced communications/coordination in normal and crisis operations
    - Integration of military and non-DoD functions for highly efficient, streamlined crisis and surge response capabilities
  - Availability of highly reliable air service through PIT
    - All-weather airport with few to no interruptions
    - 24-hour FAA tower and fire protection
    - Ability to accommodate aircraft of all sizes and short-field landing practices
    - Greater diversion capacity than any other airport on the east coast
    - 4 major runways, offering simultaneous arrival and departure capabilities

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# Regional Joint Readiness Center

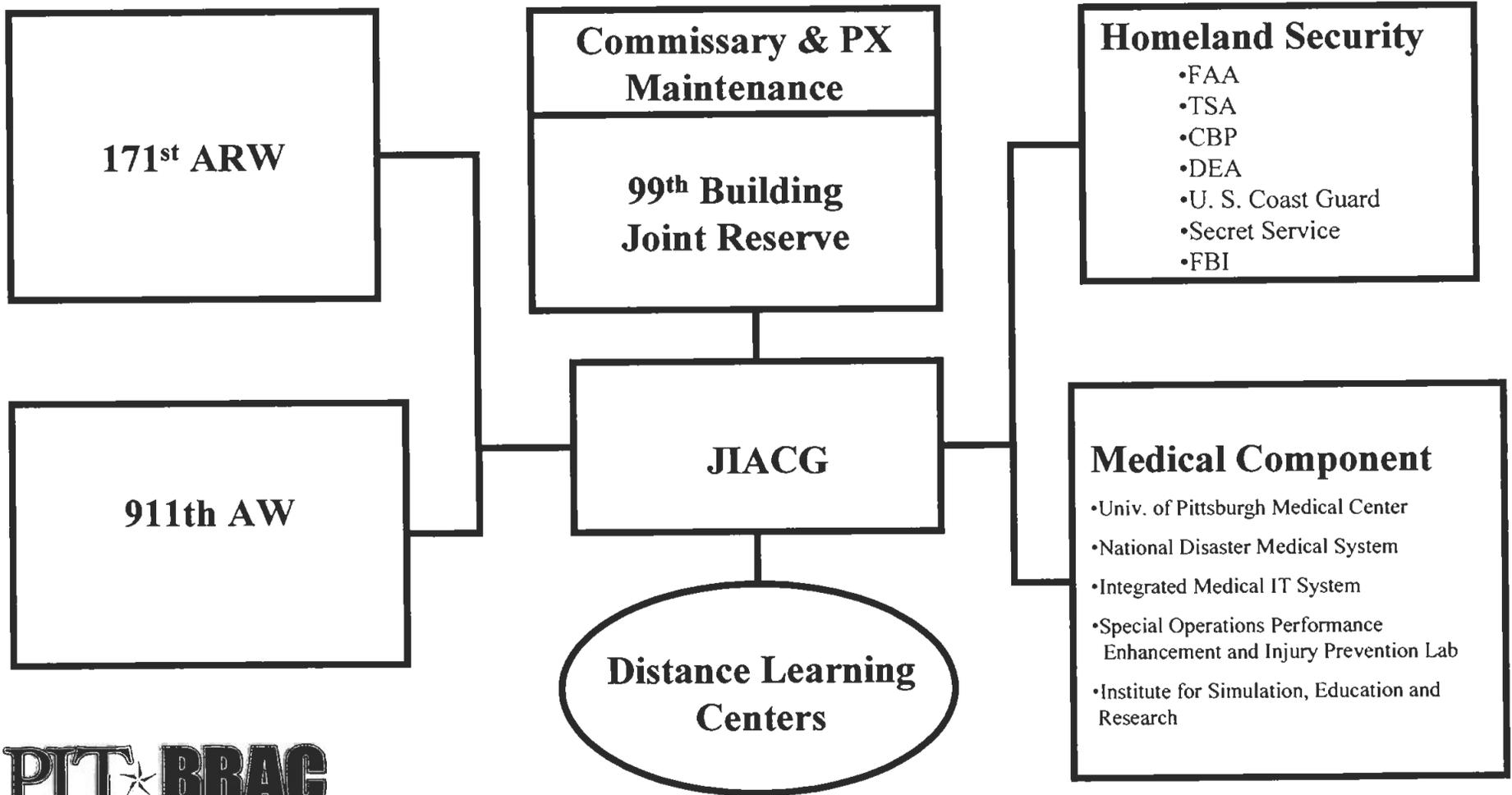


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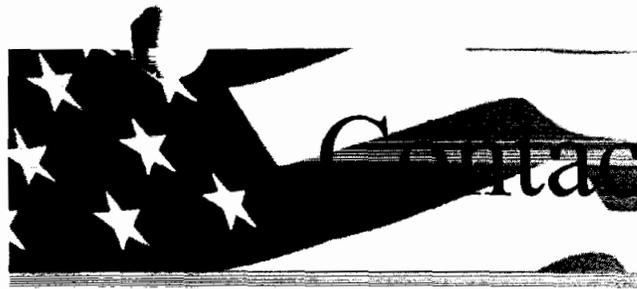
# Regional Joint Readiness Center

## Joint Inter-Agency Coordination Group



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# Contact Information

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