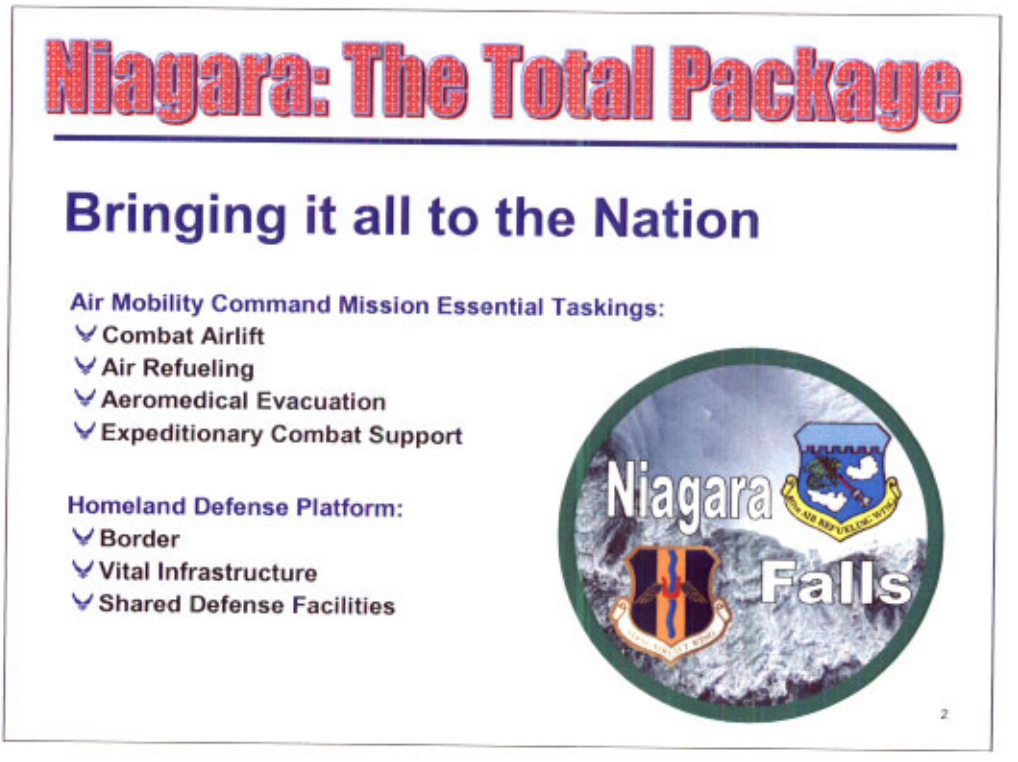

Niagara
THE TOTAL PACKAGE
914th AIRLIFT WING
107th AIR REFUELING WING

Niagara: The Bottom Lines

1. *Already provides all 4 Air Mobility Command Mission Essential Taskings*
2. *As a small, efficient reserve base it's the best value to the American taxpayer*
3. *Current infrastructure can handle any mission or airframe (runways, ramps, hangars)*
4. *Actually lies outside severe weather patterns – contrary to stereotype*
5. *Immediate access to training areas = reduced costs, better proficiency, rapid upgrades*
6. *Fifteen year, combat proven veterans are here and willing to serve*
7. *Over 100% manning; retention over 95%...viable manning for any future mission*
8. *Key platform for Global Reach – Domestic and Int'l; Europe - Asia*
9. *Proven track record to support contingencies or surges*
10. *Highly desirable Infrastructure, capacity, and location for the future*
11. *Modern installation requiring little or no MILCON (Military Construction)*
12. *100% of excess capacity (33% total) was eliminated over last 10 yrs*
13. *$600,000 in annual savings not included by BRAC but realized at Niagara*
14. *Ever ready homeland security platform*
15. *Joint facility...a way of life at Niagara*
16. *Operational tanker home station*
17. *New hardened overrun allows fully loaded KC135 operations*
18. *MILITARY VALUE UNDER-ESTIMATED*
19. *ECONOMIC VALUE UNDER-ESTIMATED*
20. *SAVINGS TO TAXPAYERS OVER-ESTIMATED*
21. *FUTURE POTENTIAL UNDER-ESTIMATED*



We bring it all to the nation!

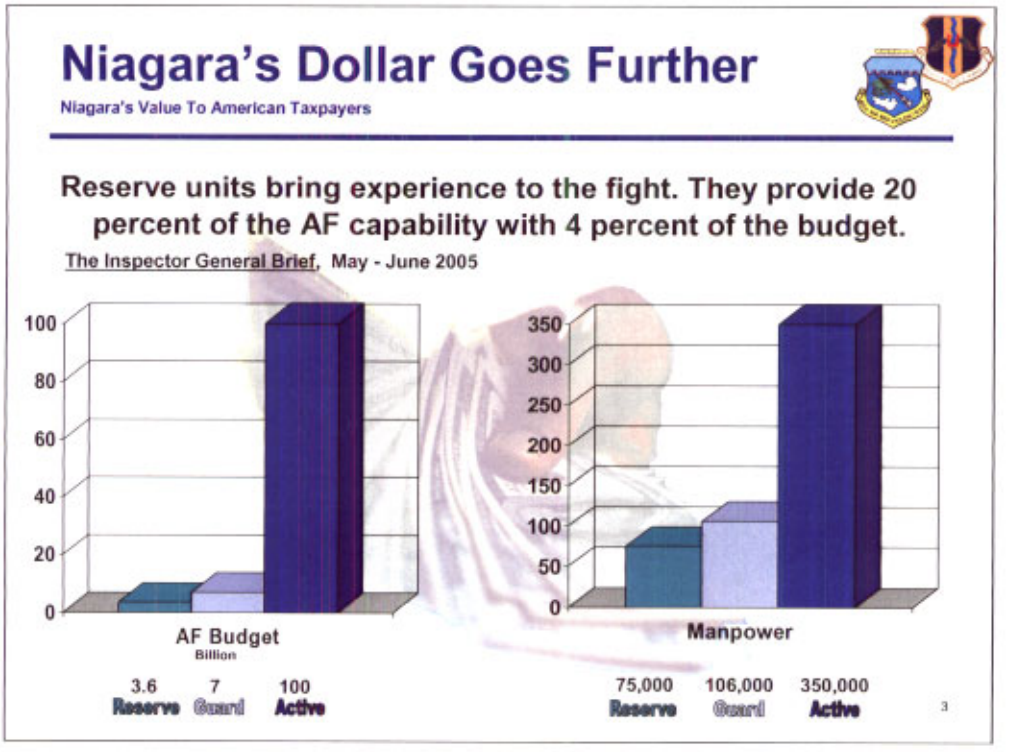
Air Mobility Command has 4 primary missions, we do them ALL!

•Combat Airlift, Air Refueling, Aeromedical Evacuation, and Expeditionary Combat Support

Niagara also provides a platform for homeland defense. This isn't something we're suggesting, its reality. Niagara is currently used by organizations such as the Department of Homeland Defense and the FBI just to name a couple.

•Location next to the border, proximity to vital national infrastructure, and our shared defense facilities provide the nation a strategically located and secure piece of real estate, something that organizations providing for homeland defense need.

Now you know what we provide, let us show what a good deal we are to the nation. Lets take a look at the numbers…



Like all reserve and guard bases, we provide tremendous national capability for the lowest price$$$. This is one case where bigger is not always better. Smaller bases are flexible and more adaptable as mission needs change. We simply provide a place to train. We don't have huge overhead tied up in "Little Cities" with pools, golf courses, housing, etc…

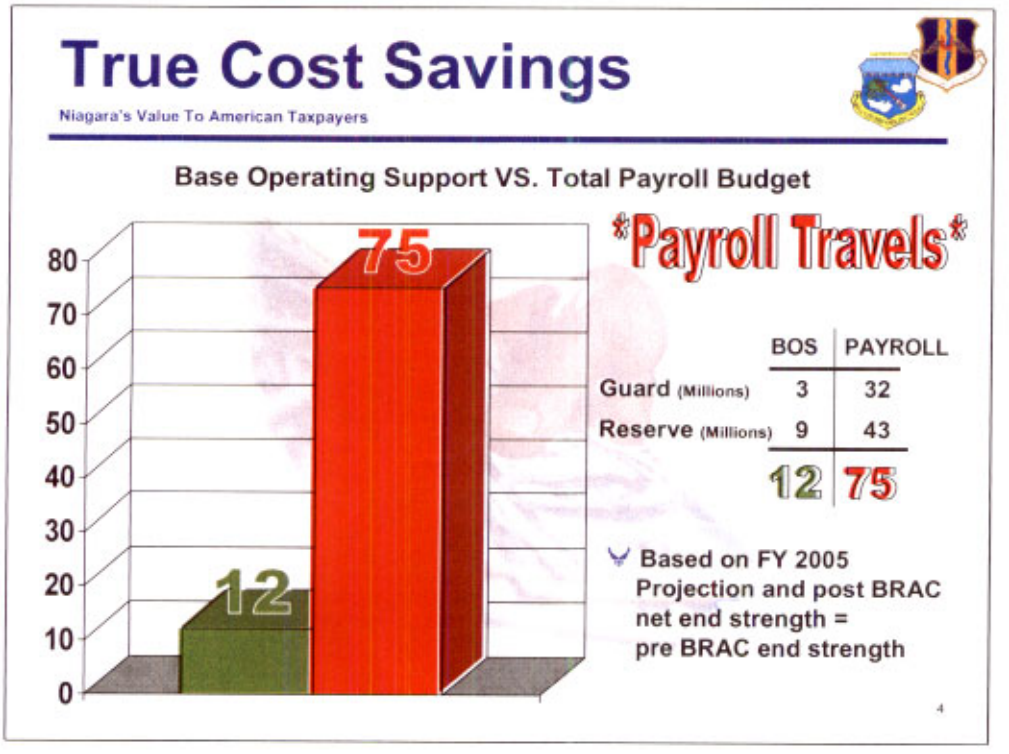
The Air Force Reserve provides 20% of the force for 4% of the budget. When you combine that with the Guard you have a 50% plus-up to the nation's active duty force for a mere 10% of the cost!!! There is no deal better for the nation than what we offer.

What's the secret? It's Base Operating Costs…

Green: AFRC provides 20% of capability with 4% of budget (TIG Brief May-June 2005)

Light Blue: ANG provides 34% of capability with 7% of budget (7 bill budget, 106 manpower) (Gen James "ANG 101 Brief" March 2005)

Dark Blue: Active Duty



Payroll, flying hour, and gas expenses are tied to the aircraft and must be paid where ever the aircraft are based. But, when they're based at an active duty base you have to provide housing, dormitories and Morale-Welfare-Recreation Facilities. These represent huge expenditures for an active duty base that you just don't have to pay here! The planes fly here without these expenses providing the tax payer the same warfighting capability at a fraction of the cost. Where the active duty pays to train, live, and play; we pay to train, nothing more.

With that and BRAC in mind, we would like to look at the BRAC goals and get more specific about Niagara and whether the decision to close is in the best interest of the Warfighter and the nation…

SECAF BRAC 2005 GOALS

1. **Maximize the warfighting capability of each squadron**
2. **Realign infrastructure with future defense strategy**
3. **Eliminate excess physical capacity**
4. **Capitalize on opportunities for Joint Use activities**

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Here are the BRAC goals from: Dept of AF analysis and recommendations, vol 5 part 1 of 2 "Executive Summary" May2005.

The BRAC goals are to:

-Maximize warfighting capabity

-Realign infrastructure with future defense strategy

-Eliminate excess physical capacity

-Capitalize on Joint Use activities

Keeping Niagara Falls open, with it's two warfighting wings, adaptable infrastructure, zero excess capacity and Joint Use posture is more in keeping with the BRAC goals.

Lets take a look at these goals one by one and see how Niagara stacks up…

Warfighting Capability

First BRAC Goal

Niagara: A Unique Place to Operate and Train

- Runway
- Airspace
- Weather

Warfighting Capability can only be retained and improved if you have the ability to train. BRAC recognized this by placing 40% of the military value score on Drop Zones/Landing Zones, runways and airspace.

Specifically Niagara offers:

- A runway that can handle any mission, any plane
- Un-congested Airspace with ZERO Air Traffic Control Delays
- A weather pattern free from weather extremes such as Tornados, Hurricanes, Hail, Blizzards, Floods, etc…

As we examine each of these a little closer we'll prove to you where BRAC missed Niagara's true military value…

This may be the most important slide we have. I want to explain why we are one of the nation's premier training facilities and point out some serious limitations to a computer program judging what we can provide.

•First: Runways, ramps and taxiways… The 9829 ft runway allows us to handle ANY AIRCRAFT IN THE AIR FORCE INVENTORY and allows for a KC-135 to depart with max fuel load due to the completed runway extension project. This was not captured in BRAC data.

•The second runway, perfect for assault landings, was not considered an 'assault runway' because it didn't fall into DOD's 'ideal' assault landing strip calculation. You know what other landing strips don't meet this criteria?... the airstrips in Afghanistan and Iraq, especially after we strategically placed bombs on centerline – segmenting large runways into short assault zones.

Oct 2002. I was director of operations for 22 AF and was in charge of all Reserve Airlift C-130s. We were tasked to supply crews for a potential invasion of Iraq. Having flown into Afghanistan as a C-17 pilot, I knew Night Vision Goggle (NVG) capability was absolutely critical to support special operations and 'tip of the spear' missions. At that time, very few active, and almost no Air Reserve Component crews were even training towards an NVG Airland qualification. Because of it's uncongested airspace and ability to quickly black out the airfield, Niagara became THE FIRST fully 100% Night Vision Goggle qualified C-130 airlift unit in all of the Air Force Reserve and perhaps within the Total Force. Other bases had to fly 50 to 100 miles to Duke Field just to be afforded the opportunity to do what we could do in 5 minutes after takeoff.

We have 15,000 square miles of unencumbered airspace with military low-level routes right after takeoff. Our proximity to Ft. Drum provides the nation with a real world Joint training environment right next to our primary customer.

"Tactics will drive training, training will drive standardization and evaluation" – Lt General Baker. What the general is saying is that tactical maneuvering and the ability to train like we fight will drive standardization and evaluation in the future. Niagara is the premier Northeast tanker base that has the Airspace, Military Operating Areas, and ability to be at the forefront of tactical training.

Of Northeast tanker units –

•Pittsburgh is severely hampered by US Air hub where they actually use Niagara for training

•McGuire is hampered by Air Traffic Control, Philly Intl, Newark Intl, Laguardia Intl, JFK Intl, and Oceanic routes

•Pease and Bangor are hampered by oceanic routes and Boston Intl.

•Pease is hampered by 'quiet hours'

Niagara has none of these restrictions and is poised to be the ideal training environment for 2025… Finally Weather….

While the 914th AW requires an all-weather base, the nation requires a location where tanker refueling missions can continue when the Eastern Seaboard shuts down like it did twice last year due to Nor'easters.

A common misconception about this area is snow. Blizzard of 77, we couldn't move, right? Wrong, Niagara is outside of the snow bands due to it's location; doesn't have a Great Lake to it's immediate west. In fact, during the blizzard of 77, Niagara stayed open. Hurricanes, tornados and floods cause greater havoc for the Total Air Force than did any snowfall in Niagara.

To sum it up…

Warfighting Capability

First BRAC Goal

Niagara: A Unique Place to Operate and Train

- Runway
- Airspace
- Weather

Bottom Line: Niagara's assets create an operating environment that enables rapid aircrew proficiency without physical constraint

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As far as Training is concerned Niagara is the Total Package.

Bottom Line: Niagara's assets create an operating environment that enables rapid aircrew proficiency without physical constraint

Now, the second component of Warfighting capability is people, lets take a look at what Niagara offers that is unique in this regard...

Warfighting Capability

First BRAC Goal

Citizen Soldiers of Niagara

- Combat Proven Veterans
- Recruiting and Retention

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Something got lost in the computer data. That, I believe, is the impact of 15 yrs of combat experience. The value of the citizen soldier who has been there and done that.

Combat Proven Veterans….

Warfighting Capability

First BRAC Goal

Citizen Soldiers of Niagara

- Combat Proven Veterans
- Recruiting and Retention

Bottom Line: Our people have earned their operational experience

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The average reservist at Niagara has over 14 yrs experience, is 38 (36 guard) yrs old, and has fought in numerous conflicts. Somalia, Haiti, Bosnia, Afghanistan, Iraq, you name it, Niagara has been there. We are not unique in this aspect, we understand this. But, if you look closely, you'll find us among the first to go.

What makes us even more unique is our ability to continue to recruit and retain the warfighters, highly prized national assets, in a time of unprecedented operational tempo and deployments.

Warfighting Capability

First BRAC Goal

Citizen Soldiers of Niagara

- Combat Proven Veterans
- **Recruiting and Retention**

Bottom Line: In a time of two major conflicts Niagara's recruiting & retention rates are among the highest in the nation

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Both Wings are able to recruit over 100%, but more importantly we have retention rates exceeding 95%!!

Niagara has won AFRC's recruiting awards for the last two years and is on target to do it again this year. While sending over half of the wing to the desert without stop loss in effect, we still exceeded recruiting goals by 120%. The recommendation to close Niagara made no mention of this and how our stats for Recruiting and Retention are among the highest in the nation. BRAC is looking to the future but closing this installation will wipe out a prosperous recruiting base.

Finally, what do the citizen soilders of Niagara mean to the nation and how does base closure affect everyone…

Warfighting Capability

First BRAC Goal

Citizen Soldiers of Niagara

- Battle Proven Veterans
- Recruiting and Retention

Bottom Line: The people of Niagara are experienced, willing, and eager to serve their nation but will be lost, not relocated, with base closure

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2602 experienced/trained total force personnel between the 914th and 107th … 2752 if you count our Contractors.

90% of personnel belonging to the 107th live within a 50 mile radius

75% of personnel belonging to 914th live within a 50 mile radius of Niagara

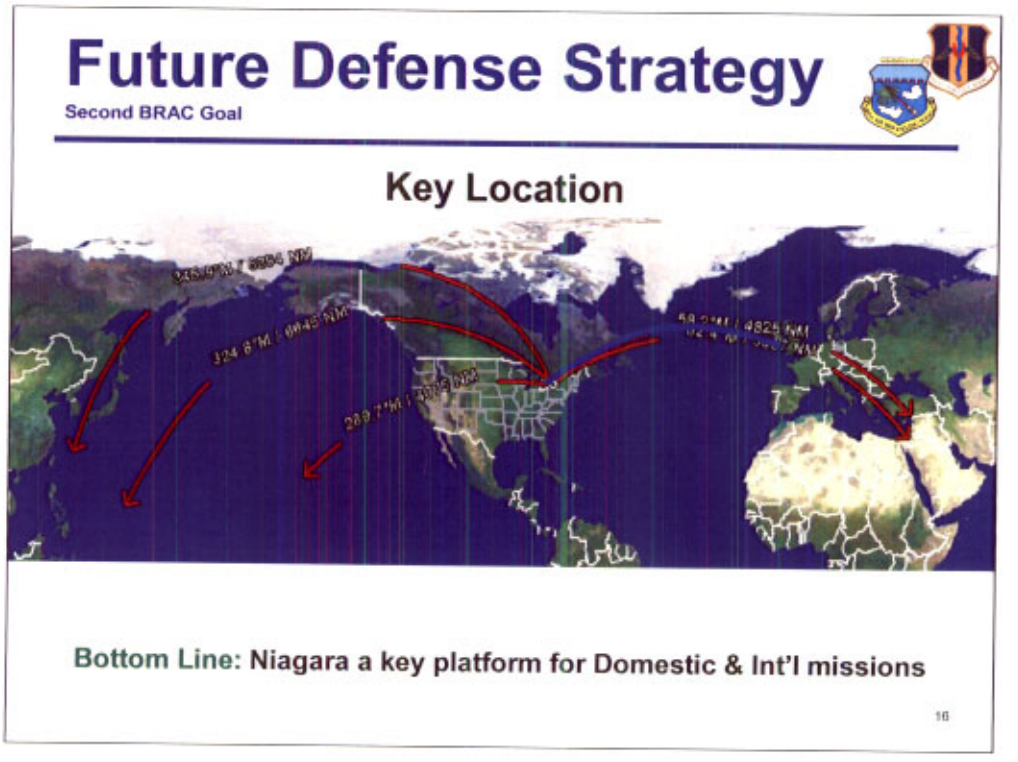
Our military members are tied to the community with both family and employers and are not easily relocated

This highly skilled, fully-manned, combat-ready force is a national asset that would be lost, not relocated, with base closure

Bottom Line **The people of Niagara are experienced, willing, and eager to serve their nation but will be lost, not relocated, with base closure…**

Niagara is poised for the future for these two reasons.

Niagara's location and it's surge capacity….



Niagara's position on the map offers it unique qualities for the tanker and tactical airlift missions that other areas cannot provide.

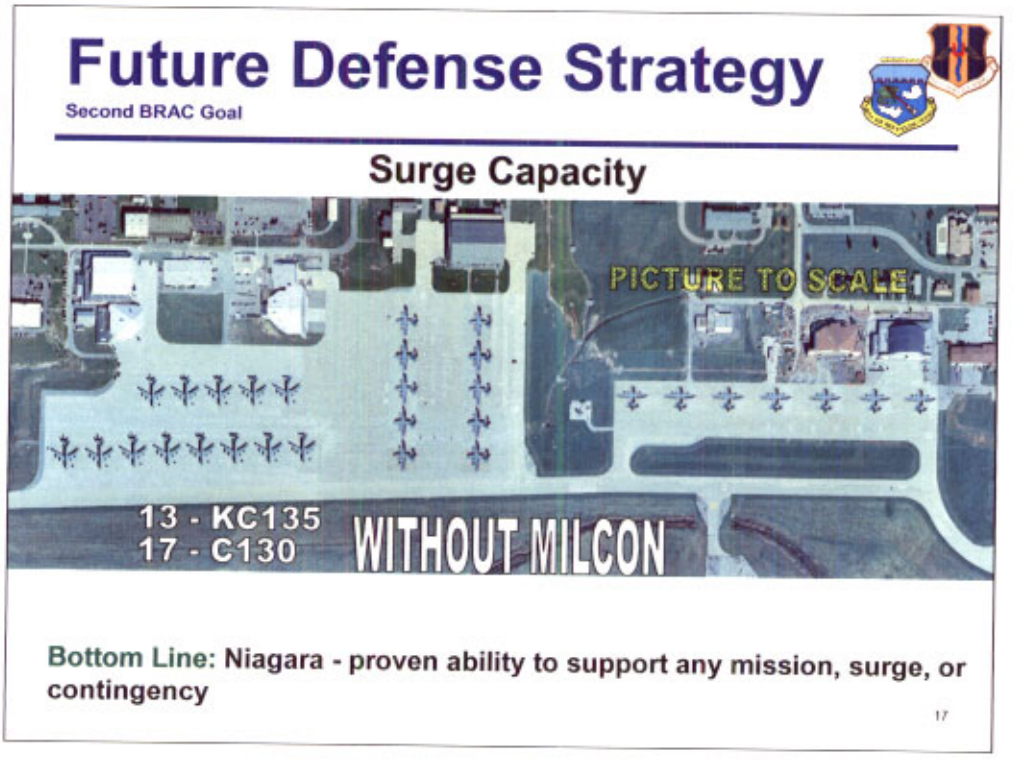
Niagara Falls ARS serves as an important transient stop for aircraft deploying from the heartland to Europe and returning from deployments overseas to Refuel and clear customs.

A KC135 can fly non-stop to the Pacific Rim or to the Middle East from Niagara.

Niagara is an integral part of STRATCOM'S OPLAN 8044 due to it's location and ability to contribute to National Security

Niagara is the furthest western air base on the continental United States from which a C-130 can fly un-refueled to the European Theatre, giving Niagara the largest tactical footprint in the Northeast.

Bottom Line: we are a key location for Domestic & International missions right now and are poised for any future defense mission that the nation may require....



Blank Ramp: This base was originally an active duty asset. That means the ramp, runways, taxiways are all ideal to handle contingencies.

Right now Niagara has 8 KC-135's and 8 C-130 H-3s

Next Click: Without any MILCON or Military Construction, Niagara has the facilities to operate 13 KC-135s and 17 C-130s!

Next Click: Our Total MOG for future defense scenarios can house – **EIGHT C-5' and THIRTEEN C-17's**

We have supported contingencies in the past and have the ability to support any mission, surge or contingency in the future….

Right now we have an 'optimum' base without MILCON. We are currently 'right sized' with 16 aircraft, we have the ability to handle surge, serve as a staging facility for deployments, or plus up to supplement mission requirements. Currently we have no physical, environmental, or encroachment issues that tend to hamper other more congested/metropolitan facilities.

Bottom Line: Niagara has the infrastructure, capacity, and location for 2025…

Eliminate Excess Physical Capacity

Third BRAC Goal

Niagara is lean and efficient

- Modern Facilities
- Improved Efficiencies

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Part of the reason Niagara is an attractive place to work is that over the years, it has done exactly what the Department of Defense is now proposing.

We agree with BRAC goals, and have designed our facility to achieve them, eliminating waste and making ourselves a more efficient installation…with modern and efficient facilities….

Eliminate Excess Physical Capacity

Third BRAC Goal

Niagara is lean and efficient

- Modern Facilities
- Improved Efficiencies

Bottom Line: Niagara - a modern facility without additional MILCON

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New construction has modernized the infrastructure of Niagara:

Consolidated Training Facility

Composite Maintenance Facility

Runway extension/overrun

Fuel Cell Hangar

Visiting Officers' Quarters

Billeting (accommodates 254 individuals - **BRAC DATA INCORRECT, they had 161)**

Messing

Right Sized 'Fitness Center' representing the Air Force's emphasis on Physical Fitness

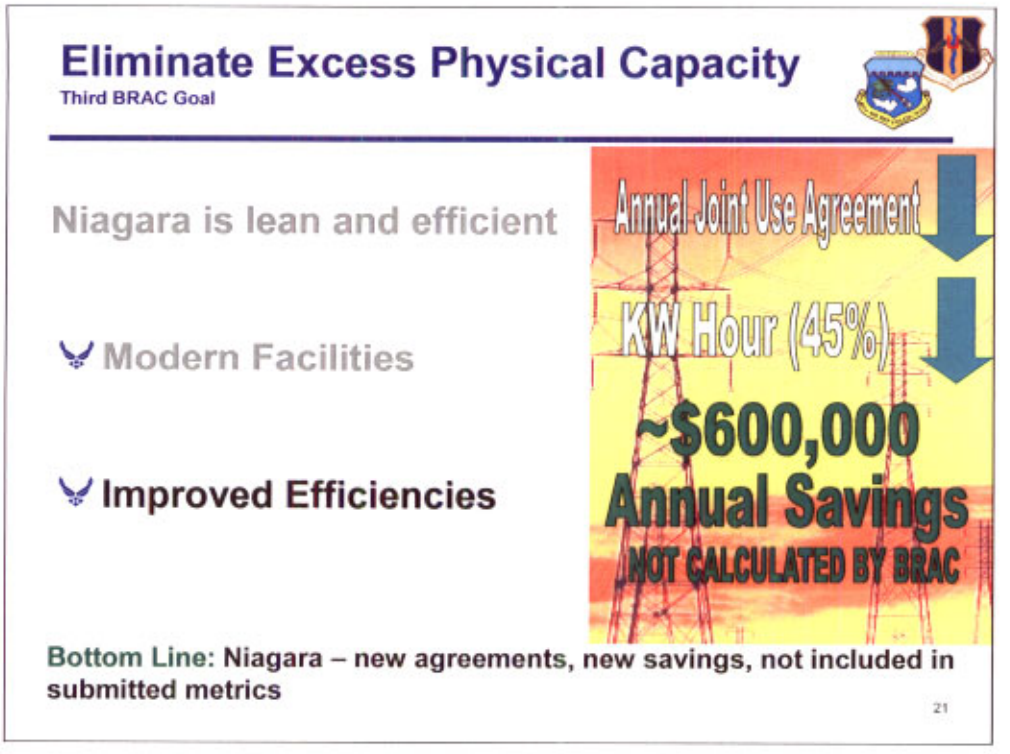
Aircraft Parking Areas

Base has a large POL storage capacity complete with a modern type 3 underground hydrant fuel delivery system

A final point that would not fit in the model is the recent construction of the Military Entrance Processing Site (MEPS) for our newest Joint partners, the Army. This facility will not only serve as the MEPS for Western New York, but also a substantial part of the Northeast encompassing Ohio and Pennslyvania.

We provide all these Modern Facilities today, without additional Military Construction…

Finally efficiencies



Improved efficiencies and agreements have resulted in tremendous savings that were not calculated in the BRAC data.

Our Air Force Joint Use Agreement has saved us $149,999 annually, which was not included in calculations. This is a 2.2 million dollar savings over 20 yrs.

The State of New York has sanctioned a program in which electricity rates decrease from $0.11 per kw to app $0.06 per kw hour, giving Niagara an annual reduction in electric utility costs of approximately 45% or $450,000 annually – also NOT figured into the BRAC data.

Bottom Line: Significant cost savings to the DOD were not calculated in BRAC operating cost metrics and will be unrealized should Niagara close….

Eliminate Excess Physical Capacity

Third BRAC Goal

Niagara is lean and efficient

- Modern Facilities
- Improved Efficiencies

Bottom Line: Niagara is "Right Sized" for today and the future

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To sum it all up, between the modern facilities and the new cost savings, Niagara is Right Sized for today and the future

This facility supports Federal, State, and Local organizations

The 914th Airlift Wing is the overall Joint host to all these entities with the Air National Guard's 107th ARW as the next largest tenant on Niagara Falls Int'l Airport – Air Reserve Station. We also have an immediate Joint relationship with the U.S. ARMY in conjunction with their Reserve Center located on the opposite side of the Airfield. The Army Reserve's 865th Hospital Unit and 277th Quartermaster Unit rely on the Niagara Falls ARS for substantial support to include: lodging, logistics, security, fire-rescue, MPF (ID Cards, etc.,), fitness center, services, club, etc., Their mission is not going away. Additionally, the 98th Division of the U.S. Army Reserve utilizes our base and facilities for unit classroom training and again…lodging, bx, ID, fitness, etc.,

The Niagara Falls Air Reserve Station provides the greatest efficiency (time & fuel) for Department of Homeland Security aviation patrols of the Niagara Power Project and international crossings that currently fly out of Niagara

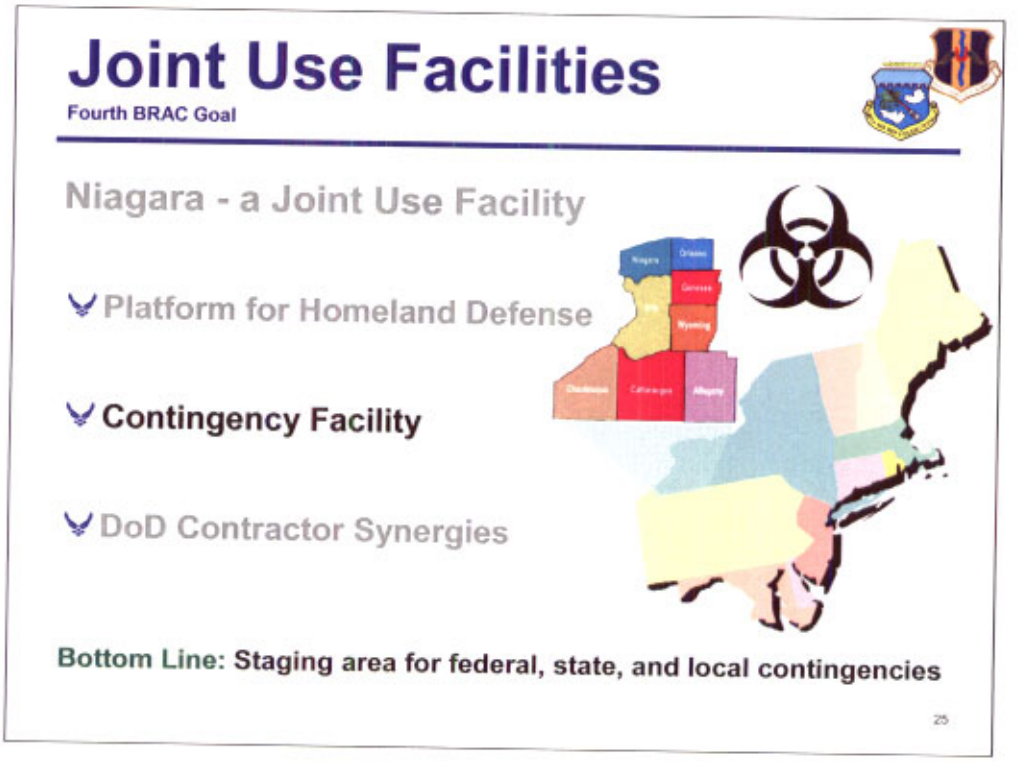
Beside the US Department of Homeland Defense, 15 other federal, state, and local government entities depend on Niagara and have current formal agreements for its shared usage:

The New York Power Authority's Niagara Power Project is 4.5 miles away and is the Northeast's greatest electricity producer.

Niagara is within 20 miles of the busiest US-Canadian border crossing corridor. Annually, 16.2 million people and over 1,183,000 trucks enter the U.S. from the Niagara Falls and Buffalo bridges.

61% of all US-Canadian international commercial traffic crosses into Western New York.

Bottom Line, We're not suggesting Niagara would be a great homeland defense staging facility, we're proving to you that it already is…



Federal Disaster Area Headquarters / Staging Facility

Recent contingencies that required staging from Niagara:

2 Federal Disaster incidences for snow removal

Support to New York City at World Trade Center site

Y2K

Most recently, 28 MAY 05 Rainbow Bridge Hazmat Incident

State Mission: To provide equipment and personnel as directed by the Governor and Division of Military and Naval Affairs

107th ARW Commander is also designated as the Western Region 6 Commander of National Guard forces

This area covers 20% of NY State and includes: Air, Army, Naval Militia and the New York Guard

Strong relationships built with national defense contractors in testing and evaluating new components for Joint, Air Force and C-130 & KC-135 communities.

Companies such as Lockheed Martin, Sierra Research, Calspan, General Dynamics and Northrop Grumman are located in the region and continually work with both wings

The 914 AW is currently used as a test bed for Northrup Grumman electronic warfare gear (JTE-Joint Threat Emitter) – ongoing project.

The 107th is host/participant in the Calspan/General Dynamics - Automated Air Refueling test program for the Unmanned Combat Air Vehicle

In association with Air Force Research Labs, Niagara is a Deicing test site for the Environmental Security Technology Certification Program

15 other government entities have shared usage agreements for THE NIAGARA FALLS **JOINT** AIR RESERVE STATION

Homeland Defense

FBI – (surveillance, flights of prisoners)

U.S. Army Guard (Helicopter patrols with border patrol)

U.S. Coast Guard (Dolphin patrols)

Civil Air Patrol (flew equipment in support of the 9/11 attacks)

CBERNE Reaction Team (shared by US Customs and Border Protection forces)

NEADS (North East Air Defense Sector) – Gator Site

U.S. Customs and Border Protection

U.S. Drug Enforcement Agency (secure meeting location)

NY State Police (flight operations)

WNY Anti-Terrorism Task Force

Canadian-American Law Enforcement Organizations (CALEO) – (meetings)

Other entities

U.S. Army Reserve

U.S. Naval Reserve

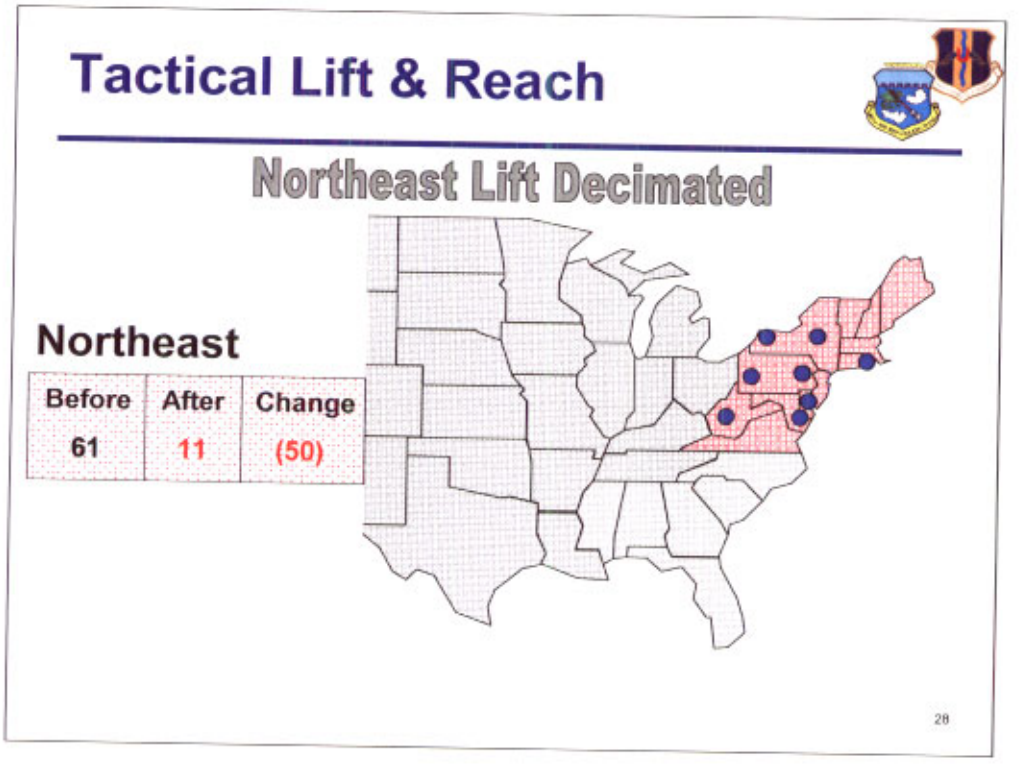
Red Cross

Local Fire Depts

Niagara County Sheriff

Niagara Falls Police

MEPS (under construction)

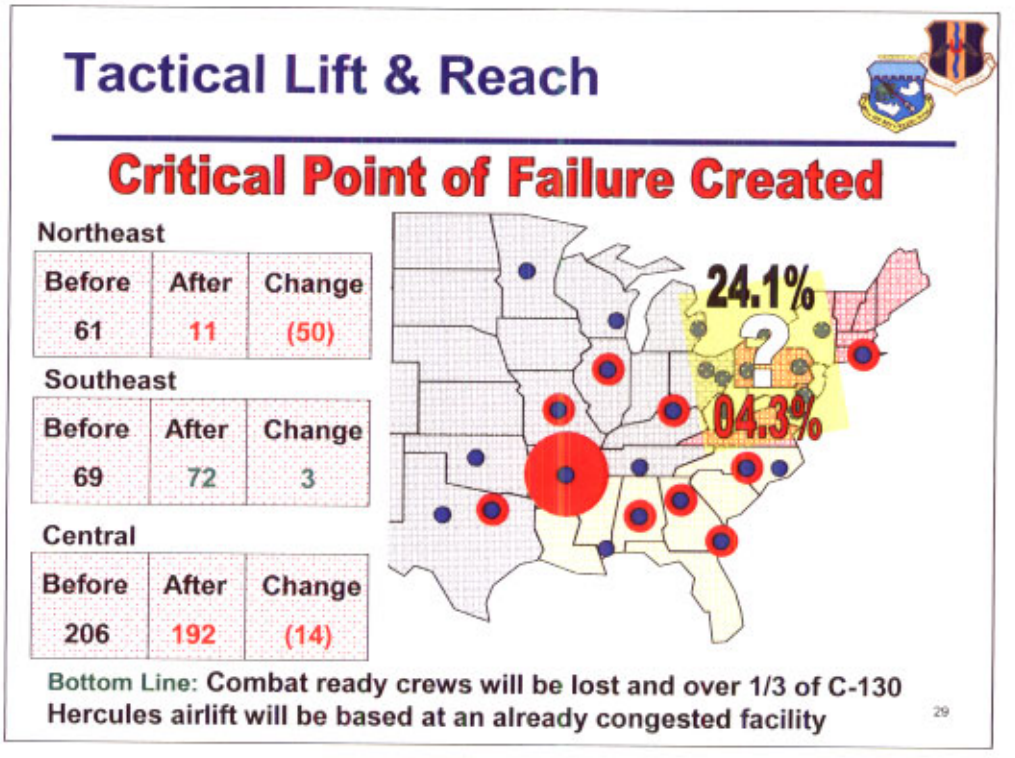


Northeast Base		Before	After	Change	
Niagara		8	0	(8)	
Pittsburgh		8	0	(8)	
Willow Grove	8	0	(8)		
New Castle		8	0	(8)	
Martin St		8	0	(8)	
Quonset		8	11	+3	
Schenectady**	4	0	(4)		
Yeager		8	0	(8)	
Total			60	11	(49)

* Creating C-130 void in the Northeast limits regional response capabilities. Niagara C-130s were pivotal to post 9/11 Noble Eagle operations; unit sat numerous Bravo Alerts for regional disaster response.

Bottom Line: Net loss of 49 C-130s virtually eliminates tactical airlift presence in the Northeast, decreases lift flexibility, and greatly reduces Air Mobility Command C-130 un-refueled European reach

****NOTE: Schenectady 10 LC-130 <Ski-Equipped> were not calculated in North East Lift figure due to specialized Artic/Antarctic mission**



* Beefing up Little Rock AFB, AR with 116 total aircraft will result in congested airspace and marginal training capability

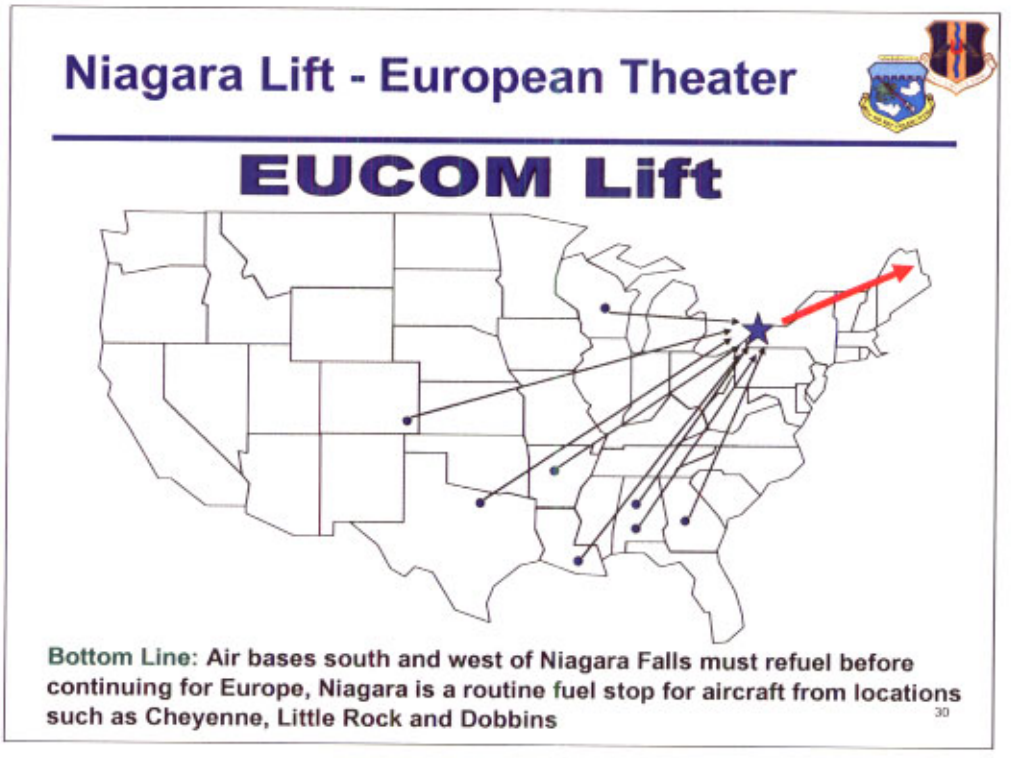
* New Reserve Wing will replace Active Duty at Pope AFB, NC. Reservists won't travel these type of distances for Unit Training Assemblies on their own nickel.

* Loss of Human Capital stands to be large: no plans in BRAC for AES/OPS/MX personnel from Niagara Falls. Potentially lose 315 man-years of C-130 NVG experience (+ 100 more each year past 2005), lose 1184 years of operational flying experience from C-130 aircrew.

* BRAC related statements: 1) No Flags will come down... 2) People will be taken care of

* Why are we closing an AES unit when the direction in the Air Force is a push to build the Aeromedical Evacuation end of the warfighting business and reduce the in-theater medical footprint (since it's too cumbersome to move). AF AE community is looking to standup new AE units as it is.

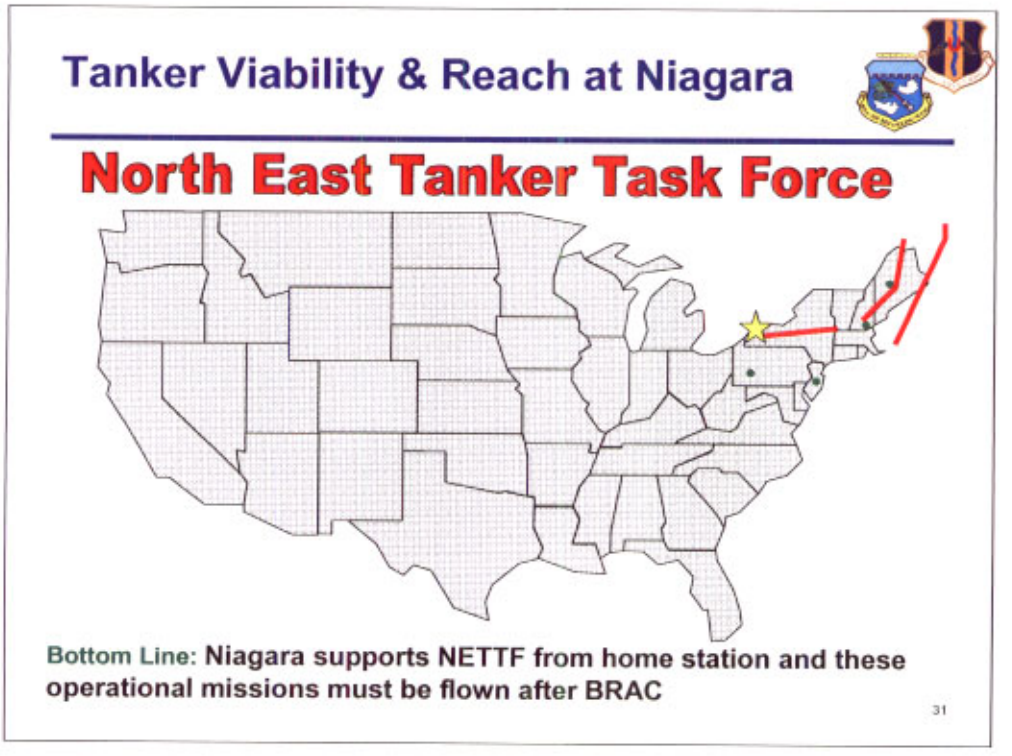
* J Model assembly line re-opened (kept open) as announced the day prior to BRAC announcement. Apparent C-130 plan doesn't take this into account...only logical to put 16 airplanes here and also streamline LRF.



Niagara Falls ARS serves as an important transient stop for aircraft deploying from the heartland to Europe and returning from deployments overseas to RON, Refuel and clear customs

Niagara is a routine fuel stop for aircraft from locations such as Cheyenne, Little Rock and Dobbins

Aircraft returning from the Middle East and Europe also routinely land at Niagara Falls for required US Customs inspections



NETTF

5 KC-135R units participate BGR PSM IAG WRI PIT

IAG flown 23.8% (407 sorties) of airbridge sorties since Jan 04 (start of statistical data)

Since Aug 03 inception IAG offloaded 33 million pounds of gas

Frequently WRI PSM BGR shutdown due to weather (Noreatser Hurricane) or shutdown due to deployments

IAG carries loss of load

We maintain our alert line commitments during deployments

AMC expects this critical mission to extend **beyond** 2010

BRAC results in a loss of 17 total KC-135s (29% of existing NETTF)

30% of NETTF loss of support

Only answer to backfill support – old much more expensive way due to TDY costs

The 107th has been part of the Northeast Tanker Task Force since August 2003

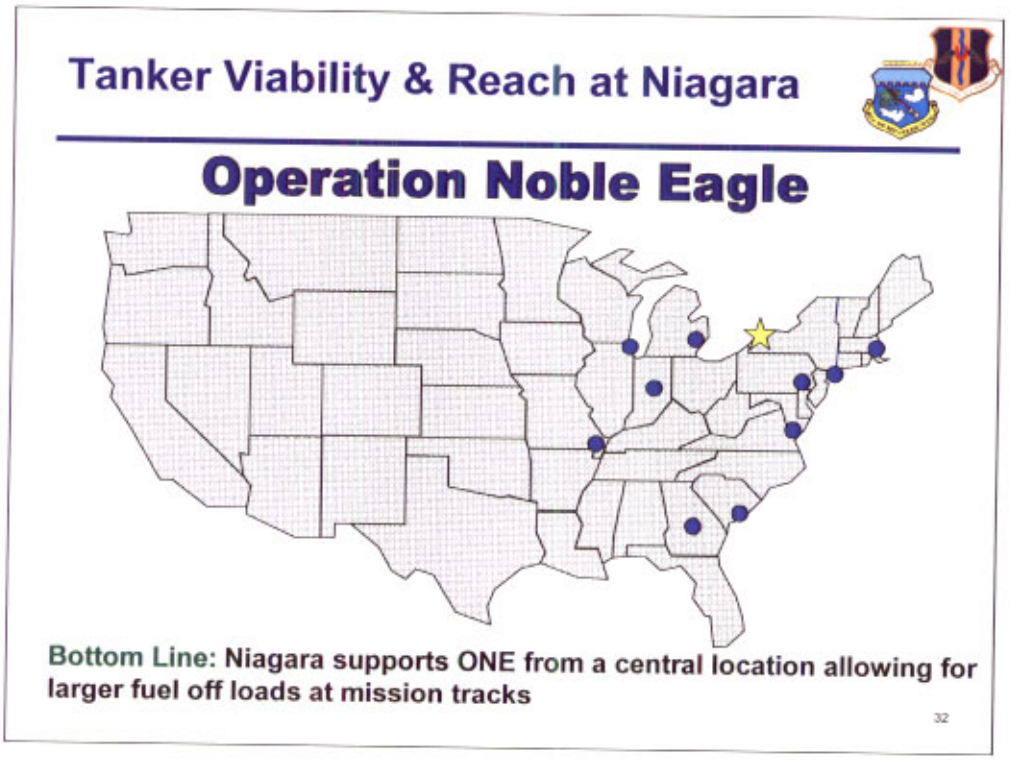
Since January 2004 statistical data has been keep and Niagara has flown over 400 total sorties or approximately 24%

We are one of five Air Refueling Wings currently supporting Air Bridge Operations

The other units are Bangor, Pease, Maguire and Pittsburg

We have offloaded over 33 million pounds or 4.8 million gallons

One point of interest is we have the least amount of aircraft but fly approximately 25% of all sorties.



ONE

Since 9/11 we flew 230 sorties, offloading 9 million pounds of gas to Combat Air Patrol (CAP) Fighters

Over the following cities – BOS, NYC, DC, PHILLI, ATL, CHI, STL, INDI, DET,

On 9/11, IAG first tanker in air over NYC

Location – CAPs flown by IAG not over just east coast but over south and midwest

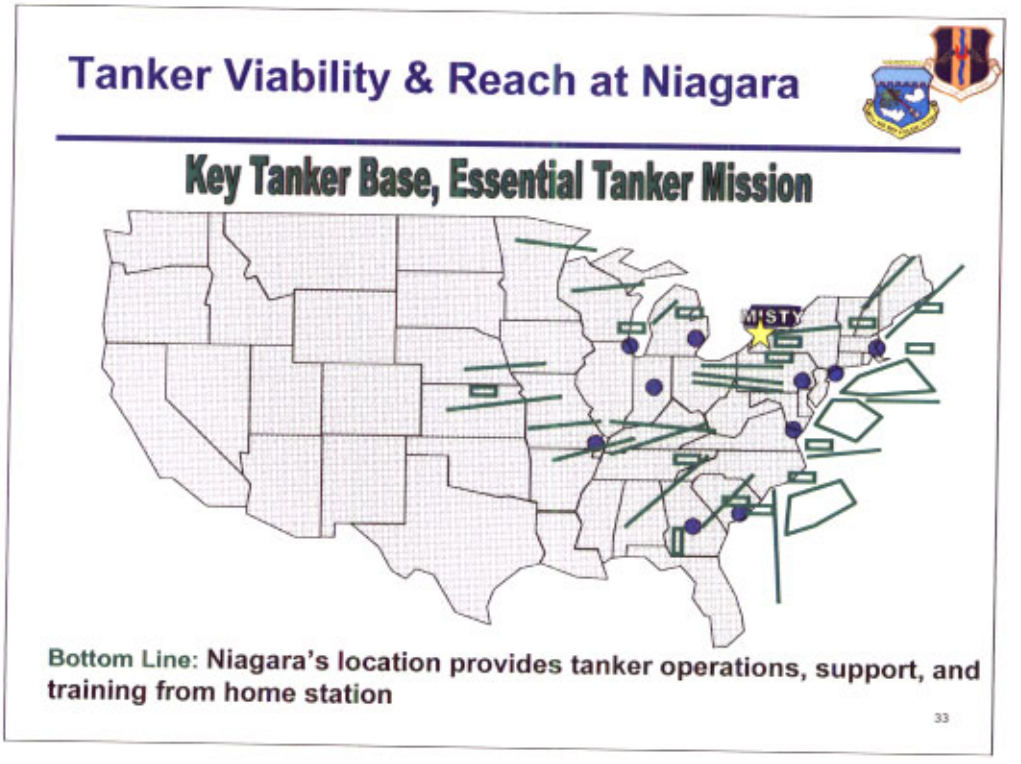
We were the first KC-135 over New York City along with F-16's from Syracuse

Before that sortie landing we launch another one

We have flown cap missions over Boston, Washington DC, Atlanta, Chicago, Saint Louis, Detroit and New York City

The 107th has flown over 230 sorties in support of Operation Nobel Eagle and offloaded 9 million pounds for fuel

We can fly over cities in the Midwest, the Northeast and southeast and have the capability for maximum offloads



What we are showing you is the majority of refueling tracks and training areas in the eastern U.S.

Because of our location we can and do training on a weekly basic along the southern coast refueling fighters and E-3's

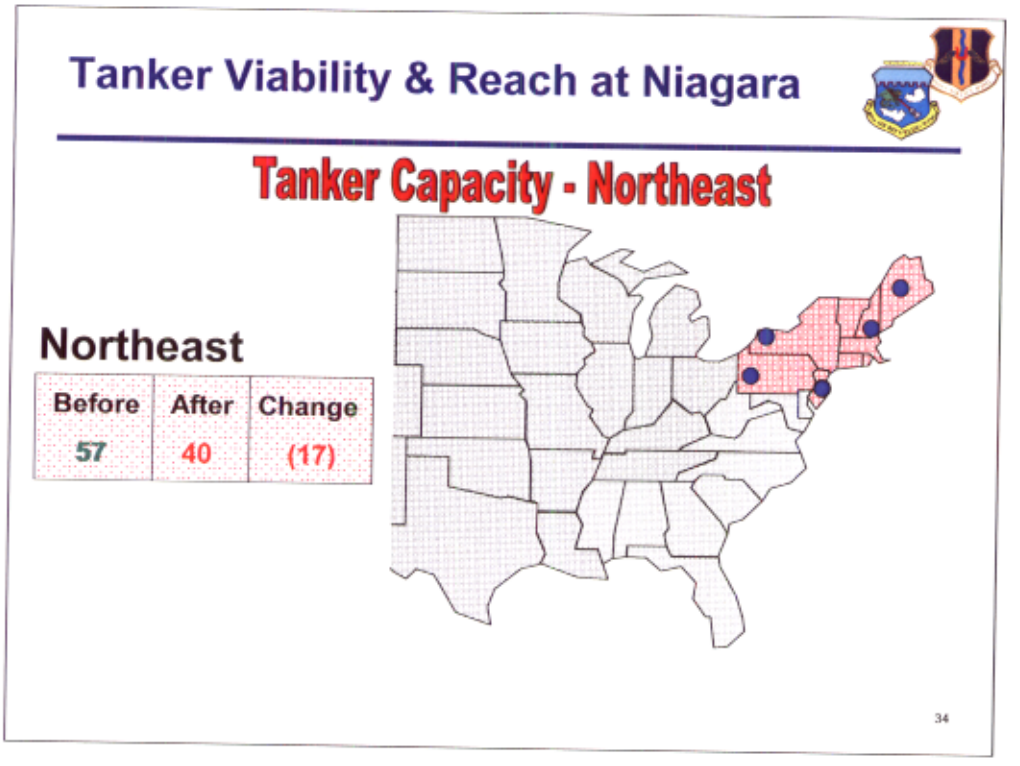
We fly to the Midwest and refuel B-2's

The point is because of our location we can and do training sorites covering half of the country

We have NO Air Traffic Control (ATC) restrictions

Because of new tactics required from Operation Iraqi Freedom the KC-135 community has to train all aircrew in new procedures.

We are one of the few tanker units that can do all the training at home because of no ATC restrictions.



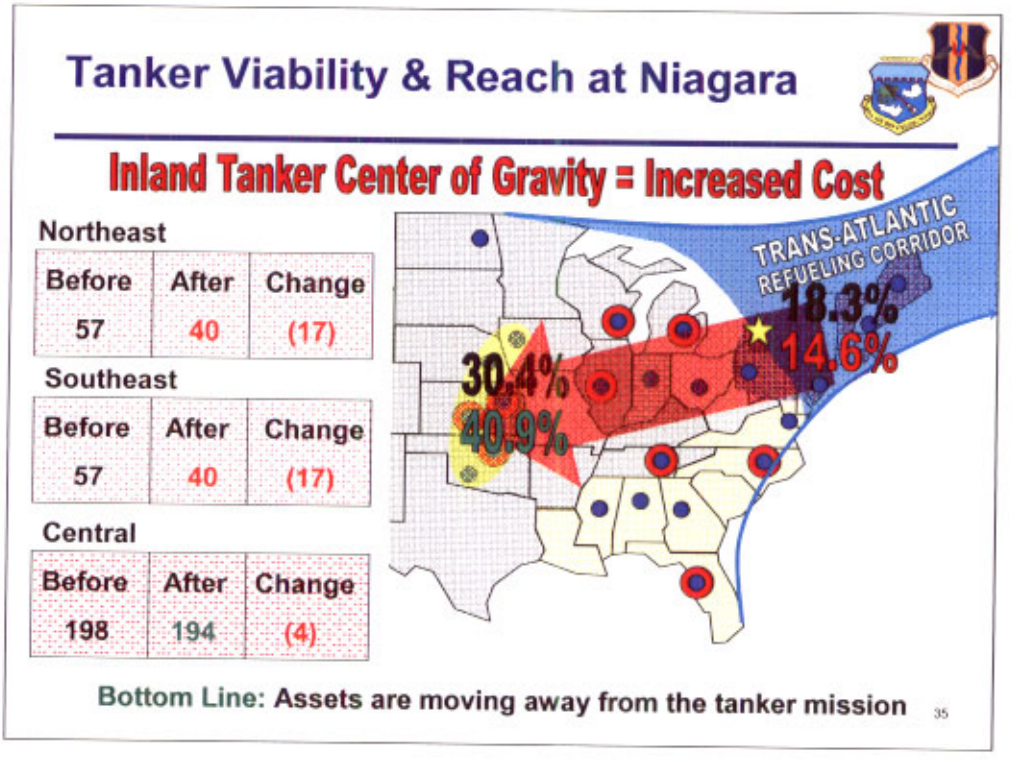
TANKER CAPACITY – NORTHEAST

Before BRAC: 57 tankers in the Northeast; Five Air Wings

After BRAC: 40 tankers 3 Air Wings

That is a reduction of 17 tankers plus over 30 Mission Ready, Fully trained and operational Aircrews

The Question is who is going to fly these missions? Over 500 sorties will need to be picked up?

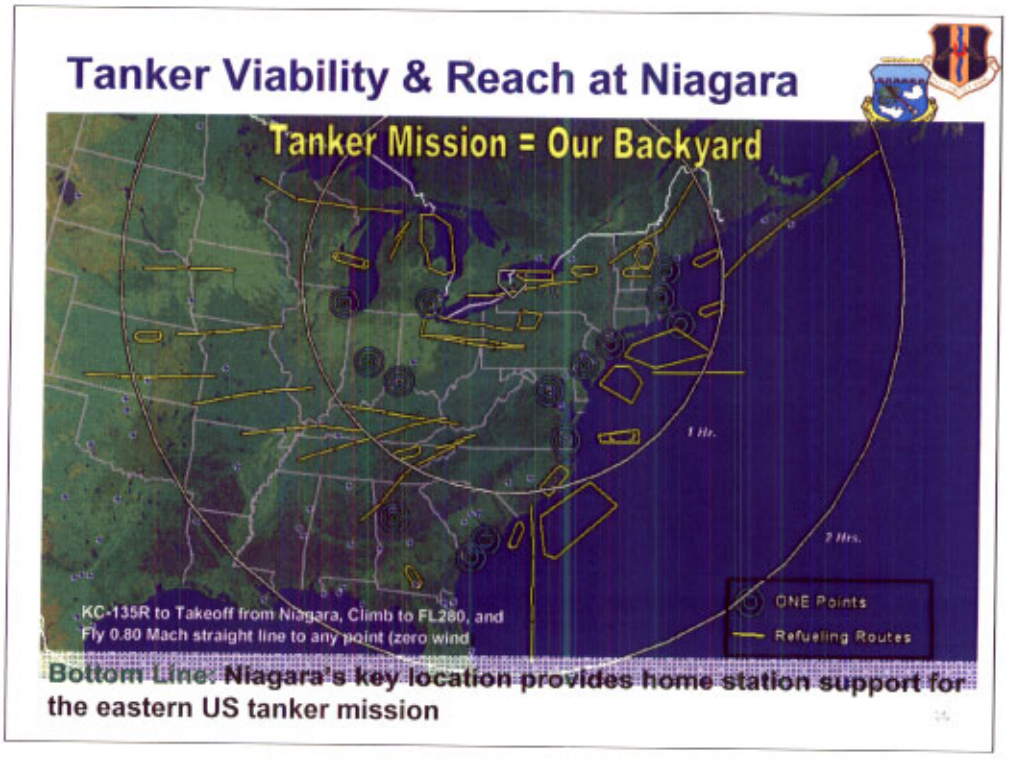


Before BRAC 11 Bases, after 10 Bases

176 Tankers in the Midwest to handle cross-country missions appear more then enough.

But by reducing the number of tankers in the northeast by 30% we're limiting future responsiveness.

Midwest tankers will need to deploy more frequently to support the Northeast tanker missions and consequently increase the overall costs of doing business.



-

Here is a map with one (1) hour flying rings.

It shows that Niagara Falls is in a VERY Key location that provides Operational Mission support plus any and all training requirements for the eastern U.S.

I have heard the Air Force say they need tankers in the Midwest to support cross continent missions.

We can support them from here, PLUS the Northeast air bridge.

Tankers in Kansas and Iowa can't support the N.E. air bridge, a majority of their home station missions are strictly training sorties. Ours are operational.

Interesting point is Lincoln and Sioux City stay at 8 aircraft. That's what we have now.

So the point about a minimum of 12 aircraft is not a factor, Plus if you count the total aircraft assigned at Niagara Falls @ 16; <u>That's the right size according to Air Force objectives</u>.

SECAF BRAC 2005 GOALS

1. Maximize the warfighting capability of each squadron
2. Realign infrastructure with future defense strategy
3. Eliminate excess physical capacity
4. Capitalize on opportunities for Joint Use activities

37

From: Dept of AF analysis and recommendations, vol 5 part 1 of 2 "Executive Summary" May 2005

We understand the BRAC goals outlined above, and it appears Niagara is what the BRAC had in mind for the future: Right-sized, jointness, adaptable for any and all future missions.

BRAC *Justification?*

Justification: This recommendation distributes C-130 force structure to Little Rock (17 – airlift), a base with higher military value. These transfers move C-130 force structure from the Air Force Reserve to the active duty –addressing a documented imbalance in the active/reserve manning mix for C-130s. Additionally, this recommendation distributes more capable KC-135R aircraft to Bangor (123), replacing the older, less capable KC-135E aircraft. Bangor supports the Northeast Tanker Task Force and the Atlantic air bridge.

DOD – Base Closure and Realignment Report, Volume I, Part 2 of 2: Detailed Recommendations, May 2005 (Section 3: Recommendations – Air Force – 33)

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1. Distribute C-130 Airlift to Little Rock-Higher military value?
   - Severe weather issues
   - needs MILCON to handle it
   - need newly trained aircrew
   - Congested facility
   - Critical point of failure created

2. Restructure imbalance in active/reserve manning mix?

- **Net loss of Aircraft for the Air Force Reserve given this construct was only 4 Aircraft. Based on Final Bed-down Plan of Brac, the Air Force Reserve essentially remains at 22% of C-130 Aircraft; Active duty gains 6% at the expense of the Air National Guard.**
- **Active Duty doesn't associate enough with the Reserve to say it fixes an imbalance in C-130 Force Manning (only 2 locations: COS...and a new Wing at Pope with all Reserve Aircraft - 16) AMC/DO was pushing for all units to man at a 2.0 ratio instead of 1.75 which leaves the Reserve manning requirement relatively unchanged...just more regionalized and difficult to hire into.**

3. Distribute more capable aircraft to Bangor?
   - Any unit that performs essential missions should have modern aircraft, but why take them from a base that can actually fly missions from home station. Shouldn't you eliminate refuelers from the heartland that have to deploy to conduct operations.
   - Heartland tankers are not where the mission is, NE bases are and are slated to lose tankers

4. Bangor supports NTTF and AAB
   - 107th already supports NTTF and AAB from Niagara ARS
   - ~23% of NTTF comes from Niagara, second only to Bangor
   - Picks up the slack when Bangor and Pease get weathered in.
   - Where is NTTF support going to come from when you are taking away northeast tanker assets for a northeast mission, the heartland?

Are We Better Off Without Niagara?

LOSE	GAIN
Optimum Training Facility	12 Million Dollars Annually
Operational Home Station for Tanker Mission	
Combat Veterans	
Prolific Recruiting Base	
Mission Flexibility	
Joint Installation	
Homeland Defense Platform	
Efficient/Modern Facility Without Construction	
Northeast Airlift	
EUCOM Reach	
Transient Facility With Customs Support	
Two Combat Ready Wings	

39

COBRA: an issue

CLOSING NIAGARA:

$199 Million Savings

or $130 Million Cost:

- Took Credit for drilling positions that don't go away in end strength
- NO Military Entrance Processing Station (MEPS) enclave identified

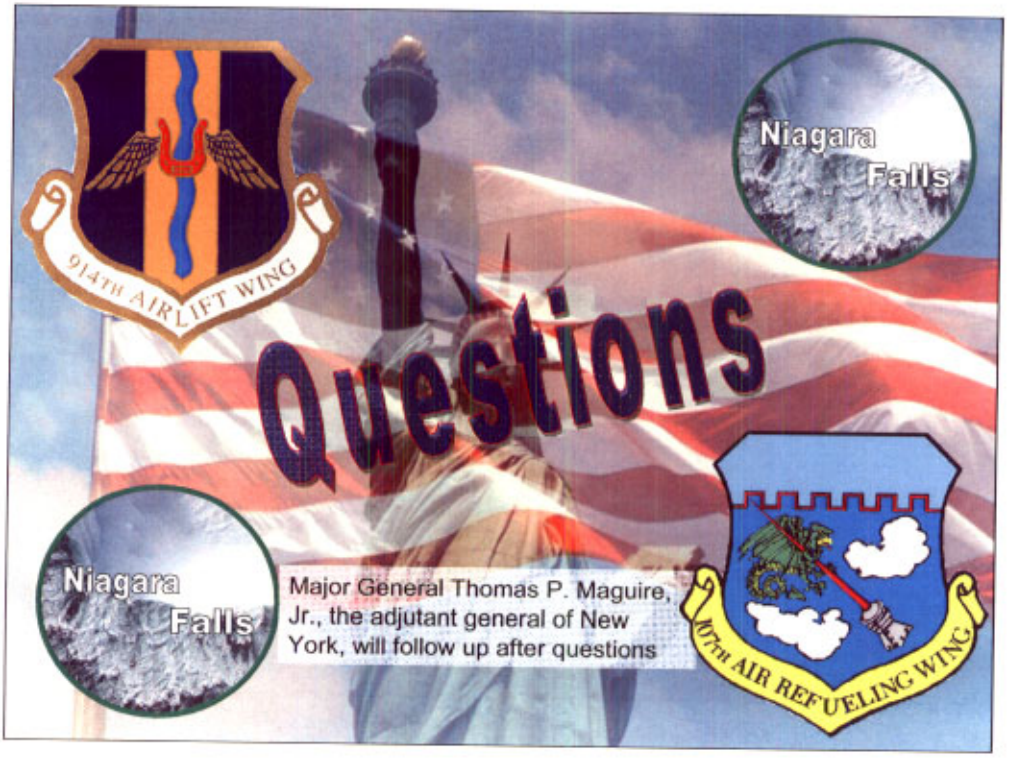
40

Close Niagara ≠ BRAC Goals

BRAC Goals		Niagara
1. Capability	✓	Right size with surge capacity and room to grow
2. Aligned for future	✓	ANY and ALL mission capable
3. Excess capacity	✓	Eliminated, NEW future cost savings
4. Joint Use	✓	15 Federal, state, and local entities share our facility

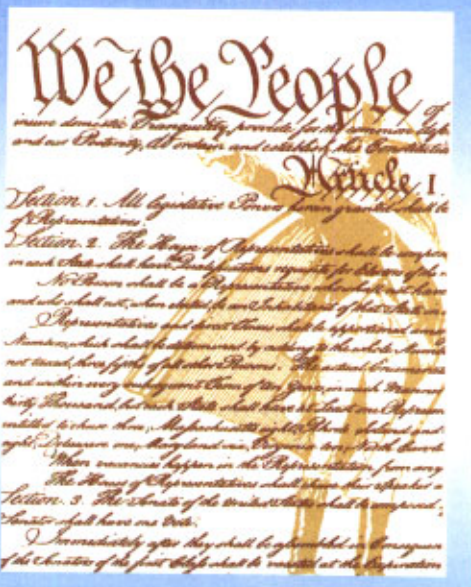
Conclusion: Niagara's true military value was not captured. Keeping Niagara open satisfies the BRAC goals.

40


914TH AIRLIFT WING
Niagara Falls
Questions
Niagara Falls
Major General Thomas P. Maguire, Jr., the adjutant general of New York, will follow up after questions
107TH AIR REFUELING WING

CONGRESS SHALL HAVE THE POWER... TO PROVIDE FOR ORGANIZING, ARMING, AND DISCIPLINING THE MILITIA, AND FOR GOVERNING SUCH PART OF THEM AS MAY BE EMPLOYED IN THE SERVICE OF THE UNITED STATES, RESERVING TO THE STATES RESPECTIVELY THE APPOINTMENT OF THE OFFICERS AND THE AUTHORITY OF TRAINING THE MILITIA ACCORDING TO THE DISCIPLINE PRESCRIBED BY CONGRESS.

Article I, Section 8
United States Constitution



SOLDIERS OF THE STATE

"The DSB believes that the best course of action is to use the Guard to the maximum extent possible in title 32 status for all federal-purpose domestic operations. This approach was used in executing the airport security mission in the immediate aftermath of the September 11, 2001, terrorist attacks."

Defense Science Board 2003 Summer Study on DOD Roles and Missions in Homeland Security

"By nature, emergency response is local. Therefore, the national strategy for homeland security requires robust local, state, and regional preparedness. DOD has a forward-deployed, community-based military force with long-standing, mature relationships with principal players in the domestic emergency response community that can be used for homeland defense and military assistance to civil authorities (MACA) missions. This resource is the National Guard."

Defense Science Board 2003 Summer Study on DOD Roles and Missions in Homeland Security

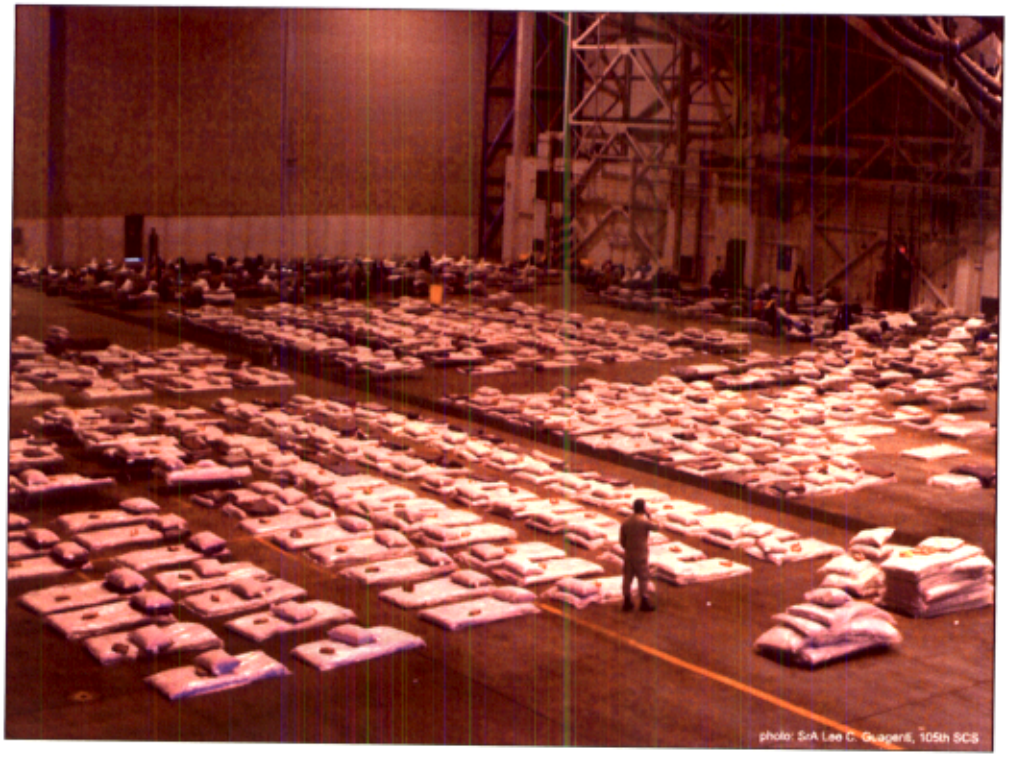
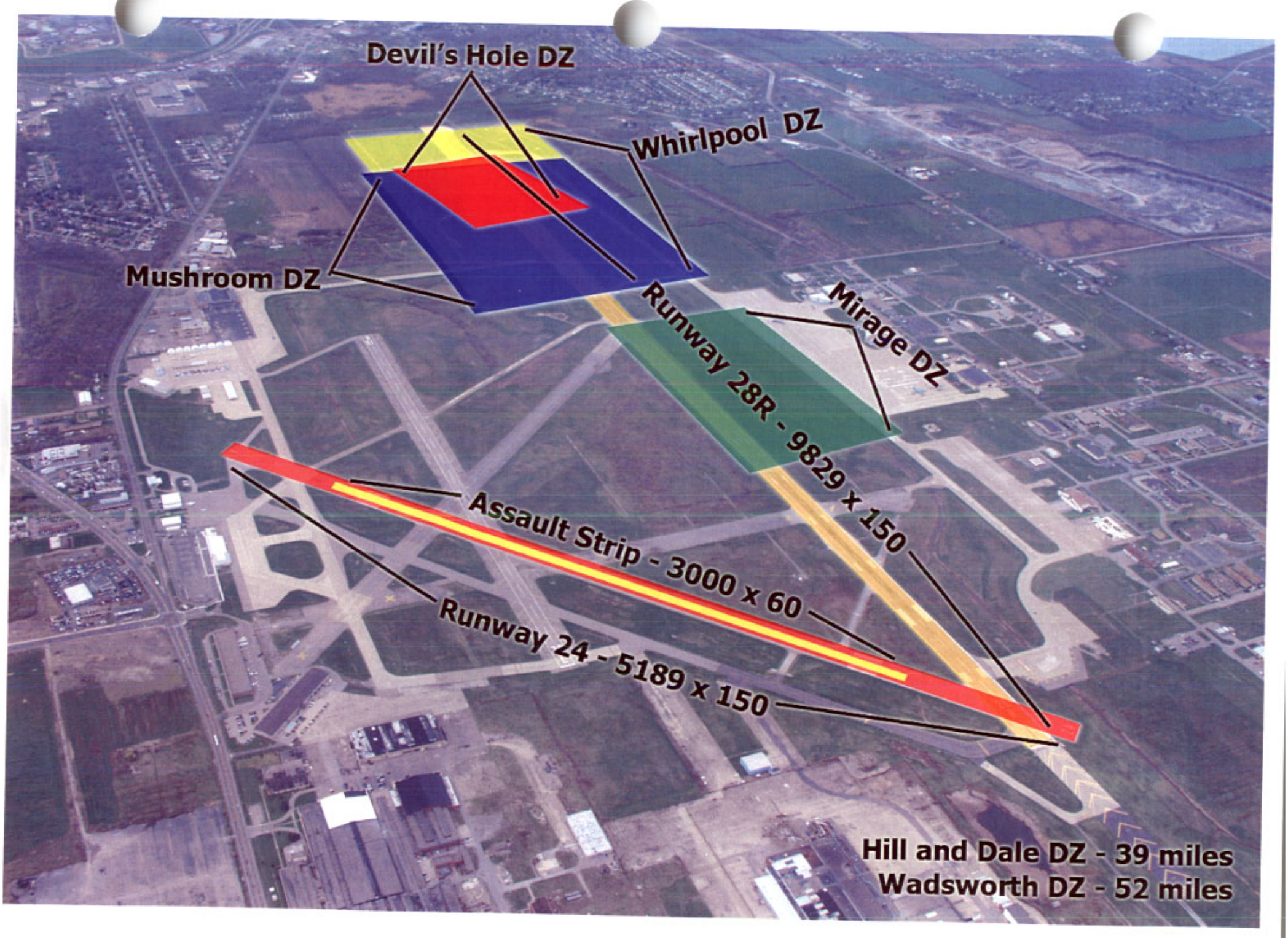


photo: SrA Lee C. Guagenti, 105th SCS


Devil's Hole DZ
Whirlpool DZ
Mushroom DZ
Runway 28R - 9829 x 150
Mirage DZ
Assault Strip - 3000 x 60
Runway 24 - 5189 x 150
Hill and Dale DZ - 39 miles
Wadsworth DZ - 52 miles

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AIRBORNE UNIT ASSUMES RESPONSIBILITY FOR PERSONNEL INJURY AND EQUIPMENT DAMAGE ON DZ

DROP ZONE SURVEY

1. DZ NAME: DEVILS HOLE CIRCULAR DZ
2. LOCATION: NIAGARA FALLS IAP, NY
3. MAP SERIES/SHEET NUMBER/ EDITION/ DATE OF MAP: V821/ 5270 III/ DMA/ 1980

4. SURVEY APPROVAL/DISAPPROVAL DATA

4A1. DATE SURVEYED	4A2. TYPED NAME AND GRADE OF SURVEYOR	4A3. PHONE NUMBER (DSN)	4A4. UNIT
20010307	Bryan D. Patton, SSgt	424-1601	21 STS POPE AFB, NC

4B. DROP ZONE APPROVAL/DISAPPROVAL A = APPROVED D = DISAPPROVED	FOR	CDS/CRS	PER	HE	MFF	SATB	CRRC	HSLLADS	HVCDS
	DAY	A	D	D	A	A	D	D	D
	NIGHT	A	D	D	A	A	D	D	D

4C. DATE APPROVED FOR GROUND OPERATIONS	NAME, GRADE AND SERVICE OF APPROVAL AUTHORITY	PHONE NUMBER (DSN)	SIGNATURE
20010314	Eric D. Ray, Major, USAF UNIT AND LOCATION: 21 STS. Pope AFB, NC	424-1595	

4D. DATE SAFETY OF FLIGHT REVIEW APPROVED	NAME AND GRADE OF REVIEWING OFFICER	PHONE NUMBER (DSN)	SIGNATURE
20010320	Michael McKeon, Major, USAF UNIT AND LOCATION: 43 OSS/OSK, Pope AFB, NC	424-7669	

4E. DATE OF MAJCOM APPROVAL	NAME AND GRADE OF APPROVING AUTHORITY	PHONE NUMBER (DSN)	SIGNATURE
20010402	Jimmie L. Simmons Jr., Colonel, USAF UNIT AND LOCATION: 43rd Operations Group, Pope AFB, NC	424-7338	

5. COORDINATING ACTIVITIES

A. DZ CONTROLLING AGENCY OR UNIT	B. MEMORANDUM OF UNDERSTANDING/LAND USE	C. PHONE NUMBER (DSN)
914 AIRLIFT WING (AFRC)	YES [X] NO [ ] ATTACHED [ ]	238-2150

D. RANGE CONTROL	E. PHONE NUMBER (DSN)
NIAGARA FALLS TOWER, VHF 118.5 / UHF 349.0 (716) 297-1310	

6. DZ DIMENSIONS (YDS/MTRS) (FOR CIRCULAR DZ, ENTER RADIUS ONLY)

A. LENGTH	B. WIDTH	C. RADIUS	TIMING POINT DISTANCES	D. T/P FROM DZ LEADING EDGE	E. T/P FROM DZ CENTERLINE
N/A	N/A	357 yds		N/A	N/A

POINT OF IMPACT DISTANCES FROM DZ LEADING EDGE	F. CDS PI	G. PE PI	H. HE PI
	N/A	N/A	N/A

7. DZ AXIS DATA (OPTIONAL FOR CIRCULAR DZ)

A. MAGNETIC	B. GRID (UTM)	C. TRUE	D. DATE OF VARIATION DATA
N/A	N/A	N/A	20010307

8. GROUND POINT ELEVATION	A. CDS PI	B. HE PI	C. PE PI	D. HIGHEST
	589'	N/A	N/A	590'

9. DZ COORDINATES

A. SPHEROID	B. DATUM	C. GRID ZONE	D. EASTING	E. NORTHING
CLARK 66	NAD 27	17T PT	6	47

F. GPS DERIVED COORDINATES YES [X] NO [ ]

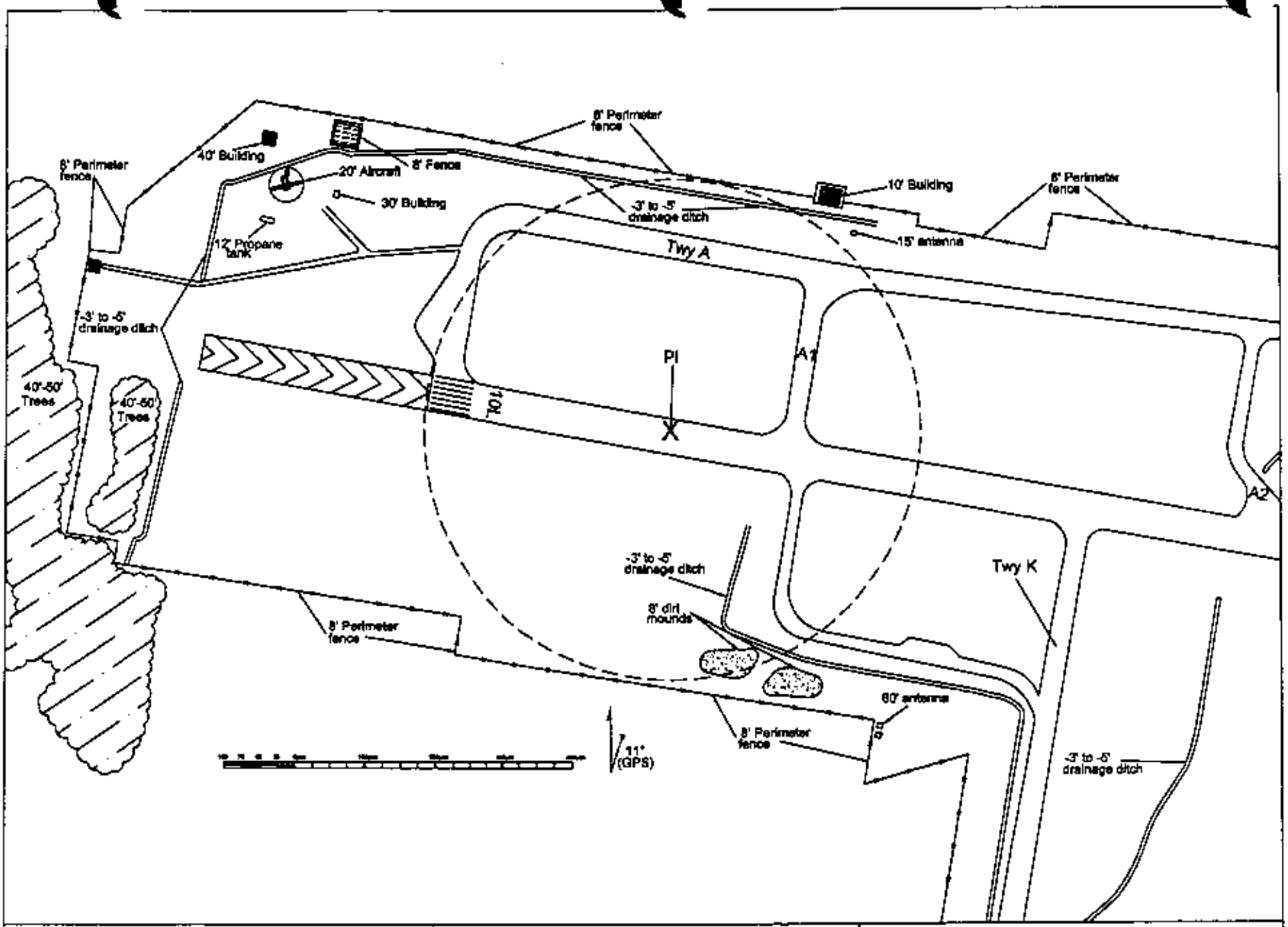
G. POINT OF ORIGIN: Inter.of Twy A and A-2,grid 17TPT 66519 75065, PI is 260°M for 745 meters

H. POINT	UTM COORDINATES	WGS84 LATITUDE (D-M.MM)	WGS84 LONGITUDE (D-M.MM)
DZ CENTERPOINT	65791 74783	N 43° 06.576'	W 78° 57.729'
CDS PI	65719 74783	N 43° 06.576'	W 78° 57.729'
PE PI	N/A	N/A	N/A
HE PI	N/A	N/A	N/A

I. DZ CORNERS UTM COORDINATES

LEFT LEADING EDGE	RIGHT LEADING EDGE
N/A	N/A
LEFT TRAILING EDGE	RIGHT TRAILING EDGE
N/A	N/A
LEFT TIMING POINT	RIGHT TIMING POINT
N/A	N/A

AF FORM 3823, 19940201 (EF-V5)



Name: DEVILS HOLE CIRCULAR DZ	Lat/Long: 43° 06.567' N - 078° 57.726'W	Datum: WGS-84
Location: NIAGARA FALLS IAP, NY	Date: 07 MAR 01	Surveyor: BRYAN D. PATTON

DZ NAME

DEVILS HOLE CIRCULAR DZ

11. REMARKS

1. DZ is located on an active runway. Hazards associated with a runway are present, i.e. taxiway signs, feet remaining signs, runway and taxiway lighting. Other obstacles are depicted on drawing.
2. DZ is within Niagara Falls Class D airspace, aircraft must contact Niagara Falls Tower prior to entering airspace.
3. DZ underlys the exit point for SR823.
4. Canadian Restricted airspace, CYR518, lies 4.5nm west of the drop zone.
5. 789MSL Tower, 317°Mag @ 2.4NM.
6. Coordinates, elevation and declination obtained using a PSN-11 (GPS) with a postion error of +/- 50 feet.

11. PHOTOGRAPH AVAILABLE	12. LOW LEVEL ROUTES
YES ☐ NO ☒	☐ NONE AVAILABLE ☒ ROUTE NAME/DESIGNATOR SR823

#305

AIRBORNE UNIT ASSUMES RESPONSIBILITY FOR PERSONNEL INJURY AND EQUIPMENT DAMAGE ON DZ

DROP ZONE SURVEY

1. DZ NAME	2. LOCATION
WHIRLPOOL DZ	NIAGARA FALLS IAP, NY

3. MAP SERIES/SHEET NUMBER/ EDITION/ DATE OF MAP: V821/ 5270 III/ DMA/ 1980

4. SURVEY APPROVAL/DISAPPROVAL DATA

4A1. DATE SURVEYED	4A2. TYPED NAME AND GRADE OF SURVEYOR	4A3. PHONE NUMBER (DSN)	4A4. UNIT
20010307	MICHAEL T. ANDERSON, SSGT	424-1601	21 STS POPE AFB, NC

4B. DROP ZONE APPROVAL/DISAPPROVAL (A = APPROVED, D = DISAPPROVED)

	FOR	CDS/CRS	PER	HE	MFF	SATB	CRRC	HSLLADS	HVCDS
DAY	A	A	A	A	A	D	A	A	
NIGHT	A	D	D	A	A	D	A	D	

4C. DATE APPROVED FOR GROUND OPERATIONS	NAME, GRADE AND SERVICE OF APPROVAL AUTHORITY	PHONE NUMBER (DSN)	SIGNATURE
20010314	Eric D. Ray, Major, USAF UNIT AND LOCATION: 21 STS, Pope AFB, NC	424-1595	

4D. DATE SAFETY OF FLIGHT REVIEW APPROVED	NAME AND GRADE OF REVIEWING OFFICER	PHONE NUMBER (DSN)	SIGNATURE
20010320	Michael McKeon, Major, USAF UNIT AND LOCATION: 43 OSS/OSK, Pope AFB, NC	424-7669	Michael McKeon

4E. DATE OF MAJCOM APPROVAL	NAME AND GRADE OF APPROVING AUTHORITY	PHONE NUMBER (DSN)	SIGNATURE
20010402	Jimmie L. Simmons Jr., Colonel, USAF UNIT AND LOCATION: 43rd Operations Group, Pope AFB, NC	424-7338	

5. COORDINATING ACTIVITIES

A. DZ CONTROLLING AGENCY OR UNIT	B. MEMORANDUM OF UNDERSTANDING/LAND USE	C. PHONE NUMBER (DSN)
914 AIRLIFT WING (AFRC)	YES [X] NO [ ] ATTACHED [ ]	238-2150

D. RANGE CONTROL: NIAGARA FALLS TOWER, VHF 118.5 / UHF 349.0 (716) 297-1310

E. PHONE NUMBER (DSN):

6. DZ DIMENSIONS (YDS/MTRS) (FOR CIRCULAR DZ, ENTER RADIUS ONLY)

A. LENGTH	B. WIDTH	C. RADIUS	TIMING POINT DISTANCES	D. T/P FROM DZ LEADING EDGE	E. T/P FROM DZ CENTERLINE
1460 yds	662 yds	N/A		N/A	N/A

POINT OF IMPACT DISTANCES FROM DZ LEADING EDGE	F. CDS PI	G. PE PI	H. HE PI
	275 yds	350 yds	550 yds

7. DZ AXIS DATA (OPTIONAL FOR CIRCULAR DZ)

A. MAGNETIC	B. GRID (UTM)	C. TRUE	D. DATE OF VARIATION DATA
281°	270°	271°	20010307

8. GROUND POINT ELEVATION	A. CDS PI	B. HE PI	C. PE PI	D. HIGHEST
	589'	589'	589'	590'

9. DZ COORDINATES

A. SPHEROID	B. DATUM	C. GRID ZONE	D. EASTING	E. NORTHING
CLARK 66	NAD 27	17T PT	6	47

F. GPS DERIVED COORDINATES YES [X] NO [ ]

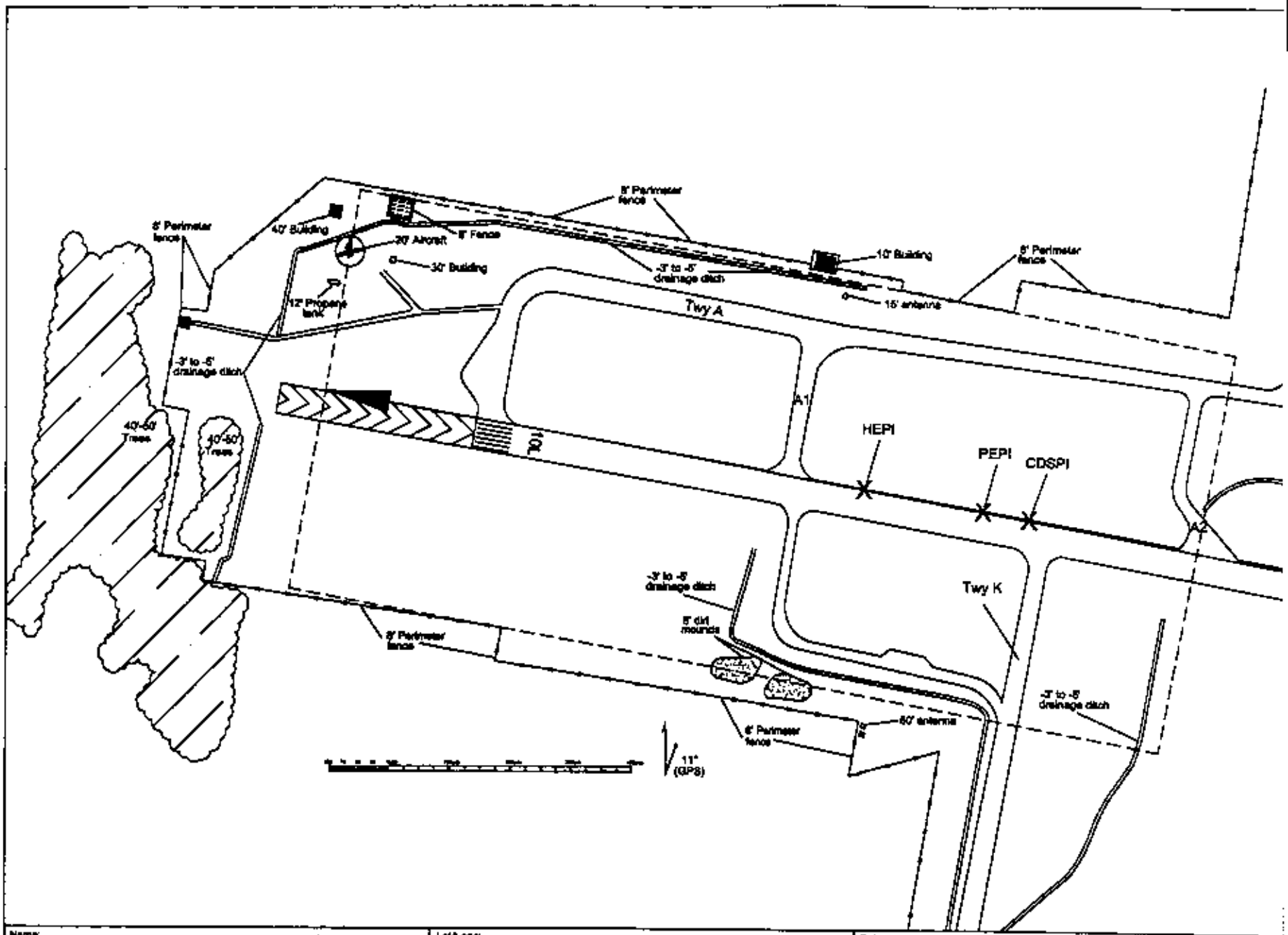
G. POINT OF ORIGIN: Inter. of Twy A and A-2, 17TPT66519 75065, PEPI is 238°M for 365 meters

H. POINT	UTM COORDINATES	WGS84 LATITUDE (D-M.MM)	WGS84 LONGITUDE (D-M.MM)
DZ CENTERPOINT	65901 74802	N 43° 06.585'	W 78° 57.648'
CDS PI	66317 74810	N 43° 06.584'	W 78° 57.341'
PE PI	66248 74808	N 43° 06.583'	W 78° 57.392'
HE PI	66065 74805	N 43° 06.584'	W 78° 57.527'

I. DZ CORNERS UTM COORDINATES

LEFT LEADING EDGE	RIGHT LEADING EDGE
66573 74511	66563 75117
LEFT TRAILING EDGE	RIGHT TRAILING EDGE
65238 74488	65228 75094
LEFT TIMING POINT	RIGHT TIMING POINT
N/A	N/A

AF FORM 3823, 19940201 *(EF-V5)*



Name: WHIRLPOOL DZ	Lat/Long: 43° 06.585' N - 078° 57.648' W	Datum: WGS-84	
Location: NIAGARA FALLS IAP, NY	Date: 07 MAR 01	Surveyor: MICHAEL T. ANDERS	

DZ NAME

WHIRLPOOL DZ

11. REMARKS

1. DZ is located on an active runway. Hazards associated with a runway are present, i.e. taxiway signs, feet remaining signs, runway and taxiway lighting. Other obstacles are depicted on drawing.
2. DZ is within Niagara Falls Class D airspace, aircraft must contact Niagara Falls Tower prior to entering airspace.
3. Run-in to DZ is within the corridor of SR823.
4. Canadian Restricted airspace, CYR518, lies 4.5 nm west of the drop zone.
5. 789MSL Tower, 317°Mag @ 2.4NM.
6. Coordinates, elevation and declination obtained using a PSN-11 (GPS) with a position error of +/- 50 feet.

11. PHOTOGRAPH AVAILABLE

YES ☐ NO ☒

12. LOW LEVEL ROUTES

☐ NONE AVAILABLE

☒ ROUTE NAME/DESIGNATOR SR823

#203

AIRBORNE UNIT ASSUMES RESPONSIBILITY FOR PERSONNEL INJURY AND EQUIPMENT DAMAGE ON DZ

DROP ZONE SURVEY

1. DZ NAME: MUSHROOM DZ
2. LOCATION: NIAGARA FALLS IAP, NY
3. MAP SERIES/SHEET NUMBER/ EDITION/ DATE OF MAP: V821/ 5270 III/ DMA/ 1980

SURVEY APPROVAL/DISAPPROVAL DATA

4.

4A1. DATE SURVEYED	4A2. TYPED NAME AND GRADE OF SURVEYOR	4A3. PHONE NUMBER (DSN)	4A4. UNIT
20010307	MICHAEL T. ANDERSON, SSGT	424-1601	21 STS POPE AFB, NC

4B. DROP ZONE APPROVAL/DISAPPROVAL (A = APPROVED, D = DISAPPROVED)	FOR	CDS/CRS	PER	HE	MFF	SATB	CRRC	HSLLADS	HVCDS	
	DAY	A	A	A	A	A	D	A	A	
	NIGHT	A	A	A	A	A	D	A	A	

4C. DATE APPROVED FOR GROUND OPERATIONS	NAME, GRADE AND SERVICE OF APPROVAL AUTHORITY	PHONE NUMBER (DSN)	SIGNATURE
20010314	Eric D. Ray, Major, USAF	424-1595	
	UNIT AND LOCATION: 21 STS, Pope AFB, NC		

4D. DATE SAFETY OF FLIGHT REVIEW APPROVED	NAME AND GRADE OF REVIEWING OFFICER	PHONE NUMBER (DSN)	SIGNATURE
20010320	Michael McKeon, Major, USAF	424-7669	
	UNIT AND LOCATION: 43 OSS/OSK, Pope AFB, NC		

4E. DATE OF MAJCOM APPROVAL	NAME AND GRADE OF APPROVING AUTHORITY	PHONE NUMBER (DSN)	SIGNATURE
20010402	Jimmie L. Simmons Jr., Colonel, USAF	424-7338	
	UNIT AND LOCATION: 43rd Operations Group, Pope AFB, NC		

COORDINATING ACTIVITIES

5.

A. DZ CONTROLLING AGENCY OR UNIT	B. MEMORANDUM OF UNDERSTANDING/LAND USE	C. PHONE NUMBER (DSN)
914 AIRLIFT WING (AFRC)	YES ☒ NO ☐ ATTACHED ☐	238-2150
D. RANGE CONTROL: NIAGARA FALLS TOWER, VHF 118.5 / UHF 349.0 (716) 297-1310		E. PHONE NUMBER (DSN)

DZ DIMENSIONS *(YDS/MTRS) (FOR CIRCULAR DZ, ENTER RADIUS ONLY)*

6.

A. LENGTH	B. WIDTH	C. RADIUS	TIMING POINT DISTANCES	D. T/P FROM DZ LEADING EDGE	E. T/P FROM DZ CENTERLINE
1100 yds	700 yds	N/A		N/A	N/A
POINT OF IMPACT DISTANCES FROM DZ LEADING EDGE		F. CDS PI: 275 yds		G. PE PI: 350 yds	H. HE PI: 550 yds

DZ AXIS DATA *(OPTIONAL FOR CIRCULAR DZ)*

7.

A. MAGNETIC	B. GRID (UTM)	C. TRUE	D. DATE OF VARIATION DATA
281°	270°	271°	20010307

8. GROUND POINT ELEVATION	A. CDS PI	B. HE PI	C. PE PI	D. HIGHEST
	589'	589'	589'	590'

DZ COORDINATES

9.

A. SPHEROID	B. DATUM	C. GRID ZONE	D. EASTING	E. NORTHING
CLARK 66	NAD 27	17T PT	6	47

F. GPS DERIVED COORDINATES YES ☒ NO ☐

G. POINT OF ORIGIN: Inter. of Twy A and A-2, 17TPT66519 75065, PEPI is 237°M for 375 meters

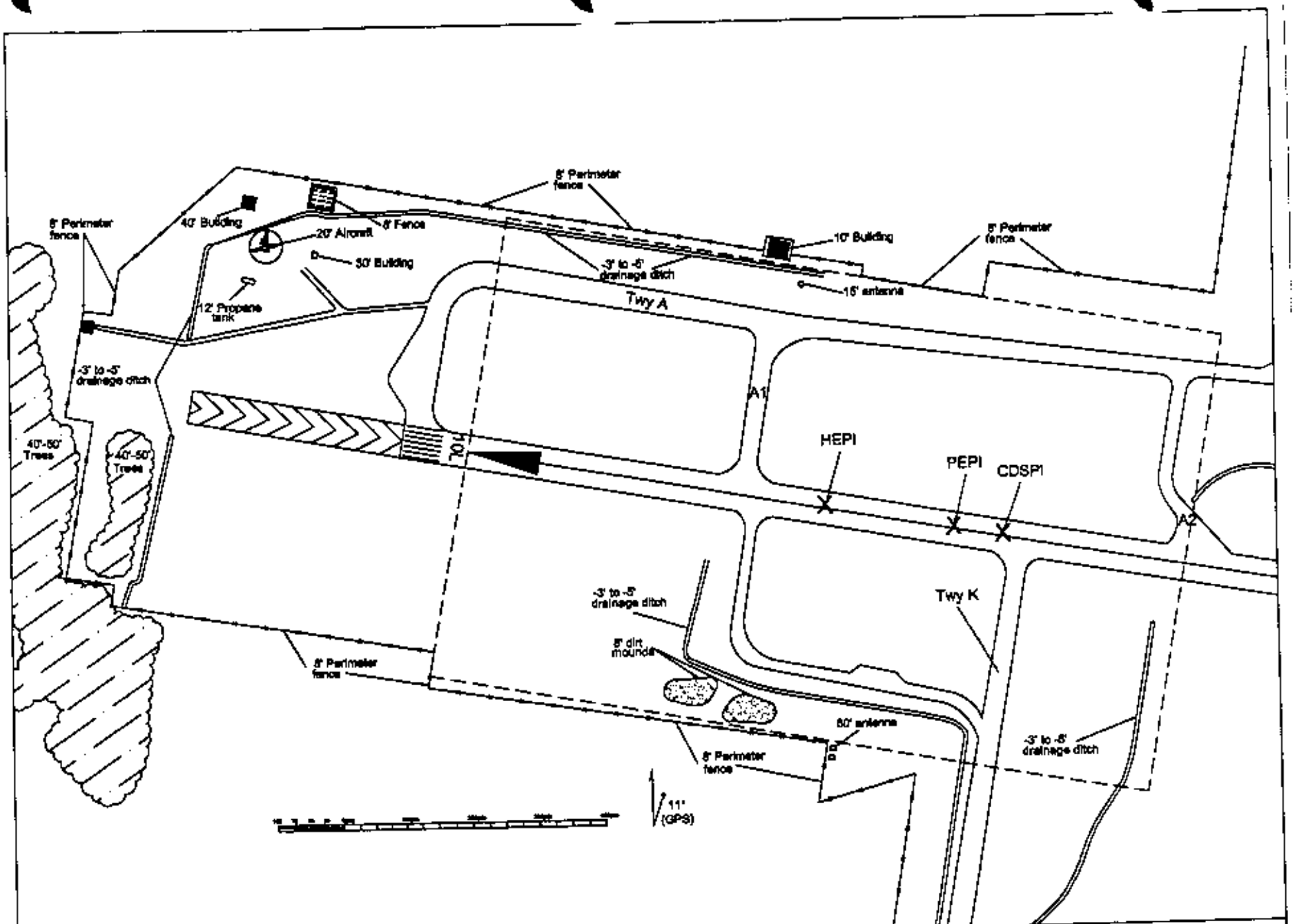
H. POINT	UTM COORDINATES	WGS84 LATITUDE (D-M.MM)	WGS84 LONGITUDE (D-M.MM)
DZ CENTERPOINT	66067 74788	N 43° 06.575'	W 78° 57.526'
CDS PI	66318 74793	N 43° 06.574'	W 78° 57.341'
PE PI	66250 74791	N 43° 06.574'	W 78° 57.391'
HE PI	66067 74788	N 43° 06.575'	W 78° 57.526'

DZ CORNERS UTM COORDINATES

11.

LEFT LEADING EDGE	RIGHT LEADING EDGE
66574 74477	66563 75117
LEFT TRAILING EDGE	RIGHT TRAILING EDGE
65567 74460	65555 75100
LEFT TIMING POINT	RIGHT TIMING POINT
N/A	N/A

AF FORM 3823, 19940201 *(EF-V5)*



Name: MUSHROOM DZ	Lat/Long: 43° 06.575' N - 078° 57.526'W	Datum: WGS-84
Location: NIAGARA FALLS IAP, NY	Date: 07 MAR 01	Surveyor: MICHAEL T. ANDERSON

DZ NAME

MUSHROOM DZ

11. REMARKS

1. DZ is located on an active runway. Hazards associated with a runway are present, i.e. taxiway signs, feet remaining signs, runway and taxiway lighting. Other obstacles are depicted on drawing.
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3. Run-in to DZ is within the corridor of SR823.
4. Canadian Restricted Airspace, CYR518, lies 4.5 nm west of the drop zone.
5. 789MSL Tower, 317°Mag @ 2.4NM.
6. Coordinates, elevation and declination obtained using a PSN-11 (GPS) with a postion error of +/- 50 feet.

11. PHOTOGRAPH AVAILABLE	12. LOW LEVEL ROUTES
YES ☐ NO ☒	☐ NONE AVAILABLE ☒ ROUTE NAME/DESIGNATOR SR823

AF FORM 3823, 19940201 *(REVERSE)* (EF-V2)

ANNOUNCE UNIT ASSUMES RESPONSIBILITY FOR PERSONNEL INJURY AND EQUIPMENT DAMAGE ON DZ

DROP ZONE SURVEY

1A. DZ NAME	1B. ZAR INDEX NO.	2A. COUNTRY	2B. STATE
MIRAGE DZ	500	USA	NY

3. MAP SERIES/SHEET NUMBER/ EDITION/ DATE OF MAP: V7215 52703 1 19840101

4. SURVEY APPROVAL/DISAPPROVAL DATA

4A1. DATE SURVEYED	4A2. TYPED NAME AND GRADE OF SURVEYOR	4A3. PHONE NUMBER (DSN)	4A4. UNIT
20040622	DANIEL J. CALLAN, LTC	238-2173	328 AS

4B. DROP ZONE APPROVAL/DISAPPROVAL (A = APPROVED, D = DISAPPROVED)

FOR	CDS/CRU/CRS	PER	HE	MFF	SATB	CRRC	HSLLADS	HVCDS
DAY	A	D	D	D	A	D	D	D
NIGHT	D	D	D	D	D	D	D	D

4C. DATE APPROVED FOR GROUND OPERATIONS	NAME, GRADE AND SERVICE OF APPROVAL AUTHORITY	PHONE NUMBER (DSN)	SIGNATURE
20040629	MERLE D. HART, COL, AFRC	238-3004	
	UNIT AND LOCATION: 914 OG/CC, NIAGARA FALLS ARS, NY 14304		

4D. DATE SAFETY OF FLIGHT REVIEW APPROVED	NAME AND GRADE OF REVIEWING OFFICER	PHONE NUMBER (DSN)	SIGNATURE
20040629	BARRY L. CUPPLES, JR., MAJOR, AFRC	238-2170	
	UNIT AND LOCATION: 914 OSF/OSK, NIAGARA FALLS ARS, NY 14304		

4E. DATE OF MAJCOM APPROVAL	NAME AND GRADE OF APPROVING AUTHORITY	PHONE NUMBER (DSN)	SIGNATURE
2004 08 05	John McDonough, Maj, USAF	779-3148	
	UNIT AND LOCATION: HQ AMC/A39T, Scott AFB, IL		

5. COORDINATING ACTIVITIES

A. DZ CONTROLLING AGENCY OR UNIT	B. MEMORANDUM OF UNDERSTANDING/LAND USE	C. PHONE NUMBER (DSN)
914 AW	YES ☒ NO ☐ ATTACHED ☐	238-2150/2170
D. RANGE CONTROL: NIAGARA FALLS TOWER VHF 118.5 / UHF 349.0		E. PHONE NUMBER (DSN): 238-2175

6. DZ DIMENSIONS (YDS/MTRS) (FOR CIRCULAR DZ, ENTER RADIUS ONLY)

A. LENGTH	B. WIDTH	C. RADIUS
700 YDS	400 YDS	NA

POINT OF IMPACT DISTANCES FROM DZ LEADING EDGE	D. CDS PI	E. PE PI	F. HE PI
	200 YDS	NA	NA

7. DZ AXIS DATA (OPTIONAL FOR CIRCULAR DZ)

A. MAGNETIC	B. GRID (MGRS)	C. TRUE	D. SOURCE/DATE OF VARIATION DATA
281	267	270	19950101

8. GROUND POINT ELEVATION	A. CDS PI	B. HE PI	C. PE PI	D. HIGHEST
	590	NA	NA	590

9. DZ COORDINATES

A. SPHEROID	B. DATUM	C. GRID ZONE	D. EASTING	E. NORTHING
WGS 84	WGS 84	17T	6	7

F. GPS DERIVED COORDINATES: YES ☒ NO ☐

G. POINT OF ORIGIN: CDS PI located 330 yds @ 280 from 25' tower grid 6753 7460

H. POINT	MGRS COORDINATES	WGS84 LATITUDE (D-M.MM)	WGS84 LONGITUDE (D-M.MM)
DZ CENTERPOINT	17T PH 66911 74795	4306.45N	7856.68W
CDS PI	17T PH 67237 74803	4306.65N	7856.68W
PE PI	NA	NA	NA
HE PI	NA	NA	NA

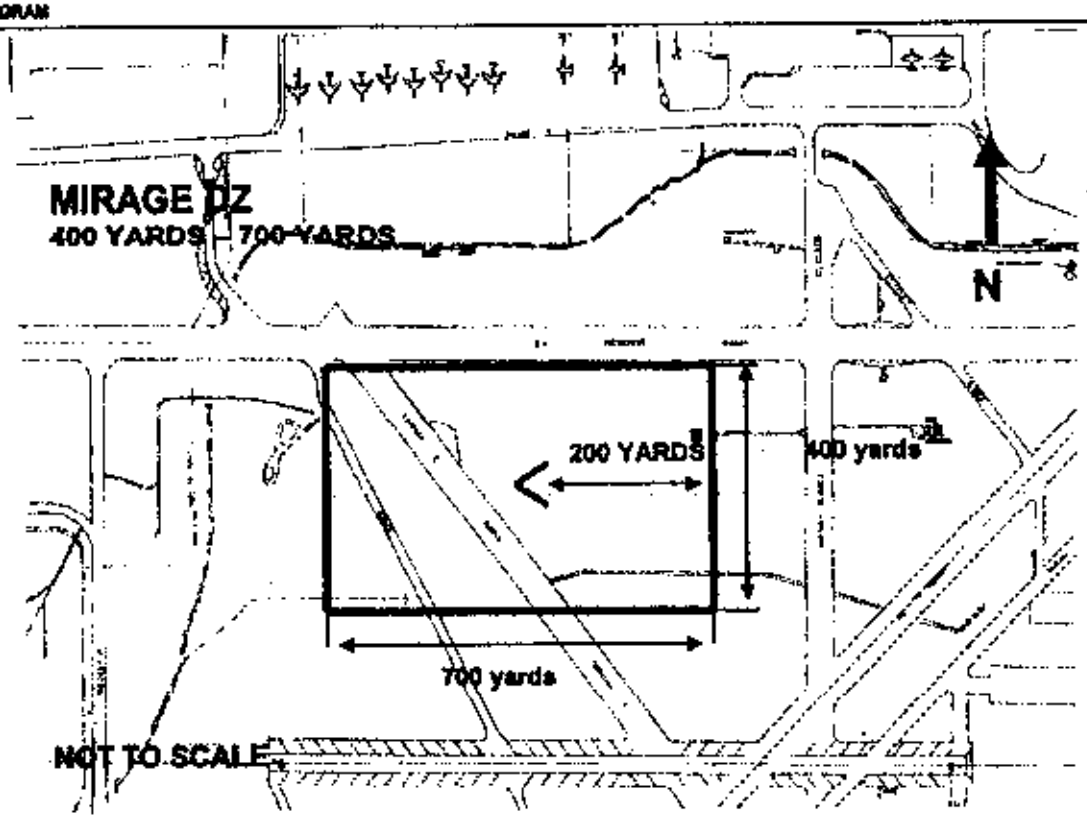
I. DZ CORNERS MGRS COORDINATES

LEFT LEADING EDGE	RIGHT LEADING EDGE
17T PH 67418 74625	17T PH 67418 74995
LEFT TRAILING EDGE	**RIGHT TRAILING EDGE**
17T PH 66778 74625	17T PH 66778 74975

DZ NAME

MIRAGE DZ

10. DZ DIAGRAM



11. REMARKS

1. Aircraft will not release CDS over Runway 28R or North of Taxiway A.
2. DZ within Niagara Falls IAP, NY Class D airspace. Aircraft must contact Niagara Falls Tower prior to entering airspace.
3. Authorized for single ship actual CDS or formation SATBs.
4. All airdrops authorized for day use only.
5. Coordinate with Niagara Falls Base-ops for removal of Bird Dispersal cannon propane tank[redacted] prior to drop.

12. PHOTOGRAPH AVAILABLE

YES ☐ NO ☒

LOW LEVEL ROUTES

☒ NONE AVAILABLE

☐ ROUTE NAME/DESIGNATOR

AIRBORNE UNIT ASSUMES RESPONSIBILITY FOR PERSONNEL INJURY AND EQUIPMENT DAMAGE ON DZ

DROP ZONE SURVEY

1A. DZ NAME	1B. ZAR INDEX NO	2A. COUNTRY	2B. STATE
HILL N DALE DZ	350	USA	NY

3. MAP SERIES/SHEET NUMBER/ EDITION/ DATE OF MAP: V821 5369 I SW SERIES 1949

4. SURVEY APPROVAL/DISAPPROVAL DATA

4A1. DATE SURVEYED	4A2. TYPED NAME AND GRADE OF SURVEYOR	4A3. PHONE NUMBER (DSN)	4A4. UNIT
20040722	DANIEL J. CALLAN, LTC	238-2173	328 AS

4B. DROP ZONE APPROVAL/DISAPPROVAL (A = APPROVED, D = DISAPPROVED)	FOR	CDS/CRL/CRS	PER	HE	MFF	SATB	CRRC	HSLLADS	HVCDS
	DAY	D	D	D	D	A	D	D	D
	NIGHT	D	D	D	D	A	D	D	D

4C. DATE APPROVED FOR GROUND OPERATIONS	NAME, GRADE AND SERVICE OF APPROVAL AUTHORITY	PHONE NUMBER (DSN)	SIGNATURE
20040723	MERLE D. HART, COL, AFRC	238-3004	
	UNIT AND LOCATION: 914 OG/CC, NIAGARA FALLS ARS, NY 14304		

4D. DATE SAFETY OF FLIGHT REVIEW APPROVED	NAME AND GRADE OF REVIEWING OFFICER	PHONE NUMBER (DSN)	SIGNATURE
20040723	BARRY L. CUPPLES, JR., MAJOR, AFRC	238-2170	
	UNIT AND LOCATION: 914 OSF/OSK, NIAGARA FALLS ARS, NY 14304		

4E. DATE OF MAJCOM APPROVAL	NAME AND GRADE OF APPROVING AUTHORITY	PHONE NUMBER (DSN)	SIGNATURE
2004 08 26	John McDonough, Maj, USAF	779-3148	
	UNIT AND LOCATION: HQ AMC/ A39, Scott AFB, IL		

5. COORDINATING ACTIVITIES

A. DZ CONTROLLING AGENCY OR UNIT	B. MEMORANDUM OF UNDERSTANDING/LAND USE	C. PHONE NUMBER (DSN)
914 AW	YES ☒ NO ☐ ATTACHED ☐	238-2150/2170
D. RANGE CONTROL: NA		E. PHONE NUMBER (DSN)

6. DZ DIMENSIONS (YDS/MTRS) (FOR CIRCULAR DZ, ENTER RADIUS ONLY)

A. LENGTH	B. WIDTH	C. RADIUS
NA	NA	500 YDS

POINT OF IMPACT DISTANCES FROM DZ LEADING EDGE	D. CDS PI	E. PE PI	F. HE PI
	NA	NA	NA

7. DZ AXIS DATA (OPTIONAL FOR CIRCULAR DZ)

A. MAGNETIC	B. GRID (MGRS)	C. TRUE	D. SOURCE/DATE OF VARIATION DATA

8. GROUND POINT ELEVATION	A. CDS PI	B. HE PI	C. PE PI	D. HIGHEST
	NA	NA	NA	1642

9. DZ COORDINATES

A. SPHEROID	B. DATUM	C. GRID ZONE	D. EASTING	E. NORTHING
WGS 84	WGS 84	17T	7	47

F. GPS DERIVED COORDINATES: YES ☒ NO ☐

G. POINT OF ORIGIN: 560 YARDS WEST OF ROAD INTERSECTION CASTLEBERRY AND BANK ROADS

H. POINT	MGRS COORDINATES	WGS84 LATITUDE (D-M.MM)	WGS84 LONGITUDE (D-M.MM)
DZ CENTERPOINT	17T QH 32606 45439	N 42 49.570	7809.26W
CDS PI	NA	NA	NA
PE PI	NA	NA	NA
HE PI	NA	NA	NA

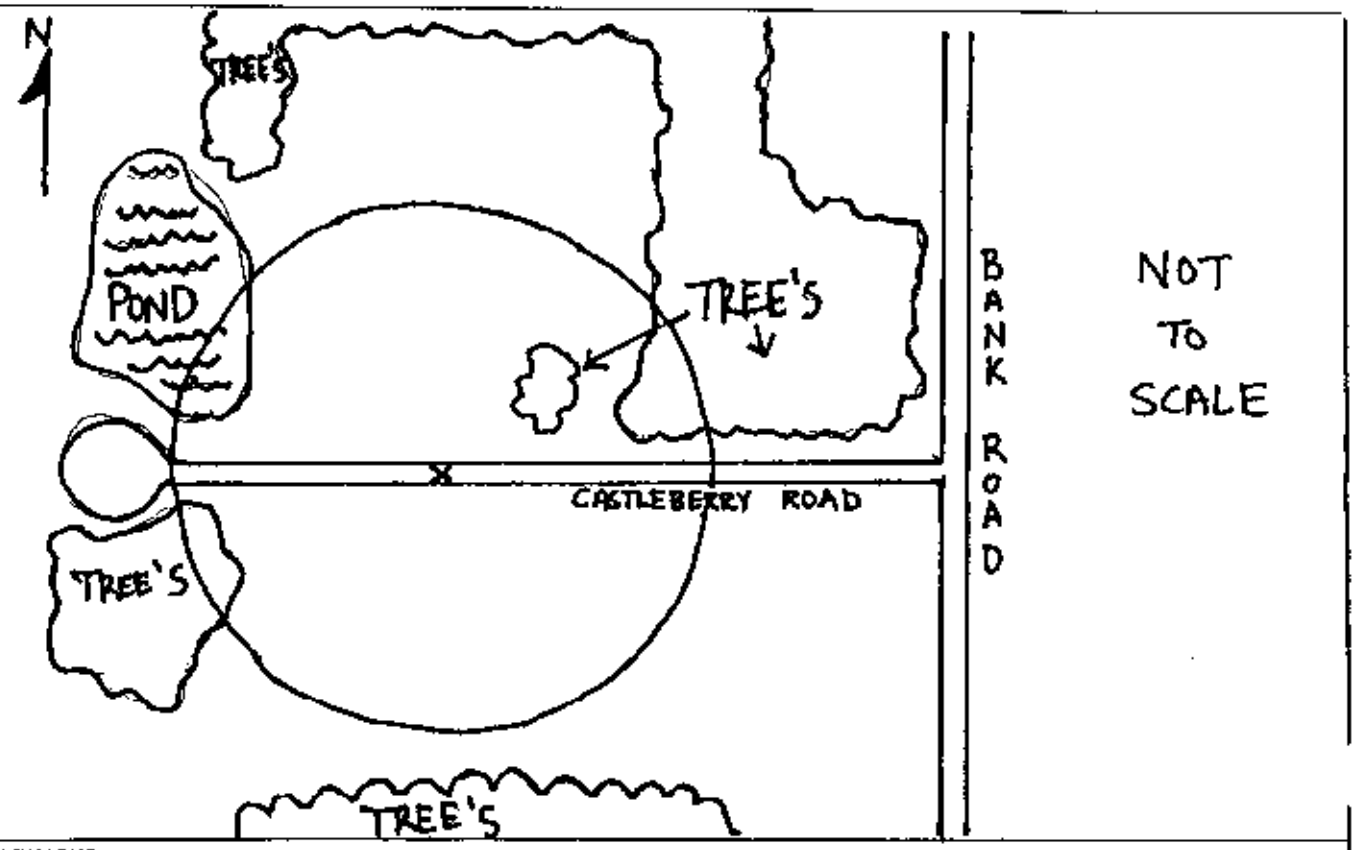
I. DZ CORNERS MGRS COORDINATES

LEFT LEADING EDGE	RIGHT LEADING EDGE
NA	NA
LEFT TRAILING EDGE	**RIGHT TRAILING EDGE**
NA	NA

DZ NAME

HILLSDALE DZ

10. DZ DIAGRAM



11. REMARKS

1. Airdrops restricted to SATB's only.
2. Airdrps are approved day/night during period outlined in Letter of Agreement with NYS DEC.
3. Avoid overflight of Attica State Prison 5 NM WNW of DZ.
4. Coordination required with the following prior to use:

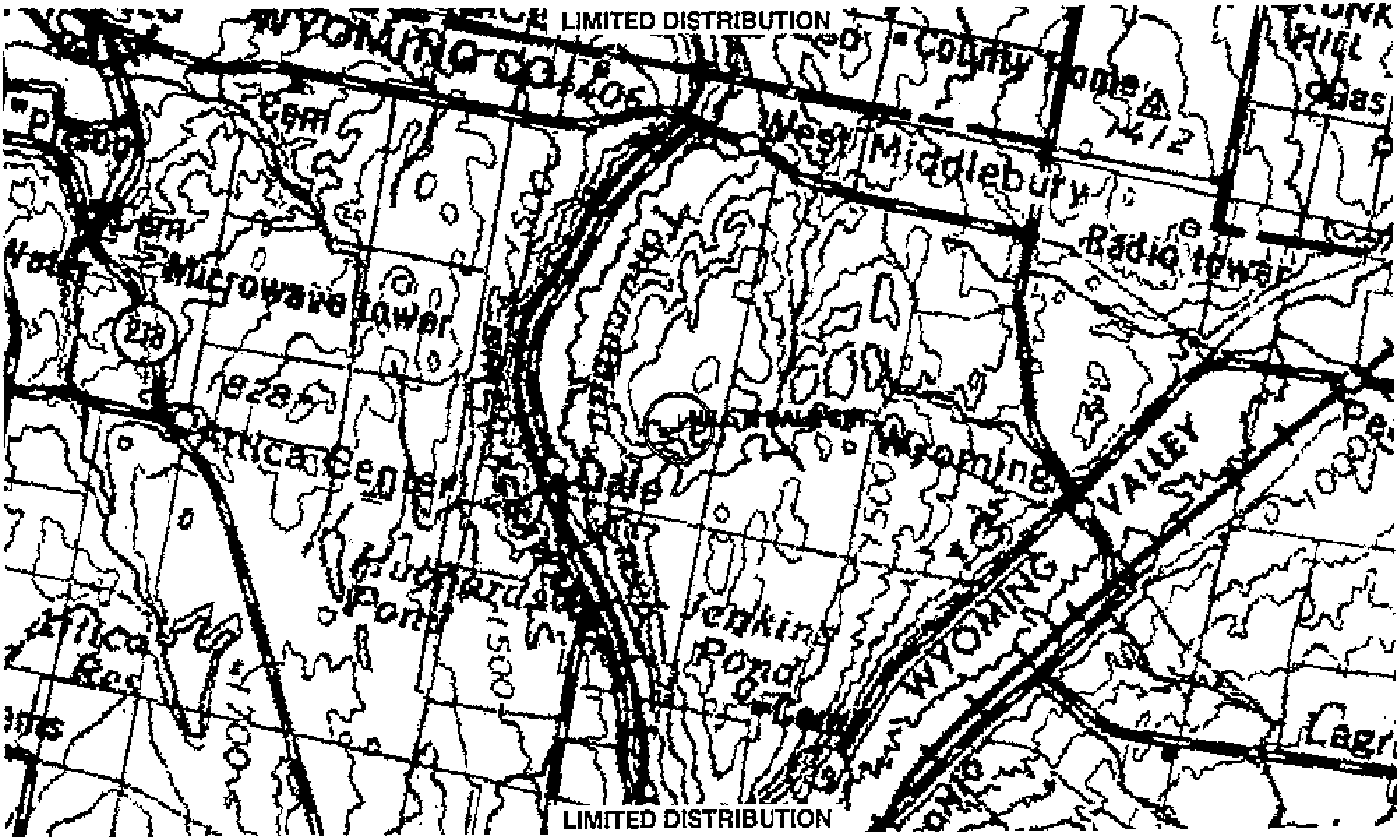
914OSF/OSK: DSN 238-2170, Comm. 716-236-2170
328AS/DOTN: DSN: 238-3198, Comm. 716-236-3198

12. PHOTOGRAPH AVAILABLE

YES ☐ NO ☒

LOW LEVEL ROUTES

☒ NONE AVAILABLE
☐ ROUTE NAME/DESIGNATOR



2039

AIRBORNE UNIT ASSUMES RESPONSIBILITY FOR PERSONNEL INJURY AND EQUIPMENT DAMAGE ON DZ

DROP ZONE SURVEY

1A. DZ NAME	1B. ZAP INDEX NO.	2A. COUNTRY	2B. STATE
WADSWORTH DZ		US	NY

3. MAP SERIES/SHEET NUMBER/EDITION/ DATE OF MAP
V821/AMS5469IVSE 19500113

4. SURVEY APPROVAL/DISAPPROVAL DATA

4A1. DATE SURVEYED	4A2. TYPED NAME AND GRADE OF SURVEYOR	4A3. PHONE NUMBER (DSN)	4A4. UNIT
17 Apr 03	Major Walter J. Clark	344-2640	109 Airlift Wing, Stratton ANGB

4B. DROP ZONE APPROVAL/DISAPPROVAL A = APPROVED D = DISAPPROVED	FOR	CDS/CRC/CRS	PER	ME	MFF	SATO	CRRC	HSLLADS	HVCDS
	DAY	A	A	D	D	A	D	D	A
	NIGHT	D	D	D	D	D	D	D	D

4C. DATE APPROVED FOR GROUND OPERATIONS	NAME, GRADE AND SERVICE OF APPROVAL AUTHORITY	PHONE NUMBER (DSN)	SIGNATURE
24 Apr 03	Major Joseph Hathaway / NYANG UNIT AND LOCATION 109 AW Stratton ANGB, Scotia NY, 12302	344-2411	

4D. DATE SAFETY OF FLIGHT REVIEW APPROVED	NAME AND GRADE OF REVIEWING OFFICER	PHONE NUMBER (DSN)	SIGNATURE
7 May 03	Colonel Brian D. Gomula UNIT AND LOCATION 109 AW, Stratton ANGB, Scotia NY, 12302	344-2422	

4E. DATE OF MAJCOM APPROVAL	NAME AND GRADE OF APPROVING AUTHORITY	PHONE NUMBER (DSN)	SIGNATURE
19 Jun 03	Michael T. Kloenne, LtC, USAF UNIT AND LOCATION HQ AMC?DOKT Scott AFB, IL 62225	779-3148	

5. COORDINATING ACTIVITIES

A. DZ CONTROLLING AGENCY OR UNIT	B. MEMORANDUM OF UNDERSTANDING/LAND USE	C. PHONE NUMBER (DSN)
109th Airlift Wing	YES [X] NO [ ] ATTACHED [ ]	344-2640
D. RANGE CONTROL: N/A		E. PHONE NUMBER (DSN)

6. DZ DIMENSIONS (YDS/METRS) (FOR CIRCULAR DZ, ENTER RADIUS ONLY)

A. LENGTH	B. WIDTH	C. RADIUS
600	600	N/A

POINT OF IMPACT DISTANCES FROM DZ LEADING EDGE	D. CDS PI	E. PE PI	F. HE PI
	300	300	N/A

7. DZ AXIS DATA (OPTIONAL FOR CIRCULAR DZ)

A. MAGNETIC	B. GRID (MGRS)	C. TRUE	D. SOURCE/DATE OF VARIATION DATA
247.0	238.0	236.1	19990714

8. GROUND POINT ELEVATION	A. CDS PI	B. HE PI	C. PE PI	D. HIGHEST
	560	N/A	560	560

9. DZ COORDINATES

A. SPHEROID	B. DATUM	C. GRID ZONE	D. EASTING	E. NORTHING
Clarke 1866	NAS C	18	2	47

F. GPS DERIVED COORDINATES YES [ ] NO [X]

G. POINT OF ORIGIN: PI is 246 meters at 342.4 degrees magnetic from windsock (6747 4256)

H. POINT	MGRS COORDINATES	WGS84 LATITUDE (D-M.MM)	WGS84 LONGITUDE (D-M.MM)
DZ CENTERPOINT	6736 4278	N 42d 48.25	W 077d 50.68
CDS PI	6736 4278	N 42d 48.25	W 077d 50.68
PE PI	6736 4278	N 42d 48.25	W 077d 50.68
HE PI	N/A	N/A	N/A

I. DZ CORNERS MGRS COORDINATES

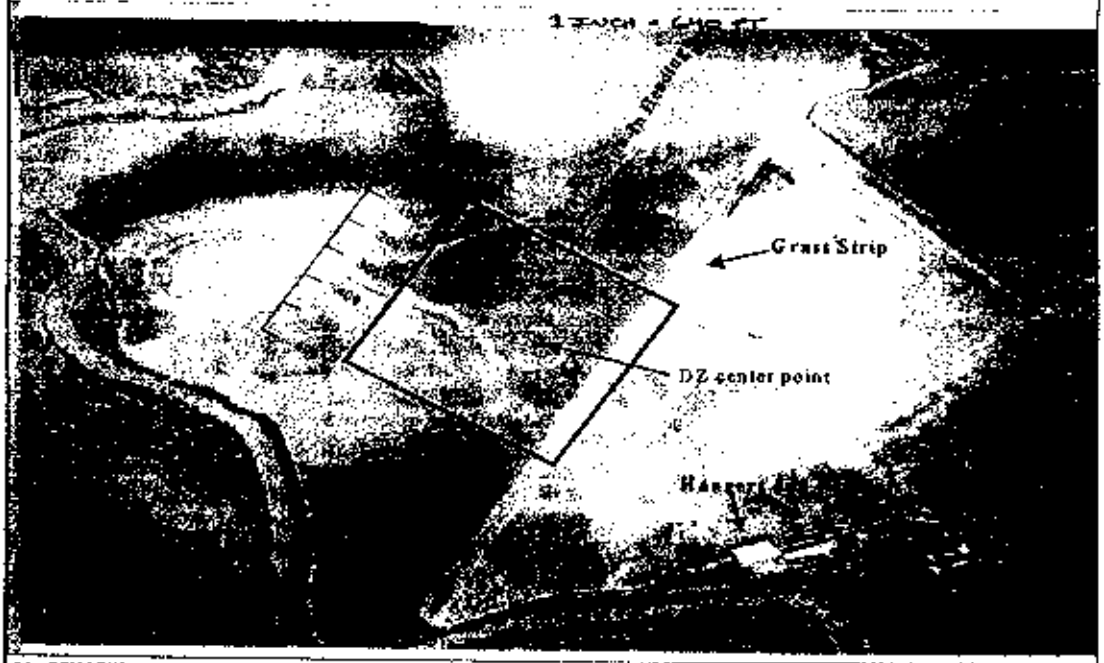
LEFT LEADING EDGE	RIGHT LEADING EDGE
6774 4269	6745 4316
LEFT TRAILING EDGE	**RIGHT TRAILING EDGE**
6727 4260	6698 4287

AF FORM 3823, 20021001 (EF-V2) PREVIOUS EDITIONS ARE OBSOLETE

DZ NAME

Wadsworth DZ

10. DZ DIAGRAM



11. REMARKS

1. The drop zone is located northwest of a grass airstrip on Geneseo Airport. The airfield is uncontrolled and supports both light aircraft and helicopter operations.

2. A vintage aircraft museum is located near the airport hanger southeast of the drop zone. Avoid overflight of the hanger and the aircraft parked there.

3. Avoid flying over the town of Geneseo located 1 mile due east of the drop zone.

4. The highest obstacle is a 1,977' tower located 10 miles southwest of the drop zone.

12. PHOTOGRAPH AVAILABLE

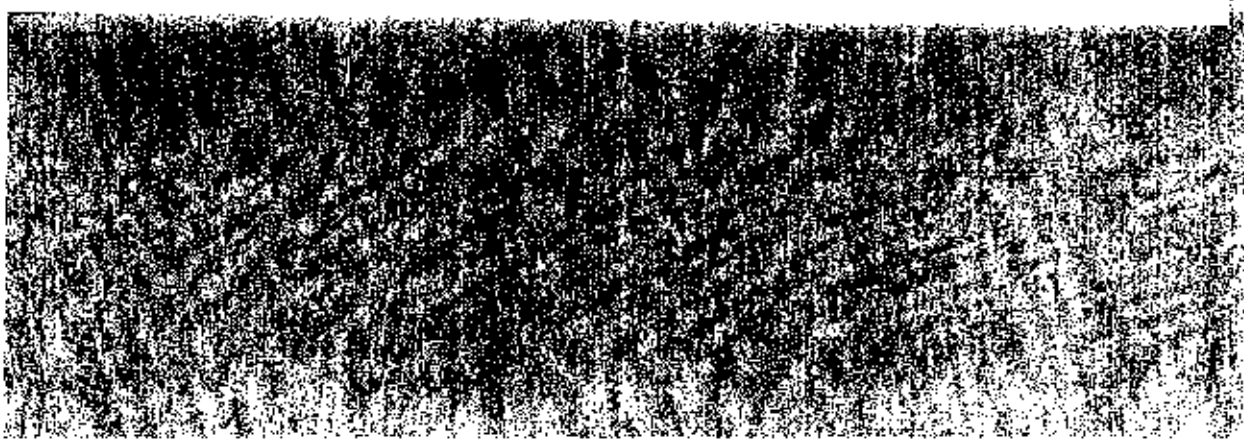
YES ☒ NO ☐

LOW LEVEL ROUTES

☒ NONE AVAILABLE

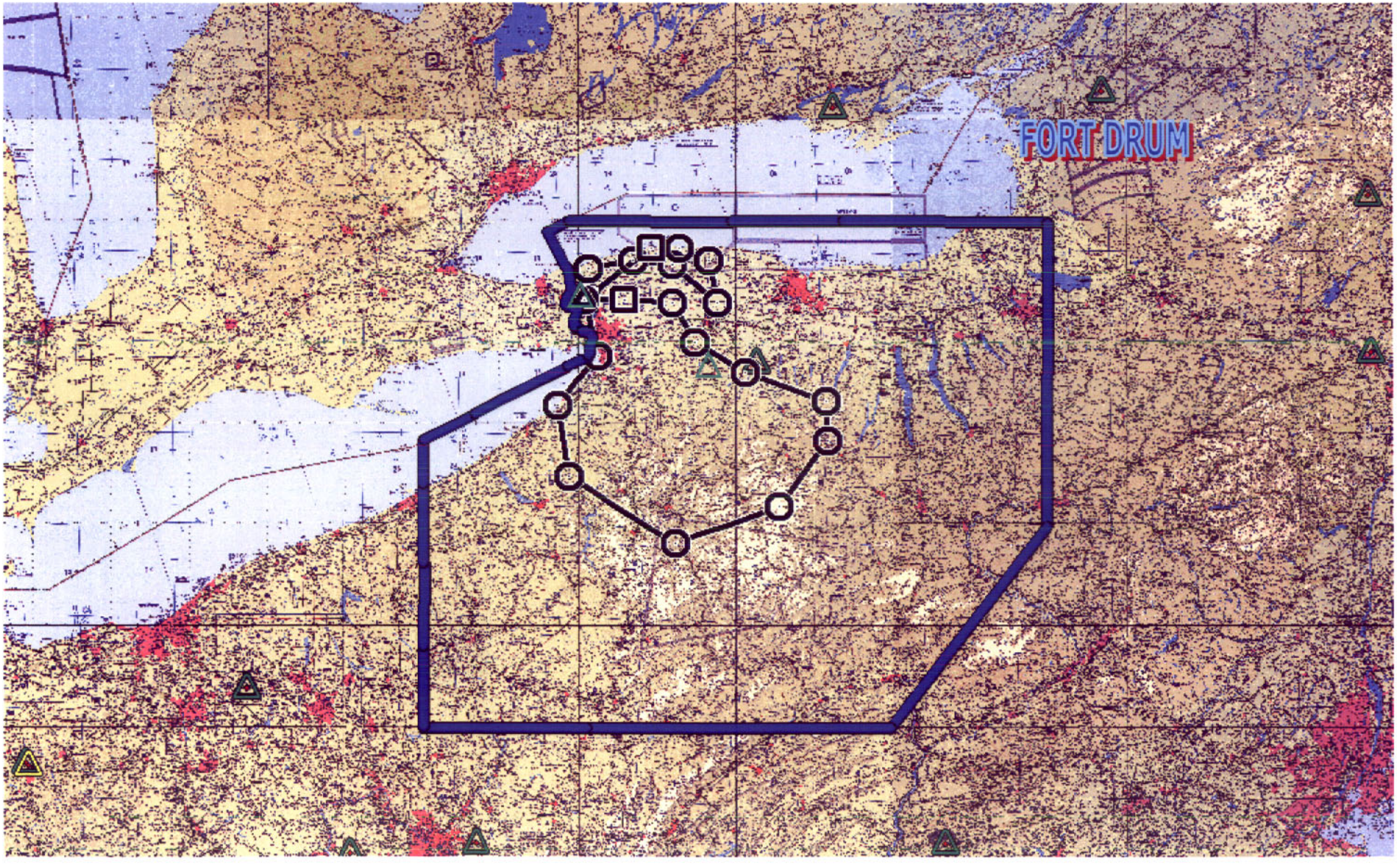
☐ ROUTE NAME/DESIGNATOR

AF FORM 3823, 20021001 (REVERSE) (EF-V3)



Low Altitude Training & Navigation

BISON LATN



Niagara Falls Air Reserve Station Manning

914th Airlift Wing

Civil Service/Technician:	**195/199**
NAF and Contractor	**150**
AGR :	**8**
AFRC Recruiter:	**4**
Traditional Reserve (Includes 199 Technicians):	**1,203**
IMA:	**3**
Total:	**1,563**

107th Air Refueling Wing

AGR and Technician:	**266**
State Civilian:	**12**
Federal Civilian:	**2**
Traditional Guard:	**710**
Total:	**990**

Total NFARS Personnel: 2,553

Analysis of Operations Tempo, Inherent Efficiencies, and Cost Savings to be Lost with Proposed Base Realignment and Closure Recommendations for the Air National Guard Tanker Mission

Like any organization, the Air Force has established metrics to determine how much support individual units have provided to accomplish the tanker mission. The mission provided by units outside of the 40 hr work week is measured by Operations Tempo. Generally tanker units strategically located near the tanker mission (East & West Coasts) are called upon more frequently due to their location. This co-location with the heavily tasked portions of the tanker mission requires members of the respective units to work more than the standard 40 hr work week. All extra duties assigned to units can be tracked by the Operations Tempo (OPTEMPO) metric.

OPTEMPO is defined by:
Traditional Guardsmen - All calendar days that traditional guardsmen worked in any pay status (how much has been asked of a 'part-timer' to help accomplish what needs to get done)
Technicians – All calendar days where duty "above-and-beyond the normal Technician duty day" is accomplished (how much 'overtime' is required of a technician to help accomplish what needs to get done)
Active Guard Reserve (AGR) – All calendar days where duty "above-and-beyond the normal duty day or week" is accomplished.

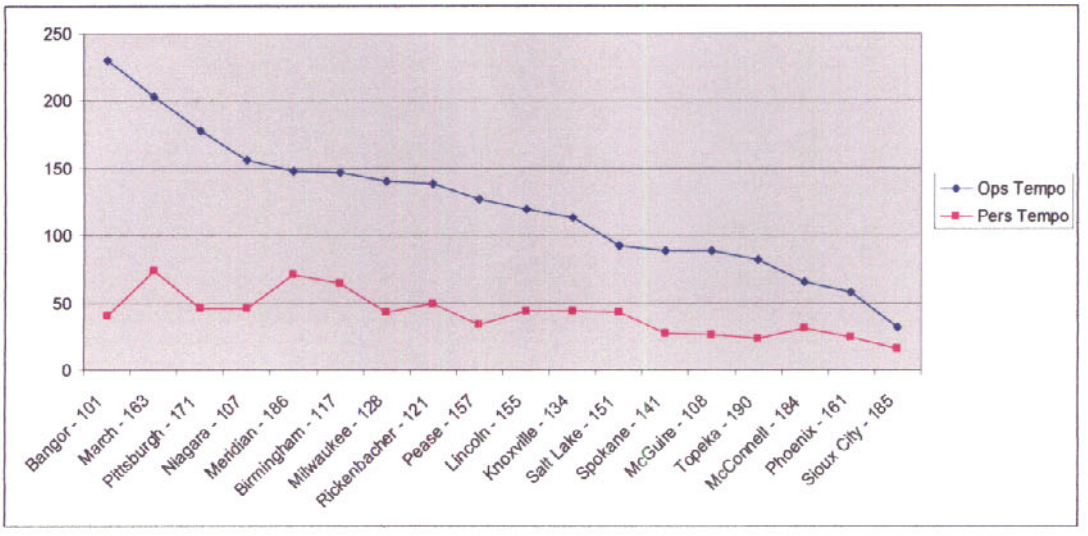
PERSTEMPO is defined by:
Pers Tempo is any and all days Temporary Duty (TDY, *or days* ***worked out of home station***) during a month.

**NOTE: OPTEMPO is always greater than PERSTEMPO. For every day of PERSTEMPO earned, a day of OPTEMPO is also earned

Therefore, if OPTEMPO measures 'extra duty' and PERSTEMPO measures 'duty performed outside home station' then when comparing the two, whatever percentage difference exists between the two metrics is the amount of extra duty work that was performed from home.

When comparing the two metrics the percentage difference illustrates how bases co-located by heavily tasked tanker routes can perform the extra duty from home station. Inland bases must deploy to gain the same tanker utility. This has a direct negative affect on the Air Force's bottom line due to the associated TDY costs. To sum it up, bases where the mission is not located must deploy to provide the same mission as other units can from home station.

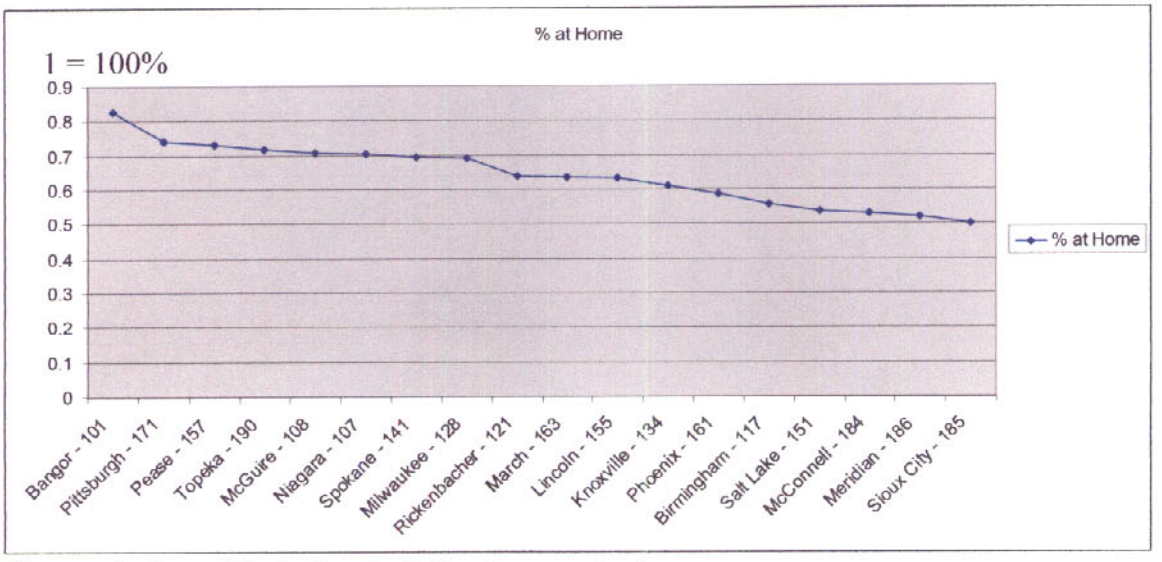
Based on this premise, here are the hard facts represented graphically:



The blue line depicts which units have been asked to go 'above and beyond' the call of duty. The pink line depicts how much the unit has had to leave their home station to perform it.

As a trend, the bases closer to the coasts, away from the center of the country, get tasked 'above and beyond' much more due to their location.

If you calculate out what percent PERSTEMPO is of OPTEMPO you get an indication of what units have to leave home station to perform extra tanker duties and what units can accomplish those duties from home.

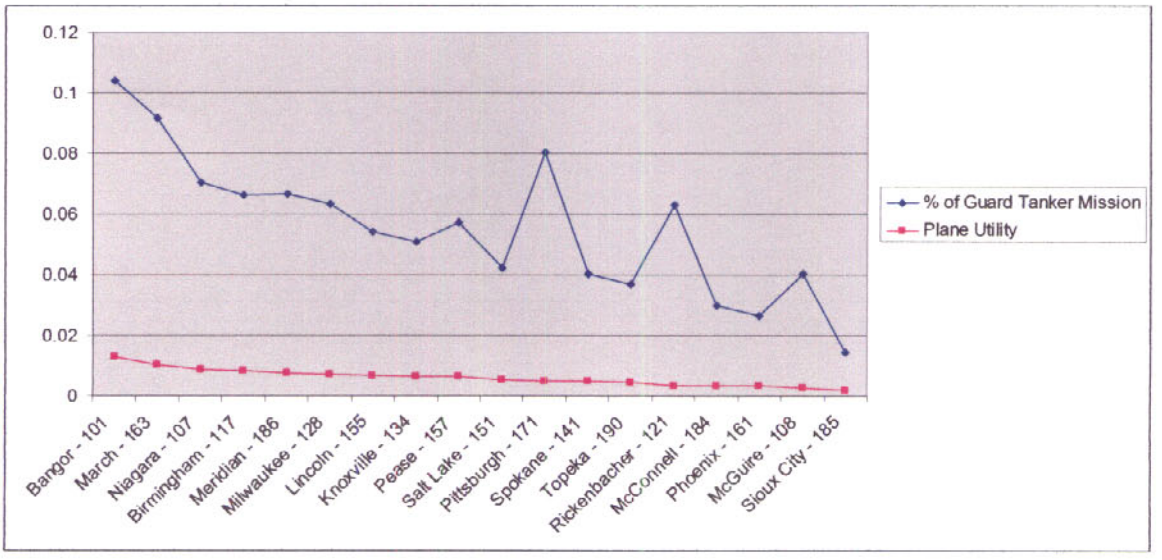


The graph above illustrates the following conclusions:

Tanker units closer to the coast are closer to the mission and can perform more 'additional duties' right from home drastically reducing TDY costs to the Air Force. A good analogy for TDY costs is to equate them to commuting costs for Air Force units. If the unit is not close to the mission, then the planes must base out of somewhere closer, like when a commuter gets an apartment away from home to live at during the work week. Anomalies such as Topeka (Forbes Field) can be explained as to why they accomplish so much of the ANG tanker mission from home station relative to locations closer to the coasts. This is due to the fact that Topeka, relative to other ANG units, has the fourth lowest OPTEMPO. Therefore, the limited OPTEMPO they do provide is usually done at home. Again, this graph generally shows that the closer a base is to the coast, the more they can provide to the tanker mission at a lower cost to the Air Force.

Since not all units have the same number of aircraft to accomplish their assigned mission, then it must be taken into account what units accomplish with those aircraft. For example, Pittsburgh has 16 aircraft. Although they account for the third highest OPTEMPO in the ANG, when you factor in how many aircraft they have to accomplish that mission with, it becomes clear that per flying unit, they lag behind.

The following graph depicts this fact.



The blue line depicts how much the unit provides relative to the total 'above-and-beyond' (OPTEMPO) ANG tanker mission. The pink line takes the percent that the unit provides and divides it by the number of planes to calculate what unit provides the most OPTEMPO per plane for the ANG. This stat is telling the reader what units do more with what they are provided.

Finally, what does it all mean?

1. We have illustrated what units carry the load of extra ANG tanker missions and we have highlighted the bases that have been carrying the extra mission.

Conclusion: Greater OPTEMPO = more experience, more production, seasoned unit

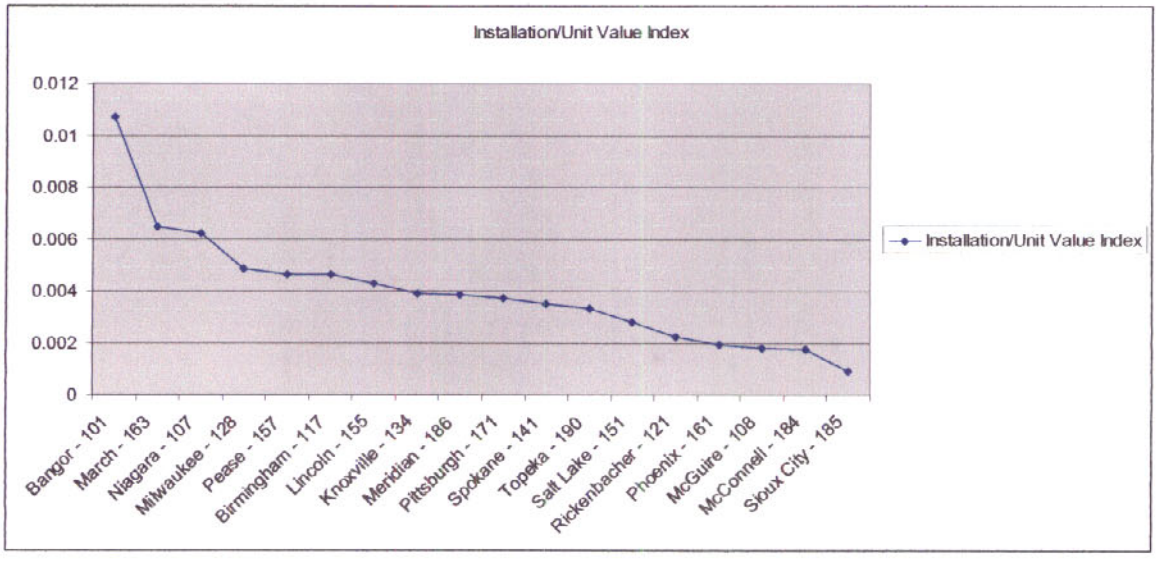
2. We have also looked at the ratio of how much OPTEMPO can be performed from home station at a lower cost to the ANG

Conclusion: Greater percent difference between OPTEMPO and PERSTEMPO = strategic location that further eliminates TDY costs and is co-located with mission

3. We have examined which units have streamlined operations and provide more with less.

Conclusion: Percent of mission accomplished per plane = properly managed unit that gives the greatest return on investment

In conclusion, the last metric we will use is a culmination of the two Air Force metrics (OPTEMPO, PERSTEMPO) and the aircraft that have been allocated to each unit to accomplish the mission.



This final chart is how much (%) of extra mission is accomplished per aircraft multiplied by the percentage of how much of that mission is accomplished at home station. This metric gives a true future value of units and their respective locations.

The results speak for themselves:

1. Bangor – 101
2. March – 163
3. Niagara – 107
4. Milwaukee – 128
5. Pease – 157
6. Birmingham – 117
7. Lincoln – 155
8. Knoxville – 134
9. Meridian – 186
10. Pittsburgh – 171
11. Spokane – 141
12. Topeka – 190
13. Salt Lake – 151
14. Rickenbacher – 121
15. Phoenix – 161
16. McGuire – 108
17. McConnell – 184
18. Sioux City – 185

In rank order, using Air Force statistics, we have proven what units do more, at a strategic location, using seasoned personnel, in the most cost efficient way possible.

As our analysis further proves, inland tanker bases do not make sense from a cost or mission perspective.

Using the rankings identified above, here is what the DoD recommends (PAGE 7). From our analysis you can truly see the flawed logic in what is being proposed and how it is not the best decision from a monetary, strategic, or efficiency perspective.

Value Index Rank	Analysis	Installation/ Unit	BRAC Recommendation	Justification
1	EXCELLENT	Bangor	8 to 12	*Augments an efficient unit in a strategic location*
2	ALARMING	March	9 to 0	*Spends more money to accomplish mission elsewhere, loses mission essential unit while adding mission to poor performing units*
3	ALARMING	Niagara	8 to 0	*Spends more money to accomplish mission elsewhere, loses mission essential unit while adding mission to poor performing units from locations with less strategic value*
4	QUESTIONABLE	Milwaukee	9 to 12	*Unit has performed well but at a location with limited strategic value. Unit should remain the same or lose but not plus up before Niagara or March*
5	QUESTIONABLE	Pease	9 to 12	*Unit performed adequately from a strategic location with ample assets. Should not plus up before Niagara or March*
6	QUESTIONABLE	Birmingham	8 to 0	*Will spend more money to accomplish mission elsewhere and lose efficient unit*
7	POOR	Lincoln	8 to 8	*Heartland base provides little strategic value and has high cost barriers to assigning additional mission. 8 aircraft are misaligned with future AF*
8	POOR	Knoxville	8 to 12	*Unit has adequate military value but should not plus up before Niagara, Birmingham, or March*
9	ADEQUATE	Meridian	9 to 0	*Poor use of assets but fair contribution to mission from location of questionable strategic importance*
10	QUESTIONABLE	Pittsburgh	16 to 16	*Not using its planes efficiently but provides much to the tanker mission from strategic location, should be downsized to operate efficiently*
11	ADEQUATE	Spokane	8 to 0	*Good location but poor use of assets and mission contribution*
12	ALARMING	Topeka	8 to 12	*Poor use of assets, little contribution, poor location, and gaining aircraft at inefficient unit*
13	POOR	Salt Lake	8 to 8	*Unit has limited military value in a poor location and will remain the same. 8 aircraft are misaligned with future Air Force*
14	ALARMING	Rickenbacher	18 to 18	*Poor use of assets, location with questionable strategic value. Highest number of planes but inefficient use. Should be downsized to operate efficiently*
15	ALARMING	Phoenix	8 to 10	*Poor use of assets, little contribution, location with questionable strategic value and gaining aircraft*
16	EXCELLENT	McGuire	16 to 0	*Poor use of assets, little contribution, good location but overcrowded*
17	EXCELLENT	McConnell	9 to 0	*Poor use of assets, little contribution, poor location*
18	ALARMING	Sioux City	8 to 8	*Poor use of assets, little contribution, poor location. Routinely scored at the bottom of all ANG statistics.* ***The most alarming BRAC ANG Tanker recommendation***

In conclusion, after examining historical operations data provided by the Air National Guard, it is our opinion that while some decisions are excellent, others defy logic and will certainly increase cost, decrease efficiency, and decrease mission effectiveness in the future.

Questions that should be asked:

1. Why are units that have historically contributed to the mission being denied the right to participate while other units that have not being supplemented?
   - In-experience favored over experience

2. Why are units in the center of the country being supplemented when they are at a location that is inherently cost inefficient?
   - TDY costs favored over no cost
   - Deployments favored over home station usage

3. Why are units that have been using their aircraft in an inefficient manner being supplemented while other, more efficient units are losing aircraft?
   - Inefficiency favored over efficiency
   - Aircraft parking favored over aircraft participating

4. Why do BRAC metrics not take into account the net affect on the mission and associated costs of basing at inherently inefficient locations?
   - Inherently inefficient facilities favored over proximity to mission
   - Flawed short term logic being applied to long term re-organization
   - Why buy the perfect house 1000 miles away when a nearly identical one exists 10 miles away?

Source: https://dox.ang.af.mil/XODHome/Navigation/OpTempoIndex.htm
April 2000 to May 2005
*NOTE – McConnell statistics are 2 year averages, due to only having the tanker mission for past 2 years

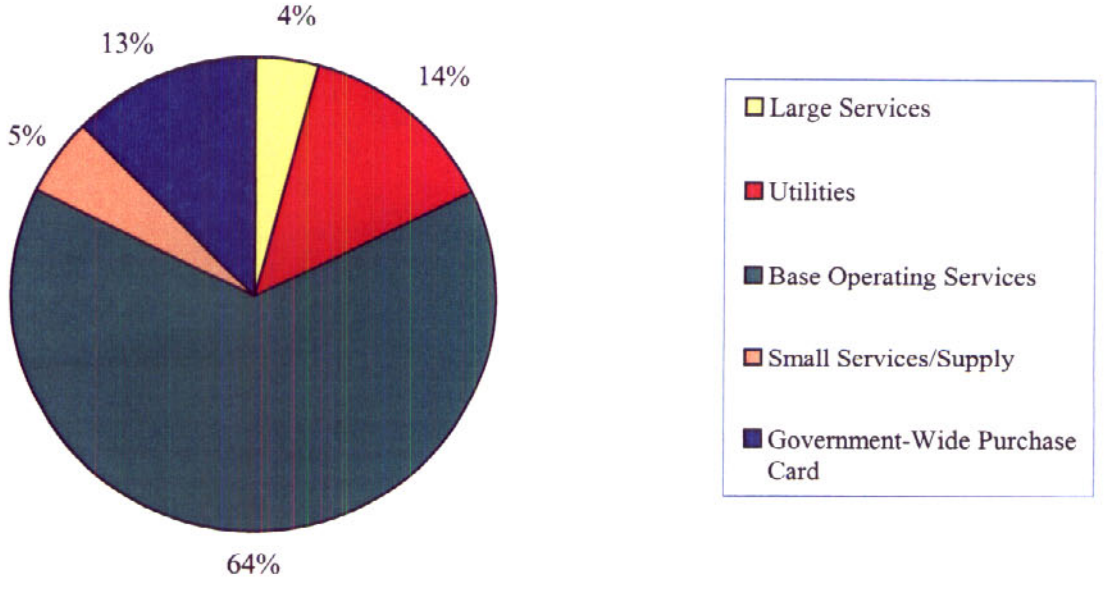
914 CONF/LGC

Fiscal Years 2002-2005 Spending

Designed By: Andrew Church

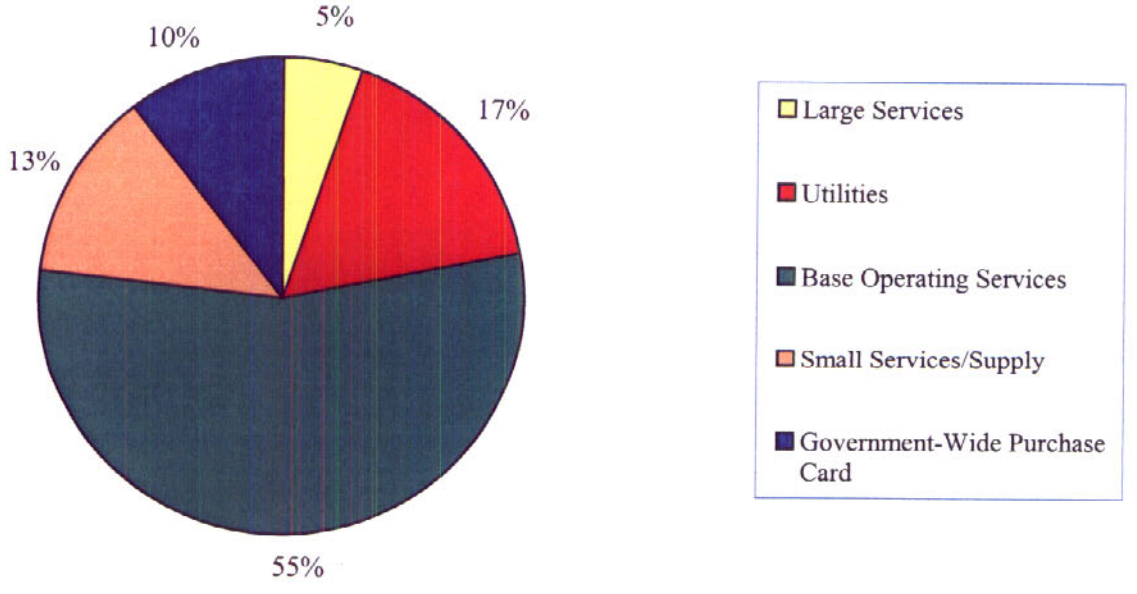
Total LGC FY 02

Large Services	$	329,072.00
Utilities	$	1,110,682.00
Base Operating Services	$	5,224,664.19
Small Services/Supply	$	420,310.76
Government-Wide Purchase Card	$	1,023,923.92
Total Spent	$	7,084,728.95



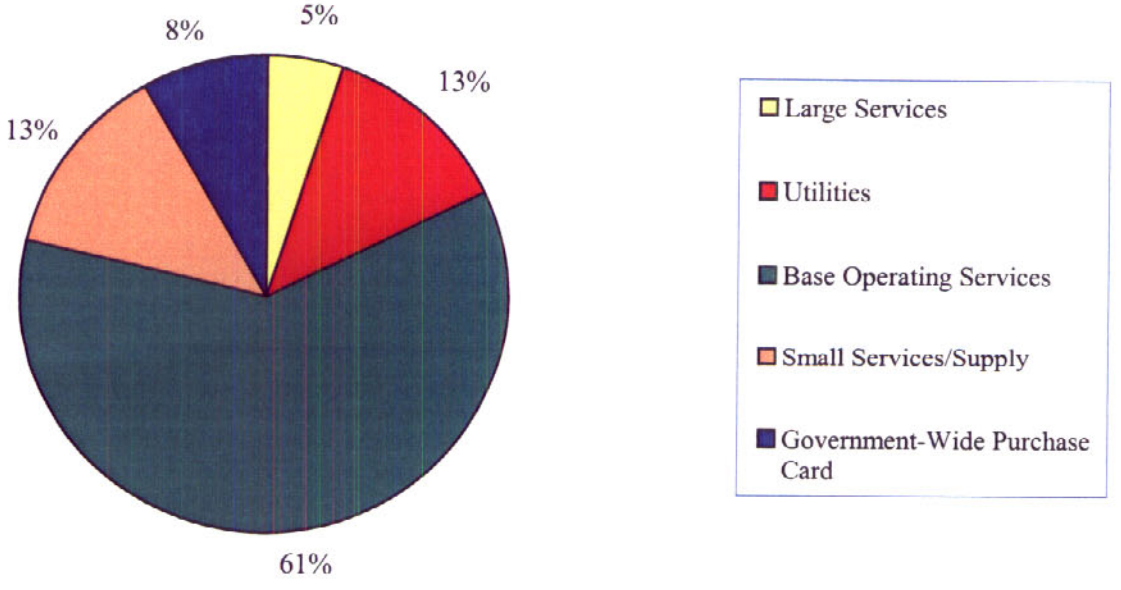
Total LGC FY 03

Large Services	$	426,728.14
Utilities	$	1,356,451.00
Base Operating Services	$	4,471,314.59
Small Services/Supply	$	1,061,219.78
Government-Wide Purchase Card	$	853,831.22
Total Spent	$	7,315,713.51



Total LGC FY 04

Large Services	$	430,559.86
Utilities	$	1,136,574.00
Base Operating Services	$	5,361,798.12
Small Services/Supply	$	1,164,355.99
Government-Wide Purchase Card	$	727,367.56
Total Spent	$	8,093,287.97

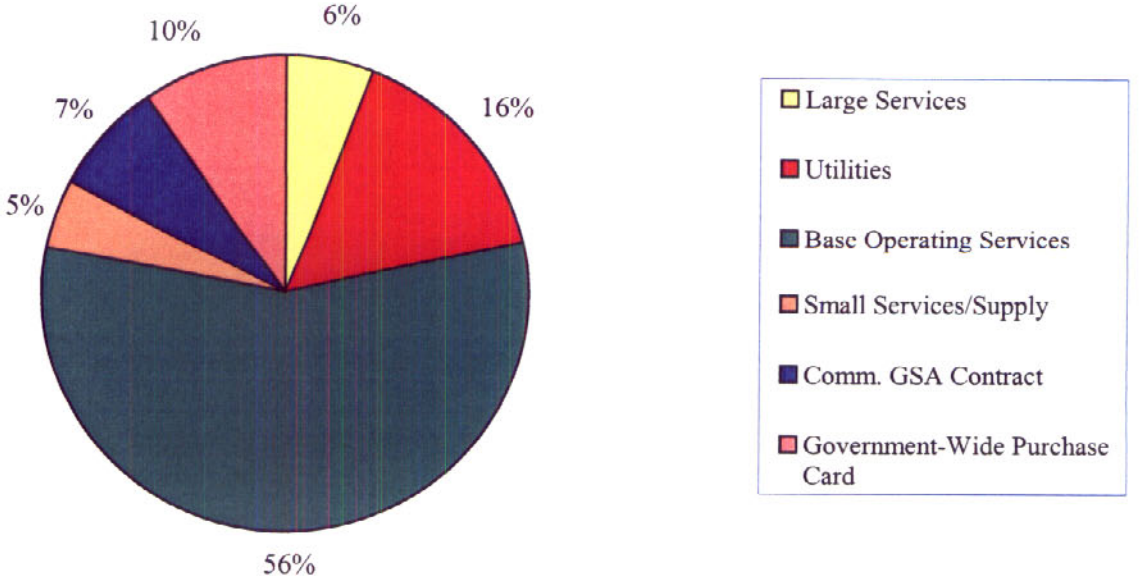


Total LGC FY 05

Large Services	$	443,505.16
Utilities		$1,203,100.00
Base Operating Services	$	4,348,173.44
Small Services/Supply	$	371,523.40
Comm. GSA Contract	$	569,978.00
Government-Wide Purchase Card	$	747,196.51
Total Spent	$	6,366,302.00 *

* These figures are actual for the first 3 quarters and projected for the last quarter.

NOTE: FY05 Budget included $1.5 Million for Utilities based on historical information, actual expense will significantly less due to reduction in cost of electricity.



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AIR RESERVE STATION
NIAGARA COUNTY, NEW YORK



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