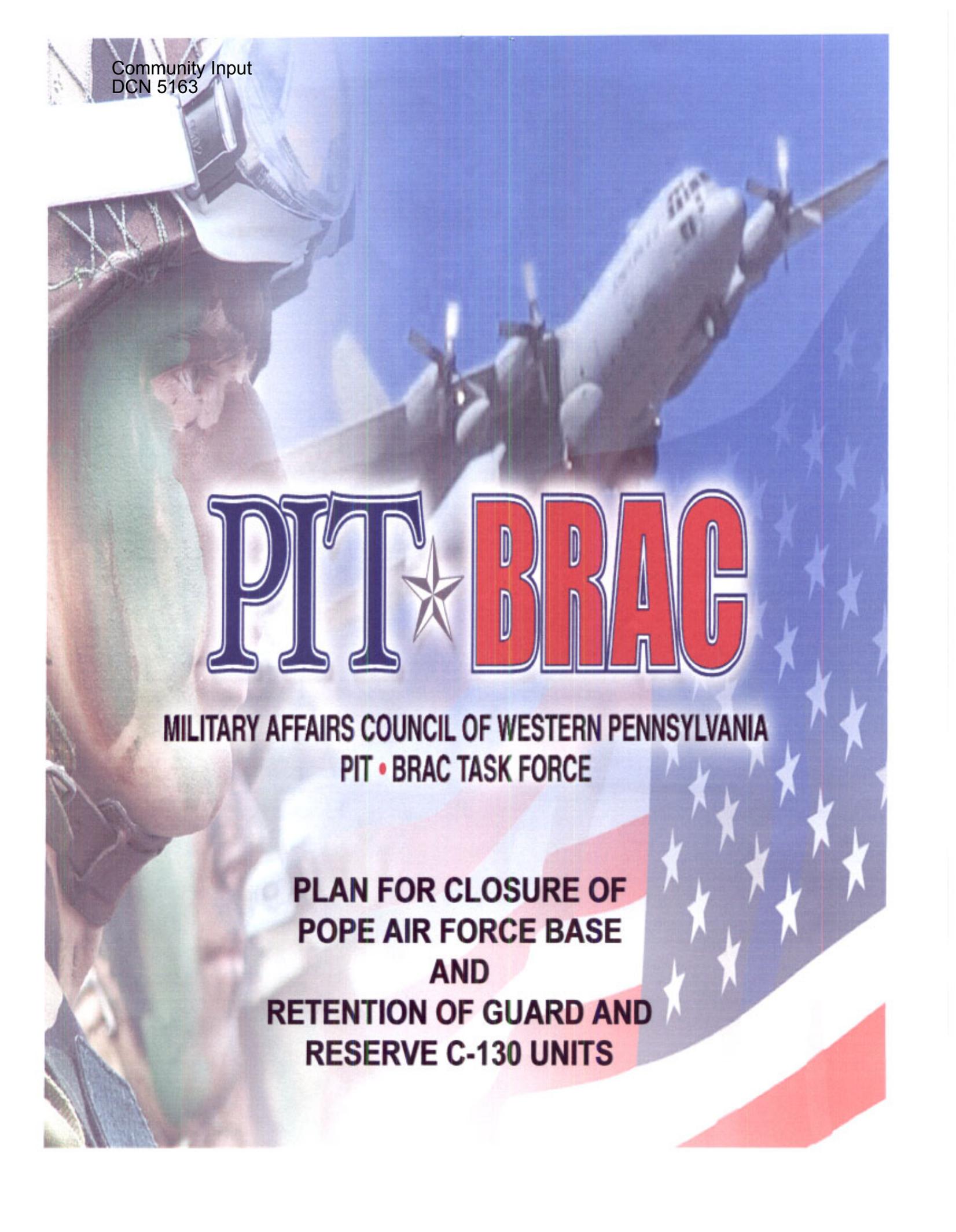


Community Input
DCN 5163



PIT ★ BRAC

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

**PLAN FOR CLOSURE OF
POPE AIR FORCE BASE
AND
RETENTION OF GUARD AND
RESERVE C-130 UNITS**

PLAN FOR CLOSURES OF POPE AIR FORCE BASE
AND
RETENTION OF GUARD AND RESERVE C-130 UNITS

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Community Input
DCN 5163

Pope AFB Closure Proposal

Pope AFB, NC closes and the land reverts back to the Army who will control the airfield. The cost to maintain Pope AFB, NC is significant. BRAC cost figures do not take in to account the enormous costs involved with maintaining this installation (see Tab 3)

Most Air Force active duty assets at Pope AFB, NC move as stated by DoD recommendations to BRAC (to Little Rock AFB, AR). (see Tab 4)

All Air Reserve and Guard Components affected by DoD recommendations to BRAC are to remain at their current home station locations.

The Air Force's Aeromedical Evacuation Squadron could remain in place to be supported by transient reserve, guard and active duty aircraft or transfer to Little Rock AFB, AR with the rest of the Wing. The Command element to work the air-to-ground warfare and Aerial Port would have to remain in place at Pope/Ft. Bragg. The Combat Control School at Pope AFB, NC should also remain in place because of their ties to the Army at Ft. Bragg.

Ft. Bragg airdrop requirements to be supported by JAATT (Joint Airborne/Air Transportability Training) missions from geographically available guard and reserve airlift units. (see Tab 5)

Note: Pope AAF to mimic other Army Airborne installations such as Fort Benning and Fort Campbell that have no assigned airlift aircraft.

Pope AFB Closure Proposal

Option I:

Pope AFB, NC closes and the land reverts back to the Army who will control the airfield.

Most Air Force active duty assets (excluding personnel) at Pope AFB, NC move as stated by DoD recommendations (to Little Rock AFB, AR).

The Air Force's Aeromedical Evacuation Squadron could remain in place to be supported by transient reserve, guard and active duty aircraft or transfer to Little Rock AFB, AR with the rest of the Wing. The Command element to work the air-to-ground warfare and Aerial Port would have to remain in place at Pope/Ft. Bragg. The Combat Control School at Pope AFB should also remain in place because of their ties to the Army at Ft. Bragg.

Ft. Bragg airdrop requirements to be supported by JAATT (Joint Airborne/Air Transportability Training) missions from geographically available guard and reserve airlift units (see Tab 5).

Note: Pope AAF to mimic other Army Airborne installations such as Fort Benning and Fort Campbell that have no assigned airlift aircraft.

Pittsburgh ARS, PA remains open and a Reverse Associate Wing is established at the 911th AW utilizing active duty Air Force personnel from Pope AFB, NC. The concept would be similar to that proposed by DoD for Pope AFB, NC but instead would be located at Pittsburgh. The cost would be significantly less.

Pittsburgh ARS, PA will receive 8 aircraft from another closing C-130H base as determined from the results of the BRAC process (based on base rankings using BRAC criteria) (see Tabs 6 & 7), allowing the 911th AW to transition into a base of optimal size; this being the concept recommended by Air Force/DoD. No construction dollars would be required at Pittsburgh other than one aircraft hangar at the cost of \$9M.

Pope AFB Closure Proposal

Option II:

Pope AFB, NC closes and the land reverts back to the Army who will control the airfield.

Most Air Force active duty assets at Pope AFB, NC move as stated by DoD recommendations (to Little Rock AFB, AR).

The Air Force's Aeromedical Evacuation Squadron could remain in place to be supported by transient reserve, guard and active duty aircraft or transfer to Little Rock AFB, AR with the rest of the Wing. The Command element to work the air-to-ground warfare and Aerial Port would have to remain in place at Pope/Ft. Bragg. The Combat Control School at Pope AFB should also remain in place because of their ties to the Army at Ft. Bragg.

Ft. Bragg airdrop requirements to be supported by JAATT (Joint Airborne/Air Transportability Training) missions from geographically available guard and reserve airlift units (see Tab 5).

Note: Pope AAF to mimic other Army Airborne installations such as Fort Benning and Fort Campbell that have no assigned airlift aircraft.

Pittsburgh ARS, PA will remain open and receive 8 aircraft from another closing C-130H base as determined from the results of the BRAC process (based on base rankings using BRAC criteria) (see Tabs 6 & 7), allowing the 911th AW to transition into a base of optimal size; this being the concept recommended by Air Force/DoD. No construction dollars would be required at Pittsburgh other than one aircraft hangar at the cost of \$9M.

The manpower requirements necessary for the increased unit size would be filled by recruiting from the rich recruitment area in the Pittsburgh region. (see Tabs 9 & 10)

Although it is highly recommended (for a myriad of reasons to include retention, recruiting and training implications) that the reserve and guard regional placement not be reconstructed, if it must happen, certain options, such as those to follow, based on the BRAC criteria and COBRA for the ranking of those bases of most value to the DoD, the following examples are provided:

Option II example 1:

Pittsburgh realigns and receives 8 aircraft from General Mitchell ARS (should it close) becoming a 16 PAA unit. The 911th would also receive personnel (ECS, OPS and Maintenance) from Willow Grove ARS, NAS Joint Reserve Base.

To help offset the loss of 911th personnel to Offutt AFB (by the retraction of their proposed move from BRAC) we suggest the distribution of General Mitchell's personnel (OPS and Maintenance) to not only this location but to distribute them throughout AFRC. In addition, we suggest that BRAC move forward with the DoD recommendation to send General Mitchell's ECS to Eglin AFB.

Minimal retraining cost for C-130 aircrews who only require OJT and no formal school. No retraining cost would be required for aircraft maintenance personnel. The Aerospace Maintenance Specialty Career Field Education and Training Plan (CFETP) only separate C-130 and C-130J models for on-the-job training. New entry level crew chiefs who go technical school at either Sheppard AFB, TX or Little Rock AFB, AR are taught on E model airplanes. C-130E/H model training differences are basic and are taught at the unit level. The new crew chief CFETP only has two items that separate the E from the H. The E model has a GTC (Ground Turbine Compressor) whereas the H model has an APU (Auxiliary Power Unit). The E model has an auxiliary system accumulator that the H model does not have. This training requires a minimal amount of time at no extra cost. (reference CFETP 2A5X1, May 2005)

Cost savings at General Mitchell ARS, WI (should it close)

- Current Milcon of \$11.29M

Excursion Name: Mitchell to Pittsburgh.

- a. Overview: The purpose of the excursion was to determine the costs and savings associated realigning Gen. Mitchell ARS, Milwaukee, WS (“Mitchell”) aircraft to robust the 911th Airlift Wing’s (AW) to 16 PAA. The DoD recommendation is to distribute the Mitchell aircraft to Little Rock AFB, AR, (4 PAA) and Dobbins Air Reserve Base, GA (4 PAA).
- b. Baseline COBRA File: USAF 0130 (324).
- c. Modification to AF COBRA assumptions:
 - 1. Assumes Pittsburgh remains open, keeps it personnel and aircraft.
 - 2. Moves an additional 8 PAA C-130H from Mitchell to Pittsburgh.
 - 3. Deletes Little Rock AFB and Dobbins ARB as receiver bases.
 - 4. Does not change 440th AW personnel move to Ft Bragg/Pope AFB, but some of these personnel might be needed at Pittsburgh to support the increase in PAA. Detail in the COBRA does not allow this to be modeled.
- d. Result: The changes in significant cost/savings data are displayed in the table below with the most significant presented in **bold** font. The AF Recommendation COBRA data is presented in the first row for comparison to the Excursion results displayed in the second row in **blue**.

Scenario	Payback Period (Years)	Costs/Savings (\$K)*				
		20 - Year NPV	1-Time	Personnel (2006 – 2011)	Total (2006 – 2011)	Annual Total Recurring
USAF 0130 (324)	5	-49,999	38,396	15,927	14,304	-6,527
Community Excursion 5	1	-141,959	22,231	948	-18,379	-12,828

* Negative numbers represent savings.

- e. Discussion: Not surprisingly, the alternative pays back faster and has larger savings.

Gen Mitchell IAP ARS, WI

Demographics

The following tables provide a short description of the area near the installation/activity. Gen Mitchell IAP ARS is within Milwaukee, WI, the nearest city with a population of 100,000 or more. The nearest metropolitan statistical area (MSA) is

MSA	Population
Milwaukee-Waukesha, WI PMSA	1,500,741

The following entities comprise the military housing area (MHA):

County/City	Population
Milwaukee	940164
Ozaukee	82317
Racine	188831
Washington	117493
Waukesha	360767
Total	1,689,572

Child Care

This attribute captures the number of nationally accredited child-care centers within the local community: 93

Cost of Living

Cost of Living provides a relative measure of cost of living in the local community. General Schedule (GS) Locality pay provides a relative scale to compare local salaries with government salaries and Basic Allowance for Housing (BAH) is an indicator of the local rental market. In-state tuition is an indicator of the support provided by the state for active duty family members to participate in higher-level education opportunities. For median household income and house value, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Median Household Income	(US Avg \$41,994)	\$45,901	Basis: MSA
Median House Value	(US Avg \$119,600)	\$134,800	
GS Locality Pay	("Rest of US" 10.9%)	12.6%	
O-3 with Dependents BAH Rate		\$1,208	
In-state Tuition for Family Member		Yes	
In-state Tuition Continues if Member PCSs Out of State		No	

Education

This attribute defines the population in local school districts and identifies capacity. The pupil/teacher ratio, graduation rate, and composite SAT I/ACT scores provide a relative quality indicator of education. This attribute also attempts to give communities credit for the potential intellectual capital they provide.

NOTE: "MFR"--means a Memorandum For Record is on file at the installation/activity/agency to document problems in obtaining the required information. Reasons for not being able to obtain information may be that the school district refused to provide the information or the school district does not use or track the information. For each entry, the number of school districts for which data are available of the total number of school districts reported, and the number of MFRs is indicated.

		Basis
School District(s) Capacity	215,694	31 of 37 districts, 6 MFRs
Students Enrolled	212,975	37 of 37 districts
Average Pupil/Teacher Ratio	15.1:1	37 of 37 districts
High School Students Enrolled	57,260	22 of 22 districts
Average High School Graduation Rate (US Avg 67.3%)	80.9%	22 of 22 districts
Average Composite SAT I Score (US Avg 1026)		0 of 22 districts, 22 MFRs
Average ACT Score (US Avg 20.8)	21	22 of 22 districts
Available Graduate/PhD Programs	16	
Available Colleges and/or Universities	19	
Available Vocational and/or Technical Schools	18	

Employment

Unemployment and job growth rates provide an indicator of job availability in the local community. National rates from the Bureau of Labor Statistics are also provided. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

The unemployment rates for the last five years:

	1999	2000	2001	2002	2003
Local Data	3.1%	3.8%	4.7%	6.0%	6.1%
National	4.2%	4.0%	4.7%	5.8%	6.0%
Basis:	MSA	MSA	MSA	MSA	MSA

The annual job growth rate for the last five-years:

Utilities

This attribute identifies a local community's water and sewer systems' ability to receive 1,000 additional people.

Does the local community's water system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

Does the local community's sewer system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes



Option II example 2:

Pittsburgh realigns and receives 8 aircraft from Niagara ARS becoming a 16 PAA unit. The 911th would also receive personnel (ECS, OPS and Maintenance) from Willow Grove ARS, NAS Joint Reserve Base.

Minimal retraining cost for C-130 aircrews who only require OJT and no formal school. No retraining cost would be required for aircraft maintenance personnel. The Aerospace Maintenance Specialty Career Field Education and Training Plan (CFETP) only separate C-130 and C-130J models for on-the-job training. New entry level crew chiefs who go technical school at either Sheppard AFB, TX or Little Rock AFB, AR are taught on E model airplanes. C-130E/H model training differences are basic and are taught at the unit level. The new crew chief CFETP only has two items that separate the E from the H. The E model has a GTC (Ground Turbine Compressor) whereas the H model has an APU (Auxiliary Power Unit). The E model has an auxiliary system accumulator that the H model does not have. This training requires a minimal amount of time at no extra cost. (reference CFETP 2A5X1, May 2005)

Cost savings at Niagara ARS, NY (should it close)

- Current Milcon of \$2.74M (2006), \$17.95M (2007), \$12.47M (2008)



All personnel at Niagara ARS move as stated by DoD recommendations.

We recognize there is a need to offset the loss of 911th personnel to Offutt AFB.



Excursion Name: Niagara to Pittsburgh.

- f. Overview: The purpose of the excursion was to determine the costs and savings associated realigning Niagara ARS (“Niagara”) aircraft to robust the 911th Airlift Wing’s (AW) to 16 PAA. The DoD recommendation is to distribute the Niagara aircraft to Little Rock AFB, AR.
- g. Baseline COBRA File: USAF 0121v4 (318.3c2).
- h. Modification to AF COBRA assumptions:
 1. Assumes Pittsburgh remains open, keeps it personnel and aircraft.
 2. Moves an additional 8 PAA C-130H from Niagara to Pittsburgh versus Little Rock.
 3. Realigns 1 officer, 4 enlisted and 106 civilian positions identified in footnotes as needed to operate and maintain aircraft.
 4. All other moves remain as recommended.
 5. All MILCON, except AFRC facility, at Little Rock deleted.
- i. Result: The changes in significant cost/savings data are displayed in the table below with the most significant presented in **bold** font. The AF Recommendation COBRA data is presented in the first row for comparison to the Excursion results displayed in the second row in **blue**.

Scenario	Payback Period (Years)	Costs/Savings (\$K)*				
		20 - Year NPV	1-Time	Personnel (2006 – 2011)	Total (2006 – 2011)	Annual Total Recurring
USAF 0121v4 (318.3c2)	2	-199,415	65,188	35,595	-5,312	-20,076
Community Excursion 6	4	-82,749	50,509	58,745	7,030	-9,235

* Negative numbers represent savings.

Discussion: The retention and realignment of 110 personnel from Niagara ARS to Pittsburgh ARS reduces savings and increases the payback period. If the 911th AW can support an additional 8 PAA without increased staff, the results would approach those of the recommendation COBRA.

Niagara Falls IAP ARS, NY

Demographics

The following tables provide a short description of the area near the installation/activity. Niagara Falls IAP ARS is 20.5 miles from Buffalo, NY, the nearest city with a population of 100,000 or more. The nearest metropolitan statistical area (MSA) is

MSA	Population
Buffalo-Niagara Falls, NY MSA	1,170,111

The following entities comprise the military housing area (MHA):

County/City	Population
Erie	950265
Niagara	219846
Total	1,170,111

Child Care

This attribute captures the number of nationally accredited child-care centers within the local community: 41

Cost of Living

Cost of Living provides a relative measure of cost of living in the local community. General Schedule (GS) Locality pay provides a relative scale to compare local salaries with government salaries and Basic Allowance for Housing (BAH) is an indicator of the local rental market. In-state tuition is an indicator of the support provided by the state for active duty family members to participate in higher-level education opportunities. For median household income and house value, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Median Household Income	(US Avg \$41,994)	\$38,488	Basis: MSA
Median House Value	(US Avg \$119,600)	\$89,100	
GS Locality Pay	("Rest of US" 10.9%)	10.9%	
O-3 with Dependents BAH Rate		\$1,218	
In-state Tuition for Family Member		Yes	
In-state Tuition Continues if Member PCSs Out of State		No	

Education

This attribute defines the population in local school districts and identifies capacity. The pupil/teacher ratio, graduation rate, and composite SAT I/ACT scores provide a relative

quality indicator of education. This attribute also attempts to give communities credit for the potential intellectual capital they provide.

NOTE: "MFR"--means a Memorandum For Record is on file at the installation/activity/agency to document problems in obtaining the required information. Reasons for not being able to obtain information may be that the school district refused to provide the information or the school district does not use or track the information. For each entry, the number of school districts for which data are available of the total number of school districts reported, and the number of MFRs is indicated.

		Basis
School District(s) Capacity	57,500	12 of 12 districts
Students Enrolled	51,319	12 of 12 districts
Average Pupil/Teacher Ratio	13.1:1	12 of 12 districts
High School Students Enrolled	17,115	12 of 12 districts
Average High School Graduation Rate (US Avg 67.3%)	89.0%	12 of 12 districts
Average Composite SAT I Score (US Avg 1026)	1025	12 of 12 districts, 2 MFRs
Average ACT Score (US Avg 20.8)	22	12 of 12 districts, 2 MFRs
Available Graduate/PhD Programs	8	
Available Colleges and/or Universities	6	
Available Vocational and/or Technical Schools	2	

Employment

Unemployment and job growth rates provide an indicator of job availability in the local community. National rates from the Bureau of Labor Statistics are also provided. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

The unemployment rates for the last five years:

	1999	2000	2001	2002	2003
Local Data	5.4%	4.9%	5.3%	6.0%	6.4%
National	4.2%	4.0%	4.7%	5.8%	6.0%
Basis:	MSA	MSA	MSA	MSA	MSA

The annual job growth rate for the last five-years:

	1999	2000	2001	2002	2003
Local Data	-1.3%	-1.6%	-1.5%	2.3%	-.4%

National	1.5%	2.4%	.03%	-.31%	.86%
Basis:	MSA	MSA	MSA	MSA	MSA

Housing

This attribute provides an indication of availability of housing, both sales and rental, in the local community. Note: According to the 2000 Census, Vacant Sale and Vacant Rental Units do not equal total Vacant Housing Units. Vacant housing units may also include units that are vacant but not on the market for sale or rent. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Total Vacant Housing Units	42,864	Basis: MSA
Vacant Sale Units	6,207	
Vacant Rental Units	16,494	

Medical Providers

This attribute provides an indicator of availability of medical care for military and DoD civilians in the local community. The table reflects the raw number of physicians/beds and ratio of physicians/beds to population. The basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

	# Physicians	# Beds	Population	
Local Community	3,266	4,826	1,170,111	Basis: MSA
Ratio	1:358	1:242		
National Ratio (2003)	1:421.2	1:373.7		

Safety/Crime

The local community's Uniform Crime Reports (UCR) Index for 2002 per 100,000 people and the national UCR based on information from the Federal Bureau of Investigation (FBI) for 2002 is provided. The basis of the data (either MSA or state) is indicated.

Local UCR	3,512.7	Basis: MSA
National UCR	4,118.8	

Transportation

Distance to an airport shows convenience and availability of airline transportation. Public transportation shows potential for members and DoD civilians to use it to commute to/from work under normal circumstances and for leisure.

Distance from Niagara Falls IAP ARS to nearest commercial airport: 26.0 miles
Is Niagara Falls IAP ARS served by regularly scheduled public transportation? No

Utilities

This attribute identifies a local community's water and sewer systems' ability to receive 1,000 additional people.

Does the local community's water system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

Does the local community's sewer system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

Option II example 3:

Pittsburgh realigns and receives 8 aircraft from Yeager Airport AGS increasing to a 16 PAA unit. The 911th would also receive personnel (ECS, OPS and Maintenance) from Willow Grove ARS, NAS Joint Reserve Base.

Minimal retraining cost for C-130 aircrews who only require OJT and no formal school. No retraining cost would be required for aircraft maintenance personnel. The Aerospace Maintenance Specialty Career Field Education and Training Plan (CFETP) only separate C-130 and C-130J models for on-the-job training. New entry level crew chiefs who go technical school at either Sheppard AFB, TX or Little Rock AFB, AR are taught on E model airplanes. C-130E/H model training differences are basic and are taught at the unit level. The new crew chief CFETP only has two items that separate the E from the H. The E model has a GTC (Ground Turbine Compressor) whereas the H model has an APU (Auxiliary Power Unit). The E model has an auxiliary system accumulator that the H model does not have. This training requires a minimal amount of time at no extra cost. (reference CFETP 2A5X1, May 2005)

Cost savings at Yeager Airport AGS (should it close)

- Fire Station – \$1.7M per year
- Current Milcon of \$1.33M
- Proposed Milcon to enlarge parking apron – \$2.5-3M
- Proposed Milcon for new aircraft maintenance hanger - \$9M

Excursion Name: Yeager to Pittsburgh.

- j. Overview: The purpose of the excursion was to determine the costs and savings associated realigning Yeager ARS aircraft to robust the 911th Airlift Wing's (AW) to 16 PAA. Yeager aircraft were recommended for realignment to Pope AFB, NC.
- k. Baseline COBRA File: USAF 0122v3 (316.3).
- l. Modification to AF COBRA assumptions:
 - 1. Assumes Pittsburgh remains open, keeps it personnel and aircraft.
 - 2. Moves an additional 8 PAA C-130H from Yeager to Pittsburgh versus Pope.
 - 3. Realigns 4 officers, 20 enlisted and 126 civilian positions identified in footnotes as needed to operate and maintain aircraft.
- m. Result: The changes in significant cost/savings data are displayed in the table below. The AF Recommendation COBRA data is not suitable for comparison as the Yeager action was bundled in a large recommendation to Realign Pope AFB. The Community Excursion data is provided for reference only.

Scenario	Payback Period (Years)	Costs/Savings (\$K)*				
		20 - Year NPV	1-Time	Personnel (2006 – 2011)	Total (2006 – 2011)	Annual Total Recurring
Community Excursion 7	Immediate	-80,322	5,513	1,238	-23,057	-6,065

* Negative numbers represent savings.

- n. Discussion: The action provides an immediate Payback Period, low one time costs and reasonable savings.

Supporting documents attached.

Yeager APT AGS, WV

Demographics

The following tables provide a short description of the area near the installation/activity. Yeager APT AGS is 162.5 miles from Columbus, OH, the nearest city with a population of 100,000 or more. The nearest metropolitan statistical area (MSA) is

MSA	Population
Charleston, WV MSA	251,662

The following entities comprise the military housing area (MHA):

County/City	Population
Kanawha	200073
Putnam	51589
Total	251,662

Child Care

This attribute captures the number of nationally accredited child-care centers within the local community: 2

Cost of Living

Cost of Living provides a relative measure of cost of living in the local community. General Schedule (GS) Locality pay provides a relative scale to compare local salaries with government salaries and Basic Allowance for Housing (BAH) is an indicator of the local rental market. In-state tuition is an indicator of the support provided by the state for active duty family members to participate in higher-level education opportunities. For median household income and house value, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Median Household Income	(US Avg \$41,994)	\$35,418	Basis: MSA
Median House Value	(US Avg \$119,600)	\$84,800	
GS Locality Pay	("Rest of US" 10.9%)	10.9%	
O-3 with Dependents BAH Rate		\$ 836	
In-state Tuition for Family Member		Yes	
In-state Tuition Continues if Member PCSs Out of State		Yes	

Education

This attribute defines the population in local school districts and identifies capacity. The pupil/teacher ratio, graduation rate, and composite SAT I/ACT scores provide a relative

quality indicator of education. This attribute also attempts to give communities credit for the potential intellectual capital they provide.

NOTE: "MFR"--means a Memorandum For Record is on file at the installation/activity/agency to document problems in obtaining the required information. Reasons for not being able to obtain information may be that the school district refused to provide the information or the school district does not use or track the information. For each entry, the number of school districts for which data are available of the total number of school districts reported, and the number of MFRs is indicated.

		Basis
School District(s) Capacity	37,763	3 of 3 districts
Students Enrolled	37,763	3 of 3 districts
Average Pupil/Teacher Ratio	14.5:1	3 of 3 districts
High School Students Enrolled	9,974	3 of 3 districts
Average High School Graduation Rate (US Avg 67.3%)	99.1%	2 of 3 districts
Average Composite SAT I Score (US Avg 1026)	1034	2 of 3 districts, 1 MFR
Average ACT Score (US Avg 20.8)	21	2 of 3 districts, 1 MFR
Available Graduate/PhD Programs	4	
Available Colleges and/or Universities	4	
Available Vocational and/or Technical Schools	0	

Employment

Unemployment and job growth rates provide an indicator of job availability in the local community. National rates from the Bureau of Labor Statistics are also provided. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

The unemployment rates for the last five years:

	1999	2000	2001	2002	2003
Local Data	4.7%	4.2%	3.8%	4.8%	4.8%
National	4.2%	4.0%	4.7%	5.8%	6.0%
Basis:	MSA	MSA	MSA	MSA	MSA

The annual job growth rate for the last five-years:

	1999	2000	2001	2002	2003
Local Data	3.4%	1.4%	1.3%	-4.3%	-3.4%

National	1.5%	2.4%	.03%	-.31%	.86%
Basis:	MSA	MSA	MSA	MSA	MSA

Housing

This attribute provides an indication of availability of housing, both sales and rental, in the local community. Note: According to the 2000 Census, Vacant Sale and Vacant Rental Units do not equal total Vacant Housing Units. Vacant housing units may also include units that are vacant but not on the market for sale or rent. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Total Vacant Housing Units	9,155	Basis: MSA
Vacant Sale Units	1,763	
Vacant Rental Units	2,724	

Medical Providers

This attribute provides an indicator of availability of medical care for military and DoD civilians in the local community. The table reflects the raw number of physicians/beds and ratio of physicians/beds to population. The basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

	# Physicians	# Beds	Population	
Local Community	832	1,216	251,662	Basis: MSA
Ratio	1:302	1:207		
National Ratio (2003)	1:421.2	1:373.7		

Safety/Crime

The local community's Uniform Crime Reports (UCR) Index for 2002 per 100,000 people and the national UCR based on information from the Federal Bureau of Investigation (FBI) for 2002 is provided. The basis of the data (either MSA or state) is indicated.

Local UCR	3,972.8	Basis: MSA
National UCR	4,118.8	

Transportation

Distance to an airport shows convenience and availability of airline transportation. Public transportation shows potential for members and DoD civilians to use it to commute to/from work under normal circumstances and for leisure.

Distance from Yeager APT AGS to nearest commercial airport: 1.0 miles
Is Yeager APT AGS served by regularly scheduled public transportation? No

Utilities

This attribute identifies a local community's water and sewer systems' ability to receive 1,000 additional people.

Does the local community's water system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

Does the local community's sewer system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

Community Input
DCN 5163

POINT PAPER

POPE AFB CLOSURE PLAN

Purpose:

Explore ability of the Air Force Reserve and Guard C-130 airlift units to fulfill XVIII Airborne Corps/82nd Airborne Division requirements for airdrop training at Ft. Bragg, N.C.

Discussion:

The XVIII Airborne Corps and 82nd Airborne Division plan their airdrop training based upon the number of "chutes" required to provide jump training for all of their personnel. The planning figure used for monthly airdrops is 9,000 to 11,000 chutes¹. Active and Reserve C-17s provide Ft. Bragg with a range of 3,000 to 6,000 chutes per month. This leaves a requirement for 3,000 to 8,000 chutes monthly to be provided by the 43rd Airlift Wing (Pope AFB) and all other Joint Airborne/Air Transportability Training (JA/ATT) participants. The 43rd AW currently supports this effort with approximately 1,600 chutes monthly.

- The 911 AW, Pittsburgh ARS, historically has supported the JA/ATT missions at Pope/Ft. Bragg
 - Bi-monthly missions included 3-ship formations flying 2 lifts and deploying approximately 360 chutes (see attached point paper on JA/ATT missions previously submitted)
 - Aircraft were in-place at Pope AFB around 1900L with the first departure an hour later
 - The timing of this mission was optimal for both the user and the 911th
 - Traditional Reservists (TR) could fly this profile with little to no effect on their civilian employer
- Most of the east coast Air Force Reserve and Air National Guard C-130 units fly similar JA/ATT missions at Pope/Ft. Bragg with varying degrees of commitment and regularity
- There are 159 Reserve and Guard C-130s at 19 units within 2 hours flying time of Pope AFB all with the recurring training requirements for missions such as those provided by tactical navigation and airdrops at Pope/Ft. Bragg

See chart on next page

Installation	ICAO	PAA	NM from Ft. Bragg	Flight Time
Charlotte, NC	KCLT	8	97	0:30
Savannah, GA	KSAV	8	214	0:50
Charleston, WV	KCRW	8	229	0:55
Martinsburg, WV	KMRB	8	259	1:00
Martin State, MD	KMTN	8	278	1:05
Dobbins, GA	KMGE	9	284	1:06
New Castle, DE	KILG	8	315	1:10
Pittsburgh, PA	KPIT	8	324	1:15
Willow Grove, PA	KNXX	8	353	1:17
Louisville, KY	KSDF	8	372	1:22
Youngstown, OH	KYNG	12	378	1:23
Nashville, TN	KBNA	8	381	1:24
Mansfield, OH	KMFD	8	382	1:24
Maxwell, AL	KMXF	9	406	1:27
Niagara, NY	KIAG	11	476	1:41
Selfridge, MI	KMTC	8	481	1:43
Schenectady, NY	KSCH	14	518	1:50
Quonset, RI	KOQU	8	526	1:52
Keesler, MS	KBIX	18	579	1:55
Peoria, IL	KPIA	8	609	2:07
Milwaukee, WI	KMKE	8	624	2:15
Little Rock, AR	KLRF	69	649	2:20

Distance and times derived from Portable Flight Planning System (PFPS) software using C-130H cruise speeds. C-130J unit times will be shorter.

- If each of these units matched the 911th Airlift Wing's lead with a 2-ship formation twice a month, the 4,000 to 8,000 chutes remaining after C-17 commitment would easily be covered
- A 2-ship carrying 53 chutes each, a conservative figure, and accomplishing 2 lifts will result in 212 chutes. A second mission per month doubles this figure per unit to 424 chutes
 - One mission per unit covers the lower end of the requirement spectrum
- Units/aircrews wishing to do so can combine the missions deploying to and from Pope/Ft. Bragg with other routine training requirements, tactical navigation, SKE, NVG, etc.

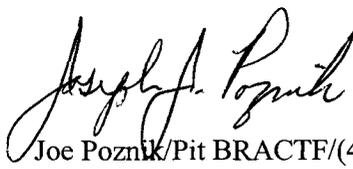
Other Considerations:

- This plan does not factor in any active duty C-130 involvement from the operational unit(s) now or post-BRAC at Little Rock AFB
- A change in operational thinking may be required. JA/ATT participation is not now mandatory and some units are more involved than others

- The current DoD closure plan will leave a void in the JA/ATT system. Air Force Reserve and Air National Guard units, many of which, are proposed to be eliminated through BRAC will no longer be available to support the JA/ATT users outside of Pope/Ft. Bragg.
- Losing approximately 100 C-130s to aircraft retirement significantly changes the capacity to support the JA/ATT at current levels. Adjustments in the JA/ATT system are inevitable

See map on next page.

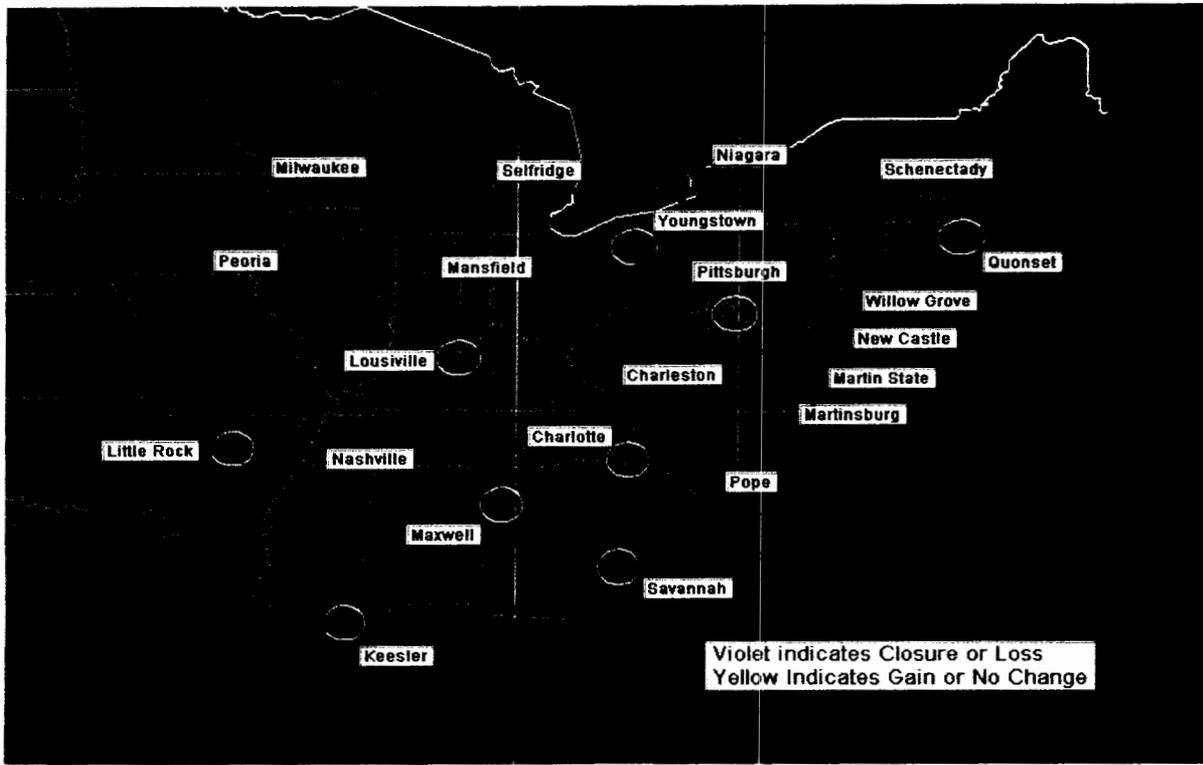
¹ Figure acquired from XVIII Airborne Corps JA/ATT scheduling office (Jul 2005)


Joe Poznik/Pit BRACTF/(412) 490-5092

20 Jul 05

Page 3 of 4

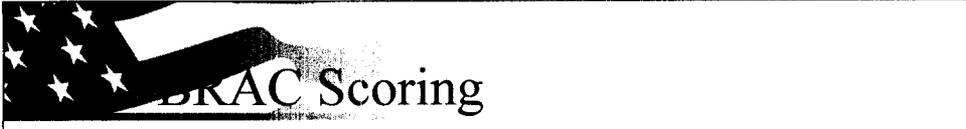
“East Coast” C-130 Units Capable of Ft. Bragg Support



POPE AFB

1. Pope has a 50% higher crime rate than the national average based on the uniform crime report (UCR) index. (Criteria # 7)
2. DOD rated the base C- 4. Facilities and infrastructure on the base are not adequate to support the Air Force during war time.
3. Air Force officials state 208.5 million dollars are necessary for the base to meet minimally acceptable go-to-war requirements.
4. Limited infrastructure
 - Contaminated water in buildings
 - Lead-based paint
 - Cancer causing Asbestos
 - Violations to American's With Disability Act- Buildings with no elevators
5. Pope Air Force Base Environmental Engineer stated, "At any time, we could receive a violation of both Federal and State Environmental Laws and be fined."
6. Pope's fire station is half the size of the standard service fire house. Building a new fire station would cost \$10 million dollars. Renovating the existing fire station would cost more than \$10 million dollars.
7. Pope's current infrastructure is not capable of meeting demands of the mission.

*Reference: Journal of the Air Force Association; November 2002 Vol. 85, No. 11



BRAC Scoring

Criterion 2: Condition of Infrastructure

Q. 9 – Runway Dimension and Serviceability

Runways – Scoring of only one runway does not Capture true value of Pittsburgh’s FOUR runways. No other C130 base can meet this standard.
Pittsburgh scored 5.98 while gaining base of Pope scored zero.



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

Question 9 addressed runways available at the location.

One 11,000’ by 150’ runway gained the installation the max score. Pittsburgh ARS received the max score.

The question is flawed, however, because it in no way measures the benefit of having more than one runway. You could have 1 or 100 runways 11,000’ long and still get the same score.

Of the ten bases scoring the full 5.98 points, three of them only have one runway operation. Only Pittsburgh has four runways exceeding the reporting criteria.

With one runway, like Pope (who by the way scored zero points), you are a blown tire away from shutting down all runway operations for hours.

We have four runways, the smallest is 8100’. All are located here at Pittsburgh International Airport, not at other nearby airports like Little Rock claims, there are five ILS approaches available for recovery. The runways are far enough apart that military operations can be conducted on one side of the airfield, while normal commercial operations continue on the other. This speaks to the ability to surge while not affecting the rest of the airport. None of this is taken into account.



Pope AFB, NC

Demographics

The following tables provide a short description of the area near the installation/activity. Pope AFB is 9.4 miles from Fayetteville, NC, the nearest city with a population of 100,000 or more. The nearest metropolitan statistical area (MSA) is

MSA	Population
Fayetteville, NC MSA	302,963

The following entities comprise the military housing area (MHA):

County/City	Population
Cumberland	302963
Harnett	91025
Hoke	33646
Lee	49040
Moore	74769
Robeson	123339
Total	674,782



Child Care

This attribute captures the number of nationally accredited child-care centers within the local community: 13

Cost of Living

Cost of Living provides a relative measure of cost of living in the local community. General Schedule (GS) Locality pay provides a relative scale to compare local salaries with government salaries and Basic Allowance for Housing (BAH) is an indicator of the local rental market. In-state tuition is an indicator of the support provided by the state for active duty family members to participate in higher-level education opportunities. For median household income and house value, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Median Household Income	(US Avg \$41,994)	\$37,466	Basis: MSA
Median House Value	(US Avg \$119,600)	\$88,800	
GS Locality Pay	("Rest of US" 10.9%)	10.9%	
O-3 with Dependents BAH Rate		\$ 887	
In-state Tuition for Family Member		Yes	
In-state Tuition Continues if Member PCSs Out of State		No	



Education

This attribute defines the population in local school districts and identifies capacity. The pupil/teacher ratio, graduation rate, and composite SAT I/ACT scores provide a relative quality indicator of education. This attribute also attempts to give communities credit for the potential intellectual capital they provide.

This document may contain information protected from disclosure by public law, regulations or orders.

NOTE: "MFR"--means a Memorandum For Record is on file at the installation/activity/agency to document problems in obtaining the required information. Reasons for not being able to obtain information may be that the school district refused to provide the information or the school district does not use or track the information. For each entry, the number of school districts for which data are available of the total number of school districts reported, and the number of MFRs is indicated.

		Basis
School District(s) Capacity	75,989	4 of 4 districts
Students Enrolled	74,901	4 of 4 districts
Average Pupil/Teacher Ratio	23.3:1	4 of 4 districts
High School Students Enrolled	19,953	3 of 3 districts
Average High School Graduation Rate (US Avg 67.3%)	94.9%	3 of 3 districts
Average Composite SAT I Score (US Avg 1026)	947	3 of 3 districts
Average ACT Score (US Avg 20.8)		0 of 3 districts, 3 MFRs
Available Graduate/PhD Programs	3	
Available Colleges and/or Universities	3	
Available Vocational and/or Technical Schools	2	

Employment

Unemployment and job growth rates provide an indicator of job availability in the local community. National rates from the Bureau of Labor Statistics are also provided. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

The unemployment rates for the last five years:

	1999	2000	2001	2002	2003
Local Data	3.8%	4.1%	5.5%	6.4%	5.6%
National	4.2%	4.0%	4.7%	5.8%	6.0%
Basis:	MSA	MSA	MSA	MSA	MSA

The annual job growth rate for the last five years:

	1999	2000	2001	2002	2003
Local Data	3.1%	2.0%	-3.4%	1.9%	2.9%
National	1.5%	2.4%	.03%	-.31%	.86%
Basis:	MSA	MSA	MSA	MSA	MSA

Housing

This attribute provides an indication of availability of housing, both sales and rental, in the local community. Note: According to the 2000 Census, Vacant Sale and Vacant Rental Units do not equal total Vacant Housing Units. Vacant housing units may also include units that are vacant but not on the market for sale or rent. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

This document may contain information protected from disclosure by public law, regulations or orders.

Total Vacant Housing Units	11,067	Basis: MSA
Vacant Sale Units	2,004	
Vacant Rental Units	5,256	

Medical Providers

This attribute provides an indicator of availability of medical care for military and DoD civilians in the local community. The table reflects the raw number of physicians/beds and ratio of physicians/beds to population. The basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

	# Physicians	# Beds	Population	Basis: MSA
Local Community	505	546	302,963	
Ratio	1:600	1:555		
National Ratio (2003)	1:421.2	1:373.7		

Safety/Crime

The local community's Uniform Crime Reports (UCR) Index for 2002 per 100,000 people and the national UCR based on information from the Federal Bureau of Investigation (FBI) for 2002 is provided. The basis of the data (either MSA or state) is indicated.

Local UCR	6,216.7	Basis: MSA
National UCR	4,118.8	

Transportation

Distance to an airport shows convenience and availability of airline transportation. Public transportation shows potential for members and DoD civilians to use it to commute to/from work under normal circumstances and for leisure.

Distance from Pope AFB to nearest commercial airport: 19.8 miles
Is Pope AFB served by regularly scheduled public transportation? No

Utilities

This attribute identifies a local community's water and sewer systems' ability to receive 1,000 additional people.

Does the local community's water system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

Does the local community's sewer system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

Community Input
DCN 5163

AIR FORCE

Journal of the Air Force Association

November 2002 Vol. 85, No. 11

Leaking roofs, crumbling runways, broken sewers, and more add up to a \$60 billion military maintenance backlog.

Under the Rubble

By George Cahlink



Photo by SrA. Edward Braly

As operations unfolded in Afghanistan, the Air Force was forced to shut down one of the main runways at Pope AFB, N.C., for 30 days. Years of underfunding and putting off maintenance work had left the runway cracking and crumbling to rubble in some areas where airplanes touched down.

The Air Force performed a logistical ballet to ensure that closing down the strip did not directly affect the ongoing war on terrorism.

The service moved Pope's 32C-130 aircraft, along with the 500 personnel who fly, maintain, and support them, from North Carolina to an Air National Guard base in Gulfport, Miss. The base's 48 A-10 attack aircraft were flown to Seymour Johnson AFB, N.C., and Nellis AFB, Nev.

Air Force officials say they did not calculate the cost of the runway shutdown, but undoubtedly the closing put an additional strain on airmen and airplanes already stretched thin to support the war on terror.

"Shock Absorbers"

"Our infrastructure accounts have been shock absorbers for a lack of defense spending [over the past decade]," said Maj. Gen. Earnest O. Robbins II, USAF's top civil engineer. "The Air Force knows it's a problem, but it's a matter of where you put scarce dollars."

Indeed, years of putting off basic repairs, skimping on scheduled maintenance, and not building new infrastructure--so the service could pay for new weapons systems and flying hours--means maintenance bills are long past due. Air Mobility Command faces a \$100 million backlog in airfield repair work at its bases. Air Combat Command buildings need \$70 million in roof repairs. Air Force weapons storage facilities need more than \$60 million in repairs and improvements. The average building on an Air Force base is 45 years old. All told, the service is about \$18 billion behind in repair and renovation work on infrastructure across all bases.

The Air Force is not alone. The military services face a combined \$60 billion backlog in maintenance work at military facilities. The work ranges from patching up leaking roofs and sewer lines to repaving roads and runways. Without an increase in current maintenance spending, it would take DOD 192 years to get its facilities up to a level that would satisfy current requirements.

A 2001 Pentagon report based on a survey of major military commands found that more than two-thirds were either

<http://www.afa.org/magazine/nov2002/1102rubble.html>

7/21/2005

Community Input
 DCN 5183

listed as having serious deficiencies or as unable to meet warfighting demands. The number of substandard facilities grew by 19 percent in just one year. The report was among the first to link the military's decision to spend money on new weapons systems, training, and operating costs--rather than on facilities and maintenance--to a decline in the military's ability to mobilize for and fight wars.

Raymond F. Dubois Jr., deputy undersecretary of defense for installations, underscored the report's findings and told the House appropriations military construction subcommittee in April that installations are an integral part of military readiness and key to executing the military's diverse missions. Not only do those poor conditions affect readiness, but also they directly impact the services' ability to attract and retain both military and civilian personnel, he said.

"Many surveys have shown that poor quality facilities are a major source of dissatisfaction for family members and service members alike," said Dubois. "Our aging and deteriorating infrastructure has a direct impact on retention."

Much Needed Boost

As a result, Dubois has proposed spending \$5.6 billion on sustaining, restoring, modernizing, and demolishing buildings and other infrastructure on military bases in Fiscal 2003--a \$579 million increase over such spending in Fiscal 2002. The increase will allow the military services to meet 93 percent of their maintenance requirements. In recent years, only about 75 percent of those repair needs were funded.

Those dollars cannot come soon enough for the services that are facing a myriad of maintenance problems, including:

- Almost every day at Langley AFB, Va., airmen walk up and down the runways looking for and picking up loose pieces of concrete. Without extra money to repair runways, the walks are critical because if a piece of debris is on the runway, it can be sucked into an airplane engine and potentially cause hundreds of thousands of dollars in damage. "That's not the best and highest use of a mechanic," concedes Robbins, adding that foreign object debris walks are the service's cheapest maintenance option.
- The Navy recently spent \$3 million to repair the roof of an aging airplane hangar at NAS North Island, Calif. The repairs should have only cost a third of that, but the Navy delayed maintenance for years and did not start fixing the roof until large chunks of it began to fall on mechanics and aircraft inside the hangar.
- Army reserve soldiers who wait at Ft. Bragg, N.C., before deploying to fight in the war on terror are staying in dilapidated wooden barracks built for temporary use in World War II. The Army has not been able to find the extra cash to replace the unair-conditioned quarters.
- Marine and civilian personnel at Camp Pendleton, Calif., are using converted World War II Quonset huts for administrative offices. Summer temperatures can top 100 degrees. Other wooden buildings at the Marine Corps' premier West Coast training facility are being eaten away by termites.

Readiness Suffers

Pope Air Force Base has become the Air Force's poster child for what happens when maintenance and construction accounts are repeatedly shortchanged. The North Carolina base is rated among the lowest in the Pentagon's recent review of facility readiness. DOD rated the base C-4, which means the facilities and infrastructure on the base are not adequate to support the Air Force during wartime.

Air Force officials say an additional \$208.5 million would be necessary for the base to meet minimally acceptable go-to-war requirements.

"What you have here is a phenomenal Air Force doing the job with limited infrastructure," said Col. Gerald J. Sawyer, commander of the 43rd Support Group at Pope and the person responsible for maintaining and improving base infrastructure. "We have not put anyone at risk, but people are constrained," he said.

Fleming Hall, headquarters for the 43rd Support Group, was built in 1933 and appears every bit a building that has not

had a major overhaul since Franklin D. Roosevelt was President. All of the building's water fountains have been removed because rust from 50-year-old pipes contaminates the water. There are no elevators in the three-story building, a violation of the Americans With Disabilities Act.

The building also houses the base's courtroom. There, space is so tight, defendants cannot even see those testifying against them.

Throughout Fleming Hall, nearly 20 layers of lead-based paint peel and flake from walls that are insulated with cancer-causing asbestos. Sawyer said the service cannot pinpoint the asbestos for removal because there are no architectural drawings of the building. Nor, he said, can the Air Force simply put a wrecking ball to Fleming Hall since it is listed on the National Register of Historic Places. Instead, the base is hoping the Air Force will pay for a nearly \$5 million renovation.

"We've done a good job of putting lipstick on a pig, but it's still a pig," said Sawyer, pointing to curtains that office workers have made to cover exposed fiberglass in an office wall.

Pope has been waiting nearly a decade for military construction dollars to build a storage facility to house more than \$60 million of classified countermeasures equipment used by A-10 aircraft. Currently, the equipment is stored in a tin shed that does not meet DOD security requirements. Because of limited shed space, some of the equipment must be stored outside. And there is no backup location in the event of a hurricane, which is not uncommon in that region. Base officials said they need \$5.5 million to build a secure facility for the gear.

Aerospace Ground Equipment, such as generators and light carts used for repairing aircraft, is also regularly left exposed to the elements at Pope. Most of the equipment is designed to operate outdoors, but year-round exposure means more routine maintenance and shortens the equipment's lifespan.

The base has about 15,000 square feet of warehouse space for storing and repairing AGE--about half of the 30,000 square feet required. Those warehouses and sheds were built in the 1950s and 1960s without air-conditioning. They do have plenty of duct tape and plastic tarps hanging from the roofs and windows to prevent the facility from flooding during a heavy rain. Consolidating the buildings into a single, 30,000-square-foot facility would cost \$6.4 million.



A-10 II Thunderbolt aircraft from Pope AFB, N.C., stand on the ramp at Seymour Johnson AFB, N.C. Pope A-10s were moved to Seymour Johnson and Nellis AFB, Nev., during runway repair work. (USAF photo by SSgt. Raheem Moore)

The List Goes On

Pope Medical Clinic officials say the Air Force has already promised to construct a new, multimillion-dollar medical facility at the base in 2006. In the meantime, the base makes do with a series of 1970s modular buildings and attached trailers to care for patients who range from sick babies to pilots getting their eyes examined.

Upon walking in, patients elbow against 16,000 medical records for space in the waiting area. Patients needing an X-ray must squeeze sideways through two bookcases into a small X-ray room. If patients cannot walk to radiology, they are sent several miles away to the Army's hospital at Ft. Bragg, which has more room to X-ray patients.

The clinic's pharmacy is not much bigger than the X-ray room. Drugs and pharmaceutical supplies are stored on wheeled shelves to make room for the pharmacy's workers, who spend the day saying, "Excuse me" to one another. "You should have seen what it was like when one of us was pregnant," joked one of the pharmacy workers. Equipment is available to do anthrax tests at the base, but there's no space at the medical clinic for storing it, so patients requiring the tests would have to go to Ft. Bragg, too.

Renee Otto, an environmental engineer at Pope, is not looking for a million-dollar fix for the base's aging sewer

system--just \$140,000. Last spring, Pope's sewer system failed and dumped more than 15,000 gallons of wastewater into surrounding rivers and streams, in violation of both federal and state environmental laws. "At any time, we could receive a violation and be fined," said Otto.

Annually, Pope lacks money to put alarms on the sewer system that would alert Air Force officials to leaks. Without alarms, leaks can go undetected for hours and even days.

Pope firefighters are quick to boast that they are among the busiest in Air Mobility Command, with nearly 2,000 annual calls, but they are not proud of their station which was built in the 1950s. It is about half the size of a standard service firehouse. Seven fire vehicles are regularly parked outside the station because there is no room to park them indoors. Meanwhile, poor ventilation inside causes diesel fumes to leak into the firefighters' sleeping quarters. Renovating the fire station would be more expensive than spending about \$10 million to build a new firehouse at Pope, fire officials said.

Pope Library Director Faye Couture would like to put more books on the shelves--including many of those that are recommended reading by the Air Force--but cannot because the base's library is less than half the 12,000 square feet of space needed and authorized for Pope. Often, she said, new books only go on the shelves when damaged books get thrown out. Last year, Couture said, she had some openings because she tossed out about 100 reference books that were infested with mold because, like the fire station, the library has inadequate ventilation and air-conditioning systems.

Pope officials are not only worried about the base's infrastructure meeting current requirements but are increasingly concerned about whether it will be able to handle new demands.

Beginning in 2006, Pope is slated to serve as a beddown facility for the Air Force's new C-130J-30 cargo aircraft. The new mission will require an additional flight simulator, more Aerospace Ground Equipment, new two-bay and one-bay aircraft hangars, technical and fuselage training facilities, and consolidated maintenance centers.

"Pope's current infrastructure is not capable of meeting the demands of the new C-130J-30 beddown mission," according to an Air Force information paper. "Upgrades to area infrastructure are necessary to ensure the C-130J-30 new mission is a success."

Those upgrades will cost at least \$16 million, including putting in more robust water and electrical distribution systems and expanding the capacity of the base's sewer system, Pope officials said.

Relief in Sight?

Robbins said increased defense spending in Fiscal 2003 will begin to cut the maintenance backlog and make long overdue facilities upgrades at bases like Pope. But, he said, the Air Force needs consistent long-term funding for those accounts.

By 2007, the Air Force and other services hope a steady funding stream will have cut from 192 to 67 years the time it takes to replace buildings. Philip W. Grone, Dubois's top deputy and a former staff director of the House Armed Services Committee's military installations and facilities subcommittee, said 67 years is still longer than the private sector, which upgrades buildings every 30 to 55 years. However, getting to 67 years, he said, would meet military readiness requirements.

The Defense Department also will spend substantial dollars tearing down buildings it no longer needs. Since 1998, the military services have demolished 62 million square feet of excess facilities at a cost of \$900 million. They expect to recoup those costs--and more savings--through reduced maintenance bills.



The flight line at Aviano AB, Italy, a key base for USAF operations, undergoes major renovations. Servicewide, the Air Force is about \$18 billion behind in repair and renovation work. (USAF photo by TSgt. Dave Ahlschwede)

The Air Force alone expects to eliminate another four million square feet of space over the next two years by either tearing down facilities or giving old buildings to local communities.

The Defense Department expects to free up money for maintaining and improving infrastructure by closing military bases. Pentagon officials have repeatedly said there is as much as 25 percent excess infrastructure at the military's 398 bases. They maintain that shuttering those bases could free up as much as \$3.9 billion annually.

Last year, Congress approved a new round of military base closures for 2005. The Pentagon had been pushing for 2003.

Meanwhile, the services are looking for other ways to lessen their infrastructure load. For instance, Robbins said Air Force base managers have been told that they should only hire contractors who have ideas and strategies that will keep down long-term maintenance costs to design, build, and refurbish facilities.

Additionally, he said Air Force bases are being encouraged to pursue creative partnerships with local communities, so bases can be upgraded without additional dollars.

Brooks Air Force Base in San Antonio is the first to launch what the service terms a city-base approach to cut Air Force operating and maintenance costs. Brooks transferred its property to San Antonio, which will maintain and, in some cases, overhaul base facilities. San Antonio's Brooks Development Authority will endeavor to make the base a technology and business center. The Air Force units at Brooks, including the service's human systems research wing, are now tenants of the BDA.

Los Angeles Air Force Base, on the other hand, is pursuing a deal that would transfer underutilized land at the base to a commercial developer. In exchange, the developer would build the service a new 580,000-square-foot office building.

Ultimately, however, DOD's ability to upgrade bases will rely mainly on Congress' willingness to fund repair and maintenance accounts. Last summer, several lawmakers on the House Armed Services Committee spent three days visiting more than 20 bases across the country and came away vowing to improve them. "What we have seen can only be described as outrageous," said Rep. Curt Weldon (R-Pa.), who chairs the House Armed Services military readiness subcommittee.

Since then, lawmakers have proposed adding nearly half a billion to maintenance accounts--and have promised that's only the beginning.

George Cahlink is a military correspondent with *Government Executive Magazine* in Washington, D.C. This is his first article for *Air Force Magazine*.

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LITTLE ROCK AFB

1. Military Value of C-130 consolidation at Little Rock as proposed to BRAC by the DOD is of questionable military value
 - If 115 aircraft are based there, capacity issues are numerous. Traffic pattern and drop zone saturation is a significant problem with the present number of assigned aircraft, even without the proposed increase.
 - If C-130's are regularly deployed as asserted by MG Heckman, the operational benefit from consolidating is questionable as regionally dispersed deployment platforms provide enhanced flexibility and low cost to meet deployment requirements.
 - Regionally dispersed operational units such as those
 - Reduces tactical airlift near other Army user locations
 - Sacrifices combat capability and Total Force readiness (Criterion # 1- 4)

2. Little Rock has higher crime rates and insufficient child care support to accommodate additional personnel movements there. (Criteria # 7)

Little Rock has significant weather considerations which can affect operations (Criteria # 7).*

3. The consolidation of 115 aircraft at Little Rock AFB may result in violation of Environmental Protection Agency Air Quality standards, placing it a non-attainment status. (Criteria # 8)

4. Upon reevaluation by the Air Force Audit team on figures for COBRA analysis of Little Rock proposed actions, the cost grew from \$100 million to \$267 million. The reality of savings under the proposed Little Rock actions are significantly reduced.

*Reference Niagara Military Affairs Council, 911th Airlift Wing briefing to the BRAC Commission

USAF, Little Rock AFB, AR

Demographics

The following tables provide a short description of the area near the installation/activity. Little Rock AFB is within Little Rock, AR, the nearest city with a population of 100,000 or more. The nearest metropolitan statistical area (MSA) is

MSA	Population
Little Rock-North Little Rock, AR MSA	583,845

The following entities comprise the military housing area (MHA):

County/City	Population
Faulkner	86014
Lonoke	52828
Pulaski	361474
Saline	83529
White	67165
Total	651,010

Child Care

This attribute captures the number of nationally accredited child-care centers within the local community: 8

Cost of Living

Cost of Living provides a relative measure of cost of living in the local community. General Schedule (GS) Locality pay provides a relative scale to compare local salaries with government salaries and Basic Allowance for Housing (BAH) is an indicator of the local rental market. In-state tuition is an indicator of the support provided by the state for active duty family members to participate in higher-level education opportunities. For median household income and house value, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Median Household Income	(US Avg \$41,994)	\$39,145	Basis: MSA
Median House Value	(US Avg \$119,600)	\$87,700	
GS Locality Pay	("Rest of US" 10.9%)	10.9%	
O-3 with Dependents BAH Rate		\$ 910	
In-state Tuition for Family Member		Yes	
In-state Tuition Continues if Member PCSs Out of State		No	

Education

This attribute defines the population in local school districts and identifies capacity. The pupil/teacher ratio, graduation rate, and composite SAT I/ACT scores provide a relative quality indicator of education. This attribute also attempts to give communities credit for the potential intellectual capital they provide.

NOTE: "MFR"--means a Memorandum For Record is on file at the installation/activity/agency to document problems in obtaining the required information. Reasons for not being able to obtain information may be that the school district refused to provide the information or the school district does not use or track the information. For each entry, the number of school districts for which data are available of the total number of school districts reported, and the number of MFRs is indicated.

		Basis
School District(s) Capacity	58,386	5 of 5 districts
Students Enrolled	49,230	5 of 5 districts
Average Pupil/Teacher Ratio	16.9:1	5 of 5 districts
High School Students Enrolled	13,501	5 of 5 districts
Average High School Graduation Rate (US Avg 67.3%)	79.4%	5 of 5 districts
Average Composite SAT I Score (US Avg 1026)		0 of 5 districts, 5 MFRs
Average ACT Score (US Avg 20.8)	20	5 of 5 districts
Available Graduate/PhD Programs	3	
Available Colleges and/or Universities	7	
Available Vocational and/or Technical Schools	2	

Employment

Unemployment and job growth rates provide an indicator of job availability in the local community. National rates from the Bureau of Labor Statistics are also provided. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

The unemployment rates for the last five years:

	1999	2000	2001	2002	2003
Local Data	3.2%	3.4%	4.0%	4.5%	5.1%
National	4.2%	4.0%	4.7%	5.8%	6.0%
Basis:	MSA	MSA	MSA	MSA	MSA

The annual job growth rate for the last five-years:

	1999	2000	2001	2002	2003
Local Data	2.6%	-.3%	-1.3%	1.8%	-1.9%
National	1.5%	2.4%	.03%	-.31%	.86%
Basis:	MSA	MSA	MSA	MSA	MSA

Housing

This attribute provides an indication of availability of housing, both sales and rental, in the local community. Note: According to the 2000 Census, Vacant Sale and Vacant Rental Units do not equal total Vacant Housing Units. Vacant housing units may also include units that are vacant but not on the market for sale or rent. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Total Vacant Housing Units	19,391	Basis: MSA
Vacant Sale Units	3,450	
Vacant Rental Units	8,097	

Medical Providers

This attribute provides an indicator of availability of medical care for military and DoD civilians in the local community. The table reflects the raw number of physicians/beds and ratio of physicians/beds to population. The basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

	# Physicians	# Beds	Population	
Local Community	2,185	2,124	583,845	Basis: MSA
Ratio	1:267	1:275		
National Ratio (2003)	1:421.2	1:373.7		

Safety/Crime

The local community's Uniform Crime Reports (UCR) Index for 2002 per 100,000 people and the national UCR based on information from the Federal Bureau of Investigation (FBI) for 2002 is provided. The basis of the data (either MSA or state) is indicated.

Local UCR	6,806.4	Basis: MSA
National UCR	4,118.8	

Transportation

Distance to an airport shows convenience and availability of airline transportation. Public transportation shows potential for members and DoD civilians to use it to commute to/from work under normal circumstances and for leisure.

Distance from Little Rock AFB to nearest commercial airport: 20.0 miles
Is Little Rock AFB served by regularly scheduled public transportation? Yes



Utilities

This attribute identifies a local community's water and sewer systems' ability to receive 1,000 additional people.

Does the local community's water system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

Does the local community's sewer system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes



POINT PAPER

PITTSBURGH IAP ARS JA/ATT MISSIONS

Purpose:

Address the ability of the 911th Airlift Wing to support multiple Army and Navy units with 1-day Joint Airborne/Air Transportability Training (JA/ATT) missions. See map on last page.

Discussion:

The 911AW has always been a committed participant in JA/ATT missions. Over the years we have taken advantage of our base's proximity to Army and Navy JA/ATT users. Our location allows us to fly "out-and-back" missions to multiple users' locations. An "out-and-back" is one in which we can accomplish the mission in one day or evening, without staying overnight. Traditional Reservists (TR) can fly an "out-and-back" after working their civilian job and then returning home in time to get a night's sleep and continue back with their civilian careers the following day. In addition this paper will discuss two regularly scheduled JA/ATTs that involve a single overnight. User locations to be discussed are: Pope AFB/Mackall AAF, NC, Fort Campbell AAF, KY, Wheeler-Sack AAF, Fort Drum, NY, Norfolk NAS, VA, Quartermaster Corps, Fort Lee, VA, and Natick Labs, MA. Camp Atterbury, IN and the Alpena/Grayling AAF, MI will not be covered in this paper because they are not used as regularly as the previously mentioned bases, but are sites within an hour of Pittsburgh where we have conducted JA/ATT missions in the past.

Pope AFB/Mackall AAF

- Missions are flown in support of either the 82nd Airborne Division or the XVIII Airborne Corps or the Combat Control Teams (CCT) at Pope
- Enroute time from Pittsburgh IAP ARS to landing is approximately 1¼ hours
 - Normally flown in high level Station Keeping Equipment (SKE) formation
 - This positioning leg has also been flown as high-low profile and low-level profiles
- Typical mission includes 2 to 3 aircraft loading 60 jumpers each
 - Fly a low level formation to a dropzone in Ft. Bragg's range, performing multiple passes
 - Recover back to Pope AFB/Mackall AAF to load a second lift, with multiple passes
 - Drop remaining personnel at Pope AFB/Mackall AAF and return to 911AW single ship
- * **Accomplishments:**
 - 240 to 360 paratroopers dropped, training gained by Army and Air Force
 - High-level SKE formation training
 - Low-level formation training
 - No impact on civilian employment

Fort Campbell AAF

- Missions are flown in support of 101st Airborne Division
- Enroute time from Pittsburgh IAP ARS to landing is approximately 1¾ hours
 - Normally flown in high level Station Keeping Equipment (SKE) formation

- This positioning leg has also been flown as high-low profile and low-level profiles
- Typical mission includes 1 to 2 aircraft loading 30-60 jumpers each
 - Fly a low level formation to a dropzone in Ft. Campbell's range, performing multiple passes
 - Recover back to Ft. Campbell AAF to load a second lift, with multiple passes
 - Drop remaining personnel at Ft. Campbell AAF and return to 911AW single ship
- * **Accomplishments:**
 - 60 to 240 paratroopers dropped, training gained by Army and Air Force
 - High-level SKE formation training
 - Low-level formation training
 - No impact on civilian employment

Wheeler-Sack AAF, Fort Drum

- Missions are flown in support of 10th Mountain Division
- Enroute time from Pittsburgh IAP ARS to landing is approximately 1 hour
 - Normally flown in high level Station Keeping Equipment (SKE) formation
 - This positioning leg has also been flown as high-low profile and low-level profiles
- Typical mission includes 1 to 2 aircraft loading 30-60 jumpers each or equipment
 - Fly a low level formation to a dropzone in Ft. Drum's range, performing multiple passes
 - Recover back to Wheeler-Sack AAF to load a second lift, with multiple passes
 - Drop remaining personnel at Wheeler-Sack AAF and return to 911AW single ship
- * **Accomplishments:**
 - 60 to 240 paratroopers dropped, training gained by Army and Air Force
 - Heavy equipment (HE) and Container Delivery System (CDS) drop training
 - High-level SKE formation training
 - Low-level formation training
 - No impact on civilian employment

Norfolk NAS

- Missions are flown in support of the Navy SEALs
- Enroute time from Pittsburgh IAP ARS to landing is approximately 1 hour
 - Normally flown as high level single-ship
- Typical mission includes 1 aircraft loading a Seal Team and equipment
 - Fly a low level formation to a water dropzone off Virginia's coast
 - Drop remaining personnel at Norfolk NAS and return to 911AW
- * **Accomplishments:**
 - Seal Team dropped, training gained by Navy and Air Force
 - Combat Rubber Raiding Craft (CRRC) dropped
 - Low-level route training
 - This is normally a daytime mission and would require a TR to take leave from their civilian employer (unless they were working a night shift)

Quartermaster Corps, Fort Lee

- Missions are flown in support of the Army Quartermaster Corps at Fort Lee, VA

- Enroute time from Pittsburgh IAP ARS to landing at Langley is approximately 1 hour
 - Normally flown as high level single-ship
- Typical mission includes 1 aircraft loading HE, CDS and paratroopers
 - Fly a low level route to Blackstone DZ on Blackstone AAF, VA
 - Drop HE; fly racetrack to a CDS drop; then multiple personnel drop passes
- * **Accomplishments:**
 - Quartermaster Corps training on rigging and loading airdrop loads
 - All required drops for 6-month training period accomplished for Air Force crew
 - Low-level route training
 - The Quartermaster Corps requires this to be a single overnight mission. They load the aircraft upon arrival on the afternoon of the first day. The airdrops are accomplished the following morning.
 - TRs would be forced to take, at a minimum, 1½ days of leave from their jobs
 - The outstanding point here is that all airdrop requirements for the training period are accomplished on this mission

Natick Labs, MA

- Missions are flown in support of the Natick Labs tests
- Enroute time from Pittsburgh ARS to landing at Westover ARB is approximately 1¼ hours
 - Normally flown as high level single-ship; has been flown low level through LATN area
- Typical mission includes 1 aircraft loading test HE or CDS and paratroopers
 - Fly a low level route to Bean Bag DZ on Westover ARB, MA
 - Drop HE or CDS; then multiple personnel drop passes
- * **Accomplishments:**
 - Natick Labs testing accomplished and personnel training drops completed
 - Low-level route training
 - This mission can had has been flown as a single day mission but normally departs the previous night and supports the 439 AES unit at Westover ARB
 - TRs would be forced to take one day of leave to support the Natick portion of the mission

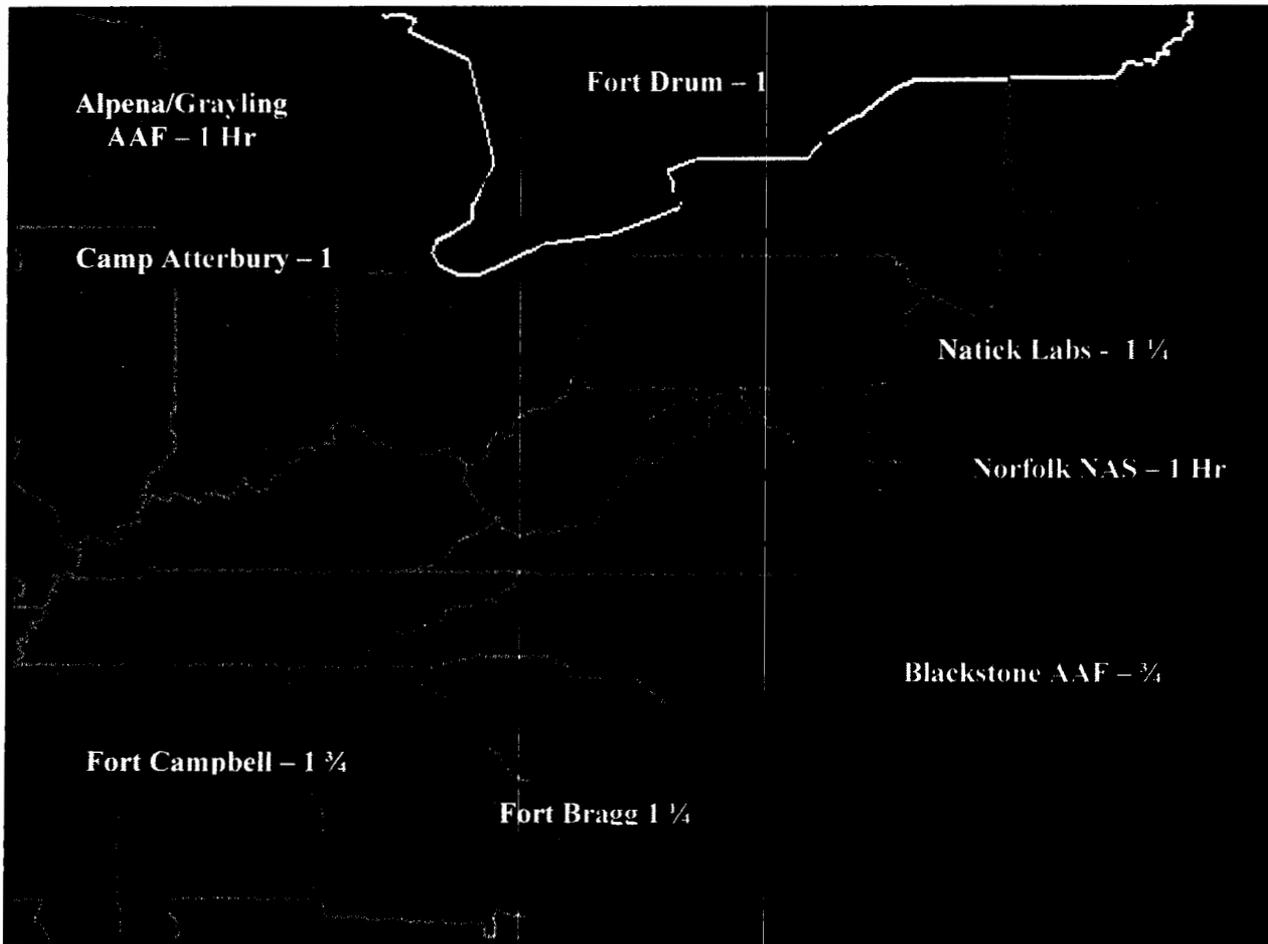
See map on next page.

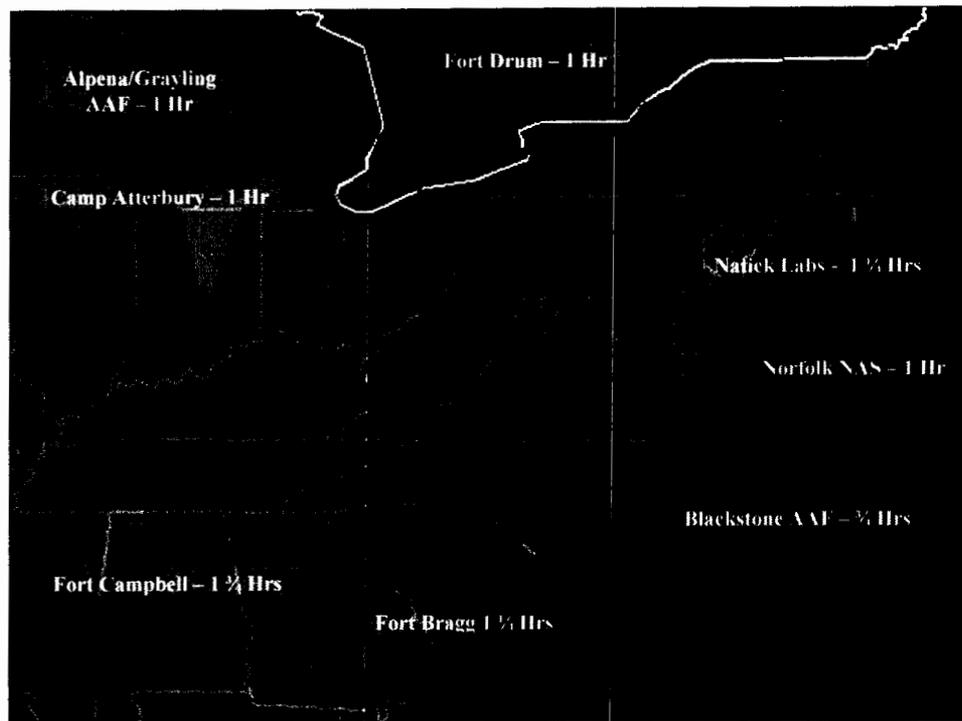

Joe Poznik/Pit BRACTF/(412) 490-5092

2 Jul 05

Page 3 of 4

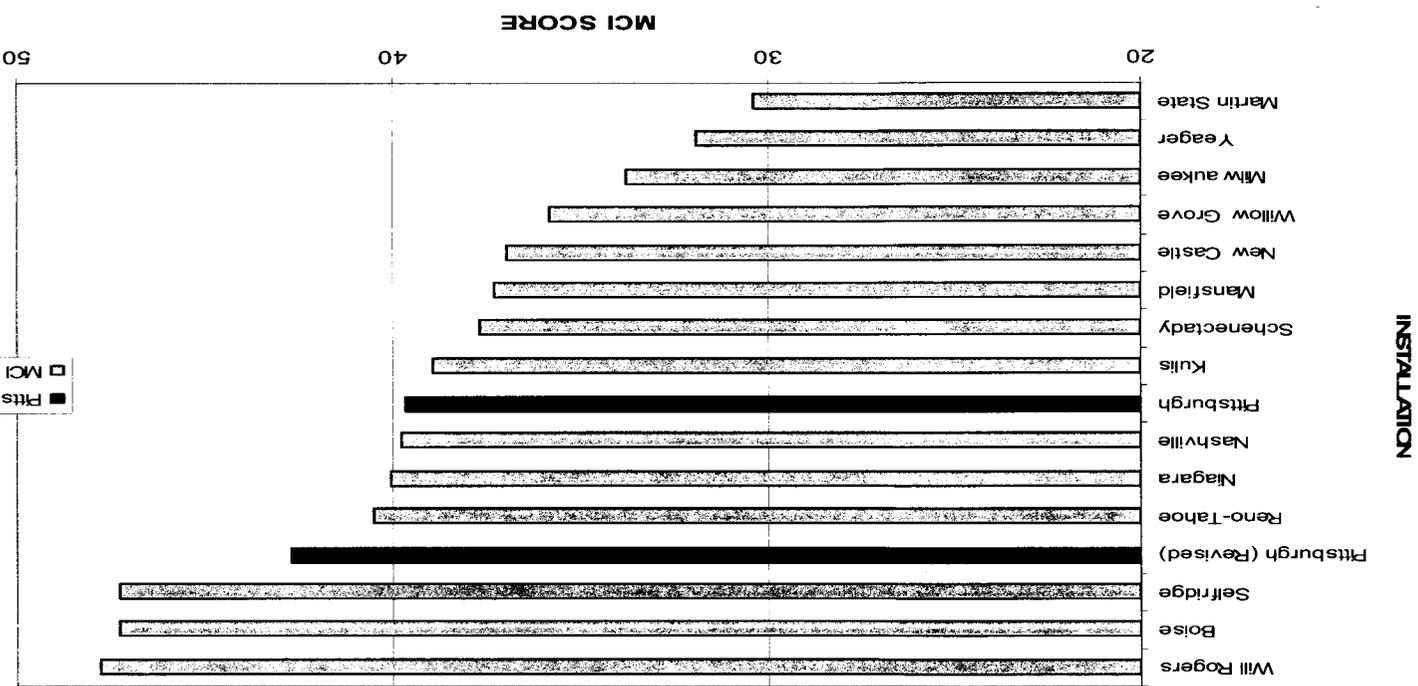
911th Airlift Wing "Out-and-Back" JA/ATT Missions





As you can see on this slide, the aircrews from the 911th Airlift Wing fly regularly to these locations in support of Joint training missions often flying formation or low level training through the LATN area enroute.

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

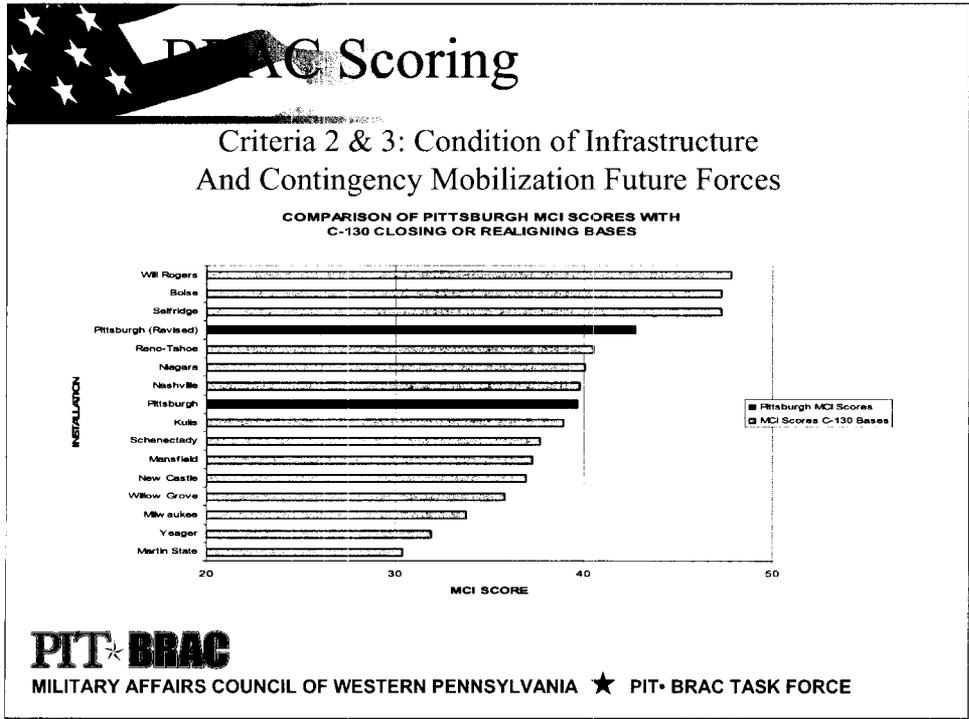


■ Pittsburgh MCI Scores
□ MCI Scores C-130 Bases

COMPARISON OF PITTSBURGH MCI SCORES WITH
C-130 CLOSING OR REALIGNING BASES

Criteria 2 & 3: Condition of Infrastructure
And Contingency Mobilization Future Forces





This land area, offered repeatedly by Allegheny County, is sufficient to change the total scoring for Pittsburgh significantly.

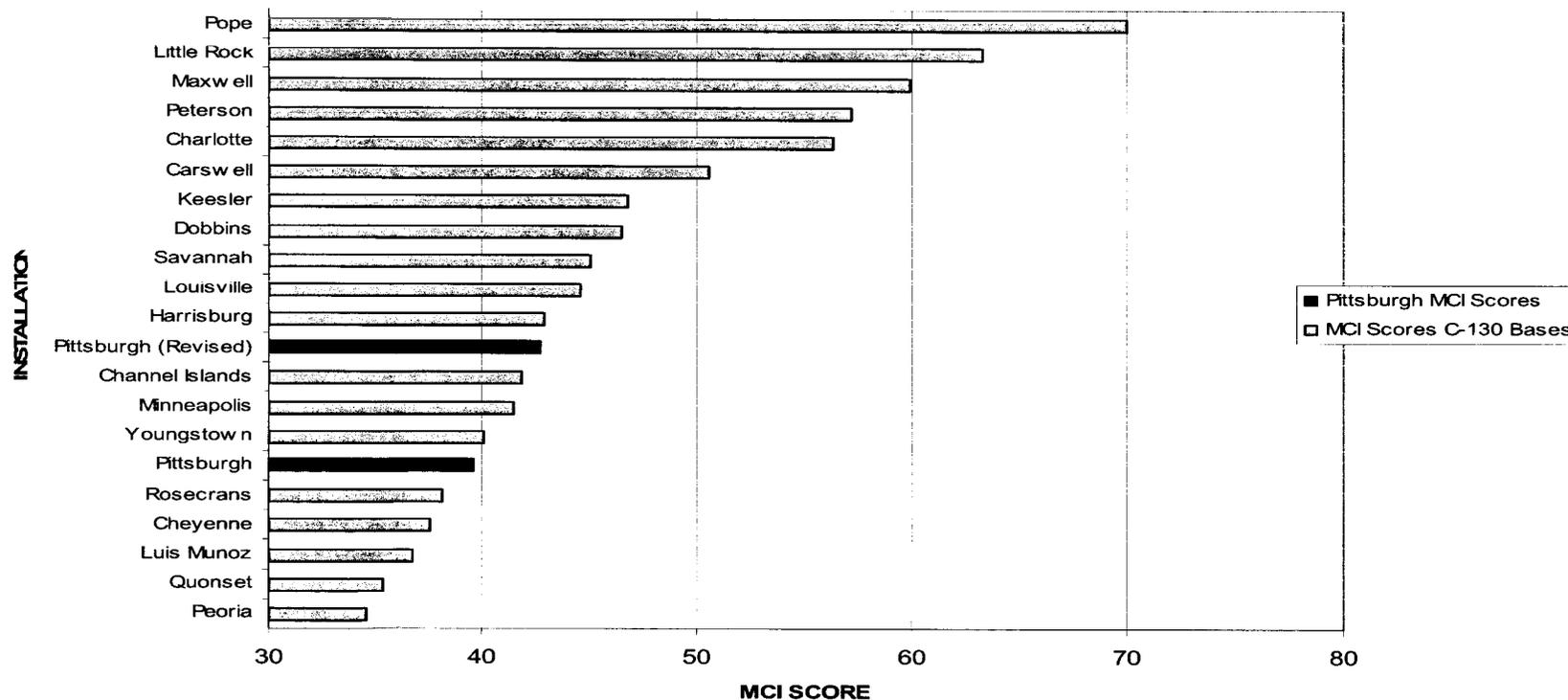
This slide represents the change in relation to all other bases affected by BRAC.



BRAC Scoring

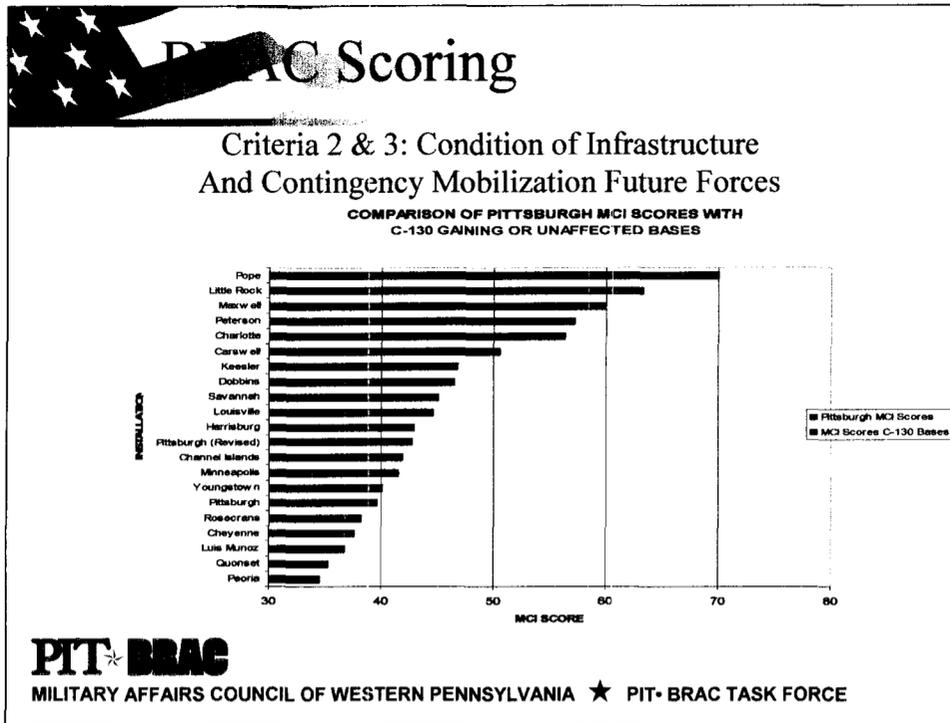
Criteria 2 & 3: Condition of Infrastructure And Contingency Mobilization Future Forces

COMPARISON OF PITTSBURGH MCI SCORES WITH
C-130 GAINING OR UNAFFECTED BASES



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Here is the change of Pittsburgh's position versus bases that are GAINING or remaining UNAFFECTED by BRAC. Pittsburgh's revised score places it well up the list of bases that were considered valuable enough to not be affected.

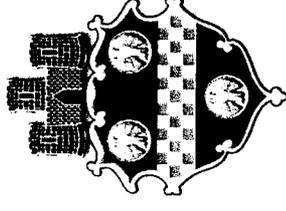
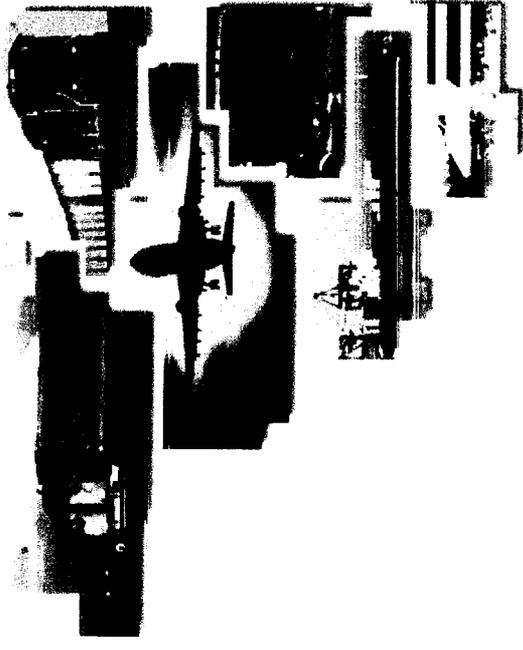




Surge Capacity

Pittsburgh Capability

- Strategic Intermodal Network
- Road, Rail, Port and Air Capabilities
 - 4 Major Interstate Highways
 - Class I, II and Short Line Railroads
 - Port of Pittsburgh
 - State-of-the-Art Airport



**PIT
BRAC**

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



Surge Capacity

Pittsburgh Capability

- Strategic Intermodal Network
- Road, Rail, Port and Air Capabilities
 - 4 Major Interstate Highways
 - Class I, II and Short Line Railroads
 - Port of Pittsburgh
 - State-of-the-Art Airport



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

Just look at the surge capability in this region.

CONSULTING ANALYSIS:
SUPPORTING DOCUMENTATION
DCN 5163

Air – Pittsburgh International Airport was ranked one of the top five US airports (Conde Nast Traveler)

Water – Pittsburgh is the 3rd largest inland port in the US
Tonnage Inbound – 24.8 million
Tonnage Outbound – 14.9 million

Rail – Pittsburgh has 2 Class I, 4 Class II, and 10 Class III (Shortlines)
(Class I is long haul, Class II is intermediate haul – feeding Class I and Shortline is local rail – also feeding others)
Tonnage Inbound – 11.8 million
Tonnage Outbound – 31.1 million

Pennsylvania leads the nation with 70 operating railroads and fifth in total track mileage (5600).

Land – Pittsburgh has 112 Truck Load Van Carriers, 139 Flatbed carriers and multiple other smaller carriers
Tonnage Inbound – 76.2 million
Tonnage Outbound – 56.5 million

Major Inter-Modal Ports:

Ambridge and McKeesport have ports that will allow transfer of materials between water, land and rail.

New Stanton has a land and rail link.

SUPPORTING DOCUMENTATION:

Top 20 Inland U.S. Ports for 2003 – US Corps of Engineers

Motor Carrier and Rail data is from the Southwestern Pennsylvania Freight Transportation Guidebook

Other supporting documentation: Market Analysis for the Port of Pittsburgh Commission



Surge Capacity

National Disaster Medical System (NDMS)

- Federal Medical Support Plan
- 73 Hospitals with 3,000+ Dedicated Beds

- 3rd Highest in Country for Beds Available

- Exercised Annually Since 1988
- 911th location is crucial for patient transport and response time



PIT BRAC

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



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

June 14, 2005

In Reply Refer To:

Chairman
Defense Base Closure and Realignment Commission

Dear Chairman,

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

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

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

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

2.
the C-130's, and an Aeromedical Staging Squadron that offloads and processes the patients when they have arrived in Pittsburgh.

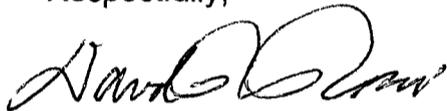
There have been many exercises with the 911th ALW, to include the Civil Air Patrol, U.S. Navy Reserves, PA Air National Guard, U.S. Army and U.S. Marines, in addition to the VA, Pittsburgh hospitals, and ambulance services. Huey and Chinook helicopters and C-141 aircraft, along with combat drop zones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

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

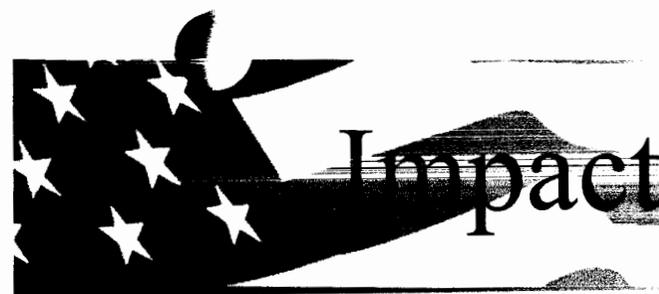
One could argue that the NDMS might utilize the National Guard base at Pittsburgh International Airport or the Allegheny County Airport as a reception site for C-130 planes full of patients from a war or national disaster. However, those airports do not have the proper maintenance crews, spare parts,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

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

Respectfully,



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



Impact on Reserve Structure

Recruiting

– Pittsburgh, PA	2,372,048*
– Fayetteville, NC	674,782
– Little Rock, AR	651,010
– Omaha, NE	718,048

***PA 4th largest Veteran population in Country; 911th recruiting area includes 253,103 veterans**

PIT★BRAC

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

Pittsburgh IAP ARS, PA

Demographics

The following tables provide a short description of the area near the installation/activity. Pittsburgh IAP ARS is 14.5 miles from Pittsburgh, PA, the nearest city with a population of 100,000 or more. The nearest metropolitan statistical area (MSA) is

MSA	Population
Pittsburgh, PA MSA	2,358,695

The following entities comprise the military housing area (MHA):

County/City	Population
Allegheny	1281666
Armstrong	72392
Beaver	181412
Butler	174083
Indiana	89605
Washington	202897
Westmoreland	369993
Total	2,372,048

Child Care

This attribute captures the number of nationally accredited child-care centers within the local community: 78

Cost of Living

Cost of Living provides a relative measure of cost of living in the local community. General Schedule (GS) Locality pay provides a relative scale to compare local salaries with government salaries and Basic Allowance for Housing (BAH) is an indicator of the local rental market. In-state tuition is an indicator of the support provided by the state for active duty family members to participate in higher-level education opportunities. For median household income and house value, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Median Household Income	(US Avg \$41,994)	\$37,467	Basis: MSA
Median House Value	(US Avg \$119,600)	\$86,100	
GS Locality Pay	("Rest of US" 10.9%)	11.9%	
O-3 with Dependents BAH Rate		\$1,134	
In-state Tuition for Family Member		Yes	
In-state Tuition Continues if Member PCSs Out of State		No	

Education

 This attribute defines the population in local school districts and identifies capacity. The pupil/teacher ratio, graduation rate, and composite SAT I/ACT scores provide a relative quality indicator of education. This attribute also attempts to give communities credit for the potential intellectual capital they provide.

This document may contain information protected from disclosure by public law, regulations or orders.

NOTE: "MFR"--means a Memorandum For Record is on file at the installation/activity/agency to document problems in obtaining the required information. Reasons for not being able to obtain information may be that the school district refused to provide the information or the school district does not use or track the information. For each entry, the number of school districts for which data are available of the total number of school districts reported, and the number of MFRs is indicated.

		Basis
School District(s) Capacity	185,117	54 of 54 districts
Students Enrolled	201,411	54 of 54 districts
Average Pupil/Teacher Ratio	14.7:1	54 of 54 districts
High School Students Enrolled	59,209	54 of 54 districts
Average High School Graduation Rate (US Avg 67.3%)	93.9%	54 of 54 districts
Average Composite SAT I Score (US Avg 1026)	990	54 of 54 districts
Average ACT Score (US Avg 20.8)	22	53 of 54 districts, 1 MFR
Available Graduate/PhD Programs	27	
Available Colleges and/or Universities	22	
Available Vocational and/or Technical Schools	15	

Employment

Unemployment and job growth rates provide an indicator of job availability in the local community. National rates from the Bureau of Labor Statistics are also provided. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

The unemployment rates for the last five years:

	1999	2000	2001	2002	2003
Local Data	4.3%	4.1%	4.3%	5.4%	5.6%
National	4.2%	4.0%	4.7%	5.8%	6.0%
Basis:	MSA	MSA	MSA	MSA	MSA

The annual job growth rate for the last five years:

	1999	2000	2001	2002	2003
Local Data	1.1%	-.3%	2.0%	-.1%	-2.4%
National	1.5%	2.4%	.03%	-.31%	.86%
Basis:	MSA	MSA	MSA	MSA	MSA

Housing

This attribute provides an indication of availability of housing, both sales and rental, in the local community. Note: According to the 2000 Census, Vacant Sale and Vacant Rental Units do not equal total Vacant Housing Units. Vacant housing units may also include units that are vacant but not on the market for sale or rent. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

This document may contain information protected from disclosure by public law, regulations or orders.

Total Vacant Housing Units	79,594	Basis: MSA
Vacant Sale Units	13,807	
Vacant Rental Units	27,025	

Medical Providers

This attribute provides an indicator of availability of medical care for military and DoD civilians in the local community. The table reflects the raw number of physicians/beds and ratio of physicians/beds to population. The basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

	# Physicians	# Beds	Population	
Local Community	7,704	7,675	2,358,695	Basis: MSA
Ratio	1:306	1:307		
National Ratio (2003)	1:421.2	1:373.7		

Safety/Crime

The local community's Uniform Crime Reports (UCR) Index for 2002 per 100,000 people and the national UCR based on information from the Federal Bureau of Investigation (FBI) for 2002 is provided. The basis of the data (either MSA or state) is indicated.

Local UCR	2,772.0	Basis: MSA
National UCR	4,118.8	

Transportation

Distance to an airport shows convenience and availability of airline transportation. Public transportation shows potential for members and DoD civilians to use it to commute to/from work under normal circumstances and for leisure.

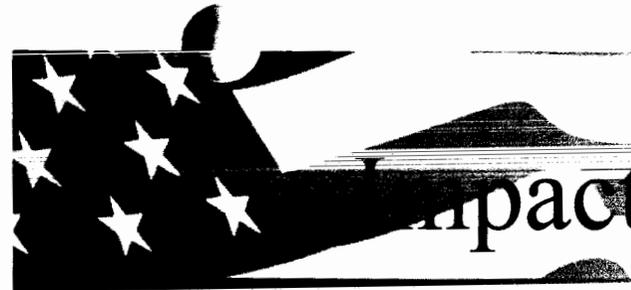
Distance from Pittsburgh IAP ARS to nearest commercial airport: .0 miles
Is Pittsburgh IAP ARS served by regularly scheduled public transportation? No

Utilities

This attribute identifies a local community's water and sewer systems' ability to receive 1,000 additional people.

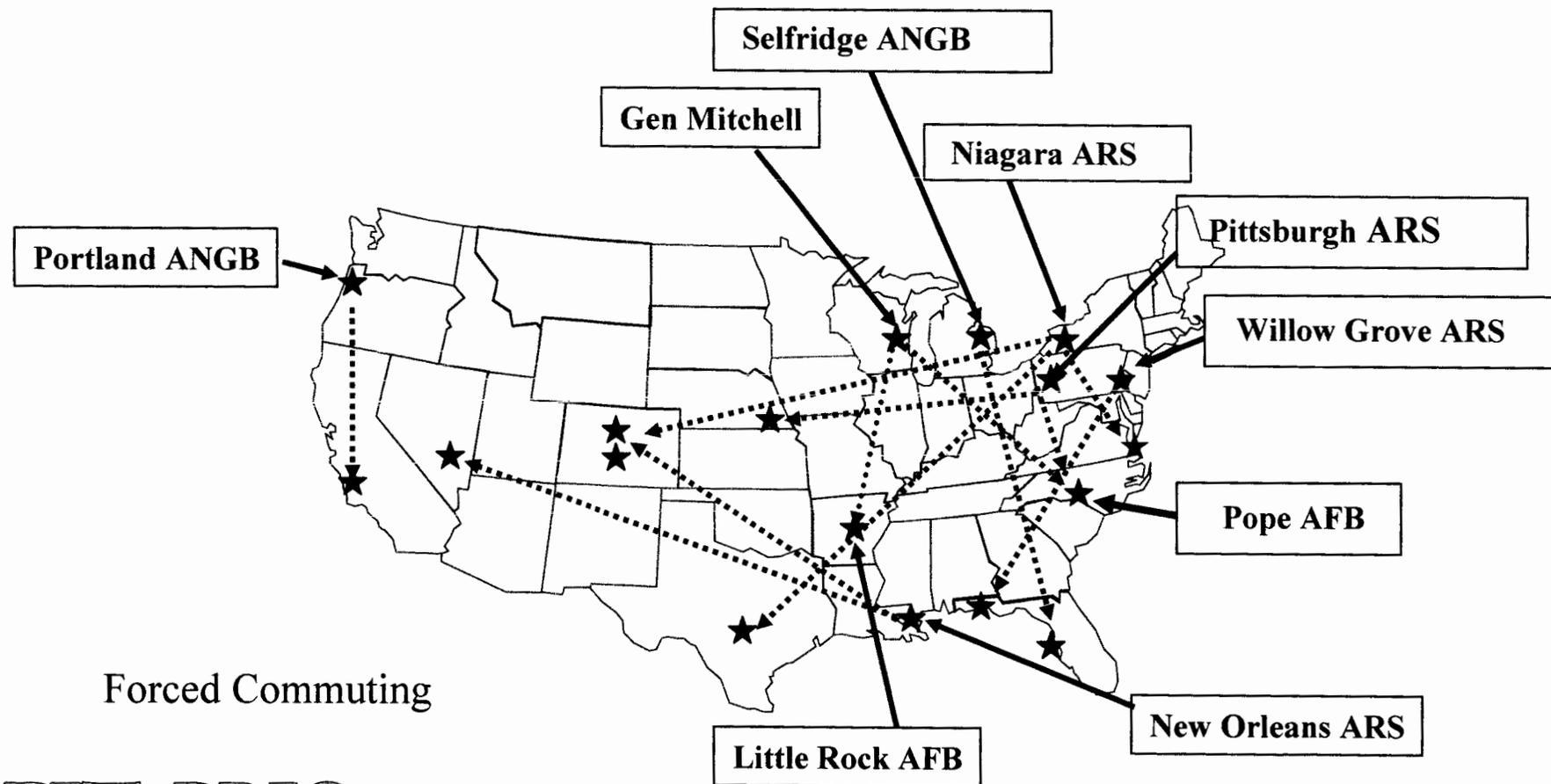
Does the local community's water system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

Does the local community's sewer system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes



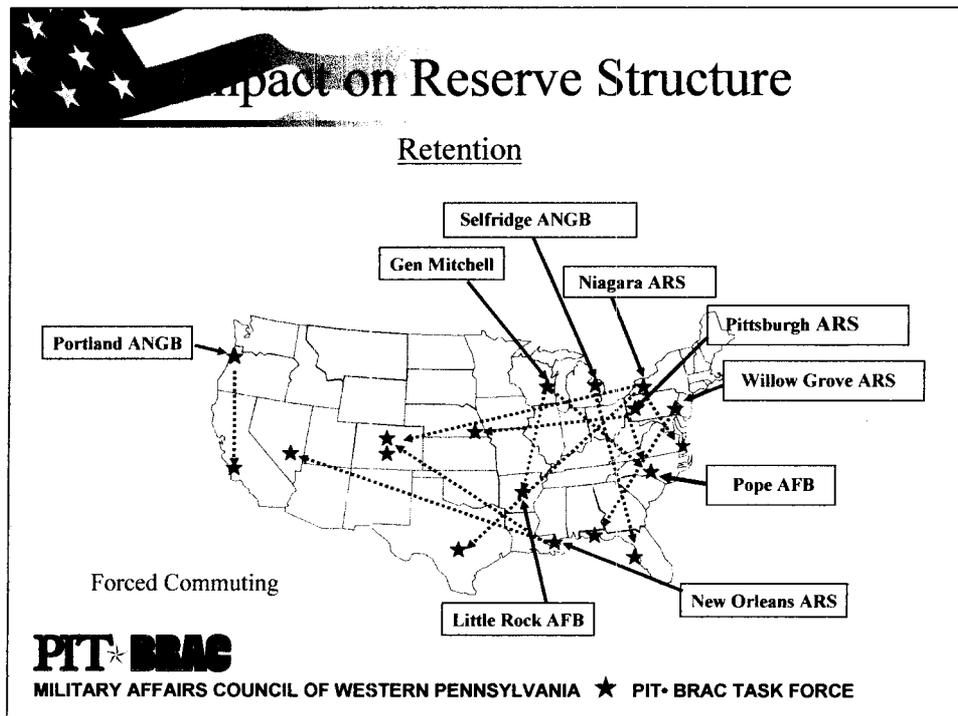
Impact on Reserve Structure

Retention



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Retention has not been considered.

Look at the Commuting Distance associated with these BRAC moves.

The roundtrip miles expected of a recruit drilling at Pope and living at Pittsburgh is 1,030 miles

For those supposed to travel to Offutt AFB, Nebraska, it would be 1,821 miles.

For a once a month drill weekend, these reservists would have to bear these costs personally.

For aircrew members this trip would be necessary at least five other times each month.

A massive loss of Experience!



Manpower Implications / Cost

Manning

- 1245 ARTs and Reservists Authorized
- 1294 Assigned

104% Manned

Recruiting

- Recruiting Average over 10 yrs = 114%

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

The 911th Airlift Wing is authorized manning of 1245 Air Reserve Technicians and Reservists at Pittsburgh.

They have a long history of exceeding that number, and are currently manned at 104%. Recruiters at Pittsburgh, by the way, have a 10 year average performance of 114% of their goals.

It speaks volumes for the local populace and their willingness to serve, even during a time of war. As a matter of fact, the same AFRC Capacity Brief that indicates we are unable to grow because of land constraints, identifies Pittsburgh as a future Reserve location because of its recruiting base.

Not only is the Air Force proposing to remove the Air Force Reserve from the Western Pennsylvania equation but they also have left the region with a quagmire of unexplained Army Reserve moves and closures.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Manpower Implications / Cost

BRIEFING BULLET:

- Manning
 - 1245 ART's and Reservists Authorized
 - 1294 Assigned
- 104% Manned
- Recruiting
 - Recruiting Average over 10 years = 114%

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Ms. Connie A. Withrow

SUPPORTING ANALYSIS:

- Pittsburgh Recruiting Production
- Supporting Analysis and Documentation on the Cost to Recruit
- Supporting Analysis and Documentation on Recruiting Bonuses
- Supporting Analysis on Recruiting Statistics
- Supporting Analysis and Documentation on Applicant Availability

SUPPORTING DOCUMENTATION: 90 Pages

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Cost to Recruit

BRIEFING BULLET: (BULLET 1 of 1): Total Cost to Recruit - \$9,162,400

Briefer:

Analysis POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- Recruiting cost per member
 - AFRC cost to recruit per member was \$7,048 in 2004
 - Based on 10,454 accessions in 2004 – total AFRC gains
 - According to the 804 report – Recruiting Resources Summary Report
- Total recruiting cost to replace assigned personnel
 - 1,300 members X \$7,048 = \$9,162,400
- Data provided by LTC Dirk Palmer, AFRC/RSD

SUPPORTING DOCUMENTATION: NO. OF PAGES 6

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Recruiting Bonuses

BRIEFING BULLET: (BULLET 1 of 1): Bonus Costs to Recruit - \$2,312,000

Briefer:
Analysis POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- Enlistment bonus per member - \$8,000
 - 289 of our current members entitled to this bonus
 - 13 AFSCs involved
 - \$8,000 is the actual bonus due each enlistee – not an average
- An enlistment bonus is due a member who enlists in an applicable AFSC
- Bonus AFSCs are AFRC-wide and not applicable to just the 911th
- Information obtained from SMSgt Barbara Creegan/911th MSF
- Cost of replacing current military personnel with new recruits

SUPPORTING DOCUMENTATION: NO. OF PAGES 3

911TH AW BRAC Commissioner's Briefing
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BRIEFING SLIDE: Recruiting Statistics

BRIEFING BULLET: (BULLET 1 of 3): Applicant Availability

Briefer:

Analysis POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- Population by state
 - Pennsylvania – 616,140
 - North Carolina – 307,020
 - Nebraska – 239,400
- Population by MUD (Management Unit Designator) (recruiting district)
 - 911th – 356,580
 - Pope – 36,540
 - Offutt – 479,640
- QMA (Quality Military Available) statewide
 - Pennsylvania – 3,822
 - North Carolina – 2,599
 - Nebraska – 1,246
- MUD population based on US residential population minus military and institutional populations
- QMA population consists of high school seniors and high school graduates and associate degree holders estimated to be above the 50th percentile on the AFQT (I – IIIA)
- Population statistics obtained through RMIS (Recruit Market Information System)

SUPPORTING DOCUMENTATION: NO. OF PAGES 69

911TH AW BRAC Commissioner's Briefing
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BRIEFING SLIDE: Recruiting Statistics

BRIEFING BULLET: (BULLET 2 of 3): Air Force Reserve Gains

Briefer:

Analysis POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- Gains by state – 4 year average
 - Pennsylvania – 144
 - North Carolina – 162
 - Nebraska – 56

- Gains by MUD (recruiting district) – 4 year average
 - 911th – 123
 - Pope – 43
 - Offutt – 61

- ~~Information pertaining to AFRC gains obtained from RMIS (Recruit Market Information System)~~

SUPPORTING DOCUMENTATION: NO. OF PAGES 69

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Recruiting Statistics

BRIEFING BULLET: (BULLET 3 of 3): Air Force Reserve Manning and
Unemployment Rates

Briefer:
Analysis POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- Current manning at the 911th ~~100%~~ 104%
 - Source - 911th Recruiting Office

- Unemployment rates by state
 - Pennsylvania - 4.9%
 - North Carolina - 5.3%
 - Nebraska - 3.9%
 - Unemployment data obtained from the Bureau of Labor
Statistics/Department of Labor

SUPPORTING DOCUMENTATION: NO. OF PAGES 69

2005	
Management Unit Designator (recruiting district) population	
	Total
Pope	36,540
Offutt	479,640
911th AW	356,580

Recruiting Population Pool - statewide	
	Total
North Carolina	307,020
Nebraska	239,400
Pennsylvania	616,140

QMA available statewide	
	Total
North Carolina	2,599
Nebraska	1,246
Pennsylvania	3,822

from RMIS - based on W&P Population
Woods & Poole Population
Consists of non-institutional population (US residential population minus military)

Populations are based on 1990 census and 1991 post censal data
QMA - Quality Military Available - high school seniors and high school graduates

Community Input
DCN 5163



people, and they're having a heck of a time retaining people that are going to have to stay in now.

But the Pentagon should take appropriate action to accurately answer the question, the vital question. Anticipating and guessing whether it's going to affect recruitment is not enough. We've got to hear, and I hope you'll ask the question, what is this going to do if we shut down these reserve bases.

The reality is the guard and reserve are suffering serious problems. You have heard so much about that. But here's my real concern: Serving on the Appropriations Committee, knowing full well that the money is not going to be there to implement whatever you decide.

As carefully as you try to decide, it's not going to be there. When I go to a base and billions of dollars in shortfall, every single base I go to.

Now let's take the base we're talking about here. They're going to move these people from Pittsburgh down to Pope. Pope's going to be part of Bragg. I was just down at Bragg three or four weeks ago and they've got a billion dollar shortfall in just infrastructure. In other words, they put in some new systems and the sewage system wouldn't even take care of the new systems they put into Bragg. So they're going to bring in maybe 6,000 people into Bragg and we're not going to have the money to pay for that.

Sitting on the Appropriations Committee, I know how difficult it's going to be to come up with the money to

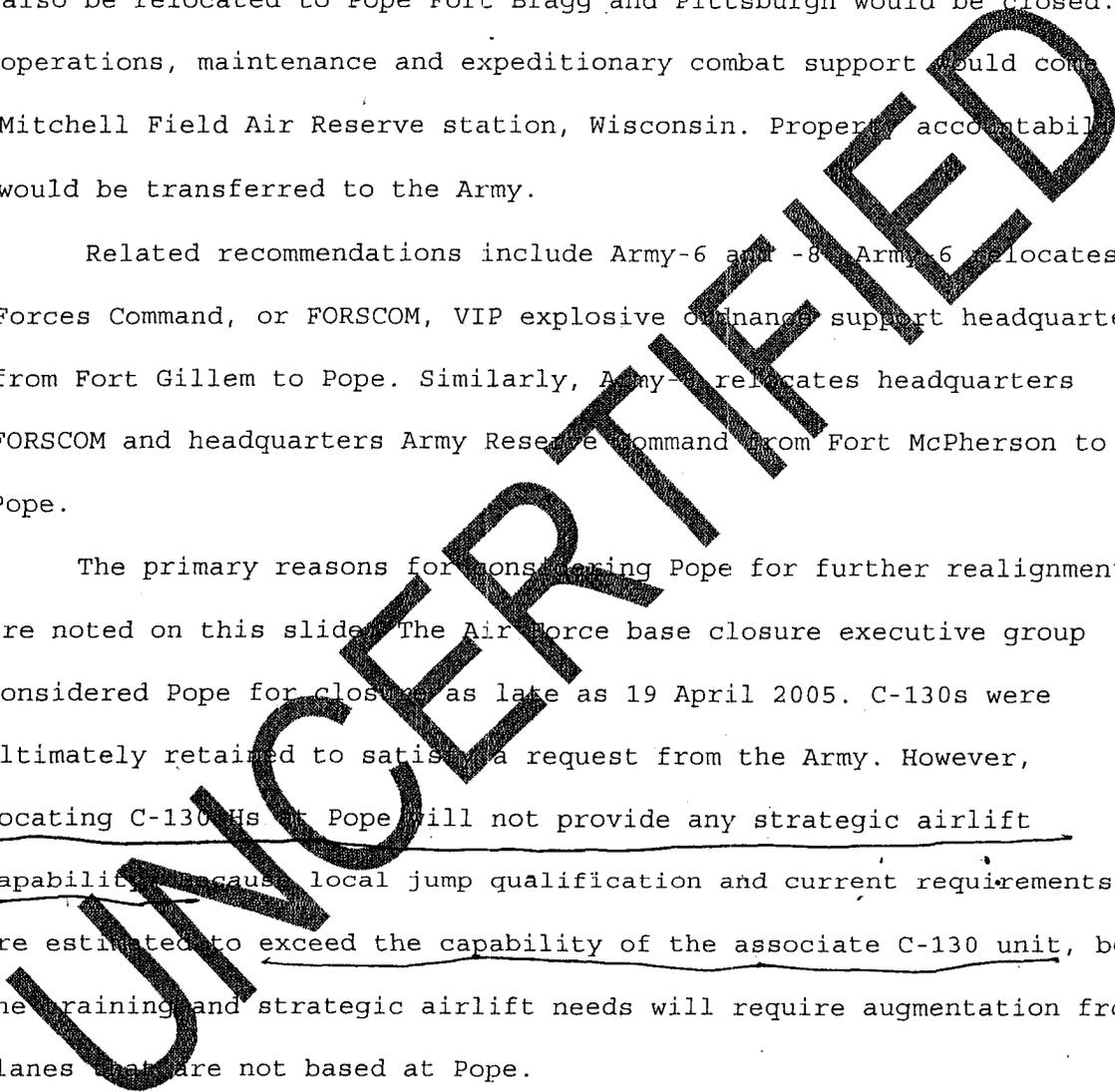
The departing aircraft will be replaced with C-130Hs from Yeager Airport Air Guard station and Pittsburgh International Airport Air Reserve station to form an Air Force Reserve active duty associate unit. The Air Force Reserve command operation and maintenance manpower would also be relocated to Pope Fort Bragg and Pittsburgh would be closed. The operations, maintenance and expeditionary combat support would come from Mitchell Field Air Reserve station, Wisconsin. Proper accountability would be transferred to the Army.

Related recommendations include Army-6 and -8. Army-6 relocates the Forces Command, or FORSCOM, VIP explosive ordnance support headquarters from Fort Gillem to Pope. Similarly, Army-8 relocates headquarters FORSCOM and headquarters Army Reserve Command from Fort McPherson to Pope.

*view of
Slide*

The primary reasons for considering Pope for further realignment are noted on this slide. The Air Force base closure executive group considered Pope for closure as late as 19 April 2005. C-130s were ultimately retained to satisfy a request from the Army. However, locating C-130Hs at Pope will not provide any strategic airlift capability because local jump qualification and current requirements are estimated to exceed the capability of the associate C-130 unit, both the training and strategic airlift needs will require augmentation from planes that are not based at Pope.

Finally, Title 32 considerations complicate the transfer of aircraft from Yeager to Pope. This slide depicts the potential loss of personnel relevant to the recommendation for further realigning Pope. This further realignment will increase direct personnel losses by 1,729



lesser advantage in jointness than arriving at the target together. And in dividing an air wing, there were sufficient -- there was a sufficient down side to that option that was not considered either cost-effective or, from a military judgment standpoint, operationally effective.

MR. NEWTON: What is your configuration on the West Coast, with reference to Master Jet Training Bases and so on?

ADM. WILLARD: We have our Strike Fighter force co-located at Lemoore Air Force Base in California. We have our helicopter -- our rotary-winged assets co-located in San Diego, California, at Naval Station Coronado. And we maintain the joint fleet of E-6B electronic warfare aircraft and our maritime patrol aircraft north, at Whidbey Island in Washington.

MR. NEWTON: Okay. For General Moseley, back to Pope again. Is it a fair assumption no matter what we did with Pope, that there's a fair number of airlift aircraft that would need to be there to support the Army at any one given time?

GEN. MOSELEY: General Newton, the answer is absolutely yes, because the Army has continuation training requirements that go on day to day, on a continuous (C-tasking?). It's mutually beneficial for us to have assets there assigned to those training opportunities as well as the operational opportunities, because that joint training is a two-way street. Not only for the individual jumping out of the airplane, but for the individual that flies the airplane. And so that partnership is long and trusted, and we see no breaking down or detriment to the recommendation, so that we can continue that partnership.

MR. NEWTON: So being there -- so the thought is, being there on a permanent basis with aircraft is better than rotating in from a TDY standpoint. Can you comment on that for me?

GEN. MOSELEY: General Newton, I would say that the presence of the airplane is the most important. We will have aircraft there to train with the Army and for the Army to train with us, whether the aircraft is permanently assigned there with a tail number assigned to a ramp space or whether the airplane is temporarily assigned there.

Really, the issue is the presence of the aircraft and the training opportunity. And to be able to rotate the assets through there also is the synergy of exposing more and more of our people to 18th Airborne Corps, and to 82nd Airborne and the other activities there. So the opportunity to move more squadrons through there to maintain that level of presence is critical for us.

MR. NEWTON: Okay. Very good. Mr. Secretary, back to the joint medical headquarters. I'm still scratching my head about why it's not good to put all of the commands together vice leaving them in different locations. We brought them -- it appears to me that we're bringing the medical community in a very drastic and significant way together, but these commands are going to be located in different spots. I'm not so sure why they shouldn't be next door to each other, so at least they can walk around the corner and talk to each other or something like that.

MR. WYNNE: In our consideration for this, we actually looked at co-location of all of the commands into a central place. And I think as the response to the commission showed, General Newton, the -- it made

facing a myriad of maintenance problems, including:

- Almost every day at Langley AFB, Va., airmen walk up and down the runways looking for and picking up loose pieces of concrete. Without extra money to repair runways, the walks are critical because if a piece of debris is on the runway, it can be sucked into an airplane engine and potentially cause hundreds of thousands of dollars in damage. "That's not the best and highest use of a mechanic," concedes Robbins, adding that foreign object debris walks are the service's cheapest maintenance option.
- The Navy recently spent \$3 million to repair the roof of an aging airplane hangar at NAS North Island, Calif. The repairs should have only cost a third of that, but the Navy delayed maintenance for years and did not start fixing the roof until large chunks of it began to fall on mechanics and aircraft inside the hangar.
- Army reserve soldiers who wait at Ft. Bragg, N.C., before deploying to fight in the war on terror are staying in dilapidated wooden barracks built for temporary use in World War II. The Army has not been able to find the extra cash to replace the unair-conditioned quarters.
- Marine and civilian personnel at Camp Pendleton, Calif., are using converted World War II Quonset huts for administrative offices. Summer temperatures can top 100 degrees. Other wooden buildings at the Marine Corps' premier West Coast training facility are being eaten away by termites.

Readiness Suffers

Pope Air Force Base has become the Air Force's poster child for what happens when maintenance and construction accounts are repeatedly shortchanged. The North Carolina base is rated among the lowest in the Pentagon's recent review of facility readiness. DOD rated the base C-4, which means the facilities and infrastructure on the base are not adequate to support the Air Force during wartime.

Air Force officials say an additional \$208.5 million would be necessary for the base to meet minimally acceptable go-to-war requirements.

"What you have here is a phenomenal Air Force doing the job with limited infrastructure," said Col. Gerald J. Sawyer, commander of the 43rd Support Group at Pope and the person responsible for maintaining and improving base infrastructure. "We have not put anyone at risk, but people are constrained," he said.

Fleming Hall, headquarters for the 43rd Support Group, was built in 1933 and appears every bit a building that has not had a major overhaul since Franklin D. Roosevelt was President. All of the building's water fountains have been removed because rust from 50-year-old pipes contaminates the water. There are no elevators in the three-story building, a violation of the Americans With Disabilities Act.

The building also houses the base's courtroom. There, space is so

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