

INTERNAL WORKING DOCUMENT – NOT FOR DISTRIBUTION UNDER FOIA

# *Commissioner's Base Visit Book*



**Pittsburgh International Airport  
Air Reserve Station**

*General Lloyd W. Newton*  
*(USAF, Ret)*

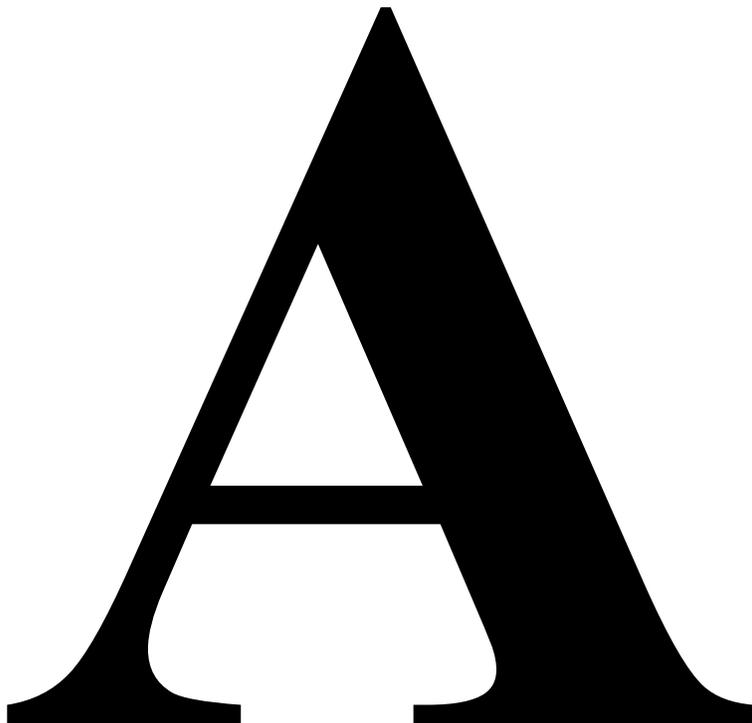
**21 June 2005**

**PITTSBURGH INTERNATIONAL AIRPORT  
AIR RESERVE STATION, PENNSYLVANIA  
COMMISSION BASE VISIT  
21 JUNE 2005**

**TABLE OF CONTENTS**

**TAB**

- A. ITINERARY
- B. BASE SUMMARY SHEET
- C. SECRETARY OF DEFENSE RECOMMENDATION
- D. MISSION COMPATABILITY INDEX
- E. INSTALLATION REVIEW
- F. STATE MAP AND STATISTICAL DATA
- G. STATE CLOSURE HISTORY LIST
- H. PRESS ARTICLES AND CORRESPONDENCE
- I. ADDITIONAL INFORMATION



**ITINERARY**

**ITINERARY**  
For Commissioner Newton  
Pittsburgh International Airport  
Air Reserve Station (NFARS)  
21 June 2005

<b>TIME</b>	<b>EVENT</b>	<b>LOCATION</b>	<b>POC</b>	<b>ACTION</b>
0752-0815	Arrival	Pittsburgh IAP	Mike Flinn	Meet and retrieve luggage
0815-0900	Transit	Between Pittsburgh IAP and HQ 911 <sup>th</sup> AW	Mike Flinn	Departure and arrival
0900-0930	Commander's Welcome	Commander's Office HQ 911 <sup>th</sup> AW	Col. Carl Vogt	Informal welcome meeting between Col. Vogt and General Newton
0930-1030	Base Tour	Pittsburgh IAP ARS	Col. Carl Vogt	Visit 911 <sup>th</sup> facilities
1030-1130	Base Briefing	32 <sup>nd</sup> APS classroom 911 <sup>th</sup> AW	Col. Carl Vogt	Commander briefs VIPs and base personnel regarding base activities
1130-1230	Lunch	Commander's Office HQ 911 <sup>th</sup> AW	Col. Carl Vogt	Casual catered lunch with senior base staff
1230-1300	Commander's Farewell	Commander's Office HQ 911 <sup>th</sup> AW	Col. Carl Vogt	Informal exit meeting to address any last minute items or questions
1300-1315	Transit	Between Pittsburgh IAP ARS and location of BRAC Task Force	Pittsburgh BRAC Task Force	Travel to meeting with BRAC Task Force
1315-1345	Meeting	TBD	Pittsburgh BRAC Task Force	General Newton meets with representatives of the BRAC Task Force
1345-1415	Press conference	Pittsburgh IAP cargo area A or B	Mike Flinn	General Newton meets with press
1415-1430	Transit	Between cargo area A of B and Pittsburgh IAP	Mike Flinn	Travel from location of press conference to Pittsburgh IAP
1430-1605	Departure preparation	Pittsburgh IAP	Mike Flinn	Check-in, process through security and move to departure gate
1605	Departure	Pittsburgh International Airport	Mike Flinn	Leave Pittsburgh

**B**

**BASE SUMMARY SHEET**

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**DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

**BASE SUMMARY SHEET**

**(Pittsburgh International Airport Air Reserve Station, Pennsylvania)**

**INSTALLATION MISSION**

The 911<sup>th</sup> Airlift Wing provides C-130 airlift throughout the U.S. and overseas. Over 1,272 Air Force Reserve members support the 911<sup>th</sup> mission.

**DOD RECOMMENDATION**

Close Pittsburgh International Airport (IAP) Air Reserve Station (ARS), PA, and relocate 911<sup>th</sup> Airlift Wing's (AFRC) eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit. Relocate AFRC operations and maintenance manpower to Pope/Fort 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, NE. Air National Guard units at Pittsburgh are unaffected.

**DOD JUSTIFICATION**

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

**COST CONSIDERATIONS DEVELOPED BY DOD**

- One-Time Costs: \$ 10.9 million
- Net Savings (Cost) during Implementation: \$ 52.9 million
- Annual Recurring Savings: \$ 12.4 million
- Return on Investment Year: Calendar Year (Number of Years)
- Net Present Value over 20 Years: \$ \_\_\_\_ million

**MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)**

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
<b>Baseline</b>	44	289	0
Reductions	0	(127)	0
Realignments	(44)	(151)	0
<b>Total</b>	<b>0</b>	<b>11</b>	<b>0</b>

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**MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)**

	<u>Out</u>		<u>In</u>		<u>Net Gain (Loss)</u>	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
This Recommendation	(44)	(278)	0	0	(44)	(278)
Other Recommendation(s)						
<b>Total</b>						

**ENVIRONMENTAL CONSIDERATIONS**

- In a 5 October 1995 memorandum from Colonel Spencer, paragraph 7 “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.”

**REPRESENTATION**

Governor: Edward G. Rendell (D)  
Senators: Arlen Specter (R), Rick Santorum (R)  
Representative: Tim Murphy (R)

**ECONOMIC IMPACT**

- Potential Employment Loss: 581 jobs (322 direct and 259 indirect)
- MSA Job Base: 1,403,312 jobs
- Percentage: 0.0 percent decrease
- Cumulative Economic Impact (Year-Year): \_\_\_ percent decrease

**MILITARY ISSUES**

According to the major command's capacity briefing report, land constraints at Pittsburgh International Airport Air Reserve Station prevent the installation from hosting more than 10 C-130 aircraft.

**COMMUNITY CONCERNS/ISSUES**

Press articles indicate that 50 to 100 acres are available for expansion of the airport.

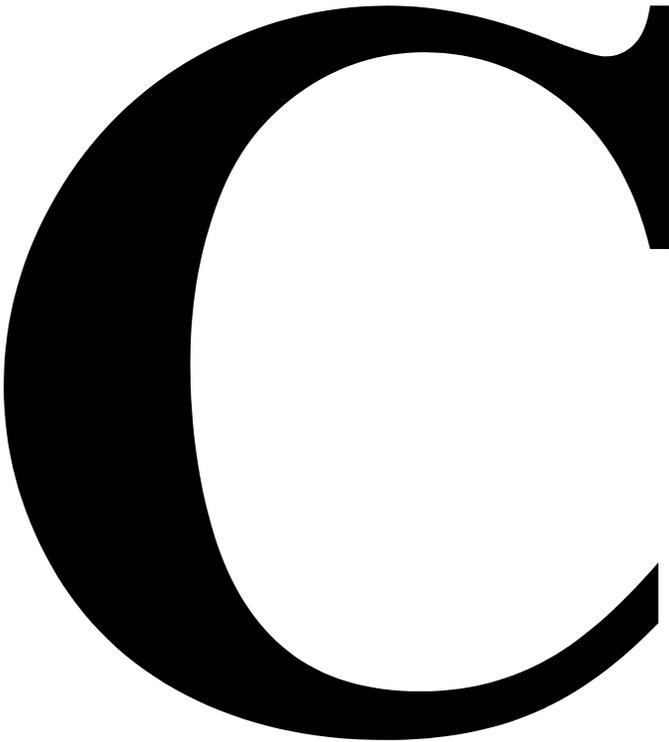
**ITEMS OF SPECIAL EMPHASIS**

- A memorandum of agreement was first entered into between the United States Air Force and Allegheny County on 3 February 1994 allowing the Air Force Reserve to use  $\pm$  21.7 acres (at no cost to the government – 5 Oct 1995 911 AW/CC memo) “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).”

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- Four additional supplemental agreements allowed for extensions of this arrangement through 31 December 2009.
- The lease of an additional 30 acres was apparently requested on 7 February 1994, but this request was apparently turned down in a letter dated 19 July 1994 from Mr. Herbert C. Higginbotham (Director, Department of Aviation) to Colonel Christopher M. Joniec (Commander 911<sup>th</sup> Airlift Group). The decision was later reversed and in a letter dated 14 November, Mr. Higginbotham offered the 30 acres (apparently at no cost to the Air Force – 5 Oct 1995 911 AW/CC memo) to Colonel T. Spencer of the 911<sup>th</sup> Airlift Wing.
- Congressman Rick Santorum lent his support to the lease offer in a letter dated 12 December 1994 to Deputy Assistant Secretary of the Air Force, James F. Boatwright.
- Apparently, approval was granted to obtain approximately 85 additional acres. A memorandum from Colonel Thomas W. Spencer to Mr. Higginbotham (dated 22 November 1995) stated that approval had been given “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. This funding may not have been necessary. In the 5 October 1995 memorandum from Colonel Spencer, paragraph 7 “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.”
- On behalf of General Fogelman, Brigadier General John A. Bradley (Deputy to the Chief of Staff of the Air Force Reserve) wrote a letter to the County of Allegheny Board of Commissioners dated 21 May 1996 in which he responded to their offer to provide additional property. General Bradley’s “Headquarters plans and program staff did an analysis of present and future operational requirements and found no requirement for additional land at Pittsburgh ARS.”
- In a subsequent letter dated 26 February 1998, General Bradley reiterated that “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.”
- A fact sheet dated 11 September 1998, and provided in response to a Congressional Inquiry, stated the “existing property is adequate to support the existing mission of the 911<sup>th</sup> 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.
- Finally, a letter dated 8 June 2005 was addressed to Chairman Principi as a result of recommendation to close Pittsburgh IAP ARS due to “a lack of space available to handle up to a 16 aircraft Wing”. The purpose of the letter was “to advise the Commission that there is a current Memorandum of Agreement . . . , 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.”

Michael H. Flinn, Ph.D./Air Force/14 June 2005



**SECRETARY OF DEFENSE RECOMMENDATION**

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

Realign Pope Air Force Base (Air Force Base), NC. Distribute the 43d Airlift Wing's C-130E aircraft (25 aircraft) to the 314th Airlift Wing, Little Rock Air Force Base, AR; Realign the 23d Fighter Group's A-10 aircraft (36 aircraft) to Moody Air Force Base, GA; transfer real property accountability to the Army; disestablish the 43rd Medical Group and establish a medical squadron. At Little Rock Air Force Base, AR, 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, RI; two C-130Js to the 146th Airlift Wing (ANG), Channel Islands Air Guard Station, CA; 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), WV, by realigning eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty 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), PA, and relocate 911th Airlift Wing's (AFRC) eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit. Relocate AFRC operations and maintenance manpower to Pope/Fort 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, NE. Air National Guard units at Pittsburgh are unaffected.

**D**

**MISSION COMPATABILITY INDEX**

Airlift MCI					
Base	Overall MCI Score	Crt 1 Current and Future Mission	Crt 2 Condition of Infrastructure	Crt 3 Contingency, Mobilization, Future Forces	Crt 4 Cost of Ops / Manpower
Air Reserve Personnel Center (ARPC)	4.69	0.00	4.00	16.80	53.84
Altus AFB	71.30	64.97	73.95	87.04	80.99
Andersen AFB	49.64	30.79	70.34	62.87	0.00
Andrews AFB	62.05	54.38	70.40	67.79	41.74
Arnold AFS	34.22	44.49	13.90	57.35	89.61
Atlantic City IAP AGS	38.81	45.55	31.54	37.39	41.33
Bangor IAP AGS	43.83	43.24	42.24	48.22	63.61
Barksdale AFB	72.43	52.92	87.48	97.70	80.79
Barnes MPT AGS	37.75	43.93	31.39	33.33	47.17
Beale AFB	54.63	38.40	70.78	65.31	42.78
Birmingham IAP AGS	50.93	53.99	48.35	40.70	77.96
Boise Air Terminal AGS	47.32	46.89	46.65	44.25	78.40
Bolling AFB	3.59	0.00	4.00	9.07	40.62
Bradley IAP AGS	37.83	43.58	36.03	17.46	43.06
Brooks City-Base	7.24	0.00	4.00	36.40	77.48
Buckley AFB	54.62	56.16	52.45	56.83	53.78
Burlington IAP AGS	42.29	51.69	34.88	26.00	57.07
Cannon AFB	45.43	45.45	43.94	44.40	73.61
Capital APT AGS	34.53	36.96	32.03	28.06	57.09
Carswell ARS, NAS Fort Worth Joint Reserve	50.57	53.62	50.30	32.08	72.70
Channel Islands AGS	41.92	44.04	42.05	36.32	23.21
Charleston AFB	74.09	64.57	83.15	79.91	75.49
Charlotte/Douglas IAP AGS	56.27	70.45	49.46	12.94	81.48
Cheyenne APT AGS	37.65	46.92	24.30	42.72	68.70
Cheyenne Mountain AFS	4.24	0.00	4.00	11.89	55.61
Columbus AFB	57.51	53.22	58.08	65.55	94.97
Dane County Regional - Truax Field AGS	38.59	42.35	37.71	19.21	61.55
Dannelly Field AGS	49.46	69.74	31.75	20.60	85.51
Davis-Monthan AFB	55.89	45.11	66.00	59.49	71.89
Des Moines IAP AGS	33.54	35.70	30.80	24.21	76.75
Dobbins ARB	46.50	51.35	44.38	27.71	67.58
Dover AFB	56.06	48.75	66.73	43.17	64.93
Duluth IAP AGS	30.43	35.49	21.71	34.16	66.75
Dyess AFB	65.95	54.87	76.82	68.94	77.64
Edwards AFB	65.53	55.18	75.19	79.33	40.87
Eglin AFB	79.43	72.45	81.55	100.00	90.39
Eielson AFB	67.34	61.25	73.03	84.43	16.54
Ellington Field AGS	51.65	47.25	53.91	60.12	61.20
Ellsworth AFB	59.40	42.43	72.78	76.53	81.32
Elmendorf AFB	51.60	29.97	70.05	85.17	8.86
Ewvra Sheppard AGS	33.11	47.05	17.83	22.37	73.39
F. S. Gabreski APT AGS	30.21	41.65	20.77	16.92	29.52
Fairchild AFB	64.22	52.54	72.85	79.72	73.99

Airlift MCI					
Base	Overall MCI Score	Crt 1 Current and Future Mission	Crt 2 Condition of Infrastructure	Crt 3 Contingency, Mobilization, Future Forces	Crt 4 Cost of Ops / Manpower
Forbes Field AGS	51.93	43.85	61.74	42.08	77.32
Fort Smith Regional APT AGS	42.58	52.08	31.91	31.62	88.84
Fort Wayne IAP AGS	42.32	48.09	39.65	17.72	79.17
Francis E. Warren AFB	6.16	0.00	4.00	27.41	70.53
Fresno Air Terminal AGS	32.77	46.12	21.98	12.56	46.99
Gen Mitchell IAP AGS	41.98	40.89	43.76	35.25	59.38
Gen Mitchell IAP ARS	33.77	40.89	24.50	32.87	59.94
Goodfellow AFB	7.37	0.00	4.00	36.40	82.66
Grand Forks AFB	50.53	35.28	62.52	63.66	79.09
Great Falls IAP AGS	35.51	35.71	32.68	39.59	62.23
Greater Peoria Regional APT AGS	34.56	35.77	32.28	33.46	54.24
Grissom ARB	55.66	42.59	68.46	58.32	73.25
Hancock Field AGS	36.20	44.61	21.04	52.90	66.32
Hanscom AFB	29.65	42.58	20.17	10.54	25.42
Harrisburg IAP AGS	42.89	47.01	44.21	11.84	69.50
Hector IAP AGS	30.78	38.72	21.49	22.30	72.60
Hickam AFB	49.77	34.58	66.93	60.50	1.12
Hill AFB	58.83	45.27	66.57	84.33	77.82
Holloman AFB	65.78	61.34	70.94	62.43	75.23
Homestead ARS	48.15	37.64	59.36	48.73	53.65
Hulman Regional APT AGS	38.63	42.75	36.72	16.55	82.24
Hurlburt Field	69.61	75.12	67.11	50.15	87.18
Indian Springs AFS	45.80	60.77	31.08	38.50	43.94
Jackson IAP AGS	44.15	47.37	39.33	39.24	84.66
Jacksonville IAP AGS	45.79	53.89	38.47	30.75	77.87
Joe Foss Field AGS	39.59	36.23	40.62	41.13	77.92
Keesler AFB	46.80	64.62	29.62	26.47	85.30
Key Field AGS	56.39	64.14	50.02	42.43	75.40
Kirtland AFB	55.47	49.12	58.01	70.63	69.56
Klamath Falls IAP AGS	35.18	38.18	32.91	22.29	69.01
Kulis AGS	38.93	43.14	42.67	11.81	8.01
Lackland AFB	47.44	45.03	44.29	63.85	78.33
Lambert - St. Louis IAP AGS	32.04	29.73	37.40	13.46	59.70
Langley AFB	56.57	53.37	54.97	72.81	77.20
Laughlin AFB	46.13	46.75	39.38	61.81	84.09
Lincoln MAP AGS	43.08	45.83	42.39	26.26	71.20
Little Rock AFB	63.25	49.25	73.05	80.66	88.12
Los Angeles AFB	2.45	0.00	4.00	1.94	23.81
Louisville IAP AGS	44.66	49.33	41.32	28.67	78.10
Luis Munoz Marin IAP AGS	36.78	42.16	38.47	10.74	14.06
Luke AFB	52.17	50.43	55.68	41.35	68.92
MacDill AFB	60.12	47.48	66.41	88.14	76.56
Malmstrom AFB	6.87	0.00	4.00	36.40	62.67
Mansfield Lahm MAP AGS	37.28	42.33	33.50	20.60	74.01
March ARB	59.86	56.53	71.33	31.15	45.41
Martin State APT AGS	30.37	50.13	10.15	16.26	58.71

Airlift MCI					
Base	Overall MCI Score	Crt 1 Current and Future Mission	Crt 2 Condition of Infrastructure	Crt 3 Contingency, Mobilization, Future Forces	Crt 4 Cost of Ops / Manpower
Maxwell AFB	59.90	70.78	55.31	22.48	85.68
McChord AFB	57.95	49.64	71.78	38.95	57.08
McConnell AFB	54.65	45.85	65.92	43.00	75.83
McEntire AGS	59.35	71.70	49.85	35.48	85.19
McGee Tyson APT AGS	48.32	47.96	51.87	25.79	86.02
McGuire AFB	51.80	39.42	62.51	67.95	37.26
Memphis IAP AGS	48.01	50.94	45.72	37.17	75.57
Minn/St Paul IAP ARS	41.52	32.19	52.63	36.80	47.69
Minot AFB	54.34	39.70	65.42	70.91	73.42
Moffett Federal Field AGS	33.14	40.10	31.66	11.59	15.79
Moody AFB	51.72	52.29	41.64	81.05	91.37
Mountain Home AFB	59.77	46.58	68.64	81.35	68.58
NAS New Orleans ARS	41.65	46.93	39.81	17.20	72.63
Nashville IAP AGS	39.77	48.71	27.61	39.33	78.64
Nellis AFB	63.95	59.85	72.31	53.08	43.94
New Castle County Airport AGS	36.96	48.83	28.33	15.48	47.53
Niagara Falls IAP ARS	40.03	35.85	43.28	41.92	55.66
Offutt AFB	47.07	43.55	49.10	48.25	73.20
Onizuka AFS	3.09	0.00	4.00	10.08	16.85
Otis AGB	38.95	36.97	36.90	55.82	42.04
Patrick AFB	42.23	47.00	32.91	52.75	66.83
Pease International Trade Port AGS	46.65	43.72	52.48	39.09	33.80
Peterson AFB	57.20	58.40	59.78	39.75	61.91
Phoenix Sky Harbor IAP AGS	48.12	53.14	45.21	32.12	68.42
Pittsburgh IAP AGS	44.85	36.28	55.13	35.53	69.30
Pittsburgh IAP ARS	39.64	36.28	42.44	36.01	69.59
Pope AFB	69.99	71.21	73.40	46.19	86.08
Portland IAP AGS	42.32	46.23	37.58	39.48	60.13
Quonset State APT AGS	35.29	40.77	29.32	33.62	40.59
Randolph AFB	49.20	43.66	51.76	56.76	78.51
Reno-Tahoe IAP AGS	40.51	44.93	39.29	23.44	47.47
Richmond IAP AGS	42.64	53.44	35.69	13.67	75.18
Rickenbacker IAP AGS	50.04	45.27	61.23	20.26	71.11
Robins AFB	63.89	52.22	71.87	78.50	87.45
Rome Laboratory	4.92	0.00	4.00	16.80	63.10
Rosecrans Memorial APT AGS	38.22	40.01	32.73	41.97	81.65
Salt Lake City IAP AGS	43.99	45.47	43.47	32.41	71.72
Savannah IAP AGS	45.10	52.68	38.84	26.30	84.65
Schenectady County APT AGS	37.72	49.21	25.33	30.66	60.05
Schriever AFB	5.78	0.00	4.00	27.31	55.46
Scott AFB	44.55	39.62	52.04	33.65	53.95
Selfridge ANGB	47.27	44.66	52.56	38.56	42.51
Seymour Johnson AFB	78.03	71.25	83.82	83.34	85.03
Shaw AFB	67.70	71.86	59.50	78.12	85.64
Sheppard AFB	55.21	60.81	52.33	35.24	80.04
Sioux Gateway APT AGS	39.30	39.33	37.14	38.03	79.98

**DEPARTMENT OF DEFENSE REPORT TO THE DEFENSE BASE CLOSURE  
AND REALIGNMENT COMMISSION**

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**Department of the Air Force  
Analysis and Recommendations  
BRAC 2005**

**(Volume V, Part 1 of 2)**

**May 2005**

Airlift MCI					
Base	Overall MCI Score	Crt 1 Current and Future Mission	Crt 2 Condition of Infrastructure	Crt 3 Contingency, Mobilization, Future Forces	Crt 4 Cost of Ops / Manpower
Springfield-Beckley MPT AGS	33.54	41.59	23.23	29.78	71.74
Stewart IAP AGS	45.53	45.03	49.72	40.99	3.65
Tinker AFB	68.62	55.20	80.62	76.23	85.80
Toledo Express APT AGS	41.45	44.03	36.46	42.51	72.76
Travis AFB	53.86	41.24	72.89	40.31	24.22
Tucson IAP AGS	41.92	45.19	39.16	30.57	72.70
Tulsa IAP AGS	43.20	49.40	38.74	23.72	81.03
Tyndall AFB	61.75	68.65	50.88	67.84	90.98
United States Air Force Academy	4.59	0.00	4.00	13.92	61.68
Vance AFB	43.45	55.12	32.89	22.51	87.75
Vandenberg AFB	44.16	40.15	43.97	66.26	32.48
W. K. Kellogg APT AGS	39.22	38.19	37.74	44.28	62.57
Westover ARB	52.00	42.80	58.47	68.13	49.23
Whiteman AFB	57.82	39.47	71.25	82.33	74.42
Will Rogers World APT AGS	47.79	56.31	37.47	42.22	84.80
Willow Grove ARS, NAS Willow Grove Joint Reserve	35.85	43.92	32.22	12.92	39.74
Wright-Patterson AFB	54.27	44.62	58.95	74.34	74.09
Yeager APT AGS	31.90	40.64	19.79	29.70	81.12
Youngstown-Warren Regional APT ARS	40.09	40.95	38.26	35.23	73.97

**E**

**INSTALLATION REVIEW**

- HOME
- WHAT WE DO
- WHY JOIN?
- BENEFITS & EDUCATION
- GET READY
- BASES**
- PRIOR SERVICE
- HEALTHCARE PROFESSIONALS
- CONTACT RECRU



## PA - Coraopolis

**Pittsburgh  
International Airport  
Air Reserve Station**



911th Airlift Wing

### OUR MISSION

The wing provides C-130 airlift throughout the U.S. and overseas. Over 1,272 Air Force Reserve members support the 911th mission.

[read more about the Air Transportation Mission](#)

#### AIRCRAFT

##### **Hercules**

##### C-130

Tactical and intra-theater airlift

#### MAJOR EXERCISES

##### Coronet Oak

An annual airlift of troops and cargo in Latin America and South America.

##### Patriot Tomahawk

Readiness training deployment to a combat training site in Wisconsin (annually in May).

#### ON BASE

Fully equipped Fitness Center, Sports Leagues, Ceramics Shop, All Ranks Club (restaurant/bar open five nights), Base Exchange (tax free shopping), Credit Union, Barber Shop, Snack Bar.

#### OFF BASE

The Base is approximately 15 miles from downtown Pittsburgh. Pittsburgh's famous three rivers, the Monongahela, Allegheny and Ohio along with numerous lakes and streams in surrounding counties, make the region a haven for boaters, fishers and other water-related recreation. On opening day of hunting season, it is said that the state of Pennsylvania is the second largest armed force. The Pittsburgh Metro Area has many malls, all are within 30-40 miles of the 911th Airlift Wing.

#### LOCALE

Pittsburgh: home of world-class music, theater, entertainment and sports (the Steelers, Pirates and Penguins) and the world's most exciting roller coaster at Kennywood Park.

#### JOB OPPORTUNITIES

More than 100 career-building positions for pilots, navigators, flight engineers, loadmasters, cargo handlers, vehicle operators, aircraft and vehicle mechanics, nurses, medical technicians, security forces, computer and communications technicians, and food service and recreation specialists, to name just a few.

#### OTHER PERKS

Boat and camping trailer rental

## **Pittsburgh Joint Air Reserve Station**

Greater Pittsburgh International Airport (PIT) has seen remarkable growth in passenger enplanements since it first opened its doors in 1952. In that year, less than 600,000 passengers were enplaned. In 1990, passenger enplanements totaled over 8.5 million. Although the Airport has seen an overall steady growth in the last four decades, much of this growth can be attributed to causes and events in the aviation industry. This is especially true in more recent times with the advent of deregulation and the development of the "hub and spoke" system that has proven its efficiency to the airline industry. Pittsburgh International Airport is so big; you could fit Atlanta and Chicago O'Hare airports within its boundaries. PIT is now the fourth largest landmass airport in the nation and is within three hours flight time of every North American city east of the Mississippi (and about 60 minutes from Boston, New York, Washington D.C. and Chicago). With its impressive infrastructure including four runways 8,100 ft. (2,469 m) to 11,500 ft. (3,505 m) long – and enough space for another two – PIT has plenty of slots to spare and can handle anything from single-seat light aircraft to a B747-400.

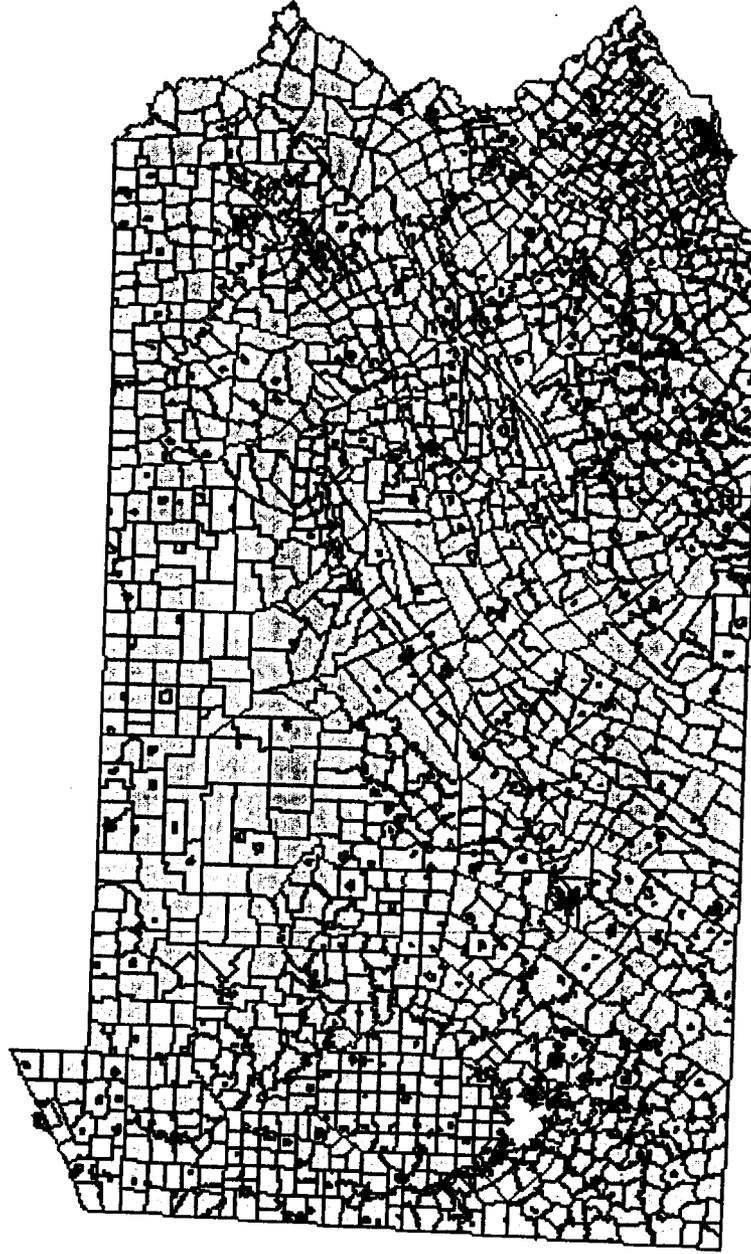
During the summer of 2003 nine Air Force Reserve Command installations were re-designated joint bases or stations to reflect the multiservice use of the facilities. The locations and their new designations are: Dobbins Joint Air Reserve Base, Ga.; Grissom JARB, Ind.; Homestead JARB, Fla.; March JARB,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

Source: GlobalSecurity.org

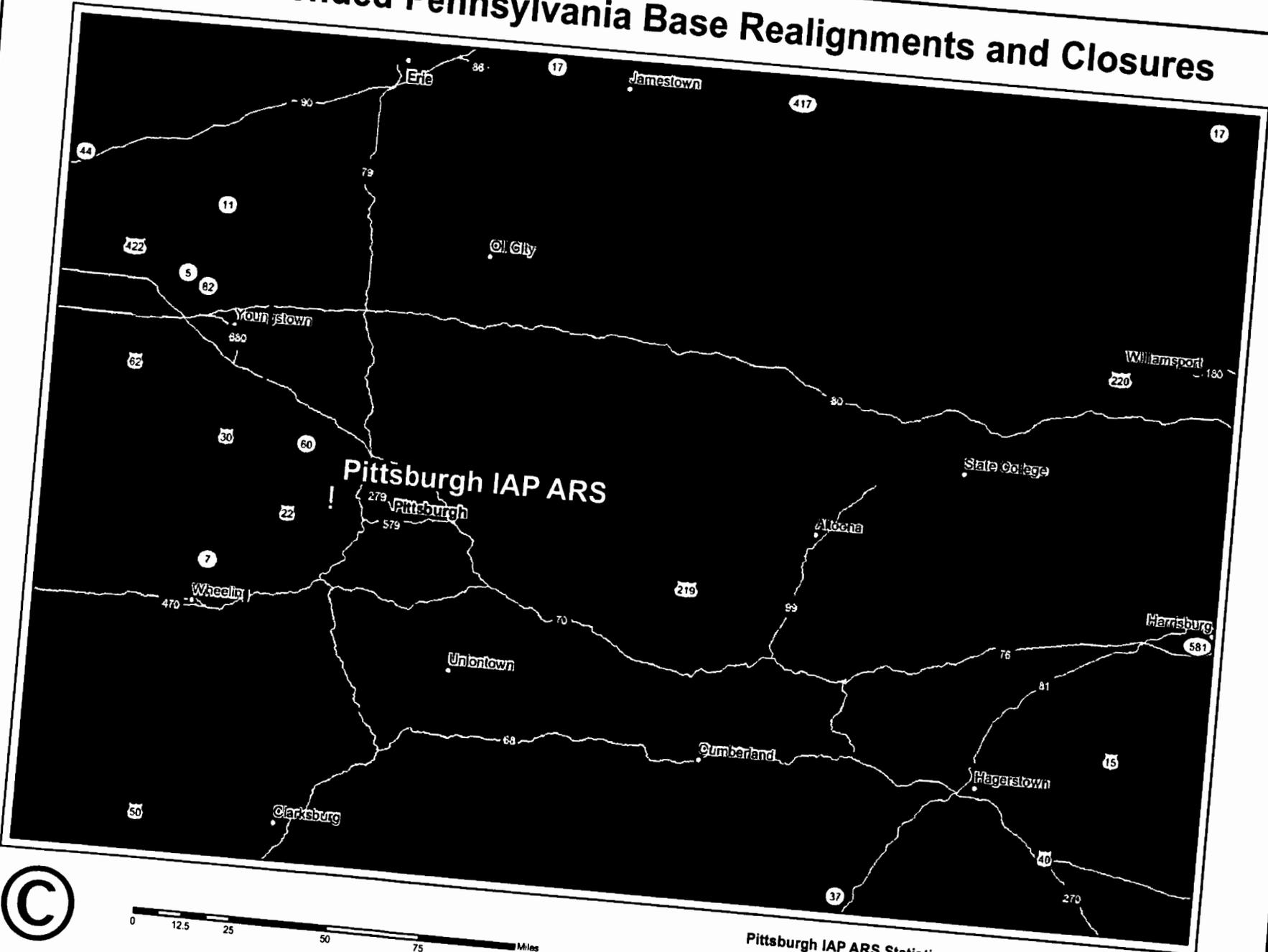
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**STATE MAPS AND STATISTICAL DATA**

**General Map of Pennsylvania Depicting Pittsburgh**



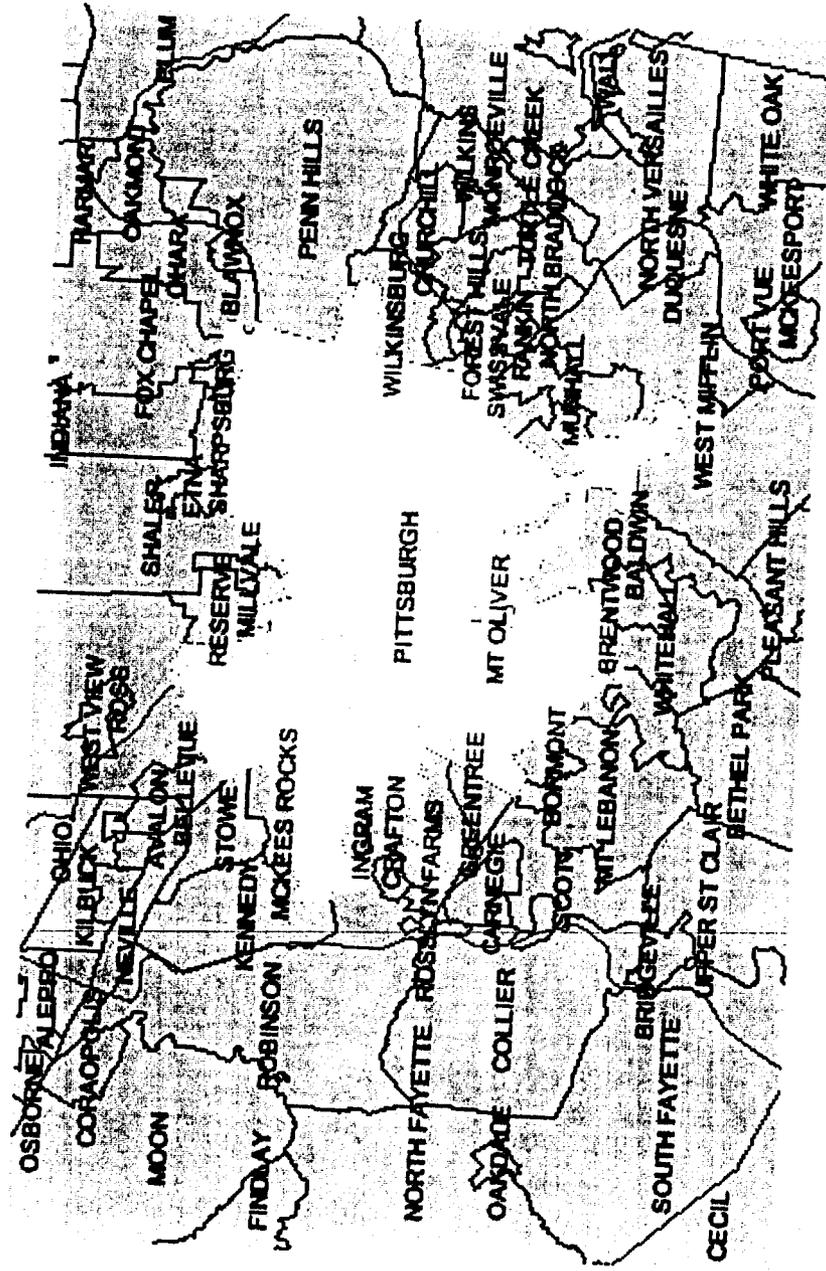
# Recommended Pennsylvania Base Realignment and Closures



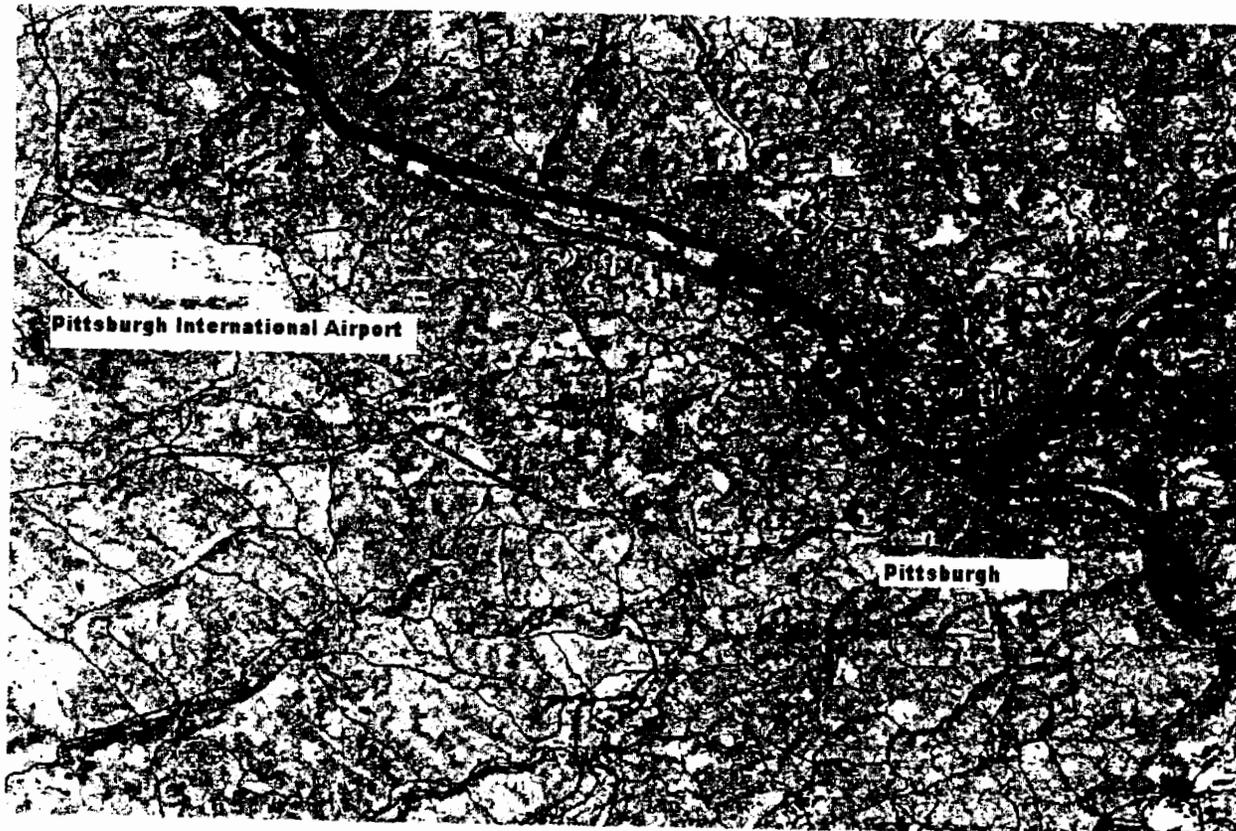
### Pittsburgh IAP ARS Statistics

Total Acres: 181	Total Personnel: 1,315
Acres Owned: 12	Mil: 1,194
	Civ: 121
	Other: 0

# Enlargement of Pittsburgh Area



## Geographic Information System Image Depicting Location of Pittsburgh International Airport Relative to the City of Pittsburgh



## Aerial Photograph of Pittsburgh International Airport



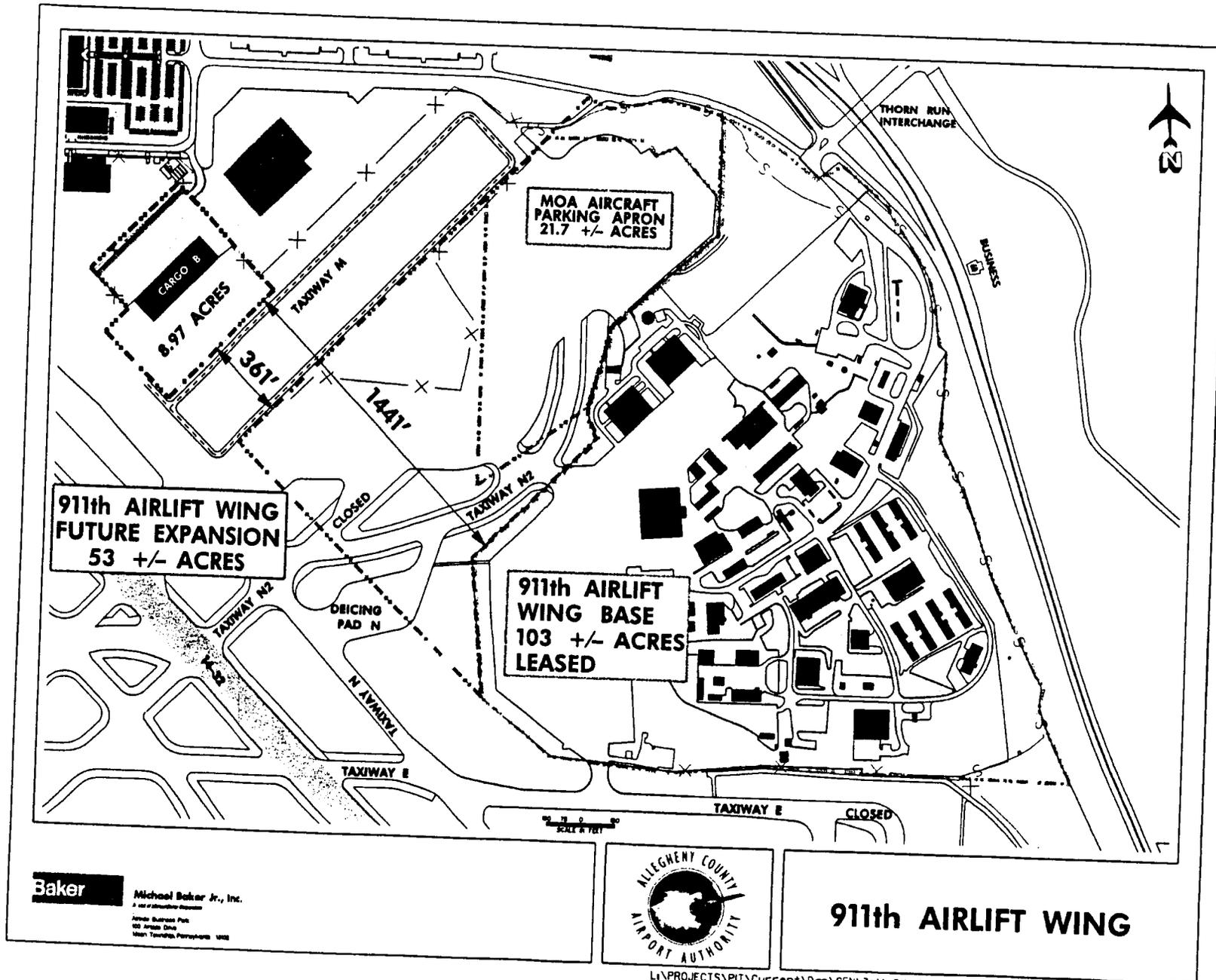


Image © Space Imaging LLC

# Pittsburgh IAP ARS, PA

Installation Boundary

0.25 Miles



**Baker**

Michael Baker Jr., Inc.  
A Unit of International Flavors  
James Sullivan Park  
100 Terrace Drive  
Wheat Township, Pennsylvania 15382



# 911th AIRLIFT WING

# Municipal Socio-Economic Profile

County: Allegheny  
Municipality: Pittsburgh city

## INCOME

Per Capita	12,580
Household (median)	20,747
Family (median)	27,484
Married couple families (mean)	45,449
Female, no husb pres, w/children (mean)	11,842

## POVERTY

Families in Poverty (%)	16.6
Families w/children in poverty (%)	77.7
Fmle, no husb prs, w/chldr in pov. (%)	76.5
Persons in Poverty (%)	
White	14.0
Black	40.9
Other race	33.8
Hispanic	0.0
Persons 65 and over, in poverty (%)	14.4
Pers 65 & over livg alone, in pov (%)	65.9
Children (under 18) in poverty (%)	32.5

## EDUCATION

Persons age 3 and over enrolled in school	
Pre-primary school	5,812
Elementary or High School	47,793
College	43,505
Total Persons age 25 and over	
Less than a High School Diploma (%)	27.6
High school grad (%)	72.4
College grad (%)	25.0

**EMPLOYMENT**

Employed persons age 16 and over	153,991
Employed in manufacturing industry (%)	8.5
Employed in service industry (%)	46.1
Unemployment rate - 1989	9.1
Families with no workers - 1989 (%)	21.5
Mean Income	15,496
Families with one worker - 1989 (%)	32.0
Mean Income	30,103
Families with two or more workers-1989 (%)	46.5
Mean Income	50,476
Females age 16 and over	
In labor force	82,360
Unemployment rate - 1989 (%)	7.7
Females age 16 and over, with children	
In labor force	22,666
Unemployment rate - 1989 (%)	1.6

**OCCUPATION**

Employed persons age 16 and over	
Managerial (%)	28.2
Sales and support (%)	35.1
Service (%)	18.5
Farming (%)	0.5
Craft and Repair (%)	7.4
Labor (%)	10.3

**Source:** Census of Population and Housing, 1990: Summary Tape File 3  
**Prepared by:** The Pennsylvania State Data Center, Penn State Harrisburg  
**Date Prepared:** December, 1996

# Municipal Demographic Profile

County: Allegheny  
Municipality: Pittsburgh city

Total Population 369,879

## SEX

Male 171,722  
Female 198,157

## AGE

Under 5 years 22,788  
5 to 17 years 50,591  
18 to 20 years 23,941  
21 to 24 years 27,751  
25 to 44 years 111,340  
45 to 54 years 31,439  
55 to 59 years 15,906  
60 to 64 years 19,787  
65 to 74 years 37,426  
75 to 84 years 22,286  
85 years and over 6,624  
Median age 34.6  
Under 18 years 73,379  
    Percent of total population 19.8  
65 years and over 66,336  
    Percent of total population 17.9

## HOUSEHOLDS BY TYPE

Total households 153,483  
Family households (families) 87,455  
    Married-couple families 55,449  
        Percent of total households 36.1  
    Other family, male householder 5,541  
    Other family, female householder 26,465  
Nonfamily households 66,028  
    Percent of total households 43.0  
    Householder living alone 55,582  
    Householder 65 years and over 22,941  
Persons living in households 349,041  
Persons per household 2.27

## GROUP QUARTERS

Persons living in group quarters 20,838  
    Institutionalized persons 7,191  
    Other persons in group quarters 13,647

**RACE AND HISPANIC ORIGIN**

White	266,791
Black	95,362
Percent of total population	25.8
American Indian, Eskimo, or Aleut	671
Percent of total population	0.2
Asian or Pacific Islander	5,937
Percent of total population	1.6
Other race	1,118
Hispanic Origin (any race)	3,468
Percent of total population	0.9

**OCCUPANCY AND TENURE**

Total housing units	170,159
Occupied housing units	153,483
Owner occupied	80,199
Percent owner occupied	52.3
Renter occupied	73,284
Vacant housing units	16,676
For seasonal, recreational, or occasional use	302
Homeowner vacancy rate (percent)	2.7
Rental vacancy rate (percent)	9.8
Persons per owner-occupied unit	2.5
Persons per renter-occupied unit	2.0
Units with over 1 person per room	2,997

**UNITS IN STRUCTURE**

1-unit, detached	70,673
1-unit, attached	26,632
2 to 4 units	30,043
5 to 9 units	12,147
10 or more units	28,808
Mobile home, trailer, other	1,856

**VALUE**

Specified owner-occupied units	67,120
Less than \$50,000	43,590
\$50,000 to \$99,999	18,282
\$100,000 to \$149,999	2,104
\$150,000 to \$199,999	1,122
\$200,000 to \$299,999	1,078
\$300,000 or more	944
Median (dollars)	41,200

**CONTRACT RENT**

Specified renter-occupied units paying cash	70,045
Less than \$250	25,852
\$250 to \$499	36,193
\$500 to \$749	6,318
\$750 to \$999	1,276
\$1,000 or more	406
Median (dollars)	298

**RACE AND HISPANIC ORIGIN OF HOUSEHOLDER**

Occupied housing units	67,120
White	56,164
Black	10,520
Percent of occupied units	15.7
American Indian, Eskimo, Aleut	71
Percent of occupied units	0.1
Asian or Pacific Islander	303
Percent of occupied units	0.5
Other race	62
Hispanic origin (of any race)	365
Percent of occupied units	0.5

**Source:** Census of Population and Housing, 1990: Summary Tape File 1  
**Prepared by:** The Pennsylvania State Data Center, Penn State Harrisburg  
**Date Prepared:** January, 1997

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**STATE CLOSURE HISTORY LIST**  
**(Appendix L of 1995 BRAC Report)**

As shown in Table 1 below (extracted from Appendix L of the 1995 BRAC Report, attached), Pennsylvania has been affected by 36 recommendations from all four of the preceding BRAC rounds. These include 27 closures (twelve in 1988, two in 1991, six in 1993, and seven in 1995); three relocations (two in 1991 and one in 1993); three disestablishments (one in 1993 and two in 1995); two redirections (one each in 1993 and 1995); and one realignment (the Charles E. Kelly Support Center in 1995).

Table 1 – Pennsylvania Actions

1988	Coraopolis Family Housing Site 71	CLOSE
1988	Coraopolis Family Housing Site 72	CLOSE
1988	Irwin Support Detachment Annex	CLOSE
1988	Naval Hospital Philadelphia	CLOSE
1988	Pitt 02 Family Housing	CLOSE
1988	Pitt 03 Family Housing	CLOSE
1988	Pitt 25 Family Housing	CLOSE
1988	Pitt 37 Family Housing	CLOSE
1988	Pitt 42 Family Housing	CLOSE
1988	Pitt 43 Family Housing	CLOSE
1988	Pitt 52 Family Housing	CLOSE
1988	Tacony Warehouse	CLOSE
1991	Letterkenny Army Depot	REALIGN
1991	Naval Air Development Center Warminster	REALIGN
1991	Naval Station Philadelphia	CLOSE
1991	Philadelphia Naval Shipyard	CLOSE
1993	Defense Personnel Support Center, Philadelphia	RELOCATE
1993	Defense Contract Management District Midatlantic, Philadelphia	DISESTAB
1993	Defense Logistics Agency Clothing Factory, Philadelphia	CLOSE
1993	Defense Logistics Agency Information Processing Center, Philadelphia	CLOSE
1993	Naval/Marine Corps Air Facility (Joint Aviation Facility) Johnstown	CLOSE
1993	Letterkenny Army Depot (Systems Integration Management Activity-East remains at Letterkenny Army Depot vice Rock Island, IL)	REDIRECT
1993	Naval Reserve Center Altoona	CLOSE
1993	Navy Data Processing Center Aviation Supply Office (Philadelphia)	CLOSE
1993	Planning, Estimating, Repair, and Alterations Center (Surface) Atlantic (HQ), Philadelphia	CLOSE
1995	Fort Indiantown Gap	CLOSE
1995	Charles E. Kelly Support Center	REALIGN
1995	Letterkenny Army Depot	CLOSE
1995	Defense Distribution Depot Letterkenny	DISESTAB
1995	Defense Industrial Supply Center Philadelphia	DISESTAB
1995	Naval Shipyard, Norfolk Detachment, Philadelphia	REDIRECT
1995	Naval Aviation Engineering Support Unit Philadelphia	CLOSE
1995	Naval Air Technical Services Facility Philadelphia	CLOSE
1995	Naval Air Warfare Center, Aircraft Division, Open Water Test Facility, Oreland	CLOSE
1995	Naval Command, Control, and Ocean Surveillance RDT&E Division Detachment, Warminster	CLOSE
1995	Naval Air Warfare Center, Aircraft Division, Warminster	CLOSE

# APPENDIX L

## BASE CLOSURES AND REALIGNMENTS BY STATE 1988, 1991, 1993, 1995

### ALABAMA

1988	Alabama Army Ammunition Plant	CLOSE
1988	Coosa River Storage Annex	CLOSE
1991	Fort Rucker	REALIGN
1993	Naval Station Mobile	CLOSE
1993	Naval Reserve Center Gadsden	CLOSE
1993	Naval Reserve Center Montgomery	CLOSE
1993	Anniston Army Depot	REALIGN
1995	Fort McClellan	CLOSE
1995	Naval Reserve Center Huntsville	CLOSE

### ALASKA

1995	Fort Greely	REALIGN
1995	Naval Air Facility Adak	CLOSE

### ARKANSAS

1991	Eaker Air Force Base	CLOSE
1991	Fort Chaffee	CLOSE
1993	Naval Reserve Center Fayetteville	CLOSE
1993	Naval Reserve Center Fort Smith	CLOSE
1995	Fort Chaffee	CLOSE

### ARIZONA

1988	Navajo Army Depot Activity	CLOSE
1991	Williams Air Force Base	CLOSE
1995	Williams Air Force Base	REDIRECT

### CALIFORNIA

1988	George Air Force Base	CLOSE
1988	Hamilton Army Airfield	CLOSE
1988	Mather Air Force Base	CLOSE
1988	Naval Station San Francisco (Hunters Point)	REALIGN
1988	Norton Air Force Base	CLOSE
1988	Presidio of San Francisco	CLOSE
1988	Salton Sea Test Base, Imperial County	CLOSE
1991	Beale Air Force Base	REALIGN
1991	Castle Air Force Base	CLOSE
1991	Fort Ord	CLOSE
1991	Hunters Point Annex, San Francisco	CLOSE
1991	Integrated Combat Systems Test Facility San Diego	CLOSE
1991	Letterman Army Institute of Research Presidio of San Francisco	DISESTAB
1991	Fleet Combat Direction Systems Support Activity San Diego	REALIGN

1991	March Air Force Base	REALIGN
1991	Mather Air Force Base	REDIRECT
1991	Naval Air Station Moffett Field	CLOSE
1991	Naval Electronic Systems Engineering Center San Diego	CLOSE
1991	Naval Electronic Systems Engineering Center Vallejo	CLOSE
1991	Naval Space Systems Activity Los Angeles	CLOSE
1991	Naval Station Long Beach	CLOSE
1991	Naval Weapons Center China Lake	REALIGN
1991	Pacific Missile Test Center Point Mugu	REALIGN
1991	Sacramento Army Depot	CLOSE
1991	Marine Corps Air Station Tustin	CLOSE
1993	Castle Air Force Base (B-52 Combat Crew Training redirected from Fairchild AFB to Barksdale AFB and KC-135 Combat Crew Training from Fairchild AFB to Altus AFB)	REDIRECT
1993	Data Processing Center Marine Corps Air Station El Toro	CLOSE
1993	Data Processing Center Naval Air Warfare Center, Weapons Division China Lake	CLOSE
1993	Data Processing Center Naval Air Warfare Center, Weapons Division Point Mugu	CLOSE
1993	Data Processing Center Naval Command Control & Ocean Surveillance Center San Diego	CLOSE
1993	Data Processing Center Navy Regional Data Automation Center San Francisco	CLOSE
1993	Defense Contract Management District West El Segundo	RELOCATE
1993	Defense Distribution Depot Oakland	DISESTAB
1993	Hunters Point Annex to Naval Station Treasure Island (Redirect to dispose of all property in any lawful manner, including outlease)	REDIRECT
1993	March Air Force Base	REALIGN
1993	Mare Island Naval Shipyard	CLOSE
1993	Marine Corps Air Station El Toro	CLOSE
1993	Marine Corps Air Station Tustin (Relocate MCAS Tustin helicopter assets to NAS North Island, NAS Miramar, or MCAS Camp Pendleton)	REDIRECT
1993	Marine Corps Data Processing Center Regional Automated Services Center Camp Pendleton	CLOSE
1993	Marine Corps Logistics Base Barstow	REALIGN
1993	Mather Air Force Base (940th Air Refueling Group redirected from McClellan AFB to Beale AFB)	REDIRECT
1993	Naval Air Station Alameda	CLOSE
1993	Naval Aviation Depot Alameda	CLOSE
1993	Naval Electronics Systems Engineering Center San Diego (Consolidate with Naval Electronics Systems Engineering Center Vallejo into available space in Air Force Plant #19, San Diego, vice new construction)	REDIRECT
1993	Naval Electronics Systems Engineering Center Vallajo (Consolidate with Naval Electronics Systems Center San Diego into available space in Air Force Plant #19, San Diego, vice new construction)	REDIRECT
1993	Naval Hospital Oakland	CLOSE
1993	Naval Station Treasure Island, San Francisco	CLOSE
1993	Naval Weapons Station Seal Beach	REALIGN

1993	Navy Data Processing Center Facilities Systems Office, Port Hueneme	CLOSE
1993	Navy Data Processing Center Fleet and Industrial Supply Center, San Diego	CLOSE
1993	Presidio of Monterey Annex	REALIGN
1993	Presidio of San Francisco (6th Army remains at the Presidio of San Francisco, CA instead of moving to Fort Carson, CO)	REDIRECT
1993	Naval Civil Engineering Laboratory, Port Hueneme	CLOSE
1993	Naval Facilities Engineering Command, Western Engineering Field Division, San Bruno	CLOSE
1993	Naval Reserve Center Pacific Grove	CLOSE
1993	Naval Training Center San Diego	CLOSE
1993	Planning, Estimating, Repair, and Alterations Center (Surface) Pacific San Francisco	DISESTAB
1993	Naval Public Works Center San Francisco	DISESTAB
1995	Oakland Army Base	CLOSE
1995	Naval Shipyard Long Beach	CLOSE
1995	McClellan Air Force Base	CLOSE
1995	Ontario International Airport Air Guard Station	CLOSE
1995	Defense Distribution Depot McClellan	DISESTAR
1995	Fort Hunter Liggett	REALIGN
1995	Sierra Army Depot	REALIGN
1995	Onizuka Air Station	REALIGN
1995	Branch U.S. Disciplinary Barracks	CLOSE
1995	East Fort Baker	CLOSE
1995	Rio Vista Army Reserve Center	CLOSE
1995	Fleet and Industrial Supply Center Oakland	CLOSE
1995	Naval Command, Control, and Ocean Surveillance Center, In-Service Engineering West Coast Division San Diego	DISESTAB
1995	Supervisor of Shipbuilding, Conversion, and Repair, USN, Long Beach	DISESTAB
1995	Naval Reserve Center Stockton	CLOSE
1995	Naval Reserve Center Santa Ana	CLOSE
1995	Naval Reserve Center Pomona	CLOSE
1995	Marine Corps Air Station El Toro	REDIRECT
1995	Marine Corps Air Station Tustin	REDIRECT
1995	Naval Air Station Alameda	REDIRECT
1995	Naval Recruiting District San Diego	REDIRECT
1995	Naval Training Center San Diego	REDIRECT
1995	Defense Contract Management District West, El Segundo	REDIRECT

**COLORADO**

1988	Bennett Army National Guard Facility, Arapahoe County	CLOSE
1988	Pueblo Army Depot	REALIGN
1991	Lowry Air Force Base	CLOSE
1993	Pueblo Army Depot (Redirects supply mission from Defense Distribution Depot Tooele, UT, to new location within the Defense Distribution Depot System.)	REDIRECT
1995	Fitzsimons Army Medical Center	CLOSE
1995	Lowry Air Force Base	REDIRECT

**CONNECTICUT**

1988	Family Housing Ansonia 04	CLOSE
1988	Family Housing East Windsor 08	CLOSE
1988	Family Housing Fairfield 65	CLOSE
1988	Family Housing Manchester 25	CLOSE
1988	Family Housing Middletown 48	CLOSE
1988	Family Housing Milford 17	CLOSE
1988	Family Housing New Britain 74	CLOSE
1988	Family Housing Orange 15	CLOSE
1988	Family Housing Plainville 67	CLOSE
1988	Family Housing Portland 36	CLOSE
1988	Family Housing Westport 73	CLOSE
1988	Family Housing Shelton 74	CLOSE
1991	Naval Underwater Systems Center Detachment New London	REALIGN
1995	Stratford Army Engine Plant	CLOSE

**DISTRICT OF COLUMBIA**

1991	U.S. Army Institute of Dental Research	DIESTAB
1991	Walter Reed Army Institute of Research (Microwave Bioeffects Research)	REALIGN
1993	Data Processing Center Bureau of Naval Personnel	CLOSE
1993	Data Processing Center Naval Computer & Telecommunications Station	CLOSE
1993	Naval Security Group Command (including Security Group Station and Security Group Detachment) Potomac	REALIGN
1993	Naval Electronic Security Systems Engineering Center	CLOSE
1995	Naval Recruiting Command Washington	REDIRECT
1995	Naval Security Group Detachment Potomac Washington	REDIRECT

**FLORIDA**

1988	Cape St. George	CLOSE
1988	Naval Reserve Center (Coconut Grove) Miami	CLOSE
1991	MacDill Air Force Base, Tampa	REALIGN
1991	Naval Coastal Systems Center, Panama City	REALIGN
1993	Data Processing Center Naval Air Station Key West	CLOSE
1993	Data Processing Center Naval Air Station Mayport	CLOSE
1993	Data Processing Center Naval Computer & Telecommunications Station, Pensacola	CLOSE
1993	Homestead Air Force Base	REALIGN
1993	MacDill Air Force Base (Airfield to be operated by the Department of Commerce or another federal agency. Joint Communications Support Element stays at MacDill vice relocating to Charleston AFB.)	REDIRECT
1993	Naval Air Station Cecil Field	CLOSE
1993	Naval Aviation Depot Pensacola	CLOSE
1993	Naval Hospital Orlando	CLOSE
1993	Fleet and Industrial Supply Center (Naval Supply Center) Pensacola	DIESTAB
1993	Defense Distribution Depot Pensacola	DIESTAB
1993	Naval Training Center Orlando	CLOSE
1995	Naval Air Station Key West	REALIGN

1995	Eglin Air Force Base	REALIGN
1795	Big Coppett Key	CLOSE
1995	Naval Research Laboratory, Underwater Sound Reference Detachment, Orlando	DISESTAB
1995	Naval Air Station Cecil Field	REDIRECT
1995	Naval Aviation Depot Pensacola	REDIRECT
1795	Navy Nuclear Power Propulsion Training Center, Naval Training Center, Orlando	REDIRECT
1795	Naval Training Center Orlando	REDIRECT
1995	Homestead Air Force Base (301st Rescue Squadron)	REDIRECT
1795	Homestead Air Force Base (726th Air Control Squadron)	REDIRECT
1995	MacDill Air Force Base	REDIRECT
1995	Naval Research Laboratory, Underwater Sound Reference Detachment, Orlando	CLOSE:

### GEORGIA

1793	Navy Data Processing Center Trident Refit Facility Kings Bay	CLOSE
1973	Naval Reserve Center Macon	CLOSE
1995	Defense Contract Management District South, Marietta	DISESTAB

### GUAM

1993	Naval Air Station Agana	CLOSE
1995	Ship Repair Facility	CLOSE
1795	Naval Activities	REALIGN
1995	Fleet and Industrial Supply Center	REALIGN
1995	Public Works	REALIGN
1995	Naval Air Station Agana	KEDIKECT

### HAWAII

1988	Kapalama Military Reservation Phase III	CLOSE
1791	Naval Air Facility Midway Island	REALIGN
1991	Naval Ocean Systems Center Detachment, Kanaohe	CLOSE
1993	Data Processing Center Naval Computer & Telecommunications Area Master Station, EASTPAC, Pearl Harbor	CLOSE
1793	Data Processing Center Naval Supply Center Pearl Harbor	CLOSE
1973	Naval Air Station Barbers Point	CLOSE
1973	Naval Air Facility Midway Island	CLOSE
1975	Naval Air Station Barbers Point	REDIRECT

### IOWA

1988	Fort Des Moines	CLOSE
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### IDAHO

1991	Mountain Home Air Force Base	REALIGN
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### ILLINOIS

1988	Chanute Air Force Base	CLOSE
1988	Fort Sheridan	CLOSE
1988	LJSARC Addison Housing	CLOSE
1788	Worth Family Housing	CLOSE

1991	Aramament, Munitions, and Chemical Command Rock Island Arsenal	REALIGN
1993	Chanute Air Force Base (Metals Technology and Aircraft Structural Maintenance training courses from Chanute AFB to Sheppard AFB redirected to NAS Memphis)	REDIRECT
1993	Defense Contract Management District Northcentral, Chicago	DISESTAB
1993	Naval Air Station Glenview	CLOSE
1993	O'Hare International Airport Air Force Reserve Station	CLOSE
1993	Rock Island Arsenal (AMCCOM remains at Rock Island, IL instead of moving to Redstone Arsenal, AL)	REDIRECT
1995	Savanna Army Depot Activity	CLOSE
1995	Chicago O'Hare International Airport Air Reserve Station	CLOSE

### INDIANA

1988	Indiana Army Ammunition Plant	CLOSE
1988	Jefferson Proving Ground	CLOSE
1991	Fort Benjamin Harrison, Indianapolis	CLOSE
1991	Grissom Air Force Base, Peru	CLOSE
1991	Naval Avionics Center, Indianapolis	REALIGN
1991	Naval Weapons Support Center, Crane	REALIGN
1993	Defense Information Technology Service Organization, Indianapolis Information Processing Center	CLOSE
1993	Navy/Marine Corps Reserve Center Fort Wayne	CLOSE
1993	Naval Reserve Center Terre Haute	CLOSE
1995	Naval Air Warfare Center, Aircraft Division, Indianapolis	CLOSE

### KANSAS

1993	Readiness Command Region Olathe (Region 18)	CLOSE
1993	Naval Reserve Center Hutchinson	CLOSE
1995	Naval Air Reserve Olathe	CLOSE

### KENTUCKY

1988	Lexington-Bluegrass Army Depot	CLOSE
1991	Naval Ordnance Station Louisville	REALIGN
1995	Naval Surface Warfare Center, Crane Division Detachment, Louisville	CLOSE

### LOUISIANA

1988	Naval Station Lake Charles	CLOSE
1988	New Orleans Military Ocean Terminal	CLOSE
1991	England Air Force Base	CLOSE
1991	Fort Polk	REALIGN
1993	Data Processing Center Naval Computer & Telecommunications Station, New Orleans	CLOSE
1993	Naval Reserve Center Monroe	CLOSE
1993	Naval Reserve Facility Alexandria	CLOSE
1993	Navy Data Processing Center Enlisted Personnel Management Center New Orleans	CLOSE
1995	Naval Biodynamics Laboratory New Orleans	CLOSE
1995	Naval Reserve Readiness Command New Orleans (Region 10)	CLOSE

**MAINE**

1991 Loring Air Force Base, Caribou CLOSE  
1993 Data Processing Center Naval Air Station Brunswick CLOSE

**MARYLAND**

1988 Army Reserve Center Gaithersburg CLOSE  
1988 Former NIKE site at Aberdeen Proving Ground CLOSE  
1988 Fort Detrick REALIGN  
1988 Fort Holabird REALIGN  
1988 Fort Meade REALIGN  
1988 NIKE Washington-Baltimore CLOSE  
1991 U.S. Army Biomedical Research Development  
Laboratory, Fort Detrick DISESTAB  
1991 David Taylor Research Center Detachment Annapolis REALIGN  
1991 Fuze Development and Production (armament and  
missile-related) Harry Diamond Laboratories, Adelphi REALIGN  
1991 Naval Ordnance Station Indian Head REALIGN  
1991 Naval Surface Warfare Center Detachment, White Oak REALIGN  
1993 Data Processing Center Naval Air Warfare Center,  
Aircraft Division, Patuxent River CLOSE  
1993 Naval Electronic Systems Engineering Center St. Inigoes CLOSE  
1993 Naval Surface Warfare Center, Dahlgren White Oak  
Detachment, White Oak DISESTAB  
1993 Navy Radio Transmission Facility Annapolis DISESTAB  
1993 Sea Automated Data Systems Activity Indian Head DISESTAB  
1995 Fort Ritchie CLOSE  
1995 Naval Surface Warfare Center, Dahlgren Division  
Detachment, White Oak CLOSE  
1995 Fort Meade REALIGN  
1995 Concepts Analysis Agency CLOSE  
1995 Fort Holabird CLOSE  
1995 Publications Distribution Center, Baltimore CLOSE  
1995 Naval Medical Research Institute Bethesda CLOSE  
1995 Naval Surface Warfare Center, Carderock Division  
Detachment, Annapolis CLOSE  
1995 Tri-Service Project Reliance, Army Bio-Medical  
Research Laboratory, Fort Detrick REDIRECT  
1995 Investigations Control and Autoination  
Directorate, Fort Holabird RELOCATE

**MASSACHUSETTS**

1988 Family Housing Bedford 85 CLOSE  
1988 Family Housing Beverly 15 CLOSE  
1988 Family Housing Burlington 84 CLOSE  
1988 Family Housing Hull 36 CLOSE  
1988 Family Housing Nahant 17 CLOSE  
1988 Family Housing Randolph 55 CLOSE  
1988 Family Housing Swansea 29 CLOSE  
1988 Family Housing Topsfield 05 CLOSE  
1988 Family Housing Wakefield 03 CLOSE  
1988 Fort Devens REALIGN  
1988 Army Materials Technology Laboratory, Watertown CLOSE  
1991 Army Materials Technology Laboratory, Watertown REDIRECT

1991	Fort Devens	CLOSE
1991	Naval Undersea Warfare Engineering Station Keyport	REALIGN
1993	Naval Reserve Center Chicopee	CLOSE
1993	Naval Reserve Center New Bedford	CLOSE
1993	Naval Reserve Center Pittsfield	CLOSE
1993	Naval Reserve Center Quincy	CLOSE
1993	Navy/Marine Corps Reserve Center Lawrence	CLOSE
1995	Naval Air Station South Weymouth	CLOSE
1995	Hingham Cohasset	CLOSE
1995	Sudbury Training Annex	CLOSE

**MICHIGAN**

1988	Pontiac Storage Facility	CLOSE
1991	Ground Vehicle Propulsion Basic and Applied Research, Warren	REALIGN
1991	Wurtsmith Air Force Base	CLOSE
1993	Naval Air Facility Detroit	CLOSE
1993	Defense Logistics Agency Information Processing Center, Battle Creek	CLOSE
1993	K.I. Sawyer Air Force Base	CLOSE
1995	Detroit Arsenal	REALIGN
1995	Naval Reserve Center Cadillac	CLOSE
1995	Naval Air Facility Detroit	REDIRECT

**MISSOURI**

1988	NIKE Kansas City 30	CLOSE
1988	St. Louis Area Support Center Wherry Housing	CLOSE
1991	Aviation Systems Command and Troop Command Support, St. Louis	REALIGN
1991	Richard-Gebaur Air Reserve Station	CLOSE
1993	Defense Information Technology Service Organization, Kansas City Information Processing Center	CLOSE
1993	Naval Reserve Center Joplin	CLOSE
1993	Naval Reserve Center St. Joseph	CLOSE
1995	Aviation-Troop Support Command	DISESTAB

**MONTANA**

1993	Naval Reserve Center Great Falls	CLOSE
1993	Naval Reserve Center Missoula	CLOSE
1995	Malmstrom Air Force Base	REALIGN
1995	Fort Missoula	CLOSURE

**NEW HAMPSHIRE**

1988	Pease Air Force Base	CLOSE
1993	Submarine Maintenance, Engineering, Planning, and Procurement Portsmouth	DISESTAB

**NEW JERSEY**

1988	Fort Dix	REALIGN
1988	Fort Monmouth	REALIGN
1988	NIKE <del>NY</del> 54 Housing	CLOSE

1988	NIKE NY 60 Housing	CLOSE
1988	NIKE NY 79/80 Housing	CLOSE
1988	NIKE NY 73/94	CLOSE
1988	NIKE Philadelphia 41/43	CLOSE
1991	Electronic Technology Device Laboratory, Fort Monmouth	REALIGN
1991	Fort Dix	REALIGN
1991	Naval Air Engineering Center, Lakehurst	REALIGN
1991	Naval Air Propulsion Center, Trenton	REALIGN
1993	Fort Monmouth	REALIGN
1993	Naval Reserve Center Atlantic City	CLOSE
1993	Naval Reserve Center Perth Amboy	CLOSE
1993	Naval Air Warfare Center - Aircraft Division, Trenton	CLOSE
1995	Bayonne Military Ocean Terminal	CLOSE
1995	Fort Dix	REALIGN
1995	Camp Kilmer	CLOSE
1995	Camp Pedricktown	CLOSE

NEW MEXICO

1988	Fort Wingate Ammunition Storage Depot	CLOSE
1991	Battlefield Environmental Effects Element of the Atmospheric Science Laboratory, White Sands Missile Range	REALIGN
1991	Naval Weapons Evaluation Facility Albuquerque	CLOSE
1993	Naval Weapons Evaluation Facility Albuquerque (retain as a tenant of the Air Force)	REDIRECT

NEWYORK

1988	Dry Hill Family Housing	CLOSE
1988	Manhattan Beach Housing	CLOSE
1988	Naval Station New York (Brooklyn)	CLOSE
1988	NIKE NY 01 Housing	CLOSE
1988	NIKE NY 25 Housing	CLOSE
1988	NIKE NY 99 Housing	CLOSE
1993	Griffiss Air Force Base	REALIGN
1993	Naval Reserve Center Jamestown	CLOSE
1993	Naval Reserve Center Poughkeepsie	CLOSE
1993	Naval Station Staten Island	CLOSE
1993	Plattsburgh Air Force Base	CLOSE
1993	Readiness Command Region Scotia (Region 2)	CLOSE
1993	Department of Defense Family Housing and Family Housing Office, Niagara Falls	CLOSE
1995	Seneca Army Depot	CLOSE
1995	Roslyn Air Guard Station	CLOSE
1995	Griffiss Air Force Base (Airfield Support for 10th Infantry [Light] Division)	REDIRECT
1995	Griffiss Air Force Base (485th Engineering Installation Group)	REDIRECT
1995	Bellmore Logistics Activity	CLOSE
1995	Fort Totten	CLOSE
1995	Naval Reserve Center Staten Island	CLOSE
1995	Real-Time Digitally Controlled Analyzer Processor Activity, Buffalo	CLOSE

**NORTH CAROLINA**

1993	Data Processing Center Marine Corps Air Station Cherry Point	CLOSE
1993	Marine Corps Data Processing Center Regional Automated Services Center Camp Lejeune	CLOSE
1995	Recreation Center #2, Fayetteville	CLOSE

**NORTH DAKOTA**

1995	Grand Forks Air Force Base	REALIGN
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**OHIO**

1991	Rickenbacker Air National Guard Base	CLOSE
1993	Defense Information Technology Service Organization, Columbus Annex Dayton	CLOSE
1993	Defense Information Technology Services Organization, Cleveland	CLOSE
1993	Gentile Air Force Station (Defense Electronics Supply Center), Dayton	CLOSE
1993	Newark Air Force Base	CLOSE
1993	Readiness Command Region Ravenna (Region 5)	CLOSE
1993	Rickenbacker Air National Guard Base (Retain 121st Air Refueling Wing and the 160th Air Refueling Group in a cantonment area at Rickenbacker ANGB instead of Wright-Patterson AFB, OH, and operate as tenants of the Rickenbacker Port Authority [RPA] on the RPA's airport)	REDIRECT
1995	Defense Contract Management Command International, Dayton	REALIGN
1995	Defense Distribution Depot Columbus	REALIGN

**OREGON**

1988	Umatilla Army Depot	REALIGN
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**PENNSYLVANIA**

1988	Coraopolis Family Housing Site 71	CLOSE
1988	Coraopolis Family Housing Site 72	CLOSE
1988	Irwin Support Detachment Annex	CLOSE
1988	Naval Hospital Philadelphia	CLOSE
1988	Pitt 02 Family Housing	CLOSE
1988	Pitt 03 Family Housing	CLOSE
1988	Pitt 25 Family Housing	CLOSE
1988	Pitt 37 Family Housing	CLOSE
1988	Pitt 42 Family Housing	CLOSE
1988	Pitt 43 Family Housing	CLOSE
1988	Pitt 52 Family Housing	CLOSE
1988	Tacony Warehouse	CLOSE
1991	Letterkenny Army Depot	REALIGN
1991	Naval Air Development Center Warminster	REALIGN
1991	Naval Station Philadelphia	CLOSE
1991	Philadelphia Naval Shipyard	CLOSE

1993	Defense Personnel Support Center, Philadelphia	RELOCATE
1993	Defense Contract Management District Midatlantic, Philadelphia	DISESTAB
1993	Defense Logistics Agency Clothing Factory, Philadelphia	CLOSE
1993	Defense Logistics Agency Information Processing Center, Philadelphia	CLOSE
1993	Naval/Marine Corps Air Facility (Joint Aviation Facility) Johnstown	CLOSE
1993	Letterkenny Army Depot (Systems Integration Management Activity-East remains at Letterkenny Army Depot vice Rock Island, IL)	KEDIRECT
1993	Naval Reserve Center Altoona	CLOSE
1993	Navy Data Processing Center Aviation Supply Office, Philadelphia	CLOSE
1993	Planning, Estimating, Repair, and Alterations Center (Surface) Atlantic (HQ), Philadelphia	CLOSE
1995	Fort Indiantown Gap	CLOSE
1995	Charles E. Kelly Support Center	REALIGN
1995	Letterkenny Army Depot	CLOSE
1995	Defense Distribution Depot Letterkenny	DISESTAB
1995	Defense Industrial Supply Center Philadelphia	DISESTAB
1995	Naval Shipyard, Norfolk Detachment, Philadelphia	KEDIRECT
1995	Naval Aviation Engineering Support Unit Philadelphia	CLOSE
1995	Naval Air Technical Services Facility Philadelphia	CLOSE
1995	Naval Air Warfare Center, Aircraft Division, Open Water Test Facility, Oreland	CLOSE
1995	Naval Command, Control, and Ocean Surveillance RDT&E Division Detachment, Warminster	CLOSE
1995	Naval Air Warfare Center, Aircraft Division, Warminster	CLOSE

**PUERTO RICO**

1995	Fort Buchanan	REALIGN
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**RHODE ISLAND**

1988	Family Housing Davisville	CLOSE
1988	Family Housing North Smithfield 99	CLOSE
1991	Construction Battalion Center Davisville	CLOSE
1991	Trident Command and Control Systems Maintenance Activity, Newport	REALIGN
1993	Naval Education and Training Center, Newport	REALIGN

**SOUTH CAROLINA**

1991	Myrtle Beach Air Force Base, Myrtle Beach	CLOSE
1993	Charleston Naval Shipyard	CLOSE
1993	Data Processing Center Naval Supply Center, Charleston	CLOSE
1993	Defense Distribution Depot Charleston	DISESTAB
1993	Naval Station Charleston	CLOSE
1993	Fleet and Industrial Supply Center (Naval Supply Center) Charleston	DISESTAB
1995	Naval Reserve Readiness Command Charleston	CLOSE
1995	Fleet and Industrial Supply Center Charleston	CLOSE

**TENNESSEE**

1993	Naval Air Station Memphis	REALIGN
1993	Naval Reserve Center Kingsport	CLOSE
1993	Naval Reserve Center Memphis	CLOSE
1995	Defense Distribution Depot Memphis	CLOSE

**TEXAS**

1988	Fort Bliss	REALIGN
1988	Naval Station Galveston	CLOSE
1991	Bergstrom Air Force Base	CLOSE
1991	Carswell Air Force Base	CLOSE
1991	Goodfellow Air Force Base	REALIGN
1991	Naval Air Station Chase Field	CLOSE
1993	Air Force Data Processing Center Computer Service Center, San Antonio	CLOSE
1993	Carswell Air Force Base (Fabrication function of the 436th Training Squadron redirected from Dyess AFB to Luke AFB; maintenance training function redirected from Dyess AFB to Hill AFB)	REDIRECT
1993	Data Processing Center Air Force Military Personnel Center, Randolph AFB	CLOSE
1993	Data Processing Center Navy Data Automation Facility, Corpus Christi	CLOSE
1993	Naval Air Station Dallas	CLOSE
1993	Naval Reserve Facility Midland	CLOSE
1993	Navy/Marine Corps Reserve Center Abilene	CLOSE
1973	Red River Army Depot	REALIGN
1995	Naval Reserve Center Laredo	CLOSE
1995	Bergstrom Air Reserve Base	CLOSE
1995	Reese Air Force Base	CLOSE
1995	Kelly Air Force Base	REALIGN
1995	Defense Distribution Depot San Antonio	DISESTAB
1995	Red River Army Depot	REALIGN
1995	Naval Air Station Corpus Christi	REALIGN

**UTAH**

1988	Fort Douglas	CLOSE
1993	Defense Distribution Depot Tooele	DISESTAB
1993	Defense Logistics Agency Information Processing Center, Ogden	CLOSE
1993	Naval Reserve Center Ogden	CLOSE
1993	Tooele Army Depot	REALIGN
1995	Hill Air Force Base (Utah Training and Test Range)	REALIGN
1995	Defense Distribution Depot Ogden	CLOSE

**VIRGINIA**

1788	Cameron Station	CLOSE
1988	Defense Mapping Agency (DMA) site, Herndon	CLOSE
1988	Manassas Family Housing	CLOSE
1988	NIKE Norfolk 85 Housing	CLOSE
1988	Woodbridge Housing Site	CLOSE
1991	Army Research Institute, Alexandria	REALIGN

1991	Belvoir Research and Development Center, Fort Belvoir	REALIGN
1991	Directed Energy and Sensors Basic and Applied Research Element of the Center for Night Vision and Electro-Optics, Ft. Belvoir	REALIGN
1991	Harry Diamond Laboratory, Woodbridge	CLOSE
1991	Naval Mine Warfare Engineering Activity, Yorktown	CLOSE
1991	Naval Sea Combat Systems Engineering Station Norfolk	REALIGN
1993	Air Force Data Processing Center 7th Communications Group, Pentagon, Arlington	CLOSE
1993	Bureau of Navy Personnel, Arlington (Including the Office of Military Manpower Management, Arlington)	REALIGN
1993	Data Processing Center Naval Air Station Oceana	CLOSE
1993	Data Processing Center Naval Supply Center Norfolk	CLOSE
1993	Data Processing Center Navy Recruiting Command, Arlington	CLOSE
1993	Defense Logistics Agency Information Processing Center, Richmond	CLOSE
1993	Fort Belvoir	REALIGN
1993	Naval Air Systems Command, Arlington	REALIGN
1993	Naval Aviation Depot Norfolk	CLOSE
1993	Naval Electronic Systems Engineering Center, Portsmouth	CLOSE
1993	Naval Facilities Engineering Command, Alexandria	REALIGN
1993	Naval Mine Warfare Engineering Activity, Yorktown (Realign to Panama City, FL vice Dam Neck, VA)	REDIRECT
1993	Naval Recruiting Command, Arlington	REALIGN
1993	Naval Reserve Center, Staunton	CLOSE
1993	Naval Sea Systems Command, Arlington	REALIGN
1993	Naval Supply Systems Command, Arlington (Including Defense Printing Office, Alexandria, VA and Food Systems Office, Arlington, VA)	REALIGN
1993	Naval Surface Warfare Center - Port Hueneme, Yorktown Detachment, Virginia Beach (Naval Mine Warfare Activity)	REALIGN
1993	Naval Undersea Warfare Center - Norfolk Detachment	DISESTAB
1993	Navy Data Processing Center Naval Computer & Telecommunications Area Master Station, Atlantic, Norfolk	CLOSE
1993	Navy Radio Transmission Facility, Driver	CLOSE
1993	Tactical Support Office, Arlington	REALIGN
1993	Vint Hill Farms	CLOSE
1993	Planning, Estimating, Repair, and Alterations Center (Surface) Atlantic, Norfolk	DISESTAB
1993	Naval Electronics Systems Engineering Center Portsmouth	CLOSE
1993	Space and Naval Warfare Systems Command	REALIGN
1993	Office of the General Counsel (Navy)	REALIGN
1993	Office of the Judge Advocate General (Navy)	REALIGN
1993	Office of the Secretary of the Navy (Legislative Affairs, Program Appraisal, Comptroller, Inspector General, and Information)	REALIGN
1993	Office of the Chief of Naval Operations	REALIGN
1993	Office of Civilian Manpower Management (Navy)	REALIGN

**III**

**PRESS ARTICLES AND CORRESPONDENCE**

1993	International Programs Office (Navy)	REALIGN
1993	Combined Civilian Personnel Office (Navy)	REALIGN
1993	Navy Regional Contracting Center	REALIGN
1993	Naval Criminal Investigative Service	REALIGN
1993	Naval Audit Agency	REALIGN
1993	Strategic Systems Programs Office (Navy)	REALIGN
1993	Office of Naval Research	REALIGN
1993	Office of the Deputy Chief of Staff (Installations & Logistics), U.S. Marine Corps	REALIGN
1993	Office of the Deputy Chief of Staff (Manpower & Reserve Affairs), U.S. Marine Corps	REALIGN
1993	Marine Corps Systems Command (Clarendon Office)	REALIGN
1995	Fort Pickett	CLOSE
1995	Naval Command, Control, and Ocean Surveillance Center, In-Service Engineering East Coast Detachment, Norfolk	CLOSE
1995	Naval Information Systems Management Center, Arlington	REALIGN
1995	Naval Management Systems Support Office, Chesapeake	DISESTAB
1995	Fort Lee	REALIGN
1995	Information Systems Software Center (ISSC)	CLOSE

WASHINGTON

1988	Midway Housing Site	CLOSE
1988	Naval Station Puget Sound (Sand Point)	CLOSE
1988	Youngs Lake Housing Site	CLOSE
1991	Naval Station Puget Sound (Sand Point)	CLOSE
1991	Naval Undersea Warfare Engineering Station Keyport	REALIGN
1993	Data Processing Center Naval Air Station Whidbey Island	CLOSE
1993	Data Processing Center Naval Supply Center Puget Sound	CLOSE
1993	Navy Data Processing Center Trident Refit Facility Bangor	CLOSE
1993	Planning, Estimating, Repair, and Alterations Center (CV), Bremerton	DISESTAB
1995	Naval Undersea Warfare Center Keyport	REALIGN
1995	Camp Bonneville	CLOSE
1995	Naval Sea Systems Command, Arlington	REDIRECT
1995	Office of Naval Research	REDIRECT
1995	Space and Naval Warfare Systems Command, Arlington	REDIRECT

WISCONSIN

1988	Sun Prairie Family Housing	CLOSE
1995	Naval Reserve Center Sheboygan	CLOSE

WEST VIRGINIA

1993	Naval Air Facility Martinsburg	CLOSE
1993	Naval Reserve Center Parkersburg	CLOSE

OTHER CLOSURES AND REALIGNMENTS

1991	Army Corps of Engineers	REALIGN
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## **Chief Executive Participates in Coalition to Retain Military Base Facilities in Allegheny County**

### **New study to outline benefits of maintaining military operations at PIT**

(April 14, 2005)

Allegheny County Chief Executive Dan Onorato announced his involvement in a coalition that would work to keep the 911 Airlift Wing, 99th Regional Readiness Center and the 171st Air Refueling Wing open and operational. Each military facility is located at the Pittsburgh International Airport.

"Retaining military operations and services at the airport is a key element in stimulating economic development and maintaining the long-term viability of the Pittsburgh International Airport," Onorato said. "The coalition is making every effort to ensure that these facilities continue to serve as economic engines for our region and remain fully operational in the future."

In addition to Onorato, the coalition includes the Military Affairs Council of Western Pennsylvania, Allegheny County Airport Authority, Allegheny Conference on Community Development, Airport Area Chamber of Commerce, local veterans groups and members of the Allegheny County Congressional Delegation, including Congresswoman Hart and Congressmen Doyle, Murtha and Murphy. U.S. Senators Rick Santorum and Arlen Specter, State Senator Pippy and State Representative Mustio have also been highly supportive of the coalition and its mission.

In recent years, the U.S. Defense Department has eliminated more than 16,000 jobs through the Base Realignment and Closure (BRAC) process. In an effort to keep the 911 Airlift Wing, 99th Regional Readiness Center and 171st Air Refueling Wing open, coalition members have been meeting regularly to prepare for the BRAC process and maintain an awareness of the military value and synergy of all of the defense and homeland security facilities in Southwestern Pennsylvania.

As a member of the coalition, the Military Affairs Council has commissioned the Dupuy Institute to conduct a study that discusses the military value and mission of retaining military facilities in Southwestern Pennsylvania.

The study will also discuss specific opportunities that exist at the Pittsburgh International Airport and the surrounding airport area corridor for potential military operations expansion that would benefit the Department of Defense and Homeland Security. The complete study will be released in the near future.

The Military Affairs Council of Western Pennsylvania commissioned the Dupuy Study in November 2004 with funding provided by the Pennsylvania Base Development Committee, an arm of the Department of Community and Economic Development.

"The military installations and support services in the airport area, and throughout our region, play a significant role in our economy. The facilities, their military missions, and the capable military personnel based here provide us with a tremendous opportunity to preserve and expand operations," added Judge John Brosky, co-chairman of the Military Affairs Council and WWII veteran.

The Military Affairs Council was established in 2000 to provide continued support to all military units in Western Pennsylvania.

## Gov. Rendell: "Fight has Just Begun" to Save PA Bases

May 16, 2005 1:47 pm US/Eastern

**Pittsburgh (KDKA)** Just a few days after the Pentagon released its list of recommended military base closures, Pennsylvania Governor Ed Rendell says "the fight has just begun" to save some local facilities from shutting down.

On Friday, the Pentagon's Base Realignment and Closure (BRAC) Commission marked the 911th Airlift Wing at Pittsburgh International Airport and the Charles E. Kelly Support in Collier Township for closure.

Under the BRAC recommendations, the 911th's fleet of C-130 Hercules would fly to an Air Force base in North Carolina.

The commission said the 911th is too small to support a larger squadron here; but Governor Rendell says the government information is wrong.

***"They said it couldn't be done here because we had no room to expand. Well that's absolutely ludicrous."*** -- PA Governor Ed Rendell

In town backed by a bipartisan committee, Rendell presented maps from the Airport Authority showing space for the 911th to grow.

As for the Kelly Support Center and the recommended realignment of the 99th Regional Readiness Command, Rendell says consolidation is something that the BRAC Commission has to look at.

In the end, though, the governor adds, "If we try to appeal everyone, we're going to lose everything. We gotta be selective."

Local officials have to work quickly to make their case to save the state's military bases open, though.

The BRAC Commission will submit its findings and conclusions to the president in just four months.

## **Rendell pushes to save military bases**

Pennsylvania Gov. Ed Rendell said Monday that the state has had a "disproportionate share" of military base closings and said he would lead the fight to retain jobs that would be lost if the federal government's plan to shutter and realign military installations goes forward.

Defense Secretary Donald Rumsfeld's recommendations to the Base Realignment and Closure (BRAC) commission are aimed at trimming between 5 percent and 11 percent of excess military infrastructure.

The 911th United States Air Force Reserve Airlift Wing, located near Pittsburgh International Airport in Moon, and the Charles E. Kelly Support Facility in Oakdale are both on the list.

If the Kelly center is closed, 174 military jobs and 138 civilian jobs would be eliminated; if the Air Reserve station is closed, 44 military jobs and 278 civilian jobs would be lost.

The base closing commission is also recommending realignment of the Army's 99th Regional Readiness Command in Moon. Although it would not be closed, the Reserve command would lose 119 military and 101 civilian jobs.

"Pennsylvania's long and proud tradition of dedication at our depots and installations during both peace and wartime is unmatched across the nation," Mr. Rendell said in a statement. "I have joined with leaders from across the state to continue our fight on behalf of the men and women working at our military installations who help support our special forces in Iraq and in Afghanistan, and will continue to throughout this important appeal process."

Mr. Rendell said the state maintains a fund in excess of \$1 million that he wants to use to help fund local defense groups and chambers of commerce as they try to persuade the BRAC Commission to remove local installations from the closure list.

"Over the last four BRAC rounds, Pennsylvania has suffered a disproportionate share of BRAC cuts and we have paid more than our fair share," Mr. Rendell said. "The Department of Defense must recognize this cruel fact and the significant military value of all of Pennsylvania's military facilities."

May 13th, 2005

## SENATOR SPECTER COMMENTS ON TODAY'S BRAC ANNOUNCEMENT

**Philadelphia, PA** - U.S. Senator Arlen Specter, Pennsylvania's senior Senator, made the following comments regarding the Department of Defense's Base Realignment and Closing list:

"Pennsylvania has done better on this base closing activity than in any time in the past, when we were very hard hit for example, with the closing of the Philadelphia Navy Yard back 1991, which I fought all of the way to the Supreme Court of the United States. I had a chance to question Secretary of Defense Donald Rumsfeld when he appeared before the Defense Subcommittee three weeks ago and told him that Pennsylvania had been very hard hit in the past and urged him to consider that in what closures there were. Out of the total work force of some 67,000, we have a net loss of 1,800 jobs and frankly I don't like that.

"On one base closing we were second in the nation, hurt right behind California in terms of impact and of course California is a much bigger state with many more bases.

"We will fight the recommendations of the Dept. of Defense to close Willow Grove Naval Air Station—it's a very important air reserve—which accommodates all three branches of the military. There are units in Pittsburgh closed, which I also disagree with. I will continue my practice, when they have the hearings, to appear personally as the advocate for Willow Grove and the installations in Pittsburgh.

"There are procedures to challenge the listing by the Dept. of Defense with the Base Closing Commission and I intend to join with the Pennsylvania delegation—Senator Santorum, Governor Rendell—and we're going to be putting up a battle.

"There were some bright spots too. The Naval Support Activity in Philadelphia gained almost 300 jobs, a few more than the civilian losses at Willow Grove and we are going to pursue the possibility of having the spots opened at the Supply Depot in Philadelphia made available to the civilians who are losing their jobs in Willow Grove... Also as to Willow Grove it ought to be noted that Sec. Rumsfeld was explicit yesterday in saying that the communities which are hit will get some economic aid. We are going to pursue that.

"Letterkenny which had been substantially downsized in the past gained 409 jobs, Tobyhanna about 300 jobs.

"I compliment the community activities around the state. I think Pennsylvania fared as well as it did because of the activities in making our case to the Dept. of Defense before the Secretary published the list.

"It didn't just happen now. Some fourteen months ago, I brought in the key Dept. of Defense official to meet with representatives from the communities all around Pennsylvania. These communities really went to work. I visited Letterkenny, and there was a civilian group which was large and active. Tobyhanna has had a Blue Ribbon task force for some time and presenting the best case there.

There had been a lot of concerned angst in Carlisle, Central Pennsylvania, about the Army War College. I made a special point when I saw Secretary of Defense Rumsfeld—it was one of the light moments in the hearing; sometimes they are pretty heavy—but I pointed out to Sec. Rumsfeld that President George W. Bush visited Carlisle last year during his campaign. He was the only sitting president to visit the War College since the other George W., George Washington, and in Carlisle they have an enormous portrait of George Washington marching into Carlisle on a great white stallion. But there was a lot of worry that the War College might have been closed and it survived."

Air base safe, but numbers were too close for comfort

By STEPHEN ORAVECZ Tribune Chronicle

Only one regional C-130 base was ranked higher than Youngstown, according to figures released this week by the Pentagon.

Even so, Reid Dulberger, executive director of Operation: Save Our Airbase Reservists, said eight bases from Minneapolis to Philadelphia were pretty evenly matched. The difference between the Youngstown Air Reserve Station and Niagara Falls Air Reserve Station was just 0.06 of a point. **Pittsburgh** Air Reserve Station was fourth, just 0.45 points behind.

"The euphoria we felt last week at being left off the list of base closing has evaporated," Dulberger said. "If you look at the closeness of the ranking, it is clear that things can change."

"We need to remain vigilant," he said.

The Pentagon announced May 13 that the Youngstown base in Vienna was not on the list. In all, the Air Force closed 10 bases and realigned 60 others. The Air Force's **BRAC** recommendations reduce the number of bases with operational flying missions from 142 to 114.

The **BRAC** commission has until September to review the Pentagon's recommendations. It can add or remove bases. The commission will hold 16 regional hearings allowing to communities to present their cases starting June 7. The closest will be in Buffalo on June 27.

Both **Pittsburgh** and Yeager Air Guard Station in West Virginia are claiming the Pentagon made a mistake in assessing the number of C-130 aircraft each base can handle. In the 1995 Base Realignment and Closing round, **Pittsburgh** was slated to be closed but found errors in the Pentagon data, and all C-130 bases wound up on the list. Eventually, a base in Chicago was closed.

Dulberger said Operation SOAR, which was formed to lobby to keep the base open, already has a strategy to make sure "nothing bad" happens this time.

However, the task force's options are limited right now, because the data used to compute each base's military value ranking is not yet available.

Even though the close rankings leave little margin of error, Dulberger said there are several things working in favor of the Youngstown base, including the fact it was not on the list to be closed or realigned, which means losing aircraft and military units.

For one thing, the Air Force was trying to adjust the size of its C-130 units. It said that the best size was 16 aircraft, but 12 is acceptable for reserve bases because of the experience of the

crews. Youngstown has 12, but **Pittsburgh**, Niagara Falls, Yeager and the other C-130 bases losing aircraft in the regional have only eight.

Also, **BRAC** commissioner Anthony Principi said this week that he is concerned the Air Force is closing too many reserve and National Guard bases. The result, he said could make it harder to encourage current personnel to stay and to recruit new members because of the distance they would have to travel.

## LATEST NEWS

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May 13, 2005

### Base closings would cost Western Pa. hundreds of jobs

Jennifer Curry

Hundreds of military and civilian jobs in Western Pennsylvania would be lost under a plan to close military bases announced Friday by Defense Secretary Donald Rumsfeld.

Mr. Rumsfeld's recommendations to the Base Realignment and Closure (BRAC) commission delivered to congressional offices Friday morning are aimed at trimming between 5 percent and 11 percent of excess military infrastructure.

The 911th United States Air Force Reserve Airlift Wing, located near Pittsburgh International Airport in Moon, and the Charles E. Kelly Support Facility in Oakdale are both on the list.

If the Kelly center is closed, 174 military jobs and 138 civilian jobs would be eliminated; if the Air Reserve station is closed, 44 military jobs and 278 civilian jobs would be lost.

The base closing commission is also recommending realignment of the Army's 99th Regional Readiness Command in Moon. Although it would not be closed, the Reserve command would lose 119 military and 101 civilian jobs.

Mr. Rumsfeld's recommendation means the loss of 1,435 military jobs and 429 civilian jobs throughout Pennsylvania, prompting Gov. Ed Rendell to say he would fight the plan.

"Pennsylvania's long and proud tradition of dedication at our depots and installations during both peace and wartime is unmatched across the nation," Mr. Rendell said. "Today we join with statewide leaders to continue our fight on behalf of the men and women working at our military installations who help support our special forces in Iraq and in Afghanistan."

The closings will not be official until the nine-member BRAC panel makes its recommendations to President Bush by Sept. 8. Mr. Bush would then forward his list to Congress, which votes on it but cannot make additions or subtractions.

With a little more than 11,000 employees, Western Pennsylvania's military presence isn't huge. But, it does help to draw in more than \$200 million annually to the state and local economies through jobs and government contracts.

It has been estimated that the economic impact of the 911th Airlift Wing is over \$94 million annually. The 911th Airlift Wing, which employs 1,436, has a total payroll of \$12 million and total base expenditure of \$17 million, according to a resolution of Moon Township that recognizes the value and importance of the military bases in the region.

Military installations that were not on list and will remain in the Pittsburgh area include: the 99th Regional Readiness Command; the 171st Air Refueling Wing, Pennsylvania Air National Guard; and the U.S. Navy and U.S. Marine Corps Reserve Units in North Versailles. There are also three ROTC

units associated with local universities. Parts of the 99th, the 171st and the 911th are already located near the airport in Moon Township.

Pennsylvania already has lost 16,000 jobs and \$800 million in payroll through four previous rounds of base closings in 1988, 1991, 1993 and 1995.

American Federation of Government Employees, which represents more than 600,000 federal employees, asked the Defense Department to consider a two-year delay in the BRAC process, saying it would "disrupt the work of the thousands of civilian workers committed to supporting the troops in Iraq and Afghanistan as well as current efforts to secure the homeland."

Posted: May 13, 2005 5:50 pm EST

**BRAC spares 910th: west PA and east OH to see gain** (~22 col. in.)

by Michael Roknick, Sharon (Pa.) Herald Top of Form

**Additional Information:** WESTERN PENNSYLVANIA, EASTERN OHIO

910th is spared on "BRAC" Friday

Air base to see small net gain of workers

By Michael Roknick

CNHI News Service

YOUNGSTOWN, Pa. - Friday the 13th proved to be a lucky day for the 910th Airlift Wing. A Pentagon panel recommended the base remain open. Even better, the Youngstown Air Reserve Station could see a slight increase of eight jobs if the advice is accepted.

Word spread like wildfire on which military bases were spared and which were scheduled for closing on the day that became known as BRAC Friday, named for the Base Realignment and Closure Commission. The government committee now will review the advice of the Pentagon and Defense Secretary Donald H. Rumsfeld. As U.S. Rep. Tim Ryan led a contingent of local leaders to an outdoor news conference in downtown Youngstown Friday morning, their broad smiles telegraphed that the 910th wasn't on the dreaded closure list.

Just 30 minutes before the news conference, the 17th District Democrat from Niles was sent an e-mail from the Pentagon to announce which bases would close. "Ladies and gentlemen of the Mahoning Valley, we did it — we're not on the list," Ryan said. "It's a great victory." He complimented area leaders for banding together to keep the base intact. They formed a nonprofit group, Save Our Airbase Reservists, which mounted a marketing and lobbying campaign to save the base.

"I'm the proudest man in the world right now representing this community," Ryan said. Employing 2,400 reservists, civilians and contractors, the air base has 120 Mercer County residents on the payroll, not including another 122 part-time Marine and Navy reservists. With 12 Lockheed C-130H2 Hercules transport and cargo aircraft assigned to the 910th, the unit is capable of operating in peacetime or wartime conditions. Also in attendance was Michael Gjede, the former commander of the 910th who retired last year. A SOAR backer who appeared on TV commercials supporting the base, Gjede said he was thrilled.

"If we've accomplished nothing else, the base and the community have come together," Gjede said. While avoiding the list was seen as pivotal for the base's survival, it's not out of the woods. In the last round of base closings in 1995, the Pittsburgh International Airport Air Reserve Station was on the initial closure list. But after a fierce lobbying campaign, Pittsburgh officials convinced BRAC that the Pentagon's data was flawed and the commission decided to review all C-130 bases, including the 910th in Vienna.

Once again the Pittsburgh base made the latest list, and SOAR will remain in place to ward off any attempts to close the 910th, said Reid Dulberger, SOAR's co-chairman and executive vice president of the Youngstown-Warren Chamber of Commerce. As part of the Pentagon's recommendation, eight civilians from the Pittsburgh base's medical squadron would be transferred to the 910th.

In addition to Pittsburgh, Gjede noted that other bases on the closure list include Mansfield, Ohio; Niagara Falls, N.Y.; and Willow Grove, Pa. "We're surrounded by guys who got a closure notice," Gjede said. "They're not going to take that sitting down." Ryan also indicated that serious fights are bound to break out over keeping bases on the list alive. "Some on the list are in powerful congressional districts," he said.

In four previous rounds of closures, commissions have accepted 85 percent of bases the Pentagon recommended for closure or consolidation. Elsewhere, others agreed that with the 910th being recommended for a net gain of workers, the base is dealing from a position of strength. "I think our position is pretty strong," said Cloyd E. "Gene" Brenneman.

A former Mercer County commissioner, Brenneman heads SOAR's Pennsylvania chapter. SOAR members will meet next week to develop strategy on keeping the base intact. One item already being considered is building more housing at the base. A lack of housing was cited in a report commissioned by SOAR as one of the base's shortfalls.

Strong selling points used by SOAR were that the 910th has joint use of Youngstown-Warren Regional Airport and provides air rescue and fire-fighting resources for the airport, Brenneman said. Also, the 910th is the only full-time, fixed-wing aerial spray mission in the Department of Defense.

"To me, this should have been a very easy decision," said U.S. Rep. Phil English of Erie, R-3<sup>rd</sup> District. "The local effort really does count for a significant part of this outcome."

At the airbase, Col. Tim Thomson, commander of the 910th, said his people were upbeat when they heard the news. "I think everyone is just kind of relieved at this point," Thomson said. He added he wants his people to begin concentrating on their mission. "We've done what we can — now it's a political process," he said.

Michael Roknick writes for the Sharon, Pa., Herald.

## Newsdesk

### **BRAC ATTACK**

#### ***While Casey's PA Democrat Party Attacks Santorum, Governor Ed Rendell Defends Santorum And Works With Him***

#### **BOBBY CASEY'S PA DEMOCRAT PARTY ATTACKED SENATOR RICK SANTORUM, SAYING HE "ENABLED BASE CLOSURES IN PA"**

The Pennsylvania Democrat Party Issued A Press Release Titled "Santorum Enabled Base Closures In PA" Shortly After The Base Realignment And Closure Commission (BRAC) Announced Its Latest Round Of Closings And Realignments. (*Pennsylvania Democrat Party, Press Release, "Santorum Enabled Base Closures In PA," May 13, 2005*)

PA Democrat Party Chairman T.J. Rooney: "The Responsibility For Willow Grove Naval Station Lies Squarely At The Feet Of Rick Santorum." (*Pennsylvania Democrat Party, Press Release, "Santorum Enabled Base Closures In PA," May 13, 2005*)

Rooney Went On To Say That Senator Santorum "Has A Long History" Of "Undermining Pennsylvania's Military Facilities." (*Pennsylvania Democrat Party, Press Release, "Santorum Enabled Base Closures In PA," May 13, 2005*)

#### **GOVERNOR ED RENDELL, FORMER DNC CHAIRMAN, DEFENDED SANTORUM AGAINST THE STATE PARTY ATTACK**

- **When Asked If He Agreed With Rooney's Statement, Rendell Said "No."** (John Baer, Op-Ed, "Hey, Dems, The GOP Has A MESSAGE You Should Adopt," *Philadelphia Daily News*, May 16, 2005)
- **"Rendell Defended Santorum, Saying It Wasn't His Fault Willow Grove Made The List."** (Jeff Miller, "Willow Grove Base On Pentagon Chopping Block," *The Morning Call*, May 14, 2005)
- **Rendell Disagreed With The State Party Attack, Saying "On Balance, The Congressional Delegation Did A Very Good Job."** (Brad Bumsted and Brian Bowling, "Pentagon Targets 3 Area Installations," *Pittsburgh Tribune-Review*, May 14, 2005)

#### **AND RENDELL AND SANTORUM ARE WORKING TOGETHER IN A BIPARTISAN WAY TO TRY TO SAVE PA'S MILITARY BASES**

**Rendell And Santorum Appeared Together To Protest Willow Grove's Inclusion On The BRAC List.** "State politicians made their initial arguments with a show of bipartisanship. Rendell, a Democrat, appeared Friday with Sen. Rick Santorum, R-Pa., near Philadelphia to protest the inclusion of the Willow Grove Naval Air Station on the Pentagon list." (James O'Toole, "Pa. Devises Strategies For Base-Closing Fight," *Pittsburgh Post-Gazette*, May 15, 2005)

**"Santorum And Rendell Have A Battle Cry They Think Might Work" With BRAC.** "Speaking at separate news conferences, Rendell and Santorum, R-Pa., said they have good cases to make as to why Willow Grove Naval Air Station in Montgomery County and three reserve and support stations near Pittsburgh are good for the U.S. military and good for Pennsylvania. . . . Santorum and Rendell have a battle cry they think might work with the federal Base Realignment and Closure Commission. . . . For

Willow Grove, Pennsylvania officials intend to point out that the base houses joint operations of multiple branches of the military, just the sort of combined services that the U.S. Department of Defense is looking to create in this round of nationwide base consolidations, Rendell and Santorum said." (Alison Hawkes, "BRAC Report Represents Mixed Bag For State," *Bucks County Courier Times*, May 14, 2005)

**Santorum Pledged To Work With Rendell: "I will work with Governor Rendell and the Pennsylvania delegation to work with the BRAC commissioners and to be a strong advocate for those military installations in Pennsylvania that are under review, and forcefully articulate the need for these bases to remain open to assist in protecting our country."** (*Senator Rick Santorum, Press Release, "Santorum Comments On Closure Recommendations In First Phase Of BRAC Process,"* May 13, 2005)

**Rendell Pledged To Work With Santorum: "The fighting's just begun,"** said Rendell, a Democrat, noting he intends to work with the other officials, congressmen, and U.S. Sens. Rick Santorum and Arlen Specter, both high-ranking Republicans in the Senate, to save those bases." (Mark Belko, "Rendell: 911th Closure 'Ludicrous,'" *Pittsburgh Post-Gazette*, May 17, 2005)

## PA PowerPort

**May 2005**

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### **GOVERNOR RENDELL VOWS TO FIGHT FOR MILITARY FACILITIES MARKED FOR CLOSURE**

**HORSHAM:** Governor Edward G. Rendell today reaffirmed his commitment to retain jobs at military installations throughout Pennsylvania and vowed to fight on their behalf after meeting with officials at the Naval Air Station Willow Grove in Horsham, Montgomery County. Secretary of Defense Donald Rumsfeld marked Willow Grove for closure along with the Pittsburgh International Airport Air Reserve Center, the Kelly Support Center in Pittsburgh, the U.S. Army Reserve Center in Coraopolis and other smaller reserve military stations across the Commonwealth. Rumsfeld's recommendation means the loss of 1,435 military jobs and 429 civilian jobs throughout Pennsylvania.

"Pennsylvania's long and proud tradition of dedication at our depots and installations during both peace and wartime is unmatched across the nation," Governor Rendell said. "Today we join with statewide leaders to continue our fight on behalf of the men and women working at our military installations who help support our special forces in Iraq and in Afghanistan."

The Governor met with representatives at the local Chamber of Commerce immediately following his press conference to discuss plans to avoid closure at Willow Grove. He announced he would meet with local Chambers of Commerce in Pittsburgh on Monday to discuss similar plans for affected regions in western Pennsylvania. Pennsylvania maintains a fund in excess of \$1 million that Governor Rendell will dedicate to helping fund local defense groups and Chambers of Commerce as they try to persuade the Base Realignment and Closure (BRAC) Commission to remove local installations from the closure list.

"We have been working for more than a year in anticipation of today, and have fought hard to minimize the impact on the Commonwealth as much as possible," said Governor Rendell. "Today is the beginning of phase two when we will double our efforts and defend the jobs of the men and women across Pennsylvania who serve us with great distinction."

The Governor welcomed news that nearly 1,000 jobs will be gained in the Commonwealth at Letterkenny Army Depot in Franklin County, the Naval Support Activity in Philadelphia and Tobyhanna Army Depot in Monroe County. The Commonwealth has undergone Base Realignment and Closure processes in 1988, 1991, 1993 and 1995. During the previous four rounds, Pennsylvania lost 3,009 military positions and 13,024 civilian jobs. Though Pennsylvania will gain nearly 1,000 jobs under the recommendations announced today, the Governor noted that during two previous BRAC rounds, more than 16,000 positions were eliminated statewide.

"Over the last four BRAC rounds, Pennsylvania has suffered a disproportionate share of BRAC cuts and we have paid more than our fair share," Governor Rendell said. "The Department of Defense must recognize this cruel fact and the significant military value of all of Pennsylvania's military facilities."

Pennsylvania is home to several critical logistics and supply facilities, including the Tobyhanna Army Depot, the Letterkenny Army Depot, the Naval Support Activity in Philadelphia, the Defense Distribution Center in New Cumberland, Cumberland County, and the Naval Support Activity in Mechanicsburg, Cumberland County. Accessible rail and highway systems, and the Port of Philadelphia, designated by the Department of Defense as a strategic port, directly support facilities. The Port has already demonstrated its tremendous ability to move military cargo in a quick, efficient and secure fashion.

## **Politicians vow to fight deep cuts in region's bases**

Saturday, May 14, 2005

*This story was written by Mark Belko, based on his reporting and that of Ed Blazina, Nicole Fuller, Cindi Lash and Paula Reed Ward.*

Federal, state and local politicians vowed yesterday to launch a counter-offensive to reverse Pentagon recommendations to shut down two military bases in Allegheny County and to move the work of a third to New Jersey.

"This is going to be a battle. We now know what we're up against," said U.S. Rep. Tim Murphy, R-Upper St. Clair, after the Department of Defense targeted for closing the U.S. Air Force Reserve 911th Airlift Wing in Moon and the Army's Charles E. Kelly Support Facility in Collier.

The Department of Defense also plans to move the 99th Regional Readiness Command in Moon to Fort Dix in New Jersey. Based on numbers released by the Pentagon, the moves potentially could cost the region nearly 700 military and civilian positions.

Another 174 military jobs based at the Kelly Support Facility are expected to transfer to the 99th near Pittsburgh International Airport. The numbers not only include military and civilian personnel assigned to the facilities, but reservists who train at them.

At an afternoon news conference, U.S. Sen. Rick Santorum, R-Pa., said the local cuts were "much deeper than anyone would have anticipated."

"This is a disturbing day here in Pittsburgh," he said.

In a bipartisan show of force, he and other officials at the news conference, including Murphy, U.S. Rep. Melissa Hart, R-Bradford Woods, and county Chief Executive Dan Onorato, a Democrat, said they will try to persuade the Base Realignment and Closure Commission appointed by President Bush to review the Pentagon recommendations to save all three facilities.

Gov. Ed Rendell, another Democrat, also plans to be in Pittsburgh on Monday to discuss strategies in trying to keep the bases open. The state has a \$1 million pot of money set aside to hire consultants to help argue the case.

"We're very upset and disappointed by these recommendations and we're not going to let them stand," said F. Michael Langley, chief executive officer of the Allegheny Conference on Community Development.

Allen Kukovich, director of Rendell's western regional office, said a consultant's study showed the three local bases could be consolidated into one without losing any jobs or services. That information will be used to try to persuade the commission to change the recommendations, he said.

"I think we have a chance to preserve most of the jobs," he said

Officials believed they had a strong case for saving the 911th, which also was targeted for closing a decade ago but survived the final cut.

They were incredulous that a key reason cited for the Airlift Wing's closing was that land constraints prevent the base from accommodating more than 10 C-130 cargo planes, despite the fact that there are 50 to 100 acres available for expansion.

Santorum, the No. 3 Republican in the Senate, called it an "obvious error" and said he would require BRAC commissioners to "walk the tarmac" to see just how much land was available,

"We think with that we have a very good case to make," he said.

But the issues could be more complicated in dealing with the Kelly Support Facility and the 99th Readiness Command, he said. With the 99th, for example, he said the Pentagon is seeking to cut the number of regional support commands from 10 to 4 to save money.

However, the Kelly closing likely would leave reservists, veterans, retirees, and soldiers without a local commissary or PX. Those at Kelly are the only ones within 200 miles of Pittsburgh.

State Sen. John Pippy, R-Moon, said the closings would deprive veterans, retirees, and those on active duty of a benefit to which they are entitled, adding "We have to start taking better care of our families and soldiers."

Hart said the closings surprised her, given the support local bases provided for operations in Iraq and Afghanistan. She and others said the shut downs could also hurt efforts to recruit soldiers.

But even as officials bemoaned the cuts, they noted yesterday's recommendations were just the first step in a long journey before any base closings become official.

The BRAC Commission will review the Defense Department recommendations between now and September, with commissioners making visits to all the facilities targeted for closing. There also will be public hearings.

It will forward its recommendations to Bush in September. If the president accepts its work, the list then goes to Congress, which has 45 days to approve or reject it. If Bush rejects the list, it goes back to BRAC for fine tuning.

Col. Carl E. Vogt, wing commander at 911th, said he was disappointed upon hearing the news that the Defense Department had recommended closing the 911th but said he understands the military's need to employ cost-cutting measures.

Vogt called Pittsburgh a good demographic area from which to draw troops. He said the young people's willingness to join could be threatened if the base was closed and they were forced to travel farther to complete their duties.

Tech Sgt. David A. Shelton, 43, of Raccoon Township, works part time as a crew chief reservist repairing airplanes on the base. He's been stationed in the area for the last 15<sup>1</sup>/<sub>2</sub> years, at the 191st and the 171st Air Refueling Wing, and was hoping to retire here. His wife and two daughters, 15 and 20, don't want to leave.

"I was kind of half-expecting it," Shelton said of yesterday's announcement. "But I'm still hoping maybe our politicians can do something to change that. But with the government trying to streamline everything, it can be a tough sell."

Also dreading the proposed closing are clients of Achieva, a South Side-based agency that supports programs for developmentally disabled people.

For 18 years, Achieva has held a federal contract to provide janitorial services in buildings at the 911th, and 16 of its clients would lose jobs there if the base does close, Achieva Chief Operating Officer Ray Rykaceski said. Five Achieva employees who supervise those workers at the base also would likely lose their jobs, he said.

Achieva's clients who work at the base earn about \$13 an hour, plus benefits and vacations, Rykaceski said. Eight of them have never worked anywhere else. Five are able to live alone and maintain their independence on those wages. Finding new jobs for them that offer comparable wages and benefits will be quite difficult, he said.

"They have quality standards [at the base] and we've been there 18 years, so that tells you about the job they've done," he said. "It's a success story for our organization and [the workers] are very upset about this."

At the Kelly Support Facility, Steve Lenney, deputy to the commander, said there are 59 civilian employees at the base, lower than the number listed by the Defense Department. He said he wasn't all that surprised the facility, opened in 1960, was targeted, given its age. But he said it still hurt.

"I'd love to stay here and work a few more years. I'm not ready to retire yet," he said, adding that the closing could be an economic hardship to communities like neighboring Oakdale, where many employees would go to eat or to shop. He also expects morale to suffer.

"It's going to be difficult to know that in a few years you're not going to have a job here," he said.

Tom Monari, commander of American Legion Post 171 in Oakdale, said the closing could be devastating.

"What can I say? It's wiping out Oakdale. That's the only thing we have left over there," he said.

Lt. Col. Scott Paradis, deputy commander at Fort Dix, which has oversight over the Kelly Support Facility, said the base was targeted because it was relatively small, older, and costlier to maintain.

As part of the Kelly Support closure, two other locations, a maintenance facility on Neville Island and a second site in Collier, also would close. A Federal Aviation Administration tower at the support facility would remain in operation.

While politicians vowed to rally to the facility's aid, Kevin Delaney, an electrician at the base, wondered whether it would do any good.

"I think this is the final straw," said Delaney, 50, who hoped to take his retirement if the base closed. "There are a lot of old buildings. There's a lot of maintenance ... I just don't think it's going to last this time."

One other unit on the list of possible closures is the Marine Light Attack Helicopter Squadron, 775 Detachment Alpha in Johnstown.

The unit, currently deployed in Iraq, provides combat air support to ground units, as well as airborne command and control, said Maj. Randy Parker, the acting site commander in Johnstown.

There are 86 full-time active-duty Marines at the base who would be relocated to McGuire Air Force Base in New Jersey. In addition to the full-timers, there are 45 reservists in the unit.

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## Rally to save local military bases

By Bob Williams

Local officials have three months to convince a military commission to rethink its May 13 recommendations to close three local bases—the 911th Airlift Wing, the Kelly Support Center (featuring a PX/commissary) and 99th Army Regional Readiness Command.

The 911th and 99th are based in Moon Township; the Kelly Support Center in Oakdale. More than 3,000 military and civilian jobs statewide would be impacted. Veterans would also be affected by the closure of the PX. The 99th Army would move its leadership to New Jersey, but the base and facilities would remain.

An independent, nationwide Base Realignment and Closure Commission (BRAC) was named by President George W. Bush and that group must make final recommendations to him by Sept. 8. BRAC made its preliminary “closure” list public on May 13. Local officials have until that date to convince BRAC to amend its recommended closings. Once the list gets to the president’s desk Sept. 8, he’ll either approve or reject the entire list. The president is not expected to add or remove any bases from the final list.

The last time BRAC advocated a local base closure was in 1994-95. At that time, the 911th was recommended for closure but was taken off the list. In the past, 10-15 percent of the bases on the “recommended” list have been withdrawn by BRAC. That may or may not hold true this time. Officials agree, however, that once the list makes it to the president’s desk, the survival of the bases won’t be good. The Department of Defense has held four previous rounds of base closings: 1988, 1991, 1993 and 1995.

“In a time of war, the Pentagon can not afford to lose significant military facilities such as the 911th, 99th and Kelly Support Center,” said Congressman Tim Murphy (R-Upper St. Clair). “These installations are necessary in order to maintain a strong military fighting force with quick strike capability. The Pentagon is restructuring units to make the military more agile and better suited for today’s wars. It missed a great opportunity to take advantage of the resources the Pittsburgh region provides.”

The defense department estimates this round of closures (nationwide) will save nearly \$50 billion over the next two decades. The defense department’s BRAC recommendations, if adopted, would close 33 major bases and realign 29 more.

“We have the area here to expand,” Pippy said. “Not cut back. We have land by the airport that could lead to enlargement of the base, and that is what the DOD (Department of Defense) is looking for. We have another positive, that we have proximity to half of the population of the United States within a couple hour flight. We are relatively easy to get to. We have one of the few airports on the east coast that stayed open last September when the hurricane hit. You put these things together, and the money we’ve spent on infrastructure at the airport should make us viewed upon favorably.”

There is some question about whether the BRAC had full knowledge of the offerings here before adding Pittsburgh bases to the "closure" list.

In recent years, the DOD has indicated it wishes air wings to be 14-16 aircraft in size; the 911th presently has eight aircraft. County and local officials have notified the DOD that land is available for expansion to the size sought by the DOD.

"The defense department would be better served bringing more units to Pittsburgh where the open space around the airport provides ideal training grounds," Murphy said. "The condition of the runway here is far superior to other locations making it easier to transport troops and equipment quickly." Bases scheduled for closure

The 911th Air Reserve Station - supports 322 full-time positions, 44 military personnel and 278 civilians

The Charles E. Kelly Support Facility in Oakdale — It houses four army reserve units and four other federal agencies, along with direct and general support services for 400 Army Reserve units/detachments across six states. Other agencies include the commissary and Army/Air Force Exchange Service, selling \$2.6 million in goods annually. The next nearest Post Exchange to Pittsburgh is 200 miles away. The Oakdale site employs 310 full-time positions - 174 military and 136 civilians.

The 99th RRC - It commands a total of 59 reserve unit locations, 15 maintenance support facilities and 148 equipment concentration sites within the commonwealth and units in four other states and the District of Columbia, along with four subordinate commands. The RRC employs 220 full-time positions - 199 military and 101 civilian.

## ***State's big guns aimed to defend military bases***

Monday, April 18, 2005

By Torsten Ove, Pittsburgh Post-Gazette

Some years back, the Allegheny County Airport Authority set aside land adjacent to the military bases near Pittsburgh International Airport.

The idea was to give the three installations -- the 171st Air Refueling Wing, the 911th Military Airlift Group and the 99th Regional Readiness Command -- some extra room if they needed it.

"All of us out here acknowledge the importance of the military bases," said Kent George, head of the airport authority. "We wanted to make sure that there was no question that we were positioning ourselves for the future."

Especially when the future would bring a new round of base closings of the kind that shut down installations across the country in 1988, 1991, 1993 and 1995.

Now, as the Pentagon prepares to close up to a quarter of the nation's 425 bases, states are lobbying hard to spare theirs.

In Pittsburgh, the extra airport land could help stave off the ax because urban "encroachment" on bases is considered a major drawback.

"Land is not an issue," said state Sen. John Pippy, R-Moon, a captain and engineer in the National Guard. "That's one of our selling points."

There are many others, officials say, and everyone from local chambers of commerce to the state's U.S. senators are making them known as the May 16 deadline approaches for the Pentagon to release its list of recommended closings.

The Base Realignment and Closure Commission, appointed by President Bush, will examine the recommendations and possibly make some changes. Then the list goes to the president by Sept. 8.

If Bush approves it, Congress has 45 days to reject the entire list, but lawmakers can't pick and choose which bases close. The purpose of the process is to remove it from politics so decisions are based primarily on military need.

Still, politicians and business leaders do their best to influence the decision-makers, setting up task forces, hiring lobbyists and preparing economic-impact reports to show why their bases are more important than the other guy's.

The real lobbying will start after the May 16 deadline, when the commission starts to tweak the Pentagon's list. Each base slated for closing, for example, will be visited by two commission members. That will be a prime opportunity for local leaders to push their cause.

But this effort has really been under way for several years, here and across the country.

In New England, which has seen a huge exodus of military installations in previous realignments, politicians have been warning that more cuts will leave the heavily populated Northeast vulnerable to terrorist attacks.

Texas has spent millions buying up land around its military bases to make them more attractive, and Alabama is spending \$6 million to build a military training facility.

In Kansas, a commission with a \$1 million budget developed a DVD describing the value of its bases to send to commission members, and the state also pays two Washington, D.C., lobbying firms to coordinate its campaign.

Pennsylvania has its own task force and a lobbying firm, too, and leaders here say they're doing their best to spare the state's 12 bases.

"Is the military trying to do this in a vacuum? Sure. But time has shown that you can present evidence to influence the decision-making process," said Adrian King, former senior aide to Gov. Ed Rendell and now head of the Pennsylvania Emergency Management Agency.

Typical of how the politicking works is a letter that Sens. Arlen Specter and Rick Santorum wrote in 1995 to the commission, asking it to spare all of Pennsylvania's bases because, they said, the state had been hit too hard by previous closings.

Whether it worked or not isn't clear, but the only base that closed for good after that round was the Naval Air Warfare Center in Warminster. Fort Indiantown Gap also shut down as an Army base, but it was reincarnated as a National Guard base.

By then, however, the state had already lost its largest battle in the BRAC wars: the Philadelphia Naval Shipyard.

The fight to save it began immediately after it was ordered closed in 1991. A coalition of government and labor leaders filed suit, the first such legal action of its kind, saying the Navy suppressed information from its own experts about the shipyard's viability.

The court battle lasted three years and finally ended when Specter, an opponent of the BRAC process from the beginning, personally argued the case before the U.S. Supreme Court.

He lost when the court ruled that the federal base closure law did not allow for judicial review.

Since then, Specter, Santorum, Rendell and former Gov. Tom Ridge have all consistently argued that the state cannot afford any more closures.

That's one of the themes again this time around.

In 2003, Rendell established the Pennsylvania Base Development Committee to fight off any further loss of jobs, saying the state had already lost 16,000 from base closings.

In the last two years, the state has appropriated about \$4.5 million, distributed through the Department of Community and Economic Development, to persuade the military to leave Pennsylvania's bases alone.

Some of the money goes to local groups to tout their facilities, such as task forces trying to save the Tobyhanna Army Depot outside Scranton and the Letterkenny Army Depot near Chambersburg.

In Allegheny County, state money is being used for a study commissioned by the Military Affairs Council of Western Pennsylvania to look at expanding operations at the airport to benefit both the military and the Department of Homeland Security.

Pitching bases as multi-purpose is a common strategy, because the BRAC commission values flexibility and looks for opportunities to consolidate.

A local coalition, which includes the Military Affairs Council, the airport authority, the Pittsburgh Airport Area Chamber of Commerce, congressional members and others, is also crunching numbers on the economic benefits of the bases to the region.

While military need is the key criterion for the BRAC commission, it does consider economic impact.

"The coalition is making every effort to ensure that these facilities continue to serve as economic engines for our region and remain fully operational in the future," said County Executive Dan Onorato.

Pippy and state Rep. Mark Mustio, R-Moon, also have collected thousands of petition signatures from residents in support of the airport bases.

"The petition drive won't change anyone's mind," said Pippy, "but we want to make sure it's on the radar screen."

Lobbying can work, certainly. A few years ago, Pippy said, he and others convinced the military that it shouldn't close the commissary at the Charles E. Kelly Support Facility in Oakdale by showing that a lot of retirees used it.

Now there's an effort to get a new commissary built at the 99th Regional Readiness Command at the airport, for which the Airport Authority has set aside a piece of land. Earlier this month Santorum wrote a letter to the Department of Defense, trying to get it to reverse an earlier decision that the Oakdale facility was good enough.

Santorum also recently made a pitch to the Air Force on behalf of the 911th.

"The unit has a sterling reputation in the community and is a tremendous asset to southwestern Pennsylvania," he wrote to an Air Force official. "In the event that there is an effort to consolidate similar units or capabilities within the Air Force, I would encourage you and others in senior leadership positions to consider combining the assets of similar Air Force units at the 911th."

Local officials have made their voices heard, too.

Sally Haas, head of the 1,100-member Pittsburgh Airport Area Chamber of Commerce, testified in support of the airport bases last year at a summit convened by Specter in Washington. "We're trying to heighten awareness," she said. "We've taken such a hit in the Pittsburgh region. The last thing we want to see is this military installation disappear."

Officials in central Pennsylvania are especially worried about the five bases there, particularly the Army War College in Carlisle.

Last year, a group called the Cumberland County Base Realignment and Closures Political Action Committee asked a Dickinson College professor to study the value of the War College in anticipation of the base-closing announcement.

The professor concluded the facility is worth \$118 million every year to the Carlisle area.

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## **Santorum Comments on Closure Recommendations in First Phase of BRAC Process**

**May 13, 2005 -**

For Immediate Release

Contact: Christine Shott (202) 224-0610

HORSHAM, PA – U.S. Senator Rick Santorum (R-PA), Chairman of the Senate Republican Conference, today issued the following statement regarding the Pennsylvania military installation closure recommendations included on the Base Realignment and Closure (BRAC) list released by the Department of Defense today:

"I am saddened to see that the following Pennsylvania military installations were recommended for closure on the Base Realignment and Closure (BRAC) list released by the Department of Defense today: the Naval Air Station Joint Reserve Base at Willow Grove, Pittsburgh International Airport Air Reserve Station (911th), Charles E. Kelly Support Center in Pittsburgh and the Engineering Field Activity Northeast in Philadelphia.

"Although these installations are on the list for closure, it is important to point out that we are at the very beginning of the process. I will work with Governor Rendell and the Pennsylvania delegation to work with the BRAC Commissioners and to be a strong advocate for those military installations in Pennsylvania that are under review, and forcefully articulate the need for these bases to remain open to assist in protecting our country.

"Despite these recommendations, these brave men and women have made significant contributions to our nation's defense and should be proud of their contributions to the Global War on Terror. These installations are important employers and sources of revenue for the communities in which they reside.

"Upon receiving the list released today, an independent BRAC Commission will evaluate the Department's recommendations. The Commissioners will conduct public hearings, site visits and gather information to evaluate the Department's recommendations.

"Again, this process is not over. The Commission will review the recommendations submitted by the Department and will send its recommendations to President Bush in September 2005. There remains much to do to convince the Commission of the military value of these installations. However, significant time remains to accomplish this task."

Senator Santorum is visiting the following Pennsylvania installations today: the Carlisle Army War College, the Naval Air Station Joint Reserve Base at Willow Grove and the Pittsburgh International Airport Air Reserve Station (911th) to personally inform them of the news and to reiterate to local officials that the process has only begun and that he will continue to fight for their jobs in their communities.

I

**ADDITIONAL INFORMATION**

## United States Air Force

### Biography

#### Colonel Carl E. Vogt

Colonel Carl E. Vogt is commander of the 911th Airlift Wing, Pittsburgh International Airport Air Reserve Station, Coraopolis, Pa. As installation commander, he is the senior officer responsible for the wing organization, which includes authorized manning of 1,275 Air Force Reserve members and approximately 320 civilian employees (including more than 180 dual-status air reserve technicians)



Colonel Vogt was born in Michigan and graduated with a bachelor of arts degree from Michigan State University and a master's in business administration from Southern Illinois University. He was commissioned through Officer Training School at Lackland AFB, Texas. Upon graduation from Navigator School, Colonel Vogt was assigned to Travis AFB, Calif, where he compiled over 3,300 hours worldwide in the C-141A and became an initial cadre instructor on the C-141B.

He transitioned into the Air Reserve Technician program with the HC-130H Search and Rescue unit at March AFB, Calif. He became the first fixed wing airmen assigned to the newly formed composite rescue unit at Portland Air National Guard Base, Ore., just prior to receiving an assignment in tactical airlift at Willow Grove Air Reserve Base, Pa., as the operation training officer and later as the group's director of operations. Upon his selection to colonel, he was reassigned to the 94<sup>th</sup> AW, Dobbins AFB, Ga., as the operations group commander. In 1995, he was reassigned to 22nd Air Force as the chief of operations support with oversight of 15 reserve flying wings. Colonel Vogt has accumulated over 8,500 military flight hours in the C-141A/B, KC-135E, C-17, C-5A, HC-130H and C-130E/H. In September 1998, he returned to active duty as the Reserve advisor to the commander of Air Force Special Operations Command (AFSOC) at Hurlburt Field, Fla. As the reserve advisor, his primary duties were to advise the commander and headquarters staff on Reserve and Guard matters related to preparing Air Reserve component units which are gained by AFSOC during mobilization or employed in contingency operations.

Colonel Vogt was appointed commander of the 911<sup>th</sup> AW on July 14, 2002.

**EDUCATION:**

- 1971 Bachelor of arts degree in marketing, Michigan State University
- 1976 Master's in business administration, Southern Illinois University
- 1989 National Security Management

**ASSIGNMENTS:**

1. October 1971-August 1972, T-29B student navigator, Mather Air Force Base, Calif.
2. August 1972-November 1972, aircrew training at Homestead Air Force Base, Fla.; Altus Air Force Base, Okla; and Fairchild Air Force Base, Wash.
3. November 1972-August 1977, C-141 A/B instructor navigator, 7th Military Airlift Squadron, Travis Air Force Base, Calif.
4. August 1977-December 1977, C-141 A/B instructor navigator, 301st Military Airlift Squadron (A), Travis Air Force Base, Calif.
5. December 1977- October 1985, HC-130H flight examiner navigator, 303rd Aerospace Rescue and Recovery Squadron, March Air Force Base, Calif.
6. October 1985-November 1985, chief navigator examiner, 304th Aerospace Rescue and Recovery Squadron, Portland Air National Guard Base, Ore.
7. November 1985- January 1991, director of operations, 913th Airlift Group, Willow Grove Air Reserve Base, Pa.
8. January 1991-July 1995, operation group commander, 94th Airlift Wing, Dobbins Air Reserve Base, Ga.
9. June 1995-August 1998, chief operation support, 22nd Air Force, Dobbins Air Reserve Base, Ga.
10. September 1998-July 2002, Reserve advisor to Air Force Special Operations Command, Hurlburt Field, Fla.
11. July 2002-present, commander, 911<sup>th</sup> Airlift Wing, Pittsburgh International Airport Air Reserve Station, Coraopolis, Pa

**MAJOR AWARDS AND DECORATIONS:**

Meritorious Service Award with one oak leaf cluster.

Air Force Commendation with one oak leaf cluster.

Air Force Outstanding Unit Award with two oak leaf clusters.

Combat Readiness Medal with three oak leaf clusters.

**EFFECTIVE DATES OF PROMOTION:**

Second Lieutenant	Oct. 7, 1971
First Lieutenant	April 7, 1973
Captain	Oct. 7, 1976
Major	May 11, 1983
Lieutenant Colonel	Sept. 30, 1987
Colonel	Sept. 1, 1991





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,

Handwritten signature of Kent G. George, Executive Director of Allegheny County Airport Authority.

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

Sincerely,

Handwritten signature of Dan Onorato, Chief Executive of Allegheny County.

Dan Onorato  
Chief Executive  
Allegheny County

Allegheny County  
Pittsburgh International Airport  
Landside Terminal, 4<sup>th</sup> Floor Mezz.  
Pittsburgh, PA 15231  
Tel: 412.472.3500  
Fax: 412.472.3636

Allegheny County  
101 County Courthouse  
Pittsburgh, PA 15219  
Tel: 412.350-6500  
Fax: 412.350.4360

Moeslein, Robert (Pittsburgh ARS)

---

**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:** Ccats, 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

SAF/FML

Liaison Officer: Captain Lukas, Susan 1

Ext: 5D911

Phone (703) 614-8113 Fax (703) 614-3043

Information Distribution:

FACT SHEET

SUBJECT: Pittsburgh LAP/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 LAP. 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.

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 LAP.

Coordination Table

<b>Action Officer Information</b>					
<b>Action Officer's Name and Phone</b>					<b>Office Symbol</b>
Lt Col Mike Coats, 695-5057					AF/REXR
<b>Coordination</b>					
<b>Office Symbol</b>	<b>Action</b>	<b>Name</b>	<b>Phone</b>	<b>Date</b>	<b>Comments</b>
AFRC/XPX	Coord	Mr W. Manning	DSN 497-1962	11 Sep 98	
AFRC/XPXP	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

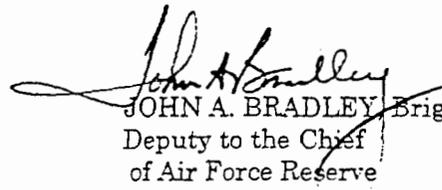
Dear Mr. DeGraaff

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).

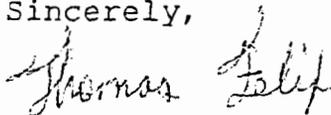
However, the enclosed 29 December 97 letter from the 911 Airlift Wing/CE presents an apparent contradiction concerning the need for the subject airport property.

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	
LWW	
DFC	
ODS	JAN 08 1998
JBC	
PJS	
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.

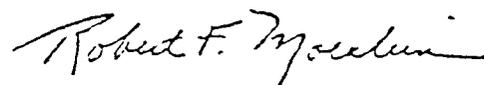
Additionally, we want you to know that we are currently in the process of updating our Base Comprehensive Plan (which examines our vision of existing and future missions and looks into potential changes and the viability of the installation over the next 8 to 10 year time frame). This document emphasizes 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



945-9

OFFICIAL  
REQUEST FOR BOARD ACTION

Allegheny County <input type="checkbox"/>		Institution District <input type="checkbox"/>	
AGENCY: Department of Aviation	EST. COST:		
ADDRESS: Pittsburgh International Airport	EST. REVENUE:		
CONTACT: Kevin W. Conroy <i>KW Conroy</i> EXT. 472-5533	FUTURE IMPACT:		
SIGNATURE: <i>James C. Massare</i> (Director)	CHECK APPROPRIATE BOX: Grant <input type="checkbox"/> Capital <input type="checkbox"/> Operating <input checked="" type="checkbox"/>		
DATE SUBMITTED BY AGENCY:	INDEX CODE: N/A		
ADMINISTRATION <i>JCM</i>	PROJECT NO: N/A		
	EXP. SUB OBJ. CODE: N/A		
	INCLUDED IN BUDGET: YES <input type="checkbox"/> NO <input type="checkbox"/>		

**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.

RECEIVED  
 96 JUN 24 AM 11:13  
 OFFICE OF ADMINISTRATION  
 OFFICE OF CHIEF CLERK

(Continued on Reverse)

REPORT OF BOARD ACTION AT MEETING OF: <b>JUL 20 1995</b>	Date Received by Chief Clerk
COMMENT:	
VOTE: <i>c/d "U"</i>	
cc: Controller Law Department Budget & Finance	<input checked="" type="checkbox"/> Approved as Submitted <input type="checkbox"/> Approved Conditionally <input type="checkbox"/> Denied <input checked="" type="checkbox"/> Withdrawn/Heldover
FILE: AGENCY FILE	Certified: <i>James C. Massare</i> James C. Massare Chief Clerk

RECEIVED  
 96 MAR 26 PM 1:10  
 OFFICE OF ADMINISTRATION  
 OFFICE OF CHIEF CLERK

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

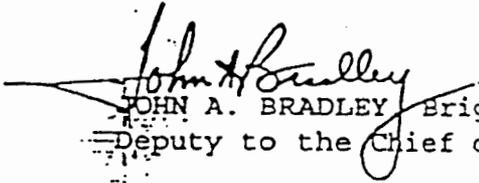
Dear Mr. Dunn

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.

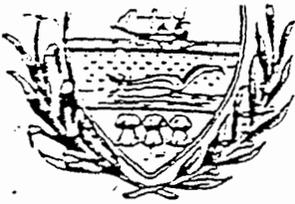
Regards

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

USAF/RE  
1150 AIR FORCE PENTAGON  
WASHINGTON DC 20330-1150

96 JUN -5 PM 12:47  
RECEIVED  
COMM. DUNN





945-91

# 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. 472-5533</p> <p>SIGNATURE: <u><i>Gary D. Bailey</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>
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*[Handwritten initials]*

*RR*  
*[Handwritten initials]*

**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.

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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.

OFI



DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE



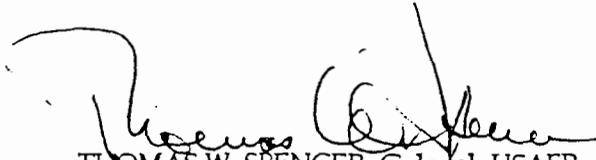
22 November 1995

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

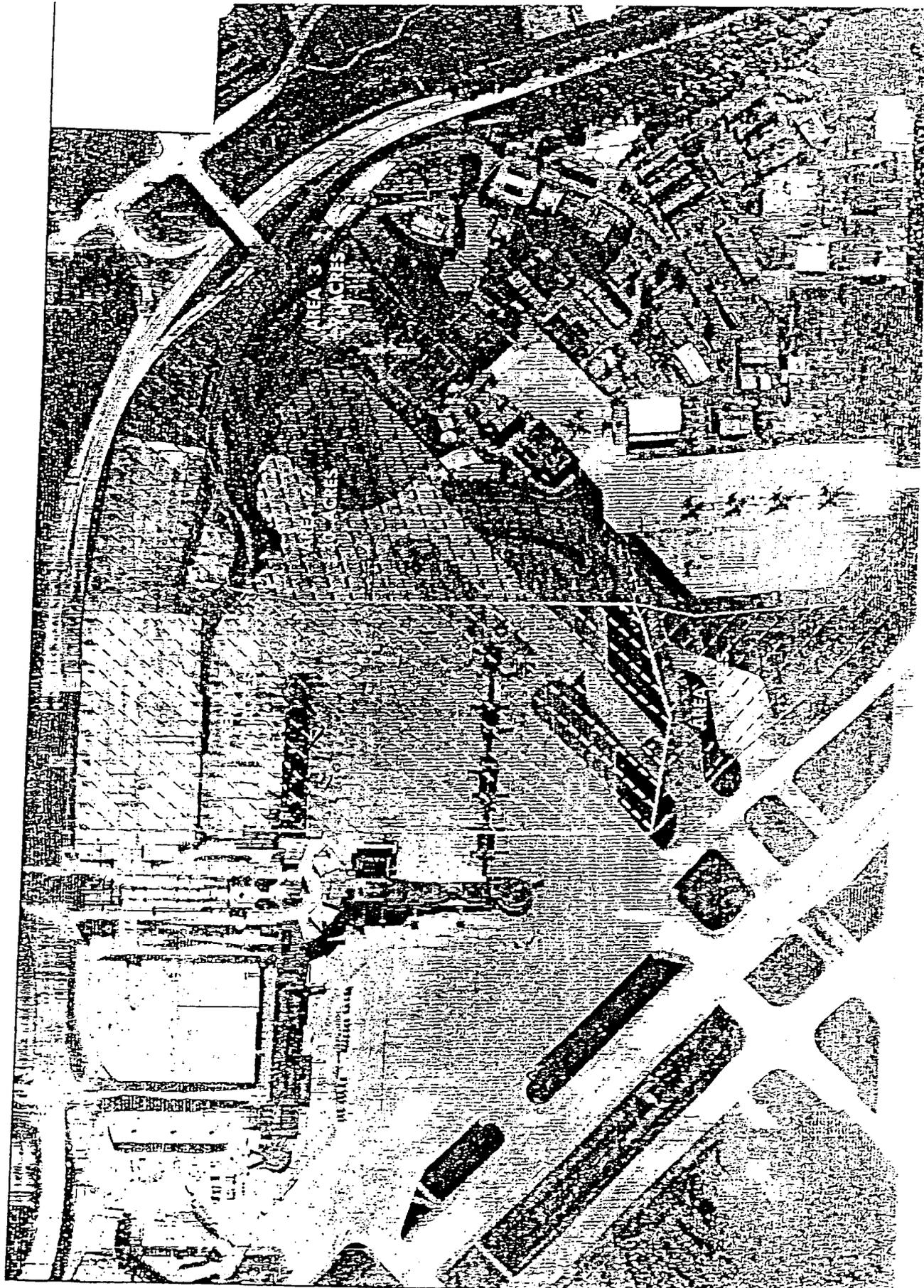
SUBJECT: Reuse of Old Terminal  
Greater Pittsburgh International Airport

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



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).

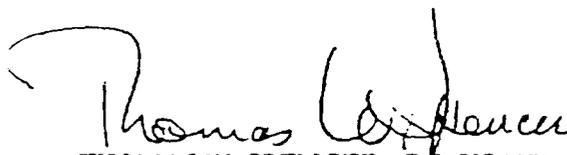
j. The Defense Commissary Agency has expressed an interest in constructing a new 40,000 SF commissary on a 6.4 acre site in FY 98 and relocating their current operations from the Kelly Support Facility in Oakdale, PA to the 911 AW. Forecasted monthly sales volume is estimated at \$550,000 - \$1,000,000. (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

DEC 13 1994 05:20  
18th DISTRICT, PENNSYLVANIA

APPROPRIATE

202 767 4354 P. 03/03

COMMITTEE ON  
WASTE AND NATURE  
MEMBER, SUBCOMMITTEE  
ON NATURE RESOURCES  
MEMBER, SUBCOMMITTEE ON  
BIOLOGICAL  
LEGISLATION OFFICE  
1222 LEHIGH AVENUE HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-3818  
(202) 226-2133

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

DISTRICT OFFICE  
808 NICHOLS ROAD  
PITTSBURGH, PA 15221  
(412) 862-3208  
561 FIFTH AVENUE  
PITTSBURGH, PA 15122  
(412) 864-4048  
840 ADM ROAD  
PITTSBURGH, PA 15225  
(412) 862-3206

December 12, 1994

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

Dear Secretary Boatright:

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, 1984

10:43AM P.02

PETE FLAHERTY  
COMMISSIONER

TOM FOERSTER  
CHAIRMAN

LARRY DUNN  
COMMISSIONER



DEPARTMENT OF AVIATION  
PITTSBURGH INTERNATIONAL AIRPORT • ALLEGHENY COUNTY AIRPORT

# County of Allegheny

PITTSBURGH INTERNATIONAL AIRPORT

LANDSIDE TERMINAL, SUITE 4000

P.O. BOX 12370

PITTSBURGH, PA 15281-0370

(412) 472-3600 • FAX (412) 472-3638

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

November 14, 1984

Colonel T. Spencer, USAF Reserve  
811th Air Wing  
Greater Pittsburgh International Airport  
318 Defense Avenue, Suite 101  
Coraopolis, PA 15108-4403

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.

FROM: HOLSORTH AND ASSOC.

TO:

NOV 14 1994 12:44PM F.B.S

472-3510.

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

Very truly yours,

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

HCH/rd

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

PETE FLAHERTY  
COMMISSIONER

TOM FOERSTER  
CHAIRMAN

LARRY DUNN  
COMMISSIONER



DEPARTMENT OF AVIATION  
PITTSBURGH INTERNATIONAL AIRPORT • ALLEGHENY COUNTY AIRPORT

Allegheny County, Pennsylvania

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 IAP 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

PETE FLAHERTY  
COMMISSIONER

TOM FOERSTER  
CHAIRMAN

LARRY DUNN  
COMMISSIONER

DEPARTMENT 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) 472-3500 • FAX (412) 472-3636

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

April 5, 1994

RFM 11 April 94

CEE RR  
CEV/RE RR  
CEER cl  
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

 **911th Airlift Group  
Commander**

DI STP/N

DENNY,

IT'S FINALLY HERE! LET'S  
SET UP A MEETING OF KEY  
FOLKS NEXT WEEK TO DISCUSS  
CONCEPTS ON THIS.

BRILEY  
PEGGY  
MOSSLEIN

ANYBODY ELSE?  
CMT



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

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. 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:

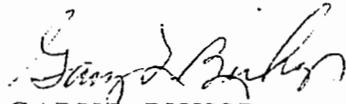
1. Paragraph No. 4 is changed in part to read "... This Agreement shall in no event extend beyond December 31, 1999; or in the event Project JLSS 94-9004, Jet Fuel Storage Complex and Project JLSS 97-0009, Repair Apron Concrete Slabs are completed earlier than the dates described; or in the event a new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

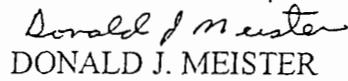
IN WITNESS WHEREOF, this Supplement Agreement 2 is duly executed on the  
25<sup>TH</sup> day of NOVEMBER 1996, by the parties hereto, intending themselves to  
be legally bound hereby.

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. 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:

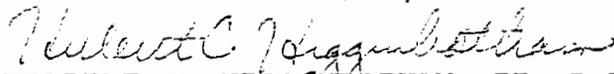
1. Paragraph No. 4 is changed in part to read "...This Agreement shall in no event extend beyond December 31, 1996 ..."
2. Allegheny County hereby agrees for AFRES to use the County access road to the apron area during the construction of the Water Storage Tank and the new POL (Fuel Farm) facility. Use 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, II, P.E.  
Director, Dept of Aviation

  
BOBBY G. CLARY  
The Asst Civil Engineer



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 Ball:

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.

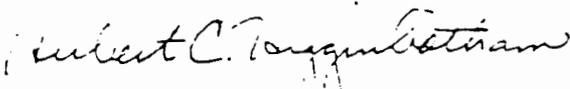
3. Limitations: The County will allow utility connections and useage to AFRES, however, no other services will be provided.

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

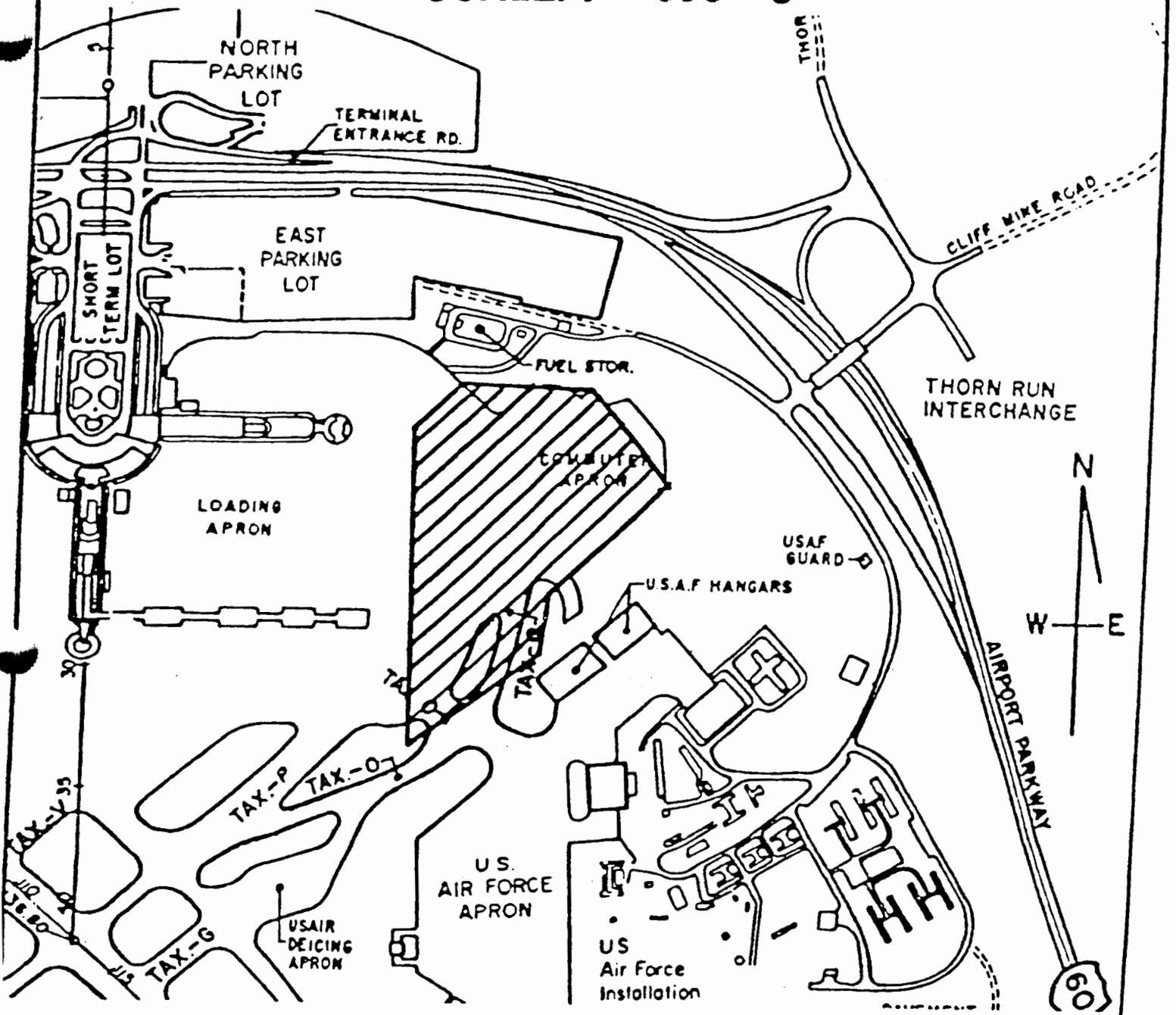
  
BOBBY G. CLARY  
Asst Director/Civil Engineering

APPROVED AS TO FORM:

  
-----  
SOLICITOR

  
-----  
ASSISTANT COUNTY SOLICITOR

SCALE: 1" = 600' - 0"



PROPOSED SITE

# TEMPORARY AIRCRAFT PARKING APRON

13 JANUARY 1993

# EXHIBIT A