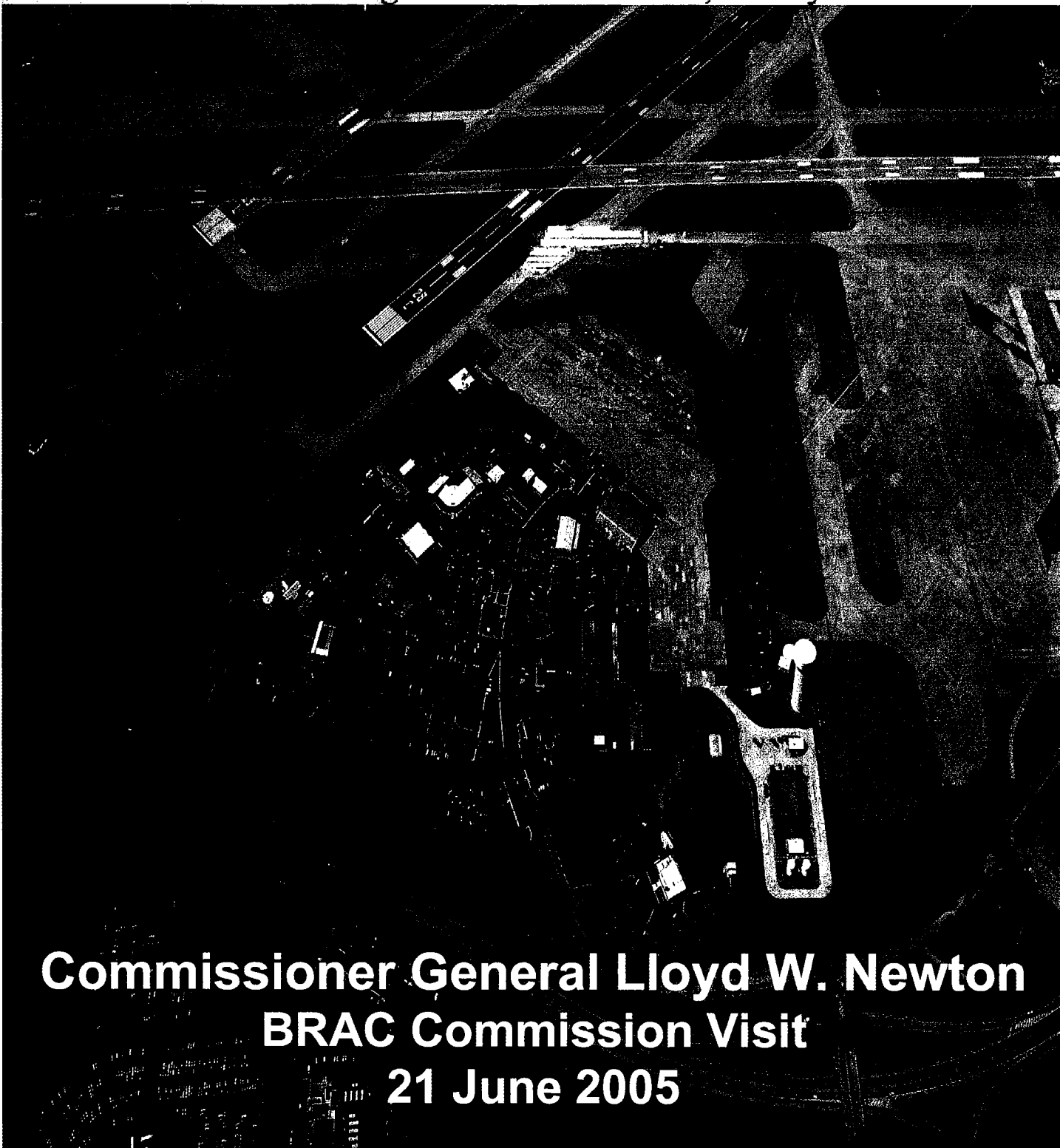




911th Airlift Wing

Pittsburgh Air Reserve Station, Pennsylvania



Commissioner General Lloyd W. Newton
BRAC Commission Visit
21 June 2005

TABLE OF CONTENTS

	pages
Welcome Letter.....	1
911 AW Commander's Biography.....	2
Slide 1. Welcome to the 911 AW.....	5
Slide 2. 911 AW Speakers.....	7
Slide 3. 911 AW.....	9
Slide 4. Pittsburgh Military Heritage.....	11
Slide 5. 911 AW Residency.....	13
Slide 6. Mission.....	15
Slide 7. Post 9/11 Deployments.....	17
Slide 8. AOR Combat Operations.....	19
Slide 9. Award Highlights.....	23
Slide 10. 911 AW Military Value.....	26
Slide 11. 911 AW Speakers.....	28
Slide 12. BRAC Process Shortfalls.....	30
Slide 13. AFRC Capacity Briefing – BRAC 2005.....	32
Slide 14. AFRC Capacity Briefing – Not Considered.....	35
Slide 15. AFRC Capacity Briefing – Not Considered.....	53
Slide 16. AFRC Capacity Briefing.....	67
Slide 17. AFRC Capacity Briefing – beyond the C-130.....	123
Slide 18. AFRC Capacity Briefing – 14 C-17s.....	125
Slide 19. AFRC Capacity Briefing.....	127
Slide 20. Airlift MCI – Non-Applicable to the C-130.....	129

TABLE OF CONTENTS (cont.)

	pages
Slide 21. Airlift MCI – Non-Applicable to the C-130.....	138
Slide 22. Airlift MCI – Exclusion.....	182
Slide 23. Airlift MCI – Exclusion.....	198
Slide 24. 911 AW Military Value.....	202
Slide 25. Surge – 911 AW Potential.....	204
Slide 26. Surge – Pittsburgh Capability.....	216
Slide 27. Surge – NDMS.....	314
Slide 28. Cost of Operations.....	326
Slide 29. Cost of Operations.....	335
Slide 30. Cost of Operations.....	337
Slide 31. Impact on Joint Use – MEPS.....	344
Slide 32. Impact on Joint Use – 911 AW Firing Range Usage.....	368
Slide 33. Impact on Joint Use – 911 AW Firing Range.....	401
Slide 34. Impact on Joint Use – 911 AW COMM Center.....	404
Slide 35. Impact on Joint Use – Presidential Support.....	410
Slide 36. Impact on Joint Use – Casualty Assistance.....	414
Slide 37. Impact on Joint Use – Unique Services at 911 AW.....	422
Slide 38. Impact on Joint Use.....	424
Slide 39. Manpower Implications / Cost.....	431
Slide 40. Manpower Implications / Cost.....	433
Slide 41. Manpower Implications / Cost – 911 AW Survey.....	436

TABLE OF CONTENTS (cont.)

	pages
Slide 42. Manpower Implications / Cost – Replacement Training.....	440
Slide 43. Manpower Implications / Cost – Military Aviator Experience.....	559
Slide 44. Manpower Implications / Cost – Wing Total Military Experience.....	569
Slide 45. Manpower Implications / Cost – 911 AW Awards & Decorations.....	599
Slide 46. Manpower Implications / Cost – Combat Awards & Decorations.....	602
Slide 47. Manpower Implications / Cost – Manning.....	605
Slide 48. 911 AW Military Value.....	697
Slide 49. 911 AW Military Value.....	699
Slide 50. The Impact of Closing.....	701
Slide 51. Conclusion.....	703



DEPARTMENT OF THE AIR FORCE
Air Force Reserve Command
911th Airlift Wing



21 June 2005

Dear Commissioner Lloyd W. Newton,

On behalf of the men and women of the 911th Airlift Wing, WELCOME to the Pittsburgh Air Reserve Station. I trust your stay will be productive and that you will find time to enjoy some of the many sights and activities that the local area has to offer. If there is anything that my staff or I can do to make your visit more enjoyable, please let us know by calling Ann Morrocco, (412) 474-8506 or Capt Geno D'Amico, (412) 474-8507.

A handwritten signature in cursive script, appearing to read "Carl E. Vocht".

CARL E. VOGT, Colonel, USAFR
Commander



BIOGRAPHY

UNITED STATES AIR FORCE

COLONEL CARL E. VOGT

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



Colonel Vogt was born in Michigan and graduated with a Bachelor of Arts degree from Michigan State University and a Master's in Business Administration from Southern Illinois University. He was commissioned through Officers Training School at Lackland AFB, TX. Upon graduation from Navigator School, Colonel Vogt was assigned to Travis AFB, CA, where he compiled over 3,300 hours worldwide in the C-141A and became an initial cadre instructor on the C-141B.

Colonel Vogt transitioned into the Air Reserve Technician program with the HC-130H Search and Rescue unit at March AFB, CA. He then became the first fixed wing airman assigned to the newly formed composite rescue unit at Portland Air National Guard Base, OR. His next assignment was to Willow Grove ARS, PA. as the Operation Training Officer and later as the Group's Director of Operations. Upon his selection to Colonel, he was reassigned to the 94th AW, Dobbins ARB, GA. as the Operations Group Commander. In 1995, he was reassigned to 22nd Air Force as the Chief of Operations Support with oversight of 15 reserve flying wings. In September 1998, he returned to active duty as the Reserve Advisor to the Commander of Air Force Special Operations Command (AFSOC) at Hurlburt Field, FL. As the Reserve Advisor, his primary duties were to advise the Commander and headquarters staff on Reserve and Guard matters related to preparing Air Reserve component units gained by AFSOC during mobilization or employed in contingency operations. Colonel Vogt has accumulated over 8,500 military flight hours in the C-141A/B, KC-135E, C-17, C-5A, HC-130H, C-130E/H and MC-130P.

Colonel Vogt was appointed Commander of the 911th Airlift Wing on July 14, 2002.

EDUCATION:

- 1971 Bachelor of Arts Degree in Marketing, Michigan State University
- 1976 Master's in Business Administration, Southern Illinois University
- 198 4 Air Command and Staff College
- 1989 National Security Management

ASSIGNMENTS:

1. October 1971-August 1972, T-29B student Navigator, Mather Air Force Base, CA.
2. August 1972-November 1972, Aircrew Training at Homestead Air Force Base, FL.; Altus Air Force Base, OK; and Fairchild Air Force Base, WA.
3. November 1972-August 1977, C-141 A/B Instructor Navigator, 7th Military Airlift Squadron, Travis Air Force Base, CA.
4. August 1977-December 1977, C-141 A/B Instructor Navigator, 301st Military Airlift Squadron (A), Travis Air Force Base, CA.
5. December 1977-October 1985, HC-130H Flight Examiner Navigator, 303rd Aerospace Rescue and Recovery Squadron, March Air Force Base, CA.
6. October 1985-November 1985, Chief Navigator Examiner, 304th Aerospace Rescue and Recovery Squadron, Portland Air National Guard Base, OR.
7. November 1985-January 1991, Director of Operations, 913th Airlift Group, Willow Grove Air Reserve Base, PA.
8. January 1991-August 1995, Operation Group Commander, 94th Airlift Wing, Dobbins Air Reserve Base GA.
9. June 1995-August 1998, Chief Operations Support, 22nd Air Force, Dobbins Air Reserve Base, GA.
10. September 1998-July 2002, Reserve Advisor to Air Force Special Operations Command, Hurlburt Field, FL.
11. July 2002-present, Commander, 911th Airlift Wing, Pittsburgh International Airport Air Reserve Station, Coraopolis, PA.

FLIGHT INFORMATION:

Rating: Master Navigator
Flight Hours: 8500
Aircraft C-141A/B, KC-135E, C-17, C-5A, H/M/C-130E/P

MAJOR AWARDS AND

DECORATIONS:

Bronze Star Medal
Meritorious Service Medal with 2 OLCs
Air Force Commendation Medal with 1 OLC
Air Force Outstanding Unit Award with 1 OLC
AF Organizational Excellence Award with 1 OLC
Combat Readiness Medal with 2 OLCs

EFFECTIVE DATES OF PROMOTI

Second Oct.7, 1971
First Lieutenant April 7, 1973

Captain
Major
Lieutenant
Colonel

Oct. 7, 1976
May 11, 1983
Sept. 30, 1987
Sept. 1, 1991



Commissioner Newton, Dr. Flinn, Congressional, State, Community leaders, and members of the 911th Airlift Wing, Good Morning.

Pittsburgh holds a close and dear relationship to the events that precipitated the nation's Global War on Terrorism. While United Flt 93 reversed course and began over flying "the Burgh," community leaders, gathered in Region 13's Command Center, to prepare for the worse. Simultaneously, ordinary, unarmed US citizens initiated America's first response with the command, "Let's roll." Their courage and sacrifice prevented a much greater catastrophe. This photo of the 911th Wing's lead aircraft of a 3-ship fly-by commemorates the anniversary of Flt 93's crash in Somerset, PA and the heroism of passengers onboard. The 911th Airlift Wing is proud to continue in America's offense and defense –an attribute of military value that is simply un-measurable.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Welcome to the 911th Airlift Wing

BRIEFING BULLET:

- Commissioner Lloyd "Fig" Newton
- BRAC Briefing
- 21 June 2005

BRIEFER: Colonel Carl E. Vogt

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS: n/a

SUPPORTING DOCUMENTATION: n/a



911 AW Speakers



- Colonel Carl E. Vogt

Introduction
Closing Comments

- Major David P. Nardozzi

BRAC Process Shortfalls
Military Value

Integrity - Service - Excellence

2

There are, however, other factors of military value that can be measured. Some of these have been correctly reported to you, several crucial factors are inaccurately reported or undervalued, and others are not measured at all.

The purpose of this briefing is to offer for your consideration measures of military value we believe have gone under reported.

I will open and close the briefing, and Major David Nardozzi will discuss the recommendations and inaccuracies in detail .

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: 911th Airlift Wing Speakers

BRIEFING BULLET:

- Colonel Carl E. Vogt
 - Introduction
 - Closing Comments
- Major David P. Nardozzi
 - BRAC Process Shortfalls
 - Military Value

BRIEFER: Colonel Carl E. Vogt

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS: n/a

SUPPORTING DOCUMENTATION: n/a



U.S. AIR FORCE

911 AW



Integrity - Service - Excellence

I specifically selected today's Uniform of Day to be the desert flight flight/DCU to highlight those who have or are currently serving the nation in extended tour deployments to the AOR. Individually we are proud of our service, and I, as the commander, am immensely proud of this Wing's commitment to the nation. Over 54% of my military personnel have served in these uniforms since 9-1-1, not just the airmen of the unit, but leadership, as well, most notably, Col Dennis Ployer, my Vice, who served with distinction as Commander of Baghdad AB, Iraq. Many other commanders have voluntarily deployed including Col Chuck Boivin, commander of the Mission Support Group who deployed twice, Lt Col Ken Honaker, Mx Group Commander, along with many of the Unit's Deputies, numerous Squadron Commanders and 1st Sgts.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: 911th Airlift Wing

BRIEFING BULLET:

- Introduction

BRIEFER: Colonel Carl E. Vogt

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS: n/a

SUPPORTING DOCUMENTATION: n/a



Pittsburgh Military Heritage



Integrity - Service - Excellence

Pittsburgh's rich military history begins before the formation of our nation. In 1754, then Colonial Major George Washington directed musket fire in the thick woods nearby what would later become the City of Pittsburgh. This exchange initiated an earlier Global War. In the colonies, it was called the French and Indian War, but in Europe, the High Seas, India and elsewhere it was known as the 7 Years War - a war of truly global magnitude. A century later it was south of Pittsburgh that General Lee suffered his first major defeat of the Civil War, a defeat supported by the north's largest armory in nation located in Pittsburgh. Another century later it was the 99th Infantry Division from "the Burgh" that steadfastly defended the Elsenborn Ridge - the north shoulder in the Battle of the Bulge - against repeated and violent assaults as Germany exhausted its military might. And today, it is this very same fidelity, this combat heritage, that courses through the veins of reserve Pittsburgh soldiers and airmen in yet another Global War. Combat heritage runs deep and long in Pittsburgh, home of the second largest population of veterans in the nation. Though much of this briefing focuses on flawed measures of capacity, property and metrics, the undervalue of people, Pittsburgh's demographics, heritage, and grass roots support, that truly misses the mark in projecting future military value.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Pittsburgh Military Heritage

BRIEFING BULLET:

- Drawing of Pittsburgh

BRIEFER: Colonel Carl E. Vogt

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS: n/a

SUPPORTING DOCUMENTATION: n/a



U.S. AIR FORCE

911 AW Residency

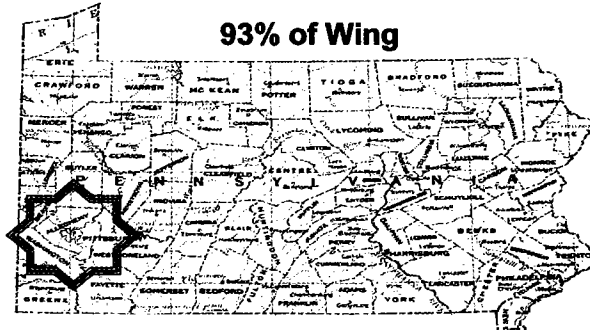


Commonwealth of Pennsylvania

1018 Traditional Reservists

292 Air Reserve Technicians & Civilians

93% of Wing



Integrity - Service - Excellence

Of the over 1400 reservists, ARTs and civilians who make up the 911th Wing, 93% reside in Pennsylvania – predominantly in the southwestern counties. They are integral leaders of the communities:

- Deacons in our houses of worship**
- Members of School Boards**
- Scoutmasters & Troop leaders**
- Board members of numerous charities**
- Soccer and Little League coaches**
- And they are elected officials not unlike State Senator John Pippy who mobilized for OIF with the Army.**
- Reserve Component personnel are inherent organic resources ingrained into the communities they comprise.**

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: 911th Airlift Wing Residency

BRIEFING BULLET:

- Commonwealth of Pennsylvania
 - 1018 Traditional Reservists
 - 292 Air Reserve Technicians and Civilians
 - 93% of Wing Personnel

BRIEFER: Colonel Carl E. Vogt

ANALYSIS POC(s): Captain Steven Miner

SUPPORTING ANALYSIS: n/a

SUPPORTING DOCUMENTATION: n/a



U.S. AIR FORCE

Mission



Train Air Force Reservists

Provide Airdrop & Airland Resupply



and Deploy...

Integrity - Service - Excellence

The 911th possesses a standard C-130 mission statement. But the real emphasis has been and is ... on DEPLOY. The 911th Wing is an integral, reliant and relevant part of the Air Force's global mission. Although we are composed predominantly of reservists – part-timers whose primary income source is within the local community, we are not weekend warriors. None are here solely for educational benefits. Members of this Wing live and work in the greater Pittsburgh area and possess a patriotic love of country that calls them to serve, day after day, throughout the entire year. And particularly since the first Gulf War, they have deployed, time and time again, fulfilling Air Expeditionary Force requirements around the globe.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Mission

BRIEFING BULLET:

- Train Air Force Reservists
- Provide Airdrop and Airland Resupply
- and Deploy

BRIEFER: Colonel Carl E. Vogt

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS: n/a

SUPPORTING DOCUMENTATION: n/a



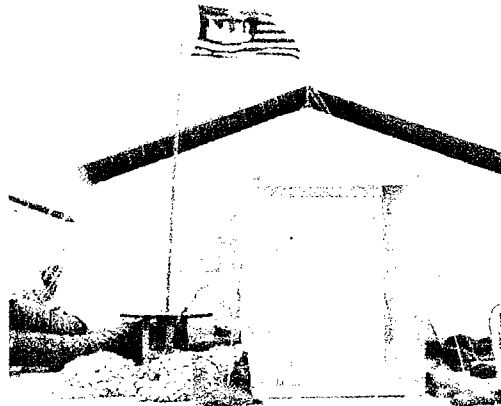
U.S. AIR FORCE

Post 9/11 Deployments



Noble Eagle - Palmetto Ghost - OIF / OEF - Joint Forge - Coronet Oak

Iraq
Saudi Arabia
Puerto Rico
Pakistan
Spain
Kyrgyzstan
Columbia
Bahrain
Germany
Djibouti



Afghanistan
Kuwait
Egypt
Italy
Kosovo
Qatar
England
U.A.E.
Turkey
Oman

Integrity - Service - Excellence

As testament of our commitment since Sept 11, 2001... this slide tells the story by itself.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Post 9/11 Deployments

BRIEFING BULLET:

- Post 9/11 Deployments

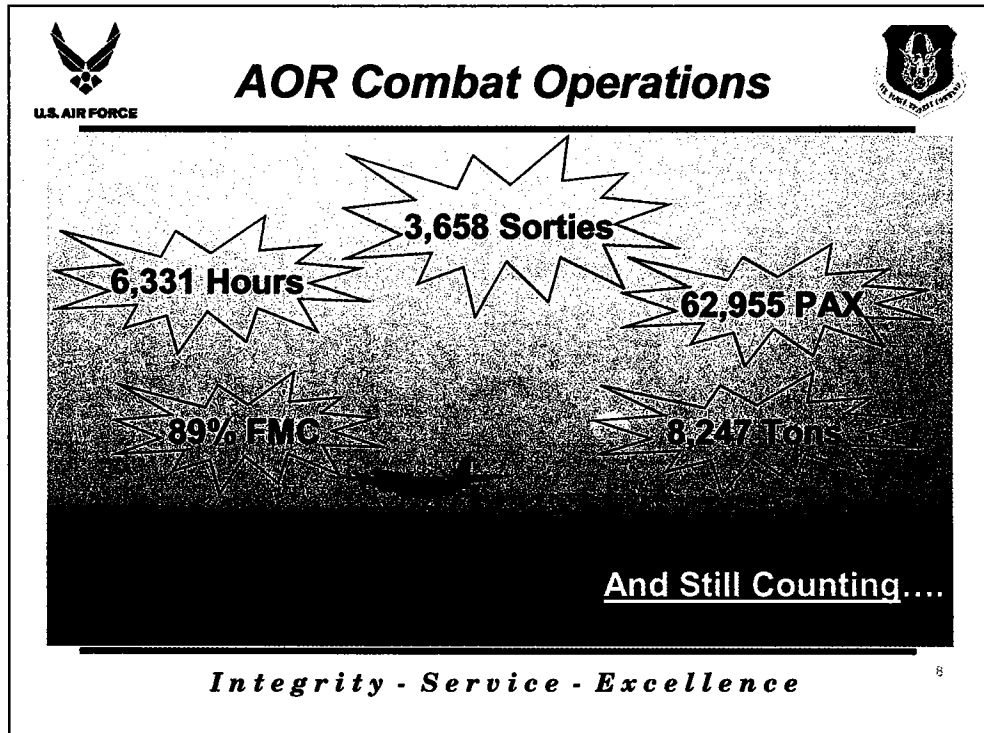
BRIEFER: Colonel Carl E. Vogt

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS:

- Examples of Post 9/11 Operations and countries deployed to:
 - Noble Eagle
 - Palmetto Ghost
 - OIF/OEF
 - Joint Forge
 - Coronet Oak
 - Iraq
 - Saudi Arabia
 - Puerto Rico
 - Pakistan
 - Bahrain
 - Afghanistan
 - Egypt
 - Kosovo
 - Qatar
 - Turkey
 - Oman

SUPPORTING DOCUMENTATION: n/a



And since the aviation package was mobilized in Dec of 2003, here is a short list of the flyers' and maintainers' accomplishments.

In the meantime, those who were at home station have successfully completed an

- AMC Inspector General exercise (IGX),
- a Maintenance Standardization & Evaluation Program visit,
- a Staff Assistance Visit,
- an AMC Aircrew Stan/Eval Visit and,
- an AMC Readiness Assistance Team assessment which completed our Expeditionary Operational Readiness Inspection cycle.
- We also hosted an Air Show to an audience of some 200,000.
- And, of course, we responded to the Department's multiple BRAC Data Calls involving several thousand questions.

These accomplishments, this character of people of the 911th were not factors in the Department's BRAC analysis.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: AOR Operations

BRIEFING BULLET:

- Area of Responsibility Operations

BRIEFER: Colonel Carl E. Vogt

ANALYSIS POC(s): Major David P. Nardozzi, SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- 3,658 Sorties
- 6,331 Hours
- 62,955 PAX
- 89% FMC
- 8,247 Tons

SUPPORTING DOCUMENTATION: 2 Pages

911TH AW BRAC Commissioner's Briefing
DATA CARD

SUPPORTING ANALYSIS:

911th Operations Group
Hours, sorties, pax, and tons flown by 911th AW crews
Dec 03 - Nov 04

<u>Month</u>	<u>Hours</u>	<u>Sorties</u>	<u>Pax</u>	<u>Tons</u>
Stats for Site 1 & 3				
Dec	228	200	4,816	176
Jan	470	368	9,381	384
Feb	312	242	2,410	350
Mar	248	165	2,426	310
Apr	298	224	1,753	444
May	341	190	1,818	313
Jun	164	110	1,474	142
Jul	168	117	3,461	156
Aug	323	197	4,303	1,313
Sep	<u>255</u>	<u>171</u>	<u>7,224</u>	<u>306</u>
Oct	<u>287</u>	<u>198</u>	<u>7,036</u>	<u>364</u>
Nov	<u>204</u>	<u>154</u>	<u>2,655</u>	<u>300</u>
Dec	<u>120</u>	<u>84</u>	<u>1,702</u>	<u>157</u>
Jan	<u>137</u>	<u>64</u>	<u>564</u>	<u>237</u>
Feb	<u>500</u>	<u>241</u>	<u>2,636</u>	<u>706</u>
Mar	<u>585</u>	<u>253</u>	<u>2,763</u>	<u>630</u>
Apr	<u>539</u>	<u>238</u>	<u>2,492</u>	<u>667</u>
May	<u>280</u>	<u>119</u>	<u>1,480</u>	<u>297</u>
Sub-total	5,459	3,335	60,394	7,252
1.5 Year totals Sites 1/3	5,459	3,335	60,394	7,252
Joint Forge				
Jan	67	21	117	51
Nov - Dec Forge	288	105	818	314
Aug Forge - Est	257	97	826	330
Coronet Oak - Est	<u>260</u>	<u>100</u>	<u>800</u>	<u>300</u>
Deployment Total	<u>6,331</u>	<u>3,658</u>	<u>62,955</u>	<u>8,247</u>

911TH AW BRAC Commissioner's Briefing
DATA CARD

Deployed FMC Rates

MONTH	A/C 410	A/C 411	A/C 412	A/C 413	A/C 414	A/C 415	A/C 418	A/C 419
Dec-03	96.98		88.19	97.28	99.26		81.13	
Jan-04	98.08		71.75	62.2	83.48		95.12	
Feb-04	58.05		98.66	86.09	94.12		97.51	
Mar-04			93.27	95.15	97.5	92.66		
Apr-04			74.49	100	85.63	95.57		
May-04	100	97.86	83.66	73.05		93.91		
Jun-04	91.22	97.92					81.5	97.14
Jul-04	94.89	96.65					72.82	99.83
Aug-04	79.95	81.21	86.36				93.15	92.38
Sep-04			38.78				95.97	96.33
Oct-04	92.47		94.65					
Nov-04	79.78		76.69					
Dec-04	94.96			89.61				
Jan-05	76.29			95.11				93.71
Feb-05				94.18			95.55	93.62
Mar-05				94.27			97.14	93.21
Apr-05							62.65	65.22
May-05								
AVER	87.51545	93.41	80.65	88.694	91.998	94.04667	87.254	91.43

TOTAL AVERAGE FOR ALL DEPLOYED A/C	
---	--

89.37477



Award Highlights



Unit Awards

<i>Best AFRC Dining Facility</i>	<i>2004</i>
<i>Best AES in AMC-Lt Gen Shafer Trophy</i>	<i>2003</i>
<i>AFRC Life Support Program of the Year</i>	<i>2002</i>
<i>AFRC Installation Excellence Award Winner</i>	<i>2000-2001-2002</i>

Individual Awards

<i>Donald B. Wagner Administrative Excellence Award</i>	<i>2004</i>
<i>AFRC Outstanding Life Support NCO</i>	<i>2003-2004</i>
<i>AFRC Life Support Officer of the Year</i>	<i>2003-2004</i>
<i>AFRC Services Company Grade Officer of the Year</i>	<i>2003</i>

Integrity - Service - Excellence

This slide highlights just a very few of the many unit and individual awards.

For the individual awards it was:

Major Judith P. Patton – Administrative Excellence Award

TSgt Rudy M. McCallister – Outstanding Life Support NCO

Major Charles E. Sargent – Life Support Officer of the Year

Captain Richard D. Frye – Services Company Grade Officer of the Year

These are all accomplished by people, not things

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Award Highlights

BRIEFING BULLET:

- Unit and Individual Awards

BRIEFER: Colonel Carl E. Vogt

ANALYSIS POC(s): Captain Steven C. Miner

SUPPORTING ANALYSIS:

- Major Judith P. Patton – 2004 Donald B. Wagner Administrative Excellence Award
- TSgt Rudy M. McCallister – 2003 22nd Air Force Outstanding Life Support Non-Commissioned Officer
- Major Charles E. Sargent – 2003 and 2004 22nd Air Force Life Support Officer of the Year
- Captain Richard D. Frye – 2003 Air Force Reserve Command Services Company Grade Officer of the Year

SUPPORTING DOCUMENTATION: 1 Page

Bosley Adrian Maj 911 OSF/IN

From: Miner Steven Capt 911 MSF/CC
Sent: Saturday, June 18, 2005 3:20 PM
To: Bosley Adrian Maj 911 OSF/IN

Major Judith P. Patton – 2004 Donald B. Wagner Administrative Excellence Award

TSgt Rudy M. McCallister – 2003 22nd AF Outstanding Life Support Non-Commissioned Officer

Major Charles E. Sargent – 2003 & 2004 22nd AF Life Support Officer of the Year

Captain Richard D. Frye – 2003 AFRC Services Company Grade Officer of the Year

//SIGNED//

Steven C. Miner, Capt
Commander, 911 MSF



U.S. AIR FORCE

911 AW Military Value



Integrity - Service - Excellence

10

This photo, taken in the desert, further emphasizes our aircraft, the heritage displayed in its nose art, the uniqueness of our designation, and the desire of our own people... and that of others to be associated with the 911th.

This concludes my introduction to our briefing.

Let me turn the next portion over to Major David Nardozzi.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: 911th Airlift Wing Military Value

BRIEFING BULLET:

- Military Value

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS: n/a

SUPPORTING DOCUMENTATION: n/a



U.S. AIR FORCE

911 AW Speakers



- Colonel Carl E. Vogt

Introduction
Closing Comments

- Major David P. Nardozzi

BRAC Process Shortfalls
Military Value

Integrity - Service - Excellence

11

Good Morning Commissioner Newton, Dr. Flinn and Distinguished Guests.

My portion of the briefing will be presented in two sections, BRAC Process Shortfalls and our Military Value here at the 911th.

The BRAC Process Shortfalls will address the errors in those areas that were measured in the analysis, and the Military Value will address the areas not measured at all.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: 911th Airlift Wing Speakers

BRIEFING BULLET:

- Colonel Carl E. Vogt
 - Introduction
 - Closing Comments
- Major David P. Nardozzi
 - BRAC Process Shortfalls
 - Military Value

BRIEFER: Colonel Carl E. Vogt

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS: n/a

SUPPORTING DOCUMENTATION: n/a



U.S. AIR FORCE

BRAC Process Shortfalls



AFRC Capacity Briefing

Airlift MCI

Integrity - Service - Excellence

12

The Process part of my brief is also broken up into two sections, the AFRC Capacity Briefing and a look at the Airlift Mission Capability Index (MCI).

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: BRAC Process Shortfalls

BRIEFING BULLET:

- AFRC Capacity Briefing
- Airlift MCI

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS: n/a

SUPPORTING DOCUMENTATION: n/a



AFRC Capacity Briefing



BRAC 2005 Closure Justification

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

Dept of the Air Force, Analysis and Recommendations,
BRAC 2005, Vol. V, part 1, page 157

Integrity - Service - Excellence

15

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

That is the closure justification for our base as stated in the Dept of the AF BRAC 2005 Recommendations. The capacity brief also states that land is a “Showstopper” for our Wing.

That means that even if we scored 100% on all MCIs, we would still be on the list.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: AFRC Capacity Briefing

BRIEFING BULLET:

- BRAC 2005 Closure Justification

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS:

- Attached copy of Department of the Air Force, Analysis and Recommendations BRAC 2005, Vol V, part 1, pg 157

SUPPORTING DOCUMENTATION: 1 Page

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

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

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

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

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



U.S. AIR FORCE

AFRC Capacity Briefing



Not Considered

- 1993: MOA for 21.7 acres valid through 1995
- 1995: Renewed
- 1996: Renewed
- 2000: Renewed
- 2005: Renewed



Integrity - Service - Excellence

14

Land is the issue. We have access to land that was not considered, however.

In 1993, AFRC and Allegheny County entered and signed a Memorandum of Agreement for 21.7 acres that was formerly part of the old Airport Terminal. The agreement was valid through 1995.

In 1995, it was renewed. In 1996, it was renewed again. In 2000, it was renewed a third time.

This year, it was renewed again, and is valid through 2009. The County has offered to make the expiration indefinite, but AFRC can only approve it in five year increments.

What is important here is that we have used that pavement for 12 years, and AFRC and the County have signed it five times over.

It is worth mentioning that Data Call questions for the BRAC allowed such Ramps to be counted for MCI analysis purposes. I will address this later in my brief.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: AFRC Capacity Briefing

BRIEFING BULLET:

- Not Considered
 - 1993: MOA for 21.7 acres valid through 1995
 - 1995: Renewed
 - 1996: Renewed
 - 2000: Renewed
 - 2005: Renewed

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Mr. Robert Moeslein

SUPPORTING ANALYSIS:

- Point Paper
 - Pittsburgh IAP ARS Land Offer and MOA Property History
- Memorandum of Agreement
 - Agreement No. 032076
- Supplement Agreement No. 2
- Supplement Agreement No. 3
- Supplement Agreement No. 4

SUPPORTING DOCUMENTATION: 16 Pages

Memorandum of Agreement

Agreement No. 032076

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

POINT PAPER

PITTSBURGH IAP ARS LAND OFFER AND MOA PROPERTY HISTORY

Purpose:

Provide a summary of the history of Airport property that has been offered to the 911 AW as far as back as 1994, as well as the Memorandum of Agreement (MOA) property that has been used by the Wing since 1993

Discussion:

- Land Offer

- When Allegheny County moved into the new terminal, discussions began on what to do with the old terminal property adjacent to the 911 AW
- Over time, the exact acreage and boundaries of the land changed, but generally stayed the same
- Below is a timeline of the land offer:

- Early 1990's (no documentation): First discussion of 911 AW expansion during construction of new Pittsburgh Airport Terminal

- Nov 1994: Allegheny County makes first official offer of additional ramp space for the base

- May 1996: BG Bradley, then Deputy to the Chief of Air Force Reserve, declines the offer of new land

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

- Feb 1998: BG Bradley re-addresses and declines offer when asked again by County

“...AF Reserve has not changed its position...Pittsburgh ARS has no new mission requirements that would require the acquisition of any new land...”

- Sep 1998: AFRC responds to Congressman Murtha inquiry about the land:

“...existing property (at Pittsburgh ARS) is adequate to support existing mission...no additional missions are planned in the foreseeable future...”

--- BRAC 2005: Department of the Air Force Analysis and Recommendations, Volume V, Part 1, page 157 states:

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

--- Jun 2005: Allegheny County Airport Authority again officially offers 53 acres of property for 911 AW expansion

- MOA

- Separate from the land offers, a MOA granting the use of 21.7 acres for 911 AW C-130 aircraft during ramp repairs of 911 AW main ramp was created
- The MOA and Supplements were all signed by AFRC
- It appears (our inquiries to AFRC, AF & DoD have not been answered) that the MOA property was not counted in the major command capacity briefing, which reported our C-130 parking capacity as 10 (instead of 20) in Vol V, page 157
- The MOA property is co-located with the 53 acre land offer addressed above
- Below is a timeline of the MOA:
 - Feb 1993: Original MOA, with an expiration date of 31 Dec, 1995
 - Jul 1995: Supplement Agreement No. 1, extending the agreement to 31 Dec, 1996
 - Nov 1996: Supplement Agreement No. 2, extending the agreement to 31 Dec, 1999
 - Aug 2001: Supplement Agreement No. 3, extending the agreement to 31 Dec, 2004
 - Mar 2005: Supplement Agreement No. 4, extending the agreement to 31 Dec, 2009

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

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

Agreement:

1. Allegheny County Shall:

- a. Allow AFRES, its officers, agents and employees use of the apron (County property) at no cost for the limited purpose of parking Military aircraft.
- b. Not be responsible for damages to property or injuries to persons which may arise from, or be incident to, the use and occupation of the apron premises or arising out of activities of AFRES, its officers, agents, employees, representatives or contractors; or for any contamination caused by AFRES; or for damages to the property or injuries to the person of the Counties officers, agents, servants or employees or others who may be on the used premises at their invitation or the invitation of any one of them, except for claims arising out of the negligence or willful misconduct of the County, its officers, agents, employees, or invitees.

2. Air Force Reserve Quall:

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

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

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

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

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

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

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

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

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

This Agreement made and entered into this 3rd day of February, 1993.

COUNTY OF ALLEGHENY

Herbert C. Higgenbotham
HERBERT HIGGENBOTHAM, III
DIRECTOR

HEADQUARTERS UNITED STATES
AIR FORCE RESERVE

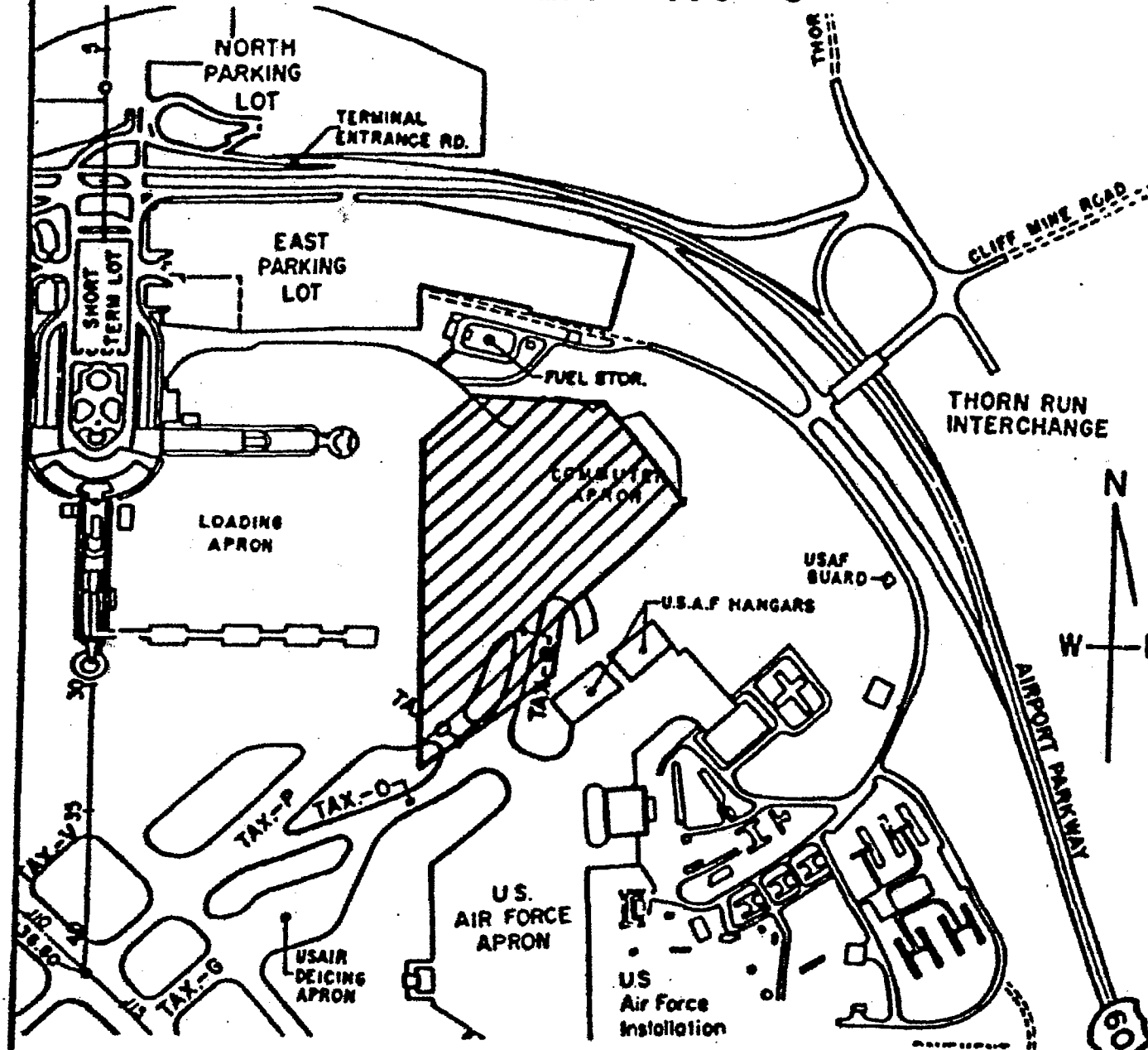
Bobby G. Clary
BOBBY G. CLARY
Asst Director/Civil Engineering

APPROVED AS TO FORM:

Joe Weiss
SOLICITOR

T. A. M. M.
ASSISTANT COUNTY SOLICITOR

SCALE: 1" = 600' - 0"



PROPOSED SITE

TEMPORARY AIRCRAFT PARKING APRON

13 JANUARY 1993

EXHIBIT A

ALLEGHENY COUNTY
ALLEGHENY COUNTY INSTITUTION DISTRICT
CONTRACT LOG
CONTACT PERSON: CELESTE MCGRAW
412 355-4750

AGENDA #: 156-94-B

Date Authorized: 2/03/94

Moved: DUNN Second: FLAHERTY Vote: U

Date received from Law Department: 2/03/94
Date received by Commissioners: 2/03/93
Date forwarded to Controller: 3/29/94
Date received from Controller:
Date returned to Department: 7-29-94

TO: Director
Department: AVIATION

From: Guy A. Tumolo
Director of Administration/
Chief Clerk

When Billing please refer:

Agreement #: 0 32070

Contract #: 0

Vendor Name: U.S. AIR FORCE

Description:

U.S. AIR FORCE, MEMORANDUM OF AGREEMENT, FOR TEMPORARY USE OF THE OLD COMMUTER APRON FOR THE PURPOSE OF PARKING MILITARY AIRCRAFT DURING APRON REPAIRS AND CONSTRUCTION OF A DEICING PAD, FOR THE PERIOD OF ONE YEAR FROM DATE OF EXECUTION AND RENEWABLE FOR AN ADDITIONAL YEAR, NOT TO EXTEND BEYOND DECEMBER 31, 1995, AND FURTHER GRANT AUTHORIZATION FOR THE DIRECTOR OF AVIATION TO EXECUTE MEMORANDUM OF AGREEMENT.

Properly executed copies of the above-referenced agreement are returned herewith. You are requested to distribute those returned you.

GAT/cam

cc: Controller
Law Department
Vendor: U.S. AIR FORCE

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

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

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

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

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

1. Paragraph No. 4 is changed in part to read "...This Agreement shall in no event extend beyond December 31, 1996 ..."

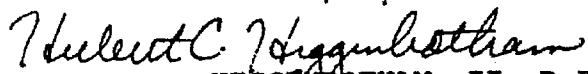
2. Allegheny County hereby agrees for AFRES to use the County access road to the apron area during the construction of the Water Storage Tank and the new POL (Fuel Farm) facility. Use of the access road will be coordinated with the Engineering Section/Construction Manager on an as-needed basis.

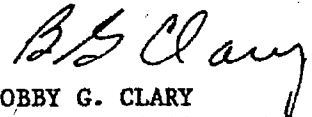
THAT ALL OTHER TERMS AND CONDITIONS of the Memorandum of Agreement shall remain in full force and effect.

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

COUNTY OF ALLEGHENY

HEADQUARTERS UNITED STATES
AIR FORCE RESERVE


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


BOBBY G. CLARY
The Asst Civil Engineer

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

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

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


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

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

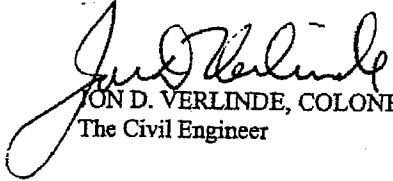
THAT ALL OTHER TERMS AND CONDITIONS of the Memorandum of Agreement shall remain in full force and effect.

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

ALLEGHENY COUNTY AIRPORT AUTHORITY


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

HEADQUARTERS UNITED STATES
AIR FORCE RESERVE COMMAND


JON D. VERLINDE, COLONEL
The Civil Engineer

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

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

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

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

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

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


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

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

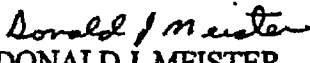
THAT ALL OTHER TERMS AND CONDITIONS of the Memorandum of Agreement shall remain in full force and effect.

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

COUNTY OF ALLEGHENY


GARY L. BISHOP
Director, Department of Aviation

HEADQUARTERS UNITED STATES
AIR FORCE RESERVE


DONALD J. MEISTER
The Civil Engineer

DEPARTMENT OF THE AIR FORCE
Air Force Reserve Command

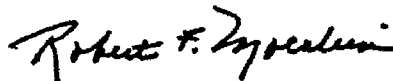
cc: Kurt Sapp
Eric Rapoport
Gene Sapp
Rich Tselochi
Tom Somerville
File - Original
31 March 2005

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

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

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

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



ROBERT F. MOESLEIN
Base Civil Engineer

Attachment:
MOA No. 032076

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

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

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


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

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

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

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

ALLEGHENY COUNTY AIRPORT AUTHORITY


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

HEADQUARTERS UNITED STATES
AIR FORCE RESERVE COMMAND


STEVEN W. ZANDER, COLONEL
The Civil Engineer

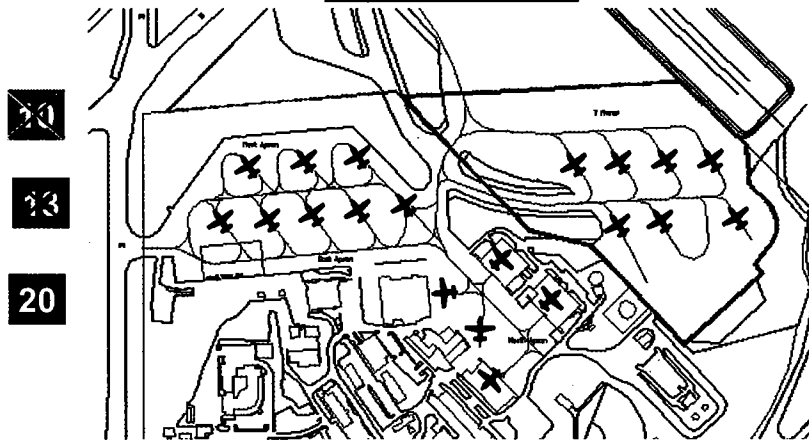


U.S. AIR FORCE

AFRC Capacity Briefing



Not Considered



Integrity - Service - Excellence

15

Let's take a look at our parking capabilities.

The Capacity Brief stated that we had 10 parking locations. There are eight spots on the Main Ramp, and two "down in the hole" as we call it.

What the briefing did not consider, however, was parking three aircraft in our hangars, bringing the total number of parking spots for C-130's up to 13.

That alone, without even talking about the MOA Ramp, makes land no longer a "Showstopper" because 12 aircraft is acceptable in the vision of bigger AF Reserve Wings.

But we're not done. Also not considered are the additional seven parking spots on the MOA Ramp. A ramp that we have been using for 12 years. A ramp that AFRC has signed an MOA for five times in 12 years.

20 spots on a base that AFRC reported had 10. It far exceeds the metric of 16 spots that defines the goal of future C-130 locations.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: AFRC Capacity Briefing

BRIEFING BULLET:

- Not Considered
 - 10 Aircraft
 - 13 Aircraft
 - 20 Aircraft

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Major David P. Nardozzi

SUPPORTING ANALYSIS:

- Air Force Reserve Command Capacity Analysis Briefing to the Base Closure Executive Group – 28 April 2004
- Air Force Reserve Command Phase II Capacity Analysis – 25 August 2004
- 911th Airlift Wing Map
- Air Force Handbook 32-1084 dated 1 September 1996
 - Facility Requirements

SUPPORTING DOCUMENTATION: 12 Pages



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

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

28 Apr 2004

HQ AFRC 28-Apr-04

Integrity - Service - Excellence



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

AFRC Considerations

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

HQ AFRC 28-Apr-04

Integrity - Service - Excellence

Information As of 30 Sep 03

2



AFRC Considerations

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



AFRC Host Locations

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

* AFRC owns and operates the runway



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Niagara Falls ARS, NY Estimated Costs Add Increment

Add Increment of 4 PAA	
Major Construction	
C-130 Parking Apron	4.5
New Squad Ops	3.5
Maintenance Hangar	8.7
Add/Alter Facilities	2.5
Add/Alter Refueler Parking	1.3
Design MILCON	2.0
Subtotal	22.5
Minor Construction	
O&M Costs	0.9
Subtotal	0.9
TOTAL	23.4

HQ AFRC 28-Apr-04

Integrity - Service - Excellence

31



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Pittsburgh ARS, PA Overview

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

Template used	C-130
Standard PAA per squadron	12

HQ AFRC 28-Apr-04

Integrity - Service - Excellence

Information As of 30 Sep 03

32



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Pittsburgh ARS, PA Overview Tenant Flying Units

Tenant Flying Unit	Type AC	# PAA	# Parking Spaces Used

**NO TENANT
AIRCRAFT**



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Pittsburgh ARS, PA Estimated Costs

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



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Pittsburgh ARS, PA Overview Tenant Flying Units

Tenant Flying Unit	Type AC	# PAA	# Parking Spaces Used
NO TENANT AIRCRAFT			



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Pittsburgh ARS, PA Estimated Costs

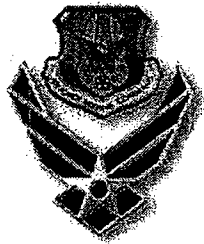
Template used	Airlift
Robust Existing Squadron to 12 PAA	
Showstopper	Land
MILCON	
Other procurement	
Subtotal	N/A
Total Cost for 12 PAA	N/A



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Air Force Reserve Command

Phase II Capacity Analysis



Maj Gen Charles Stenner

25 Aug 04

AFRC, 25 Aug 04

Integrity - Service - Excellence



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

HQ AFRC Considerations

- Command Specific issues
 - AFRC Supports AEF Squadron Configuration
 - 12 PAA Heavy Airlift
 - 16 PAA C-130 and Tanker
 - 24 PAA Fighter
 - AEF support can be obtained through rainbow
 - AFRC supports relocation of GSU's to Military Installations
 - 92APS, Wyoming, PA
 - 911CES, Morgantown, WV
 - 84APS, Greenville, SC
 - 307RHS, East Kelly Annex, TX
 - FY06 POM and CAF 2025 Impact

AFRC, 25 Aug 04

Integrity - Service - Excellence

2



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Pittsburgh ARS, PA Tenant Flying Units

As of		30 Sep 2005	30 Sep 2011		
Tenant Flying Unit	Type AC (MDS)	# Aircraft	# Parking Spaces Used	# Aircraft	# Parking Spaces Used
		NO TENANT AIRCRAFT			

AFRC, 25 Aug 04

Integrity - Service - Excellence

87



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Pittsburgh ARS, PA Estimated Capacity after 2011

Weapon System Type (MDS)	C-130
Maximum Capacity	10

AFRC, 25 Aug 04

Integrity - Service - Excellence

88



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Pittsburgh ARS, PA Estimated Costs

Template used	Airlift
Robust Existing Squadron to 16 PAA	
Showstopper	Land
MILCON	NA
Other procurement	NA
Subtotal	NA
Total Cost for 16 PAA	NA

AFRC, 26 Aug 04

Integrity - Service - Excellence

89



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Pittsburgh ARS, PA Natural Infrastructure

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to robust existing unit to 16 PAA			
Air			
AICUZ			
Surface Land Access	N	Inadequate space within current boundary	
Water Access			
Water Discharge			
Planning			
Total Natural Infrastructure Capacity Cost			
Capacity Requirements to add second 16 PAA unit: (32 PAA)			
Air			
AICUZ			
Surface Land Access	N	Inadequate space within current boundary	
Water Access			
Water Discharge			
Planning			
Total Natural Infrastructure Capacity Cost			

AFRC, 25 Aug 04

Integrity - Service - Excellence

90



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

HQ AFRC Considerations Pittsburgh ARS, PA

- **Command Specific issues**
 - Candidate for associate build with ANG (ANG co-located across runway – aircraft type TBD)
 - Large metropolitan area (Pittsburgh) with major airline hub (US Airways) good for recruiting

AFRC, 25 Aug 04

Integrity - Service - Excellence

01



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

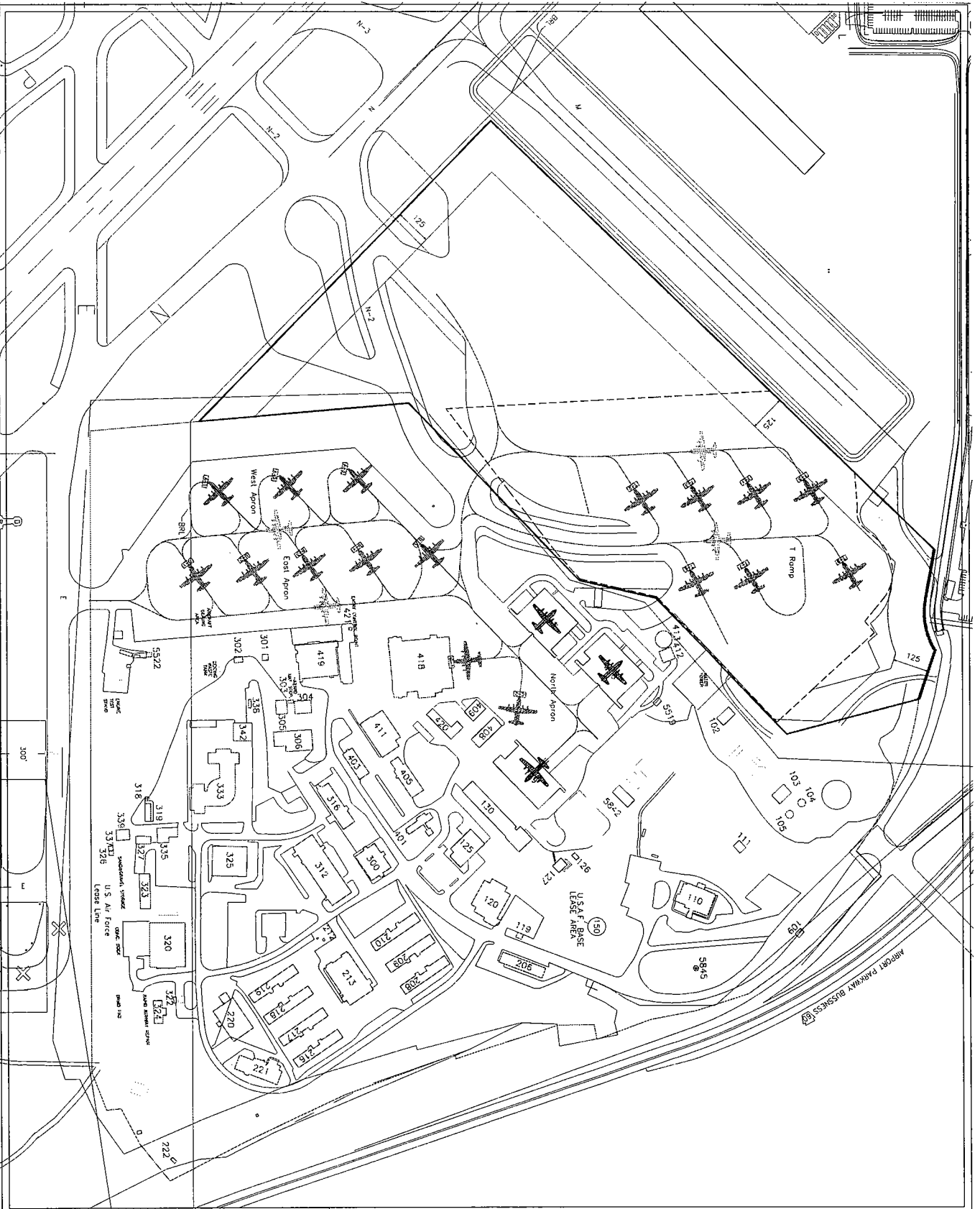
Youngstown ARS, OH Overview

	As of	30 Sep 2005	30 Sep 2011
Assigned Weapon System Type(s) (MDS)		C-130H2	C-130X
Total Aircraft		12	12
# Flying Squadrons		2	1
Total Available Aircraft Parking spaces		19	19
Unused Aircraft Parking Spaces		7	7
Template used	C-130		
Standard PAA per squadron	16		

AFRC, 25 Aug 04

Integrity - Service - Excellence

02



911th AIRCRAFT WING - LEGEND

ACCOUNT (BY CODE)	100
PROPERTY (BY CODE)	101
TRUCK (BY CODE)	102
TRUCK (BY CODE)	103
TRUCK (BY CODE)	104
TRUCK (BY CODE)	105
TRUCK (BY CODE)	106
TRUCK (BY CODE)	107
TRUCK (BY CODE)	108
TRUCK (BY CODE)	109
TRUCK (BY CODE)	110
TRUCK (BY CODE)	111
TRUCK (BY CODE)	112
TRUCK (BY CODE)	113
TRUCK (BY CODE)	114
TRUCK (BY CODE)	115
TRUCK (BY CODE)	116
TRUCK (BY CODE)	117
TRUCK (BY CODE)	118
TRUCK (BY CODE)	119
TRUCK (BY CODE)	120
TRUCK (BY CODE)	121
TRUCK (BY CODE)	122
TRUCK (BY CODE)	123
TRUCK (BY CODE)	124
TRUCK (BY CODE)	125
TRUCK (BY CODE)	126
TRUCK (BY CODE)	127
TRUCK (BY CODE)	128
TRUCK (BY CODE)	129
TRUCK (BY CODE)	130
TRUCK (BY CODE)	131
TRUCK (BY CODE)	132
TRUCK (BY CODE)	133
TRUCK (BY CODE)	134
TRUCK (BY CODE)	135
TRUCK (BY CODE)	136
TRUCK (BY CODE)	137
TRUCK (BY CODE)	138
TRUCK (BY CODE)	139
TRUCK (BY CODE)	140
TRUCK (BY CODE)	141
TRUCK (BY CODE)	142
TRUCK (BY CODE)	143
TRUCK (BY CODE)	144
TRUCK (BY CODE)	145
TRUCK (BY CODE)	146
TRUCK (BY CODE)	147
TRUCK (BY CODE)	148
TRUCK (BY CODE)	149
TRUCK (BY CODE)	150

Memorandum of Agreement
#032076
53 +/- Acres

911th EXISTING TAXI LINES
& AIRCRAFT PARKING
EXISTING TAXI LINES

C-130 PARKING
SPACE NUMBERS
EXISTING C-130
PARKING SPACE

C-130
HANDICAPPED AIRCRAFT

C-130
TRAINING AIRCRAFT



PROPOSED AIRCRAFT
AND TAXI
LINES

APPROVED

NO. DATE REVISIONS

DEPARTMENT of the AIR FORCE

U.S. 911th AIRCRAFT WING
EXISTING C-130 PARKING SPACES
WEST APRON 300-310 EAST APRON 311-320
NORTH APRON 321-330 SOUTH APRON 331-340
PITTSBURGH 341-350
DATE: 10/1/76

DATE: 10/1/76

SHEET 1 OF 1

U.S. 911th AIRCRAFT WING
EXISTING C-130 PARKING SPACES
WEST APRON 300-310 EAST APRON 311-320
NORTH APRON 321-330 SOUTH APRON 331-340
PITTSBURGH 341-350
DATE: 10/1/76



Civil Engineering

FACILITY REQUIREMENTS

NOTICE: This publication is available digitally. Contact your Publishing Distribution Office (PDO) for the monthly CD-ROM or access to the bulletin board system. The target date for discontinuing paper publications is December, 1996.

This handbook implements AFPD 32-10, *Installations and Facilities*, Department of Defense (DoD) Instruction 4165.3, *Department of Defense Facility Classes and Construction Categories*, October 24, 1978 with Change 1, and portions of MIL HDBK 1190, *Facility Planning and Design Guide, Part II, Technical Guidance*. It provides facility space allowance guidance by category code. These criteria are used in assigning occupancy of existing facilities and in programming new facilities. This handbook applies to all Air Force commanders and managers who plan, program, review, certify, and approve Air Force facilities. This handbook does not authorize the use of appropriated funds, nonappropriated funds, or private funds for the construction or conversion of facilities. Refer to the appropriate instruction for funding guidance.

SUMMARY OF REVISIONS

This revision aligns this handbook with AFPD 32-10. It updates the technical criterial of AFM 86-2 (which has been superseded). Criteria has been revised according to input by respective offices of primary responsibility (OPRs). Its companion document, AFI 32-1024, *Standard Facility Requirements*, lists OPRs and provides an overview of the facility requirements system.

	Paragraph
Chapter 1--Handbook Overview	
Section A--Purpose	
Handbook Description.....	1.1
General Guidance and Limitations.....	1.2
Facility Requirements System	1.3
Section B--Objectives	
Installation Objectives.....	1.4
Section C--Parameters of the Handbook	
Facilities Not Described in this Handbook.....	1.5
Space Allowances.....	1.6
Attachments.....	1.7
Section D--Requirements for All Facilities	
Developing Facility Requirements.....	1.8
Requirements Determination.....	1.9
Environmental Concerns.....	1.10
Accessibility.....	1.11
Economic, Engineering, and Environmental Studies.....	1.12
Corrosion Control	1.13
Section E--Area and Space Definitions	
Space Definitions.....	1.14

2.17. Category Code 113-321, Apron.

2.17.1. Size and Configuration of Aprons. There are no standard apron sizes. Aprons are individually designed to support specific aircraft and missions at specific installations. The detailed dimensions are determined by the size, type, and number of aircraft requiring parking and maneuvering space; the type of activity the apron serves; the physical characteristics of the project site; and the objectives of the installation master plan. The dimensions in Table 2.4 through Table 2.7 on aircraft size, taxi lane widths, and wingtip separations are the basis for design.

2.17.1.1. Table 2.4 provides variable wingtip separations for C-5 and C-17 aircraft. Use the maximum wingtip separations for these aircraft when planning and programming new Air Mobility Command (AMC) aprons. **EXCEPTION:** When you are planning to rehabilitate an existing apron, provide the maximum wingtip separation the existing apron size will allow. Do not exceed the maximum clearance provided within Table 2.4.

2.17.1.2. At non-AMC bases, the maximum separation which can reasonably be provided for these aircraft is desirable. As a minimum, these separations must always meet current aircraft Technical Order (TO) requirements.

2.17.2. Apron Allowances. A proper apron allowance is the amount required to afford maximum operational efficiency with a minimum amount of paving. The paragraphs below describe the basis for calculating apron allowances for various types of operations. Paragraph 2.19 describes a method for estimating apron requirements. High threat areas may require additional pavement to meet aircraft dispersal requirements.

2.17.3. Assigned Aircraft. Assigned aircraft will at a minimum consist of Primary Assigned Aircraft (PAA) inventory established from funded flying program for the base. Many bases will have other aircraft inventory that will require a parking apron. This inventory will vary by base and depot repair cycles. These aircraft may be annotated as backup inventory, ready reserve, or attrition reserve. The monthly average of these non-primary assigned aircraft remaining on station must be accounted for in determining apron requirements.

2.17.4. Aprons for Operational Aircraft. Operational aircraft are parked on mass aprons, strip aprons, or where authorized, on dispersed stubs. To determine how many operational aircraft require apron space, proceed as follows: Begin with 100 percent of the assigned aircraft as established by official documents (see exceptions in 2.17.3.3 for Air Mobility Command (AMC) aircraft); subtract the number of aircraft located on separate aprons, such as alert aircraft; subtract the number of aircraft located in maintenance hangars or docks under normal maintenance schedules; finally, subtract aircraft that are parked elsewhere on existing paving of a suitable nature and location. Other factors affecting the size and configuration of aprons for operational aircraft follow:

2.17.4.1. **Aircraft Parking Arrangements.** On a typical mass apron, aircraft are parked in rows and spaced according to the dimensions given in Table 2.4 through Table 2.7. This spacing permits aircraft to move in and out of parking places under their own power. Parking arrangements should be studied carefully to achieve the parking layout that requires the least amount of pavement per parked aircraft. The following example is typical of the possibilities for economy: On an apron for eight aircraft, changing the parking arrangement from four rows of two aircraft to two rows of four aircraft reduced pavement requirements by 20 percent.

2.17.4.2. Parking, Fighter Type Aircraft:

2.17.4.2.1. As indicated by Table 2.6 and Figure 2.1, some aircraft are often parked at a 45° angle. This is an efficient way to achieve adequate clearance to dissipate the temperature and velocity of jet blast to levels that will not endanger aircraft or personnel; that is, about 38° C (100° F), and 56 kph (30.4 knots).

2.17.4.2.2. To achieve adequate dissipation of heat and blast, some aircraft such as the F-111 and FB-111 require a wider lane than shown in Figure 2.1. To achieve a safe lane width; obtain the minimum safe distance to the rear of a jet engine operating at 80 percent power, unaugmented, from the appropriate aircraft technical order. If this distance exceeds 38.1 m (125 ft), minimize pavement requirements by parking aircraft so that two rows of aircraft blast into a common lane, with alternate lanes of minimum taxiway width.

2.17.4.3. Parking for Air Mobility Command Aircraft (AMC) Tanker aircraft (KC-10 and KC-135) require apron parking spots for 100 percent of the Primary Assigned Aircraft (PAA). Strategic Airlift (C-5, C-17, and C-141) require apron



U.S. AIR FORCE

AFRC Capacity Briefing



- 1994: Allegheny County's First Offer to Add Land
- 1995: BRAC Report to President
"The AF indicated...inappropriate to act on the offer pending the outcome of the base closure process."
- May 1996: AFRC
"...no requirement..."
- Feb 1998: AFRC
"...has not changed its position..."
- Sept 1998: AFRC
"...property is adequate..."



Integrity - Service - Excellence

19

Another part of the land issue is the County Airport Authority offer of 53 acres to the AF. The previously stated MOA Ramp is a part of that 53 acres.

In Nov 1994, Allegheny County made the first offer to add land to our lease.

In the 1995 BRAC Report to the President, the Commission Findings stated "The AF indicated...inappropriate to act on the offer pending the outcome of the base closure process."

The report also stated that the AF failed to recognize the "expansion opportunities" of the base.

In May 1996, AFRC rejected the offer, stating "... (there is) no requirement for additional land at Pittsburgh ARS..."

In Feb 1998, AFRC again responded "... the AF Reserve has not changed its position...Pittsburgh ARS has no new mission requirements that would require acquisition of any new land..."

In a Sep 1998 response to a Congressional Inquiry by Congressman Murtha, AFRC said "...existing property is adequate to support existing mission...no additional missions are planned in the foreseeable future..."

Since then, the land has been reserved by the Airport Authority for future expansion of our base.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: AFRC Capacity Briefing

BRIEFING BULLET:

- 1994: Allegheny County's First Offer to Add Land
- 1995: BRAC Report to President
 - "The Air Force indicated...inappropriate to act on the offer pending the outcome of the base closure process."
- May 1996: AFRC
 - "...no requirement..."
- February 1998: AFRC
 - "...has not changed its position..."
- September 1998: AFRC
 - "...property is inadequate..."

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Major David P. Nardozzi, Mr. Robert Moeslein, Mr. Kent George

SUPPORTING ANALYSIS:

- Point Paper
 - Pittsburgh IAP ARS Land Offer and MOA Property History
- Additional Ramp Space Available Analysis
- Supplemental Agreements, Allegheny County and U.S. Government
- County of Allegheny, Department of Aviation letter dated April 5, 1994
- United States Senator Rick Santorum letter dated December 12, 1994
- 1995 BRAC Report to the President
- 911th Airlift Wing Commander Memorandum to HQ AFRES/CE dated 5 October 1995
- Brig Gen John A. Bradley letter to County of Allegheny dated 2 May 1996
- 911th Airlift Wing Base Civil Engineer letter to the Federal Aviation Administration, Airport District Office dated 29 December 1997
- Brig Gen John A. Bradley letter to the Federal Aviation Administration dated 26 February 1998
- Congressional Inquiry from Representative John P. Murtha dated 9 September 1998

SUPPORTING DOCUMENTATION: 55 Pages

POINT PAPER

PITTSBURGH IAP ARS LAND OFFER AND MOA PROPERTY HISTORY

Purpose:

Provide a summary of the history of Airport property that has been offered to the 911 AW as far as back as 1994, as well as the Memorandum of Agreement (MOA) property that has been used by the Wing since 1993

Discussion:

- Land Offer

- When Allegheny County moved into the new terminal, discussions began on what to do with the old terminal property adjacent to the 911 AW
- Over time, the exact acreage and boundaries of the land changed, but generally stayed the same

-- Below is a timeline of the land offer:

- Early 1990's (no documentation): First discussion of 911 AW expansion during construction of new Pittsburgh Airport Terminal
- Nov 1994: Allegheny County makes first official offer of additional ramp space for the base
- May 1996: BG Bradley, then Deputy to the Chief of Air Force Reserve, declines the offer of new land

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

- Feb 1998: BG Bradley re-addresses and declines offer when asked again by County

“...AF Reserve has not changed its position...Pittsburgh ARS has no new mission requirements that would require the acquisition of any new land...”

- Sep 1998: AFRC responds to Congressman Murtha inquiry about the land:

“...existing property (at Pittsburgh ARS) is adequate to support existing mission...no additional missions are planned in the foreseeable future...”

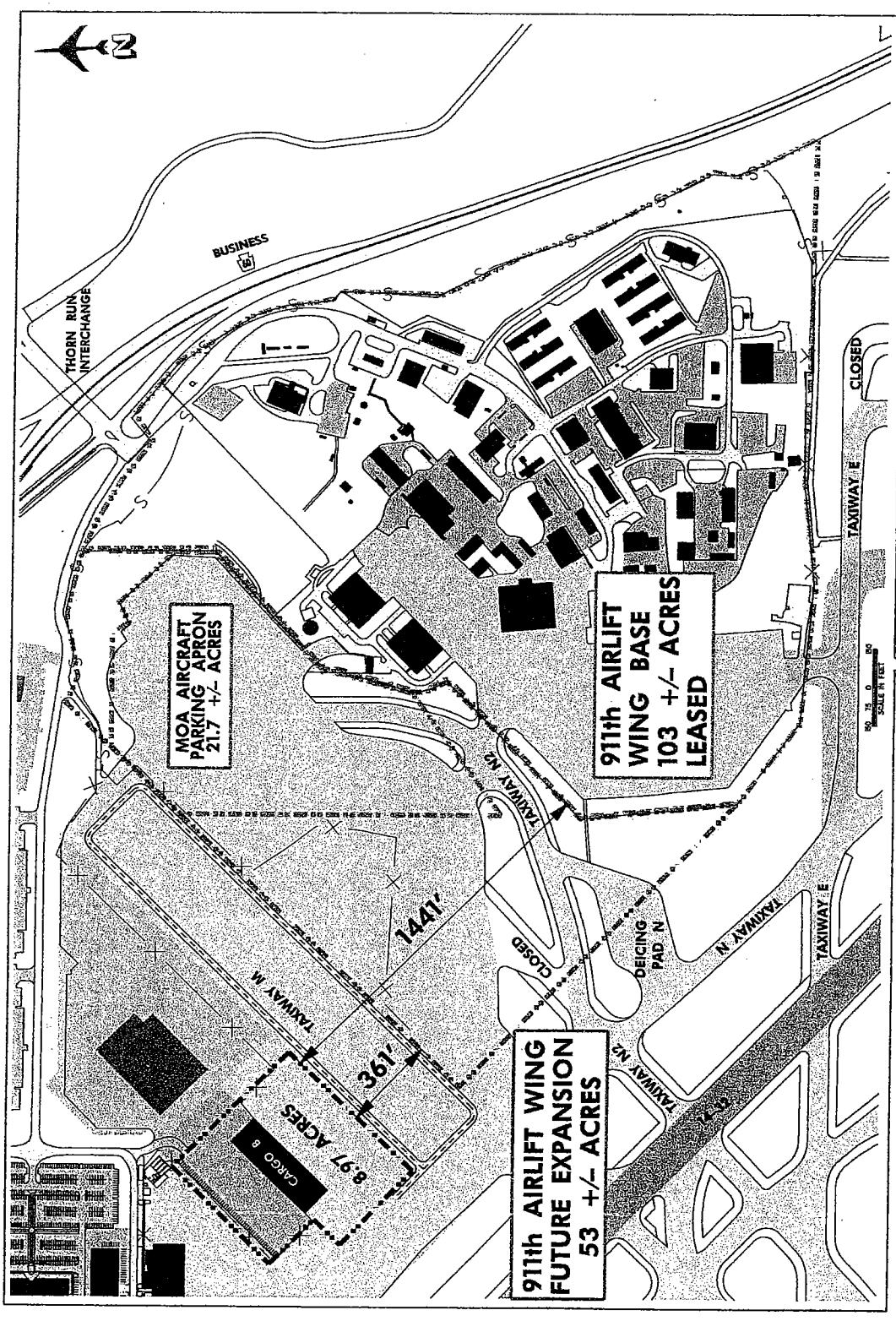
--- BRAC 2005: Department of the Air Force Analysis and Recommendations, Volume V, Part 1, page 157 states:

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

--- Jun 2005: Allegheny County Airport Authority again officially offers 53 acres of property for 911 AW expansion

- MOA

- Separate from the land offers, a MOA granting the use of 21.7 acres for 911 AW C-130 aircraft during ramp repairs of 911 AW main ramp was created
- The MOA and Supplements were all signed by AFRC
- It appears (our inquiries to AFRC, AF & DoD have not been answered) that the MOA property was not counted in the major command capacity briefing, which reported our C-130 parking capacity as 10 (instead of 20) in Vol V, page 157
- The MOA property is co-located with the 53 acre land offer addressed above
- Below is a timeline of the MOA:
 - Feb 1993: Original MOA, with an expiration date of 31 Dec, 1995
 - Jul 1995: Supplement Agreement No. 1, extending the agreement to 31 Dec, 1996
 - Nov 1996: Supplement Agreement No. 2, extending the agreement to 31 Dec, 1999
 - Aug 2001: Supplement Agreement No. 3, extending the agreement to 31 Dec, 2004
 - Mar 2005: Supplement Agreement No. 4, extending the agreement to 31 Dec, 2009



911th AIRLIFT WING



Michael Baker Jr., Inc.
 A subsidiary of
 Jacobs Engineering Group
 1000 Liberty Avenue
 Moon Township, Pennsylvania 15108



911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: 53 Acres

BRIEFING BULLET: Additional Ramp Space Available

Briefer: Maj Bosley

Analysis POC(s): Bob Moeslein, Maj Nardozzi, Kent George

SUPPORTING ANALYSIS:

- **Land offered as early as 1994 when new terminal slated to be built**
 - **AF chose not to add it to lease because mission did not require it**
 - **Still set aside for the expansion of the Base**
 - **Not an 11th hour agreement**
- **22 acres included in MOA + 31 additional acres offered = 53**
 - **Can amend lease to include 53 acres**
 - **Can amend MOA to include 53 acres**
- **All paved concrete ramp space**
- **Parking Spots Including 53 acres**
 - **24 C-130's**
 - **12 C-17's**
- **Minimum cost - "Services in kind"**
 - **Ramp Maintenance and Security provided by 911 AW**

**SUPPLEMENTAL AGREEMENT NO. 12
TO
DEPARTMENT OF THE ARMY LEASE
NO. DA-15-029-ENG-7929
BY AND BETWEEN
COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA
AND
THE UNITED STATES OF AMERICA**

WHEREAS, on October 20, 1964, the County of Allegheny, Commonwealth of Pennsylvania, hereinafter referred to as the Lessor, and the United States of America, hereinafter referred to as the Government, entered into a lease agreement whereby the Lessor leased to the Government approximately 87.977 acres of land at the Greater Pittsburgh International Airport, and by subsequent supplemental agreements increased the acreage to 103.28; and

^{103.78}
WHEREAS, the Government desires to delete approximately one half of an acre; and

WHEREAS, it has been determined to be in the best interest of both parties to amend the lease as stated above.

NOW THEREFORE, effective upon the execution hereof, Department of the Army Lease No. DA-15-029-ENG-7929 is amended as follows:

1. Paragraph No. 1 is changed in part to read
"...decreasing the total leased area to ~~102.88~~ acres..."

2. The Lessor hereby agrees to delete that parcel of land containing approximately 0.50 of an acre of land, thus decreasing the total leased area to ~~102.88~~, more or less, as described in Exhibit "E" attached hereto and made a part hereof.

^{102.28}
THAT ALL OTHER TERMS AND CONDITIONS of the lease and all amendments shall remain in full force and effect.

IN WITNESS WHEREOF, this Agreement is duly executed on the 16 day of May, 1994, by the parties hereto, intending themselves to be legally bound hereby.

ATTEST:

COUNTY OF ALLEGHENY, Pennsylvania
By its Board of County Commissioners

James C. Tomaso
Chief Clerk

Tom Fells
Scott Brubaker
Larry Duman

APPROVED:

Hubert C. Higginbotham
Director, Dept of Aviation

UNITED STATES OF AMERICA

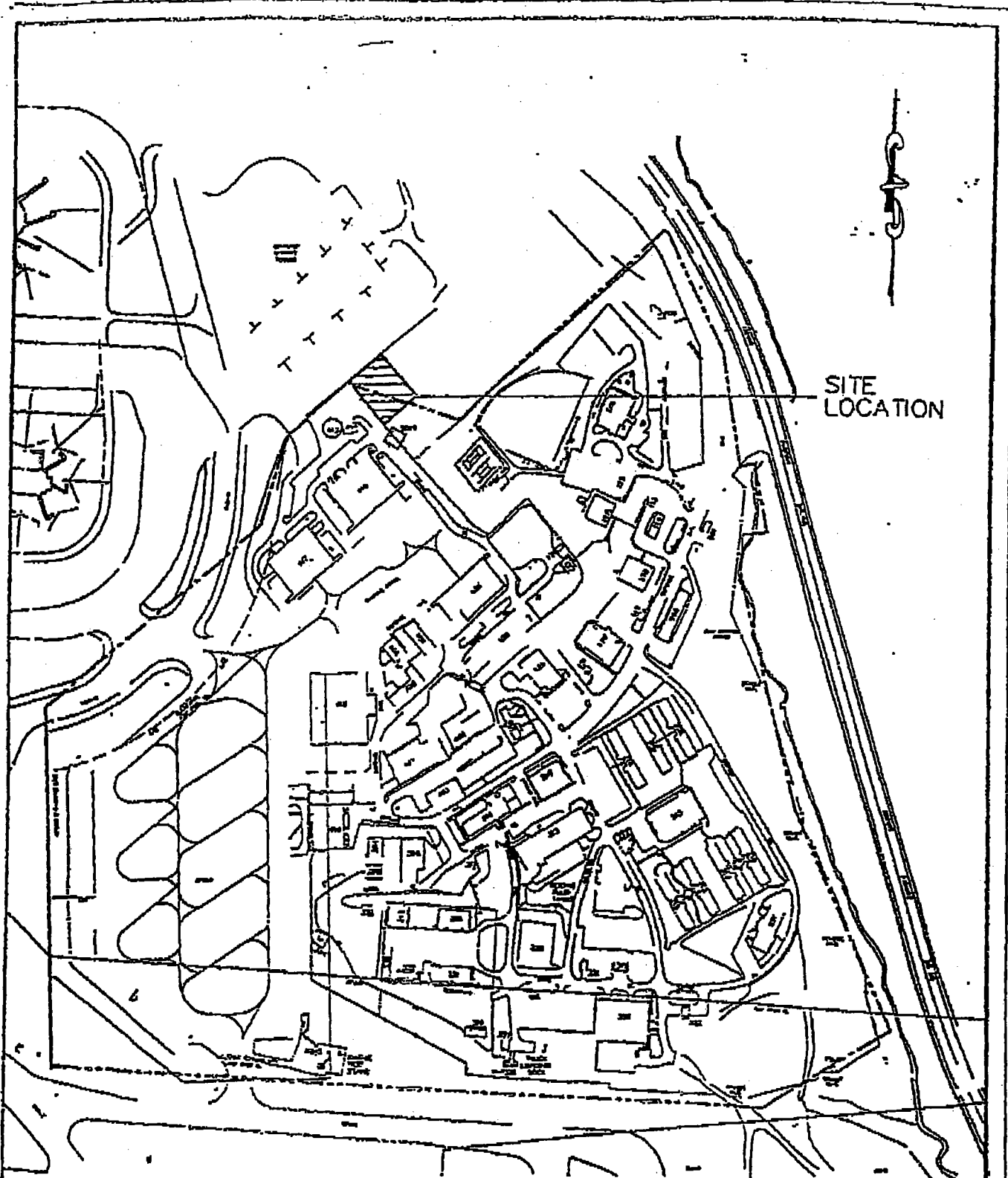
James S. Turkel
JAMES S. TURKEL
Acting Chief, Real Estate Division

APPROVED AS TO FORM:

Joe Weiss
County Solicitor

[Signature]
Assistant County Solicitor

This agreement is entered into by County pursuant to the authorization duly given by the Board of County Commissioners on April 14, 1994 at Agenda no. 531-B-94



SITE LOCATION

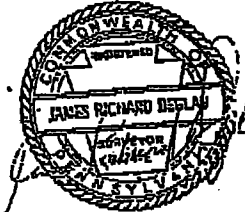
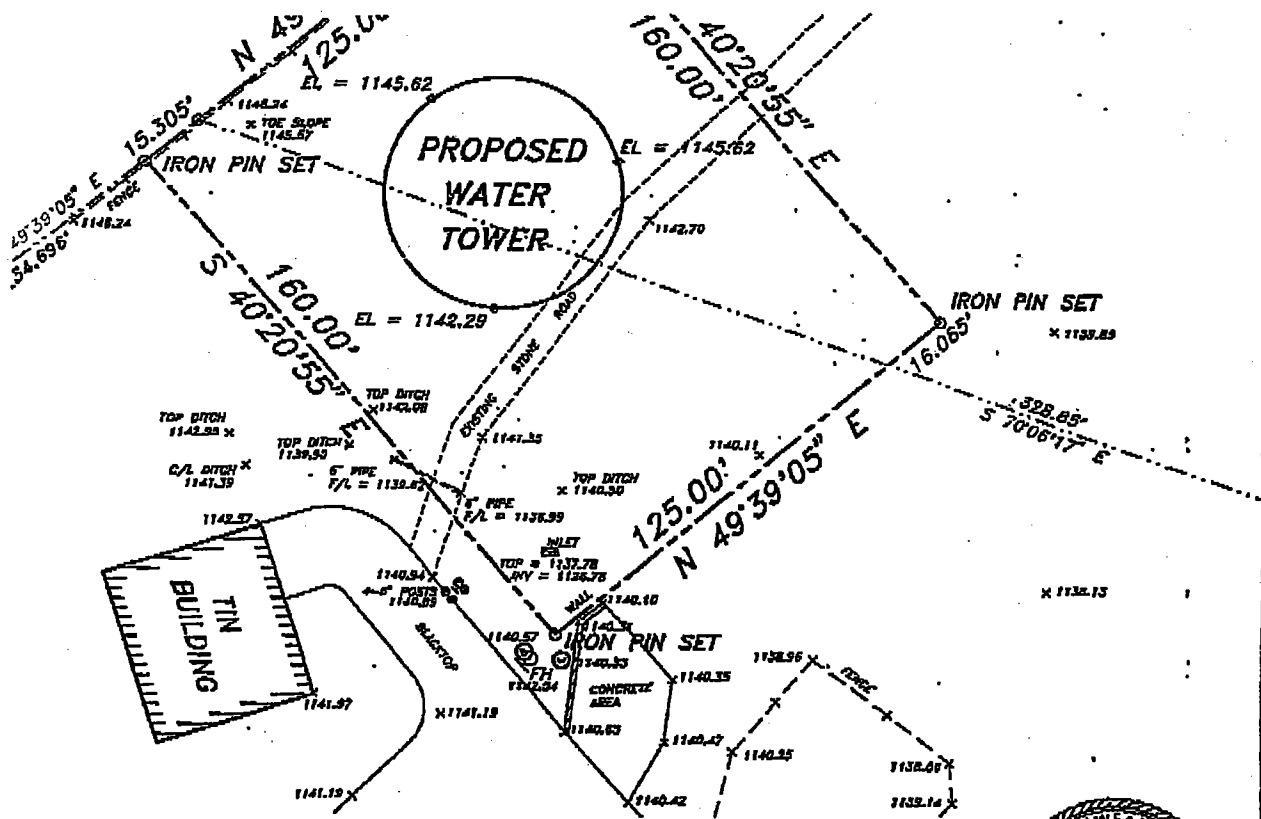
FIGURE 2

SITE LOCATION
911th AIRLIFT GROUP

0 400

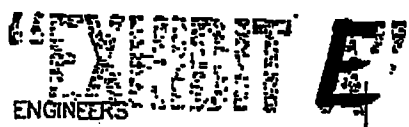


E



SURVEY OF PROPERTY
 MADE FOR
MOON TOWNSHIP MUNICIPAL AUTHORITY
 SITUATE IN
MOON TOWNSHIP
ALLEGHENY COUNTY
PENNSYLVANIA

NICHOLS & SLAGLE ENGINEERING, INC. - PROFESSIONAL ENGINEERS
 230 HIGHLAND ROAD - PITTSBURGH, PA 15235



SUPPLEMENTAL AGREEMENT NO. 11
DEPARTMENT OF THE ARMY
LEASE NO. DA-15-029-ENG-7929
BY AND BETWEEN
COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA
AND
THE UNITED STATES OF AMERICA

WHEREAS, on the 20 October 1964, the County of Allegheny, Commonwealth of Pennsylvania, hereinafter referred to as the Lessor, and the United States of America, hereinafter referred to as the Government, entered into a lease agreement whereby the Lessor leased to the Government approximately 87.977 acres of land at the Greater Pittsburgh International Airport; and

WHEREAS, the aforesaid lease has been amended by Supplemental Agreement Nos. 1-10; and

WHEREAS, the acreage described in Supplemental Agreement No. 10 should read 103.38 acres; and

WHEREAS, the Government desires to add an additional 0.40 acre parcel to the lease; and

WHEREAS, it has been determined to be in the best interest of both parties to amend the lease as stated above.

NOW THEREFORE, effective upon the execution hereof, Department of the Army Lease No. DACA-15-029-ENG-7929 is amended as follows:

1. Paragraph No. 1 in Supplemental Agreement No. 10 is changed to read, "...increasing the total leased area to ~~103.38~~ acres..."
103.78

2. The Lessor hereby agrees to lease to the Government the full time exclusive use of a parcel of land which contains approximately 0.40 of an acre of land, thus increasing the total leased area to 103.78 acres, more or less, as described in Exhibit "D" attached hereto and made a part hereof.

THAT ALL OTHER TERMS AND CONDITIONS of the lease and all amendments shall remain in full force and effect.

IN WITNESS WHEREOF, this Agreement is duly executed on the day and year first above written, by the parties hereto, intending themselves to be legally bound hereby.

of America duly authorized by the Board of County Commissioners on May 7, 1992 at Agenda No. 690-1-92.

ATTEST:

[Signature]
Chief Clerk

COUNTY OF ALLEGHENY, Pennsylvania
By its Board of County Commissioners

[Signature]

[Signature]

[Signature]
Board of County Commissioners

APPROVED:

[Signature]
Director, Dept. of Aviation

UNITED STATES OF AMERICA

By: [Signature]
Title: _____

APPROVED AS TO FORM:

[Signature]
County Solicitor

[Signature]
Assistant County Solicitor

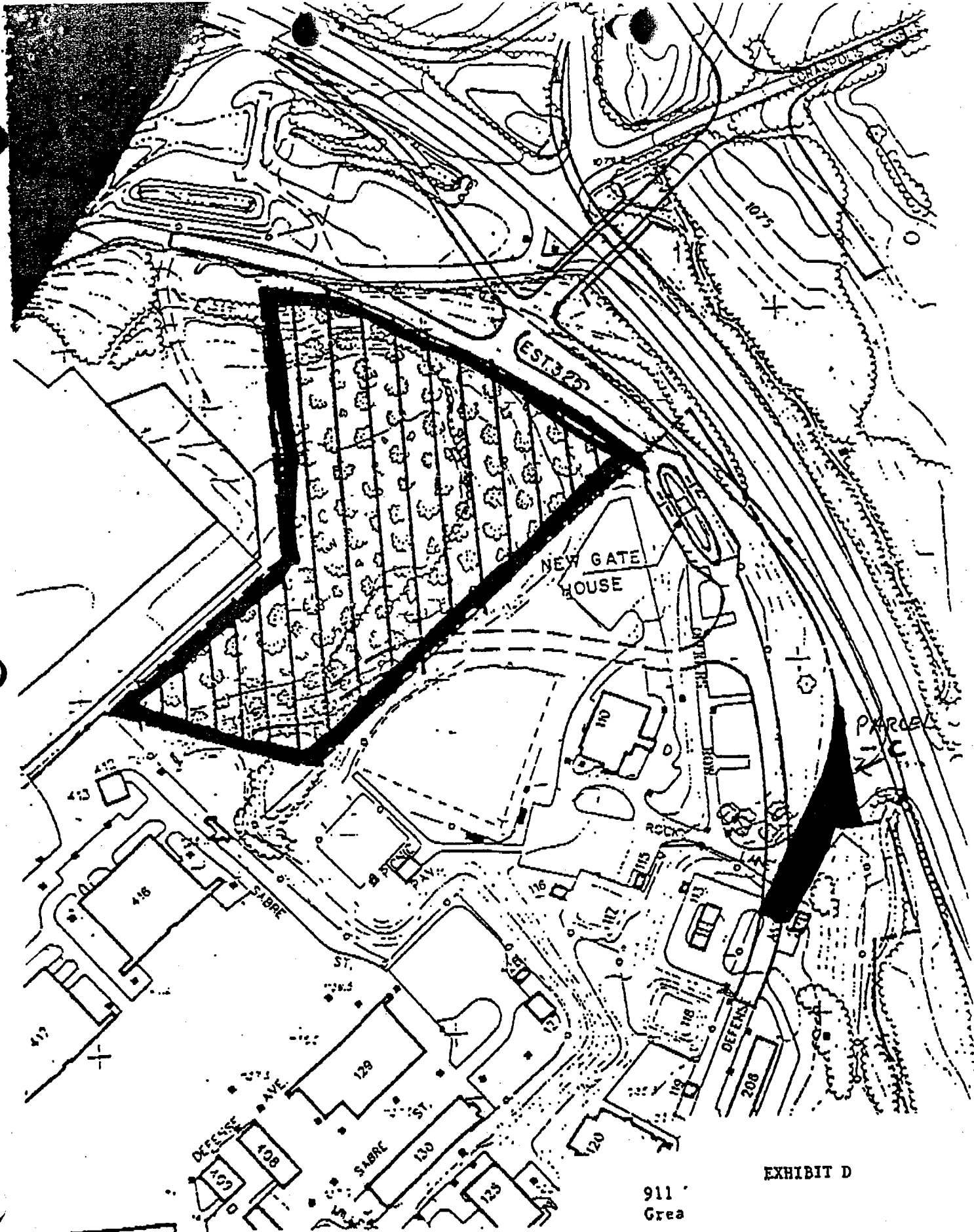


EXHIBIT D

911
Grea

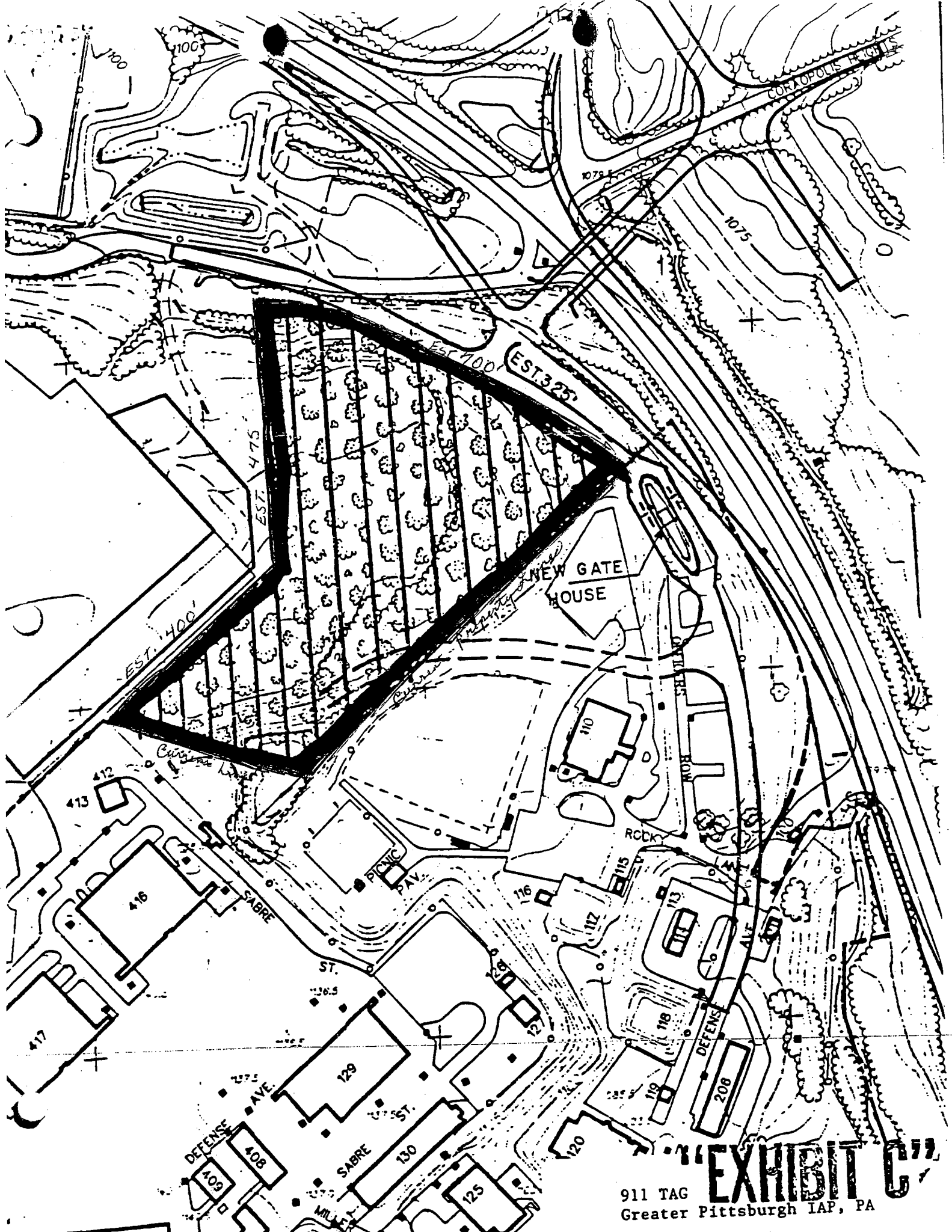


EXHIBIT C

911 TAG
Greater Pittsburgh IAP, PA

SUPPLEMENTAL AGREEMENT NO. 10

DEPARTMENT OF THE ARMY

LEASE NO. DA-15-029-ENG-7929

BY AND BETWEEN

COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA

AND

THE UNITED STATES OF AMERICA

WHEREAS, on 20 October 1964 the County of Allegheny, Commonwealth of Pennsylvania, hereinafter referred to as the lessor, and the United States of America, hereinafter referred to as the Government, entered into a lease agreement whereby the lessor leased to the Government approximately 87.977 acres of land at the Greater Pittsburgh International Airport; and

WHEREAS, the aforesaid lease has been amended by Supplemental Agreement Nos. 1-9; and

WHEREAS, the Government desires to add an additional 9.35 acre parcel to the lease and extend the lease term until 30 June 2013; and

WHEREAS, it has been determined to be in the best interest of both parties to amend the lease as stated above.

NOW THEREFORE, effective upon execution hereof, Department of the Army Lease No. DA-15-029-ENG-7929 is amended as follows:

1. The lessor hereby agrees to lease to the Government the full time exclusive use of a parcel of land which contains approximately 9.35 acres of land thus increasing the total leased area to 103.80 acres, more or less.

2. Exhibit "C" is added to show the area added by this agreement outlined in red.

3. Paragraph three (3) is changed in part to read as follows ".... that this lease shall in no event extend beyond 30 June 2013.

THAT ALL OTHER TERMS AND CONDITIONS of the lease and all amendments shall remain in full force and effect.

SUPPLEMENTAL AGREEMENT NO. 9
U.S. GOVERNMENT LEASE FOR GREATER PITTSBURGH AIRPORT, PENNSYLVANIA
BY AND BETWEEN
COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA
AND
THE UNITED STATES OF AMERICA

REVISION OF LEASE NO. DA-15-029-ENG-7929

1. All terms of the existing lease and supplemental agreements 1 through 8 are reaffirmed except in the following particulars:

- a. The Lessor, effective 1 March 1981, hereby agrees to lease to the Government the full-time exclusive use of two parcels of land described as Parcels A and D totaling 6.47 acres, more or less, as depicted in red on Exhibits A and B attached hereto and made a part hereof. Said Exhibit A reflects the location of Parcel A whereas Exhibit B reflects the location of Parcel D. It is the intent of the attached Exhibits A and B to depict only areas of proposed leasehold land acquisition. Any improvements located adjacent to said Parcels A and D are not included as part of the proposed leasehold acquisition.
- b. The Lessor, also agrees to extend the full-time exclusive use of 87.564 acres of land, more or less, thus increasing the total leased area to 94.034 acres, more or less, all of which being located at the Greater Pittsburgh Airport, County of Allegheny, Commonwealth of Pennsylvania to be used for Government purposes for a term beginning 1 March 1981 through 28 February 2006.
- c. The Lessee shall pay the Lessor the sum of One Dollar (\$1.00) and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, for the entire term.

2. In consideration of the foregoing, the parties hereto agree to the following:

- a. The Government shall not locate, place or construct nor shall it cause to be located, placed or constructed any physical structures or obstructions; including, without

limiting the generality of the foregoing, any building, fixtures, equipment, or other similar permanent structure whatsoever, on Parcel D located within the obstruction limit line as shown on the attached exhibits A & B; which, in the judgment of the County of Allegheny, may and/or will interfere with or endanger the free and unobstructed passage of aircraft within said obstruction limit line.


- B. Government understands that lessor is currently in the process of designing a terminal building outer taxiway for the southeast dock of Greater Pittsburgh International Airport. Upon completion of plans and specifications for said outer taxiway by Lessor, Government agrees to further amend Lease No. DA-15-029-ENG-7929 executed October 20, 1964 between the County of Allegheny and the United States of America, including Supplements 1 through 9 of said Agreement, to delete from the lease premises that portion of the premises needed by the County for construction of said taxiway and that portion of the premises located within the obstruction limit line to said taxiway. The taxiway and obstruction limit lines shown on the exhibits to the agreement are preliminary and are subject to further review and definition by the County. In the event that County determines it is not necessary to delete from the lease premises that land within the obstruction limit line to said taxiway, then Government shall execute and deliver to County an easement or right of way in the form and substance acceptable to Lessors allowing movement of aircraft and other equipment within said obstruction limit line as lessor deems necessary for its operation of said taxiway.

3. The consideration hereof is sufficient and all representations not contained herein shall not be binding on the parties hereto.

Signed and sealed this day of , 1981.


Department of the Army, Baltimore
Board of County Commissioners duly given on March 19, 1981 at Agenda No. 478-81

ATTEST:



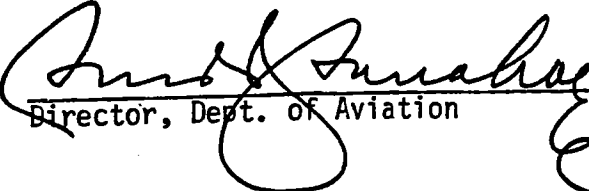
Chief Clerk

COUNTY OF ALLEGHENY, PENNSYLVANIA
By its Board of County Commissioners

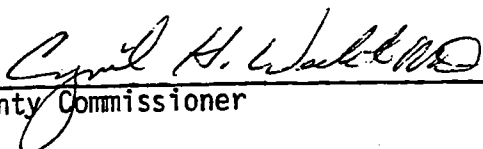


County Commissioner

APPROVED:

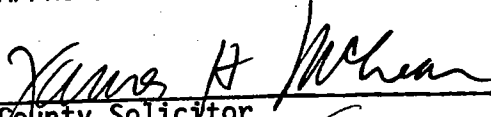


Director, Dept. of Aviation

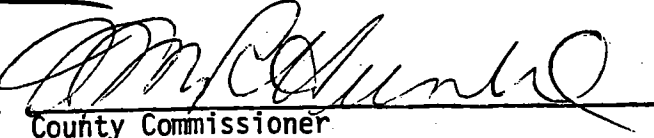


County Commissioner

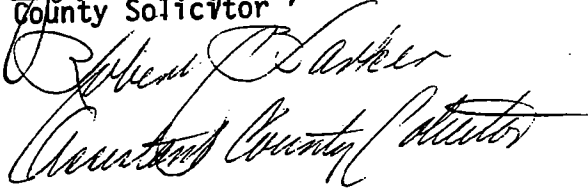
APPROVED AS TO FORM:



County Solicitor



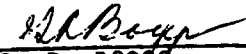
County Commissioner



County Auditor

THE UNITED STATES OF AMERICA
Department of the Army, Baltimore
Corps of Engineers

BY:



G. R. BOGGS
Chief, Real Estate Division

SUPPLEMENTAL AGREEMENT NO. 8
TO
LEASE NO. DA-15-029-ENG-7929

70th 80-0008 (412)
JO #81-0072 (M...)
79-0054 (412) (0.413 acres)
80-0016 (604)

THIS SUPPLEMENTAL AGREEMENT, made and entered into this 27th day of February 1978, by and between the COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA, whose address Pittsburgh, Pennsylvania, hereinafter called the Lessor, for itself, its successors and assigns, and THE UNITED STATES OF AMERICA, hereinafter called the Government.

W I T N E S S E T H T H A T :

WHEREAS, on the 20th day of October 1964, Lease No. DA-15-029-ENG-7929 was entered into by and between the Lessor and the Government pertaining to leasing and EXCLUSIVE USE of 87,977 acres of land more or less and Building P-412 located on the Greater Pittsburgh Airport, County of Allegheny, Commonwealth of Pennsylvania, and JOINT AND CONCURRENT USE of other facilities at said Airport for a period beginning 1 July 1963 through 30 June 1979, which was subsequently amended by First, Second, Third, Fourth, Fifth, Sixth and Seventh Supplemental Agreements, which clarified the lease, augmented the weight frequency formula: and extended the term of the lease; and

WHEREAS, it has become necessary and is agreeable to both parties to transfer title to facility No. 604, storage igloo to Allegheny County in lieu of removal and land restoration; and to delete Parcel 2A, 0.413 acres and facility 604 located thereon; and to delete Building 412, Telecom Center, 2367 square feet of space.

NOW THEREFORE, in consideration of the promises and other good and valuable consideration recited herein, the receipt and sufficiency of which is hereby acknowledged, the parties hereto mutually covenant and agree that, effective 27 February 1978, Lease No. DA-15-029-ENG-7929, as amended, is further amended in the following particulars but in no others:

a. That the U.S. Government shall transfer title to facility No. 604, Storage Igloo to the County of Allegheny in consideration of which the County shall release and discharge any obligation the U.S. Government shall have to remove said facility and restore the land upon which it is located.

b. That the U.S. Government's leasehold interest in Parcel 2A consisting of 0.413 acres of land located at Greater Pittsburgh International Airport is terminated effective 27 February 1978.

c. That reference to building No. 412 as found in Lease No. DA-15-029-ENG-7929, as amended, be deleted and the U.S. Government's leasehold interest in the 2367 square feet of space upon which Building No. 412 was located shall be terminated.

d. That any references to the above as found in Paragraphs 1(b) and 1(c) of this agreement be deleted in their entirety.

It is mutually understood and agreed by and between the parties hereto that all other terms and conditions of Lease No. DA-15-029-ENG-7929, as amended, shall apply with equal force and effect to the space covered by this Eighth Supplemental Agreement.

It is further mutually understood and agreed by and between the parties hereto that no oral or other promise of any character made by any individual allegedly speaking for the Government shall be binding under this Supplemental Agreement unless expressly stated herein.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names as of the date first above written.

ATTEST:

COUNTY OF ALLEGHENY PENNSYLVANIA
By its Board of County Commissioners

Anne M. Konahoe
Chief Clerk

1651.78

Jim Flaherty
County Commissioner

APPROVED:

H. G. ...
Director, Dept. of Aviation

Donny J. Hunter
County Commissioner

APPROVED AS TO FORM:

Robert C. ...
County Solicitor

Robert H. ...
County Commissioner

Alexander J. Jaffers
County Solicitor

THE UNITED STATES OF AMERICA
Department of the Army, Baltimore
Corps of Engineers

BY:

G. R. Boggs
G. R. BOGGS

Chief, Real Estate Division

TO

LEASE NO. DA-15-029-ENG-7929

THIS SUPPLEMENTAL AGREEMENT, made and entered into this 17th day of July 1975, by and between the COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA, whose address Pittsburgh, Pennsylvania, hereinafter called the Lessor, for itself, its successors and assigns, and THE UNITED STATES OF AMERICA, hereinafter called the Government.

WITNESSETH THAT:

WHEREAS, on the 20th day of October 1964, Lease No. DA-15-029-ENG-7929 was entered into by and between the Lessor and the Government pertaining to leasing and EXCLUSIVE USE of 87.977 acres of land more or less and Building P-412 located on the Greater Pittsburgh Airport, County of Allegheny, Commonwealth of Pennsylvania, and JOINT AND CONCURRENT USE of other facilities at said Airport for a period beginning 1 July 1963 through 30 June 1979, which was subsequently amended by First, Second, Third, Fourth, Fifth and Sixth Supplemental Agreements, which clarified the lease and augmented the weight frequency formula; and

WHEREAS, it has become necessary and is agreeable to both parties to extend the term of the lease to 30 June 2001 and delete the JOINT AND CONCURRENT USE area from this lease and provide for notification of the Lessor of the intention to construct a new facility.

NOW THEREFORE, in consideration of the premises and mutual benefits to be derived therefrom and One Dollar (\$1.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto covenant and agree that, effective 1 July 1975, Lease No. DA-15-029-ENG-7929, as amended, is further amended in the following particulars but in no other:

Paragraphs 3 and 6 as amended are deleted in their entirety and the following substituted therefor:

"3. TO HAVE AND TO HOLD the said premises with their appurtenances for the term beginning 1 July 1975 through 30 June 1976 provided that unless and until the Government shall give notice of termination in accordance with Provision 11 hereof, this lease shall remain in force thereafter from year to year without further notice

provided further that adequate appropriations be available from year to year for payment for services and provided further, that this lease shall in no event extend beyond 30 June 2001."

"6. It is understood and agreed by and between the parties hereto not withstanding the provisions of Paragraph 2, that a new separate agreement providing for reimbursement to the Lessor for a portion of the cost of maintaining and servicing the joint use area shall be renegotiated and entered into between the Using Service and the Lessor."

Paragraph 20 is added hereto and made a part hereof:

"20. In the event that any permanent construction is planned on the leased area, the Airport Director shall be informed in writing and advised that construction is being planned when the Using Service requests approval by the FAA."

It is mutually understood and agreed by and between the parties hereto that all other terms and conditions of Lease No. DA-15-029-ENG-7929, as amended, shall apply with equal force and effect to the space covered by this Seventh Supplemental Agreement.

It is further mutually understood and agreed by and between the parties hereto that no oral or other promise of any character made by any individual allegedly speaking for the Government shall be binding under this Supplemental Agreement unless expressly stated herein.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names as of the date first above written.

ATTEST:

Paul J. ...
Chief Clerk
7-12-75

COUNTY OF ALLEGHENY PENNSYLVANIA
By its Board of County Commissioners
[Signature]
County Commissioner

APPROVED:

[Signature]
Director, Dept. of Aviation

[Signature]
County Commissioner
[Signature]
County Commissioner

APPROVED AS TO FORM:

[Signature]
County Solicitor

THE UNITED STATES OF AMERICA
Department of the Army, Baltimore
Corps of Engineers

BY: *[Signature]*
B. J. FRANKEL
Chief, Real Estate Division

(USAF RESERVE)

(DISTRIBUTION:
(SG, Fin Ctr, P&D Br (Sup)
(C/S, USAF (AFPCERS), Wash.
(Cmdr, AF Reserve (AFRESC),
(Robins AFB, Ga
(FAA, Harrisburg-York State
(Airport, New Cumberland,
(Cmdr, 911th Mil Airlift Gp.
((GCO), Greater Pittsburgh
(Airport, Pittsburgh, Pa
(RECORD COPY ORLRE-AL
(ORLRE-P
(DATE: 8 JUN 1970

DEPARTMENT OF THE ARMY
LOUISVILLE DISTRICT, CORPS OF ENGINEERS
P. O. BOX 59, 600 FEDERAL PLACE
LOUISVILLE, KENTUCKY 40201

SIXTH SUPPLEMENTAL AGREEMENT

TO

LEASE NO. DA-15-029-ENG-7929

THIS SUPPLEMENTAL AGREEMENT made and entered into this 26th day of January 1970, by and between the COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA, whose address is Pittsburgh, Pennsylvania, hereinafter called the Lessor, for itself, its successors and assigns, and THE UNITED STATES OF AMERICA, hereinafter called the Government, WITNESSETH THAT:

WHEREAS, on the 20th day of October 1964, Lease No. DA-15-029-ENG-7929 was entered into by and between the Lessor and the Government pertaining to leasing and EXCLUSIVE USE of 87.977 acres of land more or less and Building P-412 located on the Greater Pittsburgh Airport, County of Allegheny, Commonwealth of Pennsylvania, and JOINT AND CONCURRENT USE of other facilities at said Airport for a period beginning 1 July 1963 through 30 June 1979, which was subsequently amended by First, Second, Third, Fourth and Fifth Supplemental Agreements, which clarified the lease and augmented the weight frequency formula, and

WHEREAS, it has become necessary and is agreeable to both parties to extend the term of the EXCLUSIVE USE AREA only to 30 June 1984 with the JOINT AND CONCURRENT USE area to expire 30 June 1979.

NOW THEREFORE, in consideration of the premises and mutual benefits to be derived therefrom and One Dollar (\$1.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto covenant and agree that, effective 1 July 1969, Lease No. DA-15-029-ENG-7929, as amended, is further amended in the following particular but in no other:

Paragraph 3 is deleted in its entirety and the following substituted therefor:

PARAS
LETED
7TH SUPP.
AGREEMENT

"3. TO HAVE AND TO HOLD the said premises with their appurtenances for the term beginning 1 July 1969 through 30 June 1970 provided that unless and until the Government shall give notice of termination in accordance with Provision 11 hereof, this lease shall remain in force thereafter from year to year without further notice, provided further that adequate appropriations are available from year to year for payment for services and provided further, that that portion of the lease covering and providing for Joint and Concurrent use by the Government with the Lessor shall in no event extend beyond 30 June 1979; and further, that portion of the lease covering and providing for Exclusive Use by the Government shall in no event extend beyond 30 June 1994."

It is mutually understood and agreed by and between the parties hereto that all other terms and conditions of Lease No. DA-15-029-ENG-7929, as amended, shall apply with equal force and effect to the space covered by this Sixth Supplemental Agreement.

It is further mutually understood and agreed by and between the parties hereto that no oral or other promise of any character made by any individual allegedly speaking for the Government shall be binding under this Supplemental Agreement unless expressly stated herein.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names as of the date first above written.

ATTEST:

APPROVED:

M. D. Galt
Director, Dept. of Aviation

COUNTY OF ALLEGHENY, PENNSYLVANIA
By its Board of County Commissioners

[Signature]
[Signature]
(County Commissioners)

APPROVED AS TO FORM:

[Signature]
(County Solicitor)

[Signature]
(Assistant County Solicitor)

THE UNITED STATES OF AMERICA

BY: [Signature]
FRED MORGAN
Chief, Real Estate Division

U. S. ARMY ENGINEER DISTRICT, LOUISVILLE
CORPS OF ENGINEERS
830 WEST BROADWAY
LOUISVILLE, KENTUCKY 40203

FIFTH SUPPLEMENTAL AGREEMENT

TO

LEASE NO. DA-15-029-ENG-7929

THIS SUPPLEMENTAL AGREEMENT made and entered into this 1st day of November 1968 by and between the COUNTY OF ALLEGHENY, Commonwealth of Pennsylvania, whose address is, Pittsburgh, Pennsylvania, hereinafter called the Lessor, for itself its successors and assigns and the UNITED STATES OF AMERICA hereinafter called the Government,

WITNESSETH THAT:

WHEREAS, on the 20th day of October 1964, Lease No. DA-15-029-ENG-7929 was entered into by and between the Lessor and the Government pertaining to leasing and exclusive use of 87.977 acres of land more or less and building P-412 located on the Greater Pittsburgh Airport, County of Allegheny, Commonwealth of Pennsylvania and joint and concurrent use of certain other facilities of said Airport for a period beginning 1 July 1963 through 30 June 1979, and was subsequently amended by First, Second, Third, and Fourth Supplemental Agreements; and

WHEREAS, it has become necessary and agreeable to both parties to change the credit allowance for the use of snow removal equipment, effective 1 January 1969.

NOW THEREFORE, in consideration of the premises and mutual benefits to be derived therefrom, the parties hereto covenant and agree that, effective 1 January 1969, Lease No. DA-15-029-ENG-7929, as amended, is further amended in the following particulars but in no others:

Paragraph 6 b of this lease, as amended, is deleted and the following substituted therefor:

"6. b. In consideration for loan of snow removal equipment to the Lessor as provided in the terms and conditions of the Separate Agreement heretofore entered into between the United States and the County of Allegheny, beginning with the effective date of this Fifth Supplemental Agreement and for the remaining period of Fiscal Year 1969 and effective each 1 July thereafter a credit of \$500.00 shall be allowed to the Government. Upon withdrawal or return of all snow removal equipment in accordance with Paragraph 6 c of this lease, as amended, no allowance will be credited to the Government in accordance with the terms and conditions above stated."

PARA 6 DELETED
& AMENDED-SEE
SEVENTH
SUPPLEMENTAL
AGREEMENT

Circle #1

It is mutually understood and agreed by and between the parties hereto that all other terms and conditions of the subject lease, as amended, shall remain unchanged and shall apply with equal force and effect to this Fifth Supplemental Agreement unless expressly stated herein.

It is further mutually understood and agreed by the parties hereto that no oral or other promise of any character made by any individual allegedly speaking for the Government shall be binding under this Fifth Supplemental Agreement unless expressly stated herein.

IN WITNESS WHEREOF the parties hereto have subscribed their names as of the dates and year first above written.

ATTEST:

M. J. Griffin
Director, Dept. of Aviation

COUNTY OF ALLEGHENY PENNSYLVANIA
by its Board of County Commissioners

[Handwritten signatures]
(County Commissioners)

APPROVED AS TO FORM:

Maurice Rouly
(County Solicitor)

Attest:
J. B. Carpenter
Chief Clerk

Walter Seligson
(Assistant County Solicitor)

THE UNITED STATES OF AMERICA

Fred Morgan
FRED MORGAN
Chief, Real Estate Division

CORAPOLIS, PENNSYLVANIA)
S AIR FORCE RESERVE)

(DISTRIBUTION:
(CG, Fin Ctr, P&D Branch (dup)
(C/S, USAF, AFOCE-F, Wash, DC
(Cmdr, CAC, EEC-R, Robins AFB,
(Ga (dup)
(FAA, Harrisburg-York State
(Airport, New Cumberland, Pa
(~~Cmdr, 911th Military Airlift~~
(Gp, GCO, Gr Pitts Arpt, Pitts
(RECORD COPY ORLRE-AL
(Pitts RE Proj Ofc
(ORLRE-P
(DATE: 29 DEC 1967

DEPARTMENT OF THE ARMY
LOUISVILLE DISTRICT, CORPS OF ENGINEERS
P.O. BOX 59, 830 WEST BROADWAY
LOUISVILLE, KENTUCKY 40201

FOURTH SUPPLEMENTAL AGREEMENT

TO

LEASE NO. DA-15-029-ENG-7929

THIS SUPPLEMENTAL AGREEMENT, made and entered into this 21st day of November 1967, by and between the COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA, whose address is Pittsburgh, Pennsylvania, hereinafter called the Lessor, for itself, its successors and assigns and THE UNITED STATES OF AMERICA, hereinafter called the Government:

WITNESSETH:

WHEREAS, on the 20th day of October 1964, Lease No. DA-15-029-ENG-7929 was entered into by and between the Lessor and the Government pertaining to leasing and exclusive use of 87.977 acres of land more or less and Building P-412 located on the Greater Pittsburgh Airport, County of Allegheny, Commonwealth of Pennsylvania and joint and concurrent use of certain other facilities of said Airport for a period beginning 1 July 1963 through 30 June 1979, and was subsequently amended by First, Second and Third Supplemental Agreements; and

WHEREAS, it has become necessary and agreeable to both parties to abolish the weight frequency formula and substitute a fixed charge of \$20,000.00 per year, subject to renegotiation each year by either party during a 90-day period prior to 30 June commencing with 30 June 1969.

NOW THEREFORE, in consideration of the premises and mutual benefits to be derived therefrom, the parties hereto covenant and agree that, effective 1 January 1968, Lease No. DA-15-029-ENG-7929, as amended, is further amended in the following particulars but in no others:

1. All Supplemental Agreements heretofore entered into or proposed are null and void and of no further force and effect.

2. Paragraph 6 and all sub-paragraphs (a through f) are deleted and the following substituted therefor:

PARA 6 DELETED ENTIRELY SUPPLEMENTAL AGREEMENT, 17 JULY 75

6. Effective as of the date of this Supplemental Agreement, subject to the availability of funds, the Government will reimburse the Lessor for the cost of maintaining and servicing the runways, taxiways and appurtenances, including, but not limited to, weed cutting, grass mowing, turf maintenance, operation and maintenance of high intensity lighting system and glide angle, weed clearing, marking and painting of runways, structural fire protection and aircraft fire and crash rescue services, snow removal, ice control and all other maintenance and services necessary for the proper operation of said airport, including maintaining the clearance criteria in the transition approach and clear zones, all pursuant to the Standards prescribed by the Federal Aviation Agency or its successor in function, for the operation of Civil Airports of the same type and character at a rate indicated in "a" below.

"a. For joint use of the landing field and maintenance of the flying facilities by the Lessor, the rate payable by the Government to the Lessor shall be \$20,000.00 per year, subject to renegotiation each year during a 90-day period prior to 30 June beginning with 30 June 1969. The fixed annual charge may be renegotiated upon 30 days' notice by the Government provided that a substantial change (programmed or actual) occurs in the Air Force missions located at Greater Pittsburgh Airport. Payment under the terms of this agreement shall be effective 1 January 1968 and shall provide for annual payment in the first quarter of each fiscal year starting 1 July 1968. The rental for the period from 1 January 1968 to 30 June 1968 shall be \$10,000.00 and shall be payable in the third quarter of FY 68."

Para 6 is amended per 5th Supplemental Agreement, 17 JUL 68.

~~"b. In consideration for loan of snow removal equipment to the Lessor as provided in the terms and conditions of the Separate Agreement heretofore entered into between the United States and the County of Allegheny, beginning with the effective date of this Supplemental Agreement and for the remaining period of Fiscal Year 1968 and effective each 1 July, thereafter a credit for \$1,500.00 shall be allowed to the Government. Upon withdrawal or return of all snow removal equipment in accordance with "c" below, no allowance will be credited to the Government in accordance with the terms and conditions above stated."~~

"c. The Government may withdraw all of the equipment furnished under the above-referenced lease. The Lessor may return any or all of the equipment furnished by the United States under the above-referenced lease; providing any withdrawal or return of equipment is preceded by 30 days' notice in writing given by the party withdrawing or returning the equipment to the other party affected."

It is mutually understood and agreed by and between the parties hereto that all other terms and conditions of subject lease shall remain unchanged and shall apply with equal force and effect to this Supplemental Agreement unless expressly stated herein.

It is further mutually understood and agreed by the parties hereto that no oral or other promise of any character made by any individual allegedly speaking for the Government shall be binding under this Supplemental Agreement unless expressly stated herein.

IN WITNESS WHEREOF, the parties hereto have subscribed their names as of the day and year first above written.

ATTEST:
App 12-12-67
[Signature]

COUNTY OF ALLEGHENY PENNSYLVANIA
by its Board of County Commissioners
[Signature]
[Signature]
[Signature]
(County Commissioners)

APPROVED:
[Signature]
Dir. Dept of Aviation

APPROVED AS TO FORM:
[Signature]
(County Solicitor)
[Signature]
(Assistant County Solicitor)

THE UNITED STATES OF AMERICA

BY: *[Signature]*
FRED MORCAN 26 DEC 1967
Chief, Real Estate Division

8-15-7

(GREATER PITTSBURGH AIRPORT, PA)
(UNITED STATES AIR FORCE RESERVE)

DISTRIBUTION: U. S. ARMY ENGINEER DISTRICT, LOUISVILLE
(CG USA Army Fin Ctr P&D Br. (Dup) CORPS OF ENGINEERS
(DCS/O USAF ATTN: D/I RE Div (Dup) 830 WEST BROADWAY
(Attn: AFOCE-R & AFSPPCA) LOUISVILLE, KENTUCKY 40203
(Comdr ConAC ATTN: ERP (Dup)) w/DD 1354 trip .
(Comdr 911th TFW (G) (Dup)) LEASE
(Pitts Airport, Coraopolis Pa.)
((Dup)) NO. DA-15-029-ENG-7929
(FAA, Harrisburg-York State Arpt)
(New Cumberland, Pa 17070) Between
(RECORD COPY: ORLRE-AL, Pitts RE OF)
(ORLRE-P) COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA
(DATE: 28 OCT 1964)

and

THE UNITED STATES OF AMERICA

THIS LEASE made and entered into this 20 day of October 1964
by and between the COUNTY OF ALLEGHENY, Commonwealth of Pennsylvania, whose
address is Pittsburgh, Pennsylvania and whose interest in the property herein-
after described is that of owner, for itself, its successors and assigns,
hereinafter called the Lessor, and THE UNITED STATES OF AMERICA, hereinafter
called the Government.

WHEREAS, on the 4th day of May 1944, Lease No. W-18-010-ENG-485 was
entered into by and between the Lessor and the Government pertaining to the
leasing and exclusive use of 87.9077 acres of land more or less and Building
P-412 located thereon of the Greater Pittsburgh Airport in the County of
Allegheny, Commonwealth of Pennsylvania and joint and concurrent use of
certain facilities of said Airport for a period of 4 May 1944 until 30 June
1969 unless sooner cancelled, and said lease was subsequently amended to modify
the term of the lease and certain other conditions by the First Supplemental
Agreement thereto, and to extend the term to 30 June 1979, and was further
amended by Supplemental Agreement Number Two to provide for crash, fire
protection, snow removal, etc., and certain specified landing and take-off
weights predicated upon the weight frequency formula; and,

WHEREAS, it is to the mutual benefit of both parties to cancel said
Lease No. W-18-010-ENG-485 as amended and enter into a new lease combining
the terms and conditions of the former lease into one instrument and to
amend legal description of joint use area and landing and take-off fees.

NOW THEREFORE, in consideration of the premises and the mutual benefits
to be derived therefrom the parties hereto covenant and agree as follows:

1. The County of Allegheny hereinafter called the Lessor, for itself, its successors and assigns, hereby leases to the Government certain premises at the Greater Pittsburgh Airport in the Townships of Moon and Findley, County of Allegheny, Commonwealth of Pennsylvania, described as follows:

a. The exclusive use of the area outlined in green on the attached map containing approximately 87.564 acres and designated as Parcel No. 2, reserving unto the Lessor the right to enter thereon at such times as approved by the Commanding Officer of the Airport Installation, to maintain and repair its existing utility lines.

b. The exclusive use of the area outlined in green on the attached map, containing approximately 0.413 acres designated as Parcel No. 2A reserving unto the Lessor the right to enter thereon at such times as approved by the Commanding Officer of the Air Force installation, to maintain and repair its existing utility lines.

c. The exclusive use of Building P-412 located on Parcel No. 2, and hereby designated a portion of said Parcel No. 2, said demised premises to be used for the requirements of the Department of the Air Force.

d. All or any part of the above premises to be used by the Government for Air Navigation and Air Terminal purposes and military aviation purposes.

2. Joint and Concurrent Use. The Government shall have the right to use jointly with the Lessor, its officers, agencies, assignees, permittees, licensees, or other lessees, the landing field area of said Airport and appurtenances necessary thereto, in the take-off and landing of aircraft, and provided further that the rights of the Government set forth herein shall include the use of all additions, extensions and improvements to the existing runways, taxiways and appurtenances thereto, together with the right of ingress and egress thereto.

3. TO HAVE AND TO HOLD the said premises with their appurtenances for the term beginning 1 July 1963 through 30 June 1964, provided that unless and until the Government shall give notice of termination in accordance with Provision 11 hereof, this lease shall remain in force thereafter from year to year without further notice, provided further that adequate appropriations are available from year to year for payment for services and provided further, that this lease shall in no event extend beyond 30 June 1979.

PARA 3
DELETED
SEE SEVENTH
SUPPLEMENTAL
AGREEMENT
17 SEPT 75

4. The Government shall pay the Lessor rent at the following rate:

The sum of One Dollar (\$1.00) for the entire term and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged.

5. The Government shall not assign this lease in any event and shall not sublet the demised premises except by written approval of the Lessor.

6. Effective as of the date of this lease subject to the availability of funds, the Government will reimburse the Lessor for the cost of maintaining and servicing and maintaining the runways, taxiways, and appurtenances

including, but not limited to, weed cutting, grass mowing, turf maintenance, operation maintenance of high intensity lighting system, glide angle, weed clearing, marking and painting of runways, fire and crash rescue service, snow removal, ice control and all other maintenances and services necessary for the proper operation of said airport, including maintaining the clearance criteria in the transition approach and clear zones, all pursuant to the Standards prescribed by the Federal Aviation Agencies or its successors in function, for the operation of Civil Airports of the same type and character at a rate indicated below, predicated upon the Weight Frequency Formula, that is to say, the landing weight of each United States Aircraft based at the subject installation multiplied by the number of actual landings thereof, in accordance with the terms and conditions as follows:

PARA 6
DELETED.
SEE 7TH
SUPPLEMENTAL
AGREEMENT
17 SEPT 75

2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
2035
2036
2037
2038
2039
2040
2041
2042
2043
2044
2045
2046
2047
2048
2049
2050

~~DELETED~~ a. For Joint Use of the landing field and maintenance of the flying facilities, by the Lessor the rate for each 1,000 pounds of landing weight of based aircraft shall be twelve (12) cents. For the purpose of determining the landing weights, the C-119 type aircraft shall be considered as 39,000 pounds and the landing weights of the C-45⁴⁷ type aircraft shall be considered as 6,750 pounds.

~~DELETED~~ b. United States transient aircraft shall not be included for payment purposes. For the purpose of this lease transient aircraft is defined as "all United States aircraft visiting the Air Force activity for landing at said airport, for servicing while en route to another airport." Based aircraft is defined as "all United States Aircraft assigned to U. S. Air Force Reserve facilities at said airport."

~~DELETED~~ c. The United States Air Force will maintain accurate records of based United States Aircraft by type and military identification number and the number of landings for the calendar month and furnish this information to the Lessor on or before the 10th day of the month next succeeding the month of account. Touch and go operations shall be included in the count and recorded as a landing. Landing shall be defined as "actual contact with the runway surface."

~~DELETED~~ d. The rate per 1,000 pounds for landing weight specified herein shall be for an initial term commencing the 1st day of July, 1963, and ending on 30 June, 1968. Said rate shall be subject to re-negotiation within a 90-day period immediately prior to the end of the term set forth above and each successive five year term thereafter. It is expressly understood and agreed, however, that during the term of this lease, the rate per 1,000 pounds of landing weight as provided herein or as may be hereafter negotiated shall not at any time exceed seventy-five per cent (75%) of the average rate per 1,000 pounds landing weight used in determining the landing rates of commercial aircraft operating from said airport and in effect as of the date of any re-negotiation of rates under this Lease.

~~DELETE~~ e. In consideration for loan of snow removal equipment to the Lessor as provided in the terms and conditions of the Separate Agreement to be entered into between the United States and the County of Allegheny, beginning with the execution of this lease and for the remaining period of Fiscal Year 1964 and effective each July 1, thereafter, no charge shall be made for U. S. Aircraft landings until such time as the accumulated charges for such landings for the Fiscal Year exceeds \$2,000.00. After the accumulated charges have exceeded \$2,000.00 for U. S. Aircraft landings made in that Fiscal Year, or after withdrawal or return of all snow removal equipment in accordance with Paragraph 5f below, the Lessor may charge the Government for all subsequent landings made within that Fiscal Year in accordance with the terms and conditions above stated.

~~DELETE~~ f. The Government may withdraw all of the equipment furnished under the above referenced lease. The Lessor may return any or all of the equipment furnished by the United States under the above referenced lease; providing any withdrawal or return of equipment is preceded by 30 days' notice in writing given by the party withdrawing or returning the equipment to the other party affected.

7. The Government shall not require the Lessor to furnish any services in connection with Parcel No. 2-A or improvements located thereon.

8. The Government shall have the right during the existence of this lease to make alterations and improvements and to attach fixtures in and upon the exclusive use Parcels herein demised. All alterations, improvements and fixtures made or erected by the Government shall remain the property of the Government and may be removed or otherwise disposed of by the Government.

9. The Government shall surrender possession of the premises upon expiration or termination of this lease and if required by the Lessor, shall within 30 days thereafter, or within such additional time as may be mutually agreed upon, return the premises in as good condition as that existing at the time of entering upon the same under this lease, reasonable ordinary wear and tear and damages by the elements or by circumstances over which the Government has no control excepted, provided that the Lessor requires the return of the premises in such condition, the Lessor shall give written notice thereof to the Government at least fifteen (15) days before the expiration or termination of the lease, said notice to specify the exceptions of the Lessor to the then existing conditions and provided further, that should the Lessor give such notice within the time specified above, the Government and the Lessor shall immediately enter into negotiations for the purpose of determining whether the Government shall make a cash settlement with the Lessor or leave in place part or all of the said alterations, improvements and fixtures in lieu of performance of the Government's obligation to restore said premises.

10. No alterations, improvements or fixtures shall be made or erected on the joint and concurrent use area without prior written consent of the Lessor.

11. The Joint Inventory and Condition report of all personal property of the Lessor and the Joint Physical Survey and Inspection Report of the demised premises made upon entering upon the premises under Lease No. W-18-010-ENG-485 shall be applicable to this lease and no new Survey of Premises and Condition report shall be necessary.

12. The Government may terminate this lease at any time by giving 30 days' notice in writing to the Lessor and no rental shall accrue after the effective date of the termination.

13. Any notice under the terms of this lease shall be in writing signed by a duly authorized representative of the party giving such notice and if given by the Government shall be addressed to the Lessor in the County of Allegheny, Commonwealth of Pennsylvania, Pittsburgh, Pennsylvania, and if given by the Lessor shall be addressed to the Office of the District Engineer, U. S. Army Engineer District, Louisville, Post Office Box 59, Louisville, Kentucky 40201.

14. This lease shall be subordinate to the provisions of any existing or future agreement entered into between the Lessor and the United States to obtain Federal Aid for the improvement or operation and maintenance of the subject Airport.

15. No member or delegate to Congress or Resident Commissioner shall be admitted to any share or part of this lease or to any benefit that may arise therefrom, but this provision shall not be construed to extend to this lease if made with a corporation for its general benefit.

a. The Government may, by written notice to the Lessor, terminate the right of the Lessor to proceed under this lease if it is found, after notice and hearing, by the Secretary of the Army or his duly authorized representative, that gratuities (in the form of entertainment, gifts, or otherwise) were offered or given by the Lessor, or any agent or representative of the Lessor, to any officer or employee of the Government, with a view toward securing a lease or securing favorable treatment with respect to the awarding or amending, or the making of any determinations with respect to the performing of such lease; provided, that the existence of facts upon which the Secretary of the Army or his duly authorized representative makes such findings shall be in issue and may be reviewed in any competent court.

b. In the event this lease is terminated as provided in Paragraph (a) hereof, the Government shall be entitled (i) to pursue the same remedies against the Lessor as it could pursue in the event of a breach of the Lease by the Lessor, and (ii) as a penalty in addition to any other damages to which it may be entitled by law, to exemplary damages in an amount (as determined

LEASE NO. DA/15/7929 (Continued)

by the Secretary of the Army or his duly authorized representative) which shall be not less than three nor more than ten times the costs incurred by the Lessor in providing any such gratuities to any such officer or employee.

c. The rights and remedies of the Government provided in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law or under this lease.

16. The Lessor, in performing the work required by this contract, shall not discriminate against any employee or applicant for employment because of race, creed, color or national origin; provided that the Lessor shall otherwise be the sole judge of the qualifications of any worker for any particular job.

17. This transaction is not affected by Title 10 USC 2662 as amended by Section 511, Public Law 86-500, 86th Congress.

18. It is hereby agreed by and between the parties hereto that effective as of the date of this instrument, Lease No. W-18-010-ENG-485 dated 4 May 1944, Supplemental Agreement No. 1, dated 8 March 1955, and Supplemental Agreement No. 2, dated 22 May 1958, heretofore entered into between the parties hereto is hereby cancelled and of no further force and effect. Notice of termination of said lease as provided for in Paragraph 9 therein is expressly waived.

19. All terms and conditions in respect to this lease are expressly contained herein and the Lessor agrees that no representative or agent of the Government has made any representations or provisions with respect to this lease not expressly contained herein and no oral or other promise of any character made by any individual allegedly speaking for the Government shall be binding under this lease unless expressly stated herein.

20. IN THE EVENT THAT ANY PERMANENT CONSTRUCTION IS PLANNED ON THE LEASED AREA, THE AIRPORT DIRECTOR SHALL BE INFORMED IN WRITING AND ADVISED THAT CONSTRUCTION IS BEING PLANNED WHEN THE USING SERVICE REQUESTS APPROVAL BY THE FAA.

ARA 20
DEED BY
TH SUPP.
AGREEMENT
7 JULY, 1975

LEASE NO. DA-15-029-ENG-7929 (Continued)

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names as of the dates first above written.

COUNTY OF ALLEGHENY, PENNSYLVANIA by
its Board of County Commissioners

ATTEST:

M. M. [Signature]
Chief Clerk

Wm. D. McCord

APPROVED:

J. W. Carlson
Acting Dir, Dept. of Aviation

Blair [Signature]
County Commissioners

APPROVED AS TO FORM:

Maurice [Signature]
County Solicitor

[Signature]
Asst. County Solicitor

THE UNITED STATES OF AMERICA

BY: *Fred Morgan*
FRED MORGAN

Chief, Real Estate Division
Official Title

PETE FLAHERTY
COMMISSIONER

TOM FOERSTER
CHAIRMAN

LARRY DUNN
COMMISSIONER



DEPARTMENT OF AVIATION

PITTSBURGH INTERNATIONAL AIRPORT • ALLEGHENY COUNTY AIRPORT

County of Allegheny

PITTSBURGH INTERNATIONAL AIRPORT

LANDSIDE TERMINAL, SUITE 4000

P.O. BOX 12370

PITTSBURGH, PA 15231-0370

(412) 472-3500 • FAX (412) 472-3636

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

April 5, 1994

RFM 11 April 94

CEE SR

CEV/KF AMZ

CEER CE

CEM TE

CEA _____

For your info

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

SUBJECT: EXPANSION OF RESERVE BASE

Dear Commander Joniec:

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

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

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

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



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

Very truly yours,

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

HCH
HCH/RCB/PF/jr

cc Peter Florian
Tom Jargiello
Kevin Conroy
Charles Engstrom

 911th Airlift Group
Commander
DI *Steph*
Deiny
IT'S FINALLY HERE! LET'S
SET UP A MEETING OF KEY
FOCUS NEXT WEEK TO DISCUSS
CONCEPTS ON THIS
Bailey *Anybody ELSE?*
Peggy
Mosslein *CMS*

"Whatever it takes"

DEC-15-1994 09:20
15th DISTRICT, PENNSYLVANIA

021 0108
RFRER/MI

AFRBS/CB

202 767 4394

002
P. 03/03

COMMITTEE ON
WAYS AND MEANS
FISCAL RESEARCH, SUBCOMMITTEE
ON FISCAL REVENUE
HOUSE, SUBCOMMITTEE ON
BUDGET
WASHINGTON OFFICE
1222 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-3818
(202) 225-2135

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

DISTRICT OFFICE
505 WETMORE ROAD
PITTSBURGH, PA 15201
(412) 642-3208
521 FIFTH AVENUE
PITTSBURGH, PA 15122
(412) 644-4048
840 BORN ROAD
PITTSBURGH, PA 15228
(412) 642-3206

December 12, 1994

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

Dear Secretary Boatright:

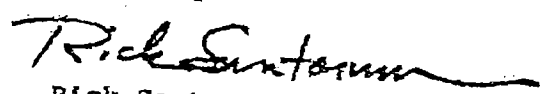
I am writing to urge your consideration of a proposal regarding the 911th Airlift Wing in Pittsburgh, Pennsylvania.

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

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

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

Sincerely,



Rick Santorum
Member of Congress

RS:ps

FROM: HOLSORTH AND ASSOC.

TO:

NOV 14, 1994 10:43AM P.02

PETE FLAHERTY
COMMISSIONERTOM FOERSTER
CHAIRMANLARRY DUNN
COMMISSIONERHERBERT C. HIGGINSBOTHAM, II, P.E.
DIRECTORDEPARTMENT OF AVIATION
PITTSBURGH INTERNATIONAL AIRPORT • ALLEGHENY COUNTY AIRPORT

County of Allegheny

PITTSBURGH INTERNATIONAL AIRPORT
LANDSIDE TERMINAL, SUITE 4000
P.O. BOX 12370
PITTSBURGH, PA 15231-0370
(412) 472-3500 • FAX (412) 472-3238

November 14, 1994

Colonel T. Spencer, USAF Reserve
911th Air Wing
Greater Pittsburgh International Airport
316 Defense Avenue, Suite 101
Coraopolis, PA 15108-4403SUBJECT: REUSE OF OLD TERMINAL
GREATER PITTSBURGH INTERNATIONAL AIRPORT

Dear Colonel Spencer:

The County of Allegheny, Department of Aviation has recently been reviewing the old terminal for the Greater Pittsburgh International Airport and the associated ramp area. In reviewing this, it appears that the eastern portion of this ramp area which comprises approximately thirty (30) acres, may be suitable for use by the Air Force Reserve. If this is of interest to you, we would submit a request to the Board of Commissioners of Allegheny County to amend your lease to include this with the other land you are currently occupying. In previous discussions with the Commissioners, I am sure they will be receptive to this idea because of the value and the benefit of the 911th to this community. Based on these conversations with the Commissioners, specifically concerning the County's reuse of this area, I know that they would receive this request favorably.

Please indicate your thoughts concerning this to me so that if this is your desire, we can initiate the necessary paper work. I have been told that you have been an excellent neighbor over the years and that the Allegheny County Department of Aviation and the 911th have worked together very well. This was very evident to me in the aftermath of the tragedy of the crash of USAir Flight 427.

FROM: HOLSORTH AND ASSOC.

TO:

NOV 14 1994 10:44AM P.03

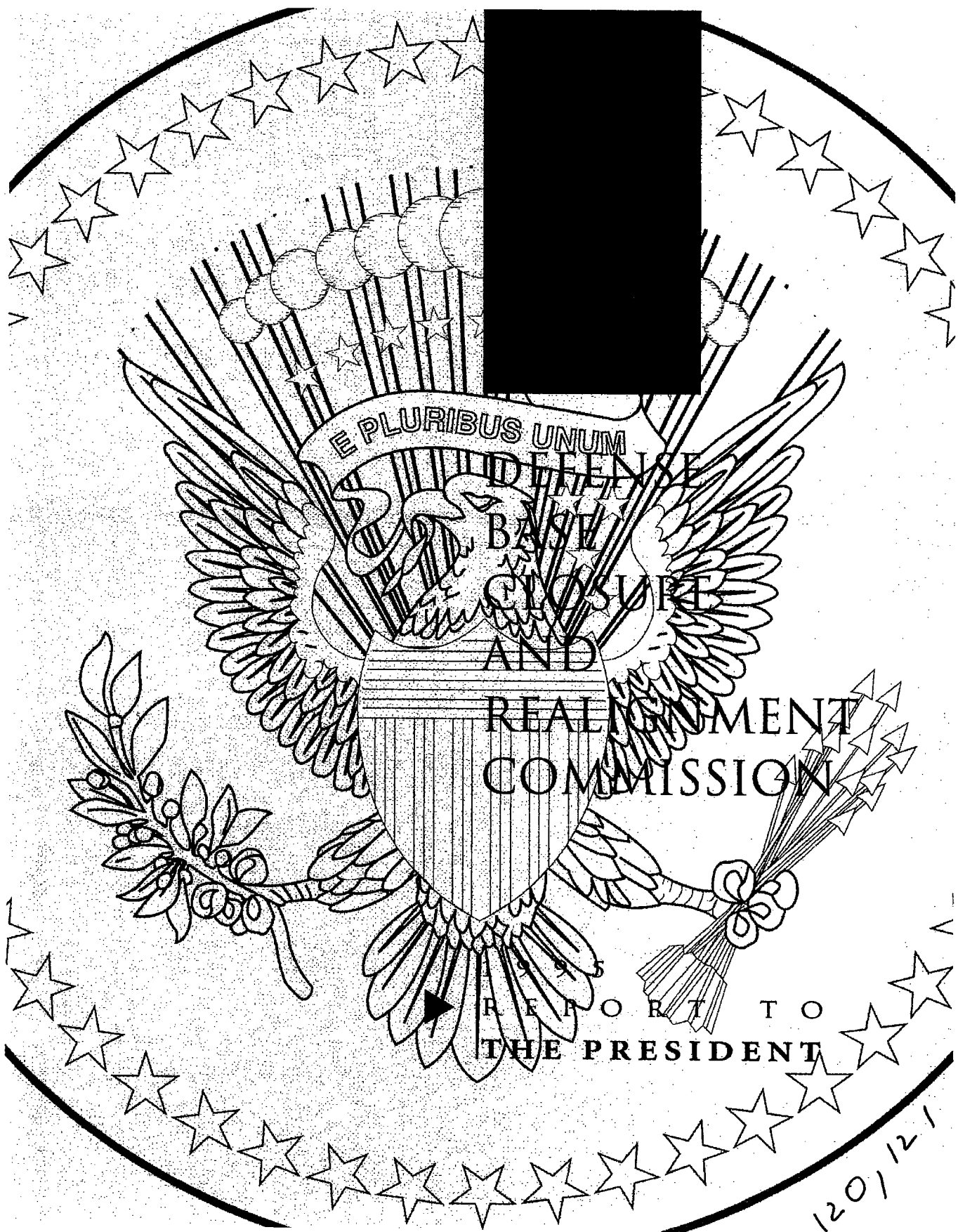
If there is a need for us to discuss this matter, please do not hesitate to call me at 472-3510.

Very truly yours,

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

HCH:rd

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



E PLURIBUS UNUM

DEFENSE

BASE CLOSURE

AND

REALIGNMENT

COMMISSION

REPORT TO
THE PRESIDENT

Pg 120/121



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

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:

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

July 1, 1995

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

Dear Mr. President:

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

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

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

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

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

Commission Findings

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

Commission Recommendation

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

Greater Pittsburgh IAP Air Reserve Station, Pennsylvania

Category: Air Force Reserve

Mission: Tactical Airlift

One-time Cost: None

Savings: 19962001: None

Annual: None

Return on Investment: None

FINAL ACTION: Remain Open

Secretary of Defense Recommendation

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

Secretary of Defense Justification

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

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

Community Concerns

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

Commission Findings

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

Commission Recommendation

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



DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE



5 October 1995

MEMORANDUM FOR HQ AFRES/CE

FROM: 911 AW/CC

SUBJECT: Pittsburgh IAP ARS Land Transfer

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

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

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

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

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

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

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

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

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

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

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

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

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

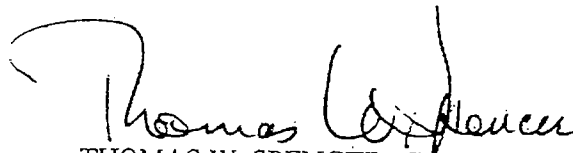
j. The Defense Commissary Agency has expressed an interest in constructing a new 40,000 SF commissary on a 6.4 acre site in FY 98 and relocating their current operations from the Kelly Support Facility in Oakdale, PA to the 911 AW. Forecasted monthly sales volume is estimated at \$550,000 - \$1,000,000.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

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

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

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

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


THOMAS W. SPENCER, Col, USAFR
Commander

5 Attachments:

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



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

21 May 96

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

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

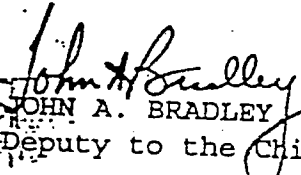
Dear Mr. Dunn

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

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

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

Regards


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

AF/RE
59 AIR FORCE PENTAGON
WASHINGTON DC 20330-1150

96 JUN -5 PM 12:47

RECEIVED
COMM. DUNN



DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE



HAR-ADO	
LWW	
DFC	JAN 0 8 1998
ODS	
JBC	
PJS	
JMB	
RMW	
ALL	

29 December 1997

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

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

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

Dear Mr. Sullivan:

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

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

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

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

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

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

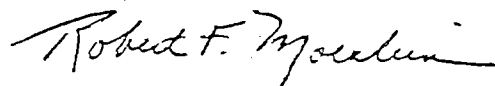
Additionally, we want you to know that we are currently in the process of updating our Base Comprehensive Plan (which examines our vision of existing and future missions and looks into potential changes and the viability of the installation over the next 8 to 10 year time frame). This document emphasizes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

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

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

Again, thank you for your time and consideration.

Sincerely,



ROBERT F. MOESLEIN
Base Civil Engineer
911th Airlift Wing

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



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

26 February 1998

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

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

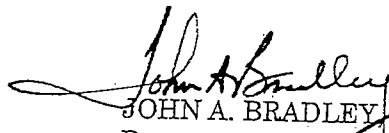
Dear Mr. DeGraaff

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

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

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

Sincerely


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

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

FEB 02 1998

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

Dear Brig. General Bradley:

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

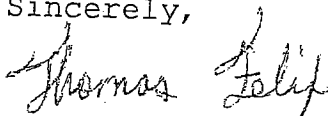
However, the enclosed 29 December 97 letter from the 911 Airlift Wing/CE presents an apparent contradiction concerning the need for the subject airport property.

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

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

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

Sincerely,



William DeGraaff
Assistant Manager, Airports Division

Enclosures

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

File: PIT AFP/Old Term. Envir.

Congressional Inquiry

Office of Budget and Appropriations Liaison (SAF/FML)

Action OPR: ~~AF/RLI~~

Suspense Date: ~~10 Sep 1998 14:00~~

Inquiry No: ~~RI-027~~

Action OCR:

OPR Tasked Date: 09 Sep 1998 12:22

Required Coordination:

Subject: Pittsburgh IAP/ARS PA

ACTION REQUIRED:

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

a. Air Force review of land allocation options. Told that options have been sent to 22nd AF.

b. Proposed air cargo air terminal at the old Pittsburgh Airport.

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

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

SAF/FML
Liaison Officer: Captain Lukas, Susan 1
Room: 5D911
Phone: (703) 614-8113 Fax: (703) 614-3043
Information Distribution:

FACT SHEET

SUBJECT: Pittsburgh IAP/ARS PA

Date: 11 Sep 98

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

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

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

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



U.S. AIR FORCE

AFRC Capacity Briefing



...beyond the C-130

Integrity - Service - Excellence

17

Taking this land into account, we see our military value beyond the C-130.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: AFRC Capacity Briefing

BRIEFING BULLET:

- Beyond the C-130

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): n/a

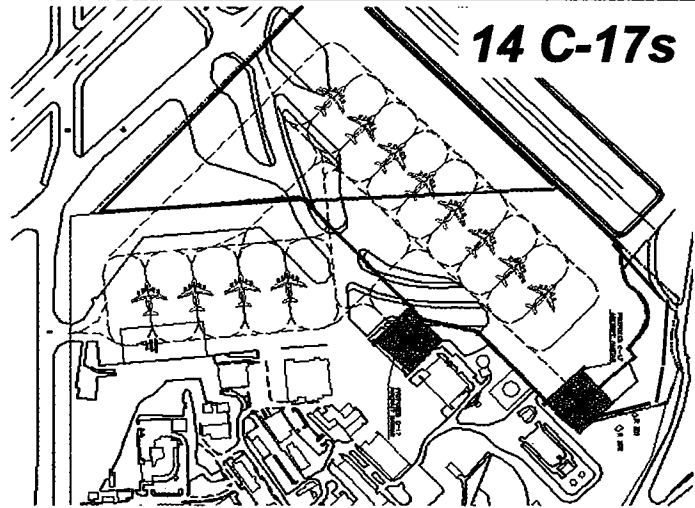
SUPPORTING ANALYSIS: n/a

SUPPORTING DOCUMENTATION: n/a



U.S. AIR FORCE

AFRC Capacity Briefing



Integrity - Service - Excellence

18

The 53 acres available for expansion would allow us to park 14 C-17's at our base.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: AFRC Capacity Briefing

BRIEFING BULLET:

- 14 C-17's

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Mr. Robert Moeslein

SUPPORTING ANALYSIS:

- Slide depicts a CAD conceptual graphic showing accommodation of 14 C-17's on the 911th Airlift Wing's additional land offer

SUPPORTING DOCUMENTATION: n/a



AFRC Capacity Briefing



AFRC Capacity Brief is Incorrect

Did Not Consider Hangars or MOA

Rejected Land Expansion

~~"Showstopper — Land"~~

Integrity - Service - Excellence

19

The AFRC Capacity Briefing to the BRAC is incorrect. It did not count our hangars nor the MOA Ramp that AFRC has approved for our use for the past 12 years.

The 95 BRAC Commission findings stated that the AF did not recognize the expansion capability of the base¹, yet AFRC rejected the offer for land for expansion three times!

Isn't it ironic that in the past we were denied the additional land for lack of a mission, and now we are denied the mission for lack of land?

Sir, you saw not only the MOA Ramp, but all of the 53 acres during our tour earlier this morning. The land is still there, it has been waiting for us for 11 years.

LAND IS NOT A SHOWSTOPPER!!

¹1995 BRAC Commission report to the President, p. 1-104

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: AFRC Capacity Briefing

BRIEFING BULLET:

- AFRC Capacity Brief is incorrect
 - Did not Consider MOA
 - Rejected Land Expansion
 - "Showstopper – Land"

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS:

- Summary slide
 - Refer to documents attached to slides 13 through 16

SUPPORTING DOCUMENTATION: n/a



U.S. AIR FORCE

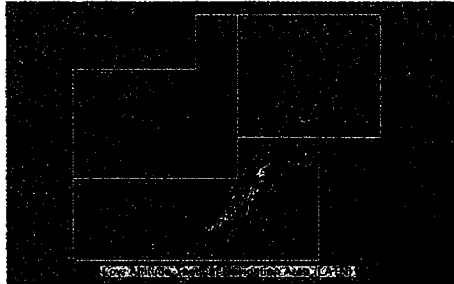
Airlift MCI



Non-Applicable to the C-130

1. Fuel Hydrants - Not Required for C-130 Bases

1246. Low Levels – MTRs not Required for C-130 Training



Integrity - Service - Excellence

30

I am now going to talk about the Airlift MCI, and its qualitative flaws. Some of the questions were simply not applicable to the C-130.

Question 1 measures fuel hydrant capability. Fuel hydrant systems are for planes that carry over 20,000 gallons of fuel². C-130's carry at most 9,000 gallons. We don't need them.

Question 1246 measures our proximity to Military Training Routes (MTRs). This is irrelevant because they are not required for C-130 low level training. We have a Low Altitude Training and Navigation (LATN) Area that is 85,000 square miles of airspace surveyed to 500' AGL, made up of varying terrain that is flat, rolling and mountainous, and allows us to design our own dynamic routes to optimize our training.

²AFRCH32-1001, Standard Facility Requirements para. 4.2

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Airlift MCI

BRIEFING BULLET:

- Fuel Hydrants
- Low Levels

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Major David P. Nardozzi, Mr. Robert Moeslein

SUPPORTING ANALYSIS:

- BRAC, Vol V, Part 2, Airlift Mission Compatability Index Detail
 - 1. Fuel Hydrant Systems Support Mission Growth
- BRAC, Vol V, Part 2, Airlift Mission Compatability Index Detail
 - 1246. Proximity to Low Level Routes Supporting Mission

SUPPORTING DOCUMENTATION: 7 Pages

verified no hydrants DPW

Mission	Airlift
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1
Label	Fuel Hydrant Systems Support Mission Growth
Effective %	4.32
Question	<p>Check the current fuel hydrant system capability.</p> <p>If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 "Shared" for details.</p> <p>20% of the score is based upon the best type of fuel hydrant available. 80% of the score is based upon the number of qualified refueling points/outlets.</p> <p>Type of Fuel Hydrant:</p> <p>Check each Fuel System. See OSD question 1 for this data.</p> <p>Ignore those that are not aircraft fueling hydrants. See OSD Question 1, column 2 for this data, where the value is not an 'A'.</p> <p>If any one of them is a Type III, get 100 points. See OSD Question 1, column 3 for this data.</p> <p>Otherwise, If any one of them is a Type I or II, get 75 points.</p> <p>Otherwise, If any one of them is a Type IV or V, get 25 points.</p> <p>Otherwise, get 0 points.</p> <p>Number of Qualified Refueling Points/Outlets:</p> <p>Sum the number of qualified refueling points/outlets. See OSD Question 1, column 6 for this data, but ignore those that are not aircraft fueling hydrants. See OSD Question 1, column 2 for this data, where the value is not an 'A'. Also ignore those that are not Type I, II, III, IV or V. See OSD Question 1, column 3 for this data.</p> <p>If the sum of qualified refueling points/outlets ≥ 24, get 100 points. Otherwise, if the sum of qualified refueling points/outlets = 0, get 0 points.</p> <p>Otherwise, pro-rate the sum between 0 and 24 on a 0 to 100 scale.</p> <p>Example:</p> <p>There are three refueling facilities. One is a Type I, one a Type IV, and one is a Truck Fill Stand.</p> <p>There are no Type III facilities, so we check for Type I or II. Since there</p>

0 pts

	<p>is a Type I, the score for the type of fuel hydrant is 75.</p> <p>There are 3 Type 1 refueling points/outlets, 9 Type IV refueling points/outlets, and 22 Truck Fill Stand refueling points/outlets. The Type 1 and Type IV refueling points/outlets sum to 12, the 22 Truck Fill Stand refueling points/outlets do not count. 12 is halfway between 0 and 24, for a number of qualified refueling points score of 50.</p> <p>(20% of 75) plus (80% of 50) = an overall score of 55.</p>
Source	ACES-RP; existing record drawings or physically verification;

Mission	Airlift
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1246
Label	Proximity to Low Level Routes Supporting Mission
Effective %	13.98
Question	<p>Check the distance to all Airspace for Special Use (IR/VR routes) within 150NM radius of the installation.</p> <p>If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 "Shared" for details.</p> <p>For a list of routes, see OSD Question 1246. The type of route can be found in column 1. Entry point distances are found in column 2. Exit point distances are found in column 3. For distances, N/A means 0 points.</p> <p>IR Entry points, IR Exit points, VR Entry points and VR Exit points are each worth 25% of the score.</p> <p>$(.25 * \text{"IR Entry"}) + (.25 * \text{"IR Exit"}) + (.25 * \text{"VR Entry"}) + (.25 * \text{"VR Exit"})$</p> <p>Entry and Exit Point:</p> <p>Within each of the above four categories, award each route points as follows:</p> <p>If the distance = N/A, get 0 points. Otherwise, the distance is ≤ 50 Nautical Miles (NM), get 100 points. Otherwise, if the distance is = 150 NM, get 10 points. Otherwise, pro-rate the distance between 50 NM and 150 NM on a 100 to 10 point scale.</p> <p>Total the number of points received above for each base for each of the above four categories.</p> <p>Get the highest base score in each of the above four categories. Get the lowest, non-zero score in each of the above four categories.</p> <p>If the installation's score for one of the above categories = 0, it remains 0. Otherwise, if the installation's score for one of the above categories = the highest score in its respective category, get 100 points. Otherwise, if the installation's score for one of the above categories = the lowest non-zero score in its respective category, get 10 points. Otherwise, pro-rate the installation's score between the lowest non-zero</p>

and highest score in its respective category on a 10 to 100 point scale.

Example:

Two IR routes and 1 VR route.

IR Route Alpha has an entry point 35 miles away and an exit point 100 miles away.

IR Route Bravo has an entry point 150 miles away and an exit point 160 miles away.

Alpha's entry point is within 50 miles, so its IR Entry amount is 100 points. The exit point 100 miles distant is 50 percent of the way between 50 and 150 miles, so its IR Exit point amount is 55 points.

Bravo's entry point is 150 miles away, so its IR Entry amount is 10 points. The exit point is 160 miles away, so its amount is 0 points.

The IR Entry total for these two routes is $100 + 10$ for 110 points. The total IR Exit total for these two routes is $55 + 0$ for 55 points.

The highest IR Entry total for any base is 165 and the lowest non-zero IR Entry total for any base is 30.

The highest IR Exit total for any base is 105 and the lowest non-zero IR Exit total for any base is 5.

So, this base's IR Entry score is 100, because 165 is equal to the highest score of any base.

Pro-rating the IR Exit total of 55 between 5 and 105 on a 10 to 100 point scale gives this base an IR Exit score of 55.

VR Route Charlie has an entry point 40 miles away and an exit point 45 miles away.

Both the entry and exit point are within 50 miles, so both the VR Entry and VR Exit category amounts get 100 points.

As there is only one VR route, that makes the VR route totals the same, 100 points each.

The highest VR Entry total for any base is 300 and the lowest non-zero VR Entry total for any base is 50 points.

Ditto for the VR Exit totals.

So, this base's VR Entry score of 100 is pro-rated between 50 and 300 on a 10 to 100 scale. Since 100 is 20% of the way from 50 to 300, the VR Entry score is 28 points.

Ditto for the VR Exit totals.

	<p>By applying the 25% weighting to each of the four category scores, in IR Entry, IR Exit, VR Entry and VR Exit order, we get the overall score:</p> $(.25 * 100) + (.25 * 55) + (.25 * 28) + (.25 * 28)$ <p>for an overall score of 52.75 points.</p>
Source	FLIP AP-1B; IFR Supp; Falcon View or other certified flight planning software

Section 1 Air/Space Operations, Question 1246 Airspace - Distance to Routes

Org	1 Route Designator (Text)	2 Distance to Primary Route Entry Point (NM)	3 Distance to Primary Route Exit Point (NM)	
85	IR609	134	201	Gen Mitchell IAP ARS
85	SR771	53	36	
85	SR776	135	135	
85	SR785	119	119	
85	VR1616	240	123	
85	VR1626	160	118	
85	VR1650	163	123	
85	VR634	124	168	
85	VR664	168	124	
88	IR605	177	142	Mimm/St Paul IAP ARS
88	IR606	142	177	
88	SR727	21	24	
88	SR728	26	24	
88	SR729	26	24	
88	SR730	22	24	
88	SR731	22	24	
88	SR776	123	123	
88	SR785	140	140	
88	VR1616	55	140	
88	VR1650	101	140	
88	VR604	203	117	
88	VR607	117	203	
89	IR801	297	138	Niagara Falls IAP ARS
89	SR823	53	1	
89	SR825	34	1	
90	IR079	322	133	Pittsburgh IAP ARS
90	IR080	322	120	
90	IR608	111	239	
90	IR723	120	315	
90	IR761	177	140	
90	SR707	114	107	
90	SR708	114	107	
90	SR709	128	107	
90	SR710	114	107	
90	SR711	114	131	
90	SR712	128	107	
90	SR713	114	107	
90	SR714	114	131	
90	SR715	128	107	
90	SR802	112	122	
90	SR803	112	122	
90	SR804	112	122	
90	SR806	112	122	
90	SR807	113	122	
90	SR808	112	122	
90	SR822	25	12	
90	SR823	117	168	
90	SR871	146	145	
90	SR872	146	145	
90	SR873	146	145	
90	SR874	146	145	
90	VR1631	134	289	
90	VR1632	133	177	
90	VR1633	133	219	
90	VR1757	120	103	
90	VR1758	89	335	
90	VR704	139	166	
90	VR705	139	166	
90	VR708	134	112	
92	SR800	44	33	Willow Grove ARS, NAS Willow Grove Joint Reserve
92	SR801	44	33	
92	SR802	143	140	
92	SR803	143	140	
92	SR804	143	140	
92	SR805	44	33	
92	SR806	143	140	
92	SR807	142	140	

92	SR808	143	140	
92	SR820	134	160	
92	SR821	134	160	
92	SR835	134	140	
92	SR844	46	40	
92	SR845	46	40	
92	SR846	46	40	
92	SR847	41	37	
92	VR1709	104	45	
92	VR1711	104	128	
92	VR1712	104	128	
92	VR1713	104	271	
92	VR1757	116	170	
92	VR704	98	70	
92	VR705	98	70	
92	VR707	86	70	
92	VR708	109	138	
93	IR080	358	150	Youngstown-Warren Regional APT ARS
93	IR608	133	279	
93	IR723	150	354	
93	SR701	145	126	
93	SR702	148	126	
93	SR703	145	126	
93	SR707	104	88	
93	SR708	104	88	
93	SR709	112	88	
93	SR710	104	88	
93	SR711	104	135	
93	SR712	112	88	
93	SR713	104	88	
93	SR714	104	135	
93	SR715	112	88	
93	SR822	50	54	
93	SR823	94	135	
93	SR825	165	135	
93	VR1624	150	276	
93	VR1625	150	273	
93	VR1631	144	286	
93	VR1632	141	191	
93	VR1633	141	253	
93	VR1644	276	150	
93	VR1645	273	150	
93	VR1757	153	150	
93	VR1758	140	384	



U.S. AIR FORCE

Airlift MCI



Non-Applicable to the C-130

1248 & 1249. DZ/LZ - LZs not Required for C-130 Training

1271. Prevailing WX – 3000 / 3 not a Valid Benchmark

1273. Aerial Port Proximity - Strategic Airlift Measurement

41% of Airlift MCI

Integrity - Service - Excellence

Questions 1248 & 1249 address Surveyed Landing Zones (LZs) that are part of the AMC Database. 1248 measures proximity to these zones, and 1249 the quality of the zones. It is not relevant because these LZs are not required for C-130 LZ training. In fact, LZs can be accomplished to a zone painted on a normal runway³, just like the one that is going to be painted on the center runway here at Pittsburgh. This has been planned for quite some time and is in the final approval phase with the FAA.

Question 1271 measures the numbers of days where the prevailing weather was greater than 3000/3. This is not a valid benchmark for C-130s. We are IMC airdrop qualified aircrews, and we can fly formation with the weather as low as 200/1. We only need 1500/3 for VFR single ship training, and 2000/3 for VFR formation training.

All that aside, the AF chose only two years, 2002 & 2003, for the data, rather than the 30 year average that the AFCCC, the weather agency that supplied the data, strongly advised they use. A two year sampling of weather is hardly a valid capture of data.

Question 1273 measured how far the base was from select overseas APOE locations. This is a Strategic Airlift measure. C-130s are Theater Airlift Assets. It is not our role to carry strategic cargo through APOE ports.

All totaled, these six questions, that are not relevant to the C-130, made up 41% of the Airlift MCI. This is an invalid measurement.

³MCI 11-2C130 Vol. I, para. 7.5, page 79

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Airlift MCI

BRIEFING BULLET:

- 1248 and 1249. DZ/LZ
- 1271. Prevailing WX
- 1273. Aerial Port Proximity
- 41% of Airlift MCI

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Major David P. Nardozzi, Mr. Robert Moeslein

SUPPORTING ANALYSIS:

- Air Force Instruction 11-2C-130, Volume 1 dated 5 November 2004
 - Flying Operations, C-130 Aircrew Training
- BRAC, Vol V, Part 2, Airlift Mission Compatability Index Detail
 - 1248. Proximity to DZ/LZ
- BRAC, Vol V, Part 2, Airlift Mission Compatability Index Detail
 - 1249. Airspace Attributes of DZ/LZ
- BRAC, Vol V, Part 2, Airlift Mission Compatability Index Detail
 - 1271. Prevailing Installation Weather Conditions
- BRAC, Vol V, Part 2, Airlift Mission Compatability Index Detail
 - 1273. Aerial Port Proximity
- USAF BRAC 2005 Base MCI Score Sheets

SUPPORTING DOCUMENTATION: 42 Pages

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2C-130
VOLUME 1**

5 NOVEMBER 2004

Flying Operations

C-130 AIRCREW TRAINING



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the AFDPO WWW site at:
<http://www.e-publishing.af.mil>

OPR: HQ AMC/A37TA (Mr. Tom Witt)

Certified by: HQ USAF/XOO
(Maj Gen Teresa M. Peterson)

Supersedes AFI 11-2C-130, Volume 1,
1 November 1998

Pages: 162
Distribution: F

This volume implements AFD 11-2, *Aircraft Rules and Procedures*. It establishes the aircrew training policy for C-130 aircrews to safely and successfully accomplish their worldwide mobility missions. Capability requirements for the vast majority of C-130 platforms include: airland or airdrop personnel, equipment, and supplies; medical evacuation of casualties; assault airland operations to 3000' unimproved landing zones; employ in visual, instrument, and night-vision goggle (NVG) combat environments from low, medium, or high altitude in formation or single ship using tactics, techniques and procedures as defined in AFTTP 3-1.25, AFTTP 3-3.25 and AFI 11-2C-130 volume 3. The C-130 is a diverse aircraft (includes C-130E, C-130H, C-130H1, C-130H2, C-130H3, LC-130 and WC-130) tasked with performing a variety of missions. It demands a robust and flexible training program allowing commanders to train to capability requirements while meeting operational demands. This AFI provides the foundation for building a C-130 combat capable aircrew. Ultimately it is the responsibility of the Operations Group Commander to ensure that training profiles are relevant to meeting the needs of the combat environment. (Note: Aeromedical Evacuation Crewmembers see AFI 11-2AE, Volume 1, *Aeromedical Evacuation Aircrew Training*).

The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. This instruction applies to Air National Guard (ANG) and Air Force Reserve Command (AFRC) units.

The Privacy Act of 1974 affects this instruction. Privacy Act System Number F011 AF XO A, Aviation Resource Management Systems (ARMS) covers required information. The Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFD 37-1, *Information Management* and AFMAN 37-123, *Management of Records* and disposed of in accordance with the *Air Force Records Disposition Schedule (RDS)* located at **<https://webrims.amc.af.mil>**.

AS09 Assault Takeoff

Purpose: Training designed to give pilots experience taking off from a short and austere airfield within a relatively short distance.

Description: Accomplish a max-effort takeoff.

OPR: AMC/A37T/A39

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: See the C-130 technical orders (Dash 1) for detailed procedures and AFI 11-2C-130, Volume 3 for training restrictions. See AFTTP 3-3.25. May be dual logged with P020 by the pilot flying the aircraft.

AS11 Assault Landing

Purpose: Training designed to give pilots experience landing the aircraft at short and austere airfields.

Description: Accomplish assault landings IAW AFTTP 3-3.25 on appropriately marked landing zones of 3000 ft or more (zone may be marked on larger runways to satisfy assault continuation training). Meet the following requirements in order to log the landings: (1) Touchdown within the first 500-feet. (2) Do not credit go-arounds.

OPR: AMC/A37T/A39

Training Media: Aircraft.

Instructor: Not required for continuation training.

Additional Information: See the C-130 technical orders (Dash 1) for detailed procedures and AFI 11-2C-130, Volume 3 for training restrictions. See AFTTP 3-3.25. Will be dual logged with P190 by the pilot flying the aircraft. May be dual logged with P192 (by the pilot flying) if accomplished at night.

AS12 Night Assault Landing

Purpose: Pilot training for landing on assault zones at night.

Description: Accomplish an un-aided vision assault landing in the period between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

OPR: HQ AMC/A37T/A39

Training Media: Aircraft.

Instructor: Not required for continuation training.

Additional Information: Will be dual logged with P190 and P192 by the pilot flying the aircraft. Both pilots may dual log with AS11.

AS21 Heavyweight Assault Landing

Purpose: Continuation training for aircraft commanders.

Mission	Airlift
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1248
Label	Proximity to DZ/LZ
Effective %	14.72
Question	<p>Check the distance to all USAF-certified Landing Zones/Drop Zones within 150NM radius of the installation that meet zone requirements.</p> <p>OSD Question 1249 is assigned to a notional base unit (Widget Unit #216) for technical reasons since the data is identical for all bases. So, regardless of the organization being checked, all references to OSD Question 1249 will find their data under Widget Unit # 216, which was a technical way to avoid having to enter the exact same data once per base. Widget Unit # 216 does not exist in real life.</p> <p>If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 "Shared" for details.</p> <p>Drop Zones (DZ) count for 50% of the overall score, Landing Zones (LZ) count for the remaining 50%.</p> <p>The data on the DZs and LZs is split across two OSD questions, 1249 and 1248. This means that the data in one question has to be matched with its respective data in the other question. This is done by matching the ZAR code, which is found in column 1 of both OSD Questions 1248 and 1249.</p> <p>Compute the points received for each LZ as follows, then total them into an LZ total: If the LZ is < 3500' by 90', and < 3000' by 60', get 0 points. See OSD Question 1249, columns 3 and 4 for this data. (N/A means no.) Otherwise, if the distance to the LZ > 150 miles, get 0 points. See OSD Question 1248, column 3 for this data. (N/A or no matching LZ in OSD question 1249 means > 150 miles.) Otherwise, if the distance to the LZ = 150 miles, get 10 points. Otherwise, if the distance to the LZ <= 50 miles, get 100 points. Otherwise, get 0 points.</p> <p>Compute the points received for each DZ as follows, then total them into a DZ total: If the DZ is < 1000 yds by 1500 yds, and < 700 yds by 1000 yds, get 0 points. See OSD Question 1249, columns 6 and 7 for this data. (N/A means no.) Otherwise, if the distance to the DZ > 150 miles, get 0 points. See OSD Question 1248, column 3 for this data. (N/A or no matching DZ in OSD</p>

	<p>question 1249 means > 150 miles.) Otherwise, if the distance to the DZ = 150 miles, get 10 points. Otherwise, if the distance to the DZ <= 50 miles, get 100 points. Otherwise, get 0 points. After the above LZ and DZ totals have been computed for each base, determine the score for each as follows: Get the Highest LZ total of any base and the Lowest non-Zero LZ total of any base. Get the Highest DZ total of any base and the Lowest non-Zero DZ total of any base.</p> <p>If the total = 0, then the respective points for that total = 0. Otherwise, pro-rate the total from the respective lowest non-zero total to the respective highest score on a 10 to 100 scale.</p> <p>Take 50% of the LZ score just calculated and add to it 50% of the DZ score just calculated for the overall score. Example: There are two drop zones within 150 miles, Alpha and Bravo. Alpha is 3100' by 65' and Bravo is 2000' by 100'. Alpha is 50 miles away and Bravo is 100 miles away. Alpha is bigger than 3000' by 60', so it qualifies for points. Since it is 50 miles away, it gets 100 points. Bravo is smaller than 3000' by 60', so it is too small and gets 0 points. The DZ total is 100 points.</p> <p>The highest DZ total across all bases is 500 and the lowest non-zero DZ total across all bases is 100. The DZ score is 10 points, since it equals the lowest overall DZ total.</p> <p>There are two landing zones within 150 miles, Charlie and Delta. Charlie is 1000 yds by 1500 yds and so is Delta. Charlie and Delta are both 10 miles away. Both are >= the 1000 yds by 1500 yds size, so both qualify for points. Since both are 10 miles away, they both get 100 points. The LZ total is 200 points.</p> <p>The highest LZ total across all bases is 200 and the lowest non-zero LZ total across all bases is 50. The LZ score is 100 points, since it equals the highest overall LZ total. Now, take 50% of each of the two totals to make the overall score: (.50 * 10) + (.50 * 100) gives an overall score of 55.</p>
Source	IFR Supp; ZAR (AMC Zone Availability Report): AF Form 3822 (Landing Zone Survey) or AF Form 3823 (Drop Zone Survey); Falcon View or other certified flight planning software

Section 1 Air/Space Operations, Question 1248 Airspace - Distance to Zones

Org	1 Zone Name (Text)	2 ZAR Doc / Index Number (#)	3 Distance to Zone (NM)	
85	Badger	245	135	Gen Mitchell IAP ARS
85	Central Wisconsin LZ	795	134	
85	Delbert	34	51	
85	Fejardo	248	139	
85	Harris	252	123	
85	Plunk North	250	123	
85	Plunk South	251	123	
85	Tomah	246	135	
85	Tomah	247	136	
85	Warrens	249	139	
85	Young LZ	1426	136	
88	Arno	221	98	Minn/St Paul IAP ARS
88	Arno S to N	220	98	
88	Badger	245	123	
88	Fejardo	248	120	
88	Harris	252	139	
88	Kalahar LZ	259	87	
88	Plunk North	250	140	
88	Plunk South	251	139	
88	Ripley	222	92	
88	Rochester East to West	94	65	
88	Tomah	247	122	
88	Tomah	246	123	
88	Warrens	249	120	
88	Young LZ	1426	123	
89	Devil's Hole	212	1	Niagara Falls IAP ARS
89	Mushroom	203	1	
89	Slagle 06	512	150	
89	Slagle 18	505	150	
89	Slagle 2	511	150	
89	Slagle Circular/Reversed	1391	150	
89	Slagle Tree	477	150	
89	Wadsworth	39	52	
89	Whirlpool	305	1	
90	✓ Babich	229	79	Pittsburgh IAP ARS
90	✓ Dawson South	76	68	
90	✓ Jenica	376	66	
90	✓ Joker	273	94	
90	✓ Mansfield # 2	3	107	
90	✓ Mansfield 5	1358	107	
90	✓ Mansfield 6	356	106	
90	✓ Mansfield 7	357	106	
90	Melon	375	65	
90	✓ Rhinhart	277	62	
90	✓ Shepherd	63	122	
90	✓ Shipley	1433	98	
90	Sky Meadows	382	140	
90	✓ Slagle 06	512	59	
90	✓ Slagle 18	505	59	
90	✓ Slagle 2	511	59	
90	✓ Slagle Circular/Reversed	1391	59	
90	✓ Slagle Tree	477	59	
90	✓ Starvaggi	406	12	
90	✓ Steel East	1402	1	
90	✓ Steel West	433	1	
90	Valley Point	1364	61	
90	✓ Vinyl	278	57	
90	✓ Walnut	298	131	
92	Andrews Airshow	380	115	Willow Grove ARS, NAS Willow Grove Joint Reserve
92	Arden	379	121	

92	Belfair Crossroads	150	144	
92	Coyle	1387	41	
92	Dover Short	156	66	
92	Egret	383	148	
92	Jersey Devil	1366	37	
92	McLean	377	70	
92	McLean East	378	70	
92	Metz	731	122	
92	Pudgy	1365	37	
92	Red Wing	171	146	
92	Shepherd	63	140	
92	Sky Meadows	382	148	
92	Tatum	952	78	
92	Wallops HALO	180	136	
93	✓ Babich	229	130	Youngstown-Warren Regional APT ARS
93	✓ Dawson South	76	118	
93	✓ Devil's Hole	212	135	
93	✓ Hockeytown	574	126	
93	✓ Jenica	376	117	
93	✓ Joker	273	144	
93	✓ Kaz	573	125	
93	✓ Mansfield # 2	3	88	
93	✓ Mansfield 5	1358	88	
93	✓ Mansfield 6	356	88	
93	✓ Mansfield 7	357	88	
93	Melon	375	116	
93	✓ Motown	575	125	
93	✓ Mushroom	203	135	
93	✓ Rhinhart	277	112	
93	Selfridge 01/19 LZ	529	126	
93	Selfridge 28/10 LZ	530	125	
93	✓ Shipley	1433	142	
93	✓ Six Pack II	572	126	
93	✓ Slagle 06	512	20	
93	✓ Slagle 18	505	20	
93	✓ Slagle 2	511	20	
93	✓ Slagle Circular/Reversed	1391	20	
93	✓ Slagle Tree	477	20	
93	✓ Starvaggi	406	53	
93	✓ Steel East	1402	51	
93	✓ Steel West	433	51	
93	Valley Point	1364	112	
93	✓ Vinyl	278	107	
93	✓ Walnut	298	135	
93	✓ Whirlpool	305	135	

Mission	Airlift
Criterion	Condition of Infrastructure
Attribute	Operating Areas
Formula #	1249
Label	Airspace Attributes of DZ/LZ
Effective %	8.30
Question	<p>Check the attributes of USAF-certified Landing Zones / Drop Zones which have current AMC surveys.</p> <p>OSD Question 1249 is assigned to a notional base unit (Widget Unit #216) for technical reasons since the data is identical for all bases. So, regardless of the organization being checked, all references to OSD Question 1249 will find their data under Widget Unit # 216, which was a technical way to avoid having to enter the exact same data once per base. Widget Unit # 216 does not exist in real life.</p> <p>If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 "Shared" for details.</p> <p>Drop Zones (DZ) count for 50% of the overall score, Landing Zones (LZ) count for the remaining 50%.</p> <p>The data on the DZs and LZs is split across two OSD questions, 1249 and 1248. This means that the data in one question has to be matched with its respective data in the other question. This is done by matching the ZAR code, which is found in column 1 of both OSD Questions 1248 and 1249.</p> <p>Compute the points received for each LZ as follows, then total them into an LZ total: If the distance to the LZ > 150 miles, get 0 points. See OSD Question 1248, column 3 for this data. (N/A or no matching LZ in OSD question 1249 means > 50 miles.) Otherwise, if the LZ is >= 3500' by 90', get 100 points. See OSD Question 1249, column 4 for this data. (N/A means no.) Otherwise, if the LZ is >= 3000' by 60', get 50 points. See OSD Question 1249, column 3 for this data. (N/A means no.) Otherwise, get 0 points.</p> <p>Compute the points received for each DZ as follows, then total them into a DZ total: If the distance to the DZ > 150 miles, get 0 points. See OSD Question 1248, column 3 for this data. (N/A or no matching DZ in OSD question 1249 means > 50 miles.) Otherwise, if the DZ is >= 1000 yds by 1500 yds, get 100 points. See OSD Question 1249, column 7 for this data. (N/A means no.)</p>

	<p>Otherwise, if the DZ is ≥ 700 yds by 1000 yds, get 50 points. See OSD Question 1249, column 6 for this data. (N/A means no.) Otherwise, get 0 points.</p> <p>After the above LZ and DZ totals have been computed for each base, determine the score for each as follows:</p> <p>Get the Highest LZ total of any base and the Lowest non-Zero LZ total of any base. Get the Highest DZ total of any base and the Lowest non-Zero DZ total of any base.</p> <p>If the total = 0, then the respective points for that total = 0. Otherwise, pro-rate the total from the respective lowest non-zero total to the respective highest score on a 10 to 100 scale.</p> <p>Take 50% of the LZ score just calculated and add to it 50% of the DZ score just calculated for the overall score.</p> <p>Example: There are two drop zones within 50 miles, Alpha and Bravo. Alpha is 3100' by 65' and Bravo is 2000' by 100'. Alpha is between 3000' by 60' and 3500' by 90' in size, so it gets 50 points. Bravo is too small, so it gets 0 points. The DZ total is 50 points.</p> <p>The highest DZ total across all bases is 500 and the lowest non-zero DZ total across all bases is 50. The DZ score is 10 points, since it equals the lowest overall DZ total.</p> <p>There are two landing zones within 50 miles, Charlie and Delta. Charlie is 1000 yds by 1500 yds and so is Delta. Both are \geq the 1000 yds by 1500 yds size, so both get 100 points. The LZ total is 200 points.</p> <p>The highest LZ total across all bases is 200 and the lowest non-zero LZ total across all bases is 50. The LZ score is 100 points, since it equals the highest overall LZ total.</p> <p>Now, take 50% of each of the two totals to make the overall score: $(.50 * 10) + (.50 * 100)$ gives an overall score of 55.</p>
Source	IFR Supp; ZAR (AMC Zone Availability Report): AF Form 3822 (Landing Zone Survey) or AF Form 3823 (Drop Zone Survey); Falcon View or other certified flight planning software

Section 1 Air/Space Operations, Question 1249 Airspace Attributes - Zones

Org	1 Zone Survey Name (Text)	2 ZAR Doc/Index Number (#)	3 Landing Zone: >=3000' x 60' (Yes/No)	4 Landing Zone: >=3500' x 90' (Yes/No)	5 Landing Zone Surface (Text)	6 Drop Zone: >=700 yds x 1000yds (Yes/No)	7 Drop Zone: >=1000 yds x 1500 yds (Yes/No)	8 IMC (Yes/No)	9 VMC (Yes/No)
216	A Shau	1002	No	No	N/A	Yes	Yes	No	Yes
216	Abken	304	No	No	N/A	No	No	No	Yes
216	Acorn	37	No	No	N/A	Yes	No	No	Yes
216	Adams	315	Yes	No	Unpaved	No	No	No	Yes
216	Air Commando	325	No	No	N/A	Yes	No	No	Yes
216	Albatross	233	No	No	N/A	No	No	No	Yes
216	All American	113	Yes	No	Unpaved	No	No	No	Yes
216	All American	385	No	No	N/A	Yes	Yes	No	Yes
216	All American Cir	387	No	No	N/A	No	No	No	Yes
216	Allen	10	No	No	N/A	Yes	No	No	Yes
216	Amedee	241	No	No	N/A	Yes	Yes	No	Yes
216	Americus	72	No	No	N/A	Yes	No	No	Yes
216	Anderson	170	Yes	Yes	Paved	No	No	No	Yes
216	Anderson	3104	No	No	N/A	Yes	No	No	Yes
216	Andrews Airshow	380	No	No	N/A	Yes	Yes	No	Yes
216	Anniston Runway	987	No	No	N/A	No	No	No	Yes
216	Anniston Runway	988	No	No	N/A	No	No	No	Yes
216	Antelope	260	No	No	N/A	Yes	Yes	No	Yes
216	Arden	379	No	No	N/A	No	No	No	Yes
216	Ardmore	621	No	No	N/A	Yes	No	No	Yes
216	Aries Madras	328	No	No	N/A	No	No	No	Yes
216	Arizona Memorial	3315	No	No	N/A	No	No	No	Yes
216	Arno	221	No	No	N/A	Yes	No	No	Yes
216	Arno S to N	220	No	No	N/A	Yes	Yes	No	Yes
216	Arrowhead	58	No	No	N/A	Yes	Yes	No	Yes
216	Arrowhead Revers	59	No	No	N/A	Yes	Yes	No	Yes
216	Au Sable	555	No	No	N/A	No	No	No	Yes
216	Auman	1449	No	No	N/A	No	No	No	Yes
216	Aux Field 6	1423	Yes	Yes	Paved	No	No	No	Yes
216	Avelino	4	No	No	N/A	Yes	Yes	No	Yes
216	Avon Park	67	No	No	N/A	No	No	No	Yes
216	B-70 South	275	No	No	N/A	Yes	Yes	No	Yes
216	BG South	292	No	No	N/A	Yes	No	No	Yes
216	Babbit	183	No	No	N/A	No	No	No	Yes
216	Babich	229	No	No	N/A	No	No	No	Yes
216	Bad Monkey	1097	No	No	N/A	Yes	Yes	No	Yes
216	Badger	245	No	No	N/A	Yes	Yes	No	Yes

216 Bak	3007	No	N/A	Yes	No	No	Yes	No	No	Yes
216 Baker One Delta	123	No	N/A	Yes	No	No	Yes	Yes	No	Yes
216 Barbara	1179	No	N/A	Yes	No	No	Yes	Yes	No	Yes
216 Barcardi	2105	No	N/A	No	No	No	No	No	No	Yes
216 Basilone Nuevo	1	No	N/A	Yes	No	No	Yes	Yes	No	Yes
216 Bastogne	319	No	N/A	Yes	No	No	Yes	No	No	Yes
216 Beanbag	770	No	N/A	Yes	No	No	Yes	Yes	No	Yes
216 Bear	21	No	N/A	Yes	No	No	Yes	No	No	Yes
216 Bear Butte	151	No	N/A	Yes	No	No	Yes	No	No	Yes
216 Bearbait	3037	No	N/A	No	No	No	No	No	No	Yes
216 Beaver	186	No	N/A	Yes	No	No	Yes	No	No	Yes
216 Beaver	1409	No	N/A	Yes	No	No	Yes	Yes	No	Yes
216 Beaver Oaks Circuit	137	No	N/A	No	No	No	No	No	No	Yes
216 Becca 2000	1172	No	N/A	Yes	No	No	Yes	Yes	No	Yes
216 Bedrock	551	No	N/A	No	No	No	No	No	No	Yes
216 Belfair Crossroads	150	No	N/A	No	No	No	No	No	No	Yes
216 Belvedere	434	Yes	Unpaved	No	No	No	No	No	No	Yes
216 Bemiss	448	No	N/A	Yes	No	No	Yes	Yes	No	Yes
216 Big Country	1445	No	N/A	Yes	No	No	Yes	No	No	Yes
216 Big Country S - N	1446	No	N/A	Yes	No	No	Yes	No	No	Yes
216 Big Toe	95	No	N/A	No	No	No	No	No	No	Yes
216 Bison	29	No	N/A	Yes	No	No	Yes	No	No	Yes
216 Blackbird	244	No	N/A	No	No	No	No	No	No	Yes
216 Blackjack	374	No	N/A	Yes	No	No	Yes	No	No	Yes
216 Blackstone	1370	No	N/A	Yes	No	No	Yes	Yes	No	Yes
216 Blackwell	282	No	N/A	Yes	No	No	Yes	No	No	Yes
216 Blue	191	No	N/A	Yes	No	No	Yes	Yes	No	Yes
216 Blue Nile East	3019	No	N/A	Yes	No	No	Yes	No	No	Yes
216 Blue Nile West	3018	No	N/A	Yes	No	No	Yes	No	No	Yes
216 Bluebird	230	No	N/A	No	No	No	No	No	No	Yes
216 Boardman South	1361	No	N/A	No	No	No	No	No	No	Yes
216 Boca Chica	115	No	N/A	No	No	No	No	No	No	Yes
216 Borden Springs	1439	No	N/A	Yes	No	No	Yes	Yes	No	Yes
216 Borinquen	3118	No	N/A	No	No	No	No	No	No	Yes
216 Borinquen Parallel	2003	Yes	Paved	No	No	No	No	No	No	Yes
216 Bowden	51	No	N/A	Yes	No	No	Yes	No	No	Yes
216 Bowling Alley	3040	No	N/A	No	No	No	No	No	No	Yes
216 Box Car	262	No	N/A	Yes	No	No	Yes	Yes	No	Yes
216 Brewer	30	No	N/A	Yes	No	No	Yes	Yes	No	Yes
216 Bronte	358	No	N/A	No	No	No	No	No	No	Yes
216 Bronte	600	No	N/A	Yes	No	No	Yes	Yes	No	Yes
216 Buck	1442	No	N/A	Yes	No	No	Yes	No	No	Yes
216 Buffalo Corral	44	No	N/A	Yes	No	No	Yes	Yes	No	Yes
216 Bug Eater	254	No	N/A	Yes	No	No	Yes	No	No	Yes

216 Bullis		599	Yes	No	Paved	No	No	No	Yes
216 Bushy		1452	No	No	N/A	No	No	No	Yes
216 Butch Lake		227	No	No	N/A	No	No	No	Yes
216 Buzz		503	No	No	N/A	No	No	No	Yes
216 Buzz		1333	No	No	N/A	Yes	No	No	Yes
216 Buzz North - South		193	Yes	No	N/A	Yes	Yes	No	Yes
216 Buzz South - North		194	No	No	N/A	Yes	Yes	No	Yes
216 C-52 Airpower		411	No	No	N/A	No	No	No	Yes
216 C-52 Highspeed		153	No	No	N/A	Yes	No	No	Yes
216 C-52 MFF		152	No	No	N/A	No	No	No	Yes
216 CCT		125	No	No	N/A	No	No	No	Yes
216 Cal City		1392	No	No	N/A	No	No	No	Yes
216 Calvin		1317	No	No	N/A	Yes	Yes	No	Yes
216 Camp Guemsey H		437	No	No	N/A	No	No	No	Yes
216 Camp Rudder		145	No	No	N/A	Yes	No	No	Yes
216 Campbell Army A		395	No	No	N/A	Yes	No	No	Yes
216 Canary		234	No	No	N/A	No	No	No	Yes
216 Capehart		352	No	No	N/A	No	No	No	Yes
216 Carano		5	No	No	N/A	Yes	Yes	No	Yes
216 Carter		444	No	No	N/A	Yes	No	No	Yes
216 Cecil Field		119	No	No	N/A	Yes	Yes	No	Yes
216 Central Wisconsin		795	Yes	No	Paved	No	No	No	Yes
216 Chain		990	No	No	N/A	No	No	No	Yes
216 Charleston Airsho		187	No	No	N/A	Yes	Yes	No	Yes
216 Charlotte Airport I		1359	No	No	N/A	No	No	No	Yes
216 Cheyenne		100	Yes	Yes	Paved	No	No	No	Yes
216 Chip		263	No	No	N/A	Yes	Yes	No	Yes
216 Choctaw		195	No	No	N/A	Yes	No	No	Yes
216 Choctaw		239	No	No	N/A	Yes	No	No	Yes
216 Chuck		1393	No	No	N/A	Yes	Yes	No	Yes
216 Chute		312	No	No	N/A	Yes	Yes	No	Yes
216 Clerkin		1413	No	No	N/A	Yes	Yes	No	Yes
216 Cleston		31	No	No	N/A	No	No	No	Yes
216 Coin		264	No	No	N/A	Yes	No	No	Yes
216 Cole		1437	Yes	No	Unpaved	No	Yes	No	Yes
216 Columbus AFB		218	No	No	N/A	Yes	No	No	Yes
216 Condor		243	No	No	N/A	Yes	Yes	No	Yes
216 Condor		279	No	No	N/A	No	No	No	Yes
216 Condron		205	No	No	N/A	Yes	No	No	Yes
216 Conthead		397	No	No	N/A	No	No	No	Yes
216 Connor		1395	No	No	N/A	No	No	No	Yes
216 Coolidge		190	No	No	N/A	No	No	No	Yes
216 Coronado		1343	No	No	N/A	Yes	No	No	Yes
216 Corregidor East		318	No	No	N/A	Yes	No	No	Yes

216	Corregidor Revers	317	No	No	N/A	Yes	Yes	No	No	Yes
216	Cotentin	16	No	No	N/A	Yes	Yes	No	No	Yes
216	Coulee	124	Yes	Yes	Paved	No	No	No	No	Yes
216	Coupeville	604	No	No	N/A	Yes	No	No	No	Yes
216	Cowherd	154	No	No	N/A	No	No	No	No	Yes
216	Cox Field	396	No	No	N/A	No	No	No	No	Yes
216	Coyle	1387	No	No	N/A	Yes	No	No	No	Yes
216	Cunningham	281	No	No	N/A	No	No	No	No	Yes
216	DODO	232	No	No	N/A	No	No	No	No	Yes
216	Dade Collier	364	No	No	N/A	Yes	No	No	No	Yes
216	Dantelson	474	No	No	N/A	Yes	No	No	No	Yes
216	Davis Mothan	189	No	No	N/A	No	No	No	No	Yes
216	Dawson South	76	No	No	N/A	No	No	No	No	Yes
216	Deathorse	439	No	No	N/A	Yes	No	No	No	Yes
216	Death Viper	602	No	No	N/A	Yes	No	No	No	Yes
216	Delbert	34	No	No	N/A	Yes	No	No	No	Yes
216	Deridder	1405	No	No	N/A	Yes	No	No	No	Yes
216	Desert Center	87	No	No	N/A	Yes	No	No	No	Yes
216	Desert Rescue	41	No	No	N/A	Yes	Yes	No	No	Yes
216	Desert Rock North	26	No	No	N/A	No	No	No	No	Yes
216	Devil's Hole	212	No	No	N/A	No	No	No	No	Yes
216	Diablo	1349	No	No	N/A	No	No	No	No	Yes
216	Dillard	625	No	No	N/A	Yes	No	No	No	Yes
216	Dixie	513	No	No	N/A	Yes	No	No	No	Yes
216	Dodd	307	No	No	N/A	Yes	No	No	No	Yes
216	Donna	236	No	No	N/A	Yes	No	No	No	Yes
216	Donnelly Flats	45	No	No	N/A	Yes	Yes	No	No	Yes
216	Donnelly Flats	324	Yes	Yes	Unpaved	No	No	No	No	Yes
216	Dove	1371	No	No	N/A	Yes	Yes	No	No	Yes
216	Dover Short	156	No	No	N/A	Yes	No	No	No	Yes
216	Downey	440	No	No	N/A	Yes	Yes	No	No	Yes
216	Dropzone 21	18	No	No	N/A	Yes	Yes	No	No	Yes
216	Duke	196	No	No	N/A	No	No	No	No	Yes
216	Easy	601	No	No	N/A	Yes	No	No	No	Yes
216	Eddy	47	No	No	N/A	Yes	Yes	No	No	Yes
216	Edisto North	1115	No	No	N/A	Yes	Yes	No	No	Yes
216	Egret	383	No	No	N/A	No	No	No	No	Yes
216	Elberta	311	Yes	Yes	Unpaved	No	No	No	No	Yes
216	Elberta Freefall	99	No	No	N/A	No	No	No	No	Yes
216	Elizabeth	400	No	No	N/A	Yes	No	No	No	Yes
216	Elizabeth E - W	521	No	No	N/A	Yes	Yes	No	No	Yes
216	Elizabeth W - E	522	No	No	N/A	Yes	Yes	No	No	Yes
216	Ellis	449	No	No	N/A	No	No	No	No	Yes
216	Ellis East	499	No	No	N/A	Yes	Yes	No	No	Yes

216 Ellis West	496 No	No	N/A	Yes	Yes	No	Yes
216 Elmendorf CDS	208 No	No	N/A	No	No	No	Yes
216 Elmendorf Halo	49 No	No	N/A	No	No	No	Yes
216 Embassy	40 No	No	N/A	No	No	No	Yes
216 Emerson Lake	38 No	No	N/A	Yes	No	No	Yes
216 Emporia	321 No	No	N/A	No	No	No	Yes
216 Enad	78 No	No	N/A	Yes	Yes	No	Yes
216 Everett West PJ	138 No	No	N/A	Yes	No	No	Yes
216 Exchange	353 No	No	N/A	No	No	No	Yes
216 Falzah	550 No	No	N/A	Yes	No	No	Yes
216 Fairchild	1430 No	No	N/A	No	No	No	Yes
216 Fairchild Demo	975 No	No	N/A	No	No	No	Yes
216 Falcon	1394 No	No	N/A	Yes	Yes	No	Yes
216 Falcon North	967 No	No	N/A	Yes	No	No	Yes
216 Falcon South	976 No	No	N/A	Yes	No	No	Yes
216 Farm	695 No	No	N/A	Yes	Yes	No	Yes
216 Farmer	228 No	No	N/A	Yes	No	No	Yes
216 Fejardo	248 No	No	N/A	Yes	Yes	No	Yes
216 Fentress	1332 No	No	N/A	Yes	No	No	Yes
216 Ferreira	453 No	No	N/A	Yes	No	No	Yes
216 Field 6	1350 No	No	N/A	Yes	No	No	Yes
216 Firebird	3039 No	No	N/A	Yes	No	No	Yes
216 Firebird Circular	3038 No	No	N/A	No	No	No	Yes
216 Forget	3036 No	No	N/A	No	No	No	Yes
216 Forney	398 No	No	N/A	No	No	No	Yes
216 Frisco Ridge	276 Yes	No	Unpaved	No	No	No	Yes
216 Fryar	88 No	No	N/A	Yes	Yes	No	Yes
216 Gadsden	50 No	No	N/A	Yes	No	No	Yes
216 Galahad	122 No	No	N/A	Yes	Yes	No	Yes
216 Gann	1283 No	No	N/A	No	No	No	Yes
216 Gela	1199 No	No	N/A	Yes	Yes	No	Yes
216 Geronimo	1001 Yes	Yes	Unpaved	No	No	Yes	Yes
216 Geronimo North	101 No	No	N/A	Yes	Yes	No	Yes
216 Geronimo South	102 No	No	N/A	Yes	Yes	No	Yes
216 Gila Bend Circular	1344 No	No	N/A	Yes	No	No	Yes
216 Gipson Ranch	35 No	No	N/A	Yes	Yes	No	Yes
216 Glorieta Pass	413 No	No	N/A	Yes	Yes	No	Yes
216 Glorieta Pass Reve	1401 No	No	N/A	Yes	No	No	Yes
216 Golden Eagle	1388 Yes	No	Unpaved	No	No	No	Yes
216 Golf Range	1422 No	No	N/A	Yes	No	No	Yes
216 Goose	235 No	No	N/A	No	No	No	Yes
216 Graham	1397 No	No	N/A	Yes	No	No	Yes
216 Granada	672 No	No	N/A	Yes	Yes	No	Yes
216 Grandma	91 No	No	N/A	Yes	Yes	No	Yes

216	Grange North	404	No	N/A	Yes	Yes	No	No	Yes
216	Grange South	207	No	N/A	Yes	Yes	No	No	Yes
216	Grant County	192	No	N/A	Yes	Yes	No	No	Yes
216	Grassland East	1356	No	N/A	Yes	Yes	No	No	Yes
216	Greenleaf Lake	214	No	N/A	No	No	No	No	Yes
216	Greer	1225	No	N/A	Yes	Yes	No	No	Yes
216	Grenada	295	No	N/A	Yes	Yes	No	No	Yes
216	Gulch	813	No	N/A	Yes	Yes	No	No	Yes
216	Gypsum	36	No	N/A	Yes	Yes	No	No	Yes
216	Hagler AAF	1420	Yes	Paved	No	No	No	No	Yes
216	Hall	1441	No	N/A	Yes	Yes	No	No	Yes
216	Hammond	1462	No	N/A	Yes	Yes	No	No	Yes
216	Hardcore	237	No	N/A	Yes	Yes	No	No	Yes
216	Hardluck East to V	213	No	N/A	Yes	Yes	No	No	Yes
216	Hardluck West to I	405	No	N/A	Yes	Yes	No	No	Yes
216	Harris	252	No	N/A	No	No	No	No	Yes
216	Hathcock	1389	No	N/A	No	No	No	No	Yes
216	Hayford	722	No	N/A	Yes	Yes	No	No	Yes
216	Herlong	240	No	N/A	Yes	Yes	No	No	Yes
216	Herlong	242	No	N/A	Yes	Yes	No	No	Yes
216	Hickam	169	No	N/A	Yes	Yes	No	No	Yes
216	High Rock	121	Yes	Paved	No	No	No	No	Yes
216	Hillbilly	56	No	N/A	No	No	No	No	Yes
216	Hockeytown	574	No	N/A	Yes	Yes	No	Yes	Yes
216	Hodge	303	No	N/A	Yes	Yes	No	No	Yes
216	Hole	1451	No	N/A	No	No	No	No	Yes
216	Holland	301	Yes	Paved	No	No	No	No	Yes
216	Holland	1448	No	N/A	Yes	Yes	No	No	Yes
216	Honor	1360	No	N/A	No	No	No	No	Yes
216	Hotel	289	No	N/A	No	No	No	No	Yes
216	Hubbard	1418	Yes	Unpaved	No	No	No	No	Yes
216	Humor	1398	No	N/A	Yes	Yes	No	No	Yes
216	Humor	1414	No	N/A	No	No	No	No	Yes
216	Hunter 10	287	No	N/A	Yes	Yes	No	No	Yes
216	Hunter 28	313	No	N/A	Yes	Yes	No	No	Yes
216	Hurlburt HALO	326	No	N/A	No	No	No	No	Yes
216	Hurley	184	No	N/A	No	No	No	No	Yes
216	Husker	386	No	N/A	Yes	Yes	No	No	Yes
216	Husky	3110	No	N/A	Yes	Yes	No	No	Yes
216	Indian Springs	28	No	N/A	No	No	No	No	Yes
216	Ireland	436	No	N/A	Yes	Yes	No	No	Yes
216	Ironwood	77	No	N/A	Yes	Yes	No	No	Yes
216	Italian Flats	158	No	N/A	No	No	No	No	Yes
216	Jackalope	435	No	N/A	Yes	Yes	No	No	Yes

216 Jackrabbit	1419	Yes	No	Unpaved	No	No	Yes	Yes
216 James Rowe	104	No	No	N/A	No	No	No	Yes
216 Jax	1202	No	No	N/A	Yes	No	No	Yes
216 Jean Airfield	159	No	No	N/A	No	No	No	Yes
216 Jenica	376	No	No	N/A	No	No	No	Yes
216 Jerky	1453	No	No	N/A	No	No	No	Yes
216 Jersey Devil	1366	No	No	N/A	Yes	Yes	Yes	Yes
216 Joe Wright	441	No	No	N/A	Yes	No	No	Yes
216 John R. Towle	52	No	No	N/A	Yes	No	No	Yes
216 Joker	273	No	No	N/A	Yes	No	No	Yes
216 Jon Gildan	103	No	No	N/A	Yes	No	No	Yes
216 Jordan	1192	No	No	N/A	Yes	No	No	Yes
216 Joshua	608	No	No	N/A	Yes	Yes	No	Yes
216 Kalabar	259	Yes	No	Unpaved	No	No	No	Yes
216 Kamuella	3114	No	No	N/A	Yes	No	No	Yes
216 Kanes	3001	No	No	N/A	Yes	No	No	Yes
216 Kathy	1134	No	No	N/A	Yes	Yes	No	Yes
216 Kaufman	9	No	No	N/A	No	No	No	Yes
216 Kaz	573	No	No	N/A	No	No	No	Yes
216 Keno	48	Yes	Yes	Unpaved	No	No	No	Yes
216 Keno North	265	No	No	N/A	Yes	Yes	No	Yes
216 Keno South	266	No	No	N/A	Yes	Yes	No	Yes
216 Keystone Long	198	No	No	N/A	No	No	No	Yes
216 Keystone Short	199	No	No	N/A	No	No	No	Yes
216 Khafji	200	No	No	N/A	Yes	No	No	Yes
216 Kingsley Field	160	No	No	N/A	No	No	No	Yes
216 Knots	1431	No	No	N/A	Yes	Yes	No	Yes
216 Laatsch	430	No	No	N/A	Yes	Yes	No	Yes
216 Lackland High Sch	161	No	No	N/A	No	No	No	Yes
216 Lager	1457	No	No	N/A	No	No	No	Yes
216 Langley	294	No	No	N/A	No	No	No	Yes
216 Langley II	297	No	No	N/A	No	No	No	Yes
216 Lark HALO	231	No	No	N/A	No	No	No	Yes
216 Larkin	971	No	No	N/A	Yes	Yes	No	Yes
216 Larkin Reverse	53	No	No	N/A	Yes	No	No	Yes
216 Larson	1135	No	No	N/A	Yes	Yes	No	Yes
216 Las Cruces MFF	162	No	No	N/A	No	No	No	Yes
216 Law	182	No	No	N/A	No	No	No	Yes
216 Leap Frog	291	No	No	N/A	No	No	No	Yes
216 Leap Frog East	984	No	No	N/A	No	No	No	Yes
216 Lightning	3009	No	No	N/A	Yes	Yes	No	Yes
216 Luzon	302	No	No	N/A	Yes	Yes	No	Yes
216 Luzon	510	Yes	Yes	Unpaved	No	No	No	Yes
216 Mackall	1259	No	No	N/A	Yes	Yes	No	Yes

216 Niebhur	3041 No	No	N/A	No	No	No	Yes	No	Yes	No	Yes
216 Nielsen	3032 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Nijmegen	80 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 No Boat	3043 No	No	N/A	No	No	No	Yes	No	No	No	Yes
216 Nord Target 22	447 Yes	No	Unpaved	No	No	No	No	No	No	No	Yes
216 Norfolk NAS Dem	202 No	No	N/A	No	No	No	No	No	No	No	Yes
216 Normandy	2 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 North Dixie Valley	42 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 North Field Circuit	1469 No	No	N/A	No	No	No	No	No	No	No	Yes
216 North Field E -W	1464 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 North Field S- N	1463 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 North Glaze PJ	140 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 North Special	164 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Northwest Field	3122 Yes	No	Paved	No	No	No	No	No	No	No	Yes
216 On Time	3034 No	No	N/A	No	No	No	No	No	No	No	Yes
216 Oran	1280 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Orchard PJ	141 No	No	N/A	No	No	No	No	No	No	No	Yes
216 Orville	3042 No	No	N/A	No	No	No	No	No	No	No	Yes
216 Oscura	62 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Palestine	15 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Palmdale	1421 Yes	No	Paved	No	No	No	No	No	No	No	Yes
216 Panther	1440 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Par	1351 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Parade	73 No	No	N/A	No	No	No	No	No	No	No	Yes
216 Parade Field	165 No	No	N/A	No	No	No	No	No	No	No	Yes
216 Paradise Circular	3033 No	No	N/A	No	No	No	No	No	No	No	Yes
216 Pathfinder	106 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Patricia	1274 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Peason Ridge	20 Yes	Yes	Paved	No	No	No	No	No	No	No	Yes
216 Pecan	363 No	No	N/A	No	No	No	No	No	No	No	Yes
216 Penguin	114 No	No	N/A	No	No	No	No	No	No	No	Yes
216 Pete	577 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Phantom	1465 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Phantom Circular	1466 No	No	N/A	No	No	No	No	No	No	No	Yes
216 Pheasant	1400 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Phelps Collins	576 No	No	N/A	No	No	No	Yes	Yes	No	No	No
216 Phillips	751 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Phillips Hills	139 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Pickel Meadows	19 No	No	N/A	No	No	No	No	No	No	No	Yes
216 Pinion Circular	98 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Pinion North	97 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Pino	215 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes
216 Pinon Canyon	1408 Yes	No	Unpaved	No	No	No	No	No	No	No	Yes
216 Pipeline	261 No	No	N/A	No	No	No	Yes	Yes	No	No	Yes

216	Pitsenbarger	977	No	No	N/A	No	No	No	No	No	No	Yes
216	Plover	327	No	No	N/A	No	No	No	No	No	No	Yes
216	Plunk North	250	No	No	N/A	No	No	Yes	No	No	No	Yes
216	Plunk South	251	No	No	N/A	No	No	No	No	No	No	Yes
216	Point Salinas	296	No	No	N/A	No	No	Yes	No	No	No	Yes
216	Pony	651	No	No	N/A	No	No	Yes	No	No	No	Yes
216	Pony 01	650	No	No	N/A	No	No	Yes	No	No	No	Yes
216	Pony 19	652	No	No	N/A	No	No	Yes	No	No	No	Yes
216	Pope Demo	70	No	No	N/A	No	No	Yes	No	No	No	Yes
216	Pope Demo Revers	71	No	No	N/A	No	No	Yes	No	No	No	Yes
216	Pope Park	414	No	No	N/A	No	No	No	No	No	No	Yes
216	Pronghorn	93	No	No	N/A	No	No	Yes	No	No	No	Yes
216	Pudgy	1365	No	No	N/A	No	No	Yes	No	No	No	Yes
216	Puu Kapu	3117	No	No	N/A	No	No	No	No	No	No	Yes
216	Raeford Runway	1006	No	No	N/A	No	No	No	No	No	No	Yes
216	Raeford Tree	1424	No	No	N/A	No	No	No	No	No	No	Yes
216	Rafael Hernandez	3024	Yes	No	Paved	No	No	No	No	No	No	Yes
216	Rainier	855	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Ram	253	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Ramp	64	No	No	N/A	No	No	No	No	No	No	Yes
216	Range Operations	1348	No	No	N/A	No	No	No	No	No	No	Yes
216	Raven Tree	1376	No	No	N/A	No	No	No	No	No	No	Yes
216	Razor	1410	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Razorback	283	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Razorback	284	No	No	N/A	No	No	No	No	No	No	Yes
216	Recon	606	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Red Devil	1458	Yes	No	Unpaved	No	No	No	No	No	No	Yes
216	Red Mile	168	No	No	N/A	No	No	No	No	No	No	Yes
216	Red Wing	171	No	No	N/A	No	No	No	No	No	No	Yes
216	Remegan	362	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Rhine	306	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Rhinhart	277	No	No	N/A	No	No	No	No	No	No	Yes
216	Ripley	222	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Risky	6011	No	No	N/A	No	No	No	No	No	No	Yes
216	Risky Circular	2108	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Roadrunner	146	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Robby	1053	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Robertson	359	No	No	N/A	No	No	No	No	No	No	Yes
216	Robertson	360	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Robin Tree	166	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Robinson	1005	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Rochester East to V	94	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Rock	269	No	No	N/A	No	No	Yes	Yes	No	No	Yes
216	Rock	65	No	No	N/A	No	No	No	No	No	No	Yes

216 Rocky Top	280	Yes	Yes	Paved	No	No	No	No	Yes
216 Rogers	1336	No	No	N/A	Yes	Yes	No	No	No
216 Roosevelt Roads	2114	No	No	N/A	Yes	Yes	No	No	No
216 Roskov	167	No	No	N/A	Yes	Yes	No	No	No
216 Rough Terrain	172	No	No	N/A	Yes	Yes	No	No	No
216 Rudd	43	No	No	N/A	No	No	No	No	No
216 Ryan	89	No	No	N/A	Yes	Yes	No	No	No
216 Sabra	504	No	No	N/A	Yes	Yes	No	No	No
216 Salerno	83	No	No	N/A	Yes	Yes	No	No	No
216 Sally	8	No	No	N/A	Yes	Yes	No	No	No
216 San Marcos	1390	No	No	N/A	No	No	No	No	No
216 Sand	270	No	No	N/A	Yes	Yes	No	No	No
216 Sand North	271	No	No	N/A	Yes	Yes	No	No	No
216 Sand South	272	No	No	N/A	Yes	Yes	No	No	No
216 Sanderson	527	No	No	N/A	Yes	Yes	No	No	No
216 Saylor Circular	1467	No	No	N/A	Yes	Yes	No	No	No
216 Saylor Creek	1088	No	No	N/A	Yes	Yes	No	No	No
216 Scarf	1454	No	No	N/A	No	No	No	No	No
216 Schoonover	712	Yes	No	Unpaved	No	No	No	No	No
216 Scotia	902	No	No	N/A	Yes	Yes	No	No	No
216 Scuba	1450	No	No	N/A	No	No	No	No	No
216 Selah Airfield	188	No	No	N/A	Yes	Yes	No	No	No
216 Selah Creek	1412	Yes	No	Paved	No	No	No	No	No
216 Self	118	Yes	Yes	Paved	No	No	No	No	No
216 Self	293	No	No	N/A	No	No	No	No	No
216 Selfridge 01/19	529	Yes	No	Paved	No	No	No	No	No
216 Selfridge 28/10	530	Yes	No	Paved	No	No	No	No	No
216 Seymour East	1368	No	No	N/A	No	No	No	No	No
216 Sharon	238	No	No	N/A	Yes	Yes	No	No	No
216 Shaw	110	No	No	N/A	No	No	No	No	No
216 Shaw	308	No	No	N/A	Yes	Yes	No	No	No
216 Shawnee	322	No	No	N/A	No	No	No	No	No
216 Shelby Revised	974	No	No	N/A	Yes	Yes	No	No	No
216 Shepherd	63	No	No	N/A	No	No	No	No	No
216 Sherman Field	109	No	No	N/A	No	No	No	No	No
216 Shipley	1433	No	No	N/A	Yes	Yes	No	No	No
216 Shock	966	No	No	N/A	No	No	No	No	No
216 Sicity	1200	No	No	N/A	Yes	Yes	No	No	No
216 Sicity	1456	Yes	Yes	Unpaved	No	No	No	No	No
216 Sidewinder	90	No	No	N/A	Yes	Yes	No	No	No
216 Six Pack II	572	No	No	N/A	Yes	Yes	No	No	No
216 Skillet	32	No	No	N/A	No	No	No	No	No
216 Skull Saddle PJ	142	No	No	N/A	No	No	No	No	No
216 Sky Meadows	382	No	No	N/A	No	No	No	No	No

216 Slagle 06	512 No	No	N/A	Yes	No	No	Yes
216 Slagle 18	505 No	No	N/A	Yes	No	No	Yes
216 Slagle 2	511 No	No	N/A	No	No	No	Yes
216 Slagle Circular	1391 No	No	N/A	Yes	No	No	Yes
216 Slagle Tree	477 No	No	N/A	Yes	Yes	No	Yes
216 Sling Shot	92 No	No	N/A	Yes	Yes	No	Yes
216 Slugg Field Dem	173 No	No	N/A	No	No	No	Yes
216 Smokey Hill	111 No	No	N/A	No	No	No	Yes
216 Snafu	1455 No	No	N/A	No	No	No	Yes
216 Snow Ridge	381 No	No	N/A	Yes	No	No	Yes
216 Sontay	211 No	No	N/A	No	No	No	Yes
216 Sontay	219 No	No	N/A	Yes	No	No	Yes
216 Sooner Circular	1374 No	No	N/A	Yes	No	No	Yes
216 Sooner North	452 No	No	N/A	Yes	Yes	No	Yes
216 Sooner South	1375 No	No	N/A	Yes	Yes	No	Yes
216 Southernmost	415 No	No	N/A	Yes	No	No	Yes
216 Southern Comfort	126 No	No	N/A	No	No	No	Yes
216 Spence Field	66 No	No	N/A	No	No	No	Yes
216 Spence Field	85 No	No	N/A	No	No	No	Yes
216 Spider	310 No	No	N/A	Yes	Yes	No	Yes
216 Spirit of St Louis A	174 No	No	N/A	No	No	No	Yes
216 St Mere Eglise	309 No	No	N/A	Yes	Yes	No	Yes
216 Stallion	96 No	No	N/A	No	No	No	Yes
216 Starvaggi	406 No	No	N/A	Yes	No	No	Yes
216 Steel East	1402 No	No	N/A	Yes	No	No	Yes
216 Steel West	433 No	No	N/A	Yes	No	No	Yes
216 Steinhawk	135 No	No	N/A	No	No	No	Yes
216 Stennis	175 No	No	N/A	No	No	No	Yes
216 Stewart	54 No	No	N/A	Yes	Yes	No	Yes
216 Stinson	3044 No	No	N/A	No	No	No	Yes
216 Strasburg	176 No	No	N/A	Yes	No	No	Yes
216 Suckchon	1302 No	No	N/A	Yes	Yes	No	Yes
216 Suckchon North	1300 No	No	N/A	Yes	Yes	No	Yes
216 Sullivan Field	369 No	No	N/A	Yes	No	No	Yes
216 Survival	354 No	No	N/A	Yes	No	No	Yes
216 Sutter Field	177 No	No	N/A	No	No	No	Yes
216 Sweetwater	144 No	No	N/A	Yes	No	No	Yes
216 Swift	671 No	No	N/A	No	No	No	Yes
216 Tang	674 No	No	N/A	Yes	No	No	Yes
216 Tang	675 No	No	N/A	Yes	No	No	Yes
216 Taro	285 No	No	N/A	No	No	No	Yes
216 Tatum	952 No	No	N/A	No	No	No	Yes
216 Taylors Creek	290 No	No	N/A	Yes	Yes	No	Yes
216 Tennyson	74 No	No	N/A	Yes	Yes	No	Yes

216	Tension 2003	2098	No	N/A	Yes	No	No	No	Yes
216	Texas	226	No	N/A	No	No	No	No	Yes
216	Tiger North	1297	No	N/A	Yes	No	No	No	Yes
216	Tiger Shark	3008	No	N/A	No	No	No	No	Yes
216	Tiger South	1298	No	N/A	Yes	No	No	No	Yes
216	Timber Creek	112	No	N/A	No	No	No	No	Yes
216	Todd	185	No	N/A	No	No	No	No	Yes
216	Toggles	178	No	N/A	No	No	No	No	Yes
216	Tomah	246	No	N/A	Yes	Yes	No	No	Yes
216	Tomah	247	No	N/A	Yes	Yes	Yes	No	Yes
216	Tombstone	1415	No	N/A	Yes	Yes	Yes	No	Yes
216	Tombstone Circ	1416	No	N/A	Yes	Yes	No	No	Yes
216	Trident	127	No	N/A	Yes	Yes	No	No	Yes
216	Trojan	33	No	N/A	No	No	No	No	Yes
216	Tularosa Valley	69	No	N/A	Yes	Yes	No	No	Yes
216	Turner SKE	526	No	N/A	Yes	Yes	Yes	Yes	Yes
216	Umatilla North	1362	No	N/A	No	No	No	No	Yes
216	Valley Point	1364	No	N/A	No	No	No	No	Yes
216	Veghel	320	No	N/A	Yes	Yes	No	No	Yes
216	Victoria Anne	179	No	N/A	No	No	No	No	Yes
216	Victory	286	No	N/A	Yes	Yes	Yes	No	Yes
216	Vinyl	278	No	N/A	No	No	No	No	Yes
216	Voight	1325	No	N/A	No	No	No	No	Yes
216	Volturno	84	No	N/A	Yes	Yes	Yes	No	Yes
216	Wadsworth	39	No	N/A	No	No	No	No	Yes
216	Wagner Eglin Aux	1468	Yes	Paved	No	No	No	No	Yes
216	Warnea	3116	No	N/A	Yes	No	No	No	Yes
216	Walker	442	No	N/A	Yes	Yes	Yes	No	Yes
216	Walker North	445	No	N/A	Yes	Yes	Yes	No	Yes
216	Wallops HALO	180	No	N/A	No	No	No	No	Yes
216	Walnut	298	No	N/A	Yes	Yes	No	No	Yes
216	Warrens	249	No	N/A	Yes	Yes	No	No	Yes
216	Weinberg	86	No	N/A	Yes	Yes	Yes	No	Yes
216	Wessly Well	209	No	N/A	No	No	No	No	Yes
216	Whirpool	305	No	N/A	No	No	No	No	Yes
216	White	3035	No	N/A	No	No	No	No	Yes
216	White Hills	968	No	N/A	Yes	Yes	Yes	No	Yes
216	Wilde Benton	60	Yes	Unpaved	No	No	No	No	Yes
216	Wilde Benton	61	No	N/A	Yes	Yes	Yes	No	Yes
216	Wilson	1432	No	N/A	Yes	Yes	No	No	Yes
216	Wing	438	No	N/A	Yes	Yes	No	No	Yes
216	Woodchuck	1116	No	N/A	Yes	Yes	No	No	Yes
216	Young	1426	Yes	Unpaved	No	No	No	No	Yes
216	Yuma	181	No	N/A	No	No	No	No	Yes

216 Zittoria	288 No	No	N/A	No	No	No	Yes
216 Zoomer	68 No	No	N/A	No	No	No	Yes
216 Zug	1367 No	No	N/A	No	No	No	Yes

Mission	Airlift
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1271
Label	Prevailing Installation Weather Conditions
Effective %	3.22
Question	<p>Check the average number of days annually the prevailing weather is better than 3000/3 Nautical Miles (NM).</p> <p>If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 "Shared" for details.</p> <p>If the average number of days ≥ 300, get 100 points. Otherwise, if the average number of days ≤ 250, get 0 points. Otherwise, pro-rate the average number of days between 250 and 300 on a 0 to 100 scale.</p> <p>Example: The average number of days annually where the prevailing weather is better than 3000/3 NM is 275. 275 is halfway between 250 and 300, for a score of 50.</p>
Source	AFCCC Climatological tables

↓

# DAYS with GT 3NM VISABILITY	266	300 = 100	}
		275 = 50	
		250 = 0	

266 = 32 points

Section 39 Airfield Management, Question 1271 Air Operations - Prevailing Weather

Org	1 Installation Name (Text)	2 ICAO Identifier (Text)	3 Weather > 3000/3NM (Days/yr)
85	Gen Mitchell IAP ARS	KMKE	271
88	Minn/St Paul IAP ARS	KMSP	290
89	Niagara Falls IAP ARS	KIAG	258
90	Pittsburgh IAP ARS	KPIT	261
92	Willow Grove ARS,NAS Willow Grove Joint Reserve	KNXX	275
93	Youngstown-Warren Regional APT ARS	KYNG	238

-----INTERNATIONAL STATION METEOROLOGICAL CLIMATE SUMMARY-----

:STA 725200 | KPIT | PITTSBURGH WSCMO , PA, US
 :LAT 40 30N :LONG 080 13W :ELEV 1150(ft) 351(m) :TYPE NOAA SMOS V3 28061996
 20 - Percent Hours with FLYING WEATHER

CEILING LESS THAN 3000 FEET &/OR VISIBILITY LESS THAN 3.00 MILES

HOUR (LST)	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	ANN	#YRS
01	43	38	28	19	15	12	12	12	13	16	29	41	23	44
04	46	39	32	22	19	21	19	22	23	22	30	44	28	44
07	49	45	39	28	28	35	38	46	39	32	38	46	39	44
10	53	47	41	29	27	24	28	31	27	31	40	51	36	44
13	53	45	36	25	21	16	18	19	19	22	34	49	30	44
16	46	38	31	20	15	11	10	10	11	17	29	42	23	44
19	40	34	26	17	13	10	8	7	9	14	26	38	20	44
22	38	33	25	15	11	9	8	7	10	15	26	42	20	44
ALL	46	40	33	22	19	17	18	19	19	21	32	44	27	44

* = VALUE > 0 AND < 0.5 PERCENT
 # = EXCESSIVE MISSING DATA - VALUE NOT COMPUTED
 - = MISSING DATA

-----FEDERAL CLIMATE COMPLEX ASHEVILLE-----

365 days / year

27% less than 3NM visibility

365
 x 73%

 266.45

SAY 266 DAYS VISABILITY
 GREATER THAN 3NM

Hello all:

The data is complete and was sent to XOO-W, SAF/IEBB, and your MAJCOM. Once again, they should be sending you the data. Please check with them.

Take care

Hugh

-----Original Message-----

From: Freestrom, Hugh Capt AFCCC/DOPT
Sent: Friday, July 09, 2004 4:02 PM
To: 'christopher.stock@seymourjohnson.af.mil'; 'yates@eglin.af.mil'; 'john.ridley@dobbins.af.mil';
'steven.whitehead@mcguire.af.mil'; 'jennifer.chance@mccconnell.af.mil';
'kimberly.matwick@sheppard.af.mil'; 'christopher.peterson@altus.af.mil';
'scott.smith@mountainhome.af.mil'; 'michael.lewis@robins.af.mil';
'michael.bielas@columbus.af.mil'; 'william.roeder@patrick.af.mil';
'barbara.costa@laughlin.af.mil'; 'keith.johnson@keelser.af.mil'; 'bryan.garton@kirtland.af.mil'
Subject: EFI Support

Hello all:

AFCCC is starting to run <1500/3 stats for FY02, FY03, FY02&FY03 combined, and a 30 year POR (period of record) for your sites using official sunrise/sunset as the day/night delineator. We should be able to complete this by COB 15 July 04. The results will be shipped directly to the EFI office (w/ cc to MAJCOM reps). Since we have approval from the EFI office and the MAJCOMs have been informed of the consolidation effort, the MAJCOMs will be sending you the results. I understand that you might be feeling pressure from your respective base (AFMs), but please keep in mind that (a.) making climatological decisions off a 2-year POR is very dangerous (b.) AFCCC has around 140 stations to process (c.) the MAJCOM level is aware of the current situation. Once again, they should be contacting you soon with further information.

Please contact me (DSN 673-9016, COMM 828-271-4323) if you have any further concerns or questions.

Take care

Capt Hugh Freestrom

Air Force Combat Climatology Center,
Tailored Climatology Products Team
AFCCC/DOPT

Year	VFR Days	Total Days
1973	222	364
1974	216	365
1975	207	364
1976	228	366
1977	224	365
1978	211	365
1979	215	365
1980	216	366
1981	208	365
1982	210	365
1983	201	365
1984	218	366
1985	212	365
1986	187	365
1987	197	365
1988	214	366
1989	187	365
1990	214	365
1991	248	365
1992	221	366
1993	216	365
1994	247	365
1995	239	365
1996	210	366
1997	225	365
1998	252	365
1999	256	364
2000	235	366
2001	234	365
2002	252	365
2003	238	365
2004	247	366

Average
222.0585508

1500/3

Year	VFR Days	Total Days
1973	196	364
1974	189	365
1975	184	364
1976	200	366
1977	188	365
1978	187	365
1979	187	365
1980	186	366
1981	181	365
1982	189	365
1983	187	365
1984	200	366
1985	194	365
1986	171	365
1987	192	365
1988	196	366
1989	172	365
1990	188	365
1991	220	365
1992	193	366
1993	201	365
1994	214	365
1995	207	365
1996	188	366
1997	202	365
1998	231	365
1999	231	364
2000	215	366
2001	218	365
2002	230	365
2003	208	365
2004	229	366

Average
199.1459478

200d3

Year	VFR Days	Total Days
1973	179	364
1974	164	365
1975	166	364
1976	184	366
1977	167	365
1978	174	365
1979	168	365
1980	164	366
1981	166	365
1982	166	365
1983	173	365
1984	181	366
1985	180	365
1986	157	365
1987	180	365
1988	178	366
1989	158	365
1990	172	365
1991	199	365
1992	168	366
1993	176	365
1994	196	365
1995	181	365
1996	166	366
1997	173	365
1998	207	365
1999	212	364
2000	192	366
2001	194	365
2002	211	365
2003	175	365
2004	200	366

Average
178.9852335

3000 / 3

The AF assigned Pittsburgh a value of 261 days of flying weather with higher than 3000 feet ceiling and/or 3 miles visibility. This calculates to a score of 22 points.

Using the weather data from the AFCCC site for Pittsburgh, the annual average percentage of flying hours with a ceiling less than 3000 feet and/or visibility less than 3 miles is 27%, therefore the percentage of flying days with higher than 3000 feet ceiling and/or 3 miles visibility is 73%.

$$365 \text{ days/year} \times 0.73 = 266 \text{ days/year}$$

Based on the formula # 1271 the base is to pro rate the average number of days between 250 and 300 on a 0 to 100 point scale.

266 is 32% of the way between 250 and 300 for a score of **32 points**.

This calculation would raise the score received for question #1271 from 0.71 to 1.03.



Fleet Numerical Meteorology and Oceanography Detachment, Asheville



[Home](#) [Know what to expect before you get there!](#) [Index](#)

Worldwide Surface Climate Summaries

Select a Table

for *US/PA/KPIT*

Fleet Numerical METOC Detachment	Air Force Combat Climatology Center
<ul style="list-style-type: none"> • Station Climatic Summary • Cig < 5000' and/or Vsby < 5 miles • Cig < 3000' and/or Vsby < 3 miles • Cig < 1000' and/or Vsby < 3 miles • Cig < 500' and/or Vsby < 1 mile • Cig < 200' and/or Vsby < 3/4 mile • Cig >= 1000' and Vsby >= 2-1/2 miles and Wind Speed <= 10 knots • Cig >= 2500' and Vsby >= 5 miles and Wind Speed <= 13 knots • Cig >= 1500' and Vsby >= 3 miles and Wind Speed <= 13 knots • Cig >= 1500' and Vsby >= 3 miles and Wind Speed <= 17 knots • Cig >= 1500' and Vsby >= 3 miles and Wind Speed <= 20 knots • Wind Speeds >= 17 knots and No Precipitation • Wind Speeds 4-10 knots, Temperatures 33-89 fahrenheit and No Precipitation • Total Sky Cover <= 3/10 and Vsby >= 2-1/2 	<ul style="list-style-type: none"> • Air Force Operational Climatic Data Summary

Please refer to the [Contacts Page](#) for questions, comments or suggestions.

-----INTERNATIONAL STATION METEOROLOGICAL CLIMATE SUMMARY-----

:STA 725200 | KPIT | PITTSBURGH WSCMO , PA, US
 :LAT 40 30N :LONG 080 13W :ELEV 1150 (ft) 351 (m) :TYPE NOAA SMOS V3 28061996
 20 - Percent Hours with FLYING WEATHER

CEILING LESS THAN 3000 FEET &/OR VISIBILITY LESS THAN 3.00 MILES

HR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	ANN	#YRS
01	43	38	28	19	15	12	12	12	13	16	29	41	23	44
04	46	39	32	22	19	21	19	22	23	22	30	44	28	44
07	49	45	39	28	28	35	38	46	39	32	38	46	39	44
10	53	47	41	29	27	24	28	31	27	31	40	51	36	44
13	53	45	36	25	21	16	18	19	19	22	34	49	30	44
16	46	38	31	20	15	11	10	10	11	17	29	42	23	44
19	40	34	26	17	13	10	8	7	9	14	26	38	20	44
22	38	33	25	15	11	9	8	7	10	15	26	42	20	44
ALL	46	40	33	22	19	17	18	19	19	21	32	44	27	44

* = VALUE > 0 AND < 0.5 PERCENT
 # = EXCESSIVE MISSING DATA - VALUE NOT COMPUTED
 - = MISSING DATA

-----FEDERAL CLIMATE COMPLEX ASHEVILLE-----

Mission	Airlift
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1273
Label	Aerial Port Proximity
Effective %	8.10
Question	<p>For installations with active runways, identify distance in NM to RAF Mildenhall, Rota Naval Station, Lajes Field, Hickam AFB and Elmendorf AFB.</p> <p>If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 "Shared" for details.</p> <p>50% of the score is based upon proximity to the East coast locations of Mildenhall, Rota or Lajes. The other 50% of the score is based upon proximity to the West coast locations of Elmendorf and Hickam. See OSD Question 1273, columns 1,2,3,4 and 5 respectively, for the distance to these locations.</p> <p>East Coast Locations: If both Mildenhall and Rota are within 3200 NM, get 100 points. Otherwise, if either Mildenhall or Rota are within 3200 NM, get 75 points. Otherwise, if only Lajes is within 3200 NM, get 25 points. Otherwise, get 0 points.</p> <p>West Coast Locations: If both Elmendorf and Hickam are within 3200 NM, get 100 points. Otherwise, if only Elmendorf is within 3200 NM, get 75 points. Otherwise, get 0 points.</p> <p>Example: The base is 4525 NM from Mildenhall, 4913 NM from Rota, 4022 NM from Lajes, 1995 NM from Elmendorf and 2409 NM from Hickam.</p> <p>All three East coast locations are more than 3200 NM away, so 0 points for the East coast aerial port proximity. Elmendorf and Hickam are within 3200 NM, so 100 points for West coast aerial port proximity. $(50\% * 0) + (50\% * 100)$ equals a score of 50.</p>
Source	Distances between all BRAC bases with runways taken from IVT; Guard, AFRC and specific overseas locations derived from DAFIF and measured using IVT. Aerial Ports identified in Defense Travel Regulation (DTR), DoD Regulation 4500.9-R-Part II (Mobility), Appendix M. The measurements are taken from the center of mass of the runway complex for the bases and the center of mass of the IVT polygon for the ranges. The distances are the great circle arcs over the surface of the Earth at sea level elevation.

12.5
+
37.5
50 pts

50 pts

verified 6/13/05 OPN (w/ PFPS)

Section 1 Air/Space Operations, Question 1273 Aerial Port Proximity						
Org	1 RAF Mildenhall, UK (NIM)	2 Naval Station Rota, Spain (NIM)	3 Lajes Field, The Azores (NIM)	4 Elmendorf AFB, AK (NIM)	5 Hickam AFB, HI (NIM)	
85	3402	3640	2716	2424	3685	Gen Mitchell IAP ARS
88	3488	3798	2902	2183	3453	Minn/St Paul IAP ARS
89	3099	3270	2331	2674	4076	Niagara Falls IAP ARS
90	3245	3379	2423	2759	4045	Pittsburgh IAP ARS
92	3081	3168	2202	2917	4276	Willow Grove ARS, NAS Willow Grove Joint Reserve
93	3230	3381	2431	2709	4016	Youngstown-Warren Regional APT ARS

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Pittsburgh IAP ARS MCI: Airlift

Max Points

This is the maximum number of points this formula can contribute to the overall MCI score.

Earned Points

This is the number of points this formula did contribute to the overall MCI score for this base.

Lost Points

The difference between Max Points and Earned Points.

Running Score from 100

The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

<u>Formula</u>	<u>Max Points</u>	<u>Earned Points</u>	<u>Lost Points</u>	<u>Running Score from 100</u>
1242.00 ATC Restrictions to Operations	5.98	5.98	0.00	100.00
1271.00 Prevailing Installation Weather Conditions	3.22	0.71	2.51	97.49
1246.00 Proximity to Low Level Routes Supporting Mission	13.98	2.27	11.71	85.78
1248.00 Proximity to DZ/LZ	7.36	3.68	11.04	74.74
1273.00 Aerial Port Proximity	8.10	4.05	4.05	70.69
1.00 Fuel Hydrant Systems Support Mission Growth	4.32	0.00	4.32	66.37
8.00 Ramp Area and Serviceability	5.98	1.49	4.48	61.89
9.00 Runway Dimension and Serviceability	5.98	5.98	0.00	61.89
19.00 Hangar Capability - Large Aircraft	3.32	0.89	2.43	59.46
1207.00 Level of Mission Encroachment	1.66	1.66	0.00	59.46
1235.00 Installation Pavements Quality	11.95	5.98	5.98	53.48
1249.00 Airspace Attributes of DZ/LZ	4.15	1.62	6.68	46.80
1214.00 Fuel Dispensing Rate to Support Mobility and Surge	4.13	0.37	1.83	44.97
1241.00 Ability to Support Large-Scale Mobility Deployment	2.20	2.20	0.00	44.97
213.00 Attainment / Emission Budget Growth Allowance	1.68	1.01	0.67	44.30
1205.10 Buildable Acres for Industrial Operations Growth	1.96	0.02	1.94	42.36
1205.20 Buildable Acres for Air Operations Growth	1.96	0.00	1.96	40.40
1250.00 Area Cost Factor	1.25	0.84	0.41	39.99
1269.00 Utilities cost rating (U3C)	0.13	0.07	0.06	39.93
1402.00 BAH Rate	0.88	0.61	0.27	39.66
1403.00 GS Locality Pay Rate	0.25	0.22	0.03	39.63

- 2.51
- 11.71
- 7.36
- 4.05
- 4.32

- 4.15
34.1
pts lost to "irrelevant 0's"

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Pittsburgh IAP ARS MCI: Bomber

Max Points

This is the maximum number of points this formula can contribute to the overall MCI score.

Earned Points

This is the number of points this formula did contribute to the overall MCI score for this base.

Lost Points

The difference between Max Points and Earned Points.

Running Score from 100

The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

<u>Formula</u>	<u>Max Points</u>	<u>Earned Points</u>	<u>Lost Points</u>	<u>Running Score from 100</u>
1242.00 ATC Restrictions to Operations	5.52	5.52	0.00	100.00
1271.00 Prevailing Installation Weather Conditions	3.68	0.81	2.87	97.13
1245.00 Proximity to Airspace Supporting Mission (ASM)	20.24	5.22	15.02	82.11
1246.00 Proximity to Low Level Routes Supporting Mission	16.56	2.97	13.59	68.52
1.00 Fuel Hydrant Systems Support Mission Growth	2.03	0.00	2.03	66.49
8.00 Ramp Area and Serviceability	3.49	0.87	2.61	63.88
9.00 Runway Dimension and Serviceability	5.52	4.83	0.69	63.19
19.00 Hangar Capability - Large Aircraft	2.91	0.78	2.12	61.07
1207.00 Level of Mission Encroachment	2.03	2.03	0.00	61.07
1231.00 Certified Weapons Storage Area	2.03	0.00	2.03	59.04
1232.00 Sufficient Explosives-sited Parking	3.20	0.00	3.20	55.84
1233.00 Sufficient Munitions Storage	2.91	0.00	2.91	52.93
1235.00 Installation Pavements Quality	4.94	0.00	4.94	47.99
1266.00 Range Complex (RC) Supports Mission	12.45	4.59	7.86	40.13
1214.00 Fuel Dispensing Rate to Support Mobility and Surge	2.64	0.45	2.19	37.94
1241.00 Ability to Support Large-Scale Mobility Deployment	1.76	1.76	0.00	37.94
213.00 Attainment / Emission Budget Growth Allowance	1.68	1.01	0.67	37.27
1205.10 Buildable Acres for Industrial Operations Growth	1.96	0.02	1.94	35.33
1205.20 Buildable Acres for Air Operations Growth	1.96	0.00	1.96	33.37
1250.00 Area Cost Factor	1.25	0.84	0.41	32.96
1269.00 Utilities cost rating (U3C)	0.13	0.07	0.06	32.90
1402.00 BAH Rate	0.88	0.61	0.27	32.63
1403.00 GS Locality Pay Rate	0.25	0.22	0.03	32.60

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Pittsburgh IAP ARS MCI: C2ISR

Max Points

This is the maximum number of points this formula can contribute to the overall MCI score.

Earned Points

This is the number of points this formula did contribute to the overall MCI score for this base.

Lost Points

The difference between Max Points and Earned Points.

Running Score from 100

The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

<u>Formula</u>	<u>Max Points</u>	<u>Earned Points</u>	<u>Lost Points</u>	<u>Running Score from 100</u>
1242.00 ATC Restrictions to Operations	8.05	8.05	0.00	100.00
1251.00 Frequency Spectrum Limitations (FSL)	8.05	8.05	0.00	100.00
1245.00 Proximity to Airspace Supporting Mission (ASM)	29.90	16.26	13.64	86.36
1.00 Fuel Hydrant Systems Support Mission Growth	2.08	0.00	2.08	84.28
8.00 Ramp Area and Serviceability	9.13	2.28	6.85	77.43
9.00 Runway Dimension and Serviceability	9.13	9.13	0.00	77.43
19.00 Hangar Capability - Large Aircraft	2.91	0.78	2.12	75.31
1207.00 Level of Mission Encroachment	2.08	2.08	0.00	75.31
1235.00 Installation Pavements Quality	16.19	8.09	8.09	67.22
1214.00 Fuel Dispensing Rate to Support Mobility and Surge	2.80	0.47	2.33	64.89
1241.00 Ability to Support Large-Scale Mobility Deployment	1.20	1.20	0.00	64.89
213.00 Attainment / Emission Budget Growth Allowance	2.40	1.44	0.96	63.93
1205.10 Buildable Acres for Industrial Operations Growth	1.80	0.02	1.78	62.15
1205.20 Buildable Acres for Air Operations Growth	1.80	0.00	1.80	60.35
1250.00 Area Cost Factor	1.25	0.84	0.41	59.94
1269.00 Utilities cost rating (U3C)	0.13	0.07	0.06	59.88
1402.00 BAH Rate	0.88	0.61	0.27	59.61
1403.00 GS Locality Pay Rate	0.25	0.22	0.03	59.58

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Pittsburgh IAP ARS MCI: Fighter

Max Points

This is the maximum number of points this formula can contribute to the overall MCI score.

Earned Points

This is the number of points this formula did contribute to the overall MCI score for this base.

Lost Points

The difference between Max Points and Earned Points.

Running Score from 100

The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

<u>Formula</u>	<u>Max Points</u>	<u>Earned Points</u>	<u>Lost Points</u>	<u>Running Score from 100</u>
1242.00 ATC Restrictions to Operations	5.98	5.98	0.00	100.00
1271.00 Prevailing Installation Weather Conditions	5.52	1.21	4.31	95.69
1245.00 Proximity to Airspace Supporting Mission (ASM)	22.08	2.38	19.70	75.99
1246.00 Proximity to Low Level Routes Supporting Mission	7.25	0.82	6.42	69.57
1270.00 Suitable Auxiliary Airfields Within 50NM	5.18	0.00	5.18	64.39
8.00 Ramp Area and Serviceability	2.97	0.74	2.23	62.16
9.00 Runway Dimension and Serviceability	2.28	2.28	0.00	62.16
1207.00 Level of Mission Encroachment	2.28	2.28	0.00	62.16
1221.00 Hangar Capability - Small Aircraft	3.88	1.78	2.10	60.06
1232.00 Sufficient Explosives-sited Parking	3.65	0.00	3.65	56.41
1233.00 Sufficient Munitions Storage	4.79	0.00	4.79	51.62
1235.00 Installation Pavements Quality	2.97	2.23	0.74	50.88
1203.00 Access to Adequate Supersonic Airspace	6.72	0.00	6.72	44.16
1266.00 Range Complex (RC) Supports Mission	11.95	6.17	5.78	38.38
1214.00 Fuel Dispensing Rate to Support Mobility and Surge	2.64	0.45	2.19	36.19
1241.00 Ability to Support Large-Scale Mobility Deployment	1.76	1.76	0.00	36.19
213.00 Attainment / Emission Budget Growth Allowance	1.68	1.01	0.67	35.52
1205.10 Buildable Acres for Industrial Operations Growth	1.96	0.02	1.94	33.58
1205.20 Buildable Acres for Air Operations Growth	1.96	0.00	1.96	31.62
1250.00 Area Cost Factor	1.25	0.84	0.41	31.21
1269.00 Utilities cost rating (U3C)	0.13	0.07	0.06	31.15
1402.00 BAH Rate	0.88	0.61	0.27	30.88
1403.00 GS Locality Pay Rate	0.25	0.22	0.03	30.85

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Pittsburgh IAP ARS MCI: SOF / CSAR

Max Points

This is the maximum number of points this formula can contribute to the overall MCI score.

Earned Points

This is the number of points this formula did contribute to the overall MCI score for this base.

Lost Points

The difference between Max Points and Earned Points.

Running Score from 100

The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

<u>Formula</u>	<u>Max Points</u>	<u>Earned Points</u>	<u>Lost Points</u>	<u>Running Score from 100</u>
1242.00 ATC Restrictions to Operations	4.14	4.14	0.00	100.00
1271.00 Prevailing Installation Weather Conditions	5.06	1.11	3.95	96.05
1243.00 Airfield Elevation	3.68	2.10	1.58	94.47
1245.00 Proximity to Airspace Supporting Mission (ASM)	14.72	2.32	12.40	82.07
1246.00 Proximity to Low Level Routes Supporting Mission	3.68	0.28	3.40	78.67
1248.00 Proximity to DZ/LZ	14.72	2.64	12.08	66.59
8.00 Ramp Area and Serviceability	4.67	3.50	1.17	65.42
9.00 Runway Dimension and Serviceability	2.80	2.80	0.00	65.42
1207.00 Level of Mission Encroachment	1.49	1.49	0.00	65.42
1232.00 Sufficient Explosives-sited Parking	2.24	0.00	2.24	63.18
1233.00 Sufficient Munitions Storage	2.80	0.00	2.80	60.38
1235.00 Installation Pavements Quality	4.67	3.50	1.17	59.21
1249.00 Airspace Attributes of DZ/LZ	7.99	1.15	6.84	52.37
1266.00 Range Complex (RC) Supports Mission	14.84	3.27	11.57	40.80
1214.00 Fuel Dispensing Rate to Support Mobility and Surge	1.76	0.30	1.46	39.34
1241.00 Ability to Support Large-Scale Mobility Deployment	2.64	0.00	2.64	36.70
213.00 Attainment / Emission Budget Growth Allowance	1.68	1.01	0.67	36.03
1205.10 Buildable Acres for Industrial Operations Growth	1.96	0.02	1.94	34.09
1205.20 Buildable Acres for Air Operations Growth	1.96	0.00	1.96	32.13
1250.00 Area Cost Factor	1.25	0.84	0.41	31.72
1269.00 Utilities cost rating (U3C)	0.13	0.07	0.06	31.66
1402.00 BAH Rate	0.88	0.61	0.27	31.39
1403.00 GS Locality Pay Rate	0.25	0.22	0.03	31.36

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Pittsburgh IAP ARS MCI: Space Ops

Max Points

This is the maximum number of points this formula can contribute to the overall MCI score.

Earned Points

This is the number of points this formula did contribute to the overall MCI score for this base.

Lost Points

The difference between Max Points and Earned Points.

Running Score from 100

The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

<u>Formula</u>	<u>Max Points</u>	<u>Earned Points</u>	<u>Lost Points</u>	<u>Running Score from 100</u>
1210.00 Line-of-Sight Encroachment	23.00	7.59	15.41	84.59
1226.00 Population Density Impact on USAF Mission	23.00	0.00	23.00	61.59
30.00 Buildable Acres (Space Mission Bed Down Area)	41.50	3.81	37.69	23.90
213.00 Attainment / Emission Budget Growth Allowance	3.00	1.80	1.20	22.70
1205.10 Buildable Acres for Industrial Operations Growth	7.00	0.07	6.93	15.77
1250.00 Area Cost Factor	1.25	0.84	0.41	15.36
1269.00 Utilities cost rating (U3C)	0.13	0.07	0.06	15.30
1402.00 BAH Rate	0.88	0.61	0.27	15.03
1403.00 GS Locality Pay Rate	0.25	0.22	0.03	15.00

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Pittsburgh IAP ARS MCI: Tanker

Max Points

This is the maximum number of points this formula can contribute to the overall MCI score.

Earned Points

This is the number of points this formula did contribute to the overall MCI score for this base.

Lost Points

The difference between Max Points and Earned Points.

Running Score from 100

The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

<u>Formula</u>	<u>Max Points</u>	<u>Earned Points</u>	<u>Lost Points</u>	<u>Running Score from 100</u>
1242.00 ATC Restrictions to Operations	6.90	6.90	0.00	100.00
1245.00 Proximity to Airspace Supporting Mission (ASM)	39.10	21.27	17.83	82.17
1.00 Fuel Hydrant Systems Support Mission Growth	4.15	0.00	4.15	78.02
8.00 Ramp Area and Serviceability	7.89	1.97	5.91	72.11
9.00 Runway Dimension and Serviceability	9.55	9.07	0.48	71.63
19.00 Hangar Capability - Large Aircraft	3.32	0.89	2.43	69.20
1207.00 Level of Mission Encroachment	2.08	2.08	0.00	69.20
1235.00 Installation Pavements Quality	14.53	7.26	7.26	61.94
1214.00 Fuel Dispensing Rate to Support Mobility and Surge	3.85	0.65	3.20	58.74
1241.00 Ability to Support Large-Scale Mobility Deployment	1.65	1.65	0.00	58.74
213.00 Attainment / Emission Budget Growth Allowance	1.35	0.81	0.54	58.20
1205.10 Buildable Acres for Industrial Operations Growth	1.58	0.02	1.56	56.64
1205.20 Buildable Acres for Air Operations Growth	1.58	0.00	1.58	55.06
1250.00 Area Cost Factor	1.25	0.84	0.41	54.65
1269.00 Utilities cost rating (U3C)	0.13	0.07	0.06	54.59
1402.00 BAH Rate	0.88	0.61	0.27	54.32
1403.00 GS Locality Pay Rate	0.25	0.22	0.03	54.29

USAF BRAC 2005 Base MCI Score Sheets

Base Score Sheet for Pittsburgh IAP ARS MCI: UAV / UCAS

Max Points

This is the maximum number of points this formula can contribute to the overall MCI score.

Earned Points

This is the number of points this formula did contribute to the overall MCI score for this base.

Lost Points

The difference between Max Points and Earned Points.

Running Score from 100

The maximum MCI score is 100 and the minimum is 0. This is a running balance that shows the impact of the lost points from the formula evaluation on the overall MCI score for the base.

<u>Formula</u>	<u>Max Points</u>	<u>Earned Points</u>	<u>Lost Points</u>	<u>Running Score from 100</u>
1242.00 ATC Restrictions to Operations	6.33	6.33	0.00	100.00
1251.00 Frequency Spectrum Limitations (FSL)	6.58	6.58	0.00	100.00
1271.00 Prevailing Installation Weather Conditions	3.29	0.72	2.57	97.43
1272.00 Installation Crosswind Conditions	9.11	9.11	0.00	97.43
1245.00 Proximity to Airspace Supporting Mission (ASM)	20.70	4.01	16.69	80.74
8.00 Ramp Area and Serviceability	5.23	3.92	1.31	79.43
9.00 Runway Dimension and Serviceability	5.23	5.23	0.00	79.43
1207.00 Level of Mission Encroachment	1.45	1.45	0.00	79.43
1232.00 Sufficient Explosives-sited Parking	5.81	0.00	5.81	73.62
1233.00 Sufficient Munitions Storage	5.81	0.00	5.81	67.81
1235.00 Installation Pavements Quality	5.52	4.14	1.38	66.43
1266.00 Range Complex (RC) Supports Mission	12.45	7.35	5.10	61.33
1241.00 Ability to Support Large-Scale Mobility Deployment	3.00	3.00	0.00	61.33
213.00 Attainment / Emission Budget Growth Allowance	0.70	0.42	0.28	61.05
1205.10 Buildable Acres for Industrial Operations Growth	3.50	0.04	3.46	57.59
1205.20 Buildable Acres for Air Operations Growth	2.80	0.00	2.80	54.79
1250.00 Area Cost Factor	1.25	0.84	0.41	54.38
1269.00 Utilities cost rating (U3C)	0.13	0.07	0.06	54.32
1402.00 BAH Rate	0.88	0.61	0.27	54.05
1403.00 GS Locality Pay Rate	0.25	0.22	0.03	54.02



U.S. AIR FORCE

Airlift MCI



Exclusion

1235. Pavements Quality – Excluded Because PCN is “N/A”

2.98 Points Lost



Integrity - Service - Excellence

I am now going to talk about the MOA ramp again. I mentioned before that the MCI process allowed for inclusion of such property, even though the capacity brief did not. The issue with question 1235 is not accepting the use of the ramp, but the weight bearing capacity of its pavement.

The ramp does not have a “published” Pavement Condition Number (PCN). This is an index representing the weight bearing capacity of the surface. The question was designed such that no PCN available equated to a score of zero for that ramp. All concrete or asphalt has a PCN. Sir, even my driveway at home has a PCN value.

The strength of the apron pavement is not in doubt. This thick pavement was used as a taxiway for heavy aircraft, including 747s, to the old Pittsburgh International Airport terminal. Parts of the ramp are on an old runway. The area is used all the time by our C-130 aircraft. As recently as two weeks ago a C-5 taxied and parked on this pavement while loading military equipment.

This picture shows a C-5 and a B-52 parked in the area during one of our airshows.

The question did not allow us to capture any value for a fully functional ramp.

Exclusion of the 90,000 sq. yds of MOA Ramp cost us 2.98 points towards our overall score.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Airlift MCI

BRIEFING BULLET:

- Exclusion
 - 1235. Pavements Quality
- 2.98 Points Lost

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Major David P. Nardozzi, Mr. Robert Moeslein

SUPPORTING ANALYSIS:

- BRAC, Vol V, Part 2, Airlift Mission Comptability Index Detail
 - 1235. Installation Pavements Quality
- Quantitative Component in Military Value Analysis Overlooked Pavement Conditions at Pittsburgh ARS

SUPPORTING DOCUMENTATION: 14 Pages

Mission	Airlift
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1235
Label	Installation Pavements Quality
Effective %	11.95
Question	<p>Identify if the installation pavement for the primary runway can support Airlift aircraft operations.</p> <p>If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 "Shared" for details.</p> <p>Compute the runway pavement suitability score and the apron pavement suitability score. Each of these is worth 50% of the overall score.</p> <p>Runway Pavement Suitability:</p> <p>Find the highest PCN among all the runways. See OSD Question 1235, column 3 for this data. (N/A means 0.) Compute a score for every runway with that PCN and use the highest scoring runway.</p> <p>Score the runway for runway pavement suitability as follows:</p> <p>Get the C-17 ACN. See OSD Question 1236, column 4 for the C-17 ACN. (N/A means 0.) 68</p> <p>Get the C-5B ACN. See OSD Question 1236, column 6 for the C-5B ACN. (N/A means 0.) 50</p> <p>If the PCN is N/A or 0, get 0 points. Otherwise, if the C-17 ACN divided by the PCN > 0 and <= 1.0, then get 100 points. Otherwise, if the C-5B ACN divided by the PCN > 0 and <= 1.0, then get 75 points. Otherwise, if the C-5B ACN divided by the PCN > 0 and <= 1.1, then get 50 points. Otherwise, get 0 points.</p> <p>Apron pavement suitability:</p> <p>Score each apron for pavement quality and choose the highest scoring apron.</p> <p>Get the C-17 ACN. See OSD Question 1240, column 6 for this data. 52 (N/A means 0.) Get the C-5B ACN. See OSD Question 1240, column 8 for this data. 29</p>

100

	<p>(N/A means 0.) If the PCN is 0 or N/A, get 0 points. See OSD Question 1239, column 4 for this data. Sum the apron pavement square yardage (see OSD Question 1239, column 2, N/A means 0) where the C-17 ACN divided by the PCN > 0 and <= 1.0. Sum the apron pavement square yardage (see OSD Question 1239, column 2, N/A means 0) where the C-5B ACN divided by the PCN > 0 and <= 1.0.</p> <p>If the C-17 square yardage >= 1,040,000, get 100 points. Otherwise, if the C-5B square yardage >= 416,000, get 75 points. Otherwise, if the C-5B square yardage >= 137,000, get 50 points. Otherwise, get 0 points.</p> <p>Example: There are 2 runways on the base, but one has the highest runway pavement PCN value, which is 60. The ACN for an C-17 on that runway is 40, 40 divided by 60 is <= 1.0, so the base gets 100 pts for runway pavement suitability. In this case, the C-5B ACN/PCN ratio was a moot point.</p> <p>There are 2 apron pavements on the base. Apron Alpha has a PCN of 50 and 100,000 square yards of surface. Apron Bravo has a PCN of 30 and 150,000 square yards. The ACN for C-17s on both aprons is 43, and for C-5Bs it is 45.</p> <p>Apron Alpha's ACN/PCN ratio for C-17s is 43/50, which is less than 1.0. This counts as 100,000 square yards for the C-17. Apron Bravo's ACN/PCN ratio for C-17s is 43/30, which is more than 1.0, so its square yards aren't counted towards C-17 square yardage. This gives us a total of 100,000 C-17 square yards, which is not greater than 1,040,000 square yards.</p> <p>Apron Alpha's ACN/PCN ratio for C-5Bs is 45/50, which is less than 1.0. This counts as 100,000 square yards for the C-5B. Apron Bravo's ACN/PCN ratio for C-5Bs is 45/30, which is more than 1.0, so its square yards aren't counted towards C-5B square yardage. This gives us a total of 100,000 C-5B square yards, which is not greater than 137,000 square yards, which gives us a score of 25 points for apron pavement suitability. 50% of the Runway pavement suitability score of 100 equals 50. 50% of the apron pavement score of 0 equals 0. 50 plus 0 equals a score of 50.</p>
Source	AFCESA Pavement Evaluation Report and Base General Plan; Existing Record Drawings or Physical Verification; Base Real Property Records; FLIP; ASSR

verified 6/13/05 DRP

Section 37 Airfield Pavements, Question 1235 Airfield Pavements - Runway (1 of 2)										
Org	1 Primary Facility Name as Indicated in Base General Plan (e.1) (Text)	2 Controlling Feature Identifier from AFCESA Pavements Report (e.2) (Text)	3 Controlling Feature PCN Report (#)	4 Date of AFCESA Report (e.3) (date)	5 Type Pavement (Rigid or Flexible) (e.4) (Text)	6 ACN for F-15E at 81 Kips (#)	7 ACN for KC-135R at 323 Kips (#)	8 ACN for B-1B at 477 Kips (#)	9 ACN for F-16C/D at 38 Kips (#)	
85	RUNWAY 13/31	N/A	32	N/A	Rigid	37	51	93	18	Gen Mitchell IAP ARS
85	RUNWAY 1L/19R	N/A	70	N/A	Rigid	37	51	93	18	
85	RUNWAY 1R/19L	N/A	34	N/A	Rigid	37	51	93	18	
85	RUNWAY 7L/25R	N/A	11	N/A	Flexible	33	54	98	16	
85	RUNWAY 7R/25L	N/A	70	N/A	Rigid	37	51	93	18	
88	RWY-04/RWY-22	N/A	60	N/A	Rigid	37	43	80	18	Mirm/St Paul IAP ARS
88	RWY-12L/RWY-30R	N/A	51	N/A	Rigid	37	43	80	18	
88	RWY-12R/RWY-30L	N/A	61	N/A	Rigid	37	43	80	18	
89	10L-28R	R02A	43	1-Jul-97	Rigid	37	51	93	18	Niagara Falls IAP ARS
90	Runway 10/28L	N/A	77	N/A	Flexible	33	54	98	16	Pittsburgh IAP ARS
90	Runway 10/28R	N/A	76	N/A	Rigid	37	51	93	18	
90	Runway 14-32	N/A	76	N/A	Rigid	37	51	93	18	
90	Runway 28/10C	N/A	49	N/A	Flexible	33	54	98	16	
92	RW 15/33	N/A	50	N/A	Rigid	37	51	93	18	Willow Grove ARS, NAS Willow Grove Joint Reserve
93	14/32	N/A	71	N/A	Flexible	33	54	98	16	Youngstown-Warren Regional APT ARS
93	RWY 5/23	N/A	59	N/A	Flexible	33	54	98	16	
93	Assult Strip	N/A	40	N/A	Flexible	33	40	69	16	

**• QUANTITATIVE COMPONENT IN MILITARY VALUE
ANALYSIS OVERLOOKED PAVEMENT CONDITIONS
AT PITTSBURGH ARS**

QUANTITATIVE ASSESSMENT ISSUE ON MILITARY VALUE ANALYSIS

- **ISSUE - CONDITION OF INFRASTRUCTURE CRITERION DOES NOT CREDIT INSTALLATION PAVEMENT THAT DOES NOT HAVE A "PUBLISHED" PCN (PAVEMENT CONDITION NUMBER)**
 - **OVER 90,000 SQUARE YARDS OF PAVEMENT ON NORTH AIRCRAFT APRON PARKING RAMP**
 - **THIS PAVEMENT IS CONSTANTLY USED TO PARK C-130s, AS WELL AS HEAVIER AIRCRAFT**
- **PCN IS SCHEDULED TO BE OBTAINED IN FY06**
- **WE FOLLOWED BRAC INSTRUCTIONS TO ANSWER THE QUESTION**
- **HOWEVER, THIS APRON PAVEMENT IS CREDITED TOWARDS ANOTHER QUESTION (RAMP AREA AND SERVICEABILITY)**

APRON AIRCRAFT AREA IN QUESTION

MAP OF APRON

QUANITATIVE ASSESSMENT ISSUE ON MILITARY VALUE ANALYSIS

- **IMPACT ON MCI SCORE**
 - **INSTALLATION PAVEMENTS QUALITY WEIGHTED AT 29% OF
CONDITION OF INFRASTRUCTURE ATTRIBUTE**
 - **HALF OF QUESTION SCORING BASED ON IF APRON PAVEMENT CAN
SUPPORT A C-5B**
 - **INDIVIDUAL QUESTION SCORE INCREASES FROM 50 TO 75 POINTS**
 - **PITTSBURGH SCORE INCREASES FROM 42.44 TO 49.62**
 - **CONDITION OF INFRASTRUCTURE WEIGHTED AT 41.5% OF
OVERALL MCI VALUE**
 - **PITTSBURGH SCORE CHANGES FROM 39.64 TO 42.62**

AIRLIFT MISSION COMPATABILITY INDEX (MCI) SCORE SUMMARY FOR PITTSBURGH ARS

Criterion Name	Effective Weight	BRAC	
		MCI	911th MCI
1 Current and Future Mission	46%	36.28	36.28
2 Condition of Infrastructure	41.50%	42.44	49.62
3 Contingency, Mobilization, Future Forces	10%	36.01	36.01
4 Cost of Ops/Manpower	2.50%	69.59	69.59
TOTALS	100%	39.64	42.62

C-130 INSTALLATION AIRLIFT MCI SCORES

Base	Overall MCI Score	BRAC Recommendation*
Charlotte/Douglas AGS	56.27	O
Carswell ARS	50.57	O
Will Rogers World APT AGS	47.79	X
Boise Air Terminal AGS	47.32	X
Selfridge ANGB	47.27	X
Keesler AFB	46.80	O
Dobbins ARB	46.50	O
Savannah IAP AGS	45.10	O
Louisville IAP AGS	44.66	O
Harrisburg IAP AGS	42.89	O
Pittsburgh IAP ARS (911th Calculated)	42.62	?
Channel Islands AGS	41.92	O
Minn/St Paul IAP ARS	41.52	O
Reno-Tahoe IAP AGS	40.51	X
Youngstown-Warren Regional APT ARS	40.09	O
Niagara Falls IAP ARS	40.03	X
Nashville IAPAGS	39.77	X
Kulis AGS	38.93	X
Rosecrans Memorial APT AGS	38.22	O
Schenectady County APT AGS	37.72	X
Cheyenne APT AGS	37.65	O
Mansfield Lahm MAP AGS	37.28	X
New Castle County Airport AGS	36.96	X
Willow Grove ARS	35.85	X
Quonset State APT AGS	35.29	X
Greater Peoria Regional APT AGS	34.56	X
Arnold AFS	34.22	O
Gen Mitchell IAP ARS	33.77	X
Yeager APT AGS	31.90	X

* "O" MEANS NO CHANGE; "X" MEANS CLOSE OR REALIGN

AIRLIFT MISSION COMPATABILITY INDEX (MCI) CONDITION OF INFRASTRUCTURE CRITERION

Attributes	Col B	Col C	Col D	Col E	Col F	Col G
		Effective Weights in MCI Score	BRAC Calculated Points	(C x D / 100) BRAC Calculated Effective Score*	911th Calculated Points	(C x F / 100) 911th Effective Score**
Fuel Hydrant Systems Support Mission Growth		4.32	0	0.00	0	0.00
Ramp Area and Serviceability		5.98	25	1.50	25	1.50
Runway Dimension and Serviceability		5.98	100	5.98	100	5.98
Hangar Capacity - Large Aircraft		3.32	26.92	0.89	26.92	0.89
Level of Mission Encroachment		1.66	100	1.66	100	1.66
Installation Pavements Quality		11.95	50	5.98	75	8.96
Airspace Attributes of Drop Zone/Landing Zone		8.30	12.62	1.05	12.62	1.05
TOTALS =		41.50		17.05		20.04

CRITERION SCORE = Column E or G / Column C (100)

48.29

INSTALLATION PAVEMENTS QUALITY SCORE (SLIDE 1 OF 4)

BRAC QUESTIONS 1235, 1236, 1239 AND 1240
APRON PAVEMENT SUITABILITY

<u>APRON NAME</u>	<u>SY</u>	<u>SUBGRADE STRENGTH CATEGORY*</u>	<u>PCN**</u>	<u>ACN***</u>
MAIN APRON	67,875	A	114	29
NOSE DOCK HANGAR APRON	18,072	A	107	29
NORTH AIRCRAFT PARKING AREA	90,381	UNKNOWN	UNKNOWN	UNKNOWN

*VARIES FROM A TO D. DETERMINED BY AFCEA PAVEMENTS EVALUATION TEAM

**PAVEMENT CONDITION NUMBER. DETERMINED BY CORPS OF ENGINEERS COMPUTER PROGRAM

***READ FROM A CHART PROVIDED IN BRAC QUESTION, BASED ON SUBGRADE STRENGTH CLASS AND TYPE OF PLANE

INSTALLATION PAVEMENTS QUALITY SCORE (SLIDE 2 OF 4)

POINTS ARE EARNED IF PAVEMENT IS SUITABLE FOR C-5B (i.e. IF ACN/PCN <1)

<u>APRON NAME</u>	<u>SY</u>	<u>ACN/PCN</u>	<u>BRAC SY CREDIT</u>	<u>911th SY CREDIT</u>
MAIN APRON	67,875	0.25	67,875	67,875
NOSE DOCK HANGAR APRON	18,072	0.27	18,072	18,072
NORTH AIRCRAFT PARKING AREA	90,381	UNKNOWN	0	90,381
TOTALS			85,947*	176,328**

*SINCE THE TOTAL IS LESS THAN 137,000 SQUARE YARDS, THEN 0 POINTS RECEIVED.

**SINCE THE TOTAL IS GREATER THAN 137,000 SQUARE YARDS, THEN 50 POINTS RECEIVED.

INSTALLATION PAVEMENTS QUALITY SCORE (SLIDE 3 OF 4)

RUNWAY PAVEMENT SUITABILITY

<u>RUNWAY</u>	<u>PCN</u>	<u>ACN</u>	<u>ACN/PCN</u>	<u>CREDITED BY BRAC*</u>
10/28L	77	68	0.88	YES

SUBGRADE
STRENGTH
CATEGORY

C

* 100 POINTS RECEIVED (FULL POINT VALUE) IF PAVEMENT IS SUITABLE FOR C-17 (i.e. ACN/PCN < 1)

INSTALLATION PAVEMENTS QUALITY SCORE (SLIDE 4 OF 4)

**INSTALLATION PAVEMENT QUALITY SCORE IS SUM OF APRON AND RUNWAY PAVEMENT
SUITABILITY DIVIDED BY 2**

BRAC ANALYSIS SCORE IS 0 POINTS + 100 POINTS DIVIDED BY 2 OR 50 POINTS

911th ANALYSIS SCORE IS 50 POINTS + 100 POINTS DIVIDED BY 2 OR 75 POINTS

DIFFERENCE OF 25 POINTS!



U.S. AIR FORCE

Airlift MCI



Exclusion

9. Runways – Does not Capture Value of 4 Runways



Integrity - Service - Excellence

23

Question 9 addressed runways available at the location.

One 11,000' by 150' runway gained the installation the max score. We 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.

With one runway, you are a blown tire away from shutting down all runway operations for hours.

We have four runways, the smallest is 8000'. There are five ILS approaches available for recovery. The runways are far enough apart that we conduct airshow aerial demonstrations, like a 9-Ship C-130 formation dropping 100 Paratroopers on the south side of the field while normal commercial operations continue on the north side. This speaks to the ability to surge while not affecting the rest of the airport. None of this is taken into account.

Although we cannot increase our score on this question, a better measure of our outstanding runway complex would have brought the scores down at other bases, helping our relative MCI score.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Airlift MCI

BRIEFING BULLET:

- Exclusion
 - 9. Runways
- ??? Points Lost

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Major David P. Nardozzi, Mr. Robert Moeslein

SUPPORTING ANALYSIS:

- BRAC, Vol V, Part 2, Airlift Mission Compatability Index Detail
 - 9. Runway Dimension and Serviceability

SUPPORTING DOCUMENTATION: 2 Pages

Mission	Airlift
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	9
Label	Runway Dimension and Serviceability
Effective %	5.98
Question	<p>Check the dimension of all serviceable runways that support the installation.</p> <p>Calculate a score for each runway at the installation as follows:</p> <p>If the runway is not serviceable, get 0 points. See OSD Question 9, column 15 for this data. (N/A means not serviceable.)</p> <p>Otherwise, if the runway is < 150' wide, get 0 points. See OSD Question 9, column 8 for this data. (N/A means 0.)</p> <p>Otherwise, if the runway is < 7,000' long, get 0 points. See OSD Question 9, column 7 for this data. (N/A means 0.)</p> <p>Otherwise, if the runway is \geq 11,000' long, get 100 points.</p> <p>Otherwise, pro-rate the runway length from 7,000' to 11,000' on a 50 to 100 scale to get the points.</p> <p>The overall score is the highest score received by any one runway.</p> <p>Example: An installation has two runways, Alpha and Bravo. Alpha is 12,000' long, 160' wide, and full of huge holes because it has partially been demolished, so it is not serviceable. Bravo is 9,000' long and 152' wide, plus it is fully serviceable. Runway Alpha scores 0 points because it isn't serviceable. Runway Bravo meets all the specified criteria so it gets some points. 9,000' is halfway between 7,000' and 11,000', so Runway Bravo gets 75 points. Runway Bravo has the highest score for any runway at the installation, so its score of 75 is used for the installation's score.</p>
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

10R/28L = 100
10C/28C = 84
10L/28R = 94
14/32 = 64

100 pts

YNG = 75 pts

Verified 6/13/05 DPW

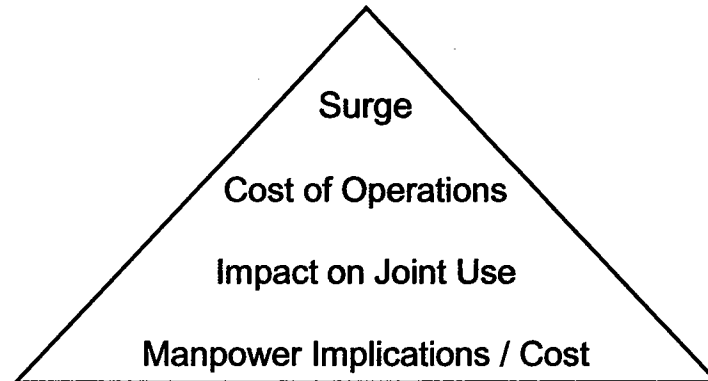
Section 1 Air/Space Operations, Question 9 Runways

Org	1 Airfield Identifier (ICAO 4 character)	2 Runway Designator or Identifier (Text)	3 Runway Designator or Identifier (End)	4 PCN (1)	5 PCI (2)	6 Date of Evaluation (3) (dd mm yyyy)	7 Length (Ft)	8 Width (Ft)	9 Type of Arresting Gear, if available (First End, Second)	10 Type of Arresting Gear, if available (First End, Second)	11 Type of Arresting Gear, if available (Second End, First Set)	12 Type of Arresting Gear, if available (Second End, First Set)	13 Pavement Type (4)	14 Closed (Yes/No)	15 Services Available (Yes/No)	16 Access to runway (Yes/No)	17 Airfield name (Text)	18 IFR Capable (Yes/No)	19 Night Capable (Yes/No)
85	KMKE	01L	19R	70	N/A	1-Apr	9690	200	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	Mitchell Int	Yes	Yes
85	KMKE	07R	25L	70	N/A	1-Apr	8012	150	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	Mitchell Int	Yes	Yes
85	KMKE	13	31	32	N/A	1-Apr	5868	150	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	Pratt Mitchell	Yes	Yes
85	KMKE	01R	19L	34	N/A	1-Apr	4183	150	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	Pratt Mitchell	No	Yes
85	KMKE	07L	25R	11	N/A	1-Apr	4800	100	N/A	N/A	N/A	N/A	Asphalt	No	Yes	A	Pratt Mitchell	Yes	Yes
86	KHST	5	23	89	70	1-May-97	11200	300	Other	BAK-14	Other	BAK-14	Concrete	No	Yes	O	Mad Air Res	Yes	Yes
87	KRIV	12	30	23	N/A	15-Mar-01	3110	100	N/A	N/A	N/A	N/A	Asphalt	No	No	O	Air Reserv	No	No
87	KRIV	32	14	45	58	15-Mar-01	13300	200	BAK-12	N/A	BAK-12	N/A	Concrete	No	Yes	O	Air Reserv	Yes	Yes
88	KMSP	4	22	60	N/A	16-Jan-03	11006	150	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	Chamberlain	Yes	Yes
88	KMSP	12L	30R	51	N/A	16-Jan-03	8200	150	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	Chamberlain	Yes	Yes
88	KMSP	12R	30L	61	N/A	16-Jan-03	10000	200	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	Chamberlain	Yes	Yes
89	KIAG	10L	28R	35	18	26-Jul-98	9825	150	N/A	N/A	N/A	N/A	Asphalt over Concrete	No	Yes	A	Agara Falls	Yes	Yes
89	KIAG	6	24	24	N/A	1-Jan	5188	150	N/A	N/A	N/A	N/A	Asphalt	No	Yes	A	ARA FALLS	Yes	Yes
90	KPIT	32	14	76	N/A	22-Jan-98	8101	150	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	GHINTER	Yes	Yes
90	KPIT	28L	10R	76	N/A	22-Jan-98	11500	200	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	GHINTER	Yes	Yes
90	KPIT	28C	10C	49	N/A	22-Jan-98	9708	150	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	GHINTER	Yes	Yes
90	KPIT	28R	10L	77	N/A	22-Jan-98	10502	150	N/A	N/A	N/A	N/A	Concrete	No	Yes	A	GHINTER	Yes	Yes
91	KCEF	5	23	54	88	17-Oct-98	11600	300	N/A	N/A	N/A	N/A	Concrete	No	Yes	O	STOVER A	Yes	Yes
91	KCEF	15	33	25	64	17-Oct-98	7081	150	N/A	N/A	N/A	N/A	Asphalt over Concrete	No	Yes	O	STOVER A	No	Yes
92	KNXX	15	33	50	82.5	10-Sep-99	8002	200	Other	N/A	Other	N/A	Other	No	Yes	O	W GROVE	Yes	Yes
93	kyng	5	23	55	100	1-Nov-94	5002	150	N/A	N/A	N/A	N/A	Asphalt	No	Yes	A	Warren Ref	Yes	Yes
93	kyng	14	32	68	100	1-Nov-94	9003	150	N/A	N/A	N/A	N/A	Asphalt	No	Yes	A	Warren Ref	Yes	Yes



U.S. AIR FORCE

911 AW Military Value



Integrity - Service - Excellence

I am now going to talk about our Military Value. Namely, that which is not measured in the BRAC analysis.

**Surge capability
Cost of Operations
Impact on Joint Use
and
Manpower Implications & Cost**

It is significant that manpower is at the bottom of this stack, because it is truly the foundation of our Military Value.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: 911th Airlift Wing Military Value

BRIEFING BULLET:

- Surge
- Cost of Operations
- Impact on Joint Use
- Manpower Implications and Cost

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS: n/a

SUPPORTING DOCUMENTATION: n/a



U.S. AIR FORCE

Surge



911 AW Potential

- **Airport Can Support 600+ Additional Operations per Day**
- **2,400 Beds / 720 Meals per Hour**
- **Example: Army / Marine RRF**

18 C-130s and 588 Troops

Homeland Defense



Integrity - Service - Excellence

Our potential to surge is highlighted by the ability of the airport and its four runways to support 600+ additional operations per day.

Factor in the base's 2,400 contingency beds and 720 meals per hour, and we have a facility capable of handling just about anything.

There is an MOA in place for the support of an Army and Marine Ready Reaction Force (RRF), which calls for the throughput of up to 18 C-130's and 588 Marines in support of Homeland Defense.

It was the first of its kind, created right after 9/11, and the exercise they conducted back then, involving Nuclear facility security, became the benchmark for others to follow.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Surge

BRIEFING BULLET:

- 911th Airlift Wing Potential
 - Airport Can Support 600+ Additional Operations per Day
 - 2,400 Beds / 720 Meals per Hour
 - Example: Army / Marine RRF
 - 18 C-130's and 588 Marines
 - Homeland Defense

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Lt Colonel Joseph Poznik, SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- Supporting Analysis briefing data
- Memorandum of Agreement between 911th Airlift Wing and 2nd Battalion, 312th Regiment
- Supporting Analysis briefing data
- Pittsburgh ARS/SV/SVS Update of Base Contingency Plans

SUPPORTING DOCUMENTATION: 10 Pages

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE:

BRIEFING BULLET:

Briefer:

Analysis POC(s): Lt Col Poznik

SUPPORTING ANALYSIS:

Post 9/11 the 911AW was a test bed site for a Quick Response Force (QRF) deployment. The wing provided, via an MOA negotiated in November 2001, parking and support for 2 deployed C-130 aircraft, billeting and meals for approximately 100 Marines. The MOA also allows for additional support for up to 16 more C-130s (not anticipated to be on the ground at the same time) and 488 Marines.

The 911 AW provides equipment operators, bus drivers, tractor/trailer drivers to download equipment and personnel for transport to forward operating locations, access to secure communications and storage for weapons and ammunition.

SUPPORTING DOCUMENTATION:

Attached MOA between 911 Airlift Wing and 2nd Battalion, 312th Regiment

**MEMORANDUM OF AGREEMENT
BETWEEN
911th AIRLIFT WING (AFRC)
AND
2nd BATTALION 312th REGIMENT**

1. PURPOSE: The purpose of this MOA is to identify what is required of the 911th AW in response to a Quick Response Force (QRF) mission deployed to the local area.

2. AUTHORITY: DoD Instruction 4000.19 and AFI 25-201.

3. GENERAL:

a. SCOPE: Based on current and projected threats, there is a need for federal military forces to rapidly respond to requests for assistance from other federal agencies in deterring and/or preventing terrorist attacks in the United States.

b. ASSUMPTIONS:

(1) The 911th Airlift Wing is the supplier.

(2) The 2nd Battalion, 312th Regiment is the receiver.

(3) It is mutually agreed that, in the event of a QRF Ready Reaction Force (RRF) deployment of forces to this area, the 911th AW will provide aircraft parking spaces for 2 C-130's. Later, this support may increase up to 16 C-130's. It is not anticipated all 16 aircraft will be on the ground at the same time.

(4) It is mutually agreed upon that the 911th AW and Griffin Services (contractor) will handle the download of cargo from aircraft received

(5) Notification for this support will be provided by one single source thru the 911th Command Post. It is agreed upon that initial response will be within a 4-hour time frame.

(6) **HOURS OF OPERATION:** Normal hours of operation for Greater Pittsburgh International Airport – Air Reserve Station are from 0730 until 1600 Monday thru Friday. Should response outside of the normal duty hours time window occur, a recall of key personnel has been arranged and a single call to the Command Post will kick off this response.

(7) **PERSONNEL REQUIREMENTS:** The 911th AW and Griffin Services will provide equipment operators, bus drivers, tractor/trailer drivers to download equipment and personnel for transport to forward operating locations.

4. MISSION SUPPORT: The 911th AW will provide the necessary support to receive aircraft, download cargo and equipment, and troops. Arrange for or provide transportation of equipment, cargo and troops to a forward operating location in the local area. The 911th AW Services can billet either in hangars, billeting or whatever means necessary the troops for a short period of time. Troop feeding can be immediately accomplished via the snack bar or Consolidated Open Mess. The dining facility could be opened for operation within 24 hours of notification.

5. COMMUNICATIONS:

a. Supplier Will: Provide access and use of STU III, GCCS, secure net, secure fax and SARA-LITE Message Program if needed.

6. RESPONSIBILITIES:

a. FINANCIAL MANAGEMENT: Expenses incurred outside of the normal scope of operations would require reimbursement to the Base Operating Services Contractor, Griffin Services. If the need arose to operate the dining facility, the supplier would also require reimbursement for meals and contractor food handlers. It will be the receiver's responsibility to reimburse any outside agency for services procured on the local economy as well.

7. AGREEMENTS AND ADMINISTRATION:

a. This MOA is valid upon signature of the 911th Airlift Wing Commander and the US Army Reserve Aviation Commander.

b. This MOA may be cancelled by either party with written notice of 180 days.

8. SECURITY REQUIREMENTS:

a. Receiver will:

(1) Abide by base traffic regulations.

(2) Adhere to established procedures required by 911th Airlift Wing regulatory and policy guidance when protecting sensitive or classified information.

(3) Follow instructions in emergency situations or force protection conditions during increased security.

(4) Notify 911th Airlift Wing (AFRC) Security Forces of any emergency that may occur while on the Greater Pittsburgh International Airport Air Reserve Station.

9. WEAPONS AND AMMUNITION STORAGE:

a. The 911AW Security Forces will provide courtesy storage of up to 7 pistols, semi-automatic 9MM and 1,350 rounds of cartridge, ball, 9MM Ammunition. These weapons and ammunition will be stored in the armory located in Building #208.

b. A letter will be provided by the 2nd Battalion, 312th Regiment identifying individuals authorized to withdraw these weapons and ammunition. In addition to those individuals authorized to withdraw, a letter identifying the weapons custodian must also be provided and maintained on file with the 911th Security Forces armory.

c. The 2nd Battalion, 312th Regiment will be responsible for the routine cleaning and maintenance of the weapons stored.

10. Original copy filed in safe along with supporting documentation.

11. This MOA supersedes previous copy dated 14 November 2001.

F. BAXTER LANE, Colonel, USAFR
Commander

DAVID T DUNN, Lt Col, AV, USAR
Commanding

DATE

DATE

**MEMORANDUM OF AGREEMENT
BETWEEN
911th AIRLIFT WING (AFRC)
AND
2nd BATTALION 312th REGIMENT**

ATTACHMENT 1

WEAPONS AND AMMUNITION STORAGE

a. The 911AW Security Forces will provide courtesy storage of up to 7 pistols, semi-automatic 9MM and 1,350 rounds of cartridge, ball, 9MM Ammunition. These weapons and ammunition will be stored in the armory located in Building #208.

b. A letter will be provided by the 2nd Battalion, 312th Regiment identifying individuals authorized to withdraw these weapons and ammunition. In addition to those individuals authorized to withdraw, a letter identifying the weapons custodian must also be provided and maintained on file with the 911th Security Forces armory.

c. The 2nd Battalion, 312th Regiment will be responsible for the routine cleaning and maintenance of the weapons stored.

F. BAXTER LANE, Colonel, USAFR
Commander

DAVID T DUNN, Lt Col, AV, USAR
Commanding

DATE

DATE

Received request from 2nd Battalion 312 Regiment Oakdale PA, who has been given the task of homeland defense of Region 3 to include Pennsylvania, West Virginia and Part of Virginia. They are looking for support from the 911AW to accept 2 C-130's download of 100 Marines and 2 pallets to include transportation to whatever location needed in our area. After the initial team it could be followed later with 16 C-130 and 488 Marines and 20 pallets of cargo, support maybe expanded based on need to include billeting and messing. Meeting 5 November with the army, who must present a plan to army headquarters 8 November including the above mention support from the 911AW. Need guidance if this will be acceptable. 911AW and Griffin Services the contractor have met with the Army and feel they could provide needed support if called upon.

**911th AW BRAC Commissioner's Briefing
DATA CARD**

BRIEFING SLIDE: Joint Air Reserve Station

BRIEFING BULLET: (BULLET 2 OF 2): Location and accommodations of the 911th JRS are ideal for routine and emergency response situations

Briefer:

Analysis POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- The 911 contingency plan lists a total surge sleeping capacity of 2,400 personnel with a surge feeding capacity of 720 meals per hour
- Sole provider of lodging for the 171st ARW Tanker Alert personnel directly supporting Homeland Defense and contingency operations

SUPPORTING DOCUMENTATION: NO. OF PAGES 3

DEPARTMENT OF THE AIR FORCE
Air Force Reserve Command

Pittsburgh IAP ARS/SV/SVS update of base contingency plans

As of 25 August 2004

1. Lodging Capacity:

<u>BLDG#</u>	<u>#ROOMS</u>	<u>Designated Use</u>	<u>Normal Use</u>	<u>Major Emergency</u>
206	24	VOQ	24	48
209	28	VAQ	28	56
216	28	VAQ	44	72
217	28	VAQ	28	56
218	0	N/A	0	0
219	28	VAQ	44	72
Totals	136		168	304

Note: Once the base has exceeded its existing capacity, one mattress per room will be placed on the floor to expand the room capacity for emergency purposes to 3 individuals.

2. Contract Quarters:

<u>Hotel</u>	<u>#Beds (EST)</u>
Holiday Inn	25
Sleep Inn	40
Amerisuites	40
Country Inn	30
Laquinta	30
Mainstay	30
Four Points	45

Note: May not be available if airlines put up customers.

3. Emergency Capacity:

<u>Building Number</u>	<u>Square Feet total</u>	<u>Easy Access Space available</u>	<u>EST Capacity (50 Sq ft per person)</u>	<u>Major Emergency (using offices, etc)</u>
416 (Hanger)	23,714	13,724	275	500
417 (Hanger)	23,714	13,724	275	500
418 (Hanger)	12,810	10681	214	284
129 (Hanger)	16,040	11,537	231	356
120 (Gym)	5,320	5,320	0	107

TOTALS:

995

1640

Note #1: Fitness Center/Gym would not be used for bed space unless it was a major emergency.

Note #2: If the hangers/tents were used for bed down, porta-potties would be required. Also Shower facilities for 1000 additional personnel may be an issue.

The hangers do have aprox 3 showers, 8 stalls, 5 urinals in each hanger plus 5 showers, 5 stalls in the fitness center as well as 4 Lodging buildings with central showers and latrines. Staggering personnel could use these facilities. Shampoo, soap, and other personal hygiene items issued by Services would be ordered and express mailed overnight and paid for by Government Purchase Card.

Note #3: At this time and date, the base has approximately 23 general-purpose medium tents that could provide temporary housing for up to 460 personnel, assuming these tents are not tasked for mobility purposes. Actual numbers have already been provided by CES and APS.

Limiting Factors:

- a. Not enough mattresses/cots on hand for emergency capacity. (354 cots available if they are not deployed somewhere)
- b. The assumptions made above are dependent on the availability of the local economy to furnish linens on a temporary basis. (Sleeping bags will be required to augment linens).

4. Food Service Capabilities: (i.e., dining facility, club, snack bar)

a. <u>Building/Number</u>	<u>Per Hour Feeding Capacity</u>
Dining Facility / 213	720
Club / 110	650
Snack Bar / 300	132

- b. Field Kitchen:** The base could use a Kitchen tent, which can feed up to 250 personnel per hour. Services Military personnel must be available to operate the field equipment. A 4-section Temper Tent from CES will be also needed.

LIMITING FACTORS: It will be necessary to adjust the locally approved menus to minimize impact on the food service operation. The Prime Vendor contract states that they can deliver to us on a next day basis. This permits a basic hot meal within 24 hours. Full manning will take at least 48-72 hours. Military Services Personnel (if not deployed) can be in place within 24 hours.

- a. Menu patterns will be limited to the following for each meal (one soup, one entrée, one starch, two vegetables, two desserts, three beverages, and two salads)
- b. No snack line
- c. Simple breakfast – no omelets

5. Laundry Capabilities:

<u>Build#</u>	<u>#Washers</u>	<u>Washer Capacity</u>	<u>#Dryers</u>	<u>Dryer Capacity</u>
206	2	96/Day	2	96/Day
216	2	96/Day	2	96/Day
217	2	96/Day	2	96/Day

Contract Laundry

Woodlawn F36629-99-A-0006 40,000 pounds per 5-work week

6. Mortuary Capabilities:

- a. We have no funeral home under contract, but our contracting office will accept AF Form 9's And use of the IMPAC card is anticipated, as applicable.
- b. Buildings that are designated for emergency lodging space would be used as temporary Morgues if required and as available
LIMITING FACTORS: Lack of sufficient manpower, equipment, and supplies are limiting factors.

7. Key Personnel:

<u>Name:</u>	<u>Position Title:</u>	<u>DSN Phone:</u>	<u>DSN FAX Phone:</u>
Christopher McIntire	Director of Services	277-8757	277-8282
Raymond McCarthy	Lodging Manager	277-8090	277-8752
Donna M Penland	Services Technician	277-8259	277-8282
Samuel Roberts	Recreation Director	277-8245	277-8315
Elaine Meredith	Club Manager	277-8227	277-8734



U.S. AIR FORCE

Surge



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



Integrity - Service - Excellence

The Pittsburgh region is an integral part of our ability to surge as well.

The strategic intermodal network of road, rail, port and air capabilities offer:

4 major interstate highways,

Class I (long haul), Class II (intermediate haul) and Short Line (Local Haul) railroads,

The Port of Pittsburgh, which is second in the nation in tonnage hauled per year

and of course, a state-of-the-art airport.

The AF Recommendations to the BRAC states that inter-modal transportation was considered as part of the analysis, yet it was not measured in the MCIs.⁴

⁴Dept of the Air Force, Analysis and Recommendations, BRAC 2005, Vol. V, part 1, page 44

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Surge

BRIEFING BULLET:

- 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

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Lt Colonel Joseph Poznik

SUPPORTING ANALYSIS:

- Supporting Analysis data sheet
- Top 20 Inland U.S. Ports for 2003
- Markets Served by the Region's Railroads
- Motor Carrier Services
- Pennsylvania Department of Transportation News Release
- Pittsburgh Information and Statistics
- Pittsburgh Market Assessment
- Market Analysis for the Port of Pittsburgh Commission

SUPPORTING DOCUMENTATION: 96 Pages

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Inter-Modal

BRIEFING BULLET:

Briefer:

Analysis POC(s): Lt Col Poznik

SUPPORTING ANALYSIS:

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

911TH AW BRAC Commissioner's Briefing
DATA CARD

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

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

Top 20 Inland U.S. Ports for 2003

Trip ton-miles for an inland port is a measure that indicates the contribution that an inland port makes to the whole waterway system. The methodology used to compute trip ton-miles for an inland port is as follows: first, every commercial cargo-carrying vessel that was loaded or unloaded at the port is identified; next, the product of the tons times the total trip-miles (the distance from the vessels point of loading to its point of unloading) for all inland vessel trips from that port are summed. This measure takes into account the distances traveled on all the waterways traversed. The following table ranks the top 20 inland ports by their CY 2003 trip ton-miles and also displays the tonnage at each port. The number one port in 2003, Huntington-Tristate, had more than twice the tonnage of number 2 ranked St. Louis; however it had only 8 percent more trip ton-miles.

For more information on this new measure contact WCSC, 504-862-1424 or 504-862-1404
CEIWR-NDCWCSC.WEBMASTER@usace.army.mil.

Top 20 U.S. Inland Ports¹ ranked by CY 2003 Trip Ton-Miles

Rank	Port Name	Tons			Trip Ton-Miles ²		
		Average CY 98-02 (Millions)	CY 03	Percent Diff.	Average CY 98-02 (Billions)	CY 03	Percent Diff.
1	Huntington – Tristate ³	78.2	77.6	-0.7	28.3	26.7	-5.7
2	St. Louis, MO and IL	33.0	32.4	-1.6	24.6	24.2	-1.7
3	Pittsburgh, PA	53.0	41.7	-21.3	18.3	16.1	-12.3
4	Memphis, TN	17.1	18.1	5.7	7.2	8.5	17.7
5	Cincinnati, OH	13.5	11.8	-12.7	9.0	8.2	-9.4
6	St. Paul, MN	5.2	5.2	-0.5	5.2	4.8	-7.7
7	Louisville, KY	8.7	8.5	-2.9	3.6	2.9	-19.8
8	Mount Vernon, IN	3.7	3.9	4.1	3.4	2.7	-20.9
9	Tulsa, Port of Catoosa, OK	2.1	2.2	4.9	2.1	2.2	3.7
10	Guntersville, AL	2.3	2.1	-10.6	1.9	1.8	-5.8
11	Nashville, TN	4.5	4.0	-11.0	2.0	1.6	-20.1
12	Vicksburg, MS	5.2	3.7	-28.3	2.1	1.5	-29.7
13	Chattanooga, TN	2.8	2.8	1.8	1.7	1.4	-17.6
14	Greenville, MS	3.0	3.2	6.2	1.3	1.3	5.8
15	Minneapolis, MN	1.7	1.7	0.5	1.5	1.1	-23.8
16	Elvis Stahr Harbor, KY	0.6	0.8	34.8	0.5	0.6	33.6
17	Helena, AR	1.8	1.8	0.6	0.6	0.6	3.4
18	Lake Providence, LA	0.5	0.8	58.4	0.2	0.4	72.2
19	Rosedale, MS	0.6	0.7	29.6	0.3	0.3	18.9
20	Knoxville, TN	0.3	0.3	-3.2	0.3	0.3	-11.4

1. "Inland Ports" are ports that are located on rivers and do not handle deep draft ship traffic.

2. Trip Ton-Miles compiled for inland moves only.

3. Huntington-Tristate was defined in CY 2000 as mile 256.8 to mile 356.8 on the Ohio River, plus the navigable portions of the Kanawha and Big Sandy rivers. In prior years the Port of Huntington, WV, was defined from mile 303 to mile 317 on the Ohio River.

Source: Compiled by the Waterborne Commerce Statistics Center.

Markets Served by the Region's Railroads

	Class	Regional	Northeastern States	Southern States	Midwestern States	Entire US*	Canada	Mexico
Aliquippa & Southern Railroad Co.	3	•						
Allegheny Valley Railroad	3	•						
Amtrak Express Service	1					•		
Bessemer and Lake Erie Railroad Company	2	•						
Buffalo & Pittsburgh Railroad, Inc.	2	•	•					
CSX Transportation	1	•		•	•	•	•	
Kiski Junction Railroad	3	•						
Knox & Kane Railroad Company	3	•						
McKeesport Connecting Railroad Company	3	•						
The Midland Terminal Company	3	•						
Monongahela Connecting Railroad Company, Inc.	3	•						
Norfolk Southern Corporation	1		•	•	•	•	•	
Pittsburgh & Ohio Central	2	•						
R.J. Corman Railroad	3							
Southwest Pennsylvania Railroad	N/A	•						
Turtle Creek Industrial Railroad, Inc.	3	•						
Union Railroad Company	3	•						
Wheeling & Lake Erie Railway Company	2	•			•			
*Via strategic relationships with other railroads								

Motor Carrier Services

Service	Number of Carriers
Truck Load Van	112
Less Than Truck Load Van	98
Truck Load Flatbed	139
Less Than Truck Load Flatbed	102
Temperature Protection	43
Heavy Hauling	68
Rigging	19
Household Goods	60
Dump Trucking	85
Local Drayage	45
Dry Bulk	44
Liquid Bulk	19
TOFC/COFC Intermodal	24
Other Intermodal	22
Small Package	31
Local Courier	32
Express	29
Armor Transport	1
Automobile Hauling	1
Cement/Concrete	2
Coal Hauling	5
Sand, Gravel, Stone	1
Construction Material/Equipment	2
Electronics	3
Food, Produce	4
General Freight	8
Hazardous Materials	4
Wood/Lumber Products	2
Mobile Home Hauling	1
Newspaper/Paper Hauling	2
Office Moving/Supplies	5
Oversize/Overlength Cargo	7
Refuse Hauling	4
Steel Hauling	7
Tankers	1
Machinery Hauling	1
Other Services	54

Driver & Vehicle
ServicesTraveler
InformationDoing Business
with PENNDOTRegional
InformationSpecial Interest
Areas

Pennsylvania Department of Transportation

- Press Office Home Page
- 2005 Statewide Construction Map
- All News Items by Date
- Recent News (within 3 months)
- Current Year's News
- Past Year's News
- News Older than 1 Year
- Regional News Releases
- News Items by Category
- News Items by Title
- Archived Report Cards
- Subscribe to PennDOT Central News Releases
- Unsubscribe to PennDOT Central News Releases

SCHWEIKER ADMINISTRATION ANNOUNCES \$900,000 FOR RAIL-FREIGHT IMPROVEMENT PROJECTS

02/06/2002

SCHWEIKER ADMINISTRATION ANNOUNCES \$900,000 FOR RAIL-FREIGHT IMPROVEMENT PROJECTS

Projects are expected to create more than 350 new jobs

HARRISBURG (Feb. 6) -- On behalf of Gov. Mark Schweiker, Transportation Secretary Bradley L. Mallory today said that more than \$900,000 has been awarded for projects that will help preserve rail-freight service and stimulate economic development across Pennsylvania. The 10 projects are expected to create more than 350 new jobs.

"Railroads and their **intermodal** transportation connections play an important role in building a strong jobs climate in Pennsylvania," Secretary Mallory said. "Transportation is an important ingredient in the economic-development mix. Keeping short-line and regional railroads in good operating condition means we're keeping the freight moving, supporting employers, jobs and families."

The Pennsylvania Department of Transportation's (PennDOT) Rail Freight Assistance Program funding will be used for the construction, maintenance, repair and rehabilitation of rail lines, rail sidings and grade crossings.

Pennsylvania leads the nation with 70 operating railroads. With 5,600 miles of track, the state ranks fifth in the nation in total track mileage.

A list of recipients and grant amounts follow:

Adams County

Cottaburg and Northern Railroad Company

Thursday, 16 June 2005

RSVPs for Your Event in Less t

1. Build Web Site 2. Prepare Lists 3. Send Invites

[yellow pages](#) [weather](#) [maps](#) [events](#)

[interests](#) [ethnic communities](#) [lifestyles](#) [neighborhoods](#) [visitor information](#) [about pittsbu](#)

search

- [Info and Statistics](#)
- [Top Ten Reasons to Visit](#)
- [How to Spell Pittsburgh](#)

Other Pittsburgh Sites

- [Greater Pittsburgh](#)
 - [Convention and](#)
 - [Vistors Bureau](#)
- [City of Pittsburgh](#)
- [Three Rivers Free-Net](#)
- [PittsburghLive.com](#)
- [RealPittsburgh.com](#)
- [VisitPittsburgh.com](#)
- [Pittsburgh on](#)
 - [WorldWeb.com](#)
- [PGHevents.com](#)
- [Pittsburgh Regional](#)
 - [Alliance](#)
- [PittsburghHeritage.com](#)
- [Pittsburgh City Search](#)
- [New Pittsburgh](#)
 - [Publications](#)

[Suggest a Link](#)

Pittsburgh Information and Statistics

Established: 1758
City Population (2000): 369,879
County Population (2000): 1,281,666
Location: South Western Pennsylvania

Average High Temperature (July): 82.5° F
Average Low Temperature (January): 20.8° F

Port: Pittsburgh is the largest inland port in the U.S., providing access to the nation's 9,000 mile inland waterway system.

Bridges: Allegheny County has more than 1,700 bridges and 720 are within the Pittsburgh city limits.

Media: Two Major Newspapers: Pittsburgh Post-Gazette, and Pittsburgh Tribune Review; Thirty Two Radio Stations; and Five Major Television Stations: KDKA (CBS), WPXI (NBC), WTAE (ABC), WQED (PBS), and WNPA (FOX).

Colleges and Universities: There are 29 colleges and universities in southwestern Pennsylvania including Carnegie Mellon University, University of Pittsburgh, Duquesne University, Point Park College, Robert Morris University, and Geneva College.

Sports: Pittsburgh cheers for four major sports teams, the Penguins, Pirates, Steelers, and Riverhounds.

Airport: The Pittsburgh International Airport was ranked one of the top five U.S. airports by Conde Nast Traveler.

Tourism: An average of 3.9 million people visit Pittsburgh annually.

Pittsburgh ranked in the top five Most Livable Cities in the 1983, 1985 and 1989 editions of the "Places Rated Almanac."

[Ads b](#)

[Pitts](#)
[Apa](#)
[Use](#)
[base](#)
[get](#)
[rewa](#)
[leas](#)
[Reloc](#)

[Pitts](#)
[note](#)
[Get](#)
[Gua](#)
[Rate](#)
[Pitts](#)
[Hot](#)
[www.](#)

[All F](#)
[Apa](#)
[Ren](#)
[Hor](#)
[perf](#)
[neig](#)
[http://](#)

[Apa](#)
[Pitts](#)
[Free](#)
[Seal](#)
[Ren](#)
[You](#)
[& G](#)
[www.](#)

[Return to Top](#)

[about pittsburgh.net](#) | [advertise](#) | [submit a site](#) | [submit an event](#) | [contact us](#) | [privacy policy](#)

©2005, pittsburgh.net. Please see our copyright and privacy policies.

Elliance® is pleased to provide this site as a part of its commitment to community service in and around Pittsburgh.
Website design & development & Professional search engine optimization services by Elliance®

Sponsored Links

sterilization - stainless steel - home medical equipment - holiday cards - wedding invitation cards - hermetic seals - wheelchairs - semiconductors - vinyl repl
Pennsylvania auto insurance - Pennsylvania homeowners insurance - online survey software tool - deburring tools - online event registration software - Permissio
specialty alloys - electric wheelchairs - conveyors & conveyor systems - professional skin care - cable & wire management - therapy pools, swim spas, lap pools
consumer credit counseling - tarpaulins - college rankings - AP Courses - Ad Agency Software

6. Appendix A: Pittsburgh Market Assessment

6.1 Overview

The purpose of this section is to provide an assessment of the Pittsburgh transportation market, focusing particularly on water markets. According to TRANSEARCH, a total of 249 million tons were carried in to, out of, and within the Pittsburgh Port District in 2001; 22% of tonnage involved a water movement. The goods had a total value of \$133 billion, 7% (\$9 billion) of which was carried by water.

Water is a strong contender in lanes where it is active – 68% of all available traffic by tonnage is carried by water in water lanes. In this analysis, ‘water lanes’ is defined as any market with waterborne volume in the base year of 2001. This definition includes some markets that may be too circuitous for general development, although water is effective for some classes of goods; indeed, there is substantial movement by barge of waste & scrap between Pittsburgh and the East Coast using such out-of-the-way routing. Thirty-three percent of total Pittsburgh market freight tonnage occurs in water lanes – reflecting in part the constraint of the Mississippi River System franchise and its ocean connections.

The top water commodities were: Coal (66%), Sand & Gravel, Waste & Scrap – consistent with the relative low valuation of goods compared to the tonnage. The top water markets by tonnage were: movements within the Port District; movement to/from the West Virginia portion of the Pittsburgh business economic area (BEA, see 3.1.1); and movements to/from Charleston and Wheeling market areas in West Virginia. In terms of tonnage, it is clearly evident that the Port of Pittsburgh is dominated by coal traffic from the Western Appalachians.

6.1.1 Freight Distribution by Mode and Direction

As TRANSEARCH data demonstrate in Figure A.1, the Pittsburgh Port Commission service area (refer to 3.1.1) has approximately equal inbound and outbound tonnages. However, because of different commodity values inbound and outbound, the tonnages are not distributed equally amongst the different modes, leading to modal imbalances.

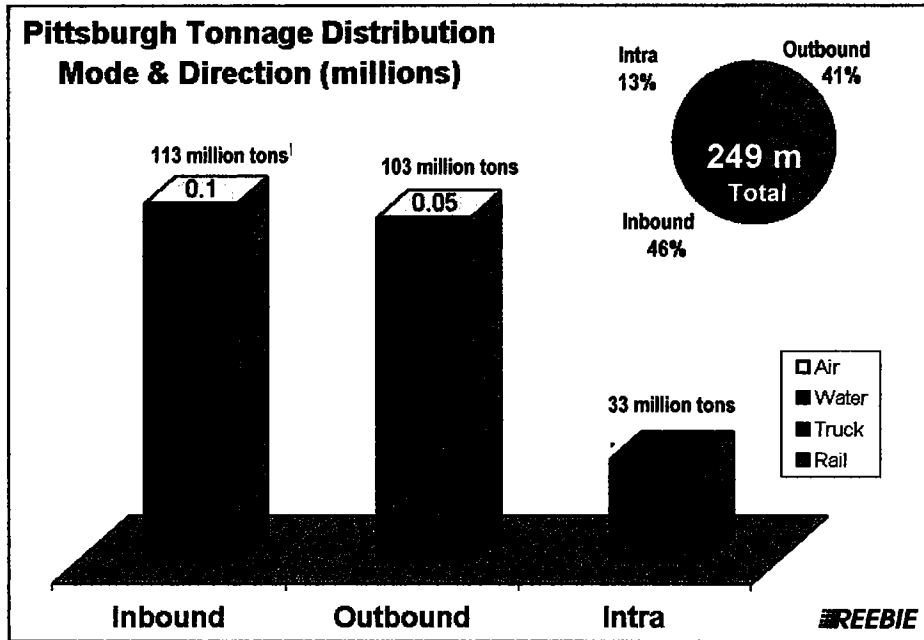


Figure A.1: Pittsburgh Tonnage Distribution, by Mode & Direction

In terms of water traffic, barges carry a significant portion of the intra-market service area freight – coal or other bulk commodities moving for short distances within the service area. Trucks are however dominant in both the inbound and outbound in terms of tonnages, exceeding in both cases the total of all other modes combined.

The dominance of trucking in North American freight transportation is clear from a value distribution graph, and Pittsburgh is no exception (Figure A.2). Trucks carry 81% of value in the inbound direction, and 86% of value in the outbound direction, in line with national trends. Despite significant intra-market volume, water achieves only 17% of value, due to the nature of commodities that lends itself to water transportation.

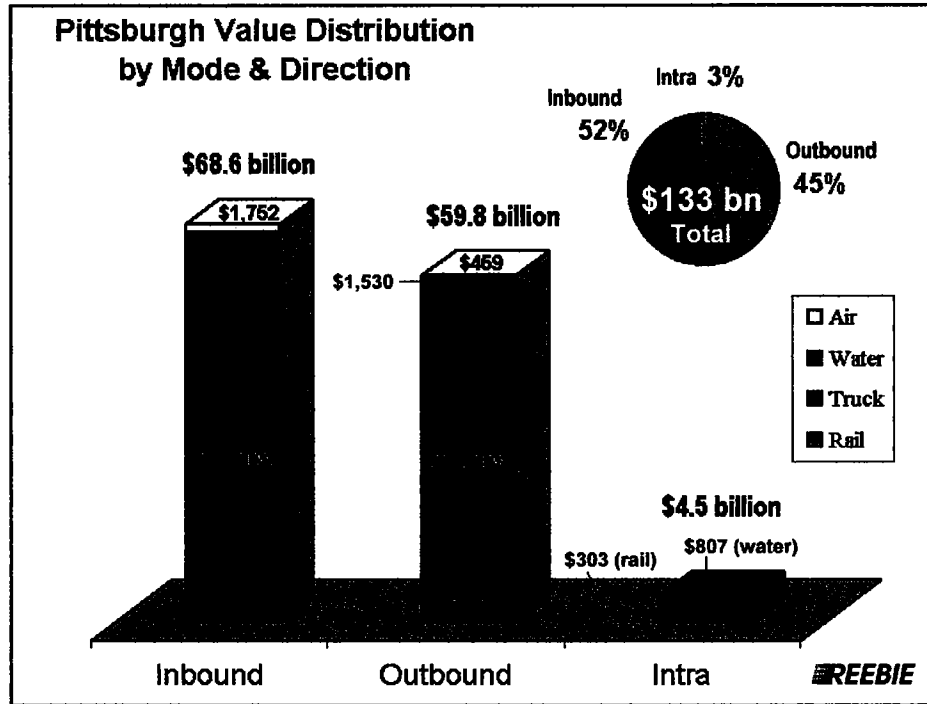


Figure A.2: Pittsburgh Value Distribution, by Mode & Direction

Market Analysis for the Port of Pittsburgh Commission

*SCOPE OF POTENTIAL AND NEW BUSINESS DEVELOPMENT
OPPORTUNITIES*

Final Report

Prepared for



Mr. James McCarville, Director

Prepared by

Reebie Associates

with

Martin & Associates

REEBIE

Study Participants

The Port of Pittsburgh Commission

- Mr. James McCarville, Director

Reebie Associates

- Joseph Bryan, President
- Allan DeChello, Operations Executive
- Peter V. Stone, Senior Principal
- Jean Thomson, Transportation Researcher
- Lexcie Lu, Transportation Analyst

Martin & Associates

- John C. Martin, President
- Mark Papineau, Director of Research
- Michelle Wingenroth, Economic Development Director
- Jeffrey Sweeney, Research Associate

Market Analysis for the Port of Pittsburgh Commission

FINAL REPORT

Table of Contents

1. Executive Summary	8
2. Introduction	14
3. Phase I: Results of Quantitative Analysis.....	15
3.1 Pittsburgh Market Overview.....	15
3.1.1 Geographical Definitions.....	16
3.1.2 Analysis of Traffic Data.....	18
3.1.3 Geographic Origins and Destinations by Mode.....	19
3.1.4 Pittsburgh Market & Modal Benchmark Comparisons	23
3.1.5 Market Imbalance	24
3.2 Market Development Opportunities	25
3.2.1 Pittsburgh Spot Market	26
3.2.2 Pittsburgh Non-Water Lanes.....	26
3.2.3 Pittsburgh Catchment Area	29
3.2.4 Extended Dray Markets (Forward Distribution).....	29
3.3 Summary of Phase I (Quantitative Analysis).....	32
4. Phase II: Fieldwork Results	33
4.1 Forward Distribution.....	34
4.1.1 Petrochemicals from the Gulf.....	35
4.1.2 Product and Plant Rationalization.....	35
4.1.3 Geographic Competition.....	36
4.2 Pittsburgh Catchment Area Penetration.....	37
4.2.1 Rail Backhaul Diversion	37
4.2.2 Regional Rail Diversion.....	38
4.2.3 Rail Gateway Arbitrage	38
4.3 Awakening or Revisiting the Barge Option.....	39

4.4 Container-on-Barge Market Analysis 40

 4.4.2 Log Exports..... 42

 4.4.3 Potential South American Imports..... 43

 4.4.4 Potential Middle East Exports 44

 4.4.5 Domestic Plastics & Resins 44

 4.4.6 Demurrage Penalties 45

 4.4.7 Repositioning of Empties..... 46

 4.4.8 Land Bridge Arbitrage 47

4.5 Movement of Oversized (Breakbulk) Cargo..... 48

4.6 Summary of Phase II (Fieldwork)..... 49

5. Directions for Development.....49

 5.1 The Role of the Pittsburgh Port Commission 51

 5.1.1 The Commission as Agent..... 51

 5.1.2 The Commission as Recruiter..... 52

 5.1.3 The Commission as Developer 53

 5.2 Conclusions..... 54

6. Appendix A: Pittsburgh Market Assessment.....56

 6.1 Overview..... 56

 6.1.1 Freight Distribution by Mode and Direction 56

 6.1.2 Geographic Origin and Destination Rankings for Pittsburgh Traffic 59

 6.1.3 Pittsburgh Commodities in Water Lanes 61

 6.1.4 Top Pittsburgh Water Commodities 62

 6.2 Pittsburgh Benchmark Comparisons..... 63

 6.2.1 Pittsburgh vs. National Mode Shares..... 64

 6.2.2 Length of Haul Distributions, Pittsburgh vs. National 64

 6.2.3 Port Benchmark Comparisons 65

 6.3 Modal Competition in Pittsburgh Water Lanes 67

 6.3.1 Modal Length of Haul Profiles 67

 6.3.2 Commodity Drill Down 68

 6.3.3 Modal Benchmarking..... 70

6.4 Market Imbalance 72

6.4.1 Implied Empty Movements..... 72

6.4.2 Market Balance Analysis 73

7. Appendix B: Analysis Methodology76

7.1 Definitions..... 76

7.2 Data Sources 77

7.2.1 TRANSEARCH..... 77

7.2.2 FREIGHT LOCATER Industrial Establishment Data 81

7.2.3 COSTLINE Family of Cost Models 82

[This page is intentionally left blank.]

1. Executive Summary

The Port of Pittsburgh is important to the economy of the Pittsburgh region, providing high volume supply and distribution services to industry and supporting the efficiency of their logistics systems. The Port is the easternmost deep-river terminus of the Mississippi & Ohio waterway system, which has traditionally helped attract business to the region, and gives it a strategic ascendancy over other inland ports for access to the eastern consuming markets, and as a conduit to the growing producing centers of the south. As the U.S. economy has shifted toward the service sector and away from heavy manufacturing, businesses throughout the industrial heartland have adapted with more sophisticated products and processes, and with complex supply chains linking global enterprises. These trends have favored highway transportation more than the rivers or rails, yet the congested roads of America are evidence that the highways cannot do it all, and the inland water system is vital not only for the tremendous tonnage it continues to carry, but as part of the capacity solution for the nation's freight. The Port of Pittsburgh was able to grow during the manufacturing shifts of the 1990's, it performs extremely well in its traditional markets, and it remains an engine of local economic activity. The question it now faces is how to define its opportunities, and how to adjust to new patterns of business with appropriate capabilities and institutions, that integrate waterborne transport in modern supply chains.

The objective of this study is to evaluate freight traffic patterns in markets the Port serves or could serve, examine ways to remarket or adapt barge services and support capabilities for new opportunities, and to consider institutional responses by the Port that may improve the competitive effectiveness of waterway transportation. In a two-phase research effort, the study team began with a quantitative analysis of commodity transportation markets, utilizing freight traffic data resources to define the competitive position of the Port and the scope of its development options. The subsequent phase undertook fieldwork to refine and assess particular market niches through customers who exemplified them. A series of 190 interviews was conducted in stages, focusing on chemical and metals industries and other market participants, and supported by analysis of competitive logistics. The analytic approach used throughout the study was a kind of drill-down method, which is a process of examining data and opportunities at increasingly detailed levels to zero-in on attractive prospects and the ways of acting upon them. Based on the character and scope of its options, several steps were recommended for the Port to take, which extend its strategic advantage and strengthen the logistical capabilities of the region for the benefit of the waterway.

The initial phase concluded that the Port of Pittsburgh has done well in traditional markets and compares favorably to other inland ports. This is a positive result, but it implies there is little low hanging fruit left for rapid harvest. In general, water transport dominates water lanes, although some traffic prospects currently handled by rail and truck are available for conversion, and there are certain kinds of backhaul options worth pursuing. The larger opportunities are also the most challenging ones, involving longer drays into the surrounding region, or extended dray operations utilizing Pittsburgh as a transload hub. More complex logistical management is called for, but that also helps adapt the capabilities of waterborne transport to the information intensive control requirements of current industrial supply chains.

The fieldwork phase derived a set of eight market niches or tactics for waterborne business opportunities. For each of these, a general analysis was carried out to define the magnitude of benefits to the shippers, the operators, and the Port of Pittsburgh. The categories fell mainly into variants of forward distribution and catchment area exploitation; in terms of market development, forward distribution for certain classes of chemicals is by far the most important, while rationalization, geographic competition, and backhaul utilization contribute to other opportunities. Container traffic presents substantial obstacles, yet the market is unavoidably important in the contemporary economy. The introduction of basic service could well attract incremental volume, and be the foundation for long-term business expansion. Thus, forward distribution and the container market become the key opportunities for pursuit. Prospects across the board hinge on new levels of service partnership with ground transportation firms, on alliances that ensure higher degrees of service and market coordination, and on the exploration of new roles for the Port in stimulating such developments.

Four strategic conclusions were drawn from the study:

- *First*, the geographic position of the Pittsburgh Port as a gateway to the inland water system is a valuable asset that should be developed as such, and therefore a tactical focus should be on ways to extend the waterway's scope of services beyond the local market. Doing so requires efficient access to eastern markets, and this implies a higher degree of control over access cost factors.
- *Second*, new business opportunities mean adaptation to categorically new logistics systems, with complex coordination and again, control over cost factors. The development of such capabilities in the Pittsburgh region should be a target for the Port Commission, identifying third party logistics firms or other agents with an intrinsic interest in the bulk business where the waterway has particular strength, or with a credible connection to water for the container business.

- *Third*, there is a need for a coordinating function that consolidates waterway volume – not operationally, but institutionally, for the sake of creating bargaining power to drive down pickup and delivery costs. This function would act as a negotiating agent and a kind of ‘core carrier’ program for the Port, fostering partnerships and efficiency in the pickup, delivery, and transload process. A particular payoff is that the capacity to modify access costs may facilitate the production of baseload volumes for new container services, which would yield a beachhead into one of the major contemporary freight markets.
- *Fourth*, is that while forward distribution and the container market differ in their handling and transport requirements, they demand comparable skill sets in logistics management and access cost control. Thus, pursuit of both can be productive and mutually supporting to a degree, and make new institutional initiatives more worthwhile.

These points all affect the marketing and coordinating role of the Port Commission, and could lead it to consider new functions. Three actions are critical to the continued growth of Pittsburgh as a waterway freight port and influence that role: (1) Facilitate consolidated bargaining and promote cost-reducing practices; (2) Recruit 3rd party logistics providers to organize the complex management of forward distribution; (3) Attract, develop and nurture expertise in container-on-barge operations.

1) *The Commission as Agent:* The strategic utility of lower dray costs, supported by improved utilization of truck equipment, has been asserted in this study. To achieve it, a coordinating agent negotiating with motor carriers on behalf of multiple waterway operators, could cut pickup and delivery costs to their mutual benefit, and to the advantage of the region. The Port should explore establishment of an agency function, to be undertaken by a qualified party or conceivably by the Port itself, with appropriate staffing and resources. Either inside the agency or parallel to it, the Port should consider steps that modify access costs in other ways. One is to arrange financing for modern transloading equipment or facility upgrades, another is to institute a best practices benchmarking program with interested operators, and a third is to improve landside access to port districts via transportation improvement programs, organized with the Regional Planning Commission.

2) *The Commission as Recruiter:* Management of intermodal container or forward distribution systems requires complex logistical coordination among multiple entities. The marketing of such services to large organizations must overcome modal stovepiping, appeal to business developers in addition to transportation departments, and win the support of finance and manufacturing groups. Third party logistics companies make a business out of this, and can bring such functions together not only in Pittsburgh, but at

remote origins and destinations for which Pittsburgh may function only as a hub. The Port Commission should identify and qualify third party firms, then extend their capabilities into the Pittsburgh region, by involving these parties in marketing programs, connecting them to local companies, and aiding their local efforts.

3) The Commission as Developer: Container-on-barge is an infant market that will require groundbreaking marketing efforts to establish a regularly scheduled service at Pittsburgh. Such a service will require fixed sailing schedules and be "induced" into the Pittsburgh area by a sufficient volume of cargo to justify the Pittsburgh call. This may require innovative pricing in order to penetrate the rail/truck market, and as a result, a detailed cost based analysis will not likely be representative of the pricing that will be required in order to initiate and grow the business. Furthermore, it is unlikely that one shipper will be the catalyst for such an inducement volume, and as a result, it will be necessary to consolidate multiple shippers/consignees in the Pittsburgh region. The fact that the service will require such steps opens a role for the Port of Pittsburgh Commission. The Port can engage in active marketing to key shippers/consignees in the area along with direct marketing to potential barge operators; it also will be necessary that the Port initiate discussions with ocean carriers regarding intermodal pricing, and potential repositioning of empties into the Gulf. The pricing can be divided into its components for analysis, but only the total price will be relevant. A high or low barge component rate, terminal rate or dray rate can be offset by an advantageous component rate in the supply chain. Steps can, and should be undertaken to reduce all component rates and recommendations follow for each.

Barge carriers typically quote barge load rates, usually on a long term contract with an invoice to a single shipper. This method of pricing does not lend itself to the numerous customers that would make up a container-on-barge movement. The service delivery must be regular and predictable with pricing quoted on a per container basis. The barge needs to sail as scheduled, whether it is full or not. Therefore, the per container rate must anticipate varying load factors.

The total quoted per container rate will reflect terminal charges at the river terminals, the linehaul barge cost, the inland dray costs to and from the river terminal, and the ocean cost and stevedoring charge from barge to vessel or vessel to barge for an international move. The quoted terminal charges, which include stevedoring as well as truck loading, mounting on chassis, weighing, container inspection and repair, account for a significant share of the total inland river cost of moving a container. These are fixed charges and represent about one-third of the transportation cost (excluding the dray to and from the river terminal). In order for the river system to be competitive with competing deep sea ports and inland modes, it is necessary that the river terminals need to competitively price

their terminal charges. Some indications are that initial rates quoted in Pittsburgh were more than 50% higher than similar inland ports in the Lower Mississippi handling container-on-barge movements. The handling cost can be expected to be reduced with experience and with more appropriate equipment.

Currently, a number of Pittsburgh terminals have experience with steel coils and other heavy lifts and do have equipment appropriate to start a container-on-barge terminal operating service. However, the terminal costs will most likely fall as terminal operators gain experience and new specialized equipment is added at the terminals. This will require investments in equipment with greater productivity than currently exists at the terminals. However, the private sector will likely be reluctant to make investments in new terminal equipment due to risk factors. The Port of Pittsburgh Commission considers this concept as a regional economic development tool, and the Port of Pittsburgh Commission could provide certain financing incentives to the private terminals to upgrade equipment, or, if there is no interest, consider more drastic measures such as direct investment in equipment.

The establishment of an inaugural service is crucial, because a baseload volume operating on a schedule attracts incremental business that will not come to the waterway otherwise, and that solidifies but could not justify the service in itself.

Another role that the Port of Pittsburgh Commission can pursue is the continued marketing of the river system for the traditional cargo moving on the river system, as well as for the potential container business. The Port should be in contact with the barge operators interested in service in the Pittsburgh area as well as with steamship line operators and local shippers/consignees. The Port should continue to work to identify potential opportunities to attract a regular container-on-barge service, marketing the system as a whole to potential users, and have in place a system to disseminate this information to interested parties including barge operators, steamship lines and terminal operators. Again, the importance is on aggressive marketing to the ocean carriers to integrate intermodal service via barge to customers in the Pittsburgh region.

Finally, the Port can work on project specific issues brought forward by terminal operators or local shippers/consignees. These could include specific feasibility analyses, funding assistance, and/or working directly with the ocean carriers in developing innovative pricing techniques.

Conclusions: New business opportunities in traditional waterborne traffic have become fewer in the changing marketplace. However, new business of material magnitude is available that will require creativity and new marketing expertise, as the assessment of

container-on-barge, forward distribution, and its variants determined. The steps required to exploit such a market niche, and the concomitant capabilities and cost elements that must be developed, in fact would move the Port toward the complex management of logistics that modern supply chains have adopted and nurtured for competitive advantage. Recognizing that conventional markets are not wholly exhausted, and that some actions should be taken in that direction for prospects identified in this research, the larger steps forward are steps in transition that develop new capabilities for industries that are themselves in transition into global markets and global-to-local logistics. Whether the role of the Port Commission – or just the capabilities it fosters – should change along with its opportunities, is a subject the Commission must explore.

2. Introduction

The Port of Pittsburgh is important to the economy of the Pittsburgh region today as it has been historically, providing high volume supply and distribution services to industry and supporting the efficiency of their logistics systems. As the U.S. economy has shifted toward the service sector and away from heavy manufacturing, businesses throughout the industrial heartland have adapted with more sophisticated products and processes, and with complex supply chains linking global enterprises. These trends have favored highway transportation more than the rivers or rails, yet the congested roads of America are evidence that the highways are strained, and the inland water system is vital not only for the tremendous tonnage it continues to carry, but as part of the capacity solution for the nation's freight. The Port of Pittsburgh was able to grow during the manufacturing shifts of the 1990's, and it remains an engine of local economic activity. However, it must continue to adapt to a changing market place, locate new business opportunities, and perhaps remarket old solutions to new players. Encouraging the investment of capital resources, reaching out to new customers, and evolving in its own role, may open markets that are otherwise unavailable to waterways.

The Port of Pittsburgh is the easternmost deep-river terminus of the Mississippi & Ohio waterway system. As such, it enjoys a strategic ascendancy over other inland ports for access to the Northeastern and Middle Atlantic consuming markets, and as a potential conduit for through freight providers connecting to the growing industrial south. Its location is a strategic asset whose benefits the region enjoyed historically, and whose advantages should be sharpened and extended for modern logistics.

The objective of this study is to determine to what extent barge services can be remarketed or redesigned for better competitiveness in today's marketplace, and what support capabilities and improvements will enhance the barge's competitive position. The Port Commission recognizes that its traditional markets, such as Coal and Aggregates, are slowing. This study was designed to verify if any traditional markets have been overlooked, and to explore new markets that have unfulfilled potential.

In a two-phase research effort, the study team began with a quantitative analysis of commodity transportation markets in multiple dimensions, utilizing freight traffic data resources to define the competitive position of the Port and its potential development options. The initial phase was designed to lay the ground and establish focus for the subsequent stage of research, in which fieldwork and logistics assessment would examine the more promising market niches in finer detail. At the conclusion of Phase I, options were reviewed with the Port Commission and avenues for further pursuit were agreed

upon. In Phase II, the remainder of market analysis became concerned with narrowing and evaluating specifics, and turned on particular categories of opportunity and customers who exemplified them. Forward distribution, geographic sourcing, and hinterland dray opportunities, among others, were investigated. This report begins with the characterization of markets and classification of available opportunities, and will provide a variety of details from Phase I of the study. While the second phase is summarized more broadly in this report, the Port has received additional analyses on a confidential basis.

3. Phase I: Results of Quantitative Analysis

To determine the scope of potential new business opportunities, Reebie Associates analyzed its TRANSEARCH and FREIGHT LOCATER databases¹ for characteristics of freight movement to, from, and through the region (the former is a database of freight traffic flows for geographic, commodity, and modal markets; the latter is a database of freight shipping establishments). In this phase, the team evaluated Pittsburgh freight traffic in terms of geographic concentrations, commodity composition, benchmark comparisons with other ports, modal competition, market imbalances, and other market development opportunities such as spot-barging and catchment area traffic from the Pittsburgh hinterlands. The results of this analysis shaped the Phase II fieldwork, which will be presented in Section 4.

The major conclusions of Phase I was that Pittsburgh barging does well in its primary markets, there is not much low hanging fruit in consequence, and new business prospects are complex ones. In general, water transport dominates water lanes, although there were a few prospects for business conversion now moving by rail and truck, and there were certain prospects for backhaul. The larger opportunities were also the most challenging opportunities, involving longer drays into the service area, or extended dray operations utilizing Pittsburgh as a transload hub.

3.1 *Pittsburgh Market Overview*

The purpose of this section is to provide an overview of the Pittsburgh freight transportation market, focusing particularly on the current position of the inland water

¹ Data resources are described further in Section 7.

mode in that market, and the extent of the mode's opportunities. Various analyses conducted in the study's initial phase are summarized and highlighted here; more details on trends and profiles be found in Appendix A – Pittsburgh Market Assessment. Analysis methodology appears in Appendix B.

According to quantifications from the TRANSEARCH database, a total of 249 million tons were carried in to, out of, and within the Pittsburgh Port District in 2001; and 22% of tonnage involved a water movement. The goods had a total value of \$133 billion, 7% (\$9 billion) of which was carried by water.

Water is a strong contender in lanes where it is active – 68% of all available traffic by tonnage is carried by water in water lanes. In this analysis, 'water lanes' is defined as any market with waterborne volume in the base year of 2001. This definition includes some markets that may be too circuitous for general development, although water is effective for some classes of goods traveling such routes; indeed, there is substantial movement by barge of waste and scrap between Pittsburgh and the East Coast using an out-of-the-way routing via the Gulf. Thirty-three percent of total Pittsburgh market freight tonnage occurs in water lanes – reflecting in part the constraint of the Mississippi River System franchise and its ocean connections.

The top water commodities were: Coal (66%), Sand and Gravel, Waste and Scrap – consistent with the relative low valuation of goods compared to the tonnage. The top water markets by tonnage were: movements within the Port District; movement to/from the West Virginia portion of the Pittsburgh business economic area (BEA, see 3.1.1); and movements to/from Charleston and Wheeling market areas in West Virginia. In terms of tonnage, it is clearly evident that the Port of Pittsburgh is dominated by coal traffic from the Western Appalachians.

3.1.1 Geographical Definitions

The ports in the Pittsburgh Port District are marketed under an umbrella organization known as the Port of Pittsburgh Commission. The Port District (hereafter the "service area") covers water activity in the following eleven counties in Pennsylvania: Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Lawrence, Washington, Westmoreland (See Figure 1).

Ten out of the eleven counties (excluding Clarion) also form the Pennsylvania portion of the Bureau of Economic Analysis's Business Economic Areas (BEA). The Pittsburgh BEA represents the counties adjacent or close to Pittsburgh which are culturally and

economically connected with Pittsburgh. In addition to the Pennsylvania portion, the BEA also includes a West Virginia portion, consisting of the following nine counties in West Virginia: Barbour, Doddridge, Harrison, Lewis, Marion, Monongalia, Preston, Taylor, and Upshur. For the purpose of this analysis, this nine-county market area is shown as “Pittsburgh, WV”, to distinguish it from the service area of “Pittsburgh, PA.”

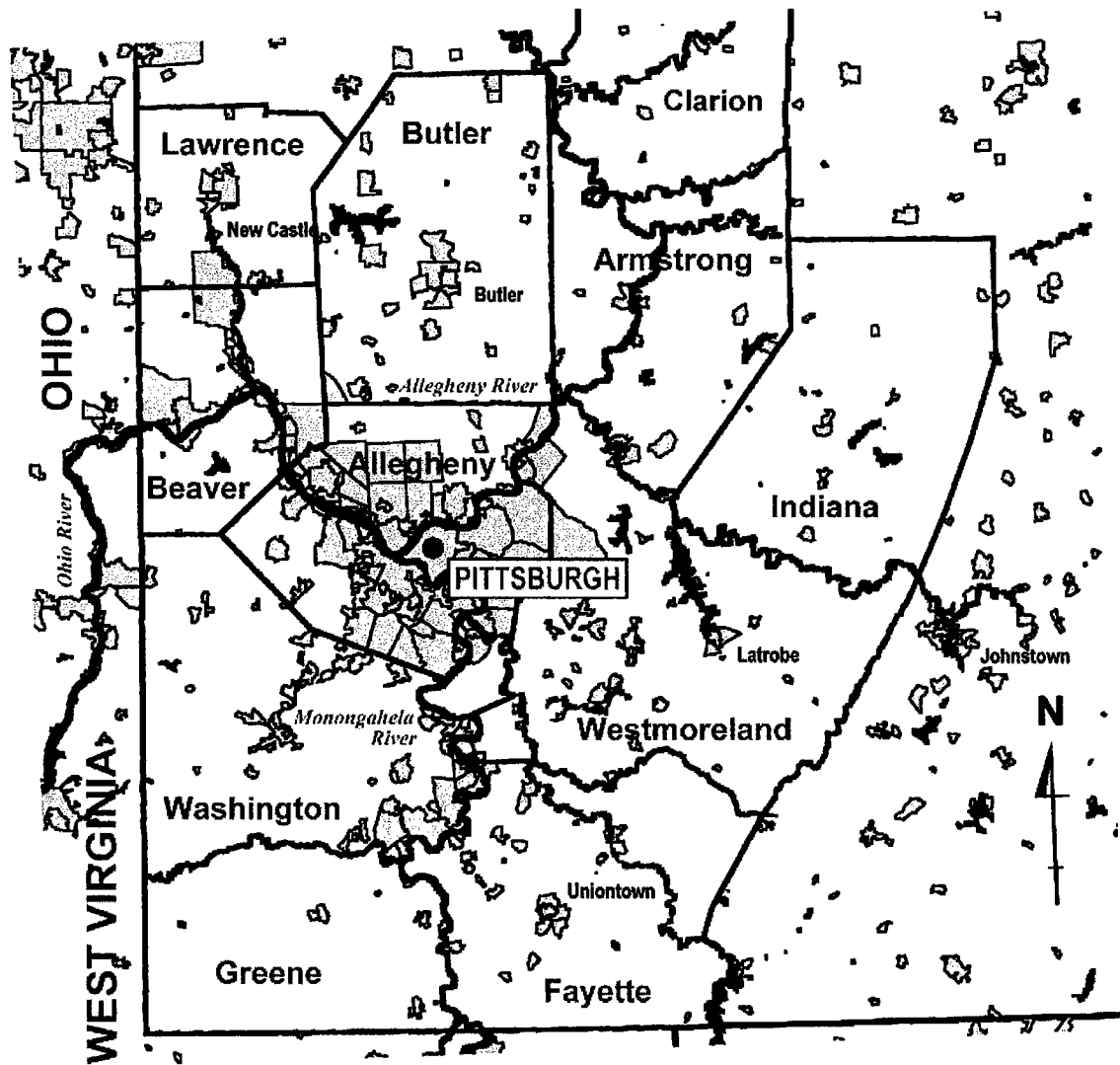


Figure 1: The Port of Pittsburgh –Three Rivers Service Area, in Southwestern Pennsylvania

3.1.2 Analysis of Traffic Data

Analysis of TRANSEARCH traffic data demonstrates that the Pittsburgh Port Commission service area (refer to 3.1.1) has approximately equal inbound and outbound volumes measured as total tonnage, as Figure 2 depicts. However, because of different commodity values inbound and outbound, the tonnages are not distributed equally amongst the different modes, leading to modal imbalances. In terms of water traffic, the inbound volume is two-thirds higher than the outbound. Barges also carry a significant portion of the intra-market freight, which is composed of coal and other bulk and non-bulk commodities moving for short distances within the service area.

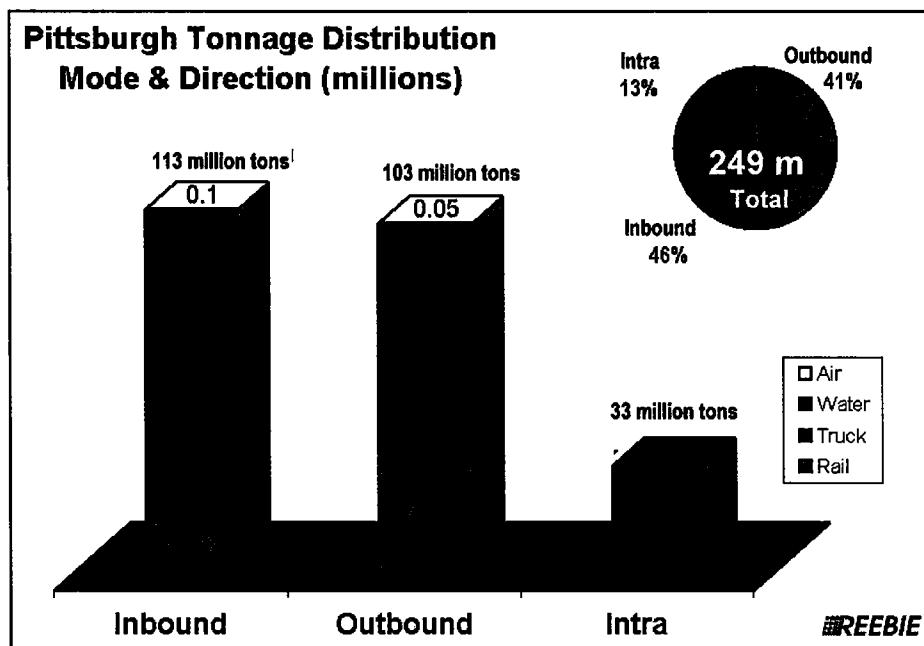


Figure 2: Pittsburgh Tonnage Distribution, by Mode & Direction

The New York metro market is the top source of Pittsburgh inbound freight by tonnage, as New York is an economic center of national importance and host to several international deepwater ports. In close second place are inbound goods from Charleston, WV – dominated by coal, a logical market for the Port of Pittsburgh. Regional and east coast markets also figure prominently for outbound freight; Cleveland and New York are major off-river points, and West Virginia markets are large on-river. The geographic

distribution of freight traffic for water markets linked to the service area manifests the natural constraint of the water mode in its Mississippi River System franchise, which is best positioned to serve a northeast – Gulf Coast and southwest market. Within that franchise, waterborne freight accounts for the majority of tonnage, although truck and rail modes certainly are active, especially in lanes that lie away from the core of the river routes. In sum, water dominates lanes where convenient river access is available: Charleston, Wheeling, New Orleans, Louisville; trucks dominate in most other markets.

In 2001, water carried 55 million tons in the Pittsburgh market. Coal is the chief commodity in this profile, accounting for 74% of the top five commodity groups. Barge mode share is good in coal and excellent in waste/scrap and non-metallic minerals, but is not nearly as dominating in the smaller and higher-value commodities: petroleum products and chemicals. Some commodity shipments are more concentrated in certain geographic origin-destination pairs than others; the transportation of certain ones represents a gathering network where product from many origins is funneled into a central collection point for processing.

3.1.3 Geographic Origins and Destinations by Mode

As already discussed, the geographic distribution of inbound freight traffic from water markets to the service area (Figure 3) demonstrates the natural constraint of the water mode in its Mississippi River System franchise. Within the franchise, waterborne freight dominates, although truck and rail are active, especially in lanes that lie away from the core of the river routes. For example, while there is significant amount of Pittsburgh-Philadelphia traffic moving by water via New Orleans and the Florida Peninsula, the more direct highway route from the Middle Atlantic markets displays heavy truck volume.

The map also demonstrates that railroads have traditionally thrived in an East-West traffic direction, with the Upper Mississippi River originating much less Pittsburgh traffic than the Lower Mississippi River.

The Pittsburgh Outbound Traffic (Figure 4) similarly shows the constraint of the Mississippi River System, and the effect of the core river routes. In the Pittsburgh water markets as a whole, barging captures a commanding 68% of the total 81 million tons of freight, followed by rail at 17% and truck at 16%.

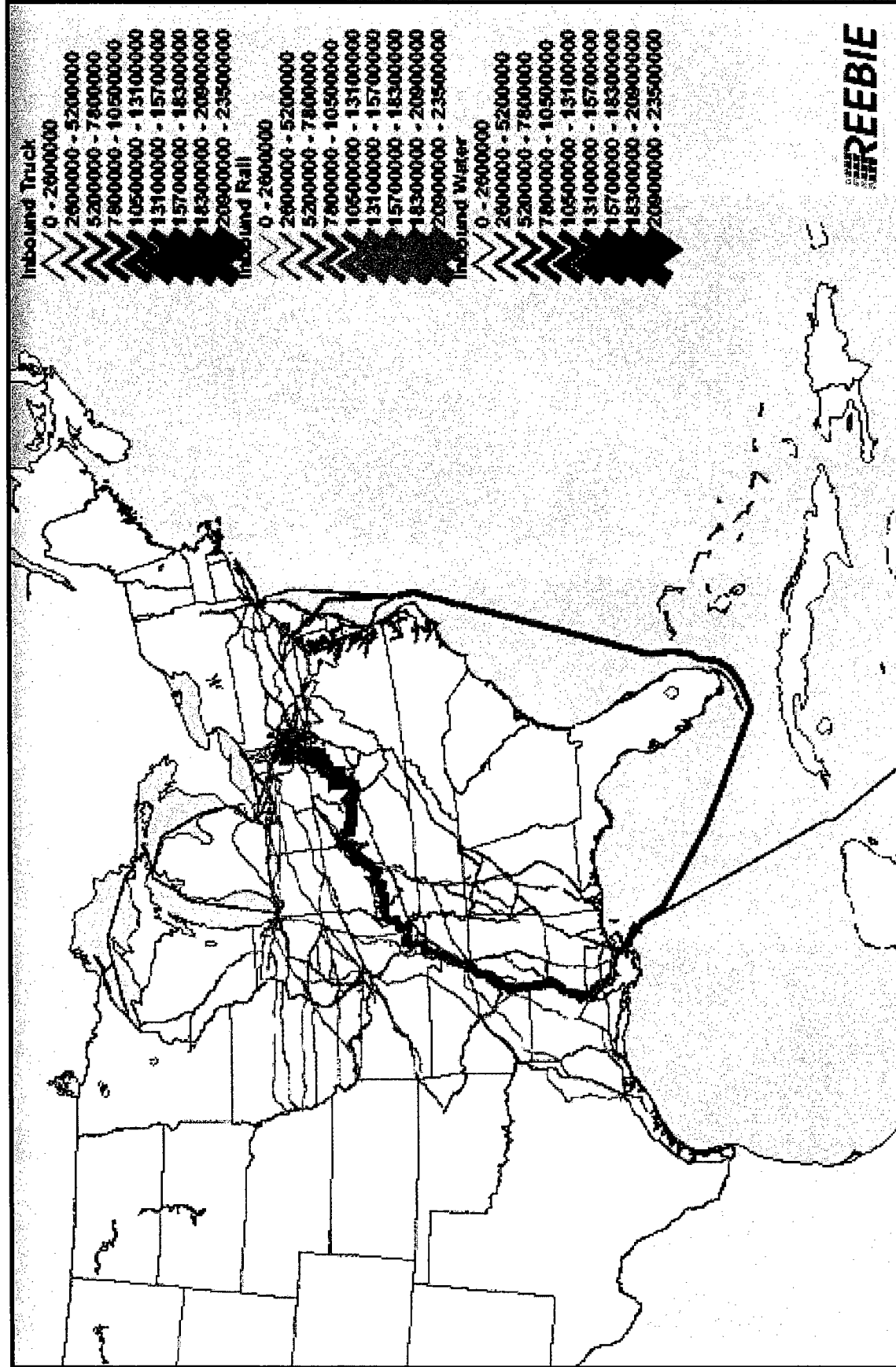


Figure 3: Pittsburgh Inbound Traffic from Water Markets, by Mode & Geography

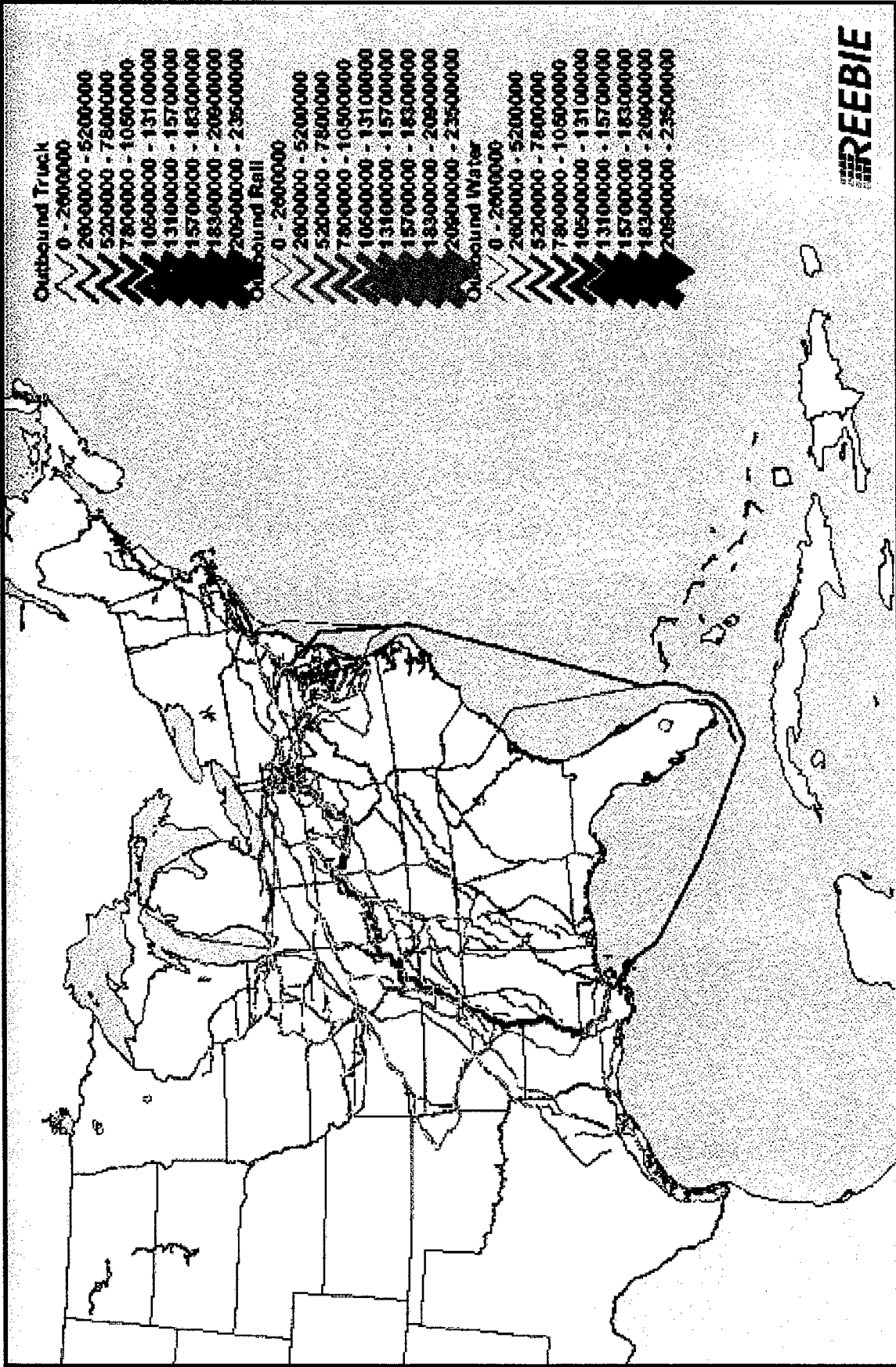


Figure 4: Pittsburgh Outbound Traffic from Water Markets, by Mode & Geography

3.1.4 Pittsburgh Market & Modal Benchmark Comparisons

By comparison to national waterborne traffic and to activity at other ports, the Pittsburgh Port has maintained a vigorous market for waterway transportation. The commodity composition of its traffic is appropriate to its economy and did not indicate under-participation in areas where water should be active. It ranks very favorably against other ports on the water system, again allowing for differences in economic base, and does better than some for carriage of local traffic.

Modal benchmarking also revealed favorable results, but consequently limited opportunities. Analysis identified the chief commodities moving by rail and truck in water-served lanes, and compared the traffic captured by barge to that by other modes. Evaluation of Coal traffic demonstrated that water dominates both rail and truck, in both inbound and outbound directions in Pittsburgh. All other commodities combined, whose tonnage total is not as large as Coal, show water as being strong in most bulk commodities with significant volume. Any increase in barge revenue thus is likely to be incremental, from capturing the small remaining part of bulk flow.

Assessment of the modal length of haul profile revealed that Pittsburgh water is equally strong in all strata except the over-1,500 mile category, where the efficient limits of the waterway system are reached. For certain commodities where volume seemed attractive and water under-represented, a closer examination revealed that origins or destinations were well off-water, and lengths-of-haul too short to justify transloading and dray operations. Certain others ultimately explored in Phase II interviews with shippers proved to be high value goods, shipped in consignments too small for barge movement.

The conclusions from this effort confirmed that there were no immediately obvious large or highly leveraged opportunities, as market saturation has already been achieved with water dominating most water lanes. Marketing then would have to consider the consolidation of smaller commodity volumes – or more usefully, ways to penetrate an extended geographical market. For Phase II development from a modal perspective, the chief focus was directed toward traffic currently handled by rail, on the grounds that its volume concentrations and service requirements are closer to what a barge can accommodate – and to the extent that rail also engages in transload during pickup or delivery, it neutralizes a disadvantage to barge transportation. The fragmented volumes, and the far faster, door-to-door service characteristic of traffic moved by truck meant that this was regarded as a secondary prospect, and was considered mainly for shippers or lanes that also had rail activity.

3.1.5 Market Imbalance

Market balances are of particular marketing importance because, while barges are cost-competitive on a head-haul, equivalent empty-return basis with rail and other modes, they can be exceptionally effective against competition if even a partial back-haul can be found. When the head-haul is fully compensatory, back-hauls can allow for an extended drayage range and smaller shipment quantities than otherwise possible. Backhauls, however, are not always possible, since freight in opposing directions may require different equipment types due to the commodities carried – and commodity incompatibility may compel barge cleaning between runs, consuming asset time.

The low incremental costs of the backhaul operation thus can become a significant competitive factor in some cases, and the Pittsburgh water traffic is marked by a significant inbound imbalance. Figure 5 shows the waterborne balance profile in terms of tonnage differential and implied empty movements, and demonstrates that the greatest empty volumes are incurred by the coal shipments from Charleston, West Virginia, but the most significant empty miles are incurred by chemical shipments from Louisiana. Because of the long distance involved, Louisiana can offer attractive opportunities for full or partial backhaul, provided equipment types are suitable.

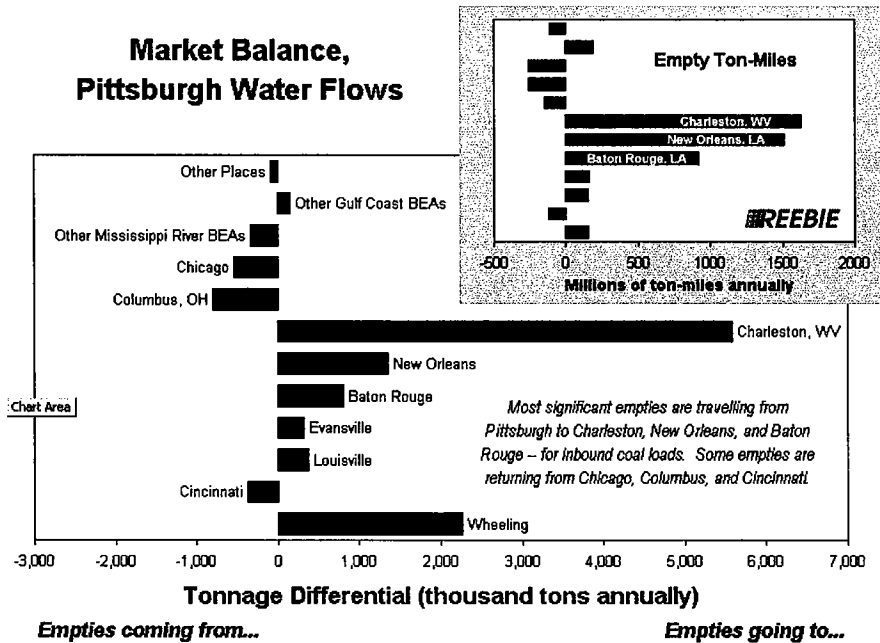


Figure 5: Pittsburgh Barge Imbalances, Implied Empty Movements

For business development purposes, balance analysis was applied in two ways. First, certain commodity prospects in backhaul lanes were identified for Phase II evaluation. Second, and of more systematic significance, backhaul economics as an offset to water access (drayage and transloading) costs have a role in a number of the niche opportunities developed in Phase II, strengthening those opportunities where equipment balance can be brought effectively into play.

3.2 Market Development Opportunities

There are ways to grow the traffic at the port other than head-to-head competition for concentrated local volume. Two strategies are: (1) to enter the “spot” transportation market, where consolidation of fragmented commodity volumes results in loads sufficiently large to operate barge service; and (2) to extend the effective range of the port by providing drayage between Pittsburgh and other markets. Both were evaluated in the initial phase of this study.

There are three different types of dray possible: (a) Pittsburgh toward non-water lanes, where barge service is not active today; (b) Pittsburgh toward its catchment area or ‘hinterlands’; and (c) Very long or “extended” drays routed via Pittsburgh. Pittsburgh non-water lanes involve a dray from an inland location to a port on the Mississippi River System, and the load is then barged to Pittsburgh. The Pittsburgh hinterland comprises of the four BEAs adjacent to Pittsburgh, which cannot be served from the Mississippi River System directly (Cleveland, Ohio; Erie, Penn.; Buffalo, N.Y.; State College, Penn.; and the West Virginia portion of the Pittsburgh BEA). Hinterlands will be served by transload to regional truck or rail moves. The Extended Drays aim to capture long-distance ground traffic that parallels the Mississippi River System, coming within 100 highway miles of Pittsburgh en-route to or from northeastern markets. Instead of being railed or trucked all the way, barges could conceivably replace the long-haul ground section as far as the terminus of the waterway system at Pittsburgh, where products then would be offloaded and drayed to or from their ultimate markets.

The analysis suggests that a few opportunities may exist in Pittsburgh non-water lanes, detailed below. As for consolidation, the main volume is in the wrong direction; most fragmented freight flows northward, which is the head-haul direction for Pittsburgh and makes new business development less attractive and unlikely. The main opportunities are the more challenging ones: regional drays for the Upper Mississippi markets, and especially Gulf Coast traffic now moving by rail or truck to the Middle Atlantic markets.

3.2.1 Pittsburgh Spot Market

As shown in Figure 6, the Pittsburgh spot market for low-volume commodities is not only small (combined total of about 1 million tons per year), it is also in the wrong direction, the predominant traffic being northbound. In addition, it is comprised of more than 30 discrete commodities, the management of which is bound to be a challenge. (The size of the pie in the chart is approximately proportional to the amount of traffic available.) Without backhaul economics, the transfer and delay costs associated with barge make this market an improbable prospect.

3.2.2 Pittsburgh Non-Water Lanes

As demonstrated in Figure 7, Pittsburgh non-water lanes offer limited volumes and circuitous routing (via New Orleans to Jacksonville, via Minneapolis and extended dray from Casper, WY). However, certain bulk movements may be developable, and were investigated in the second phase of research.

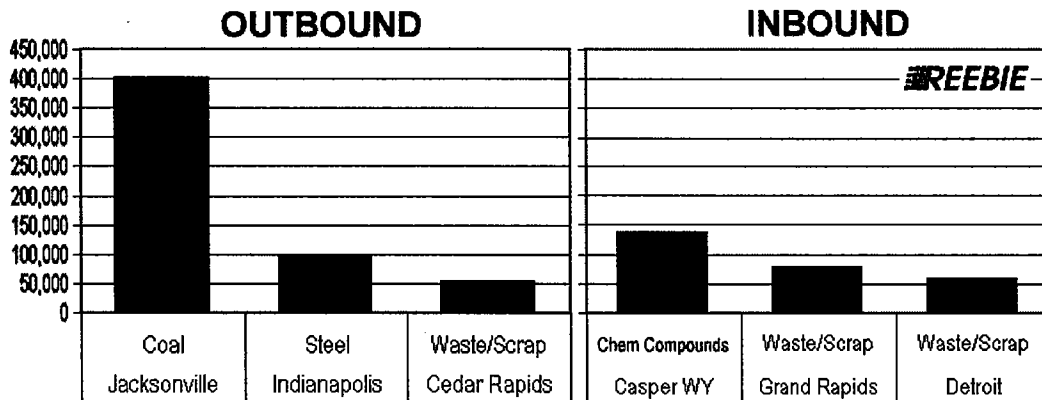


Figure 7: Pittsburgh Non-Water Lanes with >50,000 Annual Tonnages

Consolidation: Spot Bargeable Pittsburgh Non-Bulk Commodities Market Potential Distribution

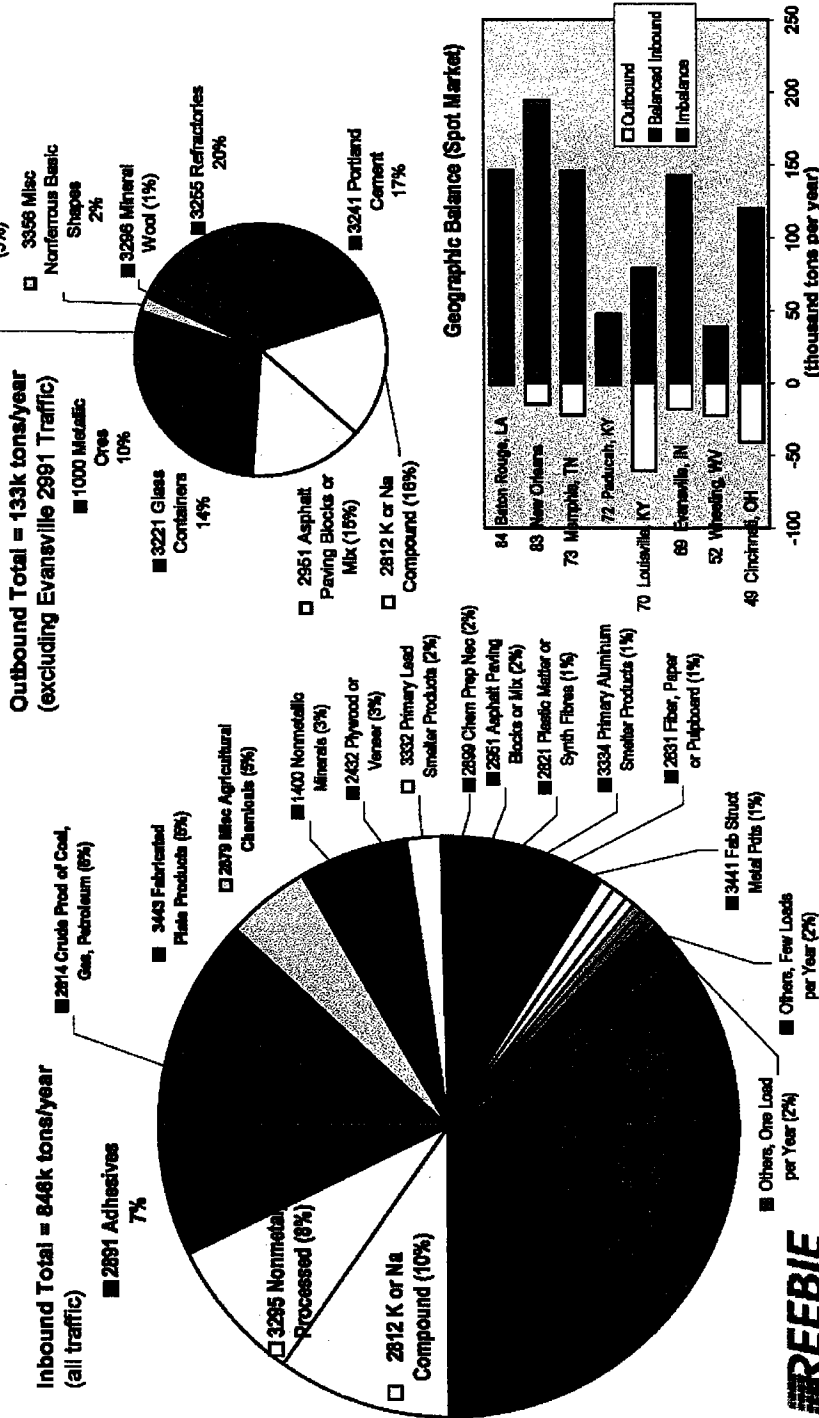


Figure 6: Pittsburgh Non-Bulk Commodities, Market Potential Distribution

3.2.3 Pittsburgh Catchment Area

Most of the traffic moving to or from the Pittsburgh Catchment Area travels by truck, with more than half the inbound originating from the Lower Mississippi River (see Figure 8a). A variety of commodities is carried; the largest inbound volumes are Petroleum Products, Metal Products and Chemicals (See Figure 8b). The water system carries such goods today, so some of them potentially are transload opportunities for barge service.

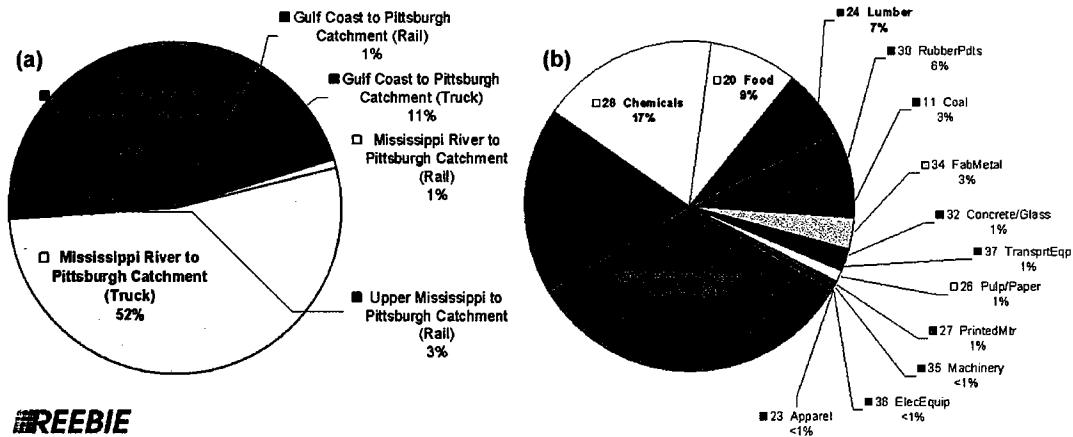


Figure 8: Pittsburgh Catchment Area Freight Characteristics

As shown in other analyses, trucks dominate most of this traffic, but there is rail volume in both directions, most notably on the inbound side. Figure 9 is a map showing the northbound rail flows, with volumes for selected commodities from selected origins. In Phase II development, traffic options were explored and prospects identified northbound and south; while the former involved more traffic, the latter introduced a waterborne backhaul that might offset the cost of hinterland handling and drayage.

3.2.4 Extended Dray Markets (Forward Distribution)

Extended drayage, executed logistically as forward distribution, is a way for barges to divert long distance traffic by carrying some of it over water to Pittsburgh, where it is landed, perhaps stored, and then trucked to the final destination in the Middle Atlantic region. The criterion used to qualify traffic for opportunity analysis was that the shortest highway route from origin to destination must pass within 100 miles of the Port of

Pittsburgh, and that the origin must have water access. This screening method produced a list of flows that could potentially be diverted to water with a single transload at Pittsburgh. This operation could result in traffic that is price-competitive with rail carload, and somewhat time-competitive as well.

To assess if the traffic is viable, mileage-based modal average cost factors extracted from Reebie’s COSTLINE product were applied to both the incumbent (highway or rail) and the challenger (barge-dray) routings. This further screening technique gave rise to a list of eligible flows that quantified the size of the market. Figure 10 displays the qualifying traffic that is handled today by rail. In Phase II, interviews were held to locate this traffic, and competitive analyses were conducted to determine feasibility for barge transport.

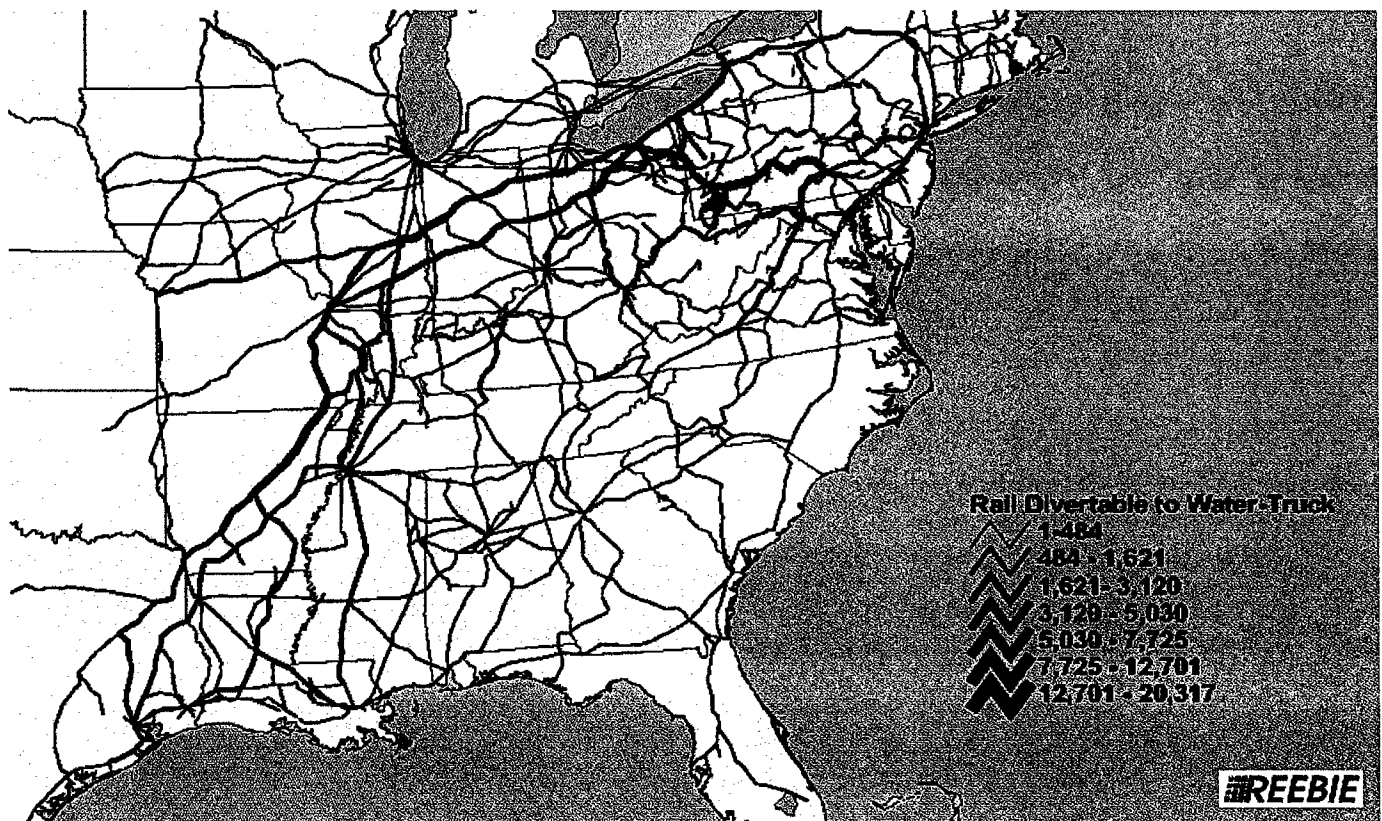


Figure 10: Potential Rail Market Opportunities for Extended Dray

In that phase, a number of opportunities were found for forward distribution, including: certain chemicals from the Gulf coast; bulk commodities subject to geographic sourcing; and new market access. These will be discussed further in the subsequent section.

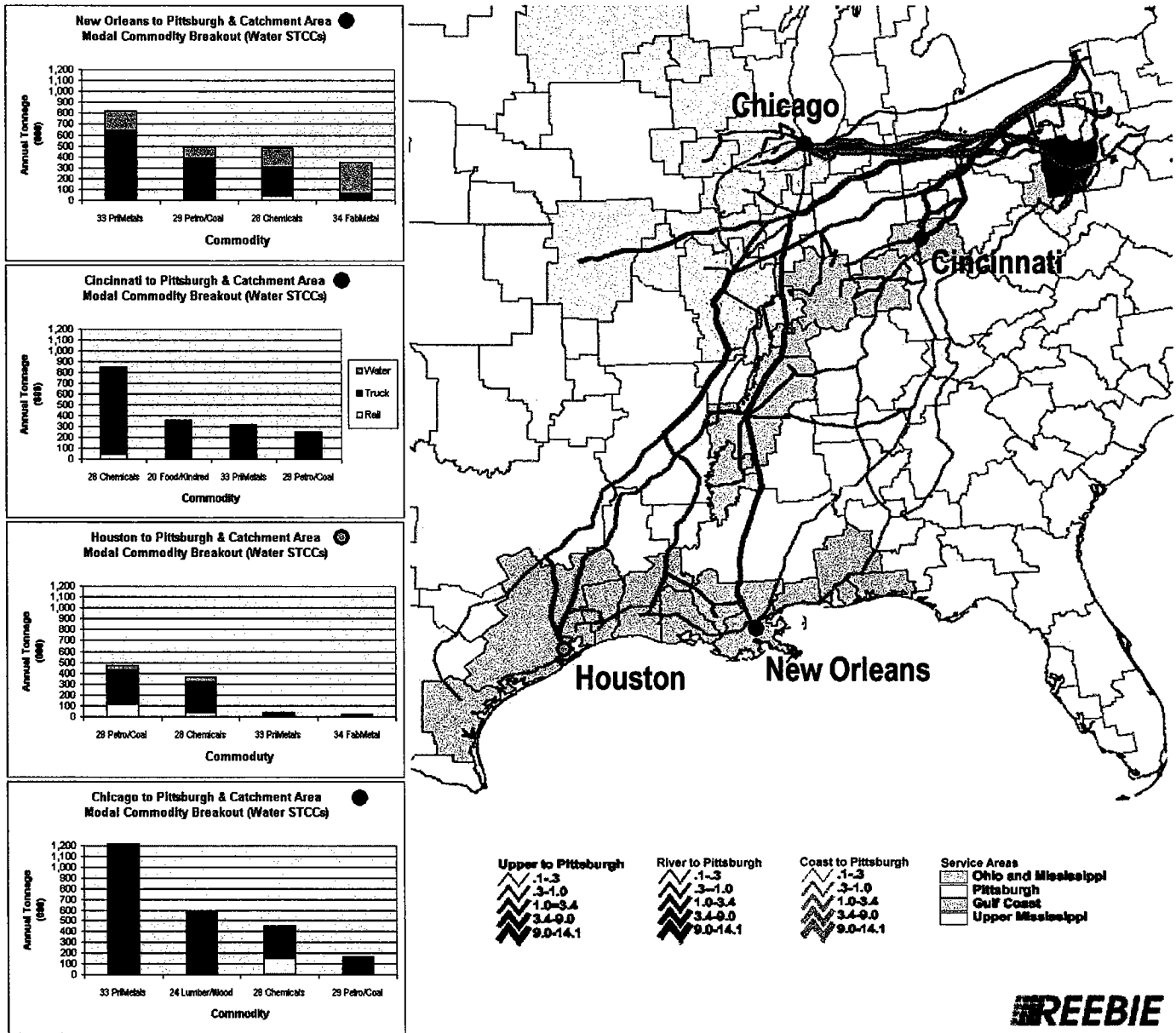


Figure 9: Inbound Rail Commodity Flows to Pittsburgh Catchment Area

3.3 *Summary of Phase I (Quantitative Analysis)*

In assessing freight market data for the Pittsburgh Port Commission, the research team found that the development effort by the Port and its constituents has been quite successful in traditional markets. Logical water markets both out of and into Pittsburgh are dominated by water, and Pittsburgh is very strong in comparison to its peers. Nevertheless, as the U.S. and the regional economies shift toward new sectors, the Port is seeking ways to participate in a business environment that is less oriented to the waterway. Comparative modal analysis suggests that traffic from the extended area around Pittsburgh is available, and some diversion from direct rail or direct truck to a truck-barge or rail-barge combination would be likely.

Pittsburgh lies at a terminus of the Mississippi River System and represents a port that can serve consuming markets in the northeastern US. For this reason, it is difficult to balance the flows originating from Pittsburgh, as geographic end-points have fewer options than intermediate locations, and national traffic tends to flow from the industrious and productive South and Midwest to the service-oriented consuming markets of the Northeast. On the other hand, the location that gave rise to the City of Pittsburgh to begin with, also makes it a strategic staging point for traffic moving east.

The most promising markets for field exploration in Phase II were those that were located further from the water, and were not traditionally water lanes. This makes them more difficult to develop, requires a higher degree of coordination than individual barge lines or terminal operators are able to muster, and should be seen as underscoring the need for active intermediaries. Intermediation is required in logistics design and execution, and in consolidated negotiating and marketing for the region, suggesting roles that the Port should seek parties to fulfill, or in some ways may undertake or facilitate itself.

4. Phase II: Fieldwork Results

Following consultation with the Port Commission, customer interviews were employed in Phase II to uncover specific avenues for waterborne business, surveying within the range of opportunities established in the opening phase, and applying cost assessments where appropriate for support. A series of 190 interviews was conducted, focusing on the petrochemical and metals industries, bulk motor carriers, and some others. Respondents helped to define market niches and benefits, and were able to confirm a number of traffic development options, discourage others, and suggest elements that were not visible from quantitative analysis. One class of opportunity proved to offer a material volume of new business, although most were less compelling – and in keeping with the first phase finding that the low-hanging fruit had been picked, development mainly required coordination and effort.

Fieldwork was conducted in stages. A first round of interviews explored a large number of shippers identified as having eligible flows through the traffic analyses using FREIGHT LOCATER and TRANSEARCH data; a second round of interviews and site visits allowed the team to ‘drill down’ with a number of more promising customers who were exemplars of attractive market niches. Finally, an analysis of costs and requirements to serve this customer traffic was conducted, to assess the extent to which the service could be competitive and the traffic compensatory, and the results were reported to the Pittsburgh Port Commission for follow-on action.

The design of this study had envisaged that fieldwork would take place in Pittsburgh with local receivers and operators, to find business opportunities that had previously been underdeveloped. However, the traffic analysis made it clear that useful development opportunities lay further abroad, requiring the survey of customers operating in the catchment or Middle Atlantic markets, and serving these markets in many cases from the Gulf Coast. The Phase I research had indicated a high concentration of industrial bulk shippers in the Gulf region, with good and often direct access to the Mississippi River and Intracoastal System; as a result, the site visits in particular were directed to this region.

Waterborne business opportunities fell into a set of market niches or tactics, each of which will be discussed in the following section. For each category, a general analysis was carried out to define the magnitude of benefits to the shippers, the operators, and the Port of Pittsburgh. The categories, falling mainly into variants of forward distribution and catchment area exploitation, were as follows:

- (1) Forward Distribution;
- (2) Product & Plant Rationalization;
- (3) Rail Backhaul Diversion;
- (4) New Market Access;
- (5) Rail Gateway Arbitrage;
- (6) Regional Rail Diversion;
- (7) Awakening/Revisiting Barge Options;
- (8) Container Markets.

In cases where concrete development opportunities were found, specific cost modeling and service requirement analyses were carried out to determine feasibility. In terms of market development, Forward Distribution for certain classes of chemicals is by far the most important, while rationalization, geographic competition, and backhaul exploitation contribute to other opportunities. The development prospects hinge on service partnerships with trucking firms, and perhaps short line railroads where they combine industry and water access.

The Port Commission has received confidential strategic analyses featuring a greater level of detail than reported here; however, this section will report on the flavor of opportunities available and suggest relevant approaches for marketing.

4.1 Forward Distribution

Forward distribution is a logistics system in which plant production is transported in consolidated lots to a staging point much closer to end-markets than the point of production, and then either cross-docked or held and distributed in smaller lots to customers. This method substitutes for direct shipments from plant to customers, reducing costs and potentially improving customer service. In the context of waterborne market development, the strategic position of Pittsburgh as the location on the inland river network closest to the industrial and consuming markets of the Middle Atlantic and Northeastern states, acts as a catalyst to this form of distribution. Barge-truck combinations substitute for direct shipments from water-served industrial centers, utilizing the low-cost volume capabilities of barge transportation and the service capabilities of trucking on the well-developed highway routes between Pittsburgh and the east.

The concept also broadly applies to logistics chains that may involve intermediate processing or stockpiling – for example, instead of shipping finished product from a

remote plant, an intermediate product with lower value is shipped via barge to a staging area or a processing facility near Pittsburgh, where it is assembled or further manufactured, and then trucked to a final destination. This can also apply to geographic sourcing, where a high-capacity plant in Pittsburgh can replace smaller plants elsewhere in the country, by supplying local needs with regular inbound barge loads to a distribution center; this takes advantage of low transportation costs since the Pittsburgh plant can send goods downriver in backhaul capacity, and it greatly reduces the cost of production.

4.1.1 Petrochemicals from the Gulf

The largest new market opportunity uncovered in this study exploits Forward Distribution for certain types of petrochemicals currently moving by rail from the Gulf coast to Mid-Atlantic markets, by substituting service by barge via Pittsburgh. Barge is competitive with direct rail on a cost basis, and has an advantage when rail is transloaded for delivery. Some commodity types are better suited to productive truck utilization, and allow efficient drayage for a long enough distance from the staging point at Pittsburgh to reach the Middle Atlantic. The interline rail service to these markets from most Gulf origins can be inconsistent, allowing barge transportation to be a closer competitor to rail in performance quality. The potential market for this service, mapped out and supplied privately to the Port Commission, is a very material volume.

Some customers interviewed are already engaged in this type of process; others are interested in this concept. The storage and transloading arrangements would have to be worked out to demonstrate the concept, and participation of trucking partners is very important to the success of this type of scheme. Because complex coordination between plants, staging facilities, barge lines, and motor carriers is required for implementation, a logistics specialist working for one of the benefiting parties may be the most practical agent to begin development of this market. Examples of appropriate agents have been given to the Commission.

4.1.2 Product and Plant Rationalization

Low cost barging into truck-served storage at Pittsburgh allows production to be consolidated at a water-served plant, either freeing up plants for different production, or permitting plants to be dropped entirely. Distribution centers, or simply direct-to-customer shipping replaces the plant. This form of opportunity works well for commodity types produced at multiple factories, where transportation is a significant component of delivered cost. The service area from Pittsburgh could be regional, or larger via forward distribution. The cost savings from rationalization of product lines and

of plants in particular, can be large enough to diminish the importance of other economic factors. The key requirement in that case is that logistics performance be reliable, in capacity, transport, and staging.

The key parties for production decisions will not be located in transportation departments, nor will the opportunities necessarily be evident to those groups. This poses a pragmatic challenge for market development, and again a logistics intermediary may be more effective at preparing the argument and reaching the right audience than a carrier or the Commission can be. Ultimately, the determination as to whether this arrangement works lies with the customer, and the requirements for execution extend well beyond transportation into facilities contracting, acquisition or construction; production planning and materials management; and product marketing by the shipper.

Rationalization should be a standard part of Pittsburgh marketing to appropriate clientele, because it can overwhelm other arguments to sway the business to water. While it is a two edged sword that competing ports may use against one another, Pittsburgh has the advantage of significant backhaul capacity to offer to plants, and is not exposed to river competitors on its eastern side. This can make it the preferred location for the plant to be retained, all other factors being equal. Use of the strategy was encountered in interviews among large bulk shippers; others brought up the possibility as an infrequent but important option.

4.1.3 Geographic Competition

Low cost barging into truck-served storage at Pittsburgh allows a business or plant to compete in a geographic market for which it otherwise is not viable. This is an effective waterborne niche for goods where transportation is a significant component of delivered cost. Geography is a well-recognized competitive factor in bulk industries; during fieldwork, some forms of chemical manufacturing emerged as specific candidates in the Pittsburgh market. Some of the key development issues are shown below, and indicate how coordination with facility operators and motor carriers can support implementation. The role the Port Commission may play in this is considered in Section 5 – Directions for Development.

- Direct water access on at least one end of the transportation lane, because of the cost effect from drayage;
- Appropriate storage facilities where product can be accumulated and staged – these might be shared use, so as to improve facility utilization and hold down costs, and in some cases special commodity handling may be required;

- Truck delivery rates, because of the necessity of low delivered cost as a requirement for market entry.

4.2 Pittsburgh Catchment Area Penetration

Catchment area penetration is a way for barges to divert freight traffic located off the water at some distance from Pittsburgh, but within its region and requiring only a moderate dray. The tactic is to utilize some form of economic advantage to offset the costs of off-water drayage and transloading, with backhauling being the most obvious type. This means that outbound goods shipped to the west and southwest, where barges can backhaul them down the Ohio and potentially down the Mississippi, are most of interest. The target typically is freight currently handled by rail, because of the better probability of barge offering competitive service performance, especially where rail relies on less-consistent interline operations. Since the market lies outside the normal range of Pittsburgh water service, there are apt to be undeveloped prospects to tap. Three variations of catchment area penetration were explored in Phase II research: straight backhauls, regional rail opportunities, and gateway arbitrage.

4.2.1 Rail Backhaul Diversion

The niche is to substitute backhaul barge/truck combination for direct rail or transloaded rail into Gulf markets. The opportunity arises because of the low cost of barge backhaul economics, accentuated by distance, and facilitated by the weaker rail interline carload service. The reduced linehaul cost is essential to offset the added expense of draying to the river at Pittsburgh and transferring to barge, and the prospect is far stronger when the Gulf consignee is on or close to water – which is not uncommon, however. For customers with sufficient volume to consolidate to barge-load lots, the railroad's difficulty in keeping car lots together during interline transport can be an added advantage for water. Attractive but not substantial new business volumes were uncovered during fieldwork, and were shared with the Commission. Barge lines generally are capable of acting on such prospects with the normal coordination requirements of their business, although the Commission may be useful particularly in common negotiation for the conditions and rates for truck drayage, over the longer distance from the Port.

Development issues included:

- Barge pricing for moderate load volumes, so that the advantage of excess (backhaul) capacity is put into play;
- Turn-around times (the load-to-load cycle) for drayage trucks, because daily utilization has a decisive effect on truck pricing. The Port can assist on the northern end by stressing the importance of fast processing to terminal operators, perhaps helping them benchmark best practices, and to the regional MPO, where street access may be an issue. Facilitation of financing for transload equipment also may be explored;
- Transfer facilities, which must be available and of adequate capacity, and have good proximity to customers on at least the delivery end.

4.2.2 Regional Rail Diversion

The niche is to exploit the relative economies of a barge transload via Pittsburgh versus a direct interline rail service or transloaded rail service from the Pittsburgh Catchment Area. Any transloaded rail is more susceptible, but in some markets direct rail traffic is also available. This is generally an extension of the traditional barge market, thus opportunities hinge on transfer and pickup and delivery costs, and in some cases on volume economics. Prospects in this niche unsurprisingly are few, but the Phase II research indicated one opportunity of magnitude that has been shared with the Commission. The role of the Port is the fairly traditional one of support and coordination, to bring effective waterborne bids to the business.

4.2.3 Rail Gateway Arbitrage

The niche is to substitute barge to a western railroad at a Mississippi gateway, for direct rail in interline service heading to the Pacific Coast. The westbound movement from Pittsburgh again is a backhaul by water, and again the rail interline carload service traditionally is inconsistent. More uniquely, the network structure of Class I railroads is divided between eastern and western systems more or less at the line of the Mississippi River, and there is a relatively short distance for eastern roads to travel from the Pittsburgh market to the interline gateway. Because railways are more cost-effective carriers at longer distances, this means that the leg of the journey west of the Mississippi gateway is relatively efficient, and the eastern leg is relatively inefficient. This is a classic condition for arbitrage, where inefficiencies are turned to advantage.

The target of arbitrage is the comparatively high rail cost on the eastern leg of the shipment, for which barge may be able to substitute. It is important for the barge to do this without harm to the revenues of western railroads, by whom delivery in the west must be accomplished (trucks being too expensive an option), and thus they must be willing parties. In order to preserve the length of haul – and thus the revenue, and interest – of western railroads, barge-to-rail transfer at St. Louis is preferable to other river points.

There is ample precedent for this arbitrage tactic: railroads dray into one another's territories frequently, and customers make use of revenue differentials in rate negotiations. However, the current bulk volume opportunity for water at Pittsburgh is minor. One catchment area customer candidate uncovered in fieldwork did not welcome the extra handling of barge transfer, and the added cost to stage through Pittsburgh proved too high, although a customer closer to water (or reduced drayage and handling costs) might improve the prospects. Factors beyond these that matter to development include:

- The total length of haul for the shipment, so there is sufficient revenue opportunity on the western leg – this implies that Pacific Coast markets offer better possibilities;
- Service must be acceptable, and railcar lots consolidated into barges must be capable of being parceled back into carload shipments for final delivery, without risk to order integrity.

Direct-to-rail transfer at the western gateway also is important for cost reduction; this is available for rail carload service, but not for containers. In an assessment of arbitrage opportunities for container traffic conducted for the Port and supplied confidentially, the cost to connect at the gateway from water to rail proved a sensitive component of the overall economics. Interest in container-on-barge at Mississippi ports, and support of local MPO authorities desiring alternative freight capacity, could lead to lower costs through water-convenient rail access, provided that the rail feed into the intermodal train network is effective. Contact by the Pittsburgh Port Commission with a party such as the East-West Gateway Coordinating Council (the St. Louis MPO) could add support to any initiatives that may be contemplated.

4.3 Awakening or Revisiting the Barge Option

During fieldwork, the team talked to some clients who were not considering barge when the economic case for barge transport could be compelling. This may be due to historical reasons (“we’ve never used barge”), or due to unfamiliarity with the mode, inexperienced

traffic managers, or a combination of the above. Barge may be an effective option for customers who have not otherwise considered it.

This is especially true in less-obvious applications, or among non-barge users. There may be a great deal of institutional resistance, functional stovepiping, and habits that keep barge from being considered for traffic bids. Unfortunately, customers who use some barge are more susceptible than those who use none. There is even greater risk here of barge becoming a tool to drive down rates without actually getting business. Many normal concerns such as access, lot sizes, rates, would also need to be resolved, when signing on a new customer alien to barge. As a traffic opportunity for the Port, this is a tactic or a rule for doing business, and not a market niche; however, it is clear that customer awareness is a true issue, and one that is susceptible to marketing communications programs and alert sales work.

4.4 Container-on-Barge Market Analysis

Reflecting rising passenger and commercial vehicle traffic, congestion on U.S. highways is steadily climbing, with the effect that the capacity of infrastructure is strained, supply chain logistics performance is compromised, and vehicle emissions (especially freight diesel emissions) are reducing air quality. Due to the projected growth in freight traffic by both highway and rail, there has been renewed emphasis on the movement of general cargo, particularly containerized cargo, by barge and short sea shipping operations. In the past, the container-on-barge has not seen wide success in the United States, in consequence of such factors as the relatively slow service speed on water, the high fixed terminal costs at ports for loading and discharge, the inland dray to and from the river terminal, and the relatively fast transit time associated with truck deliveries. There are notable exceptions, however. Apart from the recognized success of short sea shipping in the European environment, a prominent U.S. example is the container movements of agricultural products along the Columbia/Snake River system into the Port of Portland, for transshipment onto westbound ocean going vessels. This is a dedicated move from inland river ports in Eastern Oregon and Washington, and the terminal operations at the Port of Portland's Terminal 6 have integrated these barge moves into their overall pricing structure. The ability to develop innovative, entrepreneurial pricing and service is essential to the development of such container-on-barge operations.

Recently, container-on-barge service has been introduced between New Orleans and Houston, as well as on the US inland waterway system between Baton Rouge and Memphis. Service to private inland river terminals such as in Ghent, KY has also been established. Osprey Lines has been the leading force in the container-on-barge concept. In addition, several other carriers including MEMCO Barge Lines, Ingram Barge and ACBL have shown interest in the development of container-on-barge operations. Key in

the success of such a service will be the identification of a significant volume of less time-sensitive cargo that currently moves or potentially could move between the Pittsburgh region and other inland river destinations, or deepwater ports like New Orleans for transshipping onto ocean going vessels. It will be necessary to develop a dedicated, regularly scheduled service that can be marketed to local shippers/consignees as an alternative to rail and truck. It is to be emphasized that at the outset, a critical baseload volume of containers must be established in order to "induce" the barge call/service.

The focus of this section is to review container moves potentially divertible to barge, which were identified and evaluated during the second phase of this study, and to assess the competitive surface routing presently used. Several potential markets were analyzed: export lumber and logs, imports of lumber, Middle East and South American opportunities, the shipment and receipt of domestic products such as plastics and resins, and the repositioning and utilization of empty containers. Each market is discussed in the following paragraphs.

4.4.1 Lumber Exports

Pennsylvania leads the nation in export sales of grade hardwood lumber, which is primarily used in the production of furniture. In 2003, Pennsylvania export lumber sales were \$300 million, an increase of 13% above the previous year's sales. About 53% of Pennsylvania's export sales are to Canada, followed by exports to Europe, which account for more than 26% of the export sales. China and Hong Kong account for 6% of export sales from Pennsylvania. Interviews with Pennsylvania exporters indicated these overseas markets are served primarily by East Coast ports.

In contrast to the overseas markets, the export market to Mexico, which represents 2% of Pennsylvania export hardwood lumber sales, could potentially be served by barge transportation from Pittsburgh to Brownsville, Texas. The principal markets are near Mexico City, Guadalajara, Nuevo Laredo and Monterey. While this market is relatively small, Martin Associates evaluated the competitive costs of moving the lumber to Mexican destinations by barge, and compared this cost to direct truck moves.

Based on interviews with lumber exporters in Pennsylvania, a container-on-barge service at the Port of Pittsburgh would likely draw from mills within a 200 mile radius. The current cost to truck the lumber into Mexico ranges from \$3,000 per container into Monterey, to about \$3,800 per container into Guadalajara. These direct trucking costs are the current rates paid by lumber exporters into Mexico. Therefore, the cost of using

barge would need to be less than the current trucking rates, as the barge operation would require a longer transit time, which would need to be reflected in lower shipping costs.

It is to be emphasized that if the containers could be stuffed to a weight in excess of the allowable truck weight, the barge could provide additional economies to the lumber exporters. However, such an overweight container operation would require overweight permitting from Brownsville into Mexico. This permitting process or the need to transload the lumber from overweight containers at the Port of Brownsville into domestic truck trailers could offset cost savings from the overweight operation.

For both a barge/truck and direct truck routing, border crossing operations are in place in Laredo to process lumber into Mexico. These include USDA inspection, working relationships between Mexican brokers and US forwarders, and Mexican trucking operators moving the goods across the border. These relationships have been established over time and have created a streamlined coordinated operation between all parties that permits a smooth movement of lumber across the border into Mexico.

A similar coordinated operation would have to be developed in Brownsville in order to compete with the Laredo operation. Exporters are unlikely to use a routing across the border that may result in transit delays and added costs due to problems in coordinating the movement of lumber across the border at Brownsville. Initially, this market is very limited in volume, and not sufficient to entice a barge operator to make a direct call. However, the lumber market could be a user of an established service, but not a driver of the service.

4.4.2 Log Exports

Pennsylvania hardwood log export sales have grown from \$53 million in 2001 to \$71 million in 2003. During this period, Germany and Canada were the top two importers of Pennsylvania hardwood logs. Sales to Germany grew from \$10 million in 2001, about 19% of the Pennsylvania export log market, to \$18 million in 2003, representing 26% share of the market. Exports to Canada increased from nearly \$11 million in 2001 to \$13 million in 2003. Despite the slight increase in sales, the Canadian market share decreased from 20% in 2001 to 18% in 2003. The third largest export market for Pennsylvania hardwood logs in 2003 is China, accounting for 7% of the Pennsylvania log sales in 2003. Sales to China grew from under \$4 million in 2001 to over \$5 million in 2003. Ten major Pennsylvania log exporters were surveyed to determine their current shipping needs for this market and the potential to use a barge service from the Port of Pittsburgh to the Gulf of Mexico, and then onto the overseas export markets. The exporters indicated that the most competitive alternative would be to use the river system to move export logs to New Orleans for export to China, rather than an East Coast port for exports

to China. East Coast ports such as Baltimore and Norfolk are now used to serve both European and Asian log export markets. The surveys identified that typically the logs destined for China are being stuffed into containers at the logging facilities, trucked to the ports, fumigated and loaded onto ships for overseas delivery. A majority of the exporters truck their containers to the Port of Baltimore and/or Norfolk. On average, the inland truck rate is \$500-\$650/box and is received at the port within a day. (This truck rate is a roundtrip rate, which includes dropping off a full container at the port and bringing an empty back.)

A majority of the log exporters indicated they use a freight forwarder to arrange the transportation routings, retrieve the cheapest rates and locate the available equipment. The ocean transit from the East Coast to the Far East and China is approximately 32 days.

Interviews with the exporters indicated the current cost of export using Norfolk and/or Baltimore is about \$1,900 per container. The log exporters that were interviewed expressed a strong interest in using the barge service from the Port of Pittsburgh to the Port of New Orleans for overseas transportation to the Far East and China. These shippers' concerns include the overall cost, transit time from the Port of Pittsburgh to the Port of New Orleans, and the adequacy of a fumigation facility at the Port of New Orleans to handle the expected volume. (The Port of New Orleans has an area available for fumigation). A total transit time of less than 50 days would be acceptable. It will be necessary to work with the ocean carriers or a third party logistics provider to develop a door-to-door rate for the log exports.

4.4.3 Potential South American Imports

The ability to import products from South America into the Pittsburgh market for use in local manufacturing was identified by Port staff as a potential opportunity for a container-on-barge service. The scenario analyzed involved a discharge of the imported products at New Orleans and a barge move to Pittsburgh. The alternative routing is a discharge in Baltimore and a truck or rail move to Pittsburgh. Currently the products move via Baltimore at a cost of about \$3,400 per container, setting a rate for which the import move using barge must compete.

Overweight containers could also use this barge service, thereby effectively reducing the cost per ton over a rail/truck movement. The overweight move would be most attractive for imports moving to a Pittsburgh customer with a riverfront location. This would minimize the cost of drayage of an overweight container and most likely eliminate the need to transload the container into domestic truck trailers, in order to comply with over the road weight regulations.

In order to participate in this market, it is necessary to establish a total in-bound rate from overseas origins to Pittsburgh. This will require direct discussions with the carriers as well as barge operators, and innovative financing and pricing of the move.

4.4.4 Potential Middle East Exports

The potential of exporting containerized products from Pittsburgh to the Middle East was also identified as a possible market lead to the Port of Pittsburgh Commission. The analysis assumes the products are produced at a riverfront location, which would be ideal for barging the containerized products to New Orleans for export. The alternative would be to export the products via one or more North Atlantic ports. It is estimated that the export of these containerized products from Pittsburgh to the Middle East via Baltimore is about \$2,200 per container, based on interviews with steamship lines. This again sets the competitive rate for which a barge move via New Orleans would have to compete.

4.4.5 Domestic Plastics & Resins

Earlier in this report, the potential plastics and resins market produced on the Gulf Coast and destined for the Pittsburgh area was presented. These same products are also produced in the Pittsburgh area and are destined for Gulf Coast markets. The outbound Pittsburgh plastics and resins market to the Gulf Coast presents a potential market opportunity for a container-on-barge service in Pittsburgh and was included for analysis to assess the potential of this market. Plastics/resins and petrochemical companies located in proximity to the Greater Pittsburgh area were surveyed to assess the potential of using a container-on-barge service from the Port of Pittsburgh to the Gulf of Mexico. As part of the interview process, 30 companies were contacted.

Currently, the majority of raw materials and/or finished products in this industry are trucked to their origins/destinations. Approximately 60% of the companies interviewed stated their major concern with the container-on-barge service is the transit time rather than the cost. The products are time-sensitive materials that must be delivered rather quickly and on-time. On average, the typical transit time for a truck trip to Houston from the Greater Pittsburgh area is approximately 2-3 days.

Of the respondents surveyed, 80% identified the container-on-barge service would not benefit their operations due to several factors:

- Shipping/Receipt locations are not relevant to waterborne activity
- Shipping/Receipt locations are not relevant to the Gulf of Mexico
- Barge service would not be quick enough (Time-sensitive materials)

- Barge service would not be cost efficient
- Volume is not large enough to be relevant
- Operate their own terminal
- Has rail access at manufacturing plant

Three companies indicated a potential interest in the container-on-barge service from the Port of Pittsburgh to the Gulf of Mexico if their shipping time requirements can be met and the cost is competitive with their existing truck freight rates. On average, the truck freight rates are approximately \$1,250-\$1,650/truckload to Texas destinations with a typical transit time of 2-3 days. Barging costs from Pittsburgh to Houston is estimated to be \$1,500, including barge freight, stevedoring in Houston and Pittsburgh, pick-up and drop-off of an empty container in Pittsburgh and dray to a river terminal for loading. This rate is based on cost data provided by barge lines, shippers and terminal operators. The potential to move overweight containers on this routing could reduce the barge cost per ton by 20%. Such a reduction due to the movement of an overweight container and working with an aggressive barge company could result in a cost effective routing via barge for these domestic cargoes. However, transit time still remains an issue.

4.4.6 Demurrage Penalties

The demurrage charges by ocean carriers on their import and export containers have the potential of increasing container-on-barge costs significantly. The longer barge transit times on the inland river system to Pittsburgh will exceed the number of free days allowed by the carriers, generally ten days. Within this timeframe, however, containers barged to Memphis, for example, would not incur demurrage charges due to the short transit time on the Mississippi River. Osprey Lines reported carriers are routinely waiving demurrage charges, if incurred, to ensure that their containers will be put into service rather than remaining at inland locations unused. The policies regarding demurrage relating to container-on-barge services vary by carrier – will demurrage be charged, when will it be charged and the amount of the charge is at the discretion of the ocean carrier. Penalties could be waived, or they could be imposed and significant. For example, the demurrage tariff of one carrier out of New Orleans is \$14 per FEU per day for the first 4 days after free days and \$37 per FEU per day thereafter. Based on this tariff, ten days of demurrage charges would add \$278 to the cost of barging the container. Two possible solutions to reduce or eliminate demurrage charges are:

- Establishing door-to-door or port-to-port rates – the ocean carrier would enter into an arrangement with a barge liner service that would determine a time of delivery and an appropriate number of free days and subsequent demurrage charges. Osprey

has such arrangements with ocean carriers who are offering door-to-door rates to inland customers.

- An entity (shipper, consignee, barge line, etc.) would enter one-way leases with container owners (steamship lines, third party lessors) for each movement and set the timing of the lease to ensure there is no demurrage charge.

4.4.7 Repositioning of Empties

There exists a surplus of empty ocean containers stored at the Port of New York and New Jersey due to the imbalance between imports and exports. In contrast, there is also generally a lack of containers in production and exporting regions of the country, such as the Houston area. Key exports from the Houston area are driven by the export of plastics and plastic pellets. Martin Associates evaluated the potential to move the empty containers from New York to Pittsburgh for eventual export loading. This way the ocean carrier could collect some revenue to reposition the container back to Asia. Cost models were used to evaluate railing an empty international container from New York to Pittsburgh. In Pittsburgh, the empty container would be transhipped to barge for the final move to Houston.

To assess this potential market, Martin Associates interviewed steamship carriers located in the New York area who call both the Port of New York/New Jersey and the Port of Houston:

- | | |
|------------------|--------------------------|
| ▪ CMA/CGM | ▪ Mediterranean Shipping |
| ▪ COSCO | ▪ NYK Line |
| ▪ Hapag Lloyd | ▪ OOCL |
| ▪ Maersk Sealand | ▪ P&O Nedlloyd |

The carriers interviewed do reposition empty containers overland between coastal ranges to meet equipment shortfalls. However, empty containers from Norfolk, Charleston and Savannah are railed to the Gulf Coast for \$300-\$600 per container. Empty containers are also repositioned by rail from major inland markets in the Southeast and Midwest. The carriers indicated that Pittsburgh is not a major source of empty containers. One carrier moves empties from Pittsburgh via rail to Los Angeles, loaded with domestic cargo from the Pittsburgh area. The rail rate is \$600 per container. Carriers also operate dedicated trains between the East and West Coasts and utilize these trains for repositioning as well. With respect to the empty containers in New York, the majority of the carriers interviewed load empties back onto their vessels in New York for repositioning. The carriers indicated it is not cost effective to reposition empty containers from New York through the Port of Pittsburgh to the Gulf Coast. In fact, the annual storage costs for

empties at New York are not much greater than the cost of local drayage to the railhead if the empties were to be railed westward for repositioning. Moreover, as imports via New York have grown, the traffic lanes westbound from the Port of New York and New Jersey have become a head-haul for rail, eliminating the opportunity for the depressed rates that successful empty repositioning requires. With the cost of new containers from Chinese manufacturers low, and container ship lines able to find additional alternatives for container supply, the business prospect for Pittsburgh does not appear to be strong.

Pittsburgh itself generates a small number of empty containers that would not be a basis for supporting a container-on-barge service to the Gulf Coast. Interviews were conducted with Container Port (CPG), who operates container yards in Cleveland, Columbus and Cincinnati, Ohio to identify whether the empty containers in their yards originated from the Port of Pittsburgh and/or the Greater Pittsburgh area. The container yards in both Columbus and Cincinnati have very few containers coming or going from the Greater Pittsburgh area and less than 0.5% of the containers in the Cleveland yard are from the Pittsburgh market.

However, there is a potential to move empty containers from Pittsburgh to Ghent, KY via the inland waterways. Currently, full containers are loaded onto barges in Ghent for delivery to the Gulf Coast. Empty containers are being delivered to Ghent by truck, rail and barge to meet the demand to serve markets in New Orleans and Houston. The empties are stuffed in Ghent and the loaded containers are barged down the inland river system by Ingram Barge to the Port of New Orleans, where they are transloaded onto barges operated by Osprey Lines for barge transport to the Port of Houston and then further loaded onto vessels for overseas transportation. The typical transit time from Ghent, KY to New Orleans via barge is 14-19 days and approximately an additional week from New Orleans to Houston.

4.4.8 Land Bridge Arbitrage

Options to assemble a baseload of traffic for container-on-barge service could include a variation on rail gateway arbitrage, substituting water service to a St. Louis transfer for direct rail from the Pittsburgh region to the west. Analyses prepared during the second phase of research and provided to the Commission, found that water could be competitive with rail on a backhaul cost basis, but could not produce a compelling cost advantage due to transloading and drayage expenses. As mentioned above, private and public entities at the gateway may be able to change this profile, and the Commission can support any steps they may plan. However, the service deficit by water, compared to the generally good railroad performance in the intermodal sector, remains an obstacle for many shipments.

Even so, customer contacts made by Commission staff and other members of the research team suggest that customers with relatively modest individual volumes and relaxed service needs could find use for a water-based container service, but could not support one by themselves. This points once more to the need for a baseload of traffic with which to introduce an initial service. One of the options for securing such volume is to drive down the delivered cost of waterborne containers to the level of a compelling advantage, by reducing the cost of transfer and drayage. This could be done via temporary subsidy, designed to support a new service long enough for it to establish a viable body of business, and doing so perhaps by funding a public intermodal terminal. Alternately, a group negotiating effort may be effective. Individual container ship lines, or individual barge lines or shippers approaching transload operators, may have inadequate volumes to offer high asset utilization and attract low rate bids. A coordinated negotiating group acting on behalf of a consolidated volume may have more success. Facilitating such steps within its own jurisdiction in the Pittsburgh region makes more practical sense (and gives the Commission more control) than to do so at other entry and exit points on the river system, even though transload and dray costs at those points may affect the competitiveness of the barge product just as much. Of course, the Commission may find port partners willing to take similar steps at other locations on the water system.

4.5 Movement of Oversized (Breakbulk) Cargo

An analysis of the cost to move oversized project cargo manufactured in the Pittsburgh area via barge or truck to markets in West Virginia was conducted. As part of the survey process, seven trucking firms were interviewed, but only one is capable of transporting the oversized project cargo and provided a cost estimate for the service.

A comparison of potential barging and trucking costs identified barging as the least cost transportation alternative for the movement of oversized project cargo from the Pittsburgh area to West Virginia. The Port of Pittsburgh staff provided a barge rate of \$4,500 from the Pittsburgh area to West Virginia. Assuming the manufacturing facility is located on riverfront property, this is far less costly than the estimated trucking cost provided by the trucking company of approximately \$8,100/load, with potential variations depending upon the exact location in Pittsburgh and/or costs incurred due to detouring, as a result of construction along the intended routing. The truck trip will take approximately three days.

Additional permits and an escort service are required for the transportation of the oversized project cargo; and time of day restrictions, diversion from main highways due to height restrictions, and utility service (lift truck to raise utility lines) might be required.

In addition, a similar assessment was conducted of transporting the same oversized project cargo from the Greater Pittsburgh area to Minnesota either by truck or barge. However, the comparative cost analysis became moot since it was found the transportation laws in both Ohio and Kentucky state that cargo exceeding 13.6' cannot pass through either state unless the cargo was manufactured within that state. Thus, oversized project cargo manufactured in Pennsylvania cannot be trucked from Pittsburgh to Minnesota in a direct routing and would require barge service.

4.6 Summary of Phase II (Fieldwork)

Forward distribution and its variations offer a meaningful new market for waterborne traffic at Pittsburgh, and one that customers already have pioneered. It requires complex steps for development and promises attractive, if not tremendous new tonnage for the river system. Moreover, in an economy that has shifted away from the long-time sources of water traffic, it represents an appropriate response to new industrial realities, it utilizes a genuine strategic strength of the Port, and it creates a logistical capability that suits the intricate supply chain systems of contemporary business.

Development of traffic from the catchment area is a useful step for the Port, yet its prospects are individual, and dependent on a string of favorable costs to balance the disadvantage of distance from water. Container traffic is a different matter: equally challenging to develop, but representing a true growth sector of U.S. business, with interest and initiatives by the private and public sectors, and offering a number of prospects. It is important to note that the logistical capabilities that can build forward distribution, the associated relationships with motor carriers, and the capacity to affect transfer and inland costs, all suit the requirements to build container traffic where it is not today. Thus there is a synergy in opportunities that enable the Port to explore a future beyond its traditional trade base, and that create skills and present alternatives that will take time to develop, but are necessary for building opportunities into long term business.

5. Directions for Development

There are three different classes of traffic broadly available to the Port of Pittsburgh: (1) traditional heavy-bulk business; (2) general commodity traffic involving an extended dray, or service to the larger Pittsburgh catchment area; (3) container-on-barge traffic. The Port of Pittsburgh has already captured most of the traditional heavy-haul traffic available in water lanes, reflecting the effectiveness of its existing marketing strategy. Even so, the Port may develop additional business by encouraging geographic consolidation of bulk manufacturing and processing activities in Pittsburgh, to create jobs and create traffic. The extended dray markets are significant, and while transload and

dray costs are critical to the viability of such traffic, an important segment offers favorable conditions now. Container-on-barge traffic is a nascent market; if a critical baseload volume can be established from a number of prospects, the intermodal opportunities could prove a source of long-term growth for the Port.

Strategically, a number of conclusions can be drawn from the foregoing analysis and its implications.

- *First* is that the geographic position of the Pittsburgh Port as a gateway to the inland water system is a valuable asset that should be developed as such, and therefore a tactical focus should be on ways to extend the waterway's scope of services beyond the local market. In a sense, waterway operators naturally understand this, but the position of Pittsburgh at the end of the system gives it greater significance and greater opportunity. Doing so requires efficient access to eastern markets, and this implies a higher degree of control over access cost factors.
- *Second*, new business opportunities mean adaptation to categorically new logistics systems, with complex coordination and again, control over cost factors. The development of such capabilities in the Pittsburgh region should be a target for the Port Commission, identifying third party logistics firms or other agents with an intrinsic interest in the bulk business where the waterway has particular strength. Such firms professionally oversee multiple functions and contributing parties, and at least as important, perceive how to build business opportunities out of complex requirements, and can market that capability to large shippers. Others exist who can manage container services, although their commitment to water-based options must be scrutinized.
- *Third* and relatedly, is the need for a coordinating function that consolidates waterway volume – not operationally, but institutionally, for the sake of creating bargaining power to drive down pickup and delivery costs. This function would act as a negotiating agent much like freight carriers have bargaining groups to treat with organized labor, and it can also seek to foster efficiency in the pickup, delivery, and transload process. Productivity of that sort can come from arrangement of financing for better equipment, from review of best practices among operators willing to learn from each other, and from landside access improvements pursued with the Southwestern Pennsylvania Regional Planning Commission (the regional MPO). A particular payoff is that the capacity to modify access costs may facilitate the production of baseload volumes for new container services, which would yield a beachhead into one of the major contemporary freight markets.
- *Fourth*, is that while forward distribution and the container market differ in their handling and transport requirements, they demand comparable skill sets in logistics management and access cost control. Thus, pursuit of both can be productive and

mutually supporting to a degree, and make new institutional initiatives more worthwhile.

These points all affect the marketing and coordinating role of the Port Commission, and could lead it to consider new functions.

5.1 The Role of the Pittsburgh Port Commission

The Port of Pittsburgh Commission is a non-operating marketing organization that represents the interest of barge operators, terminal owners, government entities, bulk shippers, and others who have an interest in developing the Pittsburgh area as a water-transportation hub. As it does not directly control any assets, its role is one of facilitation and designing schemes that produce a win-win situation for all parties. It issues advertising, participates in trade shows, and distributes sales leads to members, without directly engaging in transacting business. This role could be likened to a 'business development' or 'strategic planning' department in a large corporation, where business plans are constructed, feasibility explored, and once funding agreement is secured, the plan is passed to project delivery (i.e. the individual private operators) for implementation.

Given the strategic conclusions of this study, three actions are critical to the continued growth of Pittsburgh as a waterway freight port: (1) Facilitate consolidated bargaining and promote cost-reducing practices; (2) Recruit 3rd party logistics providers to organize the complex management of forward distribution; (3) Attract, develop and nurture expertise in container-on-barge operations. The following sections expand on these recommendations, as they influence the role of the Commission.

5.1.1 The Commission as Agent

Reach out to stakeholders and explore their support of an agency function for consolidated bargaining. As shippers have demonstrated with core carrier programs, the ability to consolidate traffic volume for rate negotiation has a pronounced effect on price levels, performance quality, and underlying efficiency. The strategic utility of lower dray costs, supported by improved utilization of truck equipment, has been asserted in this study. To achieve it, a coordinating agent negotiating with motor carriers on behalf of multiple waterway operators, could cut pickup and delivery costs to their mutual benefit, and to the advantage of the region. Portrayed as a core carrier program for the Port, this approach can foster partnerships with better performing truck lines, and raise their asset commitments while boosting their level of service. Waterway operators could

recommend motor carriers to the agency, who would have no direct control of traffic, and they need not surrender sovereignty over their operational decisions.

The Port should explore establishment of an agency function, to be undertaken by a qualified party or conceivably by the Port itself, with appropriate staffing and resources. While this initiative is focused on drayage costs, it could perhaps be extended to fuel, maintenance, and equipment purchases. Either inside the agency or parallel to it, the Port should consider steps that modify access costs in other ways. One is to arrange financing for modern transloading equipment or facility upgrades, another is to institute a best practices benchmarking program with interested operators. A third step is to seek transportation improvement programs (TIPs) with the Regional Planning Commission, aimed at better landside access and approach routes to Port districts; the purpose of this is to accelerate turnaround time for drayage providers, cutting their costs and widening the service range of the waterway.

5.1.2 **The Commission as Recruiter**

Recruit willing and capable operating parties to handle logistical coordination and marketing for complex supply chains. Management of intermodal container or forward distribution systems can require work with, monitoring of, and precision from pickup and delivery firms, transfer terminals, warehouses, linehaul operators, and equipment suppliers, as well as shippers and consignees. Moreover, the marketing of such services to large organizations must overcome modal stovepiping, appeal to business developers in addition to transportation departments, and perhaps win the support of finance and manufacturing groups. The better third party logistics companies make a business out of this, and can bring such functions together not only in Pittsburgh, but at remote origins and destinations for which Pittsburgh may function only as a hub. They have tracking and control systems, and are able to negotiate input cost factors at every stage of transportation, regardless of its geographic location. The Port Commission should identify and qualify third party firms (some have been suggested by the study team), then nurture such capabilities for the Pittsburgh region, by involving these parties in marketing programs, connecting them to local companies, and aiding their local efforts. The benefits are long term as well as more immediate, because management of complex systems can be a prerequisite not only for winning business in contemporary supply chains, but for identifying the best opportunities to pursue, and for building traffic volumes to maturation.

Third party firms the Port Commission might consider should fulfill the following criteria. A prequalification and bid process might earn the firms some sort of formal certification:

- Have demonstrable capabilities in supply chain logistics;
- Have an intrinsic interest in using the waterway to reduce total shipment costs – asset ownership in bulk transportation would be one sign of this;
- Be committed to developing a Pittsburgh regional expertise for organizing complex logistical undertakings;
- Be financed adequately by the owning company;
- Be national (or international) as well as regional in scope, providing broad coverage of potential opportunities.

5.1.3 *The Commission as Developer*

Develop and nurture inaugural service and local expertise in container-on-barge operations. Container-on-barge is an infant market, in that it will require groundbreaking marketing efforts to establish a regularly scheduled service at Pittsburgh. Such a service will require fixed sailing schedules and be “induced” into the Pittsburgh area by a sufficient volume of cargo to justify the Pittsburgh call. This may require innovative pricing in order to penetrate the rail/truck market, and as a result the cost based analysis conducted in this report may not be representative of the pricing that will be required in order to grow the business. Furthermore, it is unlikely that one shipper will be the catalyst for such an inducement volume, and as a result, it will be necessary to consolidate multiple shippers/consignees in the Pittsburgh region. The fact that the service will require innovative marketing and pricing opens a role for the Port of Pittsburgh Commission. The Port can engage in the active marketing to key shippers/consignees in the area along with direct marketing to Osprey Lines, MEMCO, Ingram Barge and ACBL. In addition to involvement of the potential barge operators, it is necessary that the Port initiate discussions with ocean carriers regarding intermodal pricing, and potential repositioning of empties into the Gulf. Pittsburgh access costs are important, but so too are the cost absorption policies of containership lines, and aggressive marketing of one element may help to swing the other. The pricing can be divided into its components for analysis, but only the total price will be relevant. A high or low barge component rate, terminal rate or dray rate can be offset by an advantageous component rate in the supply chain. Steps can, and should be undertaken to reduce all component rates.

Barge carriers typically quote barge load rates, usually on a long term contract with an invoice to a single shipper. This method of pricing does not lend itself to the numerous customers that would make up a container-on-barge movement. The service delivery must be regular and predictable with pricing quoted on a per container basis. The barge

needs to sail as scheduled, whether it is full or not. Therefore, the per container rate must anticipate varying load factors.

The Port of Pittsburgh should continue its marketing of the system for traditional cargoes, as well as for the potential container business. Coordination with other ports should be an element of this, especially in new markets where both parties may derive new traffic. It also is useful to note that the new or extended roles for the Port this study has suggested can be mutually reinforcing, so that the agency role, for instance, supports the developer role. To take an example, one key impediment to the success of container shipments via the Port of Pittsburgh is the level of terminal charges quoted by terminal operators along the Mississippi River system. The quoted terminal charges, which include stevedoring as well as truck loading, mounting on chassis, weighing, container inspection and repair, account for a significant share of the total inland river cost of moving a container. These are fixed charges and represent about one-third of the transportation cost (excluding the dray to and from the river terminal).

It is necessary that the proposed terminal rates be reduced significantly, for the river system to be competitive with competing deep-sea ports and inland modes. Investments in equipment with greater productivity would be required. The private sector is unlikely to make major speculative investments, which exacerbates the productivity situation. The Port of Pittsburgh Commission could provide incentive plans/financing assistance for investment in terminal equipment, which lower terminal costs per container, and aid development. And, it could encourage partner ports to provide the same.

Finally, the Port can work on project specific issues brought forward by terminal operators or local shippers/consignees. These could include specific feasibility analyses, funding assistance, and/or working directly with the ocean carriers in developing innovative pricing techniques.

5.2 Conclusions

New business opportunities in traditional waterborne traffic have become fewer in the changing marketplace. However, new business of material magnitude is available that will require creativity and new marketing expertise, as the assessment of container-on-barge, forward distribution, and its variants determined. The steps required to exploit such a market niche, and the concomitant capabilities and cost elements that must be developed, in fact would move the Port toward the complex management of logistics that modern supply chains have adopted and nurtured for competitive advantage. Recognizing that conventional markets are not wholly exhausted, and that some actions should be taken in that direction for prospects identified in this research, the larger steps forward are steps in transition that develop new capabilities for industries that are

themselves in transition into global markets and global-to-local logistics. Whether the role of the Port Commission – or just the capabilities it fosters – should change along with its opportunities, is a subject the Commission must explore.

6. Appendix A: Pittsburgh Market Assessment

6.1 Overview

The purpose of this section is to provide an assessment of the Pittsburgh transportation market, focusing particularly on water markets. According to TRANSEARCH, a total of 249 million tons were carried in to, out of, and within the Pittsburgh Port District in 2001; 22% of tonnage involved a water movement. The goods had a total value of \$133 billion, 7% (\$9 billion) of which was carried by water.

Water is a strong contender in lanes where it is active – 68% of all available traffic by tonnage is carried by water in water lanes. In this analysis, ‘water lanes’ is defined as any market with waterborne volume in the base year of 2001. This definition includes some markets that may be too circuitous for general development, although water is effective for some classes of goods; indeed, there is substantial movement by barge of waste & scrap between Pittsburgh and the East Coast using such out-of-the-way routing. Thirty-three percent of total Pittsburgh market freight tonnage occurs in water lanes – reflecting in part the constraint of the Mississippi River System franchise and its ocean connections.

The top water commodities were: Coal (66%), Sand & Gravel, Waste & Scrap – consistent with the relative low valuation of goods compared to the tonnage. The top water markets by tonnage were: movements within the Port District; movement to/from the West Virginia portion of the Pittsburgh business economic area (BEA, see 3.1.1); and movements to/from Charleston and Wheeling market areas in West Virginia. In terms of tonnage, it is clearly evident that the Port of Pittsburgh is dominated by coal traffic from the Western Appalachians.

6.1.1 Freight Distribution by Mode and Direction

As TRANSEARCH data demonstrate in Figure A.1, the Pittsburgh Port Commission service area (refer to 3.1.1) has approximately equal inbound and outbound tonnages. However, because of different commodity values inbound and outbound, the tonnages are not distributed equally amongst the different modes, leading to modal imbalances.

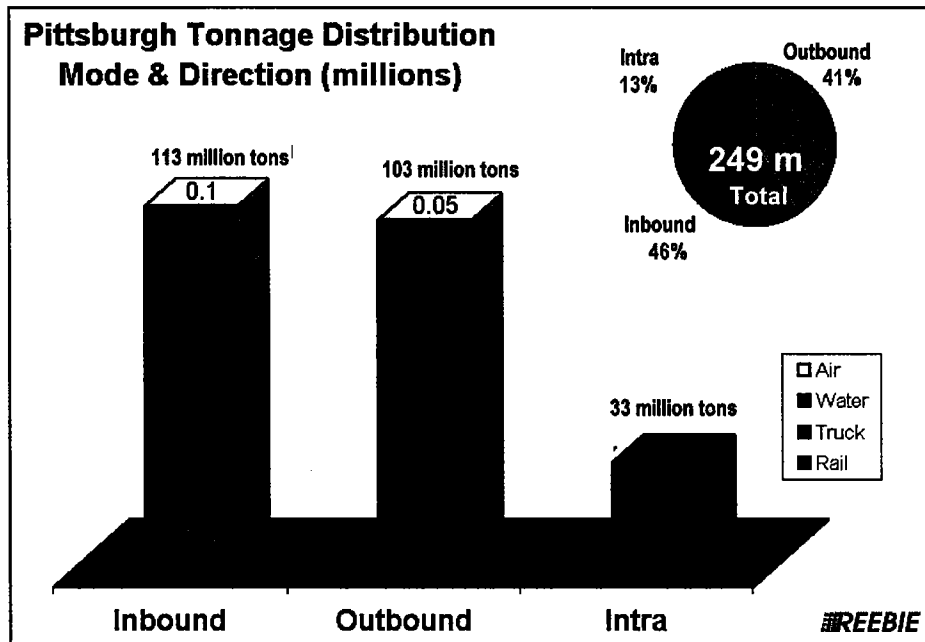


Figure A.1: Pittsburgh Tonnage Distribution, by Mode & Direction

In terms of water traffic, barges carry a significant portion of the intra-market service area freight – coal or other bulk commodities moving for short distances within the service area. Trucks are however dominant in both the inbound and outbound in terms of tonnages, exceeding in both cases the total of all other modes combined.

The dominance of trucking in North American freight transportation is clear from a value distribution graph, and Pittsburgh is no exception (Figure A.2). Trucks carry 81% of value in the inbound direction, and 86% of value in the outbound direction, in line with national trends. Despite significant intra-market volume, water achieves only 17% of value, due to the nature of commodities that lends itself to water transportation.

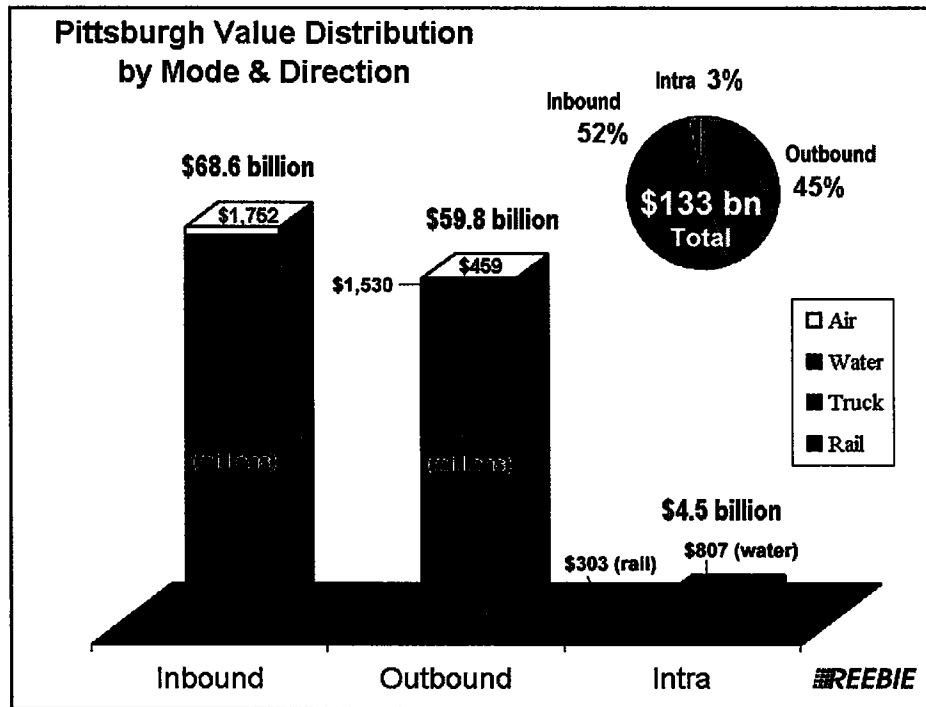


Figure A.2: Pittsburgh Value Distribution, by Mode & Direction

6.1.2 Geographic Origin and Destination Rankings for Pittsburgh Traffic

The New York metro market is the top source of Pittsburgh inbound freight by tonnage, as New York is an economic center of national importance and host to several international deepwater ports. In close second place are inbound goods from Charleston, WV – dominated by coal, a logical market for the Port of Pittsburgh. The Pittsburgh, WV area in third place represents local movements between the West Virginia portion and the Pennsylvania portion of the Pittsburgh BEA (the service area). Rail and water divides the available freight there evenly.

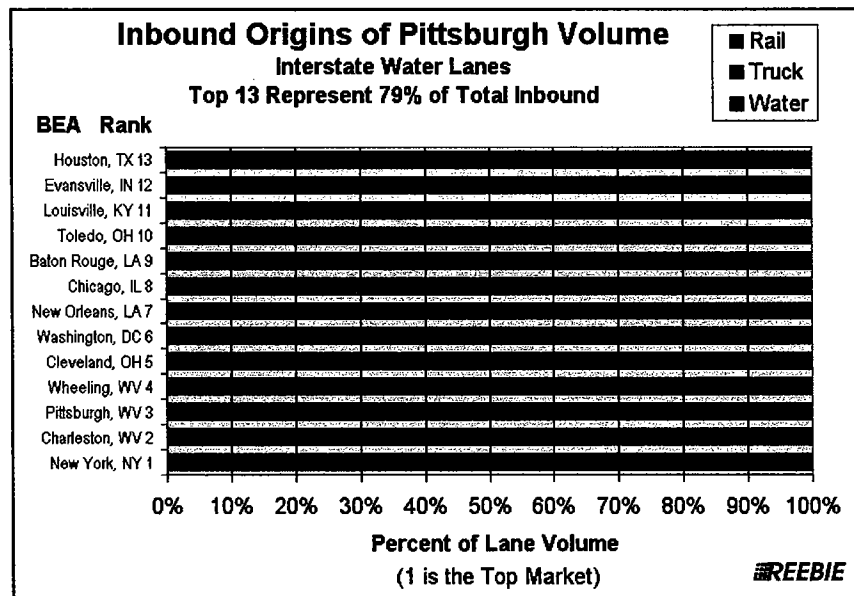


Figure A.3: Inbound Origins of Pittsburgh Volume

The geographical constraint of the Mississippi River System is also evident in Figure A.3. Water dominates lanes where convenient river access is available: Charleston, Wheeling, New Orleans, Louisville; trucks dominate in most other markets.

In the outbound direction (Figure A.4), water similarly is strongest around the primary river and Gulf coastal routes. In the Middle Atlantic markets like New York and Washington DC, water access produces a certain amount of waterborne activity, but the time penalty of route circuitry leaves the traffic in these areas chiefly on trucks.

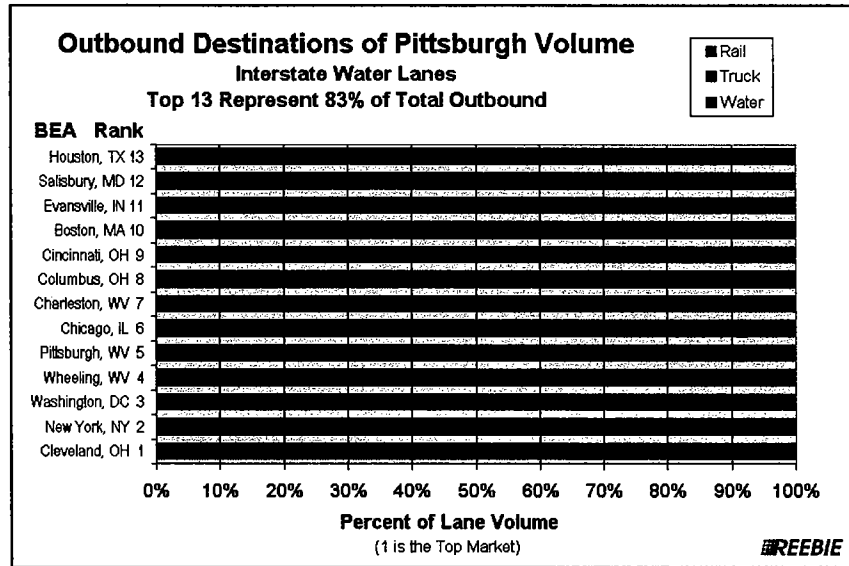


Figure A.4: Outbound Destinations of Pittsburgh Volume

6.1.3 Pittsburgh Commodities in Water Lanes

In 2001, water carried 55 million tons in the Pittsburgh market. Coal dominates this profile, accounting for 74% of the top five commodity groups (Figure A.5). Barge mode share is good in coal and excellent in waste/scrap and non-metallic minerals,² but is not nearly as dominating in the smaller and higher-value commodities: petroleum products and chemicals.

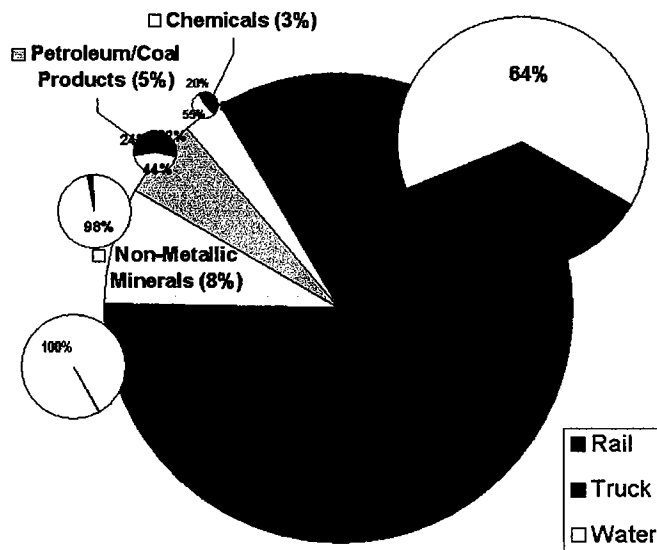


Figure A.5: Top Five Pittsburgh Commodities in Water Lanes

² The market share is overstated for waste products, because the underlying market data capture rail but not truck traffic in this commodity; others are captured fully.

6.1.4 Top Pittsburgh Water Commodities

Some commodity shipments are more concentrated in certain geographic origin-destination pairs than others; the transportation of certain ones represents a gathering network where product from many origins is funneled into a central collection point for processing. Figure A.6 shows coal, the primary inbound commodity to Pittsburgh, moving from many points into a central location, with tonnages equally distributed between Charleston, Wheeling, and the West Virginia portion of the Pittsburgh BEA. Pittsburgh serves as a processing and consumption center for coal. However, for waste/scrap, almost all the traffic is moving from Philadelphia.

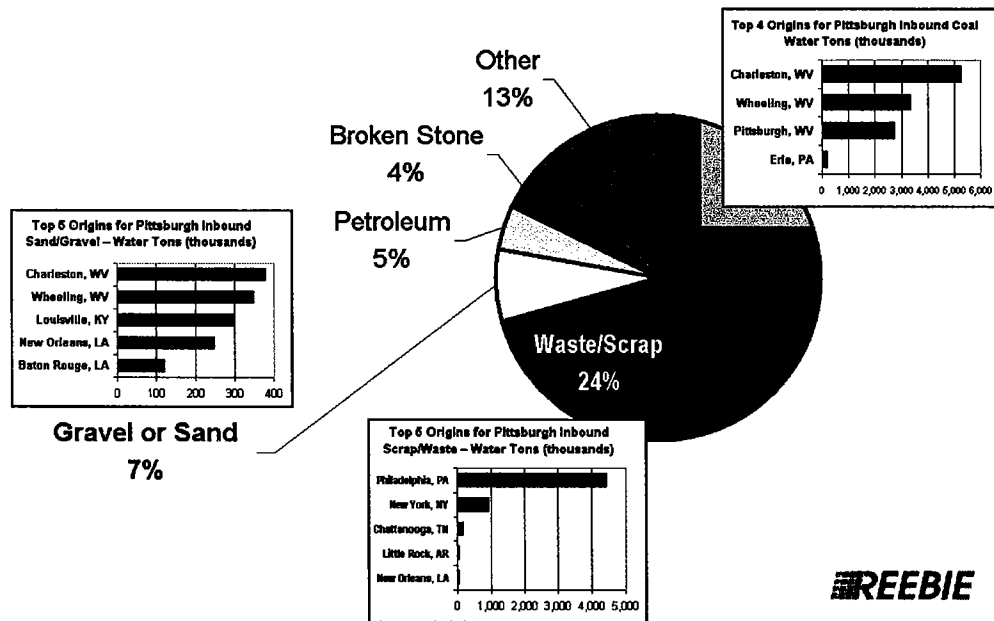


Figure A.6: Top Pittsburgh Inbound Commodities in Water Lanes

Most other waterborne commodities show a comparably even distribution by origins and destinations, reflecting centralized networks for many bulk commodity movements. This implies a difficulty for water in entering markets with greater dispersion, because of its clear geographic constraint and its need for volume consolidation – besides the requirement for drays and transloads.

6.2 Pittsburgh Benchmark Comparisons

The purpose of this section is to benchmark Port of Pittsburgh district performance to similar domestic water shipping lanes to assess freight capture performance. Shipping lanes will be identified and port-to-port comparison statistics presented, including average length of haul, modal market share, lane density, commodity mix, and shipment value. Significant traffic imbalances also will be evaluated in the context of their markets.

Pittsburgh proves to be a healthy market for water where it should be one. Its reliance on coal instead of petroleum stands out – coal is 66% of Pittsburgh water traffic versus the national average of 20%, while petroleum crude and products stand at 3% of the mix versus 30% nationally (Table A.1). Waste and scrap (including scrap metal) in Pittsburgh are somewhat above the national figure. These results reflect the traditional Pittsburgh economy – which was heavily based on coal and steel – and the industrial mix of other cities on the waterway system, especially the petroleum centers on the Gulf. The overall conclusion is that Pittsburgh performs well versus other waterway activity, especially given the industries available to feed it.

Commodity	US Waterborne Rank	Percent Of US Water	Pittsburgh Rank	Percent Of Pittsburgh Water
Petroleum Pdts	1	23%	5	3%
Coal	2	20%	1	66%
Waste/Scrap	3	10%	2	13%
Crude Petro	4	7%	N/A	0%
Sand/Gravel	5	7%	3	6%
Grains	6	5%	35	<1%
Ores	7	5%	22	<1%
Stone/Riprap	8	4%	4	4%
Seed/Nut Oils	9	2%	33	<1%
Cyclic Dyes	10	1%	13	<1%

Table A.1: Top Waterborne Commodities, Pittsburgh vs. National

6.2.1 Pittsburgh vs. National Mode Shares

As demonstrated in Figure A.7, Pittsburgh achieves a much higher waterborne share of total freight tonnages than the nation on average, not all of which is water-served. Water is very effective for transportation of heavy tonnages where it is available, economic geographies of the past have been dictated at least partly by access to bodies of water, and water historically fostered the industries that could use it.

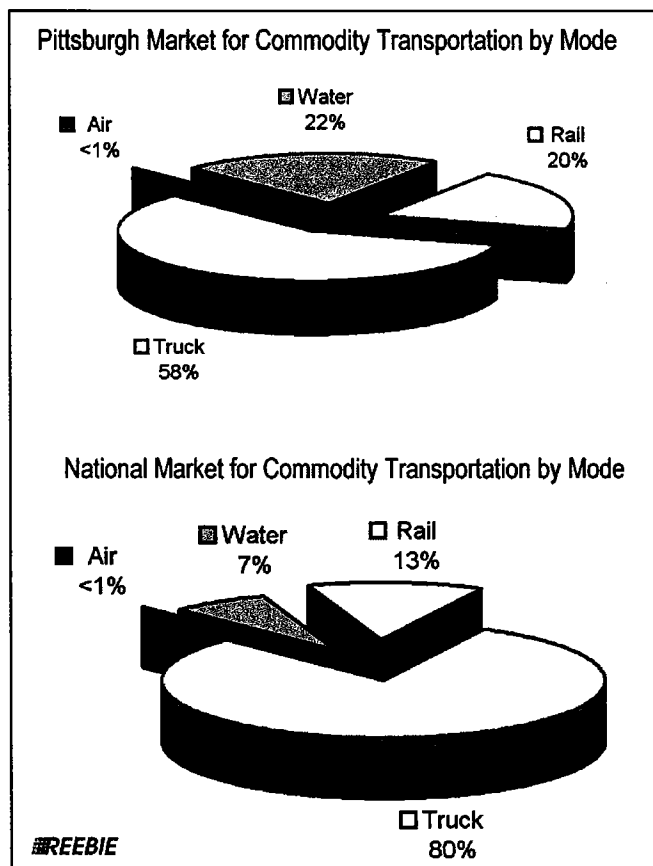


Figure A.7: Pittsburgh vs. National Mode Shares

6.2.2 Length of Haul Distributions, Pittsburgh vs. National

In terms of lengths of haul, Pittsburgh traffic tended to be shorter and longer than the national average (Figure A.8). There is a significant amount of intra-port traffic and coal from neighboring areas, hence the prominence of shorter-haul traffic; the fact that Pittsburgh is the northeastern terminus of the Ohio River means that traffic in general has to travel further before reaching ocean or southern destinations. This produces a length-of-haul profile that has representation from every strata, unlike the national average where medium-haul traffic is more common.

Commodity	REEBIE MILEAGE RANGE								National Volume	Pittsburgh Volume
	250		250 to 499		500 to 1499		1500 and +			
	National	Pittsburgh	National	Pittsburgh	National	Pittsburgh	National	Pittsburgh		
Farm Products	9.3%	0.0%	12.2%	0.0%	77.9%	100.0%	0.6%	0.0%	76,841,946	39,719
Forest Products	40.8%		55.5%		3.8%		0.0%		19,726	0
Fish & Marine Pds	11.7%	0.0%	11.8%	0.0%	76.3%	100.0%	0.2%	0.0%	2,166,872	65,814
Metallic Ores	10.8%	0.7%	20.1%	1.8%	69.0%	97.3%	0.1%	0.1%	51,340,885	295,469
Coal	55.7%	81.6%	26.2%	16.4%	18.1%	2.0%	0.0%	0.0%	322,121,058	46,673,746
Crude Petroleum	26.3%		5.7%		1.8%		66.1%		65,406,738	0
Non-Metallic Minerals	60.0%	66.2%	21.4%	17.8%	18.5%	15.9%	0.0%	0.0%	128,116,930	6,188,934
Food	7.7%	0.0%	14.3%	0.0%	77.3%	100.0%	0.8%	0.0%	41,294,011	26,697
Tobacco	2.2%		27.2%		70.3%		0.3%		41,478	0
Textile Pds	35.9%		5.3%		5.4%		53.4%		166,942	0
Apparel	41.7%		6.7%		6.4%		45.3%		1,151,022	0
Lumber	73.0%	0.0%	18.3%	0.0%	7.2%	100.0%	1.5%	0.0%	40,408,193	23,204
Furniture	38.4%		6.2%		5.8%		49.6%		595,836	0
Pulp/Paper	30.7%	0.0%	25.6%	100.0%	32.6%	0.0%	1.1%	0.0%	1,638,212	0
Printed Matter	40.7%		6.6%		5.1%		47.5%		1,089,761	0
Chemicals	45.5%	37.1%	15.8%	14.7%	33.0%	39.1%	5.6%	9.1%	147,019,320	2,193,520
Petroleum	60.3%	52.8%	14.7%	13.6%	22.7%	33.5%	2.3%	0.0%	583,673,241	3,923,979
Rubber/Plastics	27.2%		4.1%		34.1%		34.5%		1,046,931	0
Leather	36.1%		5.3%		5.3%		51.3%		121,527	0
Clay, Glass, Stone	28.1%	0.0%	45.0%	43.8%	26.1%	56.2%	0.7%	0.0%	22,215,550	580,553
Primary Metal	11.9%	2.0%	17.2%	11.9%	69.9%	84.1%	1.0%	2.0%	26,269,048	3,026,436
Fabricated Metal	11.9%	1.7%	16.0%	3.5%	71.4%	93.0%	0.7%	1.8%	6,875,105	614,968
Machinery	38.9%		11.1%		7.6%		42.3%		2,037,310	0
Electrical Equipment	41.3%		6.8%		5.7%		46.2%		290,093	0
Transportation Equip	42.9%		5.4%		4.1%		47.5%		2,798,320	0
Instr., Photo, Optical Equip	37.7%		4.0%		5.8%		52.4%		213,835	0
Waste/Scrap	40.0%	15%	26.4%	82.0%	30.1%	16.3%	3.5%	0.3%	105,792,588	7,258,095
Misc Freight Shipments	50.8%	3.3%	7.5%	36.9%	28.4%	59.8%	12.3%	0.0%	5,353,512	35,495
Shipping Containers	50.7%		4.5%		4.0%		40.8%		82,164	0

Figure A.8: Length of Haul Distribution for Water Commodities

6.2.3 Port Benchmark Comparisons

For a number of key port cities on the Mississippi River System, head-to-head benchmarks on the other port's largest commodities were compared with those of Pittsburgh, an example of which was shown in Figure A.9. In the case of local traffic moving within the port district of Cincinnati, the five largest commodity groups were Non-metallic Minerals, Coal, Waste/Scrap, Petroleum or Coal Products, and Clay Concrete Glass or Stone. For the largest category in Cincinnati, Non-metallic Minerals, most of the traffic moves by truck as shown by the mostly maroon-colored stacked bar. In Pittsburgh, the corresponding commodities moving locally within the port shows significantly larger volumes, a substantial slice of which moves by water.

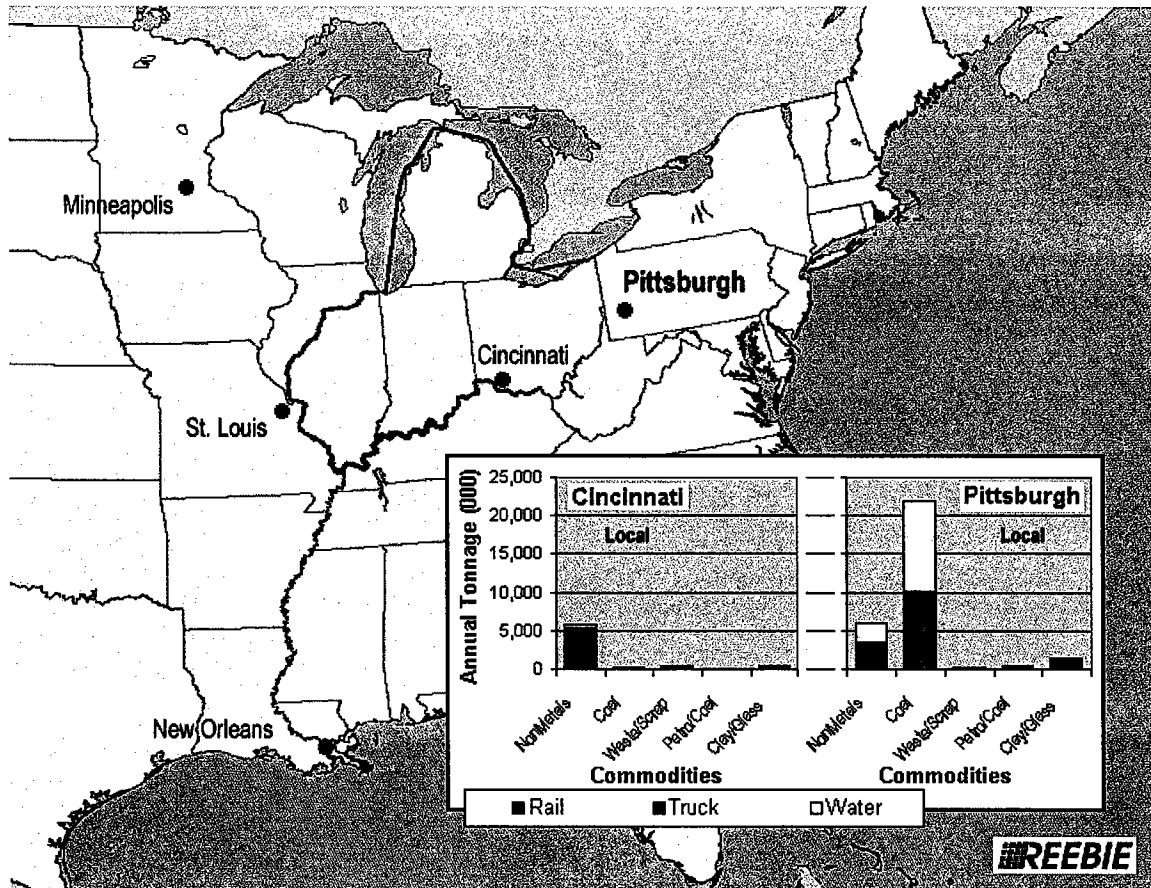


Figure A.9: Port Benchmarking Analyses for Key Mississippi River Ports (Cincinnati Local Traffic vs. Pittsburgh Local Traffic)

These charts, all of which were provided privately to the port, demonstrated that Pittsburgh in general ranks very favorably with the ports the team chose to analyze based on their similarity in attributes. The notable exception was Petroleum Products and Chemicals moving out of New Orleans. Water has a substantial presence carrying these commodities out of New Orleans, whereas in Pittsburgh water does not. There is also much less volume of said commodities moving out of Pittsburgh, most of which are trucked. This is an effect of the Petrochemical production centers concentrated on the Gulf, and the traffic densities they generate.

6.3 Modal Competition in Pittsburgh Water Lanes

The purpose of this section is to explore commodity markets in other modes, to reveal traffic that could potentially be water marketing opportunities. Examination by lengths-of-haul revealed a few general opportunities: Petroleum Products and Metal Alloys by truck, in regional and long-haul markets; Coal and metal by rail in regional markets, and local Coal by rail and local Sand & Gravel by truck.

Closer examination of the local Coal and Sand/Gravel flows revealed that although water would be capable of handling these commodities, the origins or destinations were off-water some distance from the river and the length-of-haul was too short to justify any type of transloading or dray operations. The single mode service was found to be more economical. Interviews with shippers in Phase II also revealed that the alloys tended to be shipped in consignments too small for barge movement. Although reported under the same commodity code, most of the alloys being shipped are high-value, highly specific alloys that are ordered by specialist manufacturing firms on a truckload basis. Barge service would be too slow, and the many different type of alloys make consolidation difficult. Petroleum products and chemicals held some promise, as will be discussed in a later section.

In general, the conclusions from this effort confirm the earlier benchmarking analyses. There are no immediately obvious large or highly leveraged opportunities, as market saturation has already been achieved with water dominating most water lanes. Market development would have to consider the consolidation of fragmented commodity volumes, or drayage from an extended geographical market.

6.3.1 Modal Length of Haul Profiles

The Pittsburgh modal length of haul profile is shown in Figure A.10. Pittsburgh water is equally strong in all strata except the >1,500 mile category. Compared to rail and truck, rail has an advantage in intra-Pittsburgh movement, while trucks are important in the 250~499 mile category.

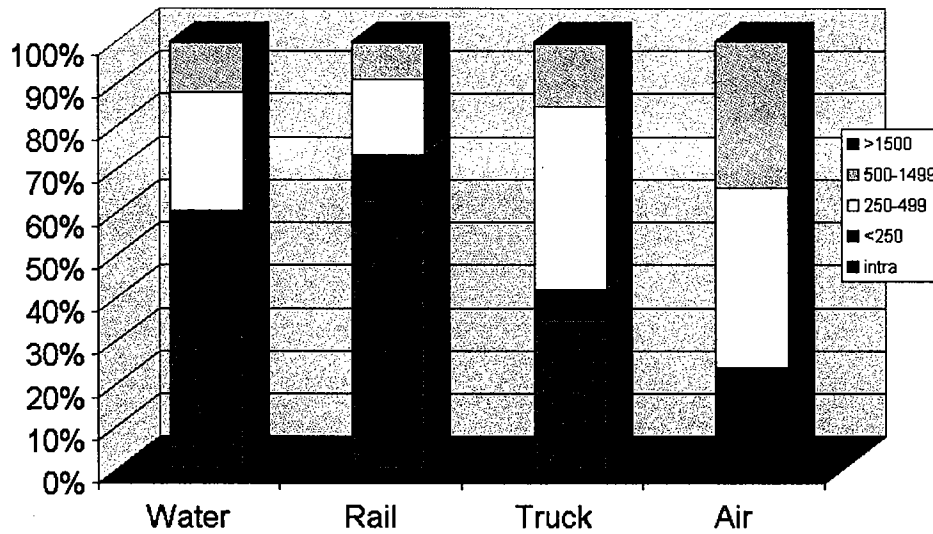


Figure A.10: Pittsburgh Length of Haul Distribution in Water Lanes

6.3.2 Commodity Drill Down

Sharpened focus on commodities and modal competitors can reveal telling specifics, thus targeting the Phase II interview process and helping to narrow the search for potential customers. The team analyzed Pittsburgh commodities at a detailed (four-digit STCC commodity code) level, both by tonnage and by value, to home in on important market opportunities. Examples of this type of analysis are shown below (Figure A.11).

In this particular chart, barge is shown to be the predominant mode for many types of commodities, with notable exceptions. Electrometallurgical Alloys, Malt Liquors, and certain classes of Chemicals, shown in yellow, have substantial truck involvement. The volume patterns, and service and handling requirements that brought these goods to highway carriage are not favorable for barge conversion; most were not pursued in the second phase, and for the few that were, these factors proved to be major obstacles.

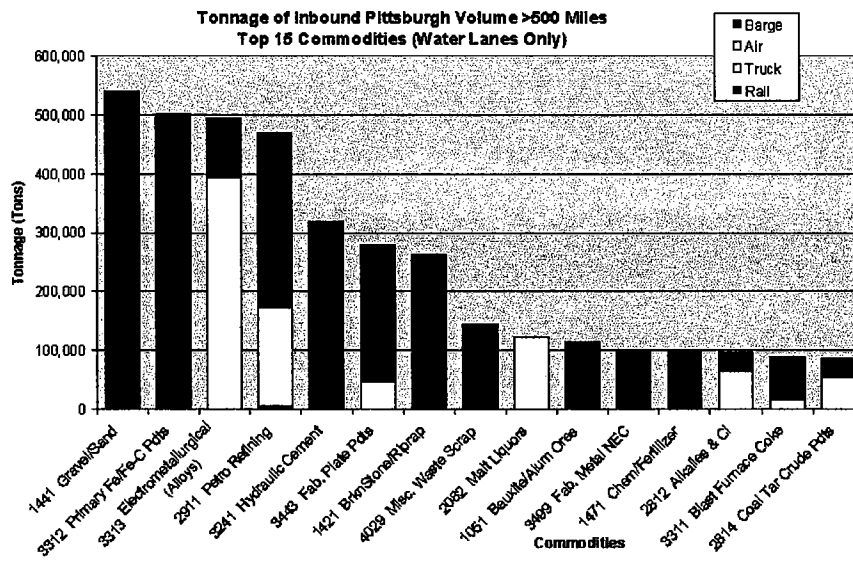


Figure A.11: Commodity Drill Down Tonnage Analysis

In Figure A.12, where commodity flows are converted to monetary values, truck is clearly shown to dominate the landscape. The Alloys sector is shown as a high-value item, and an unlikely market for barge. Subsequent second phase interviews confirmed that the customers tended to order alloys by the truckload, and firms could not accept barge load volumes.

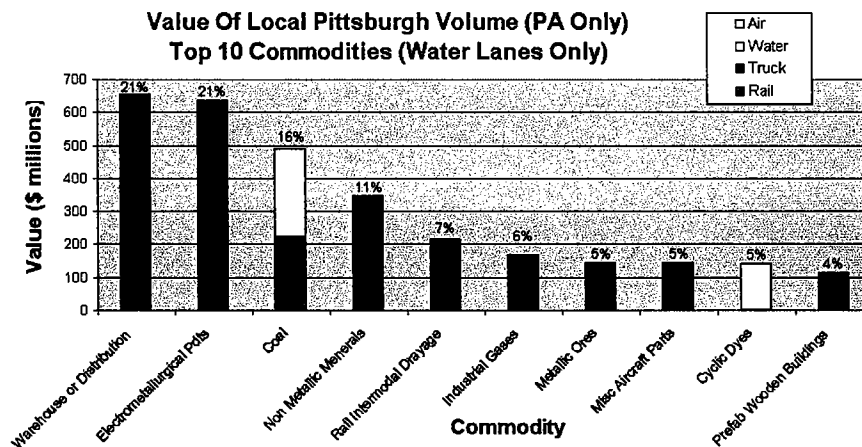


Figure A.12: Commodity Drill Down by Value

6.3.3 Modal Benchmarking

Modal benchmarking was undertaken to identify the chief commodities moving by rail and truck in water-served lanes, and to compare the traffic captured by barge to that by other modes. Analysis of Coal traffic shows that water dominates both rail and truck in both inbound and outbound directions in Pittsburgh. All other commodities combined, whose tonnage total is not as large as Coal, show water as being strong in most bulk commodities with significant volume. Any increase in barge revenue is likely to be incremental – from capturing the small remaining part of bulk flow, or from capturing a new type of commodity with higher revenue potential.

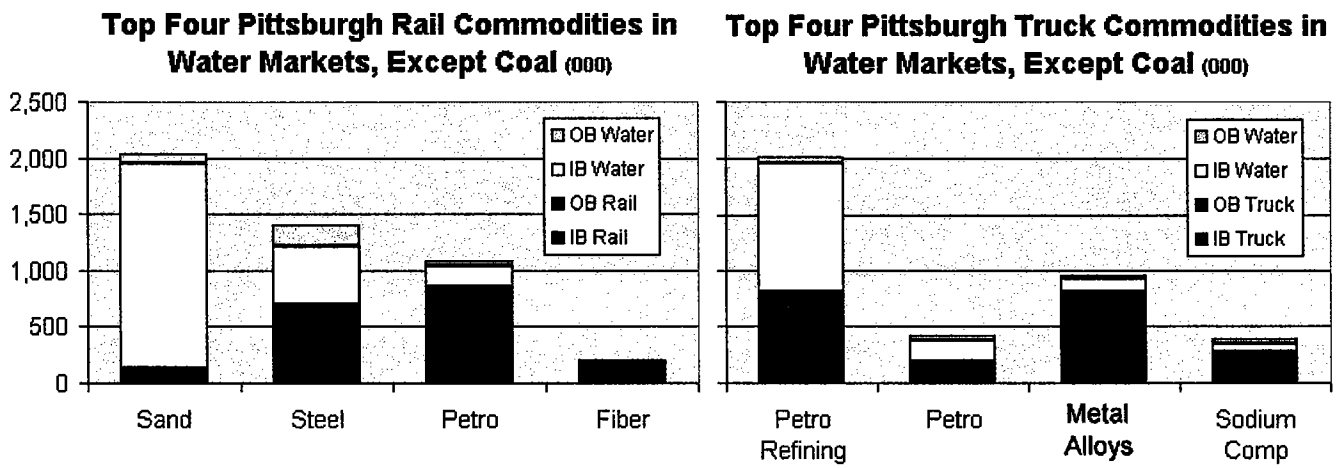


Figure A.13: Modal Benchmarking, Rail and Truck

This analysis clearly demonstrates that barge is superior in Sand, so that while this is a relatively important rail commodity, the rail role in fact is small. On the other hand, there is more substantial traffic in Steel, Petroleum Products, and Petroleum Refining Intermediates that is untapped by water. With the exception of Alloys, volume for other goods is light. For Phase II purposes, this meant that the Petrochemical and Steel, and perhaps the Alloy sectors potentially offered business opportunities worth further evaluation.

To further sharpen the focus on the hunt for traffic, the team further drilled down on the market area lane-commodity level, for water commodities, and the results were ranked by non-barge activity. ‘Water commodities’ were defined as any that recorded water movements during 2001. Of course, this necessarily included certain one-off movements that do not usually travel by barge (e.g. Refrigeration Assemblies), however, such movements tend to be low in volume and thus did not affect the tonnage-oriented analyses. An example of the analyses conducted is shown in Figure A.14.

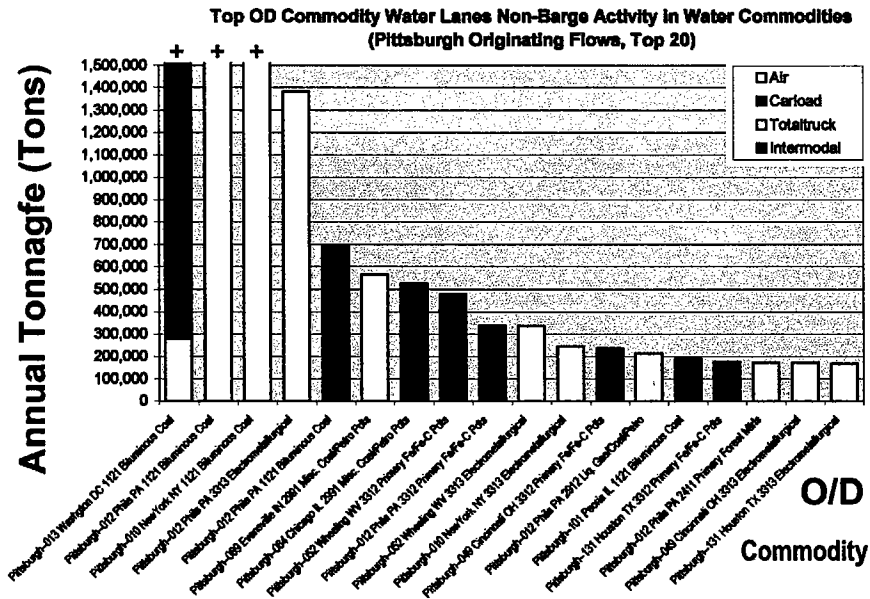


Figure A.14: Non-Barge Lane-Commodity STCC4 Drill Down, by Tonnage

This analysis is fairly typical of what the study found. In general, in areas that the team examined, truck was by far the dominant competition although rail also accounts for substantial non-barge activity. In general the lane-commodity combination is likely to yield flows carried by only one mode, although in major flows sometimes rail and truck will split a flow (e.g. Coal going from Pittsburgh to Washington, D.C., see column 1.)

For Phase II development, the chief focus was directed toward traffic currently handled by rail, on the grounds that its volume concentrations and service requirements are closer to what a barge can accommodate – and to the extent that rail also engages in transload during pickup or delivery, it neutralizes a disadvantage to barge transportation. The fragmented volumes, and the far faster, door-to-door service characteristic of traffic moved by truck meant that this was regarded as a secondary prospect, and was considered mainly for shippers or lanes that also had rail activity.

6.4 Market Imbalance

Market balances are of particular interest to the freight marketer because while barges are cost-competitive on a head-haul, equivalent empty-return basis with rail and other modes, barges can be daunting for their competitors if even a partial back-haul could be found. If the head-haul is fully compensatory, back-haul could allow for an extended drayage range and smaller quantities than otherwise possible. Backhauls, however, are not always possible, since the freight may require different equipment types – and the barge may require cleaning between runs due to incompatible freight, which consumes valuable asset time. The low incremental costs of the backhaul operation can become a significant competitive factor in some cases.

Pittsburgh water traffic is marked by significant inbound imbalance. West Virginia and Louisiana markets are the chief sources of goods flowing northbound into Pittsburgh. These barges sometimes return south empty. The imbalance is fairly typical of the market and pattern in Pittsburgh water lanes. This study conducted balance analysis for non-bulk flows and found some back-haul opportunities originating from Cincinnati, Columbia, and Wheeling southbound. In terms of bulk flows, some steel and petrochemicals are moving south from Lower Mississippi, Evansville, and Louisville to destinations in the Deep South and the Gulf Coast. However, these flows will only support the barge's operation part of the way, and operators based in other ports will also be after the same traffic since such northbound imbalance exists also at Cincinnati and Wheeling.

6.4.1 Implied Empty Movements

Traffic or market imbalance analysis could paint a suggestive picture of where the implied empty movements are. If tonnage moving from A to B (head-haul) is greater than that from B to A (back-haul), it is likely that some barges will travel empty from B back to A. However, this is not always an accurate picture, because of the freight incompatibility problem discussed earlier (which will increase the empty return ratio), but also because the same barges may pick up a load at C while en-route from B to A, which will decrease the empty mileage.

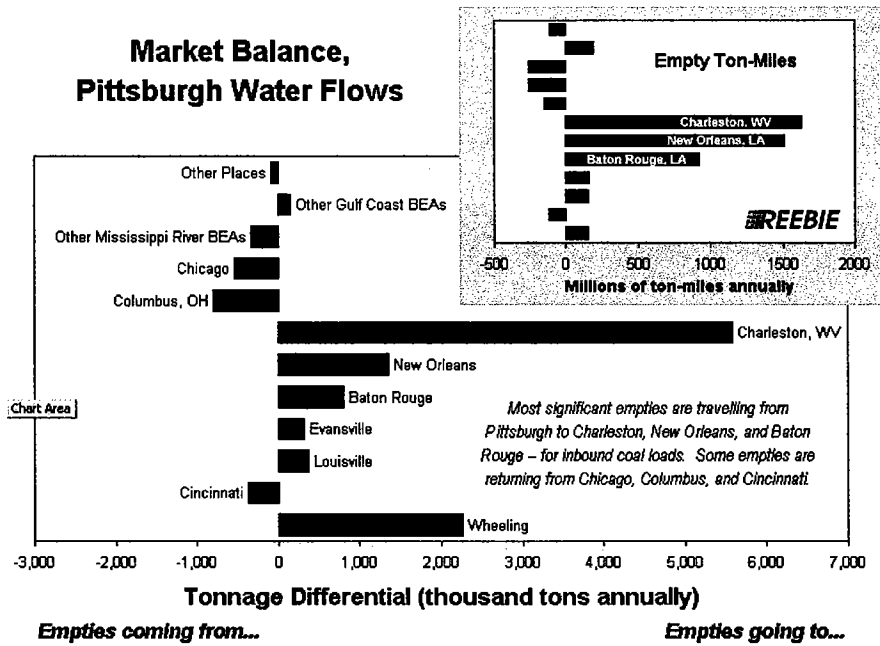


Figure A.15: Pittsburgh Barge Imbalances, Implied Empty Movements

Figure A.15 shows a modal traffic-imbalance analysis, demonstrating that the greatest empty tonnages are incurred by the coal moves from Charleston, West Virginia, but the most significant empty ton-miles are incurred by the chemical moves from Louisiana. Because of the long distance involved, Louisiana offers better opportunities for partial backhaul than the others. However, one clear problem is that chemicals tend to be produced in the south and consumed in the north, so there is limited traffic suited to carriage in tank barges southbound from Pittsburgh and other points on the Ohio River.

6.4.2 Market Balance Analysis

Modal traffic imbalance is a function of both what traffic is moving and the levels of service that the commodities require. In a tonnage-balanced market, modal balance still might not be achievable because goods moving from A to B might be low-value bulk moving by barge while freight moving from B to A might be high-value perishables that are trucked. However, conducting a market balance analysis enables an understanding of what the upper-bound of back-haul utilization is. In other words, if market volumes are fundamentally imbalanced, some vehicles are obliged to return empty regardless of sales development efforts. Thus, from a strategic standpoint, freight carriers attempt to cede the imbalanced (additional head-haul) traffic to another operator or mode, to maintain

optimal utilization for their own equipment. The cost of empty equipment repositioning, and the reduced incremental cost when new traffic can improve fleet balance, are critical considerations for competitive market development.

Figure A.16 shows imbalance in top Pittsburgh bulk markets for all modes in water lanes. Not surprisingly, movements are dominated by Coal from the West Virginia portion of Pittsburgh BEA, and from Wheeling, West Virginia. What is perhaps remarkable is that even in that market, barges have achieved a back-haul ratio of approximately 50%, which would result from the coal-mixing and processing operations that normally occur in mining areas. Raw coal is moved from mines to processors, and the product may then move in an opposite direction, resulting in a convenient backhaul.

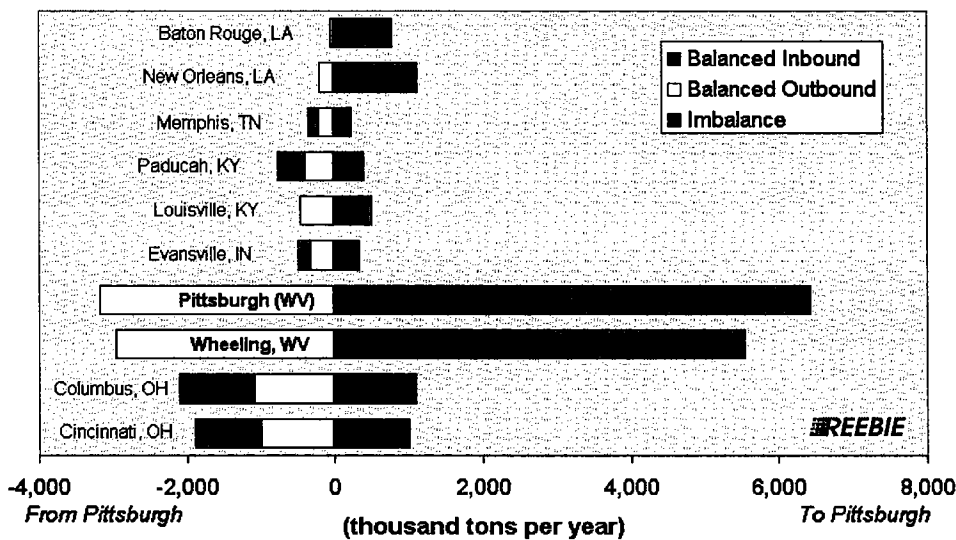


Figure A.16: Pittsburgh Bulk Market Imbalance, All Modes, Water Lanes

Figure A.17 shows the corresponding chart for the Pittsburgh non-bulk markets. Note that the chart is shown on a different scale. From the charts it is clear that some bulk head-hauls are balanced by non-bulk back-hauls, except in the Louisiana markets where the imbalances are in the same direction in both bulk and non-bulk. Due to the differences in tonnages, the bulk market on the whole remains unbalanced.

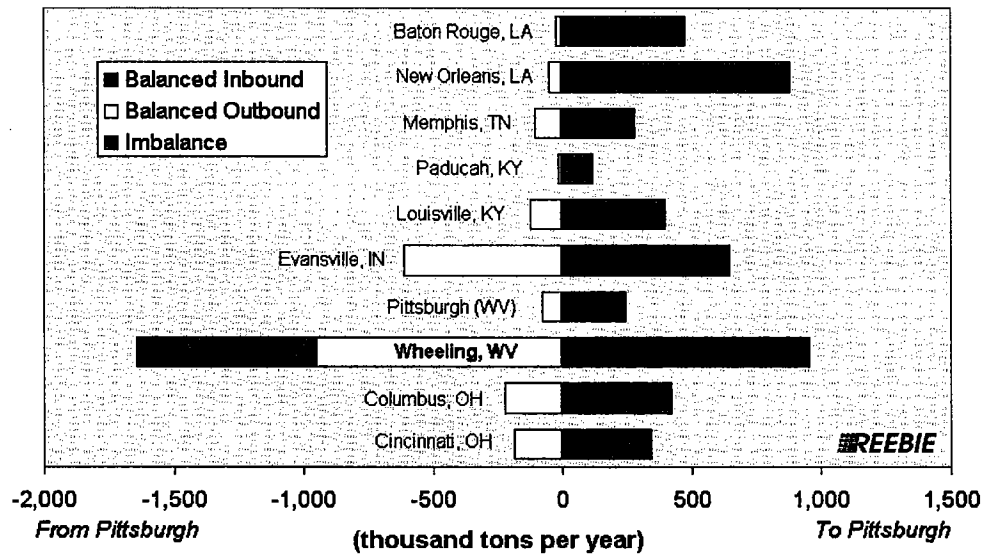


Figure A.17: Pittsburgh Non-Bulk Market Imbalance, All Modes, Water Lanes

7. Appendix B: Analysis Methodology

The Phase I research relied heavily on freight market data, both to make its assessments and to guide the Phase II process. As with the later fieldwork, the initial quantitative analysis was based on a drill-down methodology, a process of examining data at increasingly detailed levels to zero-in on opportunities and generate ways of acting on them. First, TRANSEARCH data at the summary level was examined in multiple dimensions. The data were then refined to show county-level information and commodity detail at the four-digit Standard Transportation Commodity Code (STCC4) level, which produced a list of individual flows that could be targeted. As much information as possible was gathered from the FREIGHT LOCATER database regarding potential customers and economic intelligence as to what traffic might be viable, then efforts were made to contact the shippers to obtain further information.

Martin Associates conducted the market analysis of the specific container repositioning and container-on-barge opportunities as well as the project cargo breakbulk market opportunity. The analysis was based on surveys of shippers and consignees of lumber, logs, plastics and resins, products now containerized that are produced or consumed in the Pittsburgh/Western Pennsylvania markets, barge lines, steamship lines, trucking lines freight brokers and terminal operators. In addition to cost data, the interviews provided insight into the criteria and requirements for shippers/consignees market needs. The findings from these interviews and the results of cost analyses were presented in the previous section.

Because of their importance to the development of this study, some information regarding the data sources, derivations, and definitions follow.

7.1 Definitions

The analysis was broadly conducted by Business Economic Area (BEA), with drill down to county and establishment levels as necessary. The BEA is a geographic definition generated by the Bureau of Economic Analysis (BEA) for the purposes of analyzing the national's economic activity. The BEA is based on market factors such as commuting, residences, proximity, population centers, and pattern of commercial activity, independently of jurisdictional boundaries such as state and county. It is therefore a good approximation for markets where freight is generated, and least likely to fall victim of artifacts generated by arbitrary jurisdictional boundaries.

Traffic were examined for the base year 2001. Where the term “water markets” is used, it implies a selection of BEAs that showed any degree of water activity during the base year. The term “water commodities” implies any four-digit Standard Transportation Commodity Code (STCC) that showed movement by water in the base year.

The “Port of Pittsburgh” is defined as the eleven counties that comprise of the Pittsburgh Port Commission service area (see 3.1.1). Most of the same counties, with the exception of Clarion, also make up the Pennsylvania portion of the Pittsburgh BEA (#53). The counties are: Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland, some of which do not receive direct water service. This definition is distinct from the Census Bureau definition for the Pittsburgh Metropolitan Statistical Area (MSA), which is a subset of the Pittsburgh BEA consisting of six counties only: Allegheny, Beaver, Butler, Fayette, Washington, Westmoreland. The Census Bureau uses the MSA for purposes of producing metropolitan area statistics, relating mainly to commuting and social issues; the BEA is a more appropriate unit of analysis for freight movements.

The “Pittsburgh Catchment Area” is defined as the four BEAs adjacent to Pittsburgh which cannot be served from the Mississippi River System directly, including Cleveland, Ohio (#55); Erie, Penn. (#54); Buffalo, N.Y. (#8); State College, Penn. (#9); and the West Virginia portion of the Pittsburgh BEA consisting of nine counties: Barbour, Doddridge, Harrison, Lewis, Marion, Monongalia, Preston, Taylor, Upshur. For the purpose of this analysis, this nine-county market area is shown as “Pittsburgh, WV”, to distinguish it from the service area of “Pittsburgh, PA.” Only three of the nine counties fall within the Pittsburgh Consolidated Metropolitan Statistical Area (CMSA): Monongalia, Marion, and Preston.

7.2 Data Sources

Multiple data sources were used in the preparation of this report. The following paragraphs contain a short description on each of the data sources and/or models.

7.2.1 TRANSEARCH

TRANSEARCH® is an integrated, multimodal freight flow database constructed from direct and indirect inputs and modeling techniques. A market research data service of Reebie Associates, it is a proprietary database of freight flows that has been produced annually for two decades. It provides a market-to-market picture of freight traffic movements in the United States, for Canada/U.S., and for Mexico/U.S. TRANSEARCH services are supplied to leading carriers across the U.S. transportation industry as well as to

government agencies at the federal, state, and local levels. The database is the leading commercial source of freight traffic information, with a long record of practical guidance to marketing, operating, investment and policy decisions. The version used in this analysis corresponds to traffic level estimates for the year 2001.

TRANSEARCH is constructed from a large number of separate, partially overlapping sources. A major component in the development of TRANSEARCH is the conversion of many different information sources into a single, common framework. Not all sources are equal. Economic modeling is used to aid in the design where data are lacking or confidential, and to check such factors as spatial patterns and logic. The US database is built from approximately 100 sources; exports and vessel-borne imports are included, and NAFTA trade is captured from foreign and federal information. To supplement these sources Reebie Associates has established a large scale, long-term data exchange program with the motor carrier industry. The program, which was instituted to validate information about spatial patterns of truck traffic, has been an effective way to confirm traffic patterns in TRANSEARCH. Truck information received in the exchange program amounts to over 70 million shipments annually, and is the largest truck data sample of its kind.

Records display annual dollar value and tonnages moved by market pair, by commodity and seven modes of transportation. Thus a record for domestic U.S. contains an origin market area, destination market area, commodity code (Standard Transportation Commodity Code – STCC or Standard Industrial Classification – SIC) and alpha commodity description, volume in each traffic lane, plus volume for for-hire truckload, for-hire less-than-truckload, private truck, rail carload, rail/truck intermodal, air and water. Market definition can be at the county, Business Economic Area (BEA), metropolitan area, state or province level. Volume can be expressed in terms of tons, vehicles, value, or VMT. TRANSEARCH also includes information on secondary traffic; freight re-handled by truck from warehouse and distribution centers.

Figure B.1 shows the basic data sources for TRANSEARCH. THE 2001 database was constructed from the most recent set of freight traffic flow information available through public, commercial, or proprietary channels. The development process draws these disparate sources together, checking their completeness and basic validity, assigning commodity, geography and mode descriptions and then putting them into a uniform format.

7.2.1.1 Constructing TRANSEARCH Dataset for This Study

Development of each annual version of the TRANSEARCH database generally begins by establishing state production volumes by industry or commodity. This information is drawn from the Annual Survey of Manufacturers and the Census of Manufacturers. Once

the production volumes are established, tonnages moving by truck, rail, water, and air are developed. Import volumes are subsequently combined into the data set at the point of importation.

Mode	Traffic Flow	Production & Shipment
Truck	<ul style="list-style-type: none"> • RA Motor Carrier Industry Data Exchange • Department of Energy Coal Movement Statistics • Department of Agriculture Produce Movement Data • BTS Commodity Flow Survey • RA Prior Year TRANSEARCH Databases 	<ul style="list-style-type: none"> • Department of Commerce Census/Survey of Manufactures • DRI-WEFA Industrial Production Indices • Trade Association Production & Shipment Reports • US Geological Survey Mineral Industry Reports • Motor Carrier Industry Financial & Operating Statistics • InfoUSA Industrial Employment & Activity • Railroad Industry Proprietary Rebill Factors • County Population Data • Inter-Industry Trade Patterns (Input/Output Table)
Water	<ul style="list-style-type: none"> • Corps of Engineers Waterborne Commerce State-State Data • Corps of Engineers Waterborne Commerce Port Statistics • RA Prior Year TRANSEARCH Databases 	<ul style="list-style-type: none"> • Department of Commerce Census/Survey of Manufactures • DRI-WEFA Industrial Production Indices • Trade Association Production & Shipment Reports • US Geological Survey Mineral Industry Reports • Private Port Directories
Air	<ul style="list-style-type: none"> • BTS T-100 Domestic Traffic Data • BTS Form 41 T-3 Enplanement Statistics • BTS Commodity Flow Survey • RA Prior Year TRANSEARCH Databases • Statistics Canada International Trade Data • FAA 5010 Airport Database 	<ul style="list-style-type: none"> • Department of Commerce Census/Survey of Manufactures • DRI-WEFA Industrial Production Indices • Trade Association Production & Shipment Reports
Rail	<ul style="list-style-type: none"> • Surface Transportation Board Railroad Waybill Sample • RA Rail Industry Data Exchange • RA Prior Year TRANSEARCH Databases 	<ul style="list-style-type: none"> • Department of Commerce Census/Survey of Manufactures • DRI-WEFA Industrial Production Indices • Trade Association Production & Shipment Reports

Figure B.1: TRANSEARCH Data Sources at a Glance

Truck: The truck flow information is based primarily on the motor carrier data exchange program, supplemented by commodity production and consumption volumes from a variety of sources. Carriers that participate in the Motor Carrier Data Exchange program submit a summary of their annual traffic flows that includes origin state or zip code, destination state or zip code, commodity indicators, and tonnage. Most of the Motor Carrier Data Exchange information is now collected at the 5-digit zip code level, and all is provided on an origin-to-destination basis. Zip codes are converted to counties as part of the database preparation process. The program samples shipments at all lengths of haul, and includes considerable coverage in the bulk trucking sector.

Rail: For this study, TRANSEARCH rail traffic data is extracted and summarized from the STB Carload Waybill Sample, with appropriate permission from the Surface Transportation Board. The Waybill Sample is a statistically-based stratified sample of all shipments terminated by U.S. rail carriers. The full Waybill Sample file contains extremely detailed information on the origin, destination, commodity and volume of each sampled movement. Throughout the analysis, railroad carload and trailer-on-flat-car/container-on-flat-car (TOFC/COFC) traffic are maintained as separate volumes. The identification of which shipments utilized TOFC/COFC services was based on the combined analysis of the car type, commodity and a series of TOFC/COFC data items in the public use file.

Water: The US Army Corps of Engineers annually collects information on all shipments moving on the nation's waterways to support its management and planning activities. TRANSEARCH uses various components of the data issued by the Corps to develop its waterborne flow data. The primary input is the annual COE file of waterborne commerce. This source provides state-to-state annual volumes of broad commodity groupings. Supplementing this flow data are originating and terminating volumes by port and more specific commodity type, which are also provided by the COE. The less detailed state-to state flow data is disaggregated to the port level using the more detailed origination and termination information, supplemented with port profiles from commercial sources.

Air: Air cargo represents by far the smallest portion, on a tonnage basis, of the TRANSEARCH database. Air activity is constructed using the Federal Aviation Administration's (FAA's) Airport Activity Statistics.

7.2.2 *FREIGHT LOCATER Industrial Establishment Data*

FREIGHT LOCATER® is a proprietary database of shipping establishments marketed by Reebie Associates, based on information provided by InfoUSA. This data set provides information on the specific locations of manufacturing and distribution facilities, along with descriptions of their industrial output and employment and sales level. It offers market intelligence on who is shipping, what commodities are being shipped, estimates of annual tonnage, equipment needs, and rates of business growth or contraction. The database contains information on over 168,000 U.S. manufacturing and warehousing establishments.

FREIGHT LOCATER is a tool to increase freight volume and revenue, improve sales force productivity, or expand a customer base. Its applications include telemarketing and sales prospecting, customer profile development, sales territory assessment, facility location decision-making, market shift assessment, and equipment allocation planning. It includes coverage of shipping establishments with over 20 employees, covering over 450 industries and 22 vehicle types. It portrays elements such as:

- Market Area
- County
- State
- Zipcode
- Area code
- City
- Business Economic Area
- Annual tons
- Annual sales
- Employees
- Rates of growth/contraction
- Industry activity
- Company profile information

Establishments captured in this data source include current and potential users of the inland waterway system, and shippers by rail, truck, and air.

7.2.3 *COSTLINE Family of Cost Models*

Reebee's COSTLINE® products are used to calculate the shipment costs of U.S. and Canadian freight carriers. The models are designed to improve and speed rate negotiations by shippers; provide cost analysis capabilities to carriers; and allow for the economic analysis of corridors, policies and investments by public sector users.

COSTLINE analyses typically reveal comparative advantages between modes and carriers, as well as providing informed bargaining and systematic benchmarking of transport profit margins to users. The following mode-specific costing services were relied on for the purposes of this study:

- COSTLINE *Rail Cost Analysis Model (RCAM)* – assesses origin-to-destination shipment transportation costs by rail on a carrier-specific basis. As an example, the pie chart below illustrates components of rail carload shipping rates that are developed by the rail cost model. The various components vary with the shipments' parameters, such as weight, distance, routing, and car type.
- COSTLINE *Truck Cost Analysis Model (TCAM)* – used to assess shipment profitability and cost components that vary with shipment parameters, such as weight, distance, and trailer type.

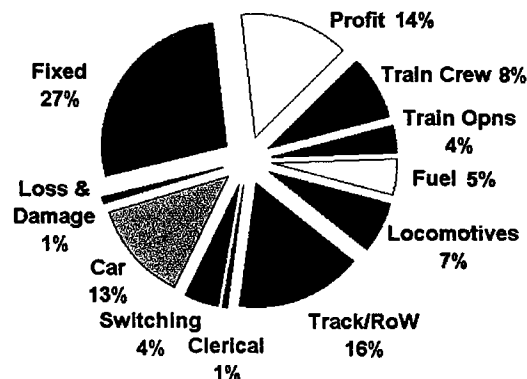


Figure B.2: Typical Cost Breakdown Report from Reebee's COSTLINE Rail Cost Allocation Model (RCAM)

- COSTLINE *Intermodal Cost Analysis Model (ICAM)* – used to assess cost to the carrier of intermodal shipments and cost components that vary with the shipments' parameters, such as weight, distance, routing, service code, and trailer/container type.

- COSTLINE *Barge Cost Analysis Model (BCAM)* – provides detailed and summary insights about the costs of operations on the inland waterway network. The various components vary with the shipments’ parameters, such as weight, distance, lock delays and barge type.

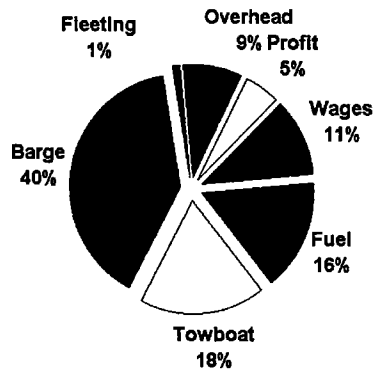


Figure B.3: Sample Cost Breakdown Report Generated Using Reebie’s COSTLINE Barge Cost Analysis Model (BCAM)

ENDS

DRAFT SUBJECT TO CHANGE
Proposed Agenda for International Delegation Visit to Pittsburgh
Thursday, June 23, 2005

Contact	Contact Numbers	Hotel
Suzi Pegg	Office: 412-392-4555 ext. 4544 Cell: 412-983-3683	Omni William Penn Hotel
Serena Rajakumar	Office: 412-392-4555 ext. 3540 Cell: 724-413-0660	530 William Penn Place Pittsburgh, PA 15219
Sherry Colonna	Office: 412-392-4555 ext. 1026	412-281-7100

- **7:45 AM**
Meet Pittsburgh Regional Alliance staff in lobby of Omni William Penn Hotel
Walk to River's Club for breakfast
- **8:00 - 9:15 AM**
 Breakfast and Introduction to the Pittsburgh Region—Pittsburgh Regional Alliance & All International Partners (River's Club)
 Speakers:
 Roger Cranville: Senior VP, Business Investment, Pittsburgh Regional Alliance
 Bernie McShea: Senior VP, Business Investment, Pittsburgh Regional Alliance
- **9:15 AM**
Travel: Shuttle pick-up at River's Club (Cherry Way & Grant Street) to 300 Technology Drive
- **9:30 - 10:30 AM**
 Center for Biotechnology and Bioengineering (Research Facility) Tour
 University of Pittsburgh, Department of Molecular Genetics and Biochemistry
 (300 Technology Drive)
<http://www.pitt.edu/~rsup/mgbresupfac5.html>
- **10:30 AM**
Travel: Walk to 100 Technology Drive (Suite 400)
- **10:45 - 11:45 AM**
 McGowan Institute for Regenerative Medicine & Tissue Engineering Program /
 Pittsburgh Tissue Engineering Initiative with Dr. Alan Russell
 (100 Technology Drive, Training/Conference Room)
<http://www.mirm.pitt.edu/>
<http://www.ptei.org/default.asp>
- **11:45 AM - 12:30 PM**
 Break/Buffer Lunch in Tech Drive Room (adjacent to Training/Conference Room)
- **12:30 - 1:30 PM**
 Lunch with Keynote Speaker, Doros Platika, M.D., President & CEO of Pittsburgh Life Sciences Greenhouse
 (100 Technology Drive, Training/Conference Room)

DRAFT SUBJECT TO CHANGE

<http://www.pittsburghlifesciences.com/default.aspx>

- **1:30 PM**
Travel: Shuttle pick-up at 100 Technology Drive to University of Pittsburgh Cancer Institute
- **2:00 – 3:00 PM**
University of Pittsburgh Cancer Institute—Speaker Andrew Remes, Assistant Director, Office of Enterprise Development (Shadyside)
<http://www.upci.upmc.edu/index.cfm>
- **3:00 – 3:30**
Break/Coffee & Tea will be available (tentative)
- **3:30 – 5:00 PM**
The Center for Biomedical Informatics (Shadyside)
<http://www.cbmi.pitt.edu/content.asp?id=253>
- **5:00 PM**
Travel: Shuttle pick-up from UPCI to Omni William Penn Hotel
- **5:20 PM – 5:40 PM**
Break at Omni William Penn Hotel
- **5:40 PM**
Meet PRA staff in the lobby of Omni William Penn Hotel and walk over to the reception at the Reed Smith Building (435 Sixth Ave.)
- **5:45 – 7:00 PM**
Reception with International BIO delegation
Speakers: Dan Onorato & Roger Cranville
Light refreshments and appetizers served
(Reed Smith 9th Floor/Deck, Downtown Pittsburgh)
- **7:00/7:30 PM**
Dinner with appropriate country leadership (eg. India—Tie, Pittsburgh; United Kingdom—BABC representatives); Biotech Company representatives; and the Pittsburgh Regional Alliance (TBD)
- Company Visits tentative depending on suitability of companies



U.S. AIR FORCE

Surge



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



Integrity - Service - Excellence

Another surge plan that we participate in is the National Disaster Medical System (NDMS).

It is a Federal Medical Support Plan for disasters of great magnitude.

Pittsburgh is one of 70 centers in the country.

There are 73 local hospitals with 3,000+ dedicated beds that participate.

We rank #3 for beds available, a clear indication of the outstanding medical facilities we have in Pittsburgh.

It has been exercised annually since 1988, with a wide variety of scenarios. Last year's scenario was hurricane response.

Our exercises in the past have included actual flights, with C-141s, C-130s and Army and Civilian helicopters carrying patients around the tri-state area.

It is truly a Joint venture, with military, federal, local and private organizations all working together.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Surge

BRIEFING BULLET:

- 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

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Lt Colonel Joseph Poznik

SUPPORTING ANALYSIS:

- Supporting Analysis Data
- Department of Veterans Affairs letter to the Defense Base Closure and Realignment Commission dated June 14, 2005
- After Action Report – Pitt Life 2004/Hurricane EX-04 (NDMS) Exercise

SUPPORTING DOCUMENTATION: 10 Pages

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: NDMS

BRIEFING BULLET:

Briefer:

Analysis POC(s): Lt Col Poznik

SUPPORTING ANALYSIS:

The National Disaster Medical System (NDMS) is a federal initiative, which is intended to provide a nationwide, coordinated response of emergency medical services in case of a disaster of great magnitude. It is intended to compliment state and local efforts in the event of a disaster that is so wide spread that "mutual aid" among different areas of the nation is required.

NDMS serves disasters such as earthquakes, storms, fires, nuclear reactor accidents, WMD events, or an overseas military conflict producing military casualties evacuated to the CONUS for treatment.

Pittsburgh has over 3000 hospital beds promised to the NDMS system by 73 private sector hospitals in the Greater Pittsburgh area.

SUPPORTING DOCUMENTATION:

Letter from the NDMS Area Emergency Manager

After Action Report Pitt Life 2004



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.

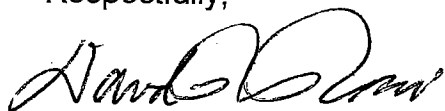
There have been many exercises with the 911th ALW, to include the Civil Air Patrol, U.S. Navy Reserves, PA Air National Guard, U.S. Army and U.S. Marines, in addition to the VA, Pittsburgh hospitals, and ambulance services. Huey and Chinook helicopters and C-141 aircraft, along with combat drop zones 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

AFTER ACTION REPORT

PITT LIFE 2004/ HURRICANE EX-04 (NDMS EXERCISE)

1. BACKGROUND

- a. The National Disaster Medical System (NDMS) is a federal initiative, which is intended to provide a nationwide, coordinated response of emergency medical services in case of a disaster of great magnitude. The system is a cooperative effort of the Department of Veterans Affairs, Department of Health and Human Services, Department of Defense, The Federal Emergency Management Agency, State and Local Governments, and the private sector. Nationally, NDMS is comprised of approximately 110,000 pre-committed hospital beds from approximately 2,000 hospitals, a medical evacuation and regulating system and 60 Disaster Medical Assistance Teams (DMATs).

The NDMS does not replace existing emergency medical activities, but rather is intended to complement state and local efforts in the event of a disaster that is so wide spread that "mutual aid" among different areas of the nation is required. NDMS serves "national" disasters such as earthquakes, storms, fires, nuclear reactor accidents, WMD events, or an overseas, conventional military conflict producing military casualties evacuated to the Continental United States (CONUS) for treatment.

The NDMS is designed to fulfill three main objectives:

1. To provide hospitalization through a national network of hospitals which have agreed to accept patients in the event of a national emergency.
2. To evacuate patients to designated locations elsewhere in the nation where appropriate medical care can be rendered.
3. To provide medical assistance to a disaster area in the form of DMATs, medical supplies, and equipment.

The NDMS provides coverage for all parts of the nation and is divided into 75 areas. In each area, a Federal Hospital has been designated as the area NDMS Federal Coordinating Center (FCC). The VA Pittsburgh Healthcare System located in Pittsburgh, PA. Has been designated the FCC in Western Pennsylvania/ Northern West Virginia. In the event of an activation of the NDMS, the VA Pittsburgh Healthcare System is responsible for coordinating activities to include transportation, communication, medical manpower, and establishing patient administrative procedures.

Regardless of the kind of disaster or the manner used to activate the system, the NDMS is flexible enough to provide effective medical response under almost any imagined disaster scenario.

- b. The Western Pennsylvania/ Northern West Virginia area's 2004 National Disaster Medical System exercise took place on October 2, 2004. The scenario for the exercise was a catastrophic hurricane that occurred in the southern portion of the country. The hurricane generated 10,000+ casualties who needed evacuated to NDMS areas across the country. NDMS Pittsburgh site received 44 casualties that were unloaded, triaged, and sent to NDMS hospitals in the area (simulated). The exercise was called PITT LIFE 2004/ HURRICANE EX-04. A C-130 aircraft was simulated to have landed full of patients from a staging area in San Antonio, Texas.
- c. The primary objective of PITT LIFE 2004/ HURRICANE EX-04 was to evaluate the adequacy of the National Disaster Medical System (NDMS) in Western Pennsylvania to receive casualties from a natural disaster that was declared a national disaster.
- d. Secondary Objectives were as follows:
 - 1. To evaluate the Western Pennsylvania NDMS system of receiving, tracking, and transporting patients under a natural disaster scenario
 - 2. Supporting mutual objectives for NDMS hospitals to include the evaluation of the following disaster medical functions: staff recall, communications, hospital security, ER operations, staff scheduling, NDMS bed reporting, and the identification of critically needed medical supplies.
 - 3. Objectives being evaluated at the Patient Reception Center (PRC) include communications, transportation, NDMS bed reporting procedures, patient tracking, command and control, and airfield NDMS activities.
 - 4. EMS Systems will also be used during this exercise.
 - 5. Test capabilities of the Disaster Medical Assistance Team (PA-DMAT 1).
 - 6. Train PA-DMAT 1 and other medical personnel from the 339th General Hospital (USAR) in proper techniques for loading and unloading patients in a C-130 aircraft, proper stretcher carrying techniques, and medical triage and patient flow management (3 separate classes prior to the exercise).
 - 7. Test the American Red Cross patient tracking system.
 - 8. Test PA-DMAT 1 ability to sustain a field type hospital set up by them in the triage area at the 911th AFR base.
 - 9. Test the field communications by the HAM radio operators.

- e. The 911th Airlift Wing, U.S. Air Force Reserve Base at Pittsburgh International Airport (PIA) is the reception site for the NDMS in our area. We simulated a C-130 aircraft arriving from San Antonio, Texas with hurricane (mock) casualties. They were offloaded, triaged, and transported (simulated with seven ambulance companies) to NDMS hospitals in the area. The hospitals gave the NDMS their bed vacancies prior to the exercise.

2. PREPARATION FOR THE EXERCISE

- a. Several exercise-planning meetings were held at the Allegheny County EOC and the 911th Air Lift Wing in the months preceding October 2, 2004.
- b. Letters and phone calls to agencies and organizations requesting Pitt Life 2004- Hurricane EX-04 participation were made by the NDMS office several months prior to October 2, 2004.
- c. Press releases were sent out to radio, television, and newspapers a week before the exercise.
- d. Letters were sent to all NDMS hospitals several months before the exercise. The letters explained the exercise scenario, gave advance notice of being called upon for bed counts the week prior to the exercise and gave the hospital a packet of paper patients to use or not use at the discretion of the hospital.

3. TRAINING ON OCT. 2, 2004 PRIOR TO THE EXERCISE START TIME

- a. Orientation and check-in of all exercise personnel took place at Bldg. 419 basement between 6:30 a.m. and 8:00 a.m. This was completed in an organized and timely manner.
- b. Three training classes were given to all of the participants between 8:00 a.m. and 10:00 a.m. The classes were as follows:
 1. Techniques of loading and unloading patients from a C-130 aircraft presented by 911th Aero-medical Evacuation Squadron.
 2. Proper stretcher carrying techniques presented by 911th ASTS personnel.
 3. Medical triage and patient flow management presented by PA DMAT-1 administrative personnel.

The training was established for the Disaster Medical Assistance Team (DMAT) PA-1, 339th USAR Combat Support Hospital personnel, and the Civil Air Patrol. A total of 95 participants were trained. The training was excellent and the execution of rotating the three groups through the training sessions was accomplished on time.

- c. Forty-four (44) Civil Air Patrol (CAP) Cadets were moulaged at 16 different moulage stations between 10:00 a.m. and 10:45 a.m. by the 339th USAR Combat Support personnel. The forty-four CAP Cadets were made up with injuries and scenarios of hurricane victims. The moulage was performed in record time with outstanding, realistic results.
- d. The Salvation Army served breakfast coffee and snacks.
- e. 44 CAP mock casualties were loaded onto a C-130 aircraft.
- f. The DMAT PA-1 set up the triage area in the far end of building 418. In the middle of the treatment area, the Allegheny County Coroner's Office set up a simulated morgue.

4. THE EXERCISE

- a. At 10:55 a.m., the exercise started with the simulated landing of a C-130 aircraft loaded with simulated casualties. The stretcher patients were unloaded first by litter bearer teams made up of Army Reservists and CAP personnel. They were unloaded and carried into the triage area of building 419 where they were evaluated and placed in several holding areas according to their diagnosis and medical evaluation. They were then treated by DMAT personnel, new triage tags issued, and assigned hospital distribution by the DMAT. They were then placed on stretchers and loaded into ambulances and transported (simulated) to local NDMS hospitals.
- b. This process was repeated for the ambulatory casualties.
- c. This entire process of unloading patients from the aircraft, carrying them into the hangar, triage, treatment, assignment to local hospital and simulated transporting went extremely well. The DMAT PA-1 worked as a true team and accomplished the medical reception aspects in a timely, orderly, and medically sound manner as noted by the NDMS Area Manager.
- d. The seven ambulance companies that participated in the exercise were staged at the Officer's Club and called up to the triage area as needed. DMAT PA-1 did this as if they had done it 100 times before. It was very well executed with no visible problems.
- e. Dead on arrival patients or patients that expired while in the treatment area were sent to the County Coroner's morgue and processed in accordance with Allegheny County Coroner's regulations. This process also went smoothly with no visible problems.
- f. DMAT PA-1 kept track of patients and the hospitals that they were transported to. Two VA chaplains administered to the spiritual needs of the casualties. One of the dead on arrival (DOA) was Catholic so the Catholic chaplain gave him the last rights.
- g. At 12:00 p.m., the exercise was terminated. All 44 casualties were unloaded, triaged, evaluated, treated, assigned new triage tags, and sent to area NDMS hospitals.

- h. All participants were thanked for their participation and given a bagged lunch by the Salvation Army.

5. AFTER ACTION BRIEFING

- a. An after action briefing (hot wash) took place in building 419 at 1:10 p.m. with personnel from 911th, CAP, DMAT, NDMS and USAR.
- b. It was unanimous that this was an outstanding exercise and training session. Cooperation of all groups was paramount to the success of the exercise. All groups felt that their organizations gained knowledge and experience from this training and exercise. Everyone felt comfortable that Western Pennsylvania is ready to accept patients through the NDMS.
- c. CAP was praised by the DMAT for their great actions as mock casualties. The DMAT did an outstanding job of triage. The USAR and USAFR all did outstanding jobs of training, moulaging, and participating.
- d. One problem addressed was that Life Flight, the helicopter ambulance, landed at the Air Force Base without obtaining prior permission to land. They have participated in many previous exercises and have always followed the proper procedure. This time they forgot and apologized for the error to the Air Force flight line.
- e. We had an outside observer at the exercise this year. Lt. Col. Jeannette Drake, Emergency Preparedness Liaison Officer (EPLO) to Pennsylvania, shadowed Lt. Col. Ken Wheeler the entire day of the exercise. Her comments were as follows: "I was delighted to observe the NDMS exercise this weekend and see the fine work being accomplished. I felt very welcomed and was provided with a valuable learning opportunity. Having observed many exercises in my years as a Disaster Preparedness Officer, I am very impressed with the professionalism, quality of training, and the level of cooperation between the 911th and the other agencies."
- f. Dr. Vic Tucci, Chairman of the Western Pennsylvania Metropolitan Medical Response System (MMRS), was also an observer at the exercise. He commented that the exercise went smoothly and participation and coordination of all agencies involved in the exercise was excellent (See attached report).

6. COMMENT FROM NDMS AREA MANAGER

I have been coordinating and conducting these NDMS exercises since 1988. This year's exercise brought unique challenges that we have not had in the past. For the last two months, an unprecedented four hurricanes have hit our southern states, especially Florida. Operation Iraqi Freedom is still in progress. As a result, we did not have the usual complement of participants. DMAT personnel were still deployed or had just returned from deployments for the hurricanes. 171st PANG

Refueling Wing medical personnel were deployed or just returning from an assignment and could not participate. The American Red Cross was busy doing relief work in Florida and Western Pennsylvania for the hurricane relief efforts and could not participate. Despite the lack of our usual amount of participants, the exercise and training was well planned, coordinated, and executed. All of the organizations contributed their best efforts, and it showed in the results. It was a great display of teamwork, cooperation, and cohesiveness between all the individuals, organizations, and agencies. I want to thank the 911th Air Lift Wing for hosting the exercise. Without the use of their base, aircraft, hangers, and personnel, these exercises would not be very realistic. I also want to thank the DMAT PA-1, Civil Air Patrol, Ham Radio Operators, Air National Guard, 339th CSH US Army Reserve, Salvation Army, Allegheny County Coroner's Office, Department of Veterans Affairs Chaplain Service, and the NDMS hospitals and ambulance companies from Western Pennsylvania whose dedication to the NDMS program has made Western Pennsylvania one of the strongest NDMS areas in the Country.

Sincerely,

David R. Rossi
NDMS Area Manager
VA Pittsburgh Healthcare System

dlr 365-5599

Refueling Wing medical personnel were deployed or just returning from an assignment and could not participate. The American Red Cross was busy doing relief work in Florida and Western Pennsylvania for the hurricane relief efforts and could not participate. Despite the lack of our usual amount of participants, the exercise and training was well planned, coordinated, and executed. All of the organizations contributed their best efforts, and it showed in the results. It was a great display of teamwork, cooperation, and cohesiveness between all the individuals, organizations, and agencies. I want to thank the 911th Air Lift Wing for hosting the exercise. Without the use of their base, aircraft, hangers, and personnel, these exercises would not be very realistic. I also want to thank the DMAT PA-1, Civil Air Patrol, Ham Radio Operators, Air National Guard, 339th CSH US Army Reserve, Salvation Army, Allegheny County Coroner's Office, Department of Veterans Affairs Chaplain Service, and the NDMS hospitals and ambulance companies from Western Pennsylvania whose dedication to the NDMS program has made Western Pennsylvania one of the strongest NDMS areas in the Country.

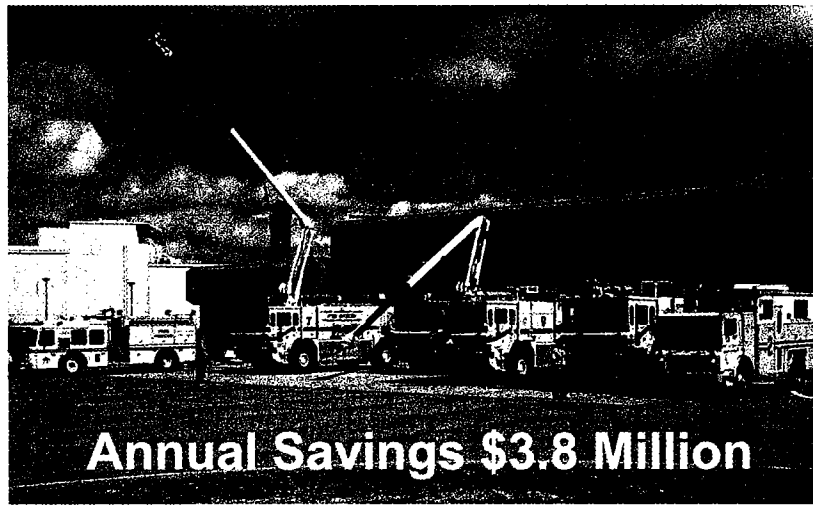
Sincerely,

David R. Rossi
NDMS Area Manager
VA Pittsburgh Healthcare System



U.S. AIR FORCE

Cost of Operations



Integrity - Service - Excellence

We are a very low-cost AF organization. Our Airport Use Agreement with the County costs the AF \$20,000 per year. The average cost for Airport usage fees at similar AFRC bases is \$115,000.

Our base Fire Department O&M cost is \$46,000 per year. That is for our Base Fire Inspector. The average O&M costs for AFRC bases with Fire Departments is \$3.7 Million.

All together, that is an annual savings of \$3.8M. That amount does not even consider the cost of maintaining, repairing and replacing the equipment and facilities like the County Firehouse shown here.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Cost of Operations

BRIEFING BULLET:

- Annual Savings \$3.8 Million

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Mr. Robert Moeslein

SUPPORTING ANALYSIS:

- Cost Comparison
- Firefighter Expenses
- Airport User Fees
- Budget figures for Firefighter Expenses

SUPPORTING DOCUMENTATION: 7 Pages

COST COMPARISON

	<u>Lease Costs*</u>	<u>Cost Avoidance**</u>	Fire Dept
Pittsburgh ARS	\$20K	---	
Ave Other AFRC Bases	\$115K		\$3.7M

*From FY2000-2005, for 7 AFRC bases with leases.

**Includes labor and training costs for 7 AFRC bases with fire departments. Does not include facilities and vehicle costs.

Firefighter Expenses

Installation	Actual Expenses 1 Oct – 3 Jun	Projected 4 Jun – 30 September	Total
March	\$3,511,970	\$1,170,656	\$4,682,627
Dobbins	\$2,898,934	\$966,311	\$3,865,246
Homestead	\$2,863,553	\$954,517	\$3,818,070
Westover	\$2,719,489	\$906,496	\$3,625,986
Niagara Falls	\$2,693,958	\$897,986	\$3,591,944
Youngstown	\$2,621,115	\$873,705	\$3,494,820
Gen Mitchell	\$1,896,921	\$632,307	\$2,529,228
Grissom	\$264,264	\$88,088	\$352,352
Minn-St. Paul	\$51,933	\$17,311	\$69,244
Pittsburgh	\$35,136	\$11,712	\$46,848

Airport User Fees								
		2000	2001	2002	2003	2004	2005	Total
Gen Mitchell	46	\$106,575	\$110,275	\$119,609	\$123,975	\$342,756	\$250,100	\$1,053,290
Youngstown	40	\$75,820	\$88,575	\$95,563	\$105,430	\$451,521	\$196,033	\$1,012,942
Minn-St. Paul	47	\$107,050	\$86,375	\$145,770	\$138,836	\$274,032	\$259,568	\$1,011,631
Niagara Falls	48	\$78,311	\$77,426	\$104,738	\$89,322	\$137,776	\$76,875	\$564,448
March	85	\$59,758	\$57,488	\$47,768	\$103,909	\$78,141	\$36,823	\$383,887
Pittsburgh	30	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$120,000
Westover	19	\$20,221	\$9,554	\$4,894	\$41,807	\$2,578	\$5,000	\$84,054
Grissom	86	\$11,148	\$16,655	\$0	\$0	\$0	\$0	\$0
Homestead	23	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Dobbins	31	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Use in conjunction w/ firefighter costs
firehouse costs
fire engines expenses*

Firefighter Costs

	October - 3 June	Projection July - September	Total
Westover	\$ 2,719,489.98	\$ 906,496.66	\$ 3,625,986.64
Homestead	\$ 2,863,553.16	\$ 954,517.72	\$ 3,818,070.88
		\$ -	\$ -
Pittsburgh	\$ 35,136.02	\$ 11,712.01	\$ 46,848.03
		\$ -	\$ -
Dobbins	\$ 2,898,934.97	\$ 966,311.66	\$ 3,865,246.63
		\$ -	\$ -
Youngstown	\$ 2,621,115.60	\$ 873,705.20	\$ 3,494,820.80
		\$ -	\$ -
Gen Mitchell	\$ 1,896,921.49	\$ 632,307.16	\$ 2,529,228.65
		\$ -	\$ -
Minneapolis-St Paul	\$ 51,933.00	\$ 17,311.00	\$ 69,244.00
		\$ -	\$ -
Niagara Falls	\$ 2,693,958.14	\$ 897,986.05	\$ 3,591,944.19
		\$ -	\$ -
March	\$ 3,511,970.32	\$ 1,170,656.77	\$ 4,682,627.09
		\$ -	\$ -
Grissom	\$ 264,264.39	\$ 88,088.13	\$ 352,352.52

*Fire Protection
&
Search & Rescue*

RCCC Report by EEIC (Summary query on 'PSR (Field Site OBL/AL))

6/3/2005 10:50:35 AM

Scaling: None

Where... Source Name = 'PSR' AND Status Code = 'C' AND FT not in list (T, X, Z) AND FC = '54' AND FY (4 Char) = '2005'
AND OAC = '62' AND RCCC = '134425'

+ 25%

RCCC	OBAN	EEIC (All 5)	Ann Dir	Qtr Dir	Comm Dir	GrObl Dir	Uncomm Qtr Dir
134425	19	391	0.00	0.00	0.00	25,477.91	(25,477.91)
		392	0.00	0.00	0.00	1,922,555.70	(1,922,555.70)
		393	0.00	0.00	0.00	685,303.54	(685,303.54)
		394	0.00	0.00	0.00	25,000.00	(25,000.00)
		396	0.00	0.00	0.00	0.00	0.00
		409	20,942.00	20,942.00	0.00	20,942.00	0.00
		59218	920.00	920.00	0.00	920.00	0.00
		59219	0.00	0.00	0.00	0.00	0.00
		609	0.00	0.00	0.00	0.00	0.00
		619	0.00	0.00	0.00	0.00	0.00
		61950	58,600.00	48,600.00	6,609.85	34,990.15	7,000.00
		641	5,000.00	5,000.00	0.00	4,300.68	699.32
		Total	85,462.00	75,462.00	6,609.85	2,719,489.98	(2,650,637.83)
	23	391	0.00	0.00	0.00	51,213.94	(51,213.94)
		392	0.00	0.00	0.00	1,892,854.55	(1,892,854.55)
		393	0.00	0.00	0.00	761,777.43	(761,777.43)
		394	0.00	0.00	0.00	24,800.00	(24,800.00)
		396	0.00	0.00	0.00	16,663.97	(16,663.97)
		409	7,000.00	7,000.00	0.00	2,936.47	4,063.53
		47303	1,000.00	1,000.00	0.00	0.00	1,000.00
		53360	65,000.00	65,000.00	0.00	63,989.11	1,010.89
		56909	28,000.00	28,000.00	4,745.80	15,419.95	7,834.25
		609	0.00	0.00	0.00	0.00	0.00
		61950	53,900.00	53,900.00	0.00	33,897.74	20,002.26
		Total	154,900.00	154,900.00	4,745.80	2,863,553.16	(2,713,398.96)
	30	392	0.00	0.00	0.00	26,408.71	(26,408.71)
		393	0.00	0.00	0.00	8,327.31	(8,327.31)
		394	0.00	0.00	0.00	400.00	(400.00)
		409	1,000.00	250.00	0.00	0.00	250.00
		609	0.00	0.00	0.00	0.00	0.00
		Total	1,000.00	250.00	0.00	35,136.02	(34,886.02)
	31	391	0.00	0.00	0.00	64,728.13	(64,728.13)
		392	0.00	0.00	0.00	1,962,815.55	(1,962,815.55)
		393	0.00	0.00	0.00	744,671.73	(744,671.73)
		394	0.00	0.00	0.00	19,099.70	(19,099.70)
		396	0.00	0.00	0.00	5,732.21	(5,732.21)
		409	0.00	0.00	0.00	0.00	0.00
		533	8,500.00	8,500.00	0.00	8,387.00	113.00
		591	0.00	0.00	0.00	0.00	0.00
		609	1,000.00	1,000.00	0.00	3,216.42	(2,216.42)
		619	50,300.00	50,300.00	0.00	50,209.27	90.73
		61950	52,000.00	38,500.00	9,233.49	35,766.51	(6,500.00)
		641	0.00	0.00	0.00	4,308.45	(4,308.45)
		642	0.00	0.00	0.00	0.00	0.00
		Total	111,800.00	98,300.00	9,233.49	2,898,934.97	(2,809,868.46)
	40	391	0.00	0.00	0.00	19,939.85	(19,939.85)
		392	3,811,000.00	1,903,000.00	0.00	1,855,282.02	47,717.98
		393	0.00	0.00	0.00	644,382.83	(644,382.83)
		394	0.00	0.00	0.00	20,200.00	(20,200.00)
		396	0.00	0.00	0.00	25,379.81	(25,379.81)
		409	10,900.00	8,000.00	0.00	1,298.21	6,701.79
		53360	24,000.00	24,000.00	1,726.42	16,423.58	5,850.00
		59219	0.00	0.00	0.00	0.00	0.00
		609	7,100.00	5,900.00	0.00	3,517.08	2,382.92
		61950	27,100.00	21,300.00	1,474.90	19,825.10	0.00

Weston

Homeshead

Pittsburgh

Dobbins

Gross obligations divided by 3 x 4

RCCC Report by EEIC (Summary query on 'PSR (Field Site OBL/AL))

6/3/2005 10:50:35 AM

Scaling: None

Where... Source Name = 'PSR' AND Status Code = 'C' AND FT not in list (T, X, Z) AND FC = '54' AND FY (4 Char) = '2005'
AND OAC = '62' AND RCCC = '134425'

RCCC	OBAN	EEIC (All 5)	Ann Dir	Qtr Dir	Comm Dir	GrObi Dir	Uncomm Qtr Dir
134425	40	641	16,800.00	12,700.00	0.00	14,867.12	(2,167.12)
		Total	3,896,900.00	1,974,900.00	3,201.32	2,621,115.60	(649,416.92)
	46	391	0.00	0.00	0.00	6,744.41	(6,744.41)
		392	2,933,000.00	2,600,000.00	0.00	1,322,960.83	1,277,039.17
		393	0.00	0.00	0.00	500,455.43	(500,455.43)
		394	14,000.00	14,000.00	0.00	14,400.00	(400.00)
		396	0.00	0.00	0.00	14,279.29	(14,279.29)
		409	0.00	0.00	0.00	27.30	(27.30)
		59217	23,000.00	23,000.00	0.00	23,000.00	0.00
		609	1,000.00	1,000.00	0.00	22.14	977.86
		61950	19,000.00	19,000.00	12,463.10	13,536.90	(7,000.00)
		641	0.00	0.00	0.00	1,495.19	(1,495.19)
		Total	2,990,000.00	2,657,000.00	12,463.10	1,896,921.49	747,615.41
	47	392	0.00	0.00	0.00	21,818.40	(21,818.40)
		393	0.00	0.00	0.00	9,260.97	(9,260.97)
		396	0.00	0.00	0.00	6,025.60	(6,025.60)
		53360	15,000.00	0.00	1,240.00	14,564.50	(15,804.50)
		641	0.00	0.00	0.00	263.53	(263.53)
		Total	15,000.00	0.00	1,240.00	51,933.00	(53,173.00)
	48	391	0.00	0.00	0.00	36,242.79	(36,242.79)
		392	0.00	0.00	0.00	1,911,212.43	(1,911,212.43)
		393	0.00	0.00	0.00	629,359.86	(629,359.86)
		394	0.00	0.00	0.00	24,400.00	(24,400.00)
		409	19,461.80	14,596.35	0.00	21,056.35	(6,460.00)
		53350	17,929.00	13,446.75	17,888.12	0.00	(4,441.37)
		53360	0.00	2,760.00	0.00	0.00	2,760.00
		55301	12,696.60	9,522.45	0.00	113.67	9,408.78
		56904	0.00	0.00	0.00	0.00	0.00
		609	1,775.00	1,331.25	0.00	1,774.24	(442.99)
		61950	121,000.00	90,750.00	54,935.38	66,064.62	(30,250.00)
		641	5,000.00	3,750.00	0.00	3,734.18	15.82
		Total	177,862.40	136,156.80	72,823.50	2,693,958.14	(2,630,624.84)
	85	391	0.00	0.00	0.00	17,931.29	(17,931.29)
		392	4,995,000.00	2,000,000.00	0.00	2,460,000.33	(460,000.33)
		393	0.00	0.00	0.00	916,009.54	(916,009.54)
		394	0.00	0.00	0.00	24,400.00	(24,400.00)
		396	0.00	0.00	0.00	5,886.41	(5,886.41)
		409	0.00	0.00	0.00	2,222.38	(2,222.38)
		53350	0.00	0.00	0.00	0.00	0.00
		53360	0.00	0.00	0.00	0.00	0.00
		55301	0.00	0.00	0.00	0.00	0.00
		609	0.00	0.00	0.00	0.00	0.00
		619	71,800.00	11,800.00	0.00	85,520.37	(73,720.37)
		61950	73,000.00	0.00	0.00	0.00	0.00
		628	0.00	0.00	0.00	0.00	0.00
		63710	0.00	0.00	0.00	0.00	0.00
		Total	5,139,800.00	2,011,800.00	0.00	3,511,970.32	(1,500,170.32)
	86	384	25,000.00	0.00	0.00	0.00	0.00
		391	0.00	0.00	0.00	266.38	(266.38)
		392	268,000.00	158,000.00	0.00	175,202.21	(17,202.21)
		393	56,000.00	53,000.00	0.00	58,124.64	(5,124.64)
		396	0.00	0.00	0.00	74.58	(74.58)
		409	10,860.00	10,860.00	0.00	0.00	10,860.00
		59219	27,100.00	27,100.00	0.00	27,088.52	11.48
		609	6,000.00	6,000.00	0.00	3,508.06	2,491.94

Youngstown

Cass Mitchell

Manchester St

Niagara Falls

March

RCCC Report by EEIC (Summary query on 'PSR (Field Site OBL/AL))


6/3/2005 10:50:35 AM

Scaling: None


Where... Source Name = 'PSR' AND Status Code = 'C' AND FT not in list (T, X, Z) AND FC = '54' AND FY (4 Char) = '2005'
AND OAC = '62' AND RCCC = '134425'

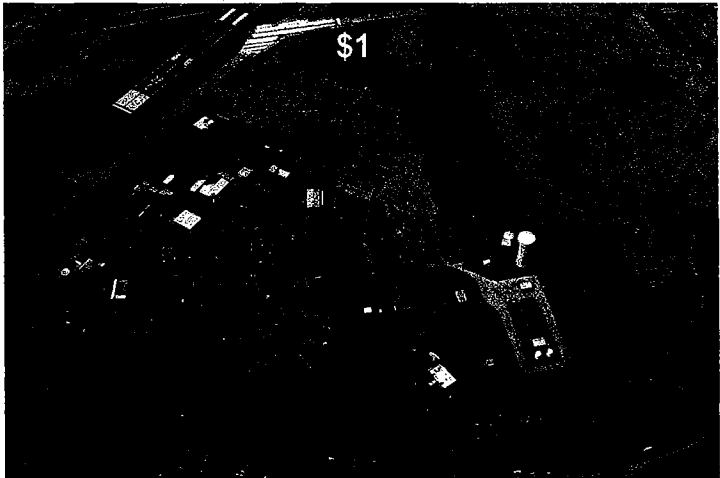
RCCC	OBAN	EEIC (All 5)	Ann Dir	Qtr Dir	Comm Dir	GrObl Dir	Uncomm Qtr Dir
134425	86	Total	392,960.00	254,960.00	0.00	264,264.39	(9,304.39)
		Total	12,965,684.40	7,363,728.80	110,317.06	19,557,277.07	(12,303,865.33)
		Total	12,965,684.40	7,363,728.80	110,317.06	19,557,277.07	(12,303,865.33)

Grissom

 **U.S. AIR FORCE**

Cost of Operations





Integrity - Service - Excellence

29

In 1964, a one time fee of \$1 was paid for the lease of 103 acres of land that makes up our base.

It doesn't get much cheaper than that.

And for the annual \$20,000 Airport Usage Fee, we get access to all of this...

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Cost of Operations



BRIEFING BULLET: Cost of Operations - \$1

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS: n/a

SUPPORTING DOCUMENTATION: n/a



Cost of Operations

\$20,000

Aircraft Fire and Crash
Structural Fire Protection
Ambulance / Medical Services
Customs
No Landing / Take-Off Fees
Runway Maintenance / Repair
Control Tower
Snow Removal

Integrity - Service - Excellence

30

Once again, consider the cost of maintaining such a complex.

Sir, I was a T-37 FAIP at Columbus, a C-130 pilot at Yokota, a Schoolhouse Instructor at Little Rock, a commercial pilot with US Airways and still a Globally deployed Reservist at the 911th, and I can say, without any reservation, that the Airport complex and surrounding Airspace is the best in the entire world. Just about every other Crewdog here, all with similar careers, will say the same.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Cost of Operations

BRIEFING BULLET:

- Cost of Operations - \$20,000
 - Aircraft Fire and Crash
 - Structural Fire Protection
 - Ambulance/Medical Services
 - Customs
 - No Landing/Take-off Fees
 - Runway Maintenance/Repair
 - Control Tower
 - Snow Removal

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Mr. Robert Moeslein

SUPPORTING ANALYSIS:

- Joint Use Allegheny County and Allegheny County Institution District

SUPPORTING DOCUMENTATION: 5

ALLEGHENY COUNTY AND
ALLEGHENY COUNTY INSTITUTION DISTRICT
Office of the Chief Clerk
101 Courthouse
Pittsburgh, PA 15219
412-355-4750

file
63A
54
P

RE: 958-87-A

DATE RECEIVED BY COMMISSIONERS: 9/22/87 - 4/25/89

DATE FORWARDED TO CONTROLLER: ~~JUL 31 1989~~

TO: Scott O'Donnell
Aviation

25609

FROM: SALVATORE M. SIRABELLA
CHIEF CLERK

REFER TO AGREEMENT#: _____

CONTRACT #: _____

SPECIFICATION #: _____

RE: USE AGREEMENT - UNITED STATES OF AMERICA

For the term effective through June 30, 2001 or and extension granted under Land Lease Agreement No. DA-15-029-ENG-7929 which provides for the lease of land and use in common facilities at Greater Pittsburgh International Airport by Allegheny County to the United States Govnt. - payment will be in the amount of \$20,000.00 per annum, and as more fully set forth in the submission. I.C. 090423.

DATE AUTHORIZED: 7/23/87

Properly executed copies of the above-referenced agreement are returned herewith. You are requested to distribute those returned to you.

SMS/cam

cc: Controller
Law Department
United States of America

CC: HQAFRES/DEH
AC
DOO
DEF
DE

631
#4

JOINT USE AGREEMENT BETWEEN
THE AIR FORCE RESERVE AND ALLEGHENY COUNTY

THIS AGREEMENT made and entered into this 10th day of May, 1989, by and between the County of Allegheny, Commonwealth of Pennsylvania (herein after referred to as the "County"), and the United States of America, acting by and through the Air Force Reserve (hereinafter referred to as the "Government"):

WITNESSETH: The parties hereto enter into a joint use agreement for Greater Pittsburgh International Airport (hereinafter referred to as the "Airport"), covenant and agree as follows:

1. JOINT AND CONCURRENT USE: The Government shall have the right to use jointly with the County, its officers, agencies, assignees, permittees, licensees, or other lessees, the landing field area of said Airport and appurtenances necessary thereto, in the take-off and landing of aircraft, and provided further that the rights of the Government set forth herein shall include the use of all additions, extensions and improvements to the existing runways, taxiways and appurtenances thereto, together with the right of ingress and egress thereto.

2. Subject to availability of appropriations therefore, the Government will reimburse the County \$20,000 per year for a portion of the cost of maintaining and servicing the joint use areas of the Airport land for giving the Government structural fire protection, aircraft fire and crash rescue services and emergency ambulance/medical services.

a. Payment under the terms of this agreement shall be effective 1 January 1989 and shall provide for two \$10,000 payments per year. The first \$10,000 payment is due 1 January and the second 1 July. Future payments are due on those same dates for future years as long as this agreement is in effect. Such payments shall be made upon submission of appropriate bills to the Government.

b. The reimbursement rate is subject to renegotiation each year during a 90-day period prior to 30 June beginning with 30 June 1990. The fixed annual charge may be renegotiated upon 30 days notice by the Government provided that a substantial change (programmed or actual) occurs in the Air Force missions located at Greater Pittsburgh International Airport.

3. The County agrees to keep records and books of account, showing the actual cost to it of all items of labor, materials, equipment, supplies, services, and other expenditures made in fulfilling the obligations of this Agreement, and the Comptroller General of the United States or any of his/her duly authorized representatives shall, until the expiration of three (3) years after final payment, have access at all times to such records and books of account, or to any directly pertinent books, documents, papers, and records of any of the County's contractors or subcontractors engaged in the

Copies to:
DE
County
CC
DEF
ACB
DCC

performance of and involving transactions related to this Agreement. The County further agrees that representatives of the Air Force Audit Agency or any other designated representative of the Government shall have the same right of access to such records, books of account, documents and papers as is available to the Comptroller General.

4. The Government by giving written notice to the County may terminate the right of the County to proceed under this Agreement if it is found, after notice and hearing by the Secretary of the Air Force or his/her duly authorized representative, that gratuities in the form of entertainment, gifts, or otherwise, were offered or given by the County, or any agent or representative of the County, of any officer or employee of the Government with a view toward securing this Agreement or securing favorable treatment with respect to the awarding or amending, or the making of any determinations with respect to the performing of such agreement, provided that the existence of the facts upon which the Secretary of the Air Force or his/her duly authorized representative makes such findings shall be an issue and may be reviewed in any competent court.

a. In the event this Agreement is terminated as provided in subparagraph 4 above, the Government shall be entitled to pursue the same remedies against the County as it could pursue in the event of a breach of the Agreement by the County, and in addition to any other damages to which it may be entitled by law, the Government shall be entitled to exemplary damages in an amount (as determined by the Secretary of the Air Force or his/her duly authorized representative) which shall be not less than three nor more than ten times the cost incurred by the County in providing any such gratuities to any such officer or employee.

b. The rights and remedies of the Government provided in this paragraph 4 shall not be exclusive and are in addition to any other rights and remedies provided by law or under this Agreement.

5. The County shall comply with all federal, state and local laws, rules and regulations applicable to the activities conducted under this Agreement.

a. The County shall neither transfer nor assign this Agreement without the written consent of the Government, which shall not be unreasonably withheld.

b. Neither party shall be liable for damages to property or injuries to persons arising from acts of the other in the use of the Airport facilities or occurring as a consequence of the performance of responsibilities under this agreement.

c. No member or delegate to Congress shall be admitted to any share or part of this Agreement or to any benefit that may arise therefrom, but this provision shall not be construed to extend to this Agreement if made with a corporation for its general benefit.

d. It is expressly agreed that this written instrument embodies the entire financial arrangement of the parties regarding the use of the joint use areas of the Airport by the Government, including the provision of fire protection, crash rescue and emergency ambulance/medical services by the County, and there are no understandings or agreements, verbal or otherwise, between the parties in regard thereto except as expressly set forth herein. Specifically, no landing fees or other fees not provided in this Agreement will be assessed by the County against the Government in such use of such joint use areas during the term of this Agreement.

e. The Agreement may only be modified by mutual agreement of the parties in writing and signed by each of the parties hereto.

6. This Agreement will remain in effect until the expiration date of Lease No. DA-15-029-ENG-7929 between Allegheny County and the Government. Any extension of the Lease automatically extends this Agreement to the extension date of the Lease.

7. This Agreement was authorized by the Board of Commissioners of Allegheny County on July 23, 1987, at Agenda No. 958-A-87.

IN WITNESS WHEREOF, this Agreement is duly executed on the day and year first above written, by the parties hereto, intending themselves to be legally bound hereby.

WITNESS:

Beverly Stack
Realty Specialist

THE UNITED STATES OF AMERICA

BY James D. Coppen
JAMES D. COPENHAVER, Colonel, USAFR
Commander
HQ 911 Tactical Airlift Group (AFRES)

COUNTY OF ALLEGHENY

BY Tom Fausto
Pete Saluto
Lawrence W. Dunn
Board of County Commissioners

ATTEST:

Shirley M. Stribble
Chief Clerk

APPROVED:

Alan G. Sharp
Director, Dept. of Aviation

THE UNITED STATES OF AMERICA

BY Alan G. Sharp
ALAN G. SHARP, Maj Gen, USAF
HQ AIR FORCE RESERVE

APPROVED AS TO FORM:

James J. Stelars
County Solicitor

[Signature]
Assistant County Solicitor

Agreement between the County of Allegheny and the United States of America duly authorized by the Board of County Commissioners on July 23, 1987, at Agenda No. 958-A-87.



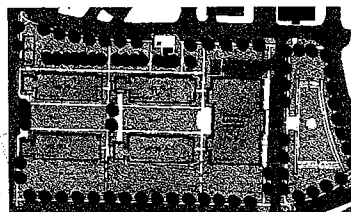
Impact on Joint Use



Military Entrance Processing Station (MEPS)

911 AW Provides...

- Annual Support: 9,000 applicants
 - Testing / Billeting / Dining Facility / Safety / Security
- Annual Savings: \$1.2M
- \$9M Army MCP for facilities



Integrity - Service - Excellence

31

Another unmeasured area is that of Joint Use or shared services.

We share our facilities with the Military Entrance Processing Station (MEPS), whose offices are in the Federal Building downtown.

We support 9,000 applicants annually by providing facilities for testing, billeting and dining, while providing safety and security for the recruits.

This saves the Army \$1.2M annually. They have even gone so far as to commit \$9M in MCP for FY09 to add on to our own billeting MCP project. They want to move out of their downtown offices and bring the whole operation to our Base.

Closing this base would affect them most definitely.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Impact on Joint Use

BRIEFING BULLET:

- Military Entrance Processing Station (MEPS)
- 911th Airlift Wing Provides
 - Annual Support: 9,000 applicants
 - Testing / Billeting / Dining Facility / Safety / Security
 - Annual Savings: \$1.2M
 - \$9M Army MCP for Facilities

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): SMSgt Gregory Gogets, MSgt David Riley, Ms. Connie Withrow

SUPPORTING ANALYSIS:

- 911th offers lodging, meals, transportation, testing and MWR facilities
 - ISSA over 10 years old – long standing support
 - 9,000 applicants per year
 - \$34.50 versus \$150.00 per applicant
 - \$1,039,500 additional costs
- Loss of testing facility
 - Additional travel expenses and time required to test
 - \$187,717 additional costs
- \$9M Army MCP for facilities
- Data provided by MEPS – Maj Edgar Marshall
- 911th offers MWR services at no additional cost
 - Gym, recreation center, baseball field, tennis courts
 - Recreation specialist
- Enhances recruiting effort by orienting potential recruits to military life and facilities
- Security
 - Best feature of current process
 - No safety, violence or alcohol related incidents reported
 - Commercial facilities can not offer same level of security

SUPPORTING DOCUMENTATION: 21 Pages

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: MEPS Support Provided

BRIEFING BULLET: (BULLET 1 of 2): Cost of Closure to MEPS - \$1,227,217

Briefer:

Analysis POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- 911th offers lodging, meals, transportation, testing and MWR facilities
 - ISSA over 10 years old – long standing support
 - 9,000 applicants per year
 - \$34.50 versus \$150.00 per applicant
 - \$1,039,500 additional costs

- Loss of testing facility
 - Additional travel expenses and time required to test
 - \$187,717 additional costs

- Data provided by MEPS – Maj Edgar Marshall

SUPPORTING DOCUMENTATION: NO. OF PAGES 20

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: MEPS Support Provided

BRIEFING BULLET: (BULLET 2 of 2): Applicant Services and Security

Briefer:

Analysis POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- 911th offers MWR services at no additional cost
 - Gym, recreation center, baseball field, tennis courts
 - Recreation specialist
- Enhances recruiting effort by orienting potential recruits to military life and facilities
- Security
 - Best feature of current process
 - No safety, violence or alcohol related incidents reported
 - Commercial facilities can not offer same level of security

SUPPORTING DOCUMENTATION: NO. OF PAGES 20

MEPS Support Provided by the 911th AW

- Pittsburgh MEPS uses the 911th AW for lodging and night testing of its applicants
- 9,000 applicants per year process through the 911th AW
- Gym, recreation center, and testing lab (ASVAB testing) available on base
- ISSA entered into over 10 years ago – long standing support
- Recruiting effort enhanced by orienting potential recruits to military facilities and life
- Security is the best feature of the process. No safety, violence, or alcohol related incidents have ever occurred – unlike other MEPS using commercial hotels

MEPS Support Provided by the 911th AW – page 2

➤ Lodging Savings: Cost/applicant at 911th is \$34.50 – includes lodging, breakfast, transportation, testing facilities, security and the services of a recreation specialist. Cost per applicant for using commercial facilities is \$150.00. Savings per year is \$1,039,500 (9,000 applicants x 115.50 per applicant)

➤ Testing Lab Savings:

USMEPCOM (HVAC) \$79,200

USMEPCOM – Security \$27,062

Transportation \$52,500

Recruiter expenses (4,000 trips x \$8 parking) \$32,000

Less rental fee for lab (\$3,045)

Total annual savings for lab testing facilities \$187,717

➤ Total Savings to USMEPCOM - \$1,227,217

Adrian,

FYI. Col Vogt would like for us to include the attached MEPS savings into our briefing also.

Bob

-----Original Message-----

From: Pittsburgh- CDR (Marshall, Maj Edgar)

[mailto:pghcdr@mepcom.army.mil]

Sent: Wednesday, May 25, 2005 5:06 PM

To: Moeslein Robert Civ 911 MSG/CE

Subject: Information Paper on the Cost Savings of MEPS Using the 911th

Mr. Moeslein,

Please forward to COL Vogt.

Some interesting numbers on this information paper. I estimate Pittsburgh MEPS saves \$1.2 million using the 911th.

Savings on using the lodge:

\$1,039,000

Savings on the night test lab:

\$187,717

<<Cost Savings of the MEPS.doc>>

I also enclose the AAR on the night testing lab. Not really needed but it does lay out the cost savings estimates on the lab.

<<Information Paper Night Testing2.pdf>>

VR,
MAJ Marshall

INFORMATION PAPER

SUBJECT: Cost Savings for MEPS to Use 911th AF Reserve Base

1. Pittsburgh MEPS uses the 911th Air Wing base for lodging and night testing of its applicants at a significant cost savings to the government. Each year 9,000 applicants spend the night at the lodge and half of those are expected to use the night testing facility at an estimated savings to the government of \$1,226,717. *\$1,227,217*

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

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

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

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

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

Savings to USMEPCOM (HVAC)	\$79,200
Savings to USMEPCOM (Security)	\$27,062
Savings to Pittsburgh MEPS (Transportation)	\$52,500
Savings to Recruiters (4,000 trips x \$8 parking)	\$32,000
<u>Rent for lab at 911th</u>	<u>(\$3,045)</u>
Realized savings to government	\$187,717

4. Future Projects at the 911th:

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

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

MAJ MARSHALL
PITTSBURGH MEPS
(412) 395-4470

Information Paper

SUBJECT: Pittsburgh MEPS Offsite Testing Lab

1. On 15 NOV 04, Pittsburgh MEPS activated an Offsite WINCAT testing lab at the 911th Air Force Reserve Base for night ASVAB testing. This testing lab is located within yards of the applicant lodge where applicants are housed at night. See Annex A for photographs of site.

2. Background history. See Annex B.

3. The current testing configuration/process is as follows:

a. Twenty WINCAT terminals installed inside a private room at the recreation center for night testing. No night testing is conducted at the Pittsburgh MEPS.

(1) The lab is manned with one night TA. The lab has no MIRS or data communications link between the MEPS and 911th. Therefore, it is necessary for one additional person to work at the MEPS 1400-1700 to support check-in of testers via FAX/phone. This person also runs MEPS control desk until COB.

(2) Once testing is completed the night TA carries the scores via diskette (and paper backup) back to the MEPS for processing and packet build for processing the next morning. No scores have been lost. The stand-alone WINCAT concept is working well.

b. Ten WINCAT terminals installed at the Pittsburgh MEPS for Same Day Processing (Mon-Wed-Fri) to be used only during normal business hours. This lab is manned with one daytime TA.

4. Current Pittsburgh MEPS TDA authorizations cover the manning requirements for both sites. No additional manpower is necessary.

5. Operating hours at the 911th.

a. Night Testing Check-In: 1400-1700.

b. Night Testing: 1400-2000. The majority of applicants arrive 1500-1600. On most nights testing rarely goes past 1900 hours. Also the lab has not even come close to capacity due to the staged flow of arriving applicants.

SUBJECT: Pittsburgh MEPS Offsite Testing Lab

c. Hotel Check-In: 1500-2300. We negotiated for the hotel front desk to accept applicants two hours earlier. No cost to ISSA.

d. Dinner: 1800-2100. We negotiated to move dinner one hour earlier. No cost to ISSA.

6. Cost estimates. See Annex C.

7. Time savings and improved customer support.

a. Applicants are getting to bed approximately 1-4 hours earlier.

b. Recruiters save \$8-\$10 parking fee by not coming to the MEPS.

c. The vast majority of recruiters avoid 5 O'clock rush hour traffic coming to downtown to drop off applicants. The 911th sits along a major transportation artery.

d. The new night testing lab is open for business 3 hours earlier and longer than the old testing lab.

e. Better supervision of applicants at the 911th lodge by having MEPS personnel and recruiters on the base in the evening.

8. Initial response. The IRCs report that every recruiter that used the lab is very happy with the setup. The recruiters also like that they can now use the base gym while waiting for their applicants or sit in the rec center and do work (phone lines are available for their laptops). See Annex D. No applicant has complained on survey sheets or during commander's Welcome Brief.

9. Open Issues. See Annex E.

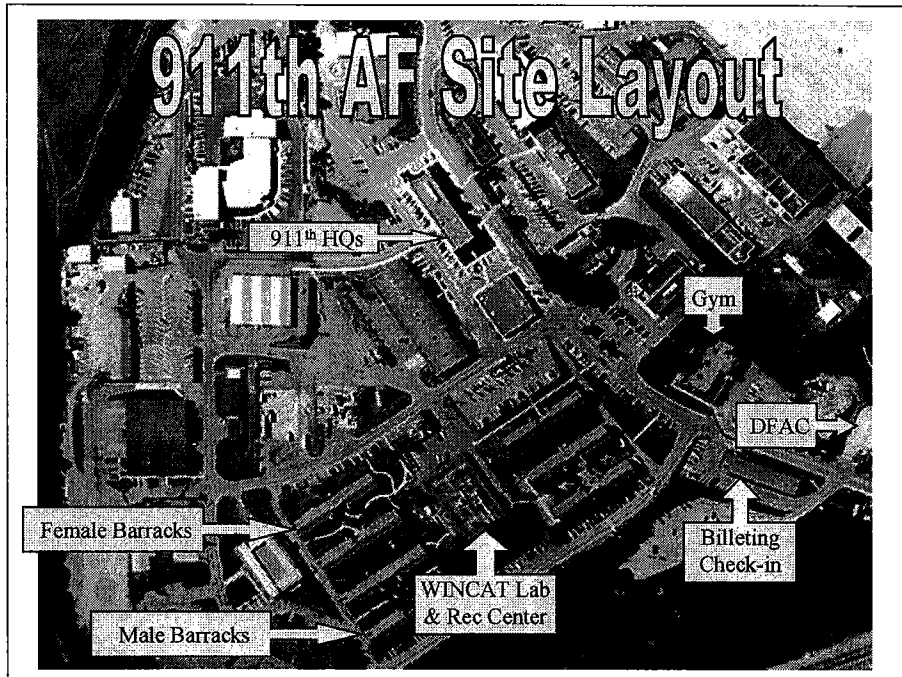
5 Encls

1. Annex A. Briefing
2. Annex B. Background
3. Annex C. Cost Estimates
4. Annex D. IRC Response
5. Annex E. Open Issues
6. Annex F. Email Traffic

MAJ EDGAR A. MARSHALL
Pitt MEPS CDR
(412)395-4470

Pittsburgh MEPS

The New
WINCAT Night Testing
Laboratory



Background

- Pittsburgh scheduled to receive 30 WINCAT terminals in NOV 04
- Current space holds 20 terminals
- ~\$10K expansion needed for additional 10 terminals
- Expanding old lab didn't make sense considering Pittsburgh MEPS is scheduled to move to 19th Floor in JAN 06
- The new floor can accommodate the 30 terminals but not available until JAN 06
- Decision made to establish new lab at the 911th
- Received \$16K FY04 EOY funds for construction
- 911th completed work 1st week of NOV 04
- WINCAT Install completed 2nd week of NOV 04
- The new WINCAT lab operational 15 NOV 04
- Canceled night bus contract on 1 DEC 04

Justification

- Removes transportation cost (\$250 per day) to move applicants to lodge at night (~\$5K/month savings)
- Removes HVAC and Security costs at MEPS for after hours services (~\$158K/year savings)
- Decreases applicant waiting time for evening bus (~1.5 hours)
- Improves customer service by allowing applicants to check-in to lodge, rest, eat, then take the test
- Improves customer service by getting applicants to bed earlier at night
- Saves recruiters time & parking costs (\$10) of dropping off applicants (IRCs support the move)

Schedule

New Schedule

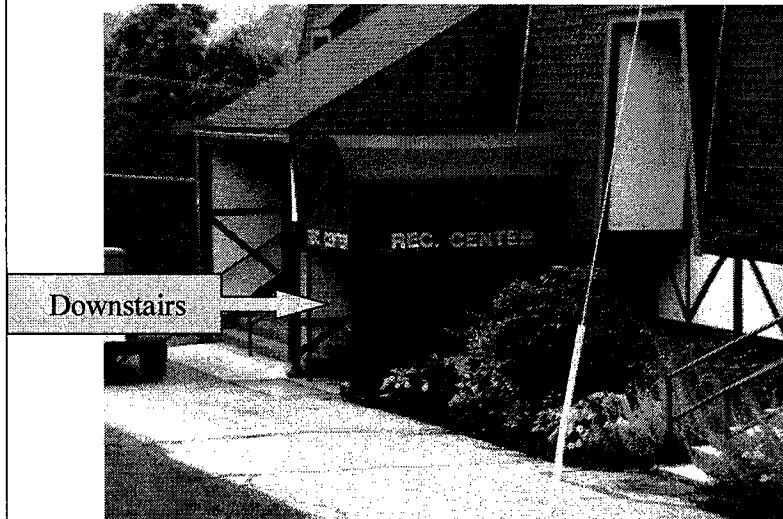
- 1400-1700 ASVAB Check-In
- 1400-2000 Testing

- 1400-2300 Check-In Hotel
- 1800-2100 Dinner
- 2200 Lights out

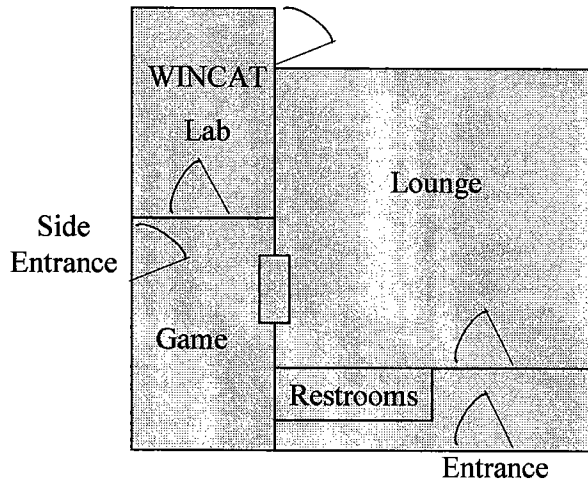
Old Schedule

- 1500-1700 ASVAB Check-In
- 1700-2000 Testing
- 2000-2030 Transport to 911th
- 2030-2300 Check-In Hotel
- 1900-2200 Dinner
- 2300 Lights out

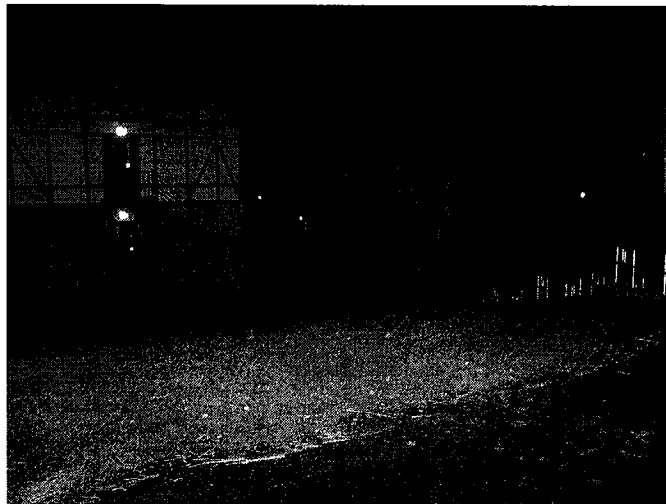
WINCAT Lab & Rec Center



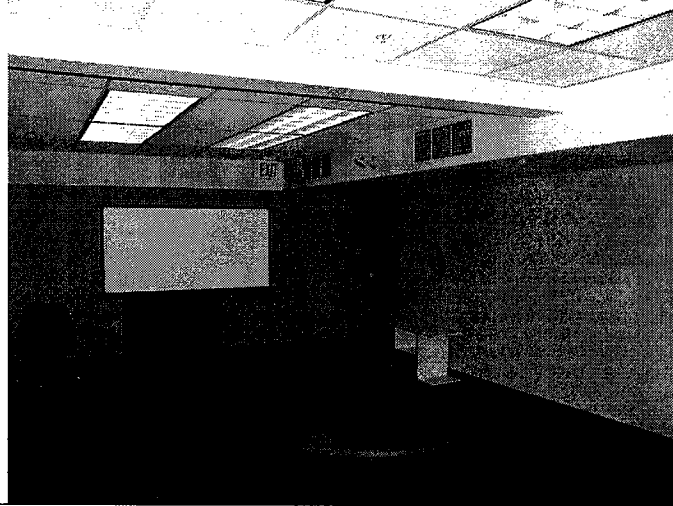
WINCAT Lab & Rec Center (Located in Basement)



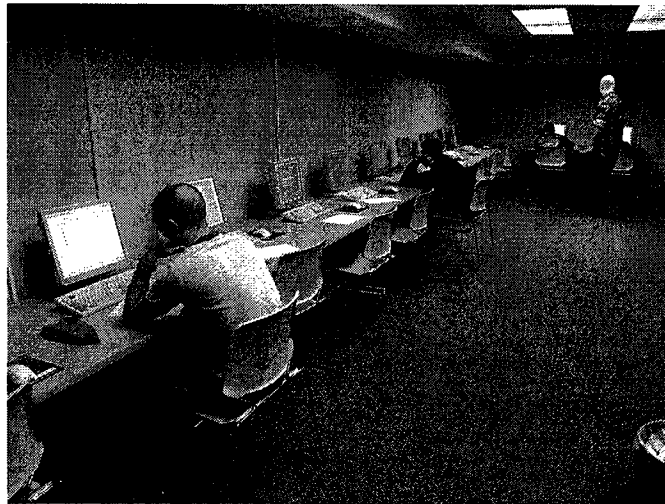
Billeting (Taken from Side Entrance)



WINCAT Lab
(Before Work, Approx. 15' x 20')



WINCAT Lab
(Work Completed 14 NOV 04)



Narrative: Pittsburgh MEPS Night testing had a validated requirement for 30 terminals. The old testing room was too small to adequately accommodate all 30 terminals. Expansion of the room would cost \$10K. Also the MEPS is scheduled to move OCT 2005-JAN 2006 two floors up. It didn't make much sense to spend \$10K for a space that would be used for only a year. The MEPS CDR started looking at other options and came up with a proposal to conduct night testing at the hotel where the applicants are billeted. After extensive evaluation, the MEPS determined that moving the lab to the 911th would dramatically reduce operating cost and reduce applicant wait time. Pittsburgh MEPS requested \$16K 2004 EOY money to prepare a space at the 911th for the night testing lab. Receiving EOY funds NLT SEP 2004 was important to ensure the room was ready for the WINCAT installation scheduled in NOV 2004. The USMEPCOM Commander approved the funding. Painting, electrical, IT wiring and WINCAT install was completed in early NOV 2004. The night testing lab became operational on 15 NOV 2004.

Chronological History:

AUG 2002: Pittsburgh MEPS met with MEPCOM about WINCAT installation. Decision was to deliver WINCAT to Pittsburgh during the same time they were scheduled to move to the 19th floor (OCT 2005). Decision was made to increase number of test stations from 20 to 30 based on workload. The new floor design for 19th floor would accommodate the terminals. Previous commander also purchased non-standard furniture for testing room.

JAN 2004: Pittsburgh MEPS discovered that the WINCAT installation was moved up 15 months to July 2004 install.

FEB 2004: Pittsburgh MEPS requested work estimates from GSA for room expansion to accommodate the additional 10 terminals.

3-5 MAR 2004: Pittsburgh Commander traveled to USMEPCOM for a QUICR conference. During breaks, the commander met with various testing, facility, IT and sector staff about a new proposal to move the WINCAT lab to the 911th. While many found the proposal interesting, the MEPS commander could not get much support.

9 MAR 2004: \$8K estimates forwarded to Eastern Sector for room expansion to accommodate the 10 additional terminals.

15 MAR 2004: Pittsburgh MEPS made steps to purchase the authorized WINCAT furniture.

24 MAR 2004: Notified by TASKING MESSAGE - T-04-MAR-044 that 30 WINCAT terminals would be delivered in 21-27 JUL 04.

APR 2004: Pittsburgh Commander met with 911th representatives to ask if any space was available for testing lab. Was initially told no, after meeting with base commander, the space was offered up.

29 APR 2004: Notified USMEPCOM, facility, IT, and testing that 911th offered up space for WINCAT lab.

MAY 2004: Notified by GSA that funding for work was not received and estimate price would go up to \$10K. Commander notified ESEC.

24 MAY 2004: Notified by ESEC that WINCAT install is moved to NOV 2004. LCDR Preston reports decision to delay install is made due to no funding.

JUN 2004: Pittsburgh MEPS submits a power point presentation with proposal to move the WINCAT lab to 911th.

10 JUN 2004: COL Atkins gets involved. CAPT Ackerson asks the staff to take a hard look at a proposal to move the WINCAT to the 911th. A conference call is setup for 1 JUL with IT, Budget, MOP, Testing, ESEC, Facilities, and MEPS.

JUN 2004: Pittsburgh MEPS speaks with LA MEPS about their offsite testing lab. One problem reported is how to transmit data back to the MEPS.

1 JUL 2004: The conference call is delayed. USMEPCOM staffers have competing priorities.

2 AUG 2004: COL Atkins gets involved. Conference call is rescheduled to 18 AUG.

18 AUG 2004: Conference call takes place. Attendees all agree to go ahead with WINCAT installation at 911th. Pittsburgh MEPS will provide all estimates. The agreement is that IT will find a solution to transmit data from 911th to MEPS.

19 AUG 2004: Pittsburgh submits estimates for \$16K. This did not include any estimates for digitally connecting MEPS to 911th.

OCT 2004: IT does not submit any estimates or solutions. Pittsburgh MEPS submits an estimate to ESEC (\$6K= \$3K T1 line+\$3K hardware).

OCT 2004: End of year funding is done for WINCAT install. The 911th will do all the prep work for the laboratory.

20 OCT 2004: Received 30 WINCAT terminals.

21 OCT 2004: Furniture arrives.

30 OCT 2004: Electrical power upgrades and telephone install completed.

1-2 NOV 2004: The TCO attends WINCAT Training in Baltimore.

5 NOV 2004: Network - Wiring and cable pulls completed, 30 drops installed.

8-14 NOV 2004: CATASVAB terminals removed from Pittsburgh MEPS. Ten WINCAT Terminal installed at the MEPS. Twenty WINCAT terminals installed at the 911th. No downtime and all work completed with no problems.

15 NOV 2004: WINCAT Night Testing Lab opens for business.

30 NOV 2004: Hardened doors installed.

1. Overall, Pittsburgh MEPS stands to save the government over \$155K per year with the night testing lab operating at the 911th. The upfront cost was \$16K to build the room.

2. Up front cost. \$16K - One time cost funded with USMEPCOM FY04EOY funds. Money used to build the room (power upgrade, paint, doors, computer wiring).

3. Total annual reoccurring costs: \$10,045.00

a. \$3,045.00 per year: Annual increase cost to the ISSA. Based on standardized government square footage charges on military bases. This pays for HVAC and two phone lines. MEPS pays

b. \$7K per year: Annual increase cost to the ISSA. Pay raises (\$2 per hour increase) for the security guard and recreational service specialist. The raise was justified for the increased support required due to uneven applicant flow onto the base. Both positions haven't received a raise in many years.

c. At this point unless told otherwise, the plan is to transfer the cost of the lab onto the services. Estimate applicant-lodging cost to increase \$1.25 to pay for 3a and 3b mentioned above. Average applicant lodging will go from \$34.50 to \$35.75. The IRCS have no problem with the increase (they realize a savings from recruiter parking). Recruiters save \$8-\$10 parking fee by not coming to the MEPS.

4. Unknown costs.

a. Security camera: Funded by USMEPCOM security (POC is TSGT Walker). USMEPCOM security inspected the site and is working the installation. As understood, the funding is available and not an issue.

b. Communication package. In the future, we would like for a data communication link between MEPS and the offsite lab (for MIRS and Scoring). High-end T1 solution cost estimate is \$6k install and \$6k per year. A telephone modem capability would be substantially cheaper and more reasonable.

6. Total annual cost savings: \$155,717.75

a. HVAC (Night Testing): \$79,200.00

Annual cost of HVAC during night test at the MEPS	\$86,400.00
Present cost for mission days/extended hours	\$7,200.00
<hr/>	
Annual savings to USMEPCOM - Facilities	\$79,200.00
Rent for lab at 911th	\$3,045.00
Realized saving in Facilities	\$76,155.00

b. Security: \$27,062.75

Annual Cost of security for night test at the MEPS	\$29,523.00
Present cost for mission days/extended hours	\$2,460.25
Annual savings to USMEPCOM - Facilities	\$27,062.75

c. Applicant Transportation: \$52,500.00

Transportation from night test to lodging facility	\$52,500.00
Present cost for transportation	\$0.00
Annual savings to Pittsburgh MEPS*	\$52,500.00

*Applicant transportation was paid by Pittsburgh MEPS Apr 04 through Nov 04. Actual cost for these 8 months was \$35,000.00. Evening transportation was discontinued on 1 Dec 04 due to new testing lab at 911th. Prior to Apr 04, yearly cost of \$52,500 was paid by recruiting services based on number of applicants transported.

On 9 NOV 2004, Pittsburgh MEPS held the quarterly IRC at the new night testing lab at the 911th. All the commanders had an opportunity to see the new laboratory and consider the impact to their operation. Every commander fully supported the location and felt that this would better support their mission. Only the Air Force voiced concerns that they would have to change some practices. The Air Force used commercial transportation to move applicants and they were concerned that there would be problems with taxis getting onto the base. We resolved this problem by staging a vehicle to pick up applicants at the front gate.

Also the IRCs were notified that applicant hotel costs would increase approximately \$1.25 per applicant due to the lab. All services had no problem with the increase.

Email comments from Marine and Army commanders below:

I apologize for not getting back to you by the 10th, but I was in Harrisburg and my email has been down.

This morning I had all my Sub-station commanders in house for training and I asked them how the test site was working. All of them feel it is much more convenient than having to come downtown. The only thing we would ask is if we could adjust the hours from 1400-1700 to 1500-1800. A couple of my further stations have a hard time picking up applicants after school and getting to the base by 1700 after fighting rush hour traffic. Moving to 1800 would give them a little more time and help keep them safe on the roads. Many of them also do not use the time round 1400 because this is prime time prospecting for us.

Let me know if you can help. Thanks.

Major Michael D Sherman
Commanding Officer, RS Pittsburgh
William S Moorhead Federal Bldg
1000 Liberty Ave, Room 1512
Pittsburgh, Pa 15222
(412) 395-4917

Feedback from my guys/gals is good.
BC

LTC Diane L. Martino
Commander
Pittsburgh Recruiting Battalion
diane.martino@usarec.army.mil
(412)395-5858
"Mission Box, Nothing Less!"

Network connectivity between 911th and MEPS is not funded.

The lab is manned with one night TA. The lab has no MIRS or data communications link between the MEPS and 911th. Therefore, it is necessary for one additional person to work at the MEPS 1400-1700 to support check-in of testers via FAX/phone. This person also runs MEPS control desk until COB.

Once testing is completed the night TA carries the scores via diskette (and paper backup) back to the MEPS for processing and packet build for processing the next morning. No scores have been lost. The stand-alone WINCAT concept is working well.

On 13 JAN 05, Mr. Moore and Mr. O'Brien visited the lab. Both officials approved of the site. Mr. Moore was very supportive of digitally connecting the laboratory with a MIRS terminal to support in-processing.

An on-site MIRS terminal would allow the night testing lab to expand the check-in window from 1400-1800 (which the Marines specifically requested).



Impact on Joint Use



911 AW Firing Range Usage

State and Local
Law Enforcement Agencies..... **26**

Federal Agencies **15**

Military Units **9**

3,300 users annually

Impact on Homeland Defense?

50 units

Integrity - Service - Excellence

32

Our firing range facility is used by 50 local, State, Federal and Military agencies.

3,300 users flow through annually.

It is one of the rare ranges that allows up to .50 caliber ammunition to be fired.

What is the impact on Homeland Defense if we close?

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Impact on Joint Use

BRIEFING BULLET:

- 911th Airlift Wing Firing Range Usage
 - State and Local Law Enforcement Agencies – 26
 - Federal Agencies – 15
 - Military Units - 9
- 3,300 Users Annually
- Impact on Homeland Defense?

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- Firing Range Utilization
- Supporting Analysis Data (Sheets 1, 2, and 3)
- U.S. Department of Homeland Security letter dated June 2, 2005
- Robert Morris University letter dated June 9, 2005
- HHC 1/110th INF(MECH) letter dated May 31, 2005
- Township of South Fayette letter dated June 6, 2005
- U.S. Immigration and Customs Enforcement letter dated 2 June 2005
- U.S. Department of Justice letter dated June 2, 2005
- U.S. Department of Labor letter dated May 27, 2005
- Ohioville Borough Police Department letter
- Department of the Army letter dated 31 May 2005
- Township of Crescent letter dated January 31, 2004
- U.S. Department of Justice letter dated January 27, 2004
- Mt. Lebanon Police Department letter dated February 6, 2004

911TH AW BRAC Commissioner's Briefing
DATA CARD

- U.S. Immigration and Customs Enforcement letter dated February 2, 2004
- Township of Collier Police Department letter dated May 1, 2004
- Township of Upper St. Clair letter dated 18 May 2005
- Scott Township Police Department letter dated May 27, 2005
- Department of the Army letter dated 28 January 2004
- Midland Borough Police Department letter dated January 27, 2004
- Brighton Township Department of Police dated January 28, 2004
- Veterans Affairs Medical Center Police memorandum dated 26 January 2004
- Township of South Fayette Police Department
- Township of Findlay Police Department letter dated January 27, 2004
- Upper St. Clair Department of Police letter dated 27 January 2004
- The U.S. Immigration and Customs Enforcement, Pittsburgh field office, states:
 - “The Pittsburgh Field Office of Federal Air Marshal Service would be negatively impacted by the closure of the 911th Air Force Reserve Firearms Range.”
- The Department of the Army 335th Replacement Battalion states:
 - “We plan on using this site at least semi-annually with the possibility of our subordinate units using it in the same manner.”
- U.S. Air Marshal cost estimate for training provided
 - Cost of \$12,000 per year for an agency with 250 individuals requiring annual certification
 - \$48.00 per person for training
- Findlay Township cost estimate for training provided
 - Cost of \$16,000 annually for training their personnel
 - \$290.00 per person for training

SUPPORTING DOCUMENTATION: 30 Pages

**911th AW
Firing Range Utilization**

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

**911th AW BRAC Commissioner's Briefing
DATA CARD**

BRIEFING SLIDE: Joint use firing range

BRIEFING BULLET: (BULLET 1 OF 3): State of the art 21 point firing range accommodating 51 area governmental and law enforcement agencies in training over 3300 personnel annually

Briefer:

Analysis POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- Firing range utilization as of 6/14/2005 (SFS Range Schedule 2) shows 51 agencies listed and approximately 3396 personnel trained per year

SUPPORTING DOCUMENTATION: NO. OF PAGES 2

**911th AW BRAC Commissioner's Briefing
DATA CARD**

BRIEFING SLIDE: Joint use firing range

BRIEFING BULLET: (BULLET 2 OF 3): Extraordinary local and regional weapons training asset directly supporting the Global War on Terrorism and Homeland Defense initiatives

Briefer:

Analysis POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- Letter from U.S. Immigration and Customs Enforcement Pittsburgh field office states “the Pittsburgh Field Office of Federal Air Marshal Service would be negatively impacted by the closure of the 911th Air Force Reserve Firearms Range.”
- Letter from Department of the Army 335th Replacement Battalion states “we plan on using this site at least semiannually with the possibility of our subordinate units using it in the same manner”

SUPPORTING DOCUMENTATION: NO. OF PAGES 23

**911th AW BRAC Commissioner's Briefing
DATA CARD**

BRIEFING SLIDE: Joint use firing range

BRIEFING BULLET: (BULLET 3 OF 3): Hundreds of thousands of dollars in estimated cost avoidance for training of DOD and other governmental agencies

Briefer:

Analysis POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- U.S. Air Marshals letter states a cost savings of \$12,000 per year for an federal agency of 250 individuals requiring annual certification which equates to \$48.00 per person per year
- Findlay Township letter dated June 8, 2005 states “the closing of the 911th Air Force Range would require our department to spend an additional \$16,000.00 annually on firearms training expenses” which equates to \$290.00 per person per year

SUPPORTING DOCUMENTATION: NO. OF PAGES 2



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

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

6/2/05

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

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

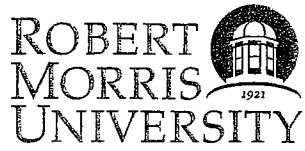
We would also like to extend our Gratitude for providing secure storage of the Presidential motorcade, consisting of six (6) or more vehicles as well as additional agency vehicles during, other protective and investigative missions within the Pittsburgh district. The vehicle storage you provide at no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

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

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

Respectfully Yours


SAIC-Jeffrey C. Eisenbeiser



6-9-05

Dear MSgt. Craft:

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

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

Sincerely,

A handwritten signature in black ink that reads "SGT F. Cambest". The signature is stylized and written in a cursive-like font.

Frank Cambest
Sergeant
Robert Morris University P.D.

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

**HHC 1/110TH INF(MECH)
MT. PLEASANT PA.
15666**

To: MSG Craft

From: SFC Comer

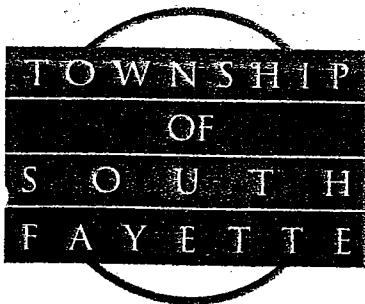
Date: 5/31/2005

Re: 911Th Qualification range

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

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

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



POLICE DEPARTMENT
LOUIS W. VOLLE, CHIEF OF POLICE
SANDRA MERGLOWSKI, SECRETARY

TO: UNITED STATES AIR FORCE RESERVE, 911TH SECURITY FORCES SQUADRON
FROM: SOUTH FAYETTE TOWNSHIP POLICE DEPARTMENT
SUBJECT: FACILITY USAGE AND IMPACT
DATE: 6/6/2005

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

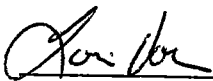
The following is a list of training our police force receives at the 911th facilities:

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

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

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

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


Louis Volle, Chief of Police

515 MILLERS RUN ROAD
MORGAN, PA 15064

TELEPHONE: 412.221.2170

FAX: 412.221-6703

WWW.SOUTH-FAYETTE.PA.US



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

Interoffice Memorandum

Federal Air Marshal Service
Pittsburgh Field Office

DATE: 2 June 2005

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

TO: MSGT Kenneth Craft, Combat Arms, 911th Air Force Reserve

THRU: Ted Hresko, SAC, Pittsburgh Field Office

VIA: Art Timko, Training ATSAC, Pittsburgh Field Office

SUBJECT: 911th Firearms Range Use by the Pittsburgh Federal Air Marshal Service

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

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

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

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

SENSITIVE SECURITY INFORMATION

This document contains sensitive security information that is controlled under the provisions of 49 CFR 1520. No part of this document may be released without the written permission of the Administrator, Transportation Security Administration, Washington, DC 20590. Unauthorized release may result in civil penalty or other action. For U.S. government agencies public availability is to be determined under 5 U.S.C. 552.



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

www.dea.gov

June 2, 2005

Colonel Votg
Base Commander
911 AirWing

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

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

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

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

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

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

Thank you,

A handwritten signature in black ink, appearing to read "Brian Averi".

GS Brian Averi, DEA/ATF
412.472.0475

U.S. Department of Labor

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



May 27, 2005

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

Dear Master Sergeant Craft,

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

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

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

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

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

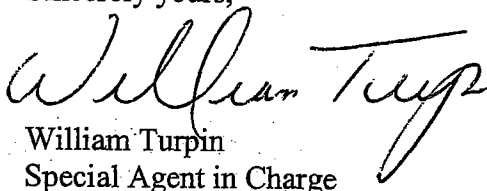
Other ranges have been identified, but they either are limited in their facilities, or too much time is wasted getting to and from those facilities.

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

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

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

Sincerely yours,

A handwritten signature in cursive script that reads "William Turpin". The signature is written in dark ink and is positioned to the left of the typed name and title.

William Turpin
Special Agent in Charge

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

Ohioville Borough



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

Police Department

6268 TUSCARAWAS ROAD • INDUSTRY, PA 15052

To: Sgt Ken Craft

From: Mark Smilek, Assistant Chief of Police
Firearms Instructor

Re: Range

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

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

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

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

Thank you for providing use with this service.

A handwritten signature in black ink that reads "Mark A. Smilek". The signature is written in a cursive style with a large, prominent "M" and "S".

Mark Smilek
Assistant Chief of Police



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

REPLY TO
ATTENTION OF

AFRC-CPA-AS-A

31 May 2005

SUBJECT: Use of Clinton Range

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

A handwritten signature in black ink, appearing to read "SEAN D. JONES".

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

Police Department

TOWNSHIP OF CRESCENT

225 Spring Run Road
Crescent Twp., PA 15046

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

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

To: Sgt. Ken Kraft, 911th Airwing

From: Sgt. Ken Longerman, Crescent Twp Police

Date: January 31, 2004

RE: Range Usage

Dear Sgt. Kraft,

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

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

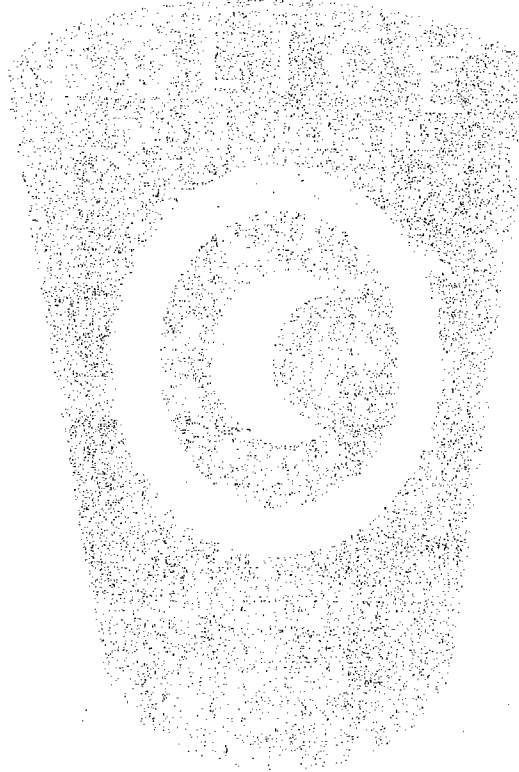
Your facility provides an excellent place for progressive police departments to training. Our officers are able to do various types of tactical training, controlled dim light shooting, building search and room clearance type training. These are just examples of a few types of drills we conduct on your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

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

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

Sincerely,

Ajt. Ken Longerman CT21
Sergeant Ken Longerman, Range Master





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

www.dea.gov

January 27, 2004

Tech Sgt. Ken Craft
911 Combat Arms Range Manager

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

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

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

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

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

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

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



MT. LEBANON
PENNSYLVANIA

POLICE DEPARTMENT

MUNICIPAL BUILDING
710 WASHINGTON ROAD
PITTSBURGH, PA 15228
PHONE (412) 343-3400
FAX (412) 563-1770
www.mdebanon.org

February 6, 2004

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

Dear TSGT. Craft,

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

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

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

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

Sincerely,

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



Office of Investigations

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



U.S. Immigration and Customs Enforcement

February 2, 2004

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

Re: Range Usage/Qualifications


Dear Technical Sergeant Craft:

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

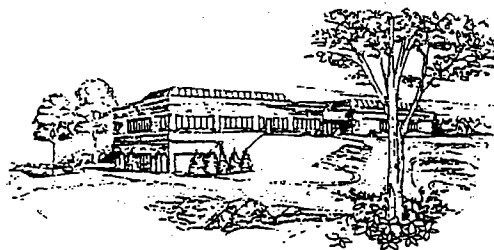
I would appreciate the continued use of the 911 Air Wing Range for special agent firearm qualifications.

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

Sincerely,


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

TOWNSHIP OF COLLIER POLICE DEPARTMENT



Daniel D. Rearick
Chief of Police

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

"COMMUNITY FIRST"

Date: 5-1-04

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

Dear TSgt Craft,

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

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

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

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

Respectfully,

Ofc. Kris G. Sabin
Firearms Instructor
412.276.5051 ext 418

Township of



USC

Upper St. Clair

Department of Police

Calls For Service (412) 833-7500

Administration (412) 833-1113

Fax (412) 854-5320

Ronald J. Pardini

Chief of Police

18 May 2005

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

Dear TSGT Craft:

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

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

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

Sincerely,

Ronald J. Pardini,
Chief of Police

jms



SCOTT TOWNSHIP POLICE DEPARTMENT

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

Stanley Butkus, Chief

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

Master Sergeant Kraft,

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

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

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

Thank You,


Lieutenant James P. Secrett



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

REPLY TO
ATTENTION OF CPT Richard D. Collage

WTU1A4

28 January 2004

MEMORANDUM FOR RECORD

SUBJECT: US Army Individual Weapons Qualification at USAR Range

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

RICHARD D. COLLAGE
CPT IN
S4

Midland Borough Police Department

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

Ronald A. Bongivengo, Jr., *Chief of Police*
Email: police@midlandboro.org

To: 911 Airlift Wing Base
Sergeant Craft

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

Date: 01/27/2004

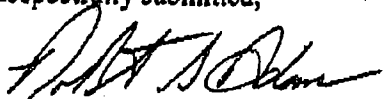
Subject: 911 Airlift Wing Firearms Range

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

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

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

Respectfully submitted;



Sgt Robert S. Adams



DEPARTMENT OF POLICE

BRIGHTON TOWNSHIP

**STANLEY L. GUZA
CHIEF OF POLICE**

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

January 28, 2004

**TSGT Kenneth H. Craft
91st Airlift Wing/SFS
1125 Carter Street
Pittsburgh IAP-ARS
Coraopolis, Pa. 15108-4481**

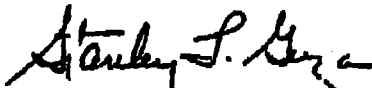
Dear Sir,

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

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

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

Sincerely,


**Stanley L. Guza
Chief of Police**



**Veterans Affairs
Medical Center Police**

Memorandum

DATE: 26 January 2004
FROM: John J. Crawford, Chief, Police Services
SUBJECT: Annual 911th Air Wing Pistol Range Usage
TO: Kenneth Craft, Staff sergeant, 911th Air Wing Range Coordinator
THRU: Mary A. Gild, Assistant Chief of Police

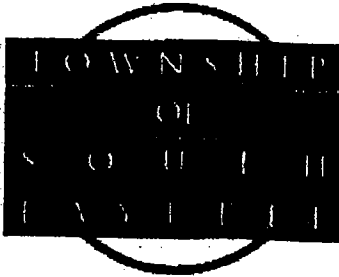
Staff Sergeant Craft, the VA Pittsburgh Healthcare System Police Service utilizes the 911th Air Wing Pistol Range on a quarterly basis to conduct the following mandatory training events. The number of officers per event is also indicated:

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

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

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

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



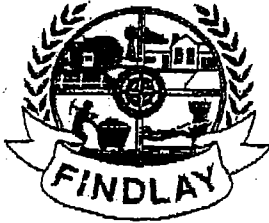
POLICE DEPARTMENT
LOUIS W. VOLLE, CHIEF OF POLICE
SANDRA MERGLOWSKI, SECRETARY

-
-
- THESE ARE THE MEMBERS OF THE SOUTH FAYETTE TWP. POLICE DEPARTMENT
- THAT ARE REQUIRED TO GO THROUGH THE FOLLOWING FIREARMS COURSES:
- 1. BASIC HANGUN QUALIFICATION COURSE---TWO TIMES DURING CALENDAR YEAR.
- 2. BASIC SHOTGUN QUALIFICATION COURSE---TWO TIMES DURING CALENDAR YEAR.
- 3. OFF DUTY WEAPON QUALIFICATION COURSE.
- 4. DIM LIGHT DUTY WEAPON QUALIFICATION COURSE.
- 5. SEMI-AUTOMATIC TACTICAL RIFLE QUALIFICATION COURSE.

-
- CHIEF LOUIS VOLLE
- CAPTAIN JOHN PHOENNIK
- LIEUTENANT ROBERT KURTA
- SERGEANT RONALD LAZZINI (FIREARMS INSTRUCTOR)
- SERGEANT GLENN DAVIS
- DETECTIVE JOSEPH STANISZEWSKI (FIREARMS INSTRUCTOR)
- PATROLMAN MICHAEL BLOCHER
- PATROLMAN JEFFREY SGRO
- PATROLMAN MICHAEL ZURCHER
- PATROLMAN JASON HENSEL
- PATROLMAN DANIEL CAPUTO
- PATROLMAN MICHAEL KUCHTA
- PATROLMAN GARY THOMAS
- PATROLMAN MICHAEL WESOLEK
- PATROLMAN CHARLES HANDERHAN
- PATROLMAN JAMES HUBBARD

515 MILLERS RUN ROAD
MORGAN, PA 15064

TELEPHONE: 412.221.2170
FAX: 412.221-6703
WWW.SOUTH-FAYETTE.PA.US



PAUL C. WILKS
Chief of Police

TOWNSHIP OF FINDLAY

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



An Accredited
Police Dept.

January 27, 2004


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

Dear Sergeant Craft:

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

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

Respectfully,


John H. Hart
Firearms Instructor

JHH:cm

Department of Police
Calls For Service (412) 833-7500
Administration (412) 833-1113
Fax (412) 854-5320

Ronald J. Pardini
Chief of Police

27 January 2004

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

Dear TSGT Craft:

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

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

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

Sincerely,

Ronald J. Pardini,
Chief of Police

jms



Impact on Joint Use



911 AW Firing Range

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

**Mark Smilek, Asst. Chief of Police
Ohioville Borough Police Dept.**

Integrity - Service - Excellence

33

Mark Smilek, Asst Chief of Police of nearby Ohioville Borough said this:

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

Sir, we’ve given you a copy of the latest Time Magazine that includes an article about the vulnerabilities of Nuclear Power Plants. This drives home the point made by Chief Smilek.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Impact on Joint Use

BRIEFING BULLET:

- 911th Airlift Wing Firing Range

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- Ohioville Borough Police Department – Mark Smilek, Assistant Chief of Police states:
 - “The communities these officers protect are either adjacent to or within only a few miles of the nuclear power plant in Shippingport, Pennsylvania. We need this range to effectively train and prepare for our part in the war on terrorism.”

SUPPORTING DOCUMENTATION: 1 Page

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

Ohioville Borough



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

Police Department

6268 TUSCARAWAS ROAD • INDUSTRY, PA 15052

To: Sgt Ken Craft

From: Mark Smilek, Assistant Chief of Police
Firearms Instructor

Re: Range

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

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

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

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



U.S. AIR FORCE

Impact on Joint Use



911 AW COMM Center

- **50+ Federal & Military Agencies**
 - **COMSEC / Classified Storage Facility**
- **100% of PA Air Guard Comm**
- **Presidential Support**

Integrity - Service - Excellence

34

The 911th Comm Center provides COMSEC and classified storage capability to 50+ Federal and Military Agencies.

We provide 100% of the Air National Guard's communications needs.

Comm is also integral in the support of Presidential visits to the region.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Impact on Joint Use

BRIEFING BULLET:

- 911th Airlift Wing COMM Center
 - 50+ Federal and Military Agencies
 - COMSEC / Classified Storage Facility
 - 100% of Pa Air Guard Communications
 - Presidential / VIP Support

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): SMSgt Gregory Goets, MSgt David Riley

SUPPORTING ANALYSIS:

- Supporting Analysis Data on This Essential Multi-million dollar Communication Facility
- Letter to United States Senator Arlen Specter dated 3 March 1995

SUPPORTING DOCUMENTATION: 4 Pages

**911th AW BRAC Commissioner's Briefing
DATA CARD**

BRIEFING SLIDE: Communication Squadron

BRIEFING BULLET: (BULLET 1 OF 1): Essential multi-million dollar Communication Facility supporting 57 government agencies

Briefer:

Analysis POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- The 911th Communication Division provides all voice communications through a Northern Telecom MSL -100 Digital Switch. This system was newly installed in April 1994 at a cost of \$4.1 million.

Service Provided	911TH	ANG	OUTSIDE AGENCY
DIAL TONE	YES	YES	
24 HR SWITCH BOARD SERVICE	YES	YES	YES
DSN CONNECTIVITY	YES	YES	YES
*FTS 2000 CONNECTIVITY Long Distance	YES	YES	YES
ALL LOCAL CALLING	YES	YES	YES
BILLING AND REPORTING SERVICE	YES	YES	
FORGEIN EXCHANGE TRUNKING	YES	YES	YES
TELEPHONE INSTRUMENTS	YES	YES	
*INTERNATIONAL SWITCHED VOICE SERVICE	YES	YES	
TDY MORAL CALLS	YES	YES	YES
ADMIN SERVICE CALLS	YES	YES	
OFFNETTING SERVICE	YES	YES	YES
PRESIDENTIAL SUPPORT	YES	YES	YES

* 911th assumes all cost incurred for above services except noted.

- To install a telephone switch only for PaANG would be approx. \$250,000 not to include the price of the building.

- **\$15.1 Million Communication Infrastructure Investment**

Demarkation Point between AFRES, PANG, and local community

In step with the Information Highway 2000 initiative

PANG data connectivity routed through 911th Communications Center

- Local Area Network (LAN) consist of state of the art servers, hubs, and routers capable of expanding to future network architectures

- Fiber Optic backbone connects all occupied buildings at the 911th with unlimited expansion for data, voice, and video
- Current Infrastructure capable of supporting Regionalized Data NODE

Comm Center Provides

- 24 hour accountability and storage utilizing class A government approved storage facility
- 24 hour classified communication security (COMSEC) material distribution
- Casualty Assistance Support
- Presidential Support/ VIP Support
- Supporting the following agencies
 - HQ AFRES
 - 911 AW; USAFRC 32 MAPS
 - 758 Airlift Sq
 - 911 AES
 - 311 RS
 - 171 ARW (ANG)
 - 147 ARS (ANG)
 - 146 WS (ANG)
 - OL – J1819 RAS (ANG)
 - 99th Army Reserve Command
 - 352 MP Company (USA)
 - C. E. Kelly Support Facility (USA)
 - Army Readiness Group
 - 479th Oakdale (USA)
 - D.O.D. MEPS Center
 - Naval Readiness Center
 - Marine Corps Readiness Center
 - U.S. Coast Guard
 - U.S. Armed Forces Examining Center
 - U.S. Marine Corps Mobilization Station
 - 339th Medical Hospital
 - 104th A V Battalion
 - Westinghouse Bettis Atomic Power Lab
 - Federal Bureau of Investigation
 - Current Technology Center
 - 336th Military Police
 - 458th Engineering Battalion
 - 876th Engineering Battalion
 - U.S. Army District Engineers
 - U.S. Marine Corps Recruiting Station
 - U.S. Naval Reserve C.S.F.U.
 - U.S Army Recruiting
 - U.S. Army Military Police Battalion
 - U.S. Department of Energy
 - Naval Criminal Investigative Service
 - Defense Supply Agency
 - DCMAO – Defense Contracting Agency
 - Veterans Administration

- USAF Software Engineering Institute - CMU
- Central Intelligence Agency
- Secret Service
- 28th Signal Battalion
- U.S. Army ROTC – Duquesne University
- U.S. Bureau of Mines
- 3rd PSYOP Company
- 308th Engineering Group / Leech Farm
- Commander HHB1 – 107FA / Hunt Armory
- White House Communications Support
- Drug Enforcement Agency
- Westinghouse Electric Corporation
- 302nd Medical Battalion
- 420th Engineering Company
- 475th Quartermaster Group
- 128th Military Battalion
- 28th Signal Battalion
- SSO 99th ARCOM
- USAED Pittsburgh

Outside customer non –reimbursable expenditures

- switchboard support
- operator assisted calls per year 90,000
- 70% outside customers per year 63,000
- Local telephone trunking and support - \$25,000 per year

SUPPORTING DOCUMENTATION: NO. OF PAGES 6

Sen. Arlen Specter
530 Hart Building
Washington D.C. 20510

3 March 1995

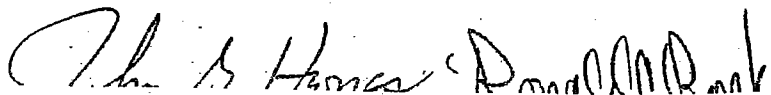
Dear Senator Specter:


The reason I am writing this letter to you is to express my concern and displeasure as a taxpayer regarding the base closure and realignment recommendations forwarded by the armed services to the Secretary of Defense. I was at Pittsburgh International Airport Air Reserve Station doing communications engineering work when the announcement came that the recommendation was to close Pittsburgh ARS and transfer the planes of the 911th Airlift Wing to other bases.

I believe this recommendation was made without taking into account several considerations, specifically those that have to do with communications support. My concerns also have to do with the politics of the realignment and closure process. I want to bring this to your attention because I am the communications systems engineer who is assigned to do consulting work and oversee the communications systems integration effort for Pittsburgh ARS.


In May of 1994, a brand new telephone system at a cost of between \$10 and 12 million was put into operation at this base. This system included the telephone switch, all new cable plant and, in some cases, infrastructure in the form of manholes and ducts, to provide state-of-the-art telephone communications for all present and future buildings. This telephone system also provides service to the Pennsylvania Air National Guard Base at the other side of the Pittsburgh International Airport. Furthermore, a brand new fiber optic cable plant was installed that will allow the connection of all computers in a Local Area Network (LAN) covering 30 buildings at the Air Reserve Station. The complete cable system has enough expandability potential built-in so that no additional costs have to be incurred for any future building construction. The Air Reserve Station also provides vault services for classified material for a number of Federal Government agencies in the Pittsburgh Metropolitan Area, is the main node for the Defense Data Network (DDN) circuits which serve the Pennsylvania ANG Base, and provides communications support to the President of the United States when visiting the Western PA area. A brand new system called Command and Control Information Processing System (C2IPS) is being installed this month to serve the PA ANG and the 911th Air Wing. Around \$200,000 have already been invested to connect the 911th Air Wing and the PA ANG Base together without taking into account the costs for the system itself.

Other Air Force Reserve Bases around the country do not have the advantages that Pittsburgh has in terms of communications systems. Examples are Westover in Massachusetts, Youngstown in Ohio and Niagara Falls in New York. The communications systems upgrade information is not included as part of the questionnaire that the

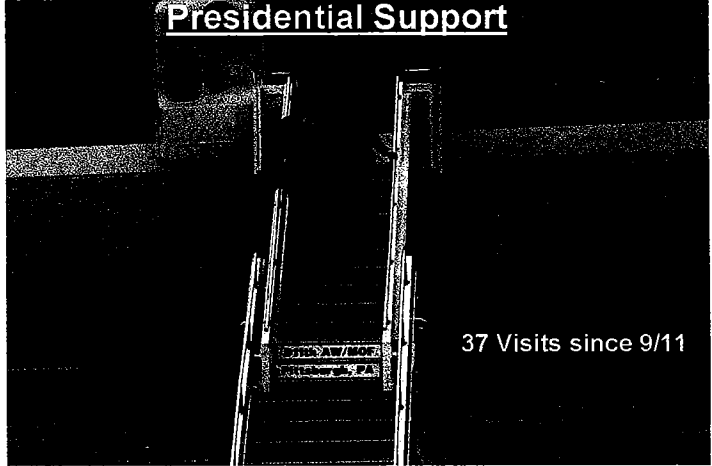


 **U.S. AIR FORCE**

Impact on Joint Use



Presidential Support



37 Visits since 9/11

Integrity - Service - Excellence

35

...of which there have been 37 since 9/11.

The Secret Service has indicated on numerous occasions their strong preference to use the 911th as the parking site for AF One and AF Two because of the ease with which they operate here.

That benefit would be lost to them and the region if we close.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Impact on Joint Use

BRIEFING BULLET:

- Presidential Support
 - 37 Visits since 9/11

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- E-mail message dated 17 June 2005

SUPPORTING DOCUMENTATION: 2 Pages

Nardozzi David Maj 911 OSF/OSC

From: D'Amico Geno CPT 911 AW/CCE
Sent: Friday, June 17, 2005 5:01 PM
To: Nardozzi David Maj 911 OSF/OSC
Subject: RE: I need some information ASAP

Working that one – I hope for tomorrow AM if not tonight

From: Nardozzi David Maj 911 OSF/OSC
Sent: Friday, June 17, 2005 4:59 PM
To: D'Amico Geno CPT 911 AW/CCE
Subject: RE: I need some information ASAP

I need a picture of AF One.

David P. Nardozzi
Commander's Action Group
DSN 277-8972

From: D'Amico Geno CPT 911 AW/CCE
Sent: Friday, June 17, 2005 4:58 PM
To: Bosley Adrian Maj 911 OSF/IN; Nardozzi David Maj 911 OSF/OSC; Poznik Joseph LtCol 911 OG/OSF; Miner Steven Capt 911 MSF/CC
Cc: Vogt Carl Col 911 AW/CC
Subject: FW: I need some information ASAP

FYI

For your slides

From: Perza Rich CMSgt 911 MOF/ MXOL
Sent: Friday, June 17, 2005 11:07 AM
To: D'Amico Geno CPT 911 AW/CCE
Subject: RE: I need some information ASAP

The following are the Presidential, Vice President and chase aircraft visits the 911th has supported in the tri-state area since 2001.

- 2005- (1) Presidential and (1) Vice Presidential visit at the 911th
- 2004- (3) Presidential and (3) Vice Presidential visits at the 911th
 - (1) Presidential and (2) Vice Presidential visits to Johnstown, Pa.
 - (2) Presidential visits to Youngstown, Ohio
 - (1) Presidential visit to Wheeling WV
 - (3) Presidential Chase Aircraft at the 911th
- 2003- (3) Presidential and (1) Vice Presidential visit to the 911th
 - (5) Presidential Chase Aircraft to the 911th
- 2002- (3) Presidential and (3) Vice Presidential visits to the 911th
 - (1) Presidential visit to Johnstown
- 2001- (2) Presidential visits to the 911th
 - (1) Presidential and (1) Vice President visit to the Allegheny County Airport

37 Visits

From: D'Amico Geno CPT 911 AW/CCE

Sent: Wednesday, June 15, 2005 7:50 PM

To: Perza Rich CMSgt 911 MOF/ MXOL; Schob George CMSgt 911 MXS/MXM; Rivera Benjamin Maj 911 AMXS/CC

Cc: Bosley Adrian Maj 911 OSF/IN; Nardozi David Maj 911 OSF/OSC; D'Amico Geno CPT 911 AW/CCE

Subject: I need some information ASAP

Chief Perza & All,

Can you please tell me the number of times that we provided direct support to the President, VP, and all cabinet level DV's here at the 911th since 11 Sep 2001?

Col Vogt would like to discuss this with the BRAC Commissioner.

I would GREATLY appreciate your help on this. Again, I need this information NLT Friday of this week.

Thank you – Capt D'Amico

6/17/2005



Impact on Joint Use



Casualty Assistance

-Supports Active Duty, ANG, AF Reserves & Retired

- 120 cases per year**
- Serves 11,500 retirees**

- Portions of PA, NY, WV, OH & MD

-Treasury Fund dispersal

- Wright Patterson AFB Next Closest Site



Integrity - Service - Excellence

36

Our base is the host for the Casualty Assistance office for our region.

The office handles 120 Active Duty, ANG, AF Reserve and retiree cases per year.

There are 11,500 retirees in their five state area which includes portions of western PA, western NY, WV, northeast OH and northern MD.

What is ideal about our location is the ability to cut Treasury Fund checks for death benefits within hours in the unfortunate event of the loss of a service member. At times it is critical to get that money to the family ASAP for burial arrangements.

If that was lost, the nearest site to provide such a service is Wright Patterson AFB, OH.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Impact on Joint Use

BRIEFING BULLET:

- Casualty Assistance
 - Supports Active Duty, ANG, AF Reserves and Retired
 - 120 Cases per Year
 - Serves 11,500 Retirees
 - Portions of PA, NY, WV, OH and MD
 - Treasury Fund Dispersal
 - Wright Patterson AFB is Next Closest Site

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- Supporting Analysis Data (Sheets 1, 2 and 3)
- E-mail Message dated May 27, 2005
- Historical Report for 1st Quarter 2005

SUPPORTING DOCUMENTATION: 6 Pages

**911th AW BRAC Commissioner's Briefing
DATA CARD**

BRIEFING SLIDE: Casualty Assistance

BRIEFING BULLET: (BULLET 1 OF 3): The Casualty Assistance Office is only one of four regional offices in the United States responsible for delivering death gratuity and service related counseling where there are no active duty bases available

Briefer:

Analysis POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- Service retirees and their families with newsletter once a year to keep them up to date on issues and changes to benefits
- Responsibilities include approximately 11,500 retirees over a five state area including Western New York from Rochester to and including Buffalo, Niagara Falls area, Western Pennsylvania, Eastern Ohio including Cleveland area, most of West Virginia and the Cumberland area of Maryland
- Handle all deaths from the 911th, 910th, 914th, 171st ANG, and Active duty of all services upon request from anywhere in the world if the next of kin lives in our designated area
- Provide counsel on burial in a national cemetery, Honor Guard units, Survivor benefits, TRICARE, VA benefits, and assist reservist retiring with their 20 year package explaining benefits to the reservist and spouse

SUPPORTING DOCUMENTATION: NO. OF PAGES 2

**911th AW BRAC Commissioner's Briefing
DATA CARD**

BRIEFING SLIDE: Casualty Assistance

BRIEFING BULLET: (BULLET 2 OF 3): Current case workload responsibilities are approximately 120 cases per year and cover Active Duty, Air National Guard, AF Reserves and Retired military

Briefer:

Analysis POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- The quarterly report for the first quarter of 2005 dated 1 April 2005 states 29 new cases just during the first quarter
- Rounding off the 29 cases to 30 and multiplying this by four quarters gives approximately 120 cases per year
- With the expanding benefits being created due to the War on Terror and the extended use of the military the Casualty Assistance office work load is expanding to cover death benefits for the spouse and other changes the military benefits
- Every year there is a percentage of cases that must be carried over due to on going litigation with regards to benefit distribution

SUPPORTING DOCUMENTATION: NO. OF PAGES 1

**911th AW BRAC Commissioner's Briefing
DATA CARD**

BRIEFING SLIDE: Casualty Assistance

BRIEFING BULLET: (BULLET 3 OF 3): Specifics of this office, not readily available at other currently existing area locations, include Treasury Fund dispersal and the existence of the current duty positions with this authorization

Briefer:

Analysis POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- The nearest installation with dispersal fund authorization is Wright Patterson AFB
- Due to the mandate to physically visit active duty next of kin the current centralized regional location of this office is crucial to the notification of service members death, sourcing of information and the timely distribution of death gratuity

SUPPORTING DOCUMENTATION: NO. OF PAGES 1

Karcz Germaine Civ 911 MSF/DPMY

From: Karcz Germaine Civ 911 MSF/DPMY
Sent: Friday, May 27, 2005 8:41 AM
To: Todorowski Genny Civ 911 MSF/DPMSAR
Subject: RE: Geographical area covered by CAO

Genny,

You may need these facts for the presentation'.

The office also handles Retired Activities. We service retirees and their families and put out a newsletter once a year to keep them up-to date on issues. We have approximately 11,500 retirees in this geographical area. We assist the families of deceased retirees with all military benefits and entitlements, working with the VA, Social Security, Military Retired Pay Center. We counsel on Burial in National Cemeteries, Honor Guard Units from Active duty bases, and any other Agency involved. They are briefed on Survivor benefit Plan, TRICARE, and VA benefits and are assisted with whatever their problems happen to be.

We assist any reservist retiring with his first 20 year package or retirement package and brief him and his spouse on the Survivor Benefit Plan, and all benefits.

"This e-mail contains FOR OFFICIAL USE ONLY (FOUO) information which must be protected under the Privacy Act and AFI 33-332."

Germaine L. Karcz, GS-10, 911th AW
Chief, Contact Representative Casualty
DSN: 277-8559, Comm (412)474-8559

From: Todorowski Genny Civ 911 MSF/DPMSAR
Sent: Thursday, May 26, 2005 8:34 AM
To: Karcz Germaine Civ 911 MSF/DPMY
Subject: RE: Geographical area covered by CAO

Thanks, we are trying to complete facts for the presentation. Thanks again

//Signed//
Genevieve M Todorowski
Chief, Personnel Relocation
FOUO

From: Karcz Germaine Civ 911 MSF/DPMY
Sent: Thursday, May 26, 2005 8:25 AM
To: Todorowski Genny Civ 911 MSF/DPMSAR
Subject: Geographical area covered by CAO

Genny, I don't see an e-mail from you. When did you send it?

Anyway, the office covers parts of five states, Western New York, from Rochester over all Buffalo, and Niagara Falls area, North of these places and down to PA line. All of western PA from west of Harrisburg., The Eastern

Ohio area, from slightly west of Zanesville over including Cleveland area. Mostly all of West Virginia, except the very southern portion, and the strip of Maryland going over a little beyond Cumberland. We handle all deaths from the 911 th, 910 th, the 914 th, the 171 st Air Nat Guard, and Active duty deaths from anywhere in the world if their Next Of Kin live in this area. We also do cross-service assistance to widows, or if the other services request our assistance on their active Duty cases.
Does this help.

Jerrie

"This e-mail contains FOR OFFICIAL USE ONLY (FOUO) information which must be protected under the Privacy Act and AFI 33-332."

Germaine L. Karcz, GS-10, 911th AW
Chief, Contact Representative Casualty
DSN: 277-8559, Comm (412)474-8559



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

1 April 2005

MEMORANDUM FOR 911 AW/HO


FROM: 911 AW/DPMY

SUBJECT: Historical Report - Casualty Assistance Office: 1st Qtr 05 (1 Jan/31 Mar)


1. On 1 January 2005, the case workload was approximately 60 cases (Active Duty - 8, Retired - 51, and Reserve/ANG - 1).
2. During this reporting period, 29 cases were assigned (Active Duty - 1, Retired - 27, RES/ANG -1).
3. With the closing of 21 Air Force cases (Active Duty - 3, Retired - 18, and Reserve/ANG - 0, the workload on 1 April 2005 was approximately 68 cases (Active Duty -6, Retired -60, Reserve/ANG - 2).
4. There was one Navy courtesy case not reported in Item 2.
5. A total of 200 retiree's/dependents/survivors were advised on various benefits and problem issues.
6. TRICARE counseling numbered approximately 100.
7. Distance covered by personnel in performance of casualty assistance mission during the above reporting period was 526 miles. Trips were made to two towns in Pennsylvania, one in Ohio, and one in West Virginia.

Germaine L. Karcz
GERMAINE L. KARCZ
Chief, Contact Representative

cc:
911 AW/CC
911 MPF/CC:

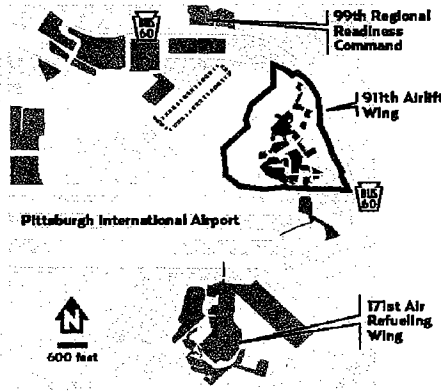


Impact on Joint Use



Unique Services at 911AW

- Billeting
- BX
- Chapel
- Consolidated Club
- Credit Union
- Fitness Center
- ITT
- MWR



Integrity - Service - Excellence

37

Pictured here is what we refer to as the Airport Military Corridor.

It shows the 99 RRC, 171 ARW and 911 AW.

We provide unique services on our base for those facilities. These include

Billeting

Credit Union

BX

Fitness Center

Chapel

Information, Tickets & Travel (ITT)

Consolidated Club

and MWR.

These are all lost in the event of our closing.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Impact on Joint Use

BRIEFING BULLET:

- Unique Services at the 911th Airlift Wing
 - Billeting
 - BX
 - Chapel
 - Consolidated Club
 - Credit Union
 - Fitness Center
 - ITT
 - MWR

BRIEFER: Major David P. Nardozzi




ANALYSIS POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:




- Reference Slide 44 for Supporting Documentation

SUPPORTING DOCUMENTATION: n/a

Impact on Joint Use

- Water
- Communications
- Army Recruiting
- Army Corp of Engineers
- MEPS
- Firing Range: Numerous Police & Federal Agencies
- Navy Seabees
- USAF Recruiting Service
- Civil Air Patrol
- USMC
- Drug Education For Youth (DEFY)
- FBI

Integrity - Service - Excellence

38

Pittsburgh ARS hosts and supports numerous military, federal and local agencies.

If the 911th closes, who accepts or assumes responsibility for these agencies... and at what cost to the taxpayer?

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Impact on Joint Use

BRIEFING BULLET:

- Water
- Communications
- Army Recruiting
- Army Corp of Engineers
- MEPS
- Firing Range: Numerous Police and Federal Agencies
- Navy Seabees
- USAF Recruiting Service
- Civil Air Patrol
- USMC
- Drug Education for Youth (DEFY)
- FBI

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- Supporting Analysis Data (Sheets 1 and 2)
- Tenant Data
- Base Population Not Otherwise Accounted For
- E-mail Message dated June 17, 2005

SUPPORTING DOCUMENTATION: 5 Pages

**911th AW BRAC Commissioner's Briefing
DATA CARD**

BRIEFING SLIDE: Joint Air Reserve Station

BRIEFING BULLET: (BULLET 1 OF 2): The 911th Air Reserve Station is a multi-use full service installation used to support and sustain multiple tenant mission objectives

Briefer:

Analysis POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

Tenant Data:

Tenant Name	SQ. FT Occupied	# OF Buildings	Agency
Corp of Engineers	670	1	DOD
NAVY SEEBEES	22406	1	DOD
MEPS	6910	2	
Dept Of Army	719	1	DOD
Tri-State Credit Union	1,537	1	Federal CREDIT Union
AAFES	1380	1	DOD
Dept of Visually Blind	1235	1	Pa. Dept of Visully Handicapped
Civil Air Patrol	1890	1	DOD
Parkway Industries	510	2	NISH
AFSA/ ROA	192	1	DOD
Aeronautical Sys Div	384	1	DOD
TSA	1159	1	Homeland Security
Army Nat. Guard	336	1	DOD

Base Population Not Otherwise Accounted for:

Activity Name	Activity Name	Activity Name
Army Recruiters	Junior ROTC	DEFY Drug Enforcement
BOS Contracting GSI	AMC Liaison	DEA Evidence trailers
Omega Travel	OSI	DCMA

SUPPORTING DOCUMENTATION: NO. OF PAGES 3

**911th AW BRAC Commissioner's Briefing
DATA CARD**

BRIEFING SLIDE: Joint Air Reserve Station

BRIEFING BULLET: (BULLET 2 OF 2): Location and accommodations of the 911th JRS are ideal for routine and emergency response situations

Briefer:

Analysis POC(s): SMSgt Gregory Gogets, MSgt David Riley

SUPPORTING ANALYSIS:

- The 911 contingency plan lists a total surge sleeping capacity of 2,400 personnel with a surge feeding capacity of 720 meals per hour
- Sole provider of lodging for the 171st ARW Tanker Alert personnel directly supporting Homeland Defense and contingency operations

SUPPORTING DOCUMENTATION: NO. OF PAGES 3

911 AW/CE
 Gtr I IAP ARS
 1100 Herman Avenue
 Coraopolis PA 15108

TENANT DATA

TENANT NAME	SF OCCUPIED	NO# BLDGS	DOD OR OTHER GOV'T AGENCY DESIGNATION
Dept of Army	719	1	DoD
Tri State Fed CU	1,537	1	Federal Credit Union
AAFES	1,380	1	DoD
Dept of Visually Blind	1,235	1	PA Dept of Visually Handicapped
Civil Air Patrol	1,890	1	DoD
Corps of Engineers	670	1	DoD
Navy Seabees	22,406	1	DoD
MEPS	6,910	2	DoD
Parway Industries	510	2	NISH
TSA (Transportation Security Admin)	1,159	1	Homeland Security
Army Natl Guard	336	1	DoD
ASD (Aeronautical Sys Div)	384	1	DoD
AFSA/ROA	192	1	DoD
Firing Range	10,584	2	Ohioville Police Department
"			Assistant Chief Dan Mosura
"			U.S. Customs (Office of investigations)
"			Special Agent Richard P.
"			U.S. Customs (Inspectors Airport)
"			Inspector Stephen D.
"			Veterans Administration Police Department
"			Chief John Crawford
"			Upper St. Clair Police Department
"			Lt. John Sakoin
"			Carnegie Police Department
"			Chief Jeff Harbin
"			Crafton Boro. Police Department
"			U.S.C PD coordinated
"			Bridgeville Police Department
"			U.S.C PD coordinated
"			Bethel Park Police Department
"			U.S.C PD coordinated
"			Robinson Twp. Police Department
"			U.S.C. PD coordinated
"			Castle Shanon Police Department
"			U.S.C. PD coordinated
"			Pleasant Hills Police Department
"			U.S.C PD coordinated
"			Peters Twp. Police Department
"			U.S.C PD coordinated
"			Whitehall Twp Police Department
"			U.S.C. PD coordinated
"			Cecil Twp Police Department
"			U.S.C. PD coordinated
"			Findlay Police Department
"			Officer John Hart
"			Borough of Edgewood Police Department
"			Boro Manager John Marquart
"			North Versailles Police Department
"			Chief James Comunale
"			Drug Enforcement Administration, (Pittsburgh)
"			Brian Averi

Poznik Joseph LtCol 911 OG/OSF

From: Bosley Adrian Maj 911 OSF/IN
Sent: Friday, June 17, 2005 9:09 PM
To: Poznik Joseph LtCol 911 OG/OSF
Subject: FW: Navy See Bees

-----Original Message-----

From: Gogets Gregory 911 MXS/MXMVI
Sent: Tuesday, June 07, 2005 10:43 AM
To: Bosley Adrian Maj 911 OSF/IN
Subject: Navy See Bees

Major,

Navel Mobile Construction Battalion 23 home based at Fort Belvoir is made up of approx 10 small detachments. Detachment 12 is stationed in North Versailles. The North Versailles detachment sends 65 members to the the 911th AW every drill weekend for hands on training. North Versailles has no equipment. They train on our heavy equipment examples are backhoe and loaders. Our Loadmasters also train them on Pallet Build up.

Perform construction projects at the ball field and dorms.

Trained here for the past 5 years under a M.O.U.

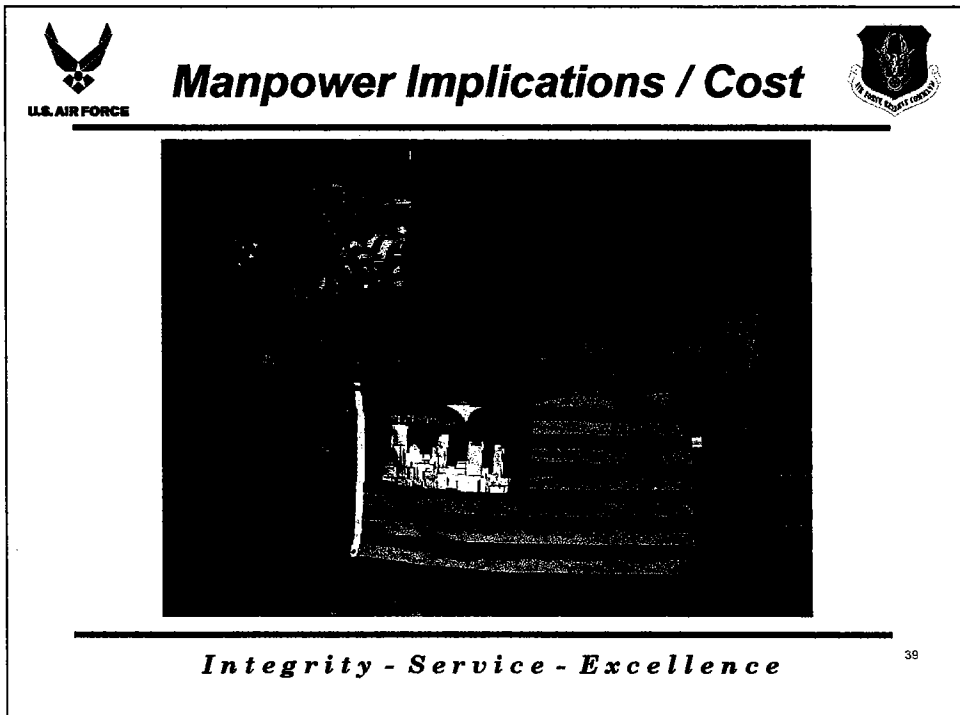
Mechanics have also worked in transportation.

Unit has 65 members but at one time had over 100...

Unit is similar in nature to the Air Force Red Horse Team....

They also use our firing range.....

Greg



Here is one of our aircrew displaying their Pittsburgh Pride while deployed to the AOR.

The plane in the background, 412, is painted with our most popular nose art, which pays tribute to POW/MIA's.

In the background of the picture is a depiction of the Vietnam War Memorial.

The names that are listed are friends and family of Wing personnel who died in that war.

Once again, a reminder of the strong military heritage in Pittsburgh.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Manpower Implications / Cost

BRIEFING BULLET:

- Manpower Implications and Cost

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS: n/a

SUPPORTING DOCUMENTATION: n/a



U.S. AIR FORCE

Manpower Implications / Cost



“The analytical focus was not on fungible assets like assigned personnel...these are aspects of units, not installations...military value is a function of an installation’s inherent and organic characteristics, not the characteristics of the units...”

Dept of the Air Force, Analysis and Recommendations,
BRAC 2005, Vol. V, part 1, page 44

Integrity - Service - Excellence

40

Sir, please take a moment to read this slide, It is taken from the AF Recommendations to BRAC.

It says that personnel are not inherent and organic to their installations.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Manpower Implications / Cost

BRIEFING BULLET:

- “The analytical focus was not on fungible assets like assigned personnel...these are aspects of units, not installations. ...military value is a function of an installation's inherent and organic characteristics, not the characteristics of the units...”

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Major David P. Nardozzi

SUPPORTING ANALYSIS:

- Dept of the Air Force, Analysis and Recommendations, BRAC 2005, Vol V, Part 1, page 44

SUPPORTING DOCUMENTATION: 1 Page

airfield infrastructure like runways, ramps, and aprons. The analytical focus was not on fungible assets like assigned personnel or portable (non-permanent) equipment--these are aspects of units, not installations. Stated another way, military value is a function of an installation's inherent and organic characteristics, not the characteristics of the units currently based there. We look at this hard-to-reconstitute infrastructure as eight mission capability indices, described later.

3.1.3 Surge

The FY05 NDAA modified the selection criteria, adding surge to criterion three and requiring the services to consider installation surge when making closure and realignment recommendations². OSD Policy Memo Number Seven requires the following to be considered when evaluating surge:

- Be capabilities-based
- Reflect planned force structure changes
- Be a part of formal capacity, military value, and scenario analysis

The Air Force recommendations in this report meet these standards. First, the Air Force planning, programming, budgeting, and execution process has transitioned from threat-based to capabilities-based. As a consequence, the composition of the force structure used to make our recommendations reflects the capabilities the Air Force believes it will need in the next 20 years--not expectations about particular adversaries or areas of the world.

Secondly, the Air Force analysis used the force structure plan included as part of OSD's report to Congress in March 2004 and March 2005.³ The closure and realignment recommendations contained in this report consider the total excess capacity when determining how much infrastructure the Air Force could close and still retain sufficient capacity to absorb temporary optempo increases, or even permanently bring home all of our overseas forces. In fact, our initial capacity analysis considered just such a worst-case scenario.

Lastly, surge was an explicit consideration in each phase of the formal analysis the Air Force performed. Air Force bases experience three types of surge; local, regional, and strategic. Local mission surge is a surge in operational tempo in response to a situation (or event) that increases local flying. This type of surge is essentially a sortie generation issue and includes events such as increased readiness training and mobilization for deployment. Relevant measures of merit include airspace access and proximity, natural resources, local weather, and proximity to HLD missions. Regional surge is a surge in operational tempo in response to a threat requiring the mobilization and deployment of military forces. Examples are threat-level (posture) changes, response to homeland attack, hurricane evacuation, and runway / taxiway maintenance, which drive base-to-base surge flows. This type of surge is essentially a throughput issue. Examples are an attack on U.S. interests abroad, a humanitarian crisis, or support to sustained military operations. Strategic surge includes large-scale return of forces from overseas or large-scale mobility operations. Relevant measures of merit include wide-body capability, ramp space, base infrastructure (refueling hydrants, cargo handling facilities, etc), weather, and inter-modal logistical connections (rail, road, ports).



Manpower Implications / Cost



911 AW Survey

78% ARTs – Will not Move

97% TRs – Will not Move

94%

ARC Personnel are Inherent & Organic

Integrity - Service - Excellence

41

We conducted our own formal survey of 911th military personnel and found differently.

78% of the Air Reserve Technicians (ARTs) said they would not move. There are 50 federal agencies in the local area where they can pursue their GS careers.

97% of the Traditional Reservists (TRs) said the same thing. Their primary careers, where they earn their living, are in the local community.

Combined, that is 94% of our military force.

Air Reserve Component Personnel are inherent and organic assets of the base and the community where they live, to say otherwise is a blatant disregard for our people.

The airplanes and office equipment may move to North Carolina or Nebraska, but just like the concrete footers embedded in the ground beneath this building, the people will stay in Pittsburgh.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Manpower Implications / Cost

BRIEFING BULLET:

- 911th Airlift Wing Survey
 - 78% of ART Personnel Will Not Move
 - 97% of Traditional Reserve Personnel Will Not Move
 - 94% Total Personnel Will Not Move
- ARC Personnel are Inherent and Organic

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): CMSgt James Fields, Lt Colonel Joseph Poznik

SUPPORTING ANALYSIS:

- Supporting Analysis Data
- Survey Statistics

SUPPORTING DOCUMENTATION: 2 Pages

911TH AW BRAC Commissioner's Briefing
DATA CARD

BLANK COPY

BRIEFING SLIDE:

BRIEFING BULLET:

Briefer: Maj Miner

Analysis POC(s): Lt Col Poznik

SUPPORTING ANALYSIS:

700 military personnel were surveyed, 54% of assigned. Data collected included: Rank, Years in Military, Skill Level, Unit, ART or TR, Willingness to relocate, commute, seek other unit or retire/separate. The following data has been extracted from the results. Much more can also be compiled if deemed worthy.

Of all respondents, 94% would not relocate and 89% would not commute.

97 % of Traditional Reservists (TR) would not relocate and 88% would not commute.

Air Reserve Technicians (ART) responded negatively with 78% for both relocation and commuting.

88% Ops & Maintenance personnel would not relocate and 87% would not commute to Pope/Ft. Bragg, N.C.

96% of Expeditionary Combat Support would not relocate or commute to Offutt AFB, NE.

97% of the AES would not relocate to Youngstown ARS but only 35% would not commute.

Officers and enlisted: 95% of Officers and 93% of Enlisted personnel would not relocate, while 93% and 90%, respectively, would not commute.

Survey conducted on 700 TRs & ARTs (54% of unit)

Will not relocate
94% of all respondents

TRs Will not relocate
97%

ARTs Will not relocate
78%

Ops & Mx Will not relocate (Pope)
88%

ECS Will not relocate (Offutt)
96%

AES Will not relocate (Youngstown)
98%

Officers Will not relocate
95%

Enlisted Will not relocate
93%

Will not commute
89% of all respondents

TRs Will not commute
88%

ARTs Will not commute
78%



Ops & Mx Will not commute (Pope)
87%

ECS Will not commute (Offutt)
96%

AES Will not commute (Youngstown)
35%

Officers Will not commute
79%

Enlisted Will not commute
90%

Manpower Implications / Cost

Replacement Training

Average Cost – Enlisted
\$48K

Average Cost – Officer (Non-Rated)
\$96K

Average Cost – Officer (Rated)
Navigator \$361K
Pilot \$1M

Data Source: HQ AETC / FMAT

Integrity - Service - Excellence

42

Does Not Include Recruiting Cost

What is it going to cost to replace those personnel?

The average cost to train an enlisted Airman to a 3 level status is \$48,000,

a non-rated officer \$96,000,

a navigator \$361,000

and a pilot \$1 Million.⁵

This does not include the cost of recruiting.

Multiply that across the full Reserve and Guard force and you'll see a number that was not considered in the analysis.

And remember, this cost gives you a 3-Level "One-Striper" or a 1-Level 2Lt.

What about the stress on the AETC system to turn out such numbers?

⁵HQ AETC / FMAT

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Manpower Implications and Cost

BRIEFING BULLET:

- Replacement Training
 - Average Cost – Enlisted
 - \$48,000 per Member
 - Average Cost – Officer (Non-Rated)
 - \$96,000 per Member
 - Average Cost – Officer (Rated)
 - Navigator \$361K
 - Pilot \$1M

BRIEFER: Major David P. Nardozzi

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

SUPPORTING ANALYSIS:

- Supporting Analysis and Documentation on Basic Military Training (BMT)
- Supporting Analysis and Documentation on the Total Investment in Enlisted Personnel
- Supporting Analysis and Documentation on Officer Training School (OTS)
- Supporting Analysis and Documentation on the Total Investment in Officer Personnel
- Supporting Analysis on Pilot and Navigator Training Costs
- Supporting Analysis and Documentation on Training Delays

SUPPORTING DOCUMENTATION: 117 Pages

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Basic Training Costs

BRIEFING BULLET: (BULLET 1 of 1): Cost of Training - \$16,843,780

Briefer:

Analysis POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- Basic Training cost per student - \$14,906
 - 1130 enlisted personnel
 - Cost of replacing current enlisted personnel
- Military pay costs per student
 - Base Pay - \$5,970.42
 - Allowances - \$252.11
 - \$6,223 total x 1,130 = \$7,031,990
- Travel costs per student
 - Travel and transportation - \$446.20
 - Per diem - \$127.40
 - \$574 total x 1,130 = \$648,620
- School house costs per student
 - \$8,109 per student
 - \$9,163,170 total
- Data sources
 - Military pay and travel costs are taken from an actual 911th AW BMT attendee who completed training 27 Apr 2005
 - School house costs were obtained from AFI 65-503, attachment A17-1

SUPPORTING DOCUMENTATION: NO. OF PAGES 23

	BP	BAS	BAH	Total	Debt
4-31 Jan	1310.58		7.02	1317.6	1317.6
1-15 Feb	728.10		3.90	732.00	732.00
16-30 Feb	728.10	89.06	3.90	821.06	-49.06
1-15 Mar	728.10	133.59	3.90	865.59	865.59
16-31 Mar	728.10	133.59	3.90	865.59	-215.16
1-15 Apr	728.10	133.59	3.90	865.59	865.59
16-30 Apr	728.10	133.59	3.90	865.59	-192.51
1-5 May	242.70	44.53	1.30	288.53	288.53
6-May	48.54	8.91	0.26	57.71	57.71
				\$ 6,679.26	-456.73 \$
					6,222.53 \$
					6,223

Per Diem	Travel	Total
127.40	446.20	\$ 573.60
		\$ 573.60 \$ 574

School house costs
8109.00

\$ 8,109.00 \$ 8,109

Total cost per member to attend BMT	\$ 14,905.13
Per Student	\$ 14,906

TRAVEL VOUCHER OR SUBVOUCHER

Read Privacy Act Statement, Penalty Statement, and Instructions on back before completing form. Use typewriter, ink, or ball point pen. PRESS HARD. DO NOT use pencil. If more space is needed, continue in remarks.

1. PAYMENT
 Electronic Fund Transfer (EFT)
 Payment by Check
SPLIT DISBURSEMENT: The Paying Office will pay directly to the Government Travel Charge Card (GTCC) contractor the portion of your reimbursement representing travel charges for transportation, lodging, and rental car if you are a civilian employee, unless you elect a different amount. Military personnel are required to designate a payment that equals the total of their outstanding government travel card balance to the GTCC contractor.
 Pay the following amount of this reimbursement directly to the Government Travel Charge Card contractor: \$ 100.00

2. NAME (Last, First, Middle Initial) (Print or type) Jedlicka Brian L
3. GRADE E-3
4. SSN [REDACTED]
5. TYPE OF PAYMENT (X as applicable)
 TDY
 PCS
 Dependent(s)
 Member/Employee
 Other
 DLA

6. ADDRESS. a. NUMBER AND STREET 1155 Prospect Road
b. CITY Evans City
c. STATE PA
d. ZIP CODE 16633
e. E-MAIL ADDRESS

7. DAYTIME TELEPHONE NUMBER & AREA CODE 412-627-5272
8. TRAVEL ORDER/AUTHORIZATION NUMBER A-00218
9. PREVIOUS GOVERNMENT PAYMENTS/ADVANCES

10. FOR D.O. USE ONLY
a. D.O. VOUCHER NUMBER
b. SUBVOUCHER NUMBER

11. ORGANIZATION AND STATION
911 AES
12. DEPENDENT(S) (X and complete as applicable)
 ACCOMPANIED
 UNACCOMPANIED
13. DEPENDENTS' ADDRESS ON RECEIPT OF ORDERS (Include Zip Code)
a. NAME (Last, First, Middle Initial)
b. RELATIONSHIP
c. DATE OF BIRTH OR MARRIAGE

14. HAVE HOUSEHOLD GOODS BEEN SHIPPED? (X one)
 YES
 NO (Explain in Remarks)

15. ITINERARY

a. DATE	b. PLACE (Home, Office, Base, Activity, City and State; City and Country, etc.)	c. MEANS/MODE OF TRAVEL	d. REASON FOR STOP	e. LODGING COST	f. POC MILES
4 Jan	DEP HOR	PA			
	ARR 911AW		AD		
	DEP	PA			
	ARR Pitt IAP		AT		
	DEP	TP			
	ARR San Antonio IAP		AT		
	DEP	GB			
4 Jan	ARR Lackland AFB		TD		
21 Feb	DEP	GB			
21 Feb	ARR Sheppard AFB		TD		
26 Apr	DEP	CA			
	ARR Wichita Falls		AT		
	DEP	TP			
26 Apr	ARR Pitt IAP		AT		

16. POC TRAVEL (X one) OWN/OPERATE PASSENGER
17. DURATION OF TDY TRAVEL

18. REIMBURSABLE EXPENSES

a. DATE	b. NATURE OF EXPENSE	c. AMOUNT	d. ALLOWED
4 Jan	Terminal Mileage	80 Mi.	
27 Apr	Terminal Mileage	80 Mi.	
26 Apr	Taxi	\$6.50	

19. GOVERNMENT/DEDUCTIBLE MEALS

a. DATE	b. NO. OF MEALS	a. DATE	b. NO. OF MEALS

20. a. CLAIMANT SIGNATURE Brian L Jedlicka
b. DATE 27 Apr 05
c. SUPERVISOR SIGNATURE [Signature]
d. DATE 27 Apr 05

21. a. APPROVING OFFICER SIGNATURE
b. DATE

22. ACCOUNTING CLASSIFICATION

23. COLLECTION DATA

24. COMPUTED BY
25. AUDITED BY
26. TRAVEL ORDER/AUTHORIZATION POSTED BY
27. RECEIVED (Payee Signature and Date or Check No.)
28. AMOUNT PAID

TRAVEL VOUCHER OR SUBVOUCHER

(Continuation Sheet)

PAGE _____ OF _____ PAGES

4. NAME (Last, First, Middle Initial) (Print or type)

Jedlicka Frinn L

15. ITINERARY

3. FOR D.O. USE ONLY

a. DATE		b. PLACE (Home, Office, Base, Activity, City and State; City and Country, etc.)	c. MEANS/ MODE OF TRAVEL	d. REASON FOR STOP	e. LODGING COST	f. POC MILES
26 Apr	DEP	Pitt IAP	PA			
26 Apr	ARR	HOR		AD		
27 Apr	DEP		PA			
27 Apr	ARR	Pitt 911AW		AD		
27 Apr	DEP		PA			
	ARR	HOR		MC		
	DEP					
	ARR					
	DEP					
	ARR					
	DEP					
	ARR					
	DEP					
	ARR					
	DEP					
	ARR					
	DEP					
	ARR					
	DEP					
	ARR					
	DEP					
	ARR					
	DEP					
	ARR					
	DEP					
	ARR					

18. REIMBURSABLE EXPENSES

a. DATE	b. NATURE OF EXPENSE	c. AMOUNT	d. ALLOWED

19. GOVERNMENT/DEDUCTIBLE MEALS

a. DATE	b. NO. OF MEALS	a. DATE	b. NO. OF MEALS

29. REMARKS

CA	IL	IN	IA	MA	MD	MI	MN	MO	NC	ND	OH	OK	OR	PA	RI	SC	SD	TN	TX	VA	VT	WA	WI	WV	WY
800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333	800-333-3333

SALES PERSON: DBAJP
 MEMBER NBR: PMPTAFR

ITIN/INVOICE NO. 29560
 DATE: DEC 15 2004
 PAGE: 01

TO: 911 OMEGA
 ID 500
 AGT 3981
 PITTSBURGH

OMEGA WORLD TRAVEL

Mail payment: to: Dept 0876, McLean, VA 22109-0876

AIRTRAN800-247-8726	NORTHWEST.....800-225-2526	CRUISE.COM <small>EXPERT ADVICE LOWEST PRICE 888.333.3116</small>
AMERICAN.....800-433-7300	SW800-435-9792	
AMERICA WEST...800-235-6292	UNITED.....800-241-6522	
CONTINENTAL.....800-525-0280	USAIR800-433-4122	
DELTA.....800-221-1212	24 HOUR.....800-285-8342	

OR: JEDLICKA/ERINN*PTFXXX

04 JAN 05 AIR: AMERICAN
 FROM: PITTSBURGH 1158A
 TO: DALLAS/FT WOR 206P
 RESERVED SEATS-22B

FLT: 1327 CONFIRMED COACH CLASS
 EQUIP-MD-80 JET
 ELAPSED TIME- 3:08 NONSTOP
 AIRMILES: 1068


AIR: AMERICAN
 FROM: DALLAS/FT WOR 249P
 TO: SAN ANTONIO 352P
 RESERVED SEATS-24D


FLT: 1014 CONFIRMED COACH CLASS
 EQUIP-MD-80 JET
 ELAPSED TIME- 1:03 NONSTOP
 AIRMILES: 247


TICKET HAS BEEN CHARGED TO 911 CB CREDIT CARD
 TRAVELER NOT TO BE REIMBURSED FOR TICKET COST
 FOR AFTER HOURS EMERGENCY ASSISTANCE PLEASE CALL
 800-707-2795 AND ADVISE ID CODE: C-500-AFPA
 TRAVELER HAS BEEN ADVISED OF ROUTING AND CARRIER


TICKET NUMBER/S:
 AIR TICKET/S 0011 1222484807 VIXXXXXXXXXXXXX2141
 CARD 162.20

TR from	162.20
Wichita Falls to Pitts.	162.20
\$284 per Omega 6/1/05 dsw	0.00
SUB TOTAL	
TOTAL AMOUNT	


 THANK YOU FOR CALLING OMEGA TRAVEL.
travtech.com


cruise.com


airdeals.com


tourdeals.com

OMEGA
 WORLD TRAVEL
 owl.net

To avoid inconvenience - Please verify departure times directly with carrier on day of travel
 Terms and conditions plus important travel information on reverse side

AIRLINE TICKETS ARE NEGOTIABLE DOCUMENTS - RETURN TICKETS NOT USED

FOR OFFICIAL USE ONLY PERSONAL DATA - PRIVACY ACT OF 1974
Travel Voucher Summary

Address
Grade/Rank:A1C

SSN



Do Voucher No.
TRH04489
Paid By:

DFAS-DE
Denver CO
80279-8630
DSSN: 3801
Date: 2005-05-03

ERINN L JEDLICKA
1155 PROSPECT ROAD
EVANS CITY, PA 160333919

Organization & Station: AES/PIAP
Travel Order: A00218

Payment:	Summary of Payment (Final Settlement)	
Check:	Per Diem:	\$58.50
Cash:	Reimbursable Expenses:	\$68.90
EFT: X	Total:	\$127.40
	Amount Paid To Member:	\$127.40
	Due US:	\$0.00
	Amount Charged To Acct Class:	\$127.40

Accounting Classification:

A00218
57 5 3700 505 6230 115898 72505 503000 FSR: \$127.40
010651 PSR: 745060

State Code: Taxable Amount: \$0.00
Collection Data:

Accounting Transactions:

A00218
57 5 3700 505 6230 115898 72505 503000 FSR: \$127.40
010651 PSR: 745060

Advances

Date	Voucher	Order	Amount
------	---------	-------	--------

Per Diem

A00218	01/04/05	LACKLAND AFB TE Y N L	0.00 P 35.25	\$35.25
A00218	01/05/05	LACKLAND AFB TE Y A L	0.00 P 0.00	
A00218	01/06/05	LACKLAND AFB TE Y A L	0.00 P 0.00	
A00218	01/07/05	LACKLAND AFB TE Y A L	0.00 P 0.00	
A00218	01/08/05	LACKLAND AFB TE Y A L	0.00 P 0.00	
A00218	01/09/05	LACKLAND AFB TE Y A L	0.00 P 0.00	

A00218	03/22/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	03/23/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	03/24/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	03/25/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	03/26/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	03/27/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	03/28/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	03/29/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	03/30/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	03/31/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/01/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/02/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/03/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/04/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/05/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/06/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/07/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/08/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/09/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/10/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/11/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/12/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/13/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/14/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/15/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/16/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/17/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/18/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/19/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/20/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/21/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/22/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/23/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/24/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/25/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	0.00	
A00218	04/26/05	SHEPPARD	AFB	TE	Y	A	L	0.00	P	23.25	\$23.25
											Per Diem Total: \$58.50

Reimbursable Expenses

A00218	04/26/05	Taxi						0		\$6.50	
A00218	01/04/05	Local Mileage						80		\$30.00	
A00218	04/26/05	Local Mileage						80		\$32.40	
											Reimbursable Expenses Total: \$68.90


Comments

Computed By:
EYHELKA

Audited By:

Amount Paid:
\$127.40

COVER SHEET FOR LONG TOURS

NAME: Jedlicka, Erin SSAN: 

10 May 2006

ORDER NU	TIN	COP	START DATE	STOP DATE	ENTITLEMENT	JULIAN DATE	CLERK
A-24			4 Jan 05	5 May 05	Base Pay	004	e
A-31			21 Feb 05	5 May 05	BAS "50"	004	e
C03			21-28 Feb		"41"	067	MS
C03			1-30 Mar		"41"	104	CRB
C03			1-27 Apr		"46"	130	e
A-24			6 May 05	6 May 05	Base Pay 05	130	e
A-31			6 May 05	6 May 05	BAS "S"	130	e
501		RPO0640				131	CRB
502	sell		1.5 days	6 May ed.			

LEAVE RECORD-AIR RESERVE FORCES

1. LAST NAME, FIRST NAME, MIDDLE INITIAL <i>Jedlicka, Brian</i>	2. SSAN [REDACTED]	<input type="checkbox"/> ANG	<input checked="" type="checkbox"/> USAFR
--	-----------------------	------------------------------	---

3. ORGANIZATION <i>AES</i>	4. CBPO PAS <i>WI</i>
-------------------------------	--------------------------

DATE SIGNED		LEAVE ACCRUED	LEAVE TAKEN	DOCUMENTS	PERIOD OF ACTIVE DUTY
OUT	IN				
<i>28 Apr 05</i>	<i>6 May 05</i>		<i>9</i>	<i>RP00640</i>	
6. TOTALS					

7. RECORD CLOSING DATA	
A. DAYS CREDITED SECOND PRIOR FISCAL YEAR	[REDACTED]
B. DAYS CREDITED FIRST PRIOR FISCAL YEAR	[REDACTED]
C. DAYS CREDITED CURRENT FISCAL YEAR	[REDACTED]
D. TOTAL DAYS CREDITED	<i>10.5</i>
E. DAYS TAKEN	<i>9.0</i>
F. BALANCE (A+B+C-E)	<i>1.5</i>

TYPED NAME, GRADE, ORGANIZATION OF CERTIFYING OFFICER	SIGNATURES <i>[Signature]</i>
---	----------------------------------

REQUEST AND AUTHORIZATION FOR INITIAL ACTIVE DUTY TRAINING/NONPRIOR SERVICE

(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974 - USE BLANKET PAS - AF FORM 11)

By direction of the President:

1. GRADE, NAME (Last, First, Mi) A1C, JEDLICKA, ERINN, L	2. SSN [REDACTED]	3. DATE OF REQUEST 20041208
--	-----------------------------	---------------------------------------

Member is in **READY** Reserve Status.

4. PRESENT ADDRESS 1155 PROSPECT ROAD EVANS CITY PA 16033	5. UNIT OF RESERVE ASSIGNMENT (Attached to organization, other than Reserve Units, and stations as indicated below) 911 AES			
6. PAS CODE W11LFLR3	7. PAFSC 4A011	8. DATE OF ENLISTMENT 20040710	9. MARITAL STATUS SINGLE	10. BAQ ENTITLEMENTS ZERO

11. Is ordered to active duty for training for approximately 122 days plus required travel time.
Individual will be released from organization assigned for training on or about 20050505

12. On effective date of training, change Training/Pay Category and Reserve Section from (check one)



L - CB
 P - CE
 P - CF
 P - CG
 P - CH to (check one)
 F - CC
 F - CD
 L - CA

13. Report to the following activities not later than the date and time indicated:

PERIOD AND REPORTING DATE (a)	ORGANIZATION AND STATION (b)	PURPOSE (c)
1 DAY TIME: 0800 HOURS DATE: 04 JAN 05	911 MSF/DPMSAR (RELOCATIONS) 2475 DEFENSE AVENUE PITTSBURGH IAP ARS CORAOPOLIS PA 15108-4403	ADMINISTRATIVE PROCESSING
45 DAYS TIME: NLT 1700 HOURS DATE: 04 JAN 05	319 TRS/DPSA BLDG 5725, ROOM20 1550 WURTSMITH STREET LACKLAND AFB TX 78263	ATTEND BASIC MILITARY TRAINING LMABM9T00-000 PDS CODE: 998 DURATION: 6 WEEKS COMMENCING: 10 JAN 2005 GRAD DATE: 18 FEB 2005
55 DAYS TIME: NET 0700/NLT 1600 DATE: 21 FEB 05	SHEPPARD AFB	ATTEND HEALTH SERVICES MANAGEMENT APPRENTICE COURSE J3ABR4A031 001 PDS CODE: ID3 DURATION: 55 DAYS COMMENCING: 04 MAR 05 GRAD DATE: 25 APR 05
1 DAY TIME: 0800 TO 1500 HRS DATE: WITHIN 24 HRS AFTER COMPLETION OF TECH SCHOOL (MON-FRI)	911 MSF/DPMSAR (RELOCATIONS) 2475 DEFENSE AVENUE PITTSBURGH IAP ARS CORAOPOLIS PA 15108-400	ADMINISTRATIVE PROCESSING MEMBER WILL BE SEPARATED FROM ACTIVE DUTY AFTER THE COMPLETION OF TECH TRNG BUT NOT BEFORE 84 DAYS OF ACFUTRA.
SPECIAL REQ: 10.0 DAYS		ACCRUED LEAVE ENTITLEMENT

REQUEST AND AUTHORIZATION FOR CHANGE OF ADMINISTRATIVE ORDERS

(If more space is required, use reverse, identifying items by number)

TO: 911 MSF/DPMZ		FROM: 911 MSF/DPMSAR			TELEPHONE X8522		
THE FOLLOWING ORDER IS: <input checked="" type="checkbox"/> AMENDED AS SHOWN IN ITEM 5 (<input type="checkbox"/> Rescinded <input type="checkbox"/> Revoked <input type="checkbox"/> Totally <input checked="" type="checkbox"/> In Part)							
IDENTIFICATION OF ORDER BEING CHANGED (Issued by this Headquarters unless otherwise stated in item 6.)							
1. BASIC ORDER				2. PREVIOUSLY AMENDED BY			
A. PARA	B. ORDER (Type and Number)	C. DATE	D. TED	<input type="checkbox"/> PCS WITH PCA (EDCSA)	A. PARA	B. ORDER (Type and Number)	
	RO A-218	20041208		<input type="checkbox"/> PCS WITHOUT PCA			
3. RELATING TO (TDY, PCS, Short Tour of AD, etc.) NPS/BMT							
4. IDENTIFICATION OF INDIVIDUALS TO WHOM CHANGE ACTION PERTAINS							
A. GRADE	B. LAST NAME, FIRST, MIDDLE INITIAL	C. SSAN OR CIVILIAN POSITION TITLE		D. ORGANIZATION			
A1C	JEDLICKA, ERINN L.	[REDACTED]		911 AES			
5. AMENDMENT (Identify item in order being amended)							
A. ITEM	B. AS READS	IS AMENDED TO READ					
11.	122 20050505	123 20050506					
B. ITEM	IS AMENDED TO (Include) (Delete)						
6. REMARKS							
7. ACCOUNTING CITATION 5753700 505 6272 P725.01 P725.04 380100 A60501 (P&A) APC 5753700 505 6230 115898 P725.05 P725.18 50300 5753700 505 6236 P725.03 504300							
8. DATE	9. ISSUING/APPROVING OFFICIAL (Typed name, grade, and title)			10. SIGNATURE			
20050503	GENEVIEVE M. TODOROWSKI, GS-9 CHIEF PERSONNEL RELOCATIONS						
11. DESIGNATION AND LOCATION OF HEADQUARTERS				12. ORDER (Type and Number)		13. DATE	
DEPARTMENT OF THE AIR FORCE 911 AIRLIFT WING (AMC) PITTSBURGH IAP ARS CORAOPOLIS PA 15108-4403				RO A-520		20050503	
15. DISTRIBUTION				16. SIGNATURE ELEMENT OF ORDERS AUTHENTICATING OFFICIAL			
"B"				 BARBARA L. CREEGAN, SMSGT, USAFR SUPERINTENDENT, MILITARY PERSONNEL FLIGHT			

SSN-PR 00000000 SEX F ***** ENTITLEMENTS ***** ** DIRECT-DEPOSIT-MOB-DATA ***** ** DEDUCTIONS *****

NAME JEDLICKA ERINN L	AD-PD-TO-DATE 050331	AD-CODE-DATES -000000-000000	FITW-W2-STATE 42
DOD COMP F COMP V ST PGMA AN	PAY-STATUS W-050104-050505	AD-MAR-STAT S AD-FITW-EXEMPT 01	FITW-EXEMPT-OPT 00-00
GRADE 33 33 33 EDG 040710 040710	PAY-STATUS-2 -000000-000000	DIRECT-DEPOSIT-STAT-CODE C	FITW-MAR-STATUS S
NFS 04E N PAY DATE 040710 000000	TVL-DAYS-1 0 TVL-DAYS-2 0	DIRECT-DEP-EFF-DATE 040715	FITW-WAGE-YTD 4222.98
GAIN G G G DOG 040710 AD-PAY-FREQ 2	CSP DAYS 0000 HLD-PAY-ST	CO-CODE 601028 PYMT-OPT-TYPE C C	FITW-DED-YTD 380.71
LOSS DOS 000000 COUNTRY CD	BAHII-STAT 0 0 QTR-AVAL 1	ACCT-POLICY-NBR 1248566	FICA-WAG-YTD 4222.98
PAS W11FLR3 ASGN-DT 040710	BAHII-DEP-CERT-DATE 000000	DIR-DEP-WAV-DT 0	FICA-DED-YTD 323.06
PEC 58212F HPIP-ROTC:	BAHII-STAT-DT 040710	RTN 04331028-1	IDT-FICA-WAGE 0.00
ETS 100709 TAFMS-CTR 00087	BAHII-DATES 000000-000000	APC1 A60501 APC2	MEDICARE-WAG-YTD 0.00
T5-CFY 0 T5-PFY PRA-FLAG	DT/DOB 0 000000	ORD-NBR-1 000218 ORD-NBR-2	MEDICARE-DED-YTD 0.00
BONUS TYPE 0 0 AMT-LAST-PD 0.00	BAH-ZIP 00000 BAH-NBR-DEP 0	ACTUAL IMPUTED	DEBT-ON-FILE 0
INSTL-NBR 0 TOTAL PD 0.00	BAH-COLA-DAILY-RATE 00.0000	BAHII-EIC 0.00 0.00	W4-DATE 040715
DT-LAST-PD 000000 DATE-ENLIST 000000	BAH-COLA-DATES 000000-000000	BAS-EIC 0.00 0.00	PUERTO-RICO-DATE 000000
RSN-TERM 0 TERM-PRO-DT 000000	BAH-COLA-IND BAS-TYPE S	ROTC-SUBSISTENCE-EIC 0.00	PUERTO-RICO-FLAG
MO-NBR-PARTIC 00 TSP	BAS-DATES 050221-0 050505-0	COMBAT-ZONE-EIC 0.00	ST-EFF-DT-CURR 040715
GROSS-AMT-RECOUP 0.00	HDP-DATES 000000 000000	CURR 1PR 2PR	ST-WAGE-CURR-YTD 4222.98
PAS-PR-1 ASG-DT1 000000	FSA-II-DATES 000000-000000	SITW-MAR-STATUS S	SITW-DED-CURR-YTD 117.45
PAS-PR-2 ASG-DT2 000000	HFP-CC/DATES 000000-000000	SITW-EXEMPT-REASON	ST-IAD-CURR-YTD 0.00
PAS-PR-3 ASG-DT3 000000	HFP-MO-EX 00	ARIZ-TAX-PERCENT 00% 00% 00%	ST-1PR/EFF-DATE 000000
PAS-PR-4 ASG-DT4 000000	IP-TYPE/DATES N 000000-000000	SITW-EXEMPTIONS/OPTIONAL 00/00	ST-WAG-1PR-YTD 0.00
***** ADDRESS DATA *****	OSD-ASD 000000-000000	SITW-EXEMPTIONS/OPTIONAL-1PR 00/00	SITW-DED-1PR-YTD 0.00
ADRS-2	MDVO N-000000 P/MSD -000000	SITW-EXEMPTIONS/OPTIONAL-2PR 00/00	ST-IAD-1PR-YTD 0.00
ADRS-3 1155 PROSPECT ROAD	UA-TYPE UA-PAY-DT 000000	SGLI-CURRENT 0 0 040701	ST-2PR/EFF-DATE 000000
ADRS-4 EVANS CITY PA 16033-3919	LV-CUM-DA-PD-DES-STM 00.0	SGLI-PRIOR 0 0 040601	ST-WAG-2PR-YTD 0.00
ADRS-5	DEPL-DAYS 000 AS-OF 040710	SSLI-CURRENT 0000 00.00	SITW-DED-2PR-YTD 0.00
ADRS-EFF-DT 040826	LES-INDCTR 0 CZTE-PROCESS	SSLI-PRIOR 0000 00.00	ST-IAD-2PR-YTD 0.00
FAM-SGLI-CURR-OPT/AGE 0 0	FAM-SGLI-CURR-EFF-DATE 0000	FAM-SGLI-PRIOR-OPT/AGE	FAM-SGLI-PRIOR-EFF-DATE
*****HARDSHIP DUTY PAY*****	HDP-TYPE	HDP-CC	HDP-LOC-CODE
CAL-HDP-MISSION-DAYS 00 00 00 00 00 00 00 00 00 00 00			

***** PAY HISTORY ***** FI-IND X PS-TYPE 0 LV-PAID 00.0 RAPS-DAY-CTR 030 *CY-FHD-DAY

CURR-FY : UTA-AUTH 00 UTA-QTRS 00 00 00 00	AFTP-QTRS 00 00 00 00	DA-PD 087 LV-TK 00.0 LV-ACCD 00.0	WAIVER 0-000-087 *CURR 000
1ST-PR-FY: UTA-AUTH 36 UTA-QTRS 00 00 00 01	AFTP-QTRS 00 00 00 00	DA-PD 001 LV-TK 00.0 LV-ACCD 00.0	WAIVER 0-000-000 *1ST-PR 000
2ND-PR-FY: UTA-AUTH 00 UTA-QTRS 00 00 00 00	AFTP-QTRS 00 00 00 00	DA-PD 000 LV-TK 00.0 LV-ACCD 00.0	WAIVER 0-000-000 *2ND-PR 000

MON YR 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	UTA	SGLI	SSLI	
JAN 05		50 60	00 0 0	
FEB 05		50 50	00 0 0	
MAR 05		50 50	00 0 0	
APR 04			99 00 0 0	MFR-RSN
MAY 04			00 0 0	
JUN 04			99 00 0 0	
JUL 04		20	01 0 0	
AUG 04			00 0 0	
SEP 04			99 00 0 0	
OCT 04			00 0 0	
NOV 04			99 00 0 0	
DEC 04			00 0 0	

*** JSS/RC PROCESSED TRANSACTIONS ***

1	2	3	4	5	6	7	8
1234567890123456789012345678901234567890123456789012345678901234567890							
W174666800JEDLIV050104050505				000218A60501	N	0	W11LFLR3ANA24004
W174666800JEDLIS00502210050505							W11LFLR3ANA31004
ODW03174666800JEDLI05011005011002500(7ZZZ501			A530040	660700	A6W1		RE01007
Z174666800JEDLIO25000PA530040050110050104					X		W11LFLR3FNE01007
W174666800JEDLI		E					W11LFLR3ANA80026
W174666800JEDLIO1	PER	AFAFO	HARD	COPY	LES	PRINTS	TURND OFF
W174666800050104050131W		0002180A60501					W11LFLR3ANL00031
W174666800050201050215W		0002180A60501					W11LFLR3ANL00046
\$174666800JEDLIO2++216-522-5122 IF YOU DIDN'T CHANGE YOUR PIN.							W11LFLR3AND19059
\$174666800JEDLIO1++E/MSS PIN WAS CHANGED. CALL 1-800-390-2348	ORW						W11LFLR3AND19059
W174666800050216050230W		0002180A60501					W11LFLR3ANL00059
W174666800JEDLI41050221050228		A60D99					W11LFLR3ANC03067
ODQ03174666800JEDLI0502210502280049061A60D990500000000							AZW1000218RC03067
R174666800JEDLIO049005A60D9900QFJ		050221050228EBZZ					CW11LFLR3 D09067
W174666800JEDLIO1	DISCOUNTED	MEAL	RATE	21-28	FEBRUARY	2005	W11LFLR3AND19067
W174666800050301050315W		0002180A60501					W11LFLR3ANL00074
W174666800050316050331W		0002180A60501					W11LFLR3ANL00090

ENTITLEMENTS

DEDUCTIONS

SSAN	NAME	PAS	GROSS	ENTITLEMENT-AMT1	ENTITLEMENT-AMT6	ENTITLEMENT-AMT11	DEDUCTION-AMT1	DEDUCTION-AMT6
ST/PGMA PAYDT GR	MS	EX	CK-D	NET	ENTITLEMENT-AMT2	ENTITLEMENT-AMT7	ENTITLEMENT-AMT12	DEDUCTION-AMT2
SITW-ST	VOU-NO	CK-DATE	CK NO/CO	CD	ENTITLEMENT-AMT3	ENTITLEMENT-AMT8	ENTITLEMENT-AMT13	DEDUCTION-AMT3
STREET ADDRESS					ENTITLEMENT-AMT4	ENTITLEMENT-AMT9	ENTITLEMENT-AMT14	DEDUCTION-AMT4
CITY	STATE	ZIP			ENTITLEMENT-AMT5	ENTITLEMENT-AMT10	ENTITLEMENT-AMT15	DEDUCTION-AMT5
TYPE DUTY - APC	DATES OF PERFORMANCE							DEBT LV DAYS
174666800	JEDLI	W11LFLR3	865.59	AD-BP	728.10		FITW	65.64
AN 040710	E03 S 00 3		724.00	BAS	133.59		FICA	55.70
42 R00053	050401	601028		BAH II	3.90		SITW	20.25
1155 PROSPECT ROAD								
EVANS CITY PA 16033-3919								
AD-	A60501	050316		TO	050331			.0
174666800	JEDLI	W11LFLR3	865.59	AD-BP	728.10		FITW	65.64
AN 040710	E03 S 00 3		674.94	BAS	133.59		FICA	55.70
42 R00048	050315	601028		BAH II	3.90		SITW	20.25
1155 PROSPECT ROAD								
EVANS CITY PA 16033-3919								
AD-	A60501	050301		TO	050315			49.06 .0
174666800	JEDLI	W11LFLR3	821.06	AD-BP	728.10		FITW	65.64
AN 040710	E03 S 00 3		679.47	BAS	89.06		FICA	55.70
42 R00044	050301	601028		BAH II	3.90		SITW	20.25
1155 PROSPECT ROAD								
EVANS CITY PA 16033-3919								
AD-	A60501	050216		TO	050230			.0

1PCN: UH022-0400 AIR FORCE
PAGE: 3
DATE PREPARED: 20050323

DJMS-RC MMPA PRINT

SSN: [REDACTED]

TD: 00 AS OF 05 MAR 31

		ENTITLEMENTS			DEDUCTIONS	
SSAN	NAME PAS GROSS	ENTITLEMENT-AMT1	ENTITLEMENT-AMT6	ENTITLEMENT-AMT11	DEDUCTION-AMT1	DEDUCTION-AMT6
ST/PGMA PAYDT GR MS EX CK-D NET		ENTITLEMENT-AMT2	ENTITLEMENT-AMT7	ENTITLEMENT-AMT12	DEDUCTION-AMT2	DEDUCTION-AMT7
SITW-ST VOU-NO CK-DATE CK NO/CO CD		ENTITLEMENT-AMT3	ENTITLEMENT-AMT8	ENTITLEMENT-AMT13	DEDUCTION-AMT3	DEDUCTION-AMT8
STREET ADDRESS		ENTITLEMENT-AMT4	ENTITLEMENT-AMT9	ENTITLEMENT-AMT14	DEDUCTION-AMT4	DEDUCTION-AMT9
CITY STATE ZIP		ENTITLEMENT-AMT5	ENTITLEMENT-AMT10	ENTITLEMENT-AMT15	DEDUCTION-AMT5	DEBT LV DAYS
TYPE DUTY - APC DATES OF PERFORMANCE						
174666800	JEDLI W11FLR3 732.00	AD-BP	728.10		FITW	65.64
AN 040710	E03 S 00 3 590.41	BAH II	3.90		FICA	55.70
42 R00040	050215 601028				SITW	20.25
1155 PROSPECT ROAD						
EVANS CITY PA 16033-3919 .0						
AD-	A60501 050201 TO 050215					
174666800	JEDLI W11FLR3 1317.60	AD-BP	1310.58		FITW	118.15
AN 040710	E03 S 00 3 812.74	BAH II	7.02		FICA	100.26
42 R00036	050201 601028				SITW	36.45
1155 PROSPECT ROAD						
EVANS CITY PA 16033-3919 250.00 .0						
AD-	A60501 050104 TO 050131					

PERSONAL DATA-PRIVACY ACT OF 1974

0

NAME: JEDLICKA ERINN L

SSAN: ██████████

GRADE: E03

ARS-SVC: 00

BRANCH: AFRES

ADSN/DSSN: 3800

CHECK-DATE: 050415

PAS-CODE: W11LFLR3

ENTITLEMENTS

BASIC PAY	728.10
SUBSISTENCE ALWS	133.59
BAH TYPE II	3.90

DEDUCTIONS

FED INC TAX	65.64
FICA TAX	55.70
STATE INC TAX	20.25

TOT-ENTMNTS: 865.59 TOT-DEDTNS: 141.59 NET-AMOUNT: 724.00

PF3 = EXIT DJMS-RC/CICS SYSTEM

PF7 = SCROLL-BACKWARD

PF4 = RTN TO DJMS-RC MENU SCREEN

PF8 = SCROLL-FORWARD

PF5 = RTN TO DJMS-RC REQ/SEL SCREEN

PF9 = PRINT LES-REC/END DISPLAY

ADDRESS: JEDLICKA ERINN L

1155 PROSPECT ROAD
EVANS CITY PA 16033-3919SSAN: ██████████
PAY-DATE: 040710
CHECK-DATE: 050415
PAS-CODE: W11LFLR3

LES-HISTORY REMARKS:

YOUR CHECK WAS SENT TO: THE FIRST NATIONAL BANK 043310281
SLIPPERY ROCK PA 16057-12 AMOUNT: \$724.00
ACCOUNT NUMBER: 1248566 ACCOUNT TYPE: CHECKING
COMPANY CODE: 601028 DIRECT DEPOSIT DATE: 04/15/05
* AS OF 10 JUL 04, 000 HIGH TEMPO DEPLOYMENT DAYS ACCRUED
SINCE 1 OCT 00 (OR SINCE ENTERING MILITARY SERVICE)
TOTAL PERFORMANCE FY 05: UTA 00 AFTP 00 PT/RMP 00 AT/ADT 102
FHDA 000
ACTIVE DUTY (AD) FOR TRAINING: 01 APR 05 TO 15 APR 05
YOUR CURRENT STATE CLAIMED IS: PENNSYLVANIA
SERVICEMEMBER GROUP LIFE INSURANCE COVERAGE: NONE
SPOUSE SGLI COVERAGE: NONE

TOTAL-RECS = 23

PF3 = EXIT DJMS-RC/CICS SYSTEM

PF7 = SCROLL-BACKWARD

PF4 = RTN TO DJMS-RC MENU SCREEN

PF8 = SCROLL-FORWARD

5 = RTN TO DJMS-RC REQ/SEL SCREEN

PF9 = PRINT LES-REC/END DISPLAY

NAME: JEDLICKA ERINN L

SSAN: ██████████

GRADE: E03

ARS-SVC: 00

BRANCH: AFRES

ADSN/DSSN: 3800

CHECK-DATE: 050429

PAS-CODE: W11LFLR3

ENTITLEMENTS

BASIC PAY	728.10
SUBSISTENCE ALWS	133.59
BAH TYPE II	3.90

DEDUCTIONS

FED INC TAX	65.64
FICA TAX	55.70
STATE INC TAX	20.25
DEBT PAYMENT	215.16

TOT-ENTMNTS: 865.59 TOT-DEDTNS: 356.75 NET-AMOUNT: 508.84

PF3 = EXIT DJMS-RC/CICS SYSTEM

PF7 = SCROLL-BACKWARD

PF4 = RTN TO DJMS-RC MENU SCREEN


PF8 = SCROLL-FORWARD

5 = RTN TO DJMS-RC REQ/SEL SCREEN

PF9 = PRINT LES-REC/END DISPLAY

ADDRESS: JEDLICKA ERINN L

1155 PROSPECT ROAD
EVANS CITY PA 16033-3919

SSAN: 
PAY-DATE: 040710
CHECK-DATE: 050429
PAS-CODE: W11LFLR3

LES-HISTORY REMARKS:

YOUR CHECK WAS SENT TO: THE FIRST NATIONAL BANK 043310281
SLIPPERY ROCK PA 16057-12 AMOUNT: \$508.84
ACCOUNT NUMBER: 1248566 ACCOUNT TYPE: CHECKING
COMPANY CODE: 601028 DIRECT DEPOSIT DATE: 04/29/05
* AS OF 10 JUL 04, 000 HIGH TEMPO DEPLOYMENT DAYS ACCRUED
SINCE 1 OCT 00 (OR SINCE ENTERING MILITARY SERVICE)
PAY & ALLOW DEBT(DQ03) DEBT BALANCE \$.00
ORIGINAL DEBT \$215.16 01 MAR 05 30 MAR 05
UNPAID DEBT BALANCE *TOTAL*: \$.00
TOTAL PERFORMANCE FY 05: UTA 00 AFTP 00 PT/RMP 00 AT/ADT 117
FHDA 000
ACTIVE DUTY (AD) FOR TRAINING: 16 APR 05 TO 30 APR 05

TOTAL-RECS = 26

PF3 = EXIT DJMS-RC/CICS SYSTEM

PF7 = SCROLL-BACKWARD

PF4 = RTN TO DJMS-RC MENU SCREEN

PF8 = SCROLL-FORWARD

5 = RTN TO DJMS-RC REQ/SEL SCREEN

PF9 = PRINT LES-REC/END DISPLAY

NAME: JEDLICKA ERINN L

SSAN: ██████████

GRADE: E03

ARS-SVC: 00

BRANCH: AFRES

ADSN/DSSN: 3800

CHECK-DATE: 050513

PAS-CODE: W11LFLR3

ENTITLEMENTS

BASIC PAY	242.70
SUBSISTENCE ALWS	44.53
BAH TYPE II	1.30

DEDUCTIONS

FED INC TAX	21.88
FICA TAX	18.57
STATE INC TAX	6.75
DEBT PAYMENT	160.89

TOT-ENTMNTS: 288.53 TOT-DEDTNS: 208.09 NET-AMOUNT: 80.44

PF3 = EXIT DJMS-RC/CICS SYSTEM

PF7 = SCROLL-BACKWARD

PF4 = RTN TO DJMS-RC MENU SCREEN

PF8 = SCROLL-FORWARD

5 = RTN TO DJMS-RC REQ/SEL SCREEN

PF9 = PRINT LES-REC/END DISPLAY

ADDRESS: JEDLICKA ERINN L

1155 PROSPECT ROAD
 EVANS CITY PA 16033-3919

SSAN: XXXXXXXXXX
 PAY-DATE: 040710
 CHECK-DATE: 050513
 PAS-CODE: W11LFLR3

LES-HISTORY REMARKS:

YOUR CHECK WAS SENT TO: THE FIRST NATIONAL BANK 043310281
 SLIPPERY ROCK PA 16057-12 AMOUNT: \$80.44
 ACCOUNT NUMBER: 1248566 ACCOUNT TYPE: CHECKING
 COMPANY CODE: 601028 DIRECT DEPOSIT DATE: 05/13/05
 * AS OF 10 JUL 04, 000 HIGH TEMPO DEPLOYMENT DAYS ACCRUED
 SINCE 1 OCT 00 (OR SINCE ENTERING MILITARY SERVICE)
 PAY & ALLOW DEBT(DQ03) DEBT BALANCE \$31.62
 ORIGINAL DEBT \$192.51 01 APR 05 27 APR 05
 UNPAID DEBT BALANCE *TOTAL*: \$31.62
 TOTAL PERFORMANCE FY 05: UTA 00 AFTP 00 PT/RMP 00 AT/ADT 122
 FHDA 000
 ACTIVE DUTY (AD) FOR TRAINING: 01 MAY 05 TO 05 MAY 05

TOTAL-RECS = 26

- | | |
|-----------------------------------|---------------------------------|
| PF3 = EXIT DJMS-RC/CICS SYSTEM | PF7 = SCROLL-BACKWARD |
| PF4 = RTN TO DJMS-RC MENU SCREEN | PF8 = SCROLL-FORWARD |
| 5 = RTN TO DJMS-RC REQ/SEL SCREEN | PF9 = PRINT LES-REC/END DISPLAY |

NAME: JEDLICKA ERINN L SSAN: ██████████ GRADE: E03

ARS-SVC: 00 BRANCH: AFRES ADSN/DSSN: 3800 CHECK-DATE: 050518

PAS-CODE: W11LFLR3

ENTITLEMENTS		DEDUCTIONS	
BASIC PAY	242.70	FED INC TAX	21.88
SUBSISTENCE ALWS	8.91	FICA TAX	18.56
BAH TYPE II	.26	STATE INC TAX	6.75
		DEBT PAYMENT	31.62

48.54


TOT-ENTMNTS: 251.87 TOT-DEDTNS: 78.81 NET-AMOUNT: 173.06

PF3 = EXIT DJMS-RC/CICS SYSTEM PF7 = SCROLL-BACKWARD

PF4 = RTN TO DJMS-RC MENU SCREEN PF8 = SCROLL-FORWARD

5 = RTN TO DJMS-RC REQ/SEL SCREEN PF9 = PRINT LES-REC/END DISPLAY

ADDRESS: JEDLICKA ERINN L

1155 PROSPECT ROAD
EVANS CITY PA 16033-3919SSAN: 
PAY-DATE: 040710
CHECK-DATE: 050518
PAS-CODE: W11LFLR3

LES-HISTORY REMARKS:

YOUR CHECK WAS SENT TO: THE FIRST NATIONAL BANK 043310281
 SLIPPERY ROCK PA 16057-12 AMOUNT: \$173.06
 ACCOUNT NUMBER: 1248566 ACCOUNT TYPE: CHECKING
 COMPANY CODE: 601028 DIRECT DEPOSIT DATE: 05/18/05
 * AS OF 10 JUL 04, 000 HIGH TEMPO DEPLOYMENT DAYS ACCRUED
 SINCE 1 OCT 00 (OR SINCE ENTERING MILITARY SERVICE)
 PAY & ALLOW DEBT(DQ03) DEBT BALANCE \$.00
 ORIGINAL DEBT \$192.51 01 APR 05 27 APR 05
 UNPAID DEBT BALANCE *TOTAL*: \$.00
 TOTAL PERFORMANCE FY 05: UTA 04 AFTP 00 PT/RMP 00 AT/ADT 123
 FHDA 000
 INACTIVE DUTY TRAINING 07 MAY 05 1 07 MAY 05 2 08 MAY 05 1

TOTAL-RECS = 29

PF3 = EXIT DJMS-RC/CICS SYSTEM

PF7 = SCROLL-BACKWARD

PF4 = RTN TO DJMS-RC MENU SCREEN

PF8 = SCROLL-FORWARD

5 = RTN TO DJMS-RC REQ/SEL SCREEN

PF9 = PRINT LES-REC/END DISPLAY

ADDRESS: JEDLICKA ERINN L

1155 PROSPECT ROAD
EVANS CITY PA 16033-3919

SSAN: 1 [REDACTED]
PAY-DATE: 040710
CHECK-DATE: 050518
PAS-CODE: W11LFLR3

LES-HISTORY REMARKS:

INACTIVE DUTY TRAINING 08 MAY 05 2
ACTIVE DUTY (AD) FOR TRAINING: 06 MAY 05 TO 06 MAY 05
YOUR CURRENT STATE CLAIMED IS: PENNSYLVANIA
SERVICEMEMBER GROUP LIFE INSURANCE COVERAGE: NONE
SPOUSE SGLI COVERAGE: NONE
DISCOUNTED MEAL RATE 1-27 APR 05

PLEASE VERIFY YOUR STATE OF LEGAL RESIDENCE FOR STATE INCOME
TAX PURPOSE. CONTACT YOUR PAYROLL OFFICE TO FILE A NEW DD FORM
2058 TO CHANGE/ESTABLISH THE CORRECT STATE IMMEDIATELY.

UPDATE PERSONAL E-MAIL ADDRESSES WITHIN MYPAY.

TOTAL-RECS = 29

PF3 = EXIT DJMS-RC/CICS SYSTEM

PF7 = SCROLL-BACKWARD

PF4 = RTN TO DJMS-RC MENU SCREEN

PF8 = SCROLL-FORWARD

. . 5 = RTN TO DJMS-RC REQ/SEL SCREEN

PF9 = PRINT LES-REC/END DISPLAY

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Investment in Enlisted Personnel

BRIEFING BULLET: (BULLET 1 of 1): Investment in Enlisted Personnel Training - \$72,882,120

Briefer:

Analysis POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- Status quo
 - 1,130 members
 - 69 at level 0
 - 140 at level 1
 - 172 at level 3
 - 230 at level 5
 - 464 at level 7
 - 55 at level 9

- School house cost for enlisted training
 - \$30,078,375

- Military pay cost for enlisted training
 - \$38,226,958

- Travel cost for enlisted training
 - \$4,576,787

- Data sources
 - School house cost estimates are from AFI 65-503, A17-1. This AFI gives costs for initial training plus a cost for progression training. These costs were multiplied by each level of training obtained by each current member of the 911th.
 - Military pay cost estimates were calculated by determining the average length of training, taken from AFI 65-503, A18-1A. Average class length was then multiplied by the average pay and allowances of the normal ranked member attending class for each level of training.
 - Travel pay cost estimates were calculated by taking the average class length (does not include PCS classes) multiplied by the average per diem rate. Per diem rates were calculated by taking the average rates of class sites.

SUPPORTING DOCUMENTATION: NO. OF PAGES 40

School House Costs for Training Enlisted

	Cost per Student	# of Students	Total Cost
BMT	\$8,109	1130	\$9,163,170
Level 3	\$13,250	921	\$12,203,250
Level 5	\$6,585	749	\$4,932,165
Level 7	\$6,585	519	\$3,417,615
Level 9	\$6,585	55	\$362,175
Total School			\$30,078,375

Military Pay Costs for Training Enlisted

	Cost per Student	# of Students	Total Cost
BMT	\$6,222	1130	\$7,030,860
Level 3	\$17,842	921	\$16,236,220
Level 5	\$10,425	749	\$7,808,325
Level 7	\$12,057	519	\$6,257,583
Level 9	\$16,254	55	\$893,970
Total Mil Pay			\$38,226,958

Travel Costs for Training Enlisted

	Cost per Student	# of Students	Total Cost
BMT	\$574	1130	\$648,653
Level 3	\$2,254	921	\$2,075,934
Level 5	\$1,400	749	\$1,048,600
Level 7	\$1,400	519	\$726,600
Level 9	\$1,400	55	\$77,000
Total Travel			\$4,576,787
Grand Total			\$72,882,120

Grade Desc	PAFSC Level	# of personnel
	0	69
	1	140
	3	172
	5	230
	7	464
	9	55
		1130

Enlisted

School House Costs for Training Enlisted

Grade	AFSC Level	#	BMT Cost	Level 3	Level 5	Level 7	Level 9
			\$8,109	\$13,250	\$6,585	\$6,585	\$6,585
AB	0	5	\$40,545				
AB	1	17	\$137,853				
AMN	0	2	\$16,218				
AMN	1	7	\$56,763				
AMN	3	4	\$32,436	\$53,000			
A1C	0	15	\$121,635				
A1C	1	62	\$502,758				
A1C	3	28	\$227,052	\$371,000			
A1C	5	3	\$24,327	\$39,750	\$19,755		
SRA	0	4	\$32,436				
SRA	1	26	\$210,834				
SRA	3	120	\$973,080	\$1,590,000			
SRA	5	110	\$891,990	\$1,457,500	\$724,350		
SRA	7	1	\$8,109	\$13,250	\$6,585	\$6,585	
SSG	0	3	\$24,327				
SSG	1	24	\$194,616				
SSG	3	14	\$113,526	\$185,500			
SSG	5	108	\$875,772	\$1,431,000	\$711,180		
SSG	7	36	\$291,924	\$477,000	\$237,060	\$237,060	
TSG	0	4	\$32,436				
TSG	1	4	\$32,436				
TSG	3	6	\$48,654	\$79,500			
TSG	5	9	\$72,981	\$119,250	\$59,265		
TSG	7	243	\$1,970,487	\$3,219,750	\$1,600,155	\$1,600,155	
MSG	0	20	\$162,180				
MSG	7	181	\$1,467,729	\$2,398,250	\$1,191,885	\$1,191,885	
MSG	9	3	\$24,327	\$39,750	\$19,755	\$19,755	\$19,755
SMS	0	2	\$16,218				
SMS	7	3	\$24,327	\$39,750	\$19,755	\$19,755	
SMS	9	50	\$405,450	\$662,500	\$329,250	\$329,250	\$329,250
CMS	0	14	\$113,526				
CMS	9	2	\$16,218	\$26,500	\$13,170	\$13,170	\$13,170
			\$9,163,170	\$12,203,250	\$4,932,165	\$3,417,615	\$362,175

Source: AFI 65-503 Attachments A17-1 and A18-1A

FMC

AFI 65-503

March 2003

Attachment A17-1 Typical Acquisition and Training Costs

- Acronyms
- References/Links
- Table Description
- Table Uses
- Business Rules & Assumptions
- Source Data
- Table Notes
- POC
- Table A17-1A, by Training Category
- Table A17-1B, by Appropriation
- Download Excel Spreadsheet of this Attachment
(Note: This is a 374kb MS Excel File. To download follow these instructions)
- Budget Structure Mapping

Training Category Cost Data

	Enlisted Initial Skill	Enlisted Skill Progression	Officer Initial Skill	Officer Skill Progression
FY 01 (FY03\$):				
Cost per Grad	\$13,250	\$6,585	\$21,193	\$5,434
Total Program Cost*	\$797M	\$234M	\$78M	\$25M
Graduates (1)	60,153	35,594	3,674	4,678

Note: Total Program Cost does not include fixed or infrastructure costs.

Acquisition Cost by Appropriation

	FY01 (FY03\$)
BMT:*	
3400:	\$5,800
3500:	\$2,309
Total	\$8,109

Graduates 44,386

Note: BMT costs are based on the variable or marginal cost of training.

Budget Structure Mapping:

Program Element	Appropriation	
	3400	3500
81714	X	X
84711	X	X
84731	X	X
84733	X	X
84734	X	X
84735	X	X
84748	X	X
84771	X	X
84772	X	X
85794	X	X
85795	X	X
85796	X	X
85798	X	X
87713	X	X
87715	X	X
87792	X	X
87794	X	X
88716	X	X
88719	X	X
88720	X	X
89732	X	X
91515	X	X

Acronyms:

- AETC - Air Education And Training Command
- AFIT - Air Force Institute of Technology
- AFSC - Air Force Specialty Code
- BMT - Basic Military Training
- BOS - Base Operating Support
- COSMOD - Cost Model
- FTD - Field Training Detachment
- HQ - Headquarters
- LCC - Life Cycle Costs

- MILCON - Military Construction
- PCS - Permanent Change of Station
- TCCR - Training Course Cost Report

References/Links:

1. See Table A18-1a for enlisted training costs by AFSC
2. See Table A18-1b for officer training costs by AFSC
3. See Tables A34-1 / 2 for representative officer aircrew training costs
4. See Table A35-1 for representative enlisted aircrew training costs by aircraft

FYI, AETC/FMA is not the OPR for the latter table

Table Description:

This table provides average initial specialty training costs for enlisted and officer personnel. It also provides acquisition costs for enlisted personnel.

Table Uses:

1. The data provided can be used in staff studies, briefings, and for Life Cycle Costs (LCC) purposes.
2. The data can be used for estimating costs of training based on a changing number of students.
3. The officer and/or enlisted skill progression costs provides a weighted variable cost that can be used when costs for advanced training is desired, but a particular course is not known.
4. The data in this table can be used to develop a general cost estimate to assess a proposed shortening/lengthening of officer and/or enlisted initial skills training by using the initial skill data.
5. These cost estimates should NOT be used for budgeting purposes.

Business Rules & Assumptions:

1. All training cost data includes student pay and allowances.
2. Officer and Enlisted initial skills training cost is the cost of AETC in-residence technical training required to attain an AFSC.
3. Officer and Enlisted Skills Progression training cost is the cost of AETC in-residence technical training required to maintain or increase an AFSC skill level. These costs do not include costs for AFIT or other graduate courses.
4. Both initial skills and skills progression costs represent the variable costs incurred to produce one additional technical training graduate.
5. Initial and progression training costs do not include acquisition costs and pay and allowances while awaiting pre-training assignment to first duty station.
6. Personnel acquisition cost is the cost of acquiring enlisted personnel.
7. Enlisted personnel acquisition cost includes recruiting, accession travel, initial clothing issue, and BMT.
8. BMT is based on the variable or marginal cost of training.
9. Costs are based on weighted averages of course cost and student week production for

- all non-FTD in-residence courses in a training category.
10. Graduate figures are either 'equivalent graduates' (which take into account training time staggered over two fiscal years and lost training time due to attrition) or are projections.
 11. Every facet of a training installation includes a mix of fixed (or overhead) and variable costs. Variable costs fluctuate with student production; fixed costs do not. Fixed costs (including military construction-MILCON) are not included in the variable cost estimate.
 12. Total program cost is a multiple of the variable cost per graduate and the number of graduates. As such, fixed or overhead/infrastructure costs are NOT included.
 13. Cost elements included in Variable Cost per Graduate:
 - a. Direct Costs - Costs directly associated with training. This includes instructor pay and allowances, any training equipment maintenance, and any course materials. Extraordinary costs unique to a course such as ammunition costs for Security Police courses are identified.
 - b. Indirect Costs - Costs indirectly associated with training. This includes base operating support (BOS) of instructors, students, and training equipment maintenance personnel. Examples would be medical support, food service, civil engineering, base security police, accounting, and chaplain.
 - c. Student Costs - Pay and allowances of the student, pipeline PCS costs, or travel and per diem as applicable. Travel and per diem are factor derived and not based on actual data unique to the course.
 14. From an appropriation perspective, 3400(civilian pay and other non-personnel monies) and 3500 (military pay) are included. So the cost estimate is from a global/USAF perspective rather than that of AETC. HQ AETC controls 3400 money only, not 3500 money. The 3500 military pay appropriation is centrally managed by the Air Staff.

Source Data:

1. The initial and skill progression training cost data is compiled from the Training Course Cost Report (TCCR) database.
2. Basic Military Training (BMT) training costs were taken from the TCCR database.
3. The AETC cost model (COSMOD) is used to derive the cost estimates for each AFSC.
4. Recruiting cost was taken from HQ Air Force Recruiting Service.

Table Notes:

None

POC:

HQ AETC/FMAT – DSN: 487-3196, Commercial (210) 652-3196

FMC

AFI 65-503**March 2003****Attachment A18-1A****Variable Cost by Enlisted Air Force Specialty Initial Skill Training (FY 03\$)**

- [Acronyms](#)
- [References/Links](#)
- [Table Description](#)
- [Table Uses](#)
- [Business Rules & Assumptions](#)
- [Source Data](#)
- [Table Notes](#)
- [POC](#)

[Download Excel Spreadsheet of this Attachment](#)

(Note: This is a 72kb MS Excel File. To download [follow these instructions](#))

AFSC	AFSC TITLE	ADJUSTED COURSE LENGTH (WEEKS)	TOTAL (FY03\$)
1A0X1	Inflight Refueling Apprentice	16.1	\$28,098
1A1X1B	Flight Engineer Apprentice (Helicopter)	16.9	\$37,528
1A1X1C	Flight Engineer Apprentice (Perform Qual)	19.6	\$34,173
1A2X1	Aircraft Loadmaster Apprentice	18.0	\$30,372
1A3X1	Airborne Comm Systems Apprentice	25.2	\$36,386
1A4X1	Airborne Warning Command & Control Systems	21.6	\$30,252
1A5X1	Airborne Computer Systems Apprentice	22.4	\$35,306
1A6X1	EAUC - Flight Attendant Helper	9.4	\$12,817
1A7X1	EAUC - Aerial Gunner Helper	17.8	\$187,003
1A8X1	EAUC - Aerial Cryptologic Linguist	72.5	\$92,305
1C0X1	Airfield Management Apprentice	12.2	\$14,790
1C0X2	Operations Resource Management Apprentice	11.8	\$14,551
1C1X1	Air Traffic Control Apprentice	10.1	\$10,077
1C2X1	Combat Control	43.4	\$53,420
1C3X1	Command & Control Apprentice	12.3	\$13,378
1C4X1	Tactical Air Command & Control Apprentice	22.1	\$23,945
1C5X1	Aerospace Control & Warning Systems Apprentice	14.3	\$18,710
1C6X1	Space Systems Operations Apprentice	19.6	\$23,170
1N0X1	Combat Intelligence Applications Apprentice	29.1	\$30,031
1N1X1	Imagery Analysis Apprentice	31.1	\$33,899

1N2X1	Signals Intelligence Production Apprentice	47.1	\$67,385
1N3X0	DLI Pool Holding	12.3	\$16,591
1N3X1	Germanic Crypto Linguist	32.8	\$37,957
1N3X2	Romance Crypto Linguist	54.0	\$59,544
1N3X3	Slavic Crypto Linguist	76.2	\$86,728
1N3X4	Far East Crypto Linguist	97.0	\$107,666
1N3X5	Mid East Crypto Linguist	86.7	\$94,477
1N4X1	Signals Intel Analysis Apprentice	25.6	\$28,591
1N5X1	Electronic Signals Intel Exploitation Apprentice	21.9	\$25,473
1N6X1	Electronic Sys Security Assessment Apprentice	14.6	\$16,388
1S0X1	Safety Apprentice	13.3	\$18,466
1T0X1	Survival Training	46.6	\$75,992
1T1X1	Aircrew Life Support Apprentice	12.8	\$15,070
1T2X1	Pararescue	103.8	\$152,936
1W0X1	Weather Apprentice	26.2	\$29,542
2A0X1A	F-15 Avionic Test Station/Aircraft Component Apprentice	30.6	\$37,992
2A0X1B	A-10/F-16/F-117 Avionic Test Station/Acft Comp	29.4	\$35,950
2A0X1B	B-1/B-2/C-17 Avionic Test Station/Acft Comp	28.2	\$34,513
2A0X1C	Avionics Sensors Maintenance Apprentice	28.6	\$34,914
2A0X1D	Electronic Warfare Avionics Sys Test Station/Comp	25.2	\$31,147
2A3X1A	F-15 Avionics Attack Control Systems Apprentice	28.6	\$34,701
2A3X1A	A-10 Avionic Attack and Control Systems Apprentice	23.8	\$29,006
2A3X1B	F-15 Avionic Instrument & Flight Control System Apprentice	29.7	\$36,077
2A3X1B	A-10 Avionic Instrument & Flight Control System Apprentice	28.7	\$34,871
2A3X1C	F-15 Avionic Comm, Nav/Pen Aids System Apprentice	29.6	\$34,842
2A3X1C	A-10 Avionic Comm, Nav/Pen Aids System Apprentice	28.8	\$33,834
2A332	F16 C/D Avionic Systems Apprentice	33.0	\$37,529
2A3X3A	Tactical Aircraft Maintenance	29.5	\$36,432
2A3X3B	Fighter Aircraft Maintenance Apprentice (F-16)	29.5	\$36,432
2A3X3B	Fighter Aircraft Maintenance Apprentice (F-117A)	31.5	\$39,202

2A3X3J	Fighter Aircraft Maintenance Apprentice (A-10)	28.1	\$34,236
2A3X3J	Fighter Aircraft Maintenance Apprentice (U-2)	10.9	\$14,117
2A5X1J	Aerospace Maintenance Apprentice (C-9)	11.0	\$14,105
2A5X1J	Aerospace Maintenance Apprentice (C-130)	24.2	\$29,206
2A5X1J	Aerospace Maintenance Apprentice (C-5)	11.0	\$14,091
2A5X1J	C-17 APG Crew Chief	10.9	\$14,018
2A5X1J	Maintenance Apprentice	19.9	\$26,202
2A5X1K	B-1B Aerospace Maintenance Apprentice	20.9	\$26,845
2A5X1K	B-2 Aerospace Maintenance Apprentice	17.6	\$24,041
2A5X1K	B-52 Aerospace Maintenance Apprentice	18.1	\$22,363
2A5X1K	Aerospace Maintenance Apprentice	19.4	\$25,024
2A5X1L	Aerospace Maint Appr (C-135)	19.0	\$22,959
2A5X1L	Aerospace Maint Appr (E-3)	24.9	\$33,621
2A5X1L	Aerospace Maint Appr (KC-10)	18.9	\$22,800
2A5X1L	Aerospace Maint Appr (KC-10A)	19.0	\$22,874
2A5X1L	Aerospace Maint Appr (C-135,E-3,KC-10/10A)	20.5	\$25,563
2A532	Aerospace Maint Appr (H-53 MRT)	29.6	\$34,046
2A532	Aerospace Maint Appr (UH-60)	21.5	\$28,650
2A532	Aerospace Maint Appr (H-53, UH-60)	25.6	\$31,348
2A5X3A	Comm/Navigation/Mission Systems Apprentice	31.0	\$37,190
2A5X3B	B-1 and B-2 Avionic Systems Apprentice	31.0	\$33,763
2A5X3C	B-1 and B-2 Systems Specialist	27.5	\$32,731
2A5X3D	Airborne Surveillance Radar Systems Apprentice	25.4	\$31,182
2A6X1A	Aerospace Propulsion Apprentice, Jet Engines	18.3	\$22,039
2A6X1B	Aerospace Propulsion Appr, Turboprop/Turboshaft Engine	20.5	\$23,523
2A6X2	Aerospace Ground Equipment Apprentice	28.5	\$29,932
2A6X3	Aircrew Egress Apprentice	13.3	\$17,589
2A6X4	Aircraft Fuel Systems Apprentice	13.8	\$15,488
2A6X5	Aircraft Hydraulics Systems Apprentice	16.2	\$18,635
2A6X6	Aircraft Electrical & Environmental Systems Appr	25.3	\$27,913
2A7X1	Aircraft Metals Technology Apprentice	26.4	\$30,364
2A7X2	Nondestructive Inspection Apprentice	16.7	\$19,666
2A7X3	Aircraft Structural Maintenance Apprentice	22.7	\$23,996

2A7X4	Survival Equipment Apprentice	19.7	\$22,258
2E0X1	Ground Radar Systems Apprentice	38.8	\$48,976
2E1X2	Meteorological & Navigation Systems Apprentice	35.8	\$40,596
2E1X3	Ground Radio Comm Apprentice	38.8	\$44,425
2E1X4	Tele & Intrusion Detection Systems Apprentice	39.6	\$46,854
2E2X1	Elect Computer & Switch Systems Apprentice	31.2	\$35,213
2E6X2	Comm Cable Systems Apprentice	28.6	\$32,137
2E6X3	Telephone Switching Apprentice	30.3	\$33,275
2FOX1	Fuels Journeyman	12.6	\$15,693
2G0X1	Logistics Plans Apprentice	11.1	\$16,168
2M031A	Missile & Space Systems Elec Maint Apprentice	27.5	\$31,854
2M031B	Missile & Space Systems Elec Maint Apprentice	27.8	\$37,893
2M0X2	Missile & Space Systems Maintenance Apprent	18.3	\$25,402
2M0X3	Missile & Space Facilities Apprentice	27.2	\$30,619
2POX1	Precision Measurement Equipment Lab Apprentice	35.0	\$40,571
2R0X1	Maintenance Data Systems Analysis Apprentice	17.6	\$20,093
2R1X1	Maintenance Scheduling Apprentice	12.7	\$14,921
2S0X1	Supply Management Apprentice	13.2	\$14,931
2S0X2	Supply Systems Analysis Apprentice	16.6	\$18,343
2T0X1	Traffic Management Apprentice	17.3	\$18,296
2T1X1	Vehicle Operator/Dispatcher Apprentice	12.3	\$14,609
2T2X1	Air Transportation Apprentice	12.1	\$14,542
2T3X1	Spec Purpose Vehicle & Equip Maint Apprentice	23.4	\$26,958
2T3X2A	Special Vehicle Maint Appr, Firetrucks	23.6	\$27,206
2T3X2B	Special Vehicle Maint Appr, Refueling Vehicle	21.5	\$24,505
2T3X4	General Purpose Vehicle Maintenance Appr	17.9	\$21,736
2T3X5	Vehicle Body Mechanic	19.1	\$19,368
2T3X7	Vehicle Body Mechanic	12.3	\$14,376
2W0X1	Munitions Systems Apprent (Material/Production)	15.2	\$17,139
2W1X1	Aircraft Armament Systems Apprentice	21.4	\$23,348
2W231	Nuclear Weapons Journeyman	18.3	\$21,679
3A031	Information Management Apprentice	13.8	\$15,573

3C031	Comm-Computer Systems Operator Apprentice	19.2	\$20,817
3C0X2	Comm-Computer Systems Program Apprentice	17.7	\$19,150
3C1X1	Radio Comm System Apprentice	12.7	\$15,162
3C1X2	Electromagnetic Spectrum Mgmt Apprentice	20.4	\$33,422
3C2X1	Comm-Computer Systems Control Apprentice	23.3	\$24,402
3C3X1	Comm-Computer Systems Plan/Implement Appr	12.2	\$14,861
3E0X1	Electrical Systems Apprentice	33.4	\$38,239
3E0X2	Electric Power Production Apprentice	18.0	\$20,506
3E1X1	Heat, Vent, AC & Refrigerator Apprentice	28.3	\$31,976
3E2X1	Pavements & Construction Equipment Apprentice	48.4	\$35,383
3E3X1	Structural Journeyman	25.1	\$30,081
3E4X1	Utilities Systems Apprentice	10.5	\$12,743
3E4X2	Liquid Fuel Systems Maintenance Apprentice	14.9	\$16,728
3E4X3	Environmental Apprentice	13.0	\$15,002
3E5X1	Engineering Apprentice	19.1	\$23,581
3E6X1	Force Management Apprentice	11.9	\$16,254
3E7X1	Fire Protection Apprentice	20.1	\$28,247
3E8X1	Explosive Ordnance Disposal (EOD)	39.1	\$61,413
3E9X1	Readiness	16.9	\$23,629
3H0X1	Historian Apprentice	9.9	\$14,493
3M0X1	Services Apprentice	12.6	\$15,314
3N0X1	Public Affairs Apprentice	18.3	\$27,803
3N0X2	Radio/TV Broadcasting Apprentice	18.4	\$27,801
3N1X1A	Regional Band	6.5	\$8,284
3N2X1	Premier Band	6.5	\$8,284
3P0X1	Security Forces Apprentice	17.4	\$19,359
3P0X1A	Security Forces Military Working Dog	17.3	\$27,676
3P0X1B	Combat Arms Training & Maintenance Apprentice	15.5	\$25,426
3S0X1	Personnel Apprentice	12.1	\$14,007
3S1X1	Equal Opportunity Management	21.3	\$12,961
3S2X1	Education and Training Journeyman	13.7	\$19,148
3U0X1	Manpower Management Journeyman	14.1	\$24,018
3V0X1	Visual Information Apprentice	21.0	\$30,580
3V0X2	Still Photo Apprentice	19.9	\$31,361
3V0X3	Visual Information Production Document	20.7	\$36,098

Apprentice			
4A0X1	Health Services Management Apprentice	13.7	\$15,791
4A1X1	Medical Material Apprentice	11.3	\$13,724
4A2X1	Biomedical Equipment Apprentice	49.0	\$66,503
4B0X1	Bioenvironmental Engineer Apprentice	21.1	\$31,761
4C0X1	Mental Health Service Apprentice	19.1	\$20,739
4D0X1	Diet Therapy Apprentice	17.7	\$21,367
4E0X1	Public Health Apprentice	20.0	\$27,849
4F0X1	Aeromedical Apprentice	18.8	\$26,031
4H0X1	Cardiopulmonary Lab Apprentice	53.7	\$61,017
4J0X1	Occupational Therapy Apprentice	49.6	\$56,266
4J0X2	Physical Therapy Apprentice	20.0	\$23,894
4M0X1	Aerospace Physiology Apprentice	15.0	\$22,982
4N0X1	Medical Services Apprentice	27.6	\$32,127
4N0X1A	Allergy Immunology Apprentice	11.3	\$16,855
4N0X1B	Neurology Apprentice	32.9	\$48,002
4N1X1	Surgical Services Apprentice	21.5	\$26,723
4N1X1B	Surgical Services (Urology)	21.7	\$35,266
4N1X1C	Orthopedic Surgical Apprentice	12.3	\$17,337
4N1X1D	Surgical Services (Otorhinolaryngology)	18.8	\$29,417
4P0X1	Pharmacy Apprentice	22.4	\$26,662
4R0X1	Diagnostic Imaging Apprentice	60.5	\$66,150
4R0X1A	Nuclear Medicine	58.3	\$76,566
4R0X1B	Ultrasound	31.8	\$55,388
4R0X1C	Orthopaedic Surgical Apprentice	12.3	\$18,424
4T0X1	Medical Lab Apprentice	61.3	\$70,978
4T0X2	Histopathology Apprentice	42.3	\$50,518
4T0X3	Cytotechnology Apprentice	58.3	\$86,713
4U0X1	Orthotic Apprentice	57.4	\$66,038
4V0X1	Optometry Apprentice	17.1	\$25,303
4V0X1A	Ophthalmology Apprentice	14.5	\$21,991
4Y0X1	Dental Assistant Apprentice	15.1	\$17,931
4Y0X2	Dental Lab Apprentice	39.3	\$65,118
5J0X1	Paralegal Apprentice	12.7	\$20,697
5R0X1	Chaplin Service Support Apprentice	11.9	\$14,500
6C0X1	Contracting Apprentice	14.3	\$19,018
6F0X1	Financial Management Apprentice	18.0	\$18,924
7S0X1	Special Investigations Apprentice	12.0	\$18,806
8B0X0	Military Training Instructor	20.9	\$32,371
8B1X0	Military Training Leader	8.3	\$12,004
8B1X0	International Military Training Leader	7.3	\$10,346

8EOX0	Research and Development Tech**	6.3	\$8,109
8FOX0	First Sergeant	12.3	\$19,686
8G0X0	USAF Honor Guard	15.3	\$17,404
8M0X0	Postal	17.5	\$23,646
8POX0	Courier**	6.3	\$8,109
8ROX0	Recruiter	13.1	\$19,939
8TOX0	Prof Military Education Instructor	17.3	\$29,335
9D0X0	Dormitory Manager**	6.3	\$8,109
9G0X0	Airman Aide**	6.3	\$8,109
9LOX0	Interpreter/Translator**	6.3	\$8,109
9S1X0	Scientific Measurements Technician	33.3	\$44,197

Acronyms:

- AFSC - Air Force Specialty Code
- BMT - Basic Military Training
- COSMOD - Cost Model
- HQ - Headquarters
- LCC - Life Cycle Costs
- TCCR - Training Course Cost Report

References/Links:

1. See [Table A17-1](#) for typical acquisition and initial/progression training costs
2. See [Table A18-1b](#) for officer training costs by AFSC
3. See [Tables A34-1/2](#) for representative officer aircrew training costs
4. See [Table A35-1](#) for representative enlisted aircrew training costs by aircraft

FYI, AETC/FMA is not the OPR for the latter table

Table Description:

This table provides the costs for training enlisted troops from acquisition through their initial specialty training.

Table Uses:

1. Air Force activities should use costs in this table to evaluate the adequacy and appropriateness of retention incentive pay, selective reenlistment bonuses, and proficiency pay as they relate to Air Force specialties.
2. The data provided can be used in staff studies, briefings, and for Life Cycle Costs (LCC) purposes.
3. The data can be used for estimating training costs based on a changing number of students.
4. These cost estimates should NOT be used for budgeting purposes.

Business Rules & Assumptions:

1. Factors are based on variable costs only and include the following:
 - a. Cost per graduate for training courses required for specific AFSCs at the basic skill level.
 - b. Acquisition costs (including the costs of recruiting, initial travel, and initial clothing issued) and the cost of basic training at the AirForceMilitaryTrainingCenter (enlisted only).
 - c. Student pay and allowances.
 - d. AFSCs with no technical training requirements include only acquisition and BMT costs (enlisted only).
2. Adjusted course length is the length adjusted for training time expended on attrited students. This adjusted course length measures the training time required to produce one graduate.

Source Data:

1. The initial and skill progression training cost data is compiled from the Training Course Cost Report (TCCR) database.
2. Basic Military Training (BMT) training costs were taken from the TCCR database.
3. The AETC cost model (COSMOD) is used to derive the cost estimates for each AFSC.
4. Recruiting cost was taken from HQ Air Force Recruiting Service.

Table Notes:

1. AFSCs 8E0X0, 8P0X0, 9D0X0, and 9G0X0 are control AFSCs and have no formal technical training. Recruiters select personnel for these AFSCs when a position is required.

POC:

HQ AETC/FMAT – DSN: 487-3196, Commercial (210) 652-3196

Military Pay Costs for Training Enlisted Personnel

Grade	AFSC Level	#	BMT	Level 3	Level 5	Level 7	Level 9
			\$6,222	\$17,842	\$10,425	\$12,057	\$16,254
AB	0	5	\$31,110				
AB	1	17	\$105,774				
AMN	0	2	\$12,444				
AMN	1	7	\$43,554				
AMN	3	4	\$24,888	\$71,368			
A1C	0	15	\$93,330				
A1C	1	62	\$385,764				
A1C	3	28	\$174,216	\$499,576			
A1C	5	3	\$18,666	\$53,526	\$31,275		
SRA	0	4	\$24,888				
SRA	1	26	\$161,772				
SRA	3	120	\$746,640	\$2,141,040			
SRA	5	110	\$684,420	\$1,962,620	\$1,146,750		
SRA	7	1	\$6,222	\$17,842	\$10,425	\$12,057	
SSG	0	3	\$18,666				
SSG	1	24	\$149,328				
SSG	3	14	\$87,108	\$53,526			
SSG	5	108	\$671,976	\$1,926,936	\$1,125,900		
SSG	7	36	\$223,992	\$642,312	\$375,300	\$434,052	
TSG	0	4	\$24,888				
TSG	1	4	\$24,888				
TSG	3	6	\$37,332	\$107,052			
TSG	5	9	\$55,998	\$160,578	\$93,825		
TSG	7	243	\$1,511,946	\$4,335,606	\$2,533,275	\$2,929,851	
MSG	0	20	\$124,440				
MSG	7	181	\$1,126,182	\$3,229,402	\$1,886,925	\$2,182,317	
MSG	9	3	\$18,666	\$53,526	\$31,275	\$36,171	\$48,762
SMS	0	2	\$12,444				
SMS	7	3	\$18,666	\$53,526	\$31,275	\$36,171	
SMS	9	50	\$311,100	\$892,100	\$521,250	\$602,850	\$812,700
CMS	0	14	\$87,108				
CMS	9	2	\$12,444	\$35,684	\$20,850	\$24,114	\$32,508
			\$7,030,860	\$16,236,220	\$7,808,325	\$6,257,583	\$893,970

Source - Irene Tyner from AU/FMA

Average Military Pay costs for enlisted personnel

Level 3 - SRA with 4.8 years of service

weeks	days	partial days	travel days	total days	base pay	BAH	BAS	leave days	x 89.56	FSA mo/day	x 250.00/mo	Total Military Pay
23.8**	161	6	2	169	\$10,577.71	\$3,053.83	\$1,504.10	14.5	\$1,298.62	5.19	\$1,408.27	\$ 17,842.53

**Average used for military pay costs for level 3 - average school length is taking total length of all classes listed in Table A18-1A divided by 201 classes
 Enlisted schoolhouse costs for progression levels of training are 49.7% of the initial level training (\$13,250 initial/\$6,585 progression)

Level 3 is 23.8 weeks x 49.7% = 11.8 weeks of training for the progression levels

Progression level training costs for military pay are taking 49.7% of initial level training costs as follows:

- level 5 - SSG - 11 average years of service of our personnel
- level 7 - TSG - 18.5 average years of service of our personnel
- level 9 - SMS - 25.7 average years of service of our personnel

Level 5 - SSG with 11 years of service

weeks	days	partial days	travel days	total days	base pay	BAH	BAS	leave days	x 110.42	FSA mo/day	x 250.00/mo	Total Military Pay
11.8	77	6	2	85	\$6,861.20	\$1,768.00	\$756.50	3	\$331.26	2.25	\$708.25	\$ 10,425.21

Level 7 - TSG with 18.5 years of service

weeks	days	partial days	travel days	total days	base pay	BAH	BAS	leave days	x 128.96	FSA mo/day	x 250.00/mo	Total Military Pay
11.8	77	6	2	85	\$8,239.90	\$1,965.20	\$756.50	3	\$386.88	2.25	\$708.25	\$ 12,056.73

Level 9 - SMS with 25.7 years of service

weeks	days	partial days	travel days	total days	base pay	BAH	BAS	leave days	x 176.66	FSA mo/day	x 250.00/mo	Total Military Pay
11.8	77	6	2	85	\$11,968.00	\$2,291.60	\$756.50	3	\$529.98	2.25	\$708.25	\$ 16,254.33

weeks	partial days	travel days	total days	x 80.72 base pay	x 20.80 BAH	x 8.90 BAS	leave days	x 110.42 BP/BAH/BAS	FSA months	x 250.00 FSA/mo	FSA days	x 8.33 FSA/day	total FSA	Total Military Pay
9.9	63	6	71	5,731.12	1,476.80	631.90	6	662.52	2	500.00	10.00	83.30	563.30	9,085.64
10.5	70	4	76	6,134.72	1,580.80	676.40	6	662.52	2	500.00	15.00	124.95	624.95	9,679.39
11.1	77	1	80	6,457.60	1,664.00	712.00	7	772.94	2	500.00	19.00	158.27	658.27	10,264.81
11.3	77	2	81	6,538.32	1,684.80	720.90	7	772.94	2	500.00	20.00	166.60	666.60	10,383.56
11.8	77	6	85	6,861.20	1,768.00	756.50	7.5	828.15	2	500.00	24.00	199.92	699.92	10,913.77
11.9	77	6	85	6,861.20	1,768.00	756.50	7.5	828.15	2	500.00	24.00	199.92	699.92	10,913.77
12.1	84	1	87	7,022.64	1,809.60	774.30	7.5	828.15	2	500.00	26.00	216.58	716.58	11,151.27
12.3	84	2	88	7,103.36	1,830.40	783.20	7.5	828.15	2	500.00	27.00	224.91	724.91	11,270.02
12.6	84	4	90	7,264.80	1,872.00	801.00	7.5	828.15	2	500.00	29.00	241.57	741.57	11,507.52
12.7	84	5	91	7,345.52	1,892.80	809.90	8	883.36	3	750.00	0.00	0.00	750.00	11,681.58
12.8	84	6	92	7,426.24	1,913.60	818.80	8	883.36	3	750.00	1.00	8.33	758.33	11,800.33
13.0	91	0	93	7,506.96	1,934.40	827.70	8	883.36	3	750.00	3.00	24.99	774.99	11,927.41
13.2	91	2	95	7,668.40	1,976.00	845.50	8	883.36	3	750.00	4.00	33.32	783.32	12,156.58
13.3	91	2	95	7,668.40	1,976.00	845.50	8	883.36	3	750.00	4.00	33.32	783.32	12,156.58
13.7	91	5	98	7,910.56	2,038.40	872.20	8.5	938.57	3	750.00	7.00	58.31	808.31	12,568.04
13.8	91	6	99	7,991.28	2,059.20	881.10	8.5	938.57	3	750.00	8.00	66.64	816.64	12,686.79
14.9	98	6	106	8,556.32	2,204.80	943.40	9	993.78	3	750.00	15.00	124.95	874.95	13,573.25
15.1	105	1	108	8,717.76	2,246.40	961.20	9	993.78	3	750.00	17.00	141.61	891.61	13,810.75
15.2	105	2	109	8,798.48	2,267.20	970.10	9.5	1,048.99	3	750.00	18.00	149.94	899.94	13,984.71
15.3	105	2	109	8,798.48	2,267.20	970.10	9.5	1,048.99	3	750.00	18.00	149.94	899.94	13,984.71
15.5	105	4	111	8,959.92	2,308.80	987.90	9.5	1,048.99	3	750.00	20.00	166.60	916.60	14,222.21
16.2	112	2	116	9,363.52	2,412.80	1,032.40	10	1,104.20	3	750.00	25.00	208.25	958.25	14,871.17
16.7	112	5	119	9,605.68	2,475.20	1,059.10	10	1,104.20	3	750.00	28.00	233.24	983.24	15,227.42
16.9	112	6	120	9,686.40	2,496.00	1,068.00	10	1,104.20	3	750.00	29.00	241.57	991.57	15,346.17
17.1	119	1	122	9,847.84	2,537.60	1,085.80	10.5	1,159.41	4	1,000.00	1.00	8.33	1,008.33	15,638.98
17.3	119	2	123	9,928.56	2,558.40	1,094.70	10.5	1,159.41	4	1,000.00	2.00	16.66	1,016.66	15,757.73
17.4	119	3	124	10,009.28	2,579.20	1,103.60	10.5	1,159.41	4	1,000.00	3.00	24.99	1,024.99	15,876.48
17.6	119	4	125	10,090.00	2,600.00	1,112.50	10.5	1,159.41	4	1,000.00	4.00	33.32	1,033.32	15,995.23
17.7	119	5	126	10,170.72	2,620.80	1,121.40	11	1,214.62	4	1,000.00	6.00	49.98	1,049.98	16,122.31
18.0	126	0	128	10,332.16	2,662.40	1,139.20	11	1,214.62	4	1,000.00	8.00	66.64	1,066.64	16,415.02
18.3	126	2	130	10,493.60	2,704.00	1,157.00	11	1,214.62	4	1,000.00	9.00	74.97	1,074.97	16,644.19
19.1	133	1	136	10,977.92	2,828.80	1,210.40	11.5	1,269.83	4	1,000.00	15.00	124.95	1,124.95	17,411.90
19.7	133	5	140	11,300.80	2,912.00	1,246.00	12	1,325.04	4	1,000.00	19.00	158.27	1,158.27	17,942.11
19.9	133	6	141	11,381.52	2,932.80	1,254.90	12	1,325.04	4	1,000.00	20.00	166.60	1,166.60	18,060.86
20.5	140	4	146	11,785.12	3,036.80	1,299.40	12.5	1,380.25	4	1,000.00	25.00	208.25	1,208.25	18,709.82
21.0	147	0	149	12,027.28	3,099.20	1,326.10	12.5	1,380.25	4	1,000.00	28.00	233.24	1,233.24	19,066.07
21.3	147	2	151	12,188.72	3,140.80	1,343.90	13	1,435.46	5	1,250.00	0.00	0.00	1,250.00	19,358.88
21.5	147	4	153	12,350.16	3,182.40	1,361.70	13	1,435.46	5	1,250.00	2.00	16.66	1,266.66	19,596.38
22.4	154	3	159	12,634.48	3,307.20	1,415.10	13.5	1,490.67	5	1,250.00	8.00	66.64	1,316.64	20,364.09
22.7	154	5	161	12,995.92	3,348.80	1,432.90	13.5	1,490.67	5	1,250.00	10.00	83.30	1,333.30	20,601.59
23.3	161	2	165	13,318.80	3,432.00	1,468.50	14	1,545.88	5	1,250.00	14.00	116.62	1,366.62	21,131.80

weeks	partial days	travel days	total days	x 80.72 base pay	x 20.80 BAH	x 8.90 BAS	leave days	x 110.42 BP/BAH/BAS	FSA months	x 250.00 FSA/mo	FSA days	x 8.33 FSA/day	total FSA	Total Military Pay
23.4	161	3	166	13,399.52	3,452.80	1,477.40	14	1,545.88	5	1,250.00	15.00	124.95	1,374.95	21,250.55
24.2	168	2	172	13,883.84	3,577.60	1,530.80	14.5	1,601.09	5	1,250.00	23.00	191.59	1,441.59	22,034.92
25.1	175	1	178	14,368.16	3,702.40	1,584.20	15	1,656.30	5	1,250.00	27.00	224.91	1,474.91	22,785.97
25.3	175	2	179	14,448.88	3,723.20	1,593.10	15	1,656.30	5	1,250.00	28.00	233.24	1,483.24	22,904.72
26.4	182	3	187	15,094.64	3,889.60	1,664.30	16	1,766.72	6	1,500.00	6.00	49.98	1,549.98	23,965.24
27.5	189	4	195	15,740.40	4,056.00	1,735.50	16.5	1,821.93	6	1,500.00	14.00	116.62	1,616.62	24,970.45
27.6	189	4	195	15,740.40	4,056.00	1,735.50	16.5	1,821.93	6	1,500.00	14.00	116.62	1,616.62	24,970.45
28.3	196	2	200	16,144.00	4,160.00	1,780.00	17	1,877.14	6	1,500.00	18.00	149.94	1,649.94	25,611.08
28.5	196	4	202	16,305.44	4,201.60	1,797.80	17	1,877.14	6	1,500.00	21.00	174.93	1,674.93	25,856.91
29.1	203	1	206	16,628.32	4,284.80	1,833.40	17.5	1,932.35	6	1,500.00	25.00	208.25	1,708.25	26,387.12
30.3	210	2	214	17,274.08	4,451.20	1,904.60	18	1,987.56	7	1,750.00	3.00	24.99	1,774.99	27,392.43
31.0	217	0	219	17,677.68	4,555.20	1,949.10	18.5	2,042.77	7	1,750.00	8.00	66.64	1,816.64	28,041.39
31.2	217	2	221	17,839.12	4,596.80	1,966.90	18.5	2,042.77	7	1,750.00	10.00	83.30	1,833.30	28,278.89
33.4	231	3	236	19,049.92	4,908.80	2,100.40	20	2,208.40	7	1,750.00	25.00	208.25	1,958.25	30,225.77
38.8	266	6	274	22,117.28	5,699.20	2,438.60	23	2,539.66	9	2,250.00	3.00	24.99	2,274.99	35,069.73
46.6	322	4	328	26,476.16	6,822.40	2,919.20	27.5	3,036.55	10	2,500.00	27.00	224.91	2,724.91	41,979.22
48.4	336	3	341	27,525.52	7,092.80	3,034.90	28.5	3,146.97	11	2,750.00	10.00	83.30	2,833.30	43,633.49
49.0	343	0	345	27,848.40	7,176.00	3,070.50	29	3,202.18	11	2,750.00	14.00	116.62	2,866.62	44,163.70
53.7	371	5	378	30,512.16	7,862.40	3,364.20	31.5	3,478.23	12	3,000.00	17.00	141.61	3,141.61	48,358.60
61.3	427	2	431	34,790.32	8,964.80	3,835.90	36	3,975.12	14	3,500.00	10.00	83.30	3,583.30	55,149.44
			9550	770,876.00	198,640.00	84,995.00		89,274.57		71,750.00		7,355.39	79,105.39	1,222,890.96

weeks	partial days	travel days	total days	x 96.94 base pay	x 23.12 BAH	x 8.90 BAS	leave days	x 128.96 BP/BAH/BAS	FSA months	x 250.00 FSA/mo	FSA days	x 8.33 FSA/day	total FSA
23.3	161	2	165	15,995.10	3,814.80	1,468.50	14	1,805.44	5	1,250.00	14.00	116.62	1,366.62
23.4	161	2	166	16,092.04	3,837.92	1,477.40	14	1,805.44	5	1,250.00	15.00	124.95	1,374.95
24.2	168	2	172	16,673.68	3,976.64	1,530.80	14.5	1,869.92	5	1,250.00	23.00	191.59	1,441.59
25.1	175	2	178	17,255.32	4,115.36	1,584.20	15	1,934.40	5	1,250.00	27.00	224.91	1,474.91
25.3	175	2	179	17,352.26	4,138.48	1,593.10	15	1,934.40	5	1,250.00	28.00	233.24	1,483.24
26.4	182	3	187	18,127.78	4,323.44	1,664.30	16	2,063.36	6	1,500.00	6.00	49.98	1,549.98
27.5	189	4	195	18,903.30	4,508.40	1,735.50	16.5	2,127.84	6	1,500.00	14.00	116.62	1,616.62
27.6	189	4	195	18,903.30	4,508.40	1,735.50	16.5	2,127.84	6	1,500.00	14.00	116.62	1,616.62
28.3	196	2	200	19,388.00	4,624.00	1,780.00	17	2,192.32	6	1,500.00	18.00	149.94	1,649.94
28.5	196	4	202	19,581.88	4,670.24	1,797.80	17	2,192.32	6	1,500.00	21.00	174.93	1,674.93
29.1	203	1	206	19,969.64	4,762.72	1,833.40	17.5	2,256.80	6	1,500.00	25.00	208.25	1,708.25
30.3	210	2	214	20,745.16	4,947.68	1,904.60	18	2,321.28	7	1,750.00	3.00	24.99	1,774.99
31.0	217	0	219	21,229.86	5,063.28	1,949.10	18.5	2,385.76	7	1,750.00	8.00	66.64	1,816.64
31.2	217	2	221	21,423.74	5,109.52	1,966.90	18.5	2,385.76	7	1,750.00	10.00	83.30	1,833.30
33.4	231	3	236	22,877.84	5,456.32	2,100.40	20	2,579.20	7	1,750.00	25.00	208.25	1,958.25
38.8	266	6	274	26,561.56	6,334.88	2,438.60	23	2,966.08	9	2,250.00	3.00	24.99	2,274.99
46.6	322	4	328	31,796.32	7,583.36	2,919.20	27.5	3,546.40	10	2,500.00	27.00	224.91	2,724.91
48.4	336	3	341	33,056.54	7,883.92	3,034.90	28.5	3,675.36	11	2,750.00	10.00	83.30	2,833.30
49.0	343	0	345	33,444.30	7,976.40	3,070.50	29	3,739.84	11	2,750.00	14.00	116.62	2,866.62
53.7	371	5	378	36,643.32	8,739.36	3,364.20	31.5	4,062.24	12	3,000.00	17.00	141.61	3,141.61
61.3	427	2	431	41,781.14	9,964.72	3,835.90	36	4,642.56	14	3,500.00	10.00	83.30	3,583.30
			9550	925,777.00	220,796.00	84,995.00		104,264.16		#####		7,355.39	79,105.39

Total	Military Pay
	10,513.22
	11,199.67
	11,877.79
	12,015.08
	12,628.72
	12,628.72
	12,903.30
	13,040.59
	13,315.17
	13,517.04
	13,654.33
	13,799.95
	14,066.20
	14,066.20
	14,542.55
	14,679.84
	15,705.35
	15,979.93
	16,181.70
	16,181.70
	16,456.28
	17,207.21
	17,619.08
	17,756.37
	18,095.53
	18,232.82
	18,370.11
	18,507.40
	18,653.02
	18,992.08
	19,258.33
	20,146.55
	20,760.19
	20,897.48
	21,648.41
	22,060.28
	22,399.44
	22,674.02
	23,562.24
	23,836.82

Total
Military Pay
24,450.46
24,587.75
25,492.63
26,364.19
26,501.48
27,728.86
28,891.66
28,891.66
29,634.26
29,917.17
30,530.81
31,693.71
32,444.64
32,719.22
34,972.01
40,576.11
48,570.19
50,484.02
51,097.66
55,950.73
63,807.62
1,414,937.55

weeks	days	partial days	travel days	total days	x 140.80 base pay	x 26.96 BAH	x 8.90 BAS	leave days	x 176.66 BP/BAH/BAS	FSA months	x 250.00 FSA/mo	FSA days	x 8.33 FSA/day	total FSA	Total Military Pay
9.9	63	6	2	71	9,996.80	1,914.16	631.90	6	1,059.96	2	500.00	10.00	83.30	583.30	14,186.12
10.5	70	4	2	76	10,700.80	2,048.96	676.40	6	1,059.96	2	500.00	15.00	124.95	624.95	15,111.07
11.1	77	1	2	80	11,264.00	2,156.80	712.00	7	1,236.62	2	500.00	19.00	158.27	658.27	16,027.69
11.3	77	2	2	81	11,404.80	2,183.76	720.90	7	1,236.62	2	500.00	20.00	166.60	666.60	16,212.68
11.8	77	6	2	85	11,968.00	2,291.60	756.50	7.5	1,324.95	2	500.00	24.00	199.92	699.92	17,040.97
11.9	77	6	2	85	11,968.00	2,291.60	756.50	7.5	1,324.95	2	500.00	24.00	199.92	699.92	17,040.97
12.1	84	1	2	87	12,249.60	2,345.52	774.30	7.5	1,324.95	2	500.00	26.00	216.58	716.58	17,410.95
12.3	84	2	2	88	12,390.40	2,372.48	783.20	7.5	1,324.95	2	500.00	27.00	224.91	724.91	17,595.94
12.6	84	4	2	90	12,672.00	2,426.40	801.00	7.5	1,324.95	2	500.00	29.00	241.57	741.57	17,965.92
12.7	84	5	2	91	12,812.80	2,453.36	809.90	8	1,413.28	3	750.00	0.00	0.00	750.00	18,239.34
12.8	84	6	2	92	12,953.60	2,480.32	818.80	8	1,413.28	3	750.00	1.00	8.33	758.33	18,424.33
13.0	91	0	2	93	13,094.40	2,507.28	827.70	8	1,413.28	3	750.00	3.00	24.99	774.99	18,617.65
13.2	91	2	2	95	13,376.00	2,561.20	845.50	8	1,413.28	3	750.00	4.00	33.32	783.32	18,979.30
13.3	91	2	2	95	13,376.00	2,561.20	845.50	8	1,413.28	3	750.00	4.00	33.32	783.32	18,979.30
13.7	91	5	2	98	13,798.40	2,642.08	872.20	8.5	1,501.61	3	750.00	7.00	58.31	808.31	19,622.60
13.8	91	6	2	99	13,939.20	2,669.04	881.10	8.5	1,501.61	3	750.00	8.00	66.64	816.64	19,807.59
14.9	98	6	2	106	14,924.80	2,857.76	943.40	9	1,589.94	3	750.00	15.00	124.95	874.95	21,190.85
15.1	105	1	2	108	15,206.40	2,911.68	961.20	9	1,589.94	3	750.00	17.00	141.61	891.61	21,560.83
15.2	105	2	2	109	15,347.20	2,938.64	970.10	9.5	1,678.27	3	750.00	18.00	149.94	899.94	21,834.15
15.3	105	2	2	109	15,347.20	2,938.64	970.10	9.5	1,678.27	3	750.00	18.00	149.94	899.94	21,834.15
15.5	105	4	2	111	15,628.80	2,992.56	987.90	9.5	1,678.27	3	750.00	20.00	166.60	916.60	22,204.13
16.2	112	2	2	116	16,332.80	3,127.36	1,032.40	10	1,766.60	3	750.00	25.00	208.25	958.25	23,217.41
16.7	112	5	2	119	16,755.20	3,208.24	1,059.10	10	1,766.60	3	750.00	28.00	233.24	983.24	23,772.38
16.9	112	6	2	120	16,896.00	3,235.20	1,068.00	10	1,766.60	3	750.00	29.00	241.57	991.57	23,957.37
17.1	119	1	2	122	17,177.60	3,289.12	1,085.80	10.5	1,854.93	4	1,000.00	1.00	8.33	1,008.33	24,415.78
17.3	119	2	2	123	17,318.40	3,316.08	1,094.70	10.5	1,854.93	4	1,000.00	2.00	16.66	1,016.66	24,600.77
17.4	119	3	2	124	17,459.20	3,343.04	1,103.60	10.5	1,854.93	4	1,000.00	3.00	24.99	1,024.99	24,785.76
17.6	119	4	2	125	17,600.00	3,370.00	1,112.50	10.5	1,854.93	4	1,000.00	4.00	33.32	1,033.32	24,970.75
17.7	119	5	2	126	17,740.80	3,396.96	1,121.40	10.5	1,854.93	4	1,000.00	6.00	49.98	1,049.98	25,164.07
18.0	126	0	2	128	18,022.40	3,450.88	1,139.20	11	1,943.26	4	1,000.00	8.00	66.64	1,066.64	25,622.38
18.3	126	2	2	130	18,304.00	3,504.80	1,157.00	11	1,943.26	4	1,000.00	9.00	74.97	1,074.97	25,984.03
19.1	133	1	2	136	19,148.80	3,666.56	1,210.40	11.5	2,031.59	4	1,000.00	15.00	124.95	1,124.95	27,182.30
19.7	133	5	2	140	19,712.00	3,774.40	1,246.00	12	2,119.92	4	1,000.00	19.00	158.27	1,158.27	28,010.59
19.9	133	6	2	141	19,852.80	3,801.36	1,254.90	12	2,119.92	4	1,000.00	20.00	166.60	1,166.60	28,195.58
20.5	140	4	2	146	20,556.80	3,936.16	1,299.40	12.5	2,208.25	4	1,000.00	25.00	208.25	1,208.25	29,208.86
21.0	147	0	2	149	20,979.20	4,017.04	1,326.10	12.5	2,208.25	4	1,000.00	28.00	233.24	1,233.24	29,763.83
21.3	147	2	2	151	21,260.80	4,070.96	1,343.90	13	2,296.58	5	1,250.00	0.00	0.00	1,250.00	30,222.24
21.5	147	4	2	153	21,542.40	4,124.88	1,361.70	13	2,296.58	5	1,250.00	2.00	16.66	1,266.66	30,592.22
22.4	154	3	2	159	22,387.20	4,286.64	1,415.10	13.5	2,384.91	5	1,250.00	8.00	66.64	1,316.64	31,790.49
22.7	154	5	2	161	22,668.80	4,340.56	1,432.90	13.5	2,384.91	5	1,250.00	10.00	83.30	1,333.30	32,160.47
23.3	161	2	2	165	23,232.00	4,448.40	1,468.50	14	2,473.24	5	1,250.00	14.00	116.62	1,366.62	32,988.76

weeks	days	partial days	travel days	total days	x 140.80 base pay	x 26.96 BAH	x 8.90 BAS	leave days	x 176.66 BP/BAH/BAS	FSA months	x 250.00 FSA/mo	FSA days	x 8.33 FSA/day	total FSA	Military Pay	Total
23.4	161	3	2	166	23,372.80	4,475.36	1,477.40	14	2,473.24	5	1,250.00	15.00	124.95	1,374.95		33,173.75
24.2	168	2	2	172	24,217.60	4,637.12	1,530.80	14.5	2,561.57	5	1,250.00	23.00	191.59	1,441.59		34,388.68
25.1	175	1	2	178	25,062.40	4,798.88	1,584.20	15	2,649.90	5	1,250.00	27.00	224.91	1,474.91		35,570.29
25.3	175	2	2	179	25,203.20	4,825.84	1,593.10	15	2,649.90	5	1,250.00	28.00	233.24	1,483.24		35,755.28
26.4	182	3	2	187	26,329.60	5,041.52	1,664.30	16	2,826.56	6	1,500.00	6.00	49.98	1,549.98		37,411.96
27.5	189	4	2	195	27,456.00	5,257.20	1,735.50	16.5	2,914.89	6	1,500.00	14.00	116.62	1,616.62		38,980.21
27.6	189	4	2	195	27,456.00	5,257.20	1,735.50	16.5	2,914.89	6	1,500.00	14.00	116.62	1,616.62		38,980.21
28.3	196	2	2	200	28,160.00	5,392.00	1,780.00	17	3,003.22	6	1,500.00	18.00	149.94	1,649.94		39,985.16
28.5	196	4	2	202	28,441.60	5,445.92	1,797.80	17	3,003.22	6	1,500.00	21.00	174.93	1,674.93		40,363.47
29.1	203	1	2	206	29,004.80	5,553.76	1,833.40	17.5	3,091.55	6	1,500.00	25.00	208.25	1,708.25		41,191.76
30.3	210	2	2	214	30,131.20	5,769.44	1,904.60	18	3,179.88	7	1,750.00	3.00	24.99	1,774.99		42,760.11
31.0	217	0	2	219	30,835.20	5,904.24	1,949.10	18.5	3,268.21	7	1,750.00	8.00	66.64	1,816.64		43,773.39
31.2	217	2	2	221	31,116.80	5,958.16	1,966.90	18.5	3,268.21	7	1,750.00	10.00	83.30	1,833.30		44,143.37
33.4	231	3	2	236	33,228.80	6,362.56	2,100.40	20	3,533.20	7	1,750.00	25.00	208.25	1,958.25		47,183.21
38.8	266	6	2	274	38,579.20	7,387.04	2,438.60	23	4,063.18	9	2,250.00	3.00	24.99	2,274.99		54,743.01
46.6	322	4	2	328	46,182.40	8,842.88	2,919.20	27.5	4,858.15	10	2,500.00	27.00	224.91	2,724.91		65,527.54
48.4	336	3	2	341	48,012.80	9,193.36	3,034.90	28.5	5,034.81	11	2,750.00	10.00	83.30	2,833.30		68,109.17
49.0	343	0	2	345	48,576.00	9,301.20	3,070.50	29	5,123.14	11	2,750.00	14.00	116.62	2,866.62		68,937.46
53.7	371	5	2	378	53,222.40	10,190.88	3,364.20	31.5	5,564.79	12	3,000.00	17.00	141.61	3,141.61		75,483.88
61.3	427	2	2	431	60,684.80	11,619.76	3,835.90	36	6,359.76	14	3,500.00	10.00	83.30	3,583.30		86,083.52
				9550	1,344,640.00	257,468.00	84,995.00		142,829.61		#####		7,355.39	79,105.39		1,909,038.00

Travel Costs for Training Enlisted Personnel

Grade	AFSC Level	#	BMT	Level 3	Level 5	Level 7	Level 9
			\$574	\$2,254	\$1,400	\$1,400	\$1,400
AB	0	5	\$2,870				
AB	1	17	\$9,758				
AMN	0	2	\$1,148				
AMN	1	7	\$4,018				
AMN	3	4	\$2,296	\$9,016			
A1C	0	15	\$8,610				
A1C	1	62	\$35,588				
A1C	3	28	\$16,072	\$63,112			
A1C	5	3	\$1,722	\$6,762	\$4,200		
SRA	0	4	\$2,296				
SRA	1	26	\$14,924				
SRA	3	120	\$68,880	\$270,480			
SRA	5	110	\$63,140	\$247,940	\$154,000		
SRA	7	1	\$574	\$2,254	\$1,400	\$1,400	
SSG	0	3	\$1,722				
SSG	1	24	\$13,776				
SSG	3	14	\$8,036	\$31,556			
SSG	5	108	\$61,992	\$243,432	\$151,200		
SSG	7	36	\$20,664	\$81,144	\$50,400	\$50,400	
TSG	0	4	\$2,296				
TSG	1	4	\$2,296				
TSG	3	6	\$3,444	\$13,524			
TSG	5	9	\$5,199	\$20,286	\$12,600		
TSG	7	243	\$139,482	\$547,722	\$340,200	\$340,200	
MSG	0	20	\$11,480				
MSG	7	181	\$103,894	\$407,974	\$253,400	\$253,400	
MSG	9	3	\$1,722	\$6,762	\$4,200	\$4,200	\$4,200
SMS	0	2	\$1,148				
SMS	7	3	\$1,722	\$6,762	\$4,200	\$4,200	
SMS	9	50	\$28,700	\$112,700	\$70,000	\$70,000	\$70,000
CMS	0	14	\$8,036				
CMS	9	2	\$1,148	\$4,508	\$2,800	\$2,800	\$2,800
		1130	\$648,653	\$2,075,934	\$1,048,600	\$726,600	\$77,000

Average Travel costs for enlisted personnel

Level 3

weeks	travel		Transportation	Daily Meal Rate	Total Per Diem	Total	Average
	days	total days					
14.5**	102	2	104				\$2,254
			Maxwell AFB	\$27.00	\$2,808.00	\$3,481.00	
			Keesler AFB	\$11.90	\$1,237.60	\$1,649.60	
			Sheppard AFB	\$21.00	\$2,184.00	\$2,717.00	
			Lackland AFB	\$11.90	\$1,237.60	\$1,718.60	
			Little Rock AFB	\$11.90	\$1,237.60	\$1,703.60	

**Average used for travel for level 3 - average school length is taking total length of all classes < 20 weeks listed in Table A18-1A divided by 103 classes
Enlisted travel costs for progression levels of training are 49.7% of the initial level training based on costing factors for school house costs

Levels 5 - 7 - 9

weeks	travel		Transportation	Daily Meal Rate	Total Per Diem	Total	Average
	days	total days					
7.2	51	2	53				\$1,400
			Maxwell AFB	\$27.00	\$1,431.00	\$2,104.00	
			Keesler AFB	\$11.90	\$630.70	\$1,042.70	
			Sheppard AFB	\$21.00	\$1,113.00	\$1,646.00	
			Lackland AFB	\$11.90	\$630.70	\$1,111.70	
			Little Rock AFB	\$11.90	\$630.70	\$1,096.70	

Butcher Randy Civ 911 AW/FM

From: Withrow Connie Civ 911 AW/FM
Sent: Monday, June 13, 2005 5:48 AM
To: Butcher Randy Civ 911 AW/FM
Subject: Urgent Information Request
Importance: High

Randy,
 Can I please get the following travel costs for the CAG? As before, since this is BRAC related, I need it ASAP – by definitely by end of day today. Thanks.

Round trip airfare to Maxwell, Sheppard, Lackland, Keesler and Little Rock – all from Pittsburgh
 The per diem rates for these 5 locations
 The meal availability for these 5 locations
 The daily rate a member will get at each location

I appreciate your help. Thanks again.

Connie

	Maxwell	Sheppard	Lackland	Keesler	L. Rock
Round Trip Airfare	\$673.00	\$533.00	\$481.00	\$412.00	\$466.00
Meals Av.	Proportional	Proportional	ALL	ALL	ALL
Daily Rate	\$27.00	\$21.00	\$11.90	\$11.90	\$11.90

Master Per Diem Locations



Option Help

Per Diem Rate Information

Locality: MAXWELL AFB ALABAMA

Rates | DTOD Location Link

Effective Date: 1 / 1 / 2005

MIE Rate: 43.00

Lodging Rate: 65.00

No Gov't Meals: 40.00

Proportional Rate: 24.00

Off Base Incidentals: 3.00

Area ID: C

IBP Code:

Linked to:

Locality	Effective Date
MAXWELL AFB ALABAMA	1/1/2005
MAXWELL AFB ALABAMA	10/1/2004
MAXWELL AFB ALABAMA	10/1/2003
MAXWELL AFB ALABAMA	1/1/2003
MAXWELL AFB ALABAMA	10/1/2002
MAXWELL AFB ALABAMA	5/15/2002
MAXWELL AFB ALABAMA	1/1/2002
MAXWELL AFB ALABAMA	1/1/2001
MAXWELL AFB ALABAMA	1/1/2000
MAXWELL AFB ALABAMA	1/1/1999

Add Delete Update Close

Process item selected.

Master Per Diem Locations



Option Help

Per Diem Rate Information

Locality: SHEPPARD AFB TEXAS

Rates | DTOD Location Link

Effective Date: 1 / 1 / 2005

MIE Rate: 31.00

Lodging Rate: 60.00

No Gov't Meals: 28.00

Proportional Rate: 18.00

Off Base Incidentals: 3.00

Area ID: C

IBP Code:

Linked to:

Locality	Effective Date
SHEPPARD AFB TEXAS	1/1/2005
SHEPPARD AFB TEXAS	10/1/2004
SHEPPARD AFB TEXAS	10/1/2003
SHEPPARD AFB TEXAS	1/1/2003
SHEPPARD AFB TEXAS	1/1/2002
SHEPPARD AFB TEXAS	1/1/2001
SHEPPARD AFB TEXAS	1/1/2000
SHEPPARD AFB TEXAS	1/1/1999
SHEPPARD AFB TEXAS	1/1/1998
SHEPPARD AFB TEXAS	1/1/1997

Add Delete Update Close

Process item selected.

Master Per Diem Locations





Option Help

Per Diem Rate Information

Locality:

Rates | DTOD Location Link

Effective Date:  

MIE Rate:

Lodging Rate:

No Gov't Meals:

Proportional Rate:

Off Base Incidentals:

Area ID:

IBP Code:

Linked to:

Locality	Effective Date
LACKLAND AFB TEXAS	1/1/2005
LACKLAND AFB TEXAS	10/1/2004
LACKLAND AFB TEXAS	10/1/2003
LACKLAND AFB TEXAS	1/1/2003
LACKLAND AFB TEXAS	10/1/2002
LACKLAND AFB TEXAS	1/1/2002
LACKLAND AFB TEXAS	1/1/2001
LACKLAND AFB TEXAS	1/1/2000
LACKLAND AFB TEXAS	1/1/1999

Add

Delete

Update

Close

Process item selected.

Master Per Diem Locations





Option Help

Per Diem Rate Information

Locality:

Rates | DTOD Location Link

Effective Date:  

MIE Rate:

Lodging Rate:

No Gov't Meals:

Proportional Rate:

Off Base Incidentals:

Area ID:

IBP Code:

Linked to:

Locality	Effective Date
KEESLER AFB MISSISSIPPI	1/1/2005
KEESLER AFB MISSISSIPPI	10/1/2004
KEESLER AFB MISSISSIPPI	10/1/2003
KEESLER AFB MISSISSIPPI	1/1/2003
KEESLER AFB MISSISSIPPI	10/1/2002
KEESLER AFB MISSISSIPPI	7/15/2002
KEESLER AFB MISSISSIPPI	1/1/2002
KEESLER AFB MISSISSIPPI	1/1/2001
KEESLER AFB MISSISSIPPI	1/1/2000
KEESLER AFB MISSISSIPPI	1/1/1999

Add

Delete

Update

Close

Process item selected.

Master Per Diem Locations



Option Help

Per Diem Rate Information

Locality:

Rates | DTOD Location Link

Effective Date:

MIE Rate:

Lodging Rate:

No Gov't Meals:

Proportional Rate:

Off Base Incidentals:

Area ID:

IBP Code:

Linked to:

Locality	Effective Date
LITTLE ROCK ARKANSAS	1/1/2005
LITTLE ROCK ARKANSAS	10/1/2004
LITTLE ROCK ARKANSAS	10/1/2003
LITTLE ROCK ARKANSAS	1/1/2003
LITTLE ROCK ARKANSAS	10/1/2002
LITTLE ROCK ARKANSAS	1/1/2002
LITTLE ROCK ARKANSAS	10/1/2001
LITTLE ROCK ARKANSAS	1/1/2001
LITTLE ROCK ARKANSAS	1/1/2000
LITTLE ROCK ARKANSAS	1/1/1999

Process item selected.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Officer Training School (OTS)

BRIEFING BULLET: (BULLET 1 of 1): Cost of Training - \$5,458,075

Briefer:

Analysis POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- OTS cost per member - \$31,189
 - 175 officers
 - Cost of replacing current officer personnel
- Military pay costs
 - \$11,293 per student
 - \$1,976,275 total
- Travel costs
 - \$6,301 per student
 - \$1,102,675 total
- School house costs
 - \$13,595 per student
 - \$2,379,125 total
- Data source
 - Data provided by AETC/Ms. Irene Tuner
 - Numbers reflect averages per student

SUPPORTING DOCUMENTATION: NO. OF PAGES 3

Withrow Connie Civ 911 AW/FM

From: Miner Steven Capt 911 MSF/CC
Sent: Friday, June 10, 2005 9:09 AM
To: Withrow Connie Civ 911 AW/FM
Subject: FW: OTS Costs
Attachments: OTSACQVar05rev.xls

//SIGNED//

Steven C. Miner, Capt
Commander, 911 MSF

From: Tyner Irene Civ AU/FMA
Sent: Thursday, June 09, 2005 5:32 PM
To: Miner Steven Capt 911 MSF/CC
Subject: OTS Costs

<<OTSACQVar05rev.xls>> I really don't feel good about giving you these figures as all they are is FY 01 inflated to FY 05. Variable costs are the cost to produce an additional students; average spreads the costs equally among all students. You probably don't want to include Indirect (Base Operating Support). I will be on leave tomorrow. You might want to check with following people to see if they have more current costs:

JENINE COWDREY, 2d Lt, USAF or Mr. Giglio
Analyst, AFOATS/CCXY
COMM: 334-953-2684
DSN: 493-2684

Very Respectfully,

IRENE M. TYNER, GS-12, CDFM
Budget Analyst, Financial Mgt Ops
AU/FMAO
DSN 493-6921, FAX 493-6899

6/10/2005

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Investment in Officer Personnel

BRIEFING BULLET: (BULLET 1 of 2): Investment in Officer Personnel Training -
\$54,027,908

Briefer:

Analysis POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- Status quo
 - 175 members
 - 40 pilots
 - 18 navigators

- School house cost for officer training
 - \$5,487,956
 - Includes OTS for all personnel
 - Does not include pilot and navigator training costs

- Military pay cost for officer training
 - \$4,692,960
 - Does not include pilot and navigator military pay costs

- Travel cost for officer training
 - \$1,423,701
 - Does not include pilot and navigator travel costs

- Pilot and Navigator training costs
 - \$42,423,291
 - Additional data on specific costs on Bullet 2 of 2

SUPPORTING DOCUMENTATION: NO. OF PAGES 43

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Investment in Officer Personnel

BRIEFING BULLET: (BULLET 2 of 2): Pilot and Navigator Training Costs -
\$42,423,291

Briefer:

Analysis POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- Pilot training costs
 - \$36,346,857
 - Includes school house, military pay and travel costs
 - Does not include further training for C-130 qualifications
 - Does not include further training for instructors, evaluators, co-pilots or commanders

- Navigator training costs
 - \$6,076,434
 - Includes school house, military pay and travel costs

- Data sources
 - Cost estimates are from AFI 65-503, A34-2. This AFI gives costs for initial training. These costs were multiplied by each level of training obtained by each current member of the 911th.
 - Progression level training costs were calculated by taking the same cost factor ratio used in A17-1 for initial training and progression training – 25.6%
 - Military pay and travel pay costs are included in the cost estimates.

SUPPORTING DOCUMENTATION: NO. OF PAGES 43

Total School House Costs

	Cost per Student	# of Students	Total Cost
OTS	\$13,595	175	\$2,379,125
Level 1	\$21,193	99	\$2,098,107
Level 2	\$5,434	91	\$494,494
Level 3	\$5,434	84	\$499,928
Level 4	\$5,434	3	\$16,302
Total School			\$5,487,956

Total Military Pay Costs

	Cost per Student	# of Students	Total Cost
OTS	\$11,293	175	\$1,976,275
Level 1	\$15,824	99	\$1,566,576
Level 2	\$5,993	91	\$545,363
Level 3	\$6,911	84	\$580,524
Level 4	\$8,074	3	\$24,222
Total Mil Pay			\$4,692,960

Total Travel Costs

	Cost per Student	# of Students	Total Cost
OTS	\$6,301	175	\$1,102,675
Level 1	\$1,718	99	\$170,082
Level 2	\$848	91	\$77,168
Level 3	\$848	84	\$71,232
Level 4	\$848	3	\$2,544
Total Travel			\$1,423,701

Total Pilot Training Costs

	Cost per Student	# of Students	Total Cost
Level 1	\$659,318	39	\$25,713,402
Level 2	\$168,785	38	\$6,413,830
Level 3	\$168,785	25	\$4,219,625
Level 4	\$168,785	0	\$0
Total Pilot			\$36,346,857

Total Navigator Training Costs

	Cost per Student	# of Students	Total Cost
Level 1	\$238,779	17	\$4,059,243
Level 2	\$61,127	16	\$978,032
Level 3	\$61,127	16	\$978,032
Level 4	\$61,127	1	\$61,127
Total Navigator			\$6,076,434
Grand Total			\$54,027,908

School House Costs for Officer Training

Grade	AFSC Level	#	OTS	Level 1	Level 2	Level 3	Level 4
			\$13,595	\$21,193	\$5,434	\$5,434	\$5,434
2LT	0	5	\$67,975				
2LT	1	5	\$67,975	\$105,965			
2LT	2	1	\$13,595	\$21,193	\$5,434		
2LT	3	5	\$67,975	\$105,965	\$27,170	\$27,170	
1LT	0	4	\$54,380				
1LT	1	5	\$67,975	\$105,965			
1LT	2	1	\$13,595	\$21,193	\$5,434		
1LT	3	3	\$40,785	\$63,579	\$16,302	\$16,302	
CPT	0	2	\$27,190				
CPT	1	2	\$27,190	\$42,386			
CPT	2	3	\$40,785	\$63,579	\$16,302		
CPT	3	34	\$462,230	\$720,562	\$184,756	\$184,756	
CPT	4	1	\$13,595	\$21,193	\$5,434	\$5,434	\$5,434
MAJ	0	1	\$13,595				
MAJ	1	2	\$27,190	\$42,386			
MAJ	2	2	\$27,190	\$42,386	\$10,868		
MAJ	3	51	\$693,345	\$1,080,843	\$277,134	\$277,134	
MAJ	4	1	\$13,595	\$21,193	\$5,434	\$5,434	\$5,434
LTC	0	3	\$40,785				
LTC	3	35	\$475,825	\$741,755	\$190,190	\$190,190	
LTC	4	1	\$13,595	\$21,193	\$5,434	\$5,434	\$5,434
COL	0	5	\$67,975				
COL	3	2	\$27,190	\$42,386	\$10,868	\$10,868	
COL	4	1	\$13,595	\$21,193	\$5,434	\$5,434	\$5,434
			\$2,379,125	\$3,284,915	\$766,194	\$728,156	\$21,736
Pilots							
2LT		1		-\$21,193			
1LT		4		-\$84,772			
CPT		7		-\$148,351	-\$38,038	-\$38,038	
MAJ		18		-\$381,474	-\$97,812	-\$97,812	
LTC		9		-\$190,737	-\$48,906	-\$48,906	
COL		1		-\$21,193	-\$5,434	-\$5,434	-\$5,434
		40					
Navigators							
2LT		0					
1LT		1		-\$21,193			
CPT		1		-\$21,193	-\$5,434	-\$5,434	
MAJ		5		-\$105,965	-\$27,170	-\$27,170	
LTC		9		-\$190,737	-\$48,906	-\$48,906	
COL		2					
		18					
Adjusted Totals			\$2,379,125	\$2,098,107	\$494,494	\$456,456	\$16,302

Source: AFI 65-503 Attachments A17-1 and A18-1B

Pilot and Navigator school house costs calculated separately for all levels above OTS

OTS costs for all personnel included here because all officers are required to attend regardless of position

Grade Desc	PAFSC Level	# of personnel
	0	20
	1	14
	2	7
	3	130
	4	4
		175

Officers

Table A18-1B

VARIABLE COST BY OFFICER AIR FORCE SPECIALITY
(Excludes Acquisition Cost)
Initial Skill Training
FY 99\$

Attachment A18-1B

Mar-03

Variable Cost by Officer Air Force Speciality (Excludes Acquisition Cost)
Initial Skill Training FY03\$

AFSC	AFSC Title	Adjusted Course Length (Weeks)	Total FY03\$
13D1A	Pararescue	61.4	\$122,246
13M1	Airfield Operations	15.2	\$32,489
13S1	Space & Missile Operations	20.1	\$42,956
14N1	Intelligence	31.4	\$47,145
15W1	Weather	12.4	\$23,146
21A1	Aircraft Maintenance	14.0	\$25,476
21M1	Munitions Maintenance	8.1	\$19,644
21M1	Missile Maintenance	5.2	\$13,680
21R1	Logistics Readiness	18.0	\$31,182
31P1	Security Forces	12.0	\$22,068
32E1	Civil Engineer	8.0	\$16,236
32EG	EOD Officer	27.2	\$66,453
33S1	Communications and Information	12.8	\$23,534
33S1A	Communications and Information-Electrical Engineer	18.0	\$31,724
34M1	Services Management	6.0	\$13,057
35P1	Public Affairs	8.6	\$16,660
36P1	Personnel	5.0	\$11,151
38M1	Manpower	7.0	\$14,207
63A1	Acquisition	3.4	\$8,630
64P1	Contracting	5.0	\$11,122
65F1	Financial Management	12.2	\$22,410

*311.0 - 21 =
14.8 wks
avg length*

*\$615,216 ÷ 21 =
\$29,296
avg cost*

*< 20 WKS
170.9 ÷ 17 = 10
WKS
AVG*

A18-1b

Acronyms:

AECP	Airman Education and Commissioning Program
AFSC	Air Force Specialty Code
BMT	Basic Military Training
COSMOD	Cost Model
LCC	Life Cycle Costs
OTS	Officer Training School
ROTC	Reserve Officer Training Corps

References/Links:

1. See Table A17-1 for typical acquisition and initial/progression training costs
2. See Table A18-1b for officer training costs by AFSC
3. See Tables A34-1/2 for representative officer aircrew training costs
4. See Table A35-1 for representative enlisted aircrew training costs by aircraft

FYI, AETC/FMA is not the OPR for the latter table

Table Description:

This table provides the cost for training officers in their initial AFSC. It does not include officer acquisition costs.

Table A18-1B

VARIABLE COST BY OFFICER AIR FORCE SPECIALITY
(Excludes Acquisition Cost)
Initial Skill Training
FY 99\$

Table Uses:

1. Air Force activities should use costs in this table to evaluate the adequacy and appropriateness of retention incentive pay, selective reenlistment bonuses, and proficiency pay as they relate to Air Force specialties.
2. The data provided can be used in staff studies, briefings, and for Life Cycle Costs (LCC) purposes.
3. The data can be used for estimating training costs based on a changing number of students.
4. These cost estimates should NOT be used for budgeting purposes.

Business Rules & Assumptions:

1. Adjusted course length is the length adjusted for training time expended on attrited students. It measures the training time required to produce one graduate.
2. Officer acquisition costs are NOT included in this table.
3. The variable acquisition cost per graduate for the applicable acquisition source should be added to this table to reflect total variable costs for these officer AFSCs.
4. Acquisition sources are as follows:
 - a. Air Force Academy
 - b. Air Force Reserve Officer Training Corps (ROTC)
 - c. Officer Training School (OTS)
 - d. Airman Education and Commissioning Program (AECMP)
 - e. Direct Appointment

Source Data:

The AETC cost model (COSMOD) is used to derive the cost estimates for each AFSC.

Table Notes:**POC:**

HQ AETC/FMAT – DSN: 487-3196

FMC

AFI 65-503

March 2003

Attachment A18-1B**Variable Cost by Officer Air Force Speciality (Excludes Acquisition Cost) Initial Skill Training FY 03\$**

- [Acronyms](#)
- [References/Links](#)
- [Table Description](#)
- [Table Uses](#)
- [Business Rules & Assumptions](#)
- [Source Data](#)
- [Table Notes](#)
- [POC](#)

[Download Excel Spreadsheet of this Attachment](#)

(Note: This is a 219kb MS Excel File. To download [follow these instructions](#))

OSC	OSC TITLE	ADJUSTED COURSE LENGTH (WEEKS)	TOTAL (FY03\$)
13D1A	Pararescue	61.4	\$122,246
13M1	Airfield Operations	15.2	\$32,489
13S1	Space & Missile Operations	20.1	\$42,956
14N1	Intelligence	31.4	\$47,145
15W1	Weather	12.4	\$23,146
21A1	Aircraft Maintenance	14.0	\$25,476
21M1	Munitions Maintenance	8.1	\$19,644
21M1	Missile Maintenance	5.2	\$13,680
21R1	Logistics Readiness	18.0	\$31,182
31P1	Security Forces	12.0	\$22,068
32E1	Civil Engineer	8.0	\$16,236
32EG	EOD Officer	27.2	\$66,453
33S1	Communications and Information	12.8	\$23,534
33S1A	Communications and Information- Electrical Engineer	18.0	\$31,724
34M1	Services Management	6.0	\$13,057
35P1	Public Affairs	8.6	\$16,660
36P1	Personnel	5.0	\$11,151
38M1	Manpower	7.0	\$14,207
63A1	Acquisition	3.4	\$8,630
64P1	Contracting	5.0	\$11,122
65F1	Financial Management	12.2	\$22,410

Acronyms:

- AECP - Airman Education and Commissioning Program
- AFSC - Air Force Specialty Code
- BMT - Basic Military Training
- COSMOD - Cost Model
- LCC - Life Cycle Costs
- OTS - Officer Training School
- ROTC - Reserve Officer Training Corps

References/Links:

1. See [Table A17-1](#) for typical acquisition and initial/progressive training costs
2. See [Table A18-1a](#) for enlisted training costs by AFSC
3. See [Tables A34-1 / 2](#) for representative aircrew training costs
4. See [Table A35-1](#) for representative enlisted aircrew training costs by aircraft

FYI, AETC/FMA is not the OPR for the latter table

Table Description:

This table provides the cost for training officers in their initial AFSC. It does not include officer acquisition costs.

Table Uses:

1. Air Force activities should use costs in this table to evaluate the adequacy and appropriateness of retention incentive pay, selective reenlistment bonuses, and proficiency pay as they relate to Air Force specialties.
2. The data provided can be used in staff studies, briefings, and for Life Cycle Costs (LCC) purposes.
3. The data can be used for estimating training costs based on a changing number of students.
4. These cost estimates should NOT be used for budgeting purposes.

Business Rules & Assumptions:

1. Adjusted course length is the length adjusted for training time expended on attrited students. It measures the training time required to produce one graduate.
2. Officer acquisition costs are NOT included in this table.
3. The variable acquisition cost per graduate for the applicable acquisition source should be added to this table to reflect total variable costs for these officer AFSCs.
4. Acquisition sources are as follows:
 - a. AirForceAcademy
 - b. Air Force Reserve Officer Training Corps (ROTC)
 - c. Officer Training School (OTS)
 - d. Airman Education and Commissioning Program (AECP)
 - e. Direct Appointment

Source Data:

The AETC cost model (COSMOD) is used to derive the cost estimates for each AFSC.

Table Notes:

None

POC:

HQ AETC/FMAT – DSN: 487-3196

FMC

AFI 65-503**March 2003**

Attachment A17-1 Typical Acquisition and Training Costs

- [Acronyms](#)
- [References/Links](#)
- [Table Description](#)
- [Table Uses](#)
- [Business Rules & Assumptions](#)
- [Source Data](#)
- [Table Notes](#)
- [POC](#)
- [Table A17-1A, by Training Category](#)
- [Table A17-1B, by Appropriation](#)
- [Download Excel Spreadsheet of this Attachment](#)
(Note: This is a 374kb MS Excel File. To download [follow these instructions](#))
- [Budget Structure Mapping](#)

Training Category Cost Data

	Enlisted Initial Skill	Enlisted Skill Progression	Officer Initial Skill	Officer Skill Progression
FY 01 (FY03\$):				
Cost per Grad	\$13,250	\$6,585	\$21,193	\$5,434
Total Program Cost*	\$797M	\$234M	\$78M	\$25M
Graduates (1)	60,153	35,594	3,674	4,678

Note: Total Program Cost does not include fixed or infrastructure costs.

Acquisition Cost by Appropriation

**FY01
(FY03\$)**

BMT:*

3400:	\$5,800
3500:	\$2,309
Total	\$8,109

Graduates 44,386

Note: BMT costs are based on the variable or marginal cost of training.

Budget Structure Mapping:

Program Element	Appropriation	
	3400	3500
81714	x	x
84711	x	x
84731	x	x
84733	x	x
84734	x	x
84735	x	x
84748	x	x
84771	x	x
84772	x	x
85794	x	x
85795	x	x
85796	x	x
85798	x	x
87713	x	x
87715	x	x
87792	x	x
87794	x	x
88716	x	x
88719	x	x
88720	x	x
89732	x	x
91515	x	x

Acronyms:

- AETC - Air Education And Training Command
- AFIT - Air Force Institute of Technology
- AFSC - Air Force Specialty Code
- BMT - Basic Military Training
- BOS - Base Operating Support
- COSMOD - Cost Model
- FTD - Field Training Detachment
- HQ - Headquarters
- LCC - Life Cycle Costs

- MILCON - Military Construction
- PCS - Permanent Change of Station
- TCCR - Training Course Cost Report

References/Links:

1. See [Table A18-1a](#) for enlisted training costs by AFSC
2. See [Table A18-1b](#) for officer training costs by AFSC
3. See [Tables A34-1 / 2](#) for representative officer aircrew training costs
4. See [Table A35-1](#) for representative enlisted aircrew training costs by aircraft

FYI, AETC/FMA is not the OPR for the latter table

Table Description:

This table provides average initial specialty training costs for enlisted and officer personnel. It also provides acquisition costs for enlisted personnel.

Table Uses:

1. The data provided can be used in staff studies, briefings, and for Life Cycle Costs (LCC) purposes.
2. The data can be used for estimating costs of training based on a changing number of students.
3. The officer and/or enlisted skill progression costs provides a weighted variable cost that can be used when costs for advanced training is desired, but a particular course is not known.
4. The data in this table can be used to develop a general cost estimate to assess a proposed shortening/lengthening of officer and/or enlisted initial skills training by using the initial skill data.
5. These cost estimates should NOT be used for budgeting purposes.

Business Rules & Assumptions:

1. All training cost data includes student pay and allowances.
2. Officer and Enlisted initial skills training cost is the cost of AETC in-residence technical training required to attain an AFSC.
3. Officer and Enlisted Skills Progression training cost is the cost of AETC in-residence technical training required to maintain or increase an AFSC skill level. These costs do not include costs for AFIT or other graduate courses.
4. Both initial skills and skills progression costs represent the variable costs incurred to produce one additional technical training graduate.
5. Initial and progression training costs do not include acquisition costs and pay and allowances while awaiting pre-training assignment to first duty station.
6. Personnel acquisition cost is the cost of acquiring enlisted personnel.
7. Enlisted personnel acquisition cost includes recruiting, accession travel, initial clothing issue, and BMT.
8. BMT is based on the variable or marginal cost of training.
9. Costs are based on weighted averages of course cost and student week production for

- all non-FTD in-residence courses in a training category.
10. Graduate figures are either 'equivalent graduates' (which take into account training time staggered over two fiscal years and lost training time due to attrition) or are projections.
 11. Every facet of a training installation includes a mix of fixed (or overhead) and variable costs. Variable costs fluctuate with student production; fixed costs do not. Fixed costs (including military construction-MILCON) are not included in the variable cost estimate.
 12. Total program cost is a multiple of the variable cost per graduate and the number of graduates. As such, fixed or overhead/infrastructure costs are NOT included.
 13. Cost elements included in Variable Cost per Graduate:
 - a. Direct Costs - Costs directly associated with training. This includes instructor pay and allowances, any training equipment maintenance, and any course materials. Extraordinary costs unique to a course such as ammunition costs for Security Police courses are identified.
 - b. Indirect Costs - Costs indirectly associated with training. This includes base operating support (BOS) of instructors, students, and training equipment maintenance personnel. Examples would be medical support, food service, civil engineering, base security police, accounting, and chaplain.
 - c. Student Costs - Pay and allowances of the student, pipeline PCS costs, or travel and per diem as applicable. Travel and per diem are factor derived and not based on actual data unique to the course.
 14. From an appropriation perspective, 3400(civilian pay and other non-personnel monies) and 3500 (military pay) are included. So the cost estimate is from a global/USAF perspective rather than that of AETC. HQ AETC controls 3400 money only, not 3500 money. The 3500 military pay appropriation is centrally managed by the Air Staff.

Source Data:

1. The initial and skill progression training cost data is compiled from the Training Course Cost Report (TCCR) database.
2. Basic Military Training (BMT) training costs were taken from the TCCR database.
3. The AETC cost model (COSMOD) is used to derive the cost estimates for each AFSC.
4. Recruiting cost was taken from HQ Air Force Recruiting Service.

Table Notes:

None

POC:

HQ AETC/FMAT – DSN: 487-3196, Commercial (210) 652-3196

Military Pay Costs for Training Officer Personnel

Grade	AFSC Level	#	OTS	Level 1	Level 2	Level 3	Level 4
			\$11,293	\$15,824	\$5,993	\$6,911	\$8,074
2LT	0	5	56465				
2LT	1	5	56465	\$79,120			
2LT	2	1	11293	\$15,824	\$5,993		
2LT	3	5	56465	\$79,120	\$29,965	\$34,555	
1LT	0	4	45172				
1LT	1	5	56465	\$79,120			
1LT	2	1	11293	\$15,824	\$5,993		
1LT	3	3	33879	\$47,472	\$17,979	\$20,733	
CPT	0	2	22586				
CPT	1	2	22586	\$31,648			
CPT	2	3	33879	\$47,472	\$17,979		
CPT	3	34	383962	\$538,016	\$203,762	\$234,974	
CPT	4	1	11293	\$15,824	\$5,993	\$6,911	\$8,074
MAJ	0	1	11293				
MAJ	1	2	22586	\$31,648			
MAJ	2	2	22586	\$31,648	\$11,986		
MAJ	3	51	575943	\$807,024	\$305,643	\$352,461	
MAJ	4	1	11293	\$15,824	\$5,993	\$6,911	\$8,074
LTC	0	3	33879				
LTC	3	35	395255	\$553,840	\$209,755	\$241,885	
LTC	4	1	11293	\$15,824	\$5,993	\$6,911	\$8,074
COL	0	5	56465				
COL	3	2	22586	\$31,648	\$11,986	\$13,822	
COL	4	1	11293	\$15,824	\$5,993	\$6,911	\$8,074
			\$1,976,275	\$2,452,720	\$845,013	\$926,074	\$32,296
Pilots							
2LT		1		-\$15,824			
1LT		4		-\$63,296			
CPT		7		-\$110,768	-\$41,951	-\$48,377	
MAJ		18		-\$284,832	-\$107,874	-\$124,398	
LTC		9		-\$142,416	-\$53,937	-\$62,199	
COL		1		-\$15,824	-\$5,993	-\$6,911	-\$8,074
		40					
Navigators							
2LT		0					
1LT		1		-\$15,824			
CPT		1		-\$15,824	-\$5,993	-\$6,911	
MAJ		5		-\$79,120	-\$29,965	-\$34,555	
LTC		9		-\$142,416	-\$53,937	-\$62,199	
COL		2					
		18					
Adjusted Totals			\$1,976,275	\$1,566,576	\$545,363	\$580,524	\$24,222

Pilot and Navigator military pay costs calculated separately

Average Military Pay costs for officer personnel

Level 1 - 2LT with 7.6 years of service

weeks	days	partial days	travel days	total days	x 98.27	x 25.52	x 6.13	leave days	x 129.92	FSA mo/day	x 250.00/mo	Total Military Pay
14.8**	98	6	2	106	\$10,416.62	\$2,705.12	\$649.78	9	\$1,169.28	3.16	\$883.28	\$ 15,824.08

**Average used for military pay costs for level 1 - average school length is taking total length of all classes listed in Table A18-1B divided by 21 classes
 Officer schoolhouse costs for progression levels of training are 25.6% of the initial level training (\$21,193 initial/\$5,434 progression)

Level 1 is 14.8 weeks x 25.6% = 3.8 weeks of training for the progression levels

Progression level training costs for military pay are taking 25.6% of initial level training costs as follows:

- level 2 - Captain - 14.5 average years of service of our personnel
- level 3 - Major - 17.9 average years of service of our personnel
- level 4 - LTC - 26.5 average years of service of our personnel

Level 2 - Capt with 14.5 years of service

weeks	days	partial days	travel days	total days	x 169.94	x 30.60	x 6.13	leave days	x 206.67	FSA mo/day	x 250.00/mo	Total Military Pay
3.8	21	6	2	29	\$4,928.26	\$887.40	\$177.77	0	\$0.00	0.00	\$0.00	\$ 5,993.43

Level 3 - Maj with 17.9 years of service

weeks	days	partial days	travel days	total days	x 197.79	x 34.41	x 6.13	leave days	x 129.92	FSA mo/day	x 250.00/mo	Total Military Pay
3.8	21	6	2	29	\$5,735.91	\$997.89	\$177.77	0	\$0.00	0.00	\$0.00	\$ 6,911.57

Level 4 - LTC with 26.5 years of service

weeks	days	partial days	travel days	total days	x 233.25	x 39.04	x 6.13	leave days	x 129.92	FSA mo/day	x 250.00/mo	Total Military Pay
3.8	21	6	2	29	\$6,764.25	\$1,132.16	\$177.77	0	\$0.00	0.00	\$0.00	\$ 8,074.18

Travel Costs for Officer Training

Grade	AFSC Level	#	OTS	Level 1	Level 2	Level 3	Level 4
			\$6,301	\$1,718	\$848	\$848	\$848
2LT	0	5	\$31,505				
2LT	1	5	\$31,505	\$8,590			
2LT	2	1	\$6,301	\$1,718	\$848		
2LT	3	5	\$31,505	\$8,590	\$4,240	\$4,240	
1LT	0	4	\$25,204				
1LT	1	5	\$31,505	\$8,590			
1LT	2	1	\$6,301	\$1,718	\$848		
1LT	3	3	\$18,903	\$5,154	\$2,544	\$2,544	
CPT	0	2	\$12,602				
CPT	1	2	\$12,602	\$3,436			
CPT	2	3	\$18,903	\$5,154	\$2,544		
CPT	3	34	\$214,234	\$58,412	\$28,832	\$28,832	
CPT	4	1	\$6,301	\$1,718	\$848	\$848	\$848
MAJ	0	1	\$6,301				
MAJ	1	2	\$12,602	\$3,436			
MAJ	2	2	\$12,602	\$3,436	\$1,696		
MAJ	3	51	\$321,351	\$87,618	\$43,248	\$43,248	
MAJ	4	1	\$6,301	\$1,718	\$848	\$848	\$848
LTC	0	3	\$18,903				
LTC	3	35	\$220,535	\$60,130	\$29,680	\$29,680	
LTC	4	1	\$6,301	\$1,718	\$848	\$848	\$848
COL	0	5	\$31,505				
COL	3	2	\$12,602	\$3,436	\$1,696	\$1,696	
COL	4	1	\$6,301	\$1,718	\$848	\$848	\$848
			\$1,102,675	\$266,290	\$119,568	\$113,632	\$3,392
Pilots							
2LT		1		-\$1,718			
1LT		4		-\$6,872			
CPT		7		-\$12,026	-\$5,936	-\$5,936	
MAJ		18		-\$30,924	-\$15,264	-\$15,264	
LTC		9		-\$15,462	-\$7,632	-\$7,632	
COL		1		-\$1,718	-\$848	-\$848	-\$848
		40					
Navigators							
2LT		0					
1LT		1		-\$1,718			
CPT		1		-\$1,718	-\$848	-\$848	
MAJ		5		-\$8,590	-\$4,240	-\$4,240	
LTC		9		-\$15,462	-\$7,632	-\$7,632	
COL		2					
		18					
Adjusted Totals			\$1,102,675	\$170,082	\$77,168	\$71,232	\$2,544

Pilot and Navigator travel costs calculated separately

Average Travel costs for officer personnel

Level 1

weeks	travel		Transportation	Daily Meal Rate	Total Per Diem	Total	Average
	days	total days					
10**	70	2	72				\$1,718
			Maxwell AFB	\$673.00	\$27.00	\$1,944.00	\$2,617.00
			Keesler AFB	\$412.00	\$11.90	\$856.80	\$1,268.80
			Sheppard AFB	\$533.00	\$21.00	\$1,512.00	\$2,045.00
			Lackland AFB	\$481.00	\$11.90	\$856.80	\$1,337.80
			Little Rock AFB	\$466.00	\$11.90	\$856.80	\$1,322.80

**Average used for travel for level 3 - average school length is taking total length of all classes < 20 weeks listed in Table A18-1A divided by 103 classes
Officer travel costs for progression levels of training are 25.6% of the initial level training based on costing factors for school house costs

Levels 2 - 3 - 4

weeks	travel		Transportation	Daily Meal Rate	Total Per Diem	Total	Average
	days	total days					
2.6	18	2	20				\$848
			Maxwell AFB	\$673.00	\$27.00	\$540.00	\$1,213.00
			Keesler AFB	\$412.00	\$11.90	\$238.00	\$650.00
			Sheppard AFB	\$533.00	\$21.00	\$420.00	\$953.00
			Lackland AFB	\$481.00	\$11.90	\$238.00	\$719.00
			Little Rock AFB	\$466.00	\$11.90	\$238.00	\$704.00

Butcher Randy Civ 911 AW/FM

From: Withrow Connie Civ 911 AW/FM
Date: Monday, June 13, 2005 5:48 AM
To: Butcher Randy Civ 911 AW/FM
Subject: Urgent Information Request
Importance: High

Randy,
 Can I please get the following travel costs for the CAG? As before, since this is BRAC related, I need it ASAP – by definitely by end of day today. Thanks.

Round trip airfare to Maxwell, Sheppard, Lackland, Keesler and Little Rock – all from Pittsburgh
 The per diem rates for these 5 locations
 The meal availability for these 5 locations
 The daily rate a member will get at each location

I appreciate your help. Thanks again.

Connie

	Maxwell	Sheppard	Lackland	Keesler	L. Rock
ft Airfare	\$673.00	\$533.00	\$481.00	\$412.00	\$466.00
Meals Av.	Proportional	Proportional	ALL	ALL	ALL
Daily Rate	\$27.00	\$21.00	\$11.90	\$11.90	\$11.90

Option Help

Per Diem Rate Information

Locality: MAXWELL AFB ALABAMA

Rates | DTOD Location Link

Effective Date: 1 / 1 / 2005

MIE Rate: 43.00

Lodging Rate: 65.00

No Gov't Meals: 40.00

Proportional Rate: 24.00

Off Base Incidentals: 3.00

Area ID: C

IBP Code:

Linked to:



Locality	Effective Date
MAXWELL AFB ALABAMA	1/1/2005
MAXWELL AFB ALABAMA	10/1/2004
MAXWELL AFB ALABAMA	10/1/2003
MAXWELL AFB ALABAMA	1/1/2003
MAXWELL AFB ALABAMA	10/1/2002
MAXWELL AFB ALABAMA	5/15/2002
MAXWELL AFB ALABAMA	1/1/2002
MAXWELL AFB ALABAMA	1/1/2001
MAXWELL AFB ALABAMA	1/1/2000
MAXWELL AFB ALABAMA	1/1/1999

Add

Delete

Update

Close

Process item selected.

Option Help

Per Diem Rate Information

Locality: SHEPPARD AFB TEXAS

Rates | DTOD Location Link

Effective Date: 1 / 1 / 2005

MIE Rate: 31.00

Lodging Rate: 60.00

No Gov't Meals: 28.00

Proportional Rate: 18.00

Off Base Incidentals: 3.00

Area ID: C

IBP Code:

Linked to:



Locality	Effective Date
SHEPPARD AFB TEXAS	1/1/2005
SHEPPARD AFB TEXAS	10/1/2004
SHEPPARD AFB TEXAS	10/1/2003
SHEPPARD AFB TEXAS	1/1/2003
SHEPPARD AFB TEXAS	1/1/2002
SHEPPARD AFB TEXAS	1/1/2001
SHEPPARD AFB TEXAS	1/1/2000
SHEPPARD AFB TEXAS	1/1/1999
SHEPPARD AFB TEXAS	1/1/1998
SHEPPARD AFB TEXAS	1/1/1997

Add Delete Update Close

Process item selected.

Option Help

Per Diem Rate Information

Locality: LACKLAND AFB TEXAS

Rates | DTOD Location Link

Effective Date: 1 / 1 / 2005

MIE Rate: 47.00

Lodging Rate: 93.00

No Gov't Meals: 44.00

Proportional Rate: 26.00

Off Base Incidentals: 3.00

Area ID: C

IBP Code:

Linked to:

Locality	Effective Date
LACKLAND AFB TEXAS	1/1/2005
LACKLAND AFB TEXAS	10/1/2004
LACKLAND AFB TEXAS	10/1/2003
LACKLAND AFB TEXAS	1/1/2003
LACKLAND AFB TEXAS	10/1/2002
LACKLAND AFB TEXAS	1/1/2002
LACKLAND AFB TEXAS	1/1/2001
LACKLAND AFB TEXAS	1/1/2000
LACKLAND AFB TEXAS	1/1/1999

Add

Delete

Update

Close

Process item selected.

Option Help

Per Diem Rate Information

Locality: KEESLER AFB MISSISSIPPI

Rates | DTOD Location Link

Effective Date: 1 / 1 / 2005



MIE Rate: 43.00

Lodging Rate: 65.00

No Gov't Meals: 40.00

Proportional Rate: 24.00

Off Base Incidentals: 3.00

Area ID: C

IBP Code:

Linked to:

Locality	Effective Date
KEESLER AFB MISSISSIPPI	1/1/2005
KEESLER AFB MISSISSIPPI	10/1/2004
KEESLER AFB MISSISSIPPI	10/1/2003
KEESLER AFB MISSISSIPPI	1/1/2003
KEESLER AFB MISSISSIPPI	10/1/2002
KEESLER AFB MISSISSIPPI	7/15/2002
KEESLER AFB MISSISSIPPI	1/1/2002
KEESLER AFB MISSISSIPPI	1/1/2001
KEESLER AFB MISSISSIPPI	1/1/2000
KEESLER AFB MISSISSIPPI	1/1/1999

Add Delete Update Close

Process item selected.

Option Help

Per Diem Rate Information

Locality: LITTLE ROCK ARKANSAS

Rates | DTOD Location Link

Effective Date: 1 / 1 / 2005



MIE Rate: 39.00

Lodging Rate: 71.00

No Gov't Meals: 36.00

Proportional Rate: 22.00

Off Base Incidentals: 3.00

Area ID: C

IBP Code:

Linked to:

Locality	Effective Date
LITTLE ROCK ARKANSAS	1/1/2005
LITTLE ROCK ARKANSAS	10/1/2004
LITTLE ROCK ARKANSAS	10/1/2003
LITTLE ROCK ARKANSAS	1/1/2003
LITTLE ROCK ARKANSAS	10/1/2002
LITTLE ROCK ARKANSAS	1/1/2002
LITTLE ROCK ARKANSAS	10/1/2001
LITTLE ROCK ARKANSAS	1/1/2001
LITTLE ROCK ARKANSAS	1/1/2000
LITTLE ROCK ARKANSAS	1/1/1999

Add

Delete

Update

Close

Process item selected.

Officer Aircrew Training Costs

	Level	#	Level 0	Level 1	Level 2	Level 3	Level 4
Pilot			\$0	\$659,318	\$168,785	\$168,785	\$168,785
	0	1	\$0				
	1	1	\$0	\$659,318			
	2	13	\$0	\$8,571,134	\$2,194,205		
	3	25	\$0	\$16,482,950	\$4,219,625	\$4,219,625	
	4	0					
			\$0	\$25,713,402	\$6,413,830	\$4,219,625	

Navigator			\$0	\$238,779	\$61,127	\$61,127	\$61,127
	0	1	\$0				
	1	1	\$0	\$238,779			
	2	0					
	3	15	\$0	\$3,581,685	\$916,905	\$916,905	
	4	1	\$0	\$238,779	\$61,127	\$61,127	\$61,127
			\$0	\$4,059,243	\$978,032	\$978,032	\$61,127

Totals				\$29,772,645	\$7,391,862	\$5,197,657	\$61,127
---------------	--	--	--	---------------------	--------------------	--------------------	-----------------

Source: AFI 65-503 Attachments A34-2

Costs include school house, military pay and travel costs

Does not include further training required for co-pilots, instructors, evaluators or commanders

Does not include further training required for C-130 aircraft

Levels 2, 3 and 4 use the same cost factors as other officer personnel level training (25.6%)

Pilots and Navigators

BELL, LANDON D	-12M3B	CPT ✓
BRANBY, BRYAN M	-12M3B	LTC ✓
DAVIS, RONALD S	-12M3B	MAJ ✓
DEMAYE, JOHN J	-12M3B	LTC ✓
ESTRIGHT, WILLIAM E	-12M3B	MAJ ✓
FILONI, ALDO L	-12M3B	LTC ✓
GIRMAN, DAVID N	-12M3B	LTC ✓
KEHOE, PETER L	Q12M3B	LTC ✓
KORN, RONALD W	-12M3B	LTC ✓
ODONNELL, WILLIAM C	P10C0W	COL
OGRADY, TERENCE J	-12M3B	MAJ ✓
MOFFATT, THOMAS O JR	-12S4G	LTC ✓
POZNIK, JOSEPH J	-12M3S	LTC ✓
PRENTICE, MARK W	-12M3B	LTC ✓
RICH, GREGG A	-12M3B	MAJ ✓
SARGENT, WILLIAM F	-12M3B	1LT ✓
SHEMER, ROBERT L JR	-12M3B	MAJ ✓
VOGT, CARL E	-91W0	COL

1-0

1-1

0-2

15-3

1-4

18

Pilots and Navigators

Full Name	DAFSC	Grade Desc
AUTH, SEAN T	-11M2B	MAJ ✓
AYER, BRADLEY C	-11M2B	1LT ✓
BANIECKI, LANCE D	-11M2B	CPT ✓
BEAR, STEVEN B	-11M2B	CPT ✓
BERMANN, ROBERT A	-11M3B	LTC ✓
BIGLEY, BERNARD F JR	-11M2B	CPT ✓
BOBURKA, JOHN B	-11M3B	MAJ ✓
CLAYTON, STEVEN R	P10C0W	LTC ✓
CORCORAN, ROBERT J	-11M2B	CPT ✓
DOBRACKI, PAUL E	Q11M3B	LTC ✓
DONAHEY, SHAWN T	-11M3S	MAJ ✓
FEDORKA, WILLIAM B	-11M2B	1LT ✓
FELL, HOWARD C	-11M2B	MAJ ✓
FOGEL, GARY L	-11M3S	LTC ✓
GABLER, DANIEL L	S11M3B	LTC ✓
GUTERMUTH, WILLIAM H	-11M3B	MAJ ✓
HEAD, NEIL M	-11M3B	MAJ ✓
HUZZARD, THOMAS H	-11M3B	MAJ ✓
JACKSON, EDWARD W	-11M3B	CPT ✓
JOHNSON, RUSSELL T	K11M3B	MAJ ✓
KNOX, REUBEN P	-11M3B	LTC ✓
KRAFT, DAVID A	Q11M3B	MAJ ✓
LOGAN, JOHN E	-11M3B	MAJ ✓
MILLER, GORDON J JR	C11M3B	LTC ✓
MORGAN, SCOT J	Q11M3B	MAJ ✓
NARDOZZI, DAVID P	-11M3B	MAJ ✓
ODONNELL, SHAUN M	-11M3B	1LT ✓
PITUCH, STEPHEN N	-92T0	1LT ✓
PLOYER, DENNIS P	-91W0	COL ✓
PRIMOSCH, IAN G	-11M2B	CPT ✓
ROBERTS, MARK C	R11M3B	MAJ ✓
SARGENT, CHARLES E	-11M2B	MAJ ✓
SCHLECH, AUSTIN J	-11M2B	2LT ✓
STOVER, SEAN A	-11M3B	MAJ ✓
TARQUINIO, EDWARD A	-11M3B	MAJ ✓
UYEDA, HENRY M	S11M3B	MAJ ✓
WATSON, BRYAN L	C11M3B	LTC ✓
WHEATON, EDWARD J	Q11M3B	LTC ✓
WITALIS, CONRAD E	-11M3B	MAJ ✓
BOPP	2	CPT ✓

1-0
 1-1
 13-2
 25-3
 0-4

 40

REPRESENTATIVE OFFICER AIRCREW TRAINING COSTS
TABLE A34-2 December 2004
(VARIABLE AND FIXED COSTS)

		FY 03\$	FY 04\$	FY 05\$
SUPT (Consolidated) -- BOMBER/FIGHTER (T-37+T-38)				
		\$918,805	\$945,426	\$966,772
Appropriation				
Breakout	3500	\$258,356	\$269,207	\$279,025
	3400	\$660,449	\$676,220	\$687,747
SUPT (Consolidated) -- TANKER/TRANSPORT (T-37 + T1A)				
		\$626,683	\$644,364	\$659,318
Appropriation				
Breakout	3500	\$213,036	\$221,984	\$230,079
	3400	\$413,647	\$422,380	\$429,238
SUPT (Consolidated) -- BOMBER/FIGHTER (T-6 + T-38)				
		\$927,504	\$954,261	\$975,866
Appropriation				
Breakout	3500	\$267,085	\$278,303	\$288,452
	3400	\$660,419	\$675,958	\$687,414
SUPT (Consolidated) -- BOMBER/FIGHTER (T-6 + T-38C)				
		\$808,123	\$832,034	\$851,247
Appropriation				
Breakout	3500	\$246,520	\$256,873	\$266,241
	3400	\$561,603	\$575,161	\$585,005
T-37 PIT				
		\$248,009	\$256,536	\$263,581
Appropriation				
Breakout	3500	\$127,551	\$132,909	\$137,756
	3400	\$120,458	\$123,628	\$125,825
T-38 PIT				
		\$443,234	\$458,272	\$469,800
Appropriation				
Breakout	3500	\$160,553	\$167,296	\$173,397
	3400	\$282,680	\$290,976	\$296,403
T-1A PIT				
		\$430,270	\$441,890	\$451,996
Appropriation				
Breakout	3500	\$146,636	\$152,795	\$158,367
	3400	\$283,634	\$289,095	\$293,630
T-6 PIT				
		\$240,209	\$248,036	\$254,763
Appropriation				

Breakout	3500	\$126,382	\$131,690	\$136,493
	3400	\$113,827	\$116,346	\$118,271

**REPRESENTATIVE OFFICER AIRCREW TRAINING COSTS
TABLE A34-2
(VARIABLE AND FIXED COSTS)**

	FY 03\$	FY 04\$	FY 05\$
PRIMARY NAVIGATOR	\$224,704	\$232,398	\$238,779
Appropriation			
Breakout 3500	\$116,096	\$120,972	\$125,383
3400	\$108,609	\$111,426	\$113,396
INTRODUCTION TO FIGHTER FUND.	\$130,490	\$134,154	\$137,105
Appropriation			
Breakout 3500	\$33,886	\$35,309	\$36,597
3400	\$96,605	\$98,846	\$100,509
3011	\$0	\$0	\$0
F-16 BASIC	\$2,833,623	\$2,918,787	\$2,991,012
Appropriation			
Breakout 3500	\$1,219,738	\$1,270,967	\$1,317,317
3400	\$1,529,067	\$1,563,001	\$1,588,877
3011	\$84,819	\$84,819	\$84,819
F-15 BASIC	\$3,661,862	\$3,756,665	\$3,837,785
Appropriation			
Breakout 3500	\$1,023,682	\$1,066,676	\$1,105,576
3400	\$2,613,953	\$2,665,761	\$2,707,982
3011	\$24,226	\$24,226	\$24,226
C-17 A/C COMMANDER	\$340,530	\$351,864	\$360,134
Appropriation			
Breakout 3500	\$88,906	\$92,640	\$96,019
3400	\$251,624	\$259,224	\$264,114
KC-135 INITIAL PILOT	\$215,755	\$223,380	\$229,252
Appropriation			
Breakout 3500	\$89,535	\$93,296	\$96,698
3400	\$126,220	\$130,084	\$132,555
C-130 CO-PILOT INITIAL QUAL	\$147,803	\$152,411	\$156,489
Appropriation			
Breakout 3500	\$78,232	\$81,518	\$84,490
3400	\$69,571	\$70,893	\$72,000

Acronyms:

AETC	Air Education and Training Command
AVPOL	Aviation Petroleum, Oils, and Lubricants

AVPOL	Aviation Petroleum, Oils, and Lubricants
BOS	Base Operating Support
CLS	Contractor Logistic Support
FY	Fiscal Year
O&M	Operations And Maintenance
PCS	Permanent Change of Station
USAF	United States Air Force

References/Links:

1. See Table A17-1 for typical acquisition and initial/progressive training costs.
2. See Table A18-1a for enlisted training costs by course.
3. See Table A18-1b for officer training costs by course.
4. See Table A35-1 for enlisted aircrew training costs by aircraft.

Table Description:

These tables includes instructor costs, school overhead costs, dormitory support (if applicable), maintenance (aircraft/training equipment), real property maintenance support, medical, other Base Operating Support (BOS) costs, i.e., comptroller, transportation, grounds maintenance, custodial; student costs and flying related costs, i.e., fuel, depot level reparable, CLS, etc.

Table Uses:

The variable cost per graduate should be used when you are computing changes that do not affect the fixed costs of the organization. Examples are: (1) one week reduction/addition to course length, (2) cost of adding/deleting two students. Both of these examples could affect your BOS costs, i.e., communications, transportation, comptroller, security police, medical support from the base hospital or clinic, base supply, real property maintenance and utilities.

Business Rules & Assumptions:

1. These tables include instructor costs, school overhead costs, dormitory support (if applicable), maintenance (aircraft/training equipment), real property maintenance support, medical, other Base Operating Support (BOS) costs, i.e., comptroller, transportation, grounds maintenance, custodial; student costs and flying related costs, i.e., fuel, depot level reparable, CLS, etc.
2. Budget Structure Mapping: All courses – 3400 O&M/3500 Military Personnel/3011 Munitions.
3. Early in the process it is useful to consider the variables in the training programs which affect the cost of training. These are the "drivers" that cause the cost of conducting the training for a particular course to be more or less than another:
 - a. Entries
 - b. Graduates
 - c. Attrition
 - d. Point of Attrition – at what point in the curriculum are those students who fail dropped from the course? In the absence of specific information we often assume midpoint attrition.
 - e. Course Duration
 - f. Student Load – the number of students enrolled in the course at any point of time. Average student load for the accounting period is a function of the entries, attrition, point of attrition, graduates, course duration, and duration of the accounting period. We have found this variable to be very important to the cost estimating process. Assuming midpoint attrition, if you enter 10 students in a 13 week course and graduate 8 of every 10 who enter, and if you enter 4 classes per year the average student load is: 4 classes x ((10 entries plus 8 graduates) divided by 2) x 13 weeks divided by 52 = 9 students on board throughout the year. This average student load drives many

on board throughout the year. This average student load drives many resource elements throughout the training installation.

g. Class Size

- h. Graduate Equivalents – a unit of measure adopted for costing purposes to cope with situations where an imbalance occurs between the number entered and the number graduated during the period which is not accounted for by attrition. This imbalance occurs when there is a build-up or a phase down in the training program for a course.
- i. Student/Instructor Ratios – the number of students that can be taught by each instructor. Many things influence this factor and it varies within types of training. Class size is one of the primary factors. It is obvious that if the subject matter permits one instructor to teach an auditorium full of students, the students per instructor will be large. On the other hand, if the subject matter is complex or if complicated training devices must be demonstrated, then the number of students per instructor will be small. Student/instructor ratios relate to student loads and are useful in determining instructor costs.
- j. Manpower Determinants – manpower determinants like students to instructor ratios are useful in determining how many staff is required for a given student load. In some functions, especially the direct training areas, the manpower determinants may be based directly on student loads -- in other areas the relationship is not so direct.
- k. Personnel Mix – the USAF utilizes a mixture of officers, airmen, civil service, and contractor personnel to perform the functions on a training installation. Once the manpower determinant is used to derive the authorized number of staff people, then one needs to decide what the mix will be between officers, airmen, civil service and contractor employees.
- l. Pay Grades – some functions require a higher skilled person to perform the function and thus tend to have higher grades assigned. This of course, affects the cost of the function. Some analysis must be done to determine the average pay grade for each type of personnel used in the function.
- m. Salary/Wage Rates – salary/wage rates pertain to pay grades in the personnel mix. We used AFI 65-503 factors.
- n. Personnel Benefits – personnel benefits probably vary in accordance with the type personnel utilized and generally can be included in the average salary/wage rates.
- o. Flying/Simulator Hours – flying training courses generate flying hours and simulator hours that in turn generate maintenance and operating costs. Such costs are usually directly related to the student loads of respective courses and can be estimated on the basis of separate factors per flying/simulator hour.
- p. Equipment Values and Economic Life – if it is desired to include cost of equipment used in the conduct of training programs, it will be necessary to assign a value to the equipment-in-use in each functional area and also to assign an economic life to such equipment. With these factors it will be possible to derive a periodic cost for equipment replacement which can be charged/allocated to the mission on a fixed cost basis or variable cost basis depending on how the equipment use relates to the volume of mission output.
- q. Non-Personnel Cost Factors – this pertains to a host of resource elements such as expendable materials, utilities, rents, communication, transportation, etc., representing expenses over and above personnel cost and required to maintain and operate the functions directly involved and/or supporting the training mission.

These are probably the most difficult factors to obtain. However, they have many of the same behavioral characteristics as personnel costs. If the function directly conducts the mission, the non-personnel costs will most likely be highly variable

highly variable.

On the other hand, if the function indirectly supports training, the non-personnel costs of the function may be more fixed in relation to the quantity of training. One solution is to correlate the non-personnel costs with the student loads for several periods and several installations or combination of periods and installations. The correlation will establish the behavior pattern.

- s. Student Pay and Allowances – In AETC it is not uncommon for the student load to be a mixture of pipeline students, whose pay and allowances are charged to the training base, and temporary duty students, whose pay and allowances continue to be charged to their home base, as well as some allied nation students whose pay and allowances are paid by their home nation. We get around this problem by ignoring the actual amount of student pay recorded in the accounting system and substituting a factored amount in the course cost based on the course duration and the modal grade of the students enrolled.
- t. Student Travel and Per Diem – if the course is primarily a skill acquisition course for pipeline students, we incorporate a pipeline PCS factored amount. If the course is a skill enhancement or refresher course we include a factored amount appropriate for the type of course and category of student (officer, enlisted or civilian).

The variables described above are the primary things that drive the cost of training programs. Not only are these variables different from course to course, but many also change from period to period. One of the most difficult decisions to make is how much detail you want to include. We have reached some compromises in the summarization of resource elements.

4. Resource elements include:

- a. Officer personnel
- b. Enlisted personnel
- c. Civilian personnel
- d. Purchased services (contractor employees)
- e. Non-personnel costs (rents, utilities, communications, transportation, etc.).

5. Functional Categories – The functional categories chosen correspond generally to the program element coding used in connection with the planning, programming and budgeting system. Generally, organizational entities have been grouped into the following functional categories:

- a. Instructional – This is the most direct category. Included in this category are the classrooms, laboratories, learning centers, training squadrons, etc. that are actually responsible for providing the training. The costs are comprised of operating training devices such as aircraft, simulators, or aircrew training devices. The costs in this area are highly VARIABLE and are usually directly related to the student load.
- b. Instructional Overhead – organizations above the level of the training branch, squadron, Instructional Overhead - Includes school overhead - those that are responsible for the management of the school. Naturally, the personnel and cost of this category tend toward the FIXED behavior in relation to the student load; however, there is some variable cost involved. We know that it takes more overhead to manage a large school than a small one.
- c. Dormitory Support – Included in this category are the personnel and the non-personnel cost of operating, but not necessarily maintaining the dormitories for the students and instructor personnel assigned to the school. Dormitory chiefs, housekeepers, janitorial supplies, bed linen, laundry, and dry cleaning, etc., are examples of AFI 65-503 Attachment A34 September 02 Representative Officer Aircrew Training Costs (Cont.) that fit this category. This mainly applies to technical training courses. The fly courses have these costs but are generally included in the BOS of the base.

costs but are generally included in the BOS of the base.

- d. Trainer Maintenance – Includes the cost of organizations whose responsibilities are to perform maintenance of the aircraft, simulators or training devices used in the instructional process. Where these activities support a variety of courses with a variety of training equipment involved it may require some special record keeping and analysis to determine the direct variable cost of maintenance support for specific courses.
- e. Real Property Maintenance - Includes the cost of the installation civil engineering unit including maintenance and operating cost of all real property
- f. Medical Support – Includes the cost of the clinic or hospital and any locally purchased medical support of the training base personnel or their dependents.
- g. Other Base Operating Support – A grouping of all other base operating support activities. Some examples of functions included are: food services, transportation, supply operations, housing services, security police, personnel, comptroller, chaplain, appropriated fund support to morale and welfare activities, etc.
- h. Support Tenants – Due to organizational peculiarities some support activities are not assigned to the host command of the training base, but are assigned to a functional command. Two good examples for the USAF are the Corps of Engineers and the Defense Printing Service. In order to compile complete mission costs and yet be able to reconcile these costs to the accounting records, we keep these costs in a separate category.
- i. Other Missions – Almost every training installation is the host of some unit with a mission other than training. These "other missions" units receive normal support from real property maintenance, medical, other base operating support and support tenant units. Consequently, they should receive a share of the indirect support cost of the base support activities when such costs are distributed.

Source Data:

Table Notes: These are NOT budget quality numbers. They are estimates only. The SUPT numbers are cumulative in nature. Each track (Bomber/Fighter; Tanker Transport) Includes the primary trainer (either T-37 or T-6) and the follow-on aircraft (either T-38, T-38C, or T1A). To determine the cost of a weapon system operator use an SUPT track plus the follow-on training. For example, an F-16 pilot goes through the SUPT Bomber/Fighter track, IFF and then F-16 Basic. A C-130 pilot goes through the SUPT Tanker/Transport track and then C-130 initial qual.

POC: HQ AETC/FMAF – DSN: 487-6321, Commercial (210) 652-6321

REPRESENTATIVE OFFICER AIRCREW TRAINING COSTS
TABLE A34-1 December 2004
(VARIABLE COSTS ONLY)

		FY 03\$	FY 04\$	FY 05\$
SUPT (Consolidated) -- BOMBER/FIGHTER (T-37+T-38)				
		\$509,819	\$526,062	\$538,680
Appropriation				
Breakout	3500	\$164,689	\$171,606	\$177,864
	3400	\$345,130	\$354,457	\$360,815
SUPT (Consolidated) -- TANKER/TRANSPORT (T-37 + T1A)				
		\$347,451	\$358,020	\$366,905
Appropriation				
Breakout	3500	\$142,206	\$148,179	\$153,582
	3400	\$205,245	\$209,841	\$213,322
SUPT (Consolidated) -- BOMBER/FIGHTER (T-6 + T-38)				
		\$494,178	\$509,531	\$631,297
Appropriation				
Breakout	3500	\$165,631	\$172,587	\$288,452
	3400	\$328,547	\$336,944	\$342,845
SUPT (Consolidated) -- BOMBER/FIGHTER (T-6 + T-38C)				
		\$481,081	\$496,295	\$598,322
Appropriation				
Breakout	3500	\$163,143	\$169,995	\$266,241
	3400	\$317,938	\$326,299	\$332,081
T-37 PIT				
		\$120,414	\$124,905	\$128,490
Appropriation				
Breakout	3500	\$65,700	\$68,459	\$70,956
	3400	\$54,714	\$56,445	\$57,534
T-38 PIT				
		\$246,377	\$255,099	\$261,372
Appropriation				
Breakout	3500	\$72,689	\$75,742	\$78,504
	3400	\$173,688	\$179,357	\$182,869
T-1A PIT				
		\$269,766	\$276,276	\$298,886
Appropriation				
Breakout	3500	\$71,729	\$74,741	\$77,467
	3400	\$198,037	\$201,535	\$221,419
T-6 PIT				
		\$115,922	\$119,874	\$123,254
Appropriation				

Breakout	3500	\$66,344	\$69,131	\$71,652
	3400	\$49,578	\$50,743	\$51,602

**REPRESENTATIVE OFFICER AIRCREW TRAINING COSTS
TABLE A34-1
(VARIABLE COSTS ONLY)**

		FY 03\$	FY 04\$	FY 05\$
PRIMARY NAVIGATOR		\$93,977	\$97,463	\$100,269
Appropriation				
Breakout	3500	\$52,118	\$54,307	\$56,287
	3400	\$41,860	\$43,156	\$43,981
INTRODUCTION TO FIGHTER FUND.		\$95,152	\$97,992	\$100,165
Appropriation				
Breakout	3500	\$22,648	\$23,600	\$24,460
	3400	\$72,503	\$74,393	\$75,705
F-16 BASIC		\$791,321	\$726,343	\$741,215
Appropriation				
Breakout	3500	\$109,498	\$114,096	\$118,257
	3400	\$597,004	\$612,246	\$622,959
	3011	\$84,819	\$84,819	\$84,819
F-15 BASIC		\$2,023,536	\$2,049,558	\$2,089,902
Appropriation				
Breakout	3500	\$317,547	\$330,884	\$342,951
	3400	\$1,681,761	\$1,718,674	\$1,746,951
	3011	\$24,226	\$24,226	\$24,226
C-17 A/C COMMANDER		\$235,112	\$243,106	\$248,706
Appropriation				
Breakout	3500	\$50,785	\$52,918	\$54,848
	3400	\$184,327	\$190,187	\$193,857
KC-135 INITIAL PILOT		\$119,351	\$124,008	\$127,387
Appropriation				
Breakout	3500	\$49,183	\$51,249	\$53,118
	3400	\$70,167	\$72,759	\$74,270
C-130 CO-PILOT INITIAL QUAL		\$75,383	\$77,623	\$79,584
Appropriation				
Breakout	3500	\$34,293	\$35,733	\$37,036
	3400	\$41,091	\$41,890	\$42,548

Acronyms:

AETC	Air Education and Training Command
AVPOL	Aviation Petroleum, Oils, and Lubricants
BOS	Base Operating Support
CLS	Contractor Logistic Support
FY	Fiscal Year
O&M	Operations And Maintenance
PCS	Permanent Change of Station
USAF	United States Air Force

References/Links:

1. See Table A17-1 for typical acquisition and initial/progressive training costs.
2. See Table A18-1a for enlisted training costs by course.
3. See Table A18-1b for officer training costs by course.
4. See Table A35-1 for enlisted aircrew training costs by aircraft.

Table Description:

These tables includes instructor costs, school overhead costs, dormitory support (if applicable), maintenance (aircraft/training equipment), real property maintenance support, medical, other Base Operating Support (BOS) costs, i.e., comptroller, transportation, grounds maintenance, custodial; student costs and flying related costs, i.e., fuel, depot level reparable, CLS, etc.

Table Uses:

The variable cost per graduate should be used when you are computing changes that do not affect the fixed costs of the organization. Examples are: (1) one week reduction/addition to course length, (2) cost of adding/deleting two students. Both of these examples could affect your BOS costs, i.e., communications, transportation, comptroller, security police, medical support from the base hospital or clinic, base supply, real property maintenance and utilities.

Business Rules & Assumptions:

1. These tables include instructor costs, school overhead costs, dormitory support (if applicable), maintenance (aircraft/training equipment), real property maintenance support, medical, other Base Operating Support (BOS) costs, i.e., comptroller, transportation, grounds maintenance, custodial; student costs and flying related costs, i.e., fuel, depot level reparable, CLS, etc.
2. Budget Structure Mapping: All courses – 3400 O&M/3500 Military Personnel/3011 Munitions.
3. Early in the process it is useful to consider the variables in the training programs which affect the cost of training. These are the "drivers" that cause the cost of conducting the training for a particular course to be more or less than another:
 - a. Entries
 - b. Graduates
 - c. Attrition
 - d. Point of Attrition – at what point in the curriculum are those students who fail dropped from the course? In the absence of specific information we often assume midpoint attrition.
 - e. Course Duration
 - f. Student Load – the number of students enrolled in the course at any point of time. Average student load for the accounting period is a function of the entries, attrition, point of attrition, graduates, course duration, and duration of the accounting period. We have found this variable to be very important to the cost estimating process. Assuming midpoint attrition, if you enter 10 students in a 13 week course and graduate 8 of every 10 who enter and if

students in a 13 week course and graduate 8 of every 10 who enter, and if you enter 4 classes per year the average student load is: 4 classes x ((10 entries plus 8 graduates) divided by 2) x 13 weeks divided by 52 = 9 students on board throughout the year. This average student load drives many resource elements throughout the training installation.

g. Class Size

- h. Graduate Equivalents – a unit of measure adopted for costing purposes to cope with situations where an imbalance occurs between the number entered and the number graduated during the period which is not accounted for by attrition. This imbalance occurs when there is a build-up or a phase down in the training program for a course.
- i. Student/Instructor Ratios – the number of students that can be taught by each instructor. Many things influence this factor and it varies within types of training. Class size is one of the primary factors. It is obvious that if the subject matter permits one instructor to teach an auditorium full of students, the students per instructor will be large. On the other hand, if the subject matter is complex or if complicated training devices must be demonstrated, then the number of students per instructor will be small. Student/instructor ratios relate to student loads and are useful in determining instructor costs.
- j. Manpower Determinants – manpower determinants like students to instructor ratios are useful in determining how many staff is required for a given student load. In some functions, especially the direct training areas, the manpower determinants may be based directly on student loads -- in other areas the relationship is not so direct.
- k. Personnel Mix – the USAF utilizes a mixture of officers, airmen, civil service, and contractor personnel to perform the functions on a training installation. Once the manpower determinant is used to derive the authorized number of staff people, then one needs to decide what the mix will be between officers, airmen, civil service and contractor employees.
- l. Pay Grades – some functions require a higher skilled person to perform the function and thus tend to have higher grades assigned. This of course, affects the cost of the function. Some analysis must be done to determine the average pay grade for each type of personnel used in the function.
- m. Salary/Wage Rates – salary/wage rates pertain to pay grades in the personnel mix. We used AFI 65-503 factors.
- n. Personnel Benefits – personnel benefits probably vary in accordance with the type personnel utilized and generally can be included in the average salary/wage rates.
- o. Flying/Simulator Hours – flying training courses generate flying hours and simulator hours that in turn generate maintenance and operating costs. Such costs are usually directly related to the student loads of respective courses and can be estimated on the basis of separate factors per flying/simulator hour.
- p. Equipment Values and Economic Life – if it is desired to include cost of equipment used in the conduct of training programs, it will be necessary to assign a value to the equipment-in-use in each functional area and also to assign an economic life to such equipment. With these factors it will be possible to derive a periodic cost for equipment replacement which can be charged/allocated to the mission on a fixed cost basis or variable cost basis depending on how the equipment use relates to the volume of mission output.
- q. Non-Personnel Cost Factors – this pertains to a host of resource elements such as expendable materials, utilities, rents, communication, transportation, etc., representing expenses over and above personnel cost and required to maintain and operate the functions directly involved and/or supporting the training mission.

The most difficult factors to obtain are those that have the most direct impact on the mission.

training mission.

These are probably the most difficult factors to obtain. However, they have many of the same behavioral characteristics as personnel costs. If the function directly conducts the mission, the non-personnel costs will most likely be highly variable.

On the other hand, if the function indirectly supports training, the non-personnel costs of the function may be more fixed in relation to the quantity of training. One solution is to correlate the non-personnel costs with the student loads for several periods and several installations or combination of periods and installations. The correlation will establish the behavior pattern.

r. Staff PCS Cost – in the USAF, this expense is centrally funded and was recently incorporated into the standard personnel expense rates.

s. Student Pay and Allowances – In AETC it is not uncommon for the student load to be a mixture of pipeline students, whose pay and allowances are charged to the training base, and temporary duty students, whose pay and allowances continue to be charged to their home base, as well as some allied nation students whose pay and allowances are paid by their home nation. We get around this problem by ignoring the actual amount of student pay recorded in the accounting system and substituting a factored amount in the course cost based on the course duration and the modal grade of the students enrolled.

t. Student Travel and Per Diem – if the course is primarily a skill acquisition course for pipeline students, we incorporate a pipeline PCS factored amount. If the course is a skill enhancement or refresher course we include a factored amount appropriate for the type of course and category of student (officer, enlisted or civilian).

The variables described above are the primary things that drive the cost of training programs. Not only are these variables different from course to course, but many also change from period to period. One of the most difficult decisions to make is how much detail you want to include. We have reached some compromises in the summarization of resource elements.

4. Resource elements include:

- a. Officer personnel
- b. Enlisted personnel
- c. Civilian personnel
- d. Purchased services (contractor employees)
- e. Non-personnel costs (rents; utilities, communications, transportation, etc.).

5. Functional Categories – The functional categories chosen correspond generally to the program element coding used in connection with the planning, programming and budgeting system. Generally, organizational entities have been grouped into the following functional categories:

- a. Instructional – This is the most direct category. Included in this category are the classrooms, laboratories, learning centers, training squadrons, etc. that are actually responsible for providing the training. The costs are comprised of operating training devices such as aircraft, simulators, or aircrew training devices. The costs in this area are highly VARIABLE and are usually directly related to the student load.
- b. Instructional Overhead – organizations above the level of the training branch, squadron, Instructional Overhead - Includes school overhead - those that are responsible for the management of the school. Naturally, the personnel and cost of this category tend toward the FIXED behavior in relation to the student load; however, there is some variable cost involved. We know that it takes more overhead to manage a large school than a small one.
- c. Dormitory Support – Included in this category are the personnel and

- c. **Dormitory Support** – Included in this category are the personnel and the non-personnel cost of operating, but not necessarily maintaining the dormitories for the students and instructor personnel assigned to the school. Dormitory chiefs, housekeepers, janitorial supplies, bed linen, laundry, and dry cleaning, etc., are examples of AFI 65-503 Attachment A34 September 02 Representative Officer Aircrew Training Costs (Cont.) that fit this category. This mainly applies to technical training courses. The fly courses have these costs but are generally included in the BOS of the base.
- d. **Trainer Maintenance** – Includes the cost of organizations whose responsibilities are to perform maintenance of the aircraft, simulators or training devices used in the instructional process. Where these activities support a variety of courses with a variety of training equipment involved it may require some special record keeping and analysis to determine the direct variable cost of maintenance support for specific courses.
- e. **Real Property Maintenance** - Includes the cost of the installation civil engineering unit including maintenance and operating cost of all real property and utility systems.

- f. **Medical Support** – Includes the cost of the clinic or hospital and any locally purchased medical support of the training base personnel or their dependents.
- g. **Other Base Operating Support** – A grouping of all other base operating support activities. Some examples of functions included are: food services, transportation, supply operations, housing services, security police, personnel, comptroller, chaplain, appropriated fund support to morale and welfare activities, etc.
- h. **Support Tenants** – Due to organizational peculiarities some support activities are not assigned to the host command of the training base, but are assigned to a functional command. Two good examples for the USAF are the Corps of Engineers and the Defense Printing Service. In order to compile complete mission costs and yet be able to reconcile these costs to the accounting records, we keep these costs in a separate category.
- i. **Other Missions** – Almost every training installation is the host of some unit with a mission other than training. These "other missions" units receive normal support from real property maintenance, medical, other base operating support and support tenant units. Consequently, they should receive a share of the indirect support cost of the base support activities when such costs are distributed.

Source Data:

Table Notes: These are NOT budget quality numbers. They are estimates only. The SUPT numbers are cumulative in nature. Each track (Bomber/Fighter; Tanker Transport) Includes the primary trainer (either T-37 or T-6) and the follow-on aircraft (either T-38, T-38C, or T1A). To determine the cost of a weapon system operator use an SUPT track plus the follow-on training. For example, an F-16 pilot goes through the SUPT Bomber/Fighter track, IFF and then F-16 Basic. A C-130 pilot goes through the SUPT Tanker/Transport track and then C-130 initial qual.

POC: HQ AETC/FMAF – DSN: 487-6321, Commercial (210) 652-6321



FMC

Representative Officer Aircrew Training Costs

FACTOR DOCUMENTATION

Factor Description:

Includes instructor costs, school overhead costs, dormitory support (if applicable), maintenance (aircraft/training equipment), real property maintenance support, medical, other Base Operating Support (BOS) costs, i.e., comptroller, transportation, grounds maintenance, custodial; student costs and flying related costs, i.e., fuel, depot level reparables, CLS, etc.

Factor Usage:

The variable cost per graduate should be used when you are computing changes that do not affect the fixed costs of the organization. Examples are: (1) one week reduction/addition to course length, (2) cost of adding/deleting two students.

Both of these examples could affect your BOS costs, i.e., communications, transportation, comptroller, security police, medical support from the base hospital or clinic, base supply, real property maintenance and utilities.

Note: In some cases the cost per graduate is less in FY 03 than in FY 02. This is due to the AVPOL inflation factor, which is larger in FY 02 than in FY 03.

Budget Structure Mapping:

All Courses - 3400 O&M/3500 Military Personnel/3011 Munitions

Factor Development Methodology:

USAF AETC Training Course Estimating Process

Early in the process it is useful to consider the variables in the training programs which affect the cost of training. These are the "drivers" mentioned above that cause the cost of conducting the training for a particular course to be more or less than for another.

1. Entries
2. Graduates
3. Attrition
4. Point of Attrition - at what point in the curriculum are those students who fail dropped from the course? In the absence of specific information we

often assume midpoint attrition.

5. Course Duration
6. Student Load - the number of students enrolled in the course at any point of time. Average student load for the accounting period is a function of the entries, attrition, point of attrition, graduates, course duration, and duration of the accounting period. We have found this variable to be very important to the cost estimating process. Assuming midpoint attrition, if you enter 10 students in a 13 week course and graduate 8 of every 10 who enter, and if you enter 4 classes per year the average student load is: $4 \text{ classes} \times ((10 \text{ entries plus } 8 \text{ graduates}) \text{ divided by } 2) \times 13 \text{ weeks} \text{ divided by } 52 = 9 \text{ students on board throughout the year. This average student load drives many resource elements throughout the training installation.}$
7. Class Size
8. Graduate Equivalents - a unit of measure adopted for costing purposes to cope with situations where an imbalance occurs between the number entered and the number graduated during the period which is not accounted for by attrition. This imbalance occurs when there is a build-up or a phase down in the training program for a course.
9. Student/Instructor Ratios - the number of students that can be taught by each instructor. Many things influence this factor and it varies within types of training. Class size is one of the primary factors. It is obvious that if the subject matter permits one instructor to teach an auditorium full of students, the students per instructor will be large. On the other hand, if the subject matter is complex or if complicated training devices must be demonstrated, then the number of students per instructor will be small. Student/instructor ratios relate to student loads and are useful in determining instructor costs.
10. Manpower Determinants - manpower determinants like students to instructor ratios are useful in determining how many staff is required for a given student load. In some functions, especially the direct training areas, the manpower determinants may be based directly on student loads -- in other areas the relationship is not so direct.
11. Personnel Mix - the USAF utilizes a mixture of officers, airmen, civil service, and contractor personnel to perform the functions on a training installation. Once the manpower determinant is used to derive the authorized number of staff people, then one needs to decide what the mix will be between officers, airmen, civil service and contractor employees.
12. Pay Grades - some functions require a higher skilled person to perform the function and thus tend to have higher grades assigned. This of course, affects the cost of the function. Some analysis must be done to determine the average pay grade for each type of personnel used in the function.

13. Salary/Wage Rates - salary/wage rates pertain to pay grades in the personnel mix. We used AFI 65-503 factors.
14. Personnel Benefits - personnel benefits probably vary in accordance with the type personnel utilized and generally can be included in the average salary/wage rates.
15. Flying/Simulator Hours - flying training courses generate flying hours and simulator hours that in turn generate maintenance and operating costs. Such costs are usually directly related to the student loads of respective courses and can be estimated on the basis of separate factors per flying/simulator hour.
16. Equipment Values and Economic Life - if it is desired to include cost of equipment used in the conduct of training programs, it will be necessary to assign a value to the equipment-in-use in each functional area and also to assign an economic life to such equipment. With these factors it will be possible to derive a periodic cost for equipment replacement which can be charged/allocated to the mission on a fixed cost basis or variable cost basis depending on how the equipment use relates to the volume of mission output.
17. Non-Personnel Cost Factors - this pertains to a host of resource elements such as expendable materials, utilities, rents, communication, transportation, etc., representing expenses over and above personnel cost and required to maintain and operate the functions directly involved and/or supporting the training mission.

These are probably the most difficult factors to obtain. However, they have many of the same behavioral characteristics as personnel costs. If the function directly conducts the mission, the non-personnel costs will most likely be highly variable.

On the other hand, if the function indirectly supports training, the non-personnel costs of the function may be more fixed in relation to the quantity of training. One solution is to correlate the non-personnel costs with the student loads for several periods and several installations or combination of periods and installations. The correlation will establish the behavior pattern.

18. Staff PCS Cost - in the USAF, this expense is centrally funded and was recently incorporated into the standard personnel expense rates.
19. Student Pay and Allowances -- In AETC it is not uncommon for the student load to be a mixture of pipeline students, whose pay and allowances are charged to the training base, and temporary duty students, whose pay and allowances continue to be charged to their home base, as well as some allied nation students whose pay and allowances are paid by their home nation. We get around this problem by ignoring the actual amount of student pay recorded in the accounting system and substituting a factored amount in the course cost based on the course duration and the

modal grade of the students enrolled.

20. Student Travel and Per Diem -- if the course is primarily a skill acquisition course for pipeline students, we incorporate a pipeline PCS factored amount. If the course is a skill enhancement or refresher course we include a factored amount appropriate for the type of course and category of student (officer, enlisted or civilian).

The variables described above are the primary things that drive the cost of training programs. Not only are these variables different from course to course, but many also change from period to period. One of the most difficult decisions to make is how much detail you want to include. We have reached some compromises in the summarization of resource elements.

Resource Elements - Office personnel, enlisted personnel, civilian personnel, purchased services (contractor employees) and non-personnel costs (rents, utilities, communications, transportation, etc.).

Functional Categories - the functional categories we chose correspond generally to the program element coding used in connection with the planning, programming and budgeting system. Generally, we have grouped organizational entities into the following functional categories:

- a. Instructional - This is the most direct category. Included in this category are the classrooms, laboratories, learning centers, training squadrons, etc. that are actually responsible for providing the training. The costs are comprised of operating training devices such as aircraft, simulators, or aircrew training devices. The costs in this area are highly VARIABLE and are usually directly related to the student load.
- b. Instructional Overhead - organizations above the level of the training branch, squadron, Instructional Overhead - Includes school overhead - those that are responsible for the management of the school. Naturally, the personnel and cost of this category tend toward the FIXED behavior in relation to the student load; however, there is some variable cost involved. We know that it takes more overhead to manage a large school than a small one.
- c. Dormitory Support - Included in this category are the personnel and the non-personnel cost of operating, but not necessarily maintaining the dormitories for the students and instructor personnel assigned to the school. Dormitory chiefs, housekeepers, janitorial supplies, bed linen, laundry, and dry cleaning, etc., are examples of AFI 65-503 Attachment A34 September 02 Representative Officer Aircrew Training Costs (Cont.) that fit this category. This mainly applies to technical training courses. The fly courses have these costs but are generally included in the BOS of the base.
- d. Trainer Maintenance - Includes the cost of organizations whose responsibilities are to perform maintenance of the aircraft, simulators or training devices used in the instructional process. Where these activities support a variety of courses with a variety of training equipment involved it may require some special record keeping

and analysis to determine the direct variable cost of maintenance support for specific courses.

- e. Real Property Maintenance - Includes the cost of the installation civil engineering unit including maintenance and operating cost of all real property and utility systems.
- f. Medical Support - Includes the cost of the clinic or hospital and any locally purchased medical support of the training base personnel or their dependents.
- g. Other Base Operating Support - A grouping of all other base operating support activities. Some examples of functions included are: food services, transportation, supply operations, housing services, security police, personnel, comptroller, chaplain, appropriated fund support to morale and welfare activities, etc.
- h. Support Tenants - Due to organizational peculiarities some support activities are not assigned to the host command of the training base, but are assigned to a functional command. Two good examples for the USAF are the Corps of Engineers and the Defense Printing Service. In order to compile complete mission costs and yet be able to reconcile these costs to the accounting records, we keep these costs in a separate category.
- i. Other Missions - Almost every training installation is the host of some unit with a mission other than training. These "other missions" units receive normal support from real property maintenance, medical, other base operating support and support tenant units. Consequently, they should receive a share of the indirect support cost of the base support activities when such costs are distributed.

OPR:

HQ AETC/FMAF
(210) 652-6321 or DSN 487-6321

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Investment in Officer Personnel

BRIEFING BULLET: (BULLET 2 of 2): Pilot and Navigator Training Costs -
\$42,423,291

Briefer:

Analysis POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- Pilot training costs
 - \$36,346,857
 - Includes school house, military pay and travel costs
 - Does not include further training for C-130 qualifications
 - Does not include further training for instructors, evaluators, co-pilots or commanders

- Navigator training costs
 - \$6,076,434
 - Includes school house, military pay and travel costs

- Data sources
 - Cost estimates are from AFI 65-503, A34-2. This AFI gives costs for initial training. These costs were multiplied by each level of training obtained by each current member of the 911th.
 - Progression level training costs were calculated by taking the same cost factor ratio used in A17-1 for initial training and progression training – 25.6%
 - Military pay and travel pay costs are included in the cost estimates.

SUPPORTING DOCUMENTATION: NO. OF PAGES 43

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Training Delays

BRIEFING BULLET: (BULLET 1 of 1): Delays Encountered in Training Air Force Reserve Personnel

Briefer:

Analysis POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- Funding shortfalls
 - Funds are not always available to provide required training
 - For example, in May 2005 \$5.1M was “pulled back” by AFRC – this was with more than 4 months left in the fiscal year
 - Source – AFRC/DP message 05-131 dated 13 May 2005

- Exhausted school quotas
 - There is frequently a shortage of school quotas available to train personnel
 - For example, in FY2004, 72 of 128 (56%) classes had exhausted quotas
 - As of 24 May 2005, with over 4 months remaining in the fiscal year, 56 of 130 (43%) classes had exhausted quotas
 - In 2004 authorization had to be granted by AFRC/CC to enlist personnel without BMT/TTS training dates because of exhausted school quotas
 - Source – 622 RSG/DPM message

- Work schedule conflicts
 - Many reservists experience an added delay in obtaining required training because of work schedule conflicts with their civilian jobs
 - An average wait time to obtain a school slot (according to 911th MSF/DPMT) is 8-9 months

SUPPORTING DOCUMENTATION: NO. OF PAGES 8

Withrow Connie Civ 911 AW/FM

From: Vogt Carl Col 911 AW/CC
Sent: Wednesday, May 25, 2005 2:33 PM
To: Bosley Adrian Maj 911 OSF/IN; Bullian Henry Civ 911 MSG/LGE; Gogets Gregory 911 MXS/MXMVI; Llewellyn Randy MSgt 911 LRS/LGRR; Miner Steven Capt 911 MSF/CC; Moeslein Robert Civ 911 MSG/CE; Nardoizzi David Maj 911 OSF/OSC; Poznik Joseph LtCol 911 OG/OSF; Savage Julian SMSgt 911 MXS/MXMV; Withrow Connie Civ 911 AW/FM
Subject: FW: Authorization to Enlist without BMT/TTS dates - HQ AFRC/DP/04 -188
Importance: High
Attachments: Enlist Without Dates Request Form.xls; EXHAUSTED.XLS

Here's some training data from third quarter FY04. Note that for 72 AFSCs, quotas were exhausted.

*Col V.
 Commander, 911 AW
 DSN 277-8505*

From: Stanford Charles Civ 911 MSF/DPMT
Sent: Wednesday, May 25, 2005 2:10 PM
To: Vogt Carl Col 911 AW/CC
Subject: FW: Authorization to Enlist without BMT/TTS dates - HQ AFRC/DP/04 -188
Importance: High

Col Vogt! I believe this is the FY-04 Exhausted List you were looking for. I found this in my archives

Charles J Stanford

From: Ersery Linda CMSgt 622 RSG/DPT
Sent: Tuesday, June 15, 2004 10:33 AM
To: Malone Alicia TSgt 512 MSS/DPMT; Cooper Angela L MSgt 94 MSS/DPMT; Basile Anthony SMSgt 914 MSF; Ray Belinda MSgt 908 AW/DPMAT; Kincheloe Betty Civ 315 MPF/DPMPPT; Rice Carolyn A CMSgt 302 MSS/DPMS; Stanford Charles Civ 911 MSF/DPMT; Scaff Dawn E TSgt 439 MSS/DPMT; Donald Kimble; Lubbert Duane C MSgt 908 AW/DPMT; Simone Frank T MSgt 439 MSS/DPMAT; Theisen Geraldine M Civ 934 MSF/DPMT; hutchens@jfc.com.mil; Claffey James R MSgt 622 RSG/DPT; Stone Jane L CMSgt 910 MSS/DPMT; Pagani Janet U TSgt 910 MSS/DPMT; Sturm Jeffery SSgt 440 MSF/DPMSAR; Robertson Jeffery D SMSgt 514 MSS/DPMT; Young Joan TSgt 622MSS/DPMT; Landry Joseph R SMSgt 403 MSF/DPMT; Fernandez Julie M SMSgt 913 MSS/DPMT; Brandt Karen L CMSgt 440 MSS/DPMT; Schmidt Kathryn A MSgt 440 MSS/DPMT; Ellis Kathy Civ 302 MSF/DPMT; Seney Kristine M SMSgt 439 MSG/DPMT; Diehl Larry SMSgt 622 RSG/DPT; Sturgeon Linda MSgt 315 MPF/DPMT; Lewis Lisa SMSgt 622 RSG/SGMT; Boucher Lori D MSgt 439 MSS/DPMT; Rasmussen Louise E TSgt 302 MSS/DPMSC; Grow MaryAnn SMSgt 911 MSF/DPMT; Woody Michelle R SSgt 302 MSS/DPMT; Ostram Nadine S MSgt 512 MSS/DPMT; Starks Patrice B Civ 94 SPTG/DPMAT; Baines Patricia A MSgt 92 APS/TRN; Sylvester Patrick J TSgt 914 MSF; Armour Ralph K MSgt 622 RSG/DPT; Brown Jr Robert N SMSgt 914 SG/MSF; Keldsen Robert W MSgt 934 MSF/DPMT; Beaulieu Sharon SMSgt 22 AF/LGMM; Robinson Steven J TSgt 934 MSF/DPMT; Bittler Thomas M MSgt 22AF/RSG; Winder Timothy C MSgt 910 MSS/DPMT; Murphy Tracey A MSgt 514 MSS; Mills Troy SMSgt 622 MSF; Miguel Vanessa D Civ 94 SPTG/DPMAT; Tallent Wayne Civ 315 MPF/DPMPPT
Subject: FW: Authorization to Enlist without BMT/TTS dates - HQ AFRC/DP/04 -188

6/14/2005

Importance: High

Good morning, forwarding for your information.

Thank You

Linda

LINDA K. ERSERY, CMS, USAFR
Superintendent, Education and Training
DSN: 625-4529, Fax DSN: 625-4468

-----Original Message-----

From: Pascarella James CMSgt AFRC/DPMF [mailto:James.Pascarella@AFRC.AF.MIL]

Sent: Monday, June 14, 2004 3:43 PM

To: AFRC MPF Supts; AFRC MPF/CCs

Cc: Pittman Chuck Capt AFRC/RSOO; Moulliet Gary J SMSgt AFRC/RSOO; Wilson Victoria L MSgt 94 MSS/DPMSA; Alvarez Rose Civ 315 MPF/DPMAE; Blocker Susan E TSgt 622 AES; Bosket Jonell NMI MSgt 913 MSS/DPMSA-E; Cantrell Laura A CMSgt 908 MSF/DPM; Caron Lisa H MSgt 446 MSS/DPMSAE; Carter Karen E SMSgt 939 MSS/DPMSA-E; Cofer Sam MSgt 340 FTG/DPMPE; Corrigan Mary F CMSgt 622 RSG/DPM; Cote Beverly A SMSgt 439 MSS/DPMSA; Crampton Carl C TSgt OL-A 920 MSS/DPM; Craton Janet M Civ AFRC/DPXD; Diaz Ana T MSgt 482MSG/MSS/DPMSA; Dobson Bridgette J MSgt 349 MSS/DPMSA; Ernst Richard C MSgt 301 MSS/DPMSA-E; Freddie Jones; Gallagher Jerry R MSgt 445 MSS/DPMSA; Garay Carmelito SMSgt 4 AF/DPM; Gerst Denise MSgt 911 MSF/DPMSA-E; Gill Marion M SSgt 482MSG/MSS/DPMSA; Glosser Rick MSgt AFRC/DPMF; Goodman Jay R SSgt 94 MSS/SPA; Hall Otis J MSgt 940 MSF/DPMSA; Harmon Terry R MSgt 440 MSS/DPM; Hendricks James R MSgt 434 MSF/DPMSA-1; Incrocci Ann M TSgt 440 MSS/DPMSC; Jenkins Adonica A TSgt 315 MSS/DPMSA; Jones Rodney R TSgt 403 MSF/DPMSC; Jordan Martha A CMSgt 4 AF/DPM; Kelley Sonja L MSgt 459MSF/DPMSA; Kennedy Daniel J MSgt 403 MSF/DPMSA; Kivela Lori A MSgt 927 MSF/DPMSA; Konz Laurie E MSgt 934 MSF/DPMSC; Larrimore John W MSgt 512 MSS/DPMPS; Lavender Alicia R TSgt 944 MSS/DPMSA; Lewis Mary MSgt AFRC/DPMF; Loving Anthony S MSgt 932 MSS/DPMSAE; Ludrick Nicole M TSgt 442 MSF/DPMSC; Lynch Timothy MSgt 926 MSF/DPMSA; Maddox Tiffany TSgt 622MSF/DPMZ; Maurer Dennis SMSgt 340 FTG/DPMPS; McClain Douglas E SMSgt 917 MSF/DPMSA; McDaniel Paul D Civ 459MSS/DPMSA; Miller-Horton Caroline E SMSgt 512 MSS/DPMS; Mioduszewski Theresa M MSgt 919 MSF/DPMSA; Mitchell Jacqueline R MSgt 932 MSS/DPMSAR; Morris Jimmie D MSgt 433 MSS/DPMSA-E; Morrison Jeannie S SMSgt 914 MSF/DPMSA; Mullins Mary SMSgt 622 RSG/DPM; Onekea Judith A SMSgt 624 RSG/DPM; Pack Brian A TSgt 920 MSS/DPMSA; Pascarella James CMSgt AFRC/DPMF; Pattarozzi Cheryl J Civilian 944 MSS/DPMSA; Pennell John H MSgt 514 MSS/DPMSA; Prokasky Deborah M TSgt 512 MSS/DPMAR; Rancourt Jeffrey C TSgt 910 MSS/DPMSA; Reed Joyce GS-05 514 MSS/MPF; Reyes Patricia A Civ 939 MSS/DPMD; Richardson Channie T SMSgt 10 AF/DPM; Robbins Nicole A A1C 920 MSS/DPMSA; Robinson Deborah L GS-07 434 MSF/DPMSA; Robinson Toni TSgt 301 MSS/DPMSA-E; Roldan, Norberto; Rosario Fatima V CMSgt AFPOA/DPXRS; Sackett Duane P SMSgt 910 MSS/DPMSC; Simmons Jimmy SMSgt 315 MPF/DPMPE; Simmons Lasandra TSgt AFRC/DPMF; Stempin Deborah F MSgt 916 MSF/DPMSA; Stephens JaDina T SSgt 622MSS/DPMSC; Stewart Al L III GS-07 ARPC/DPRAB; Stewart Mark R MSgt 507 MSS/DPMSA; Sullivan Kathleen Civ 927 MSF/DPMD; Toliver Timothy M TSgt 917 MSF/DPMSA; Tucker Janice M SMSgt 302 MSF/DPMSA; West Samantha M TSgt 419 MSS/DPM; Whitfield Joseph MSgt AFRC/DPXD; Williams Calvin MSgt AFRC/DPXD

Subject: FW: Authorization to Enlist without BMT/TTS dates - HQ AFRC/DP/04 -188

Importance: High

HQ AFRC/DP/04-188

Please pass this on to your Personnel Employment Elements:

Per direction of AFRC/CC authority has been granted, effective immediately, to enlist applicants without BMT/TTS dates under specific circumstances.

REQUIREMENTS:

6/14/2005

- window of opportunity will be from 7 Jun - 6 July 2004
- total not to exceed 300 enlistments command wide
- desired AFSC must be on the current FY Exhausted AFSC List (Attached)
- desired AFSC MUST be reflected in RMVS as a "valid vacancy" or "authorized overage"
- The recruiter will complete the request form (attached to this message) and submit to afrc.rsoo@afrc.af.mil for approval
- The recruiter MUST EMAIL afrc.rsoo@afrc.af.mil WITH CONFIRMATION OF ENLISTMENT WITHIN 5 DAYS OF DOE
- The following statement MUST be typed on the continuation sheet of the DD Form 1966 after approval by RSOO:

" I have been briefed and understand I am enlisting in the Air Force Reserve without Military Training Dates for Basic Military Training and Technical School. I will be given training dates for AFSC _____ based on my date of availability and understand I must depart for training no later than 365 days from my date of enlistment. I will accept the first available training dates on or after _____."

If you have any additional questions or concerns please call:

Primary contact is CMSgt Pascarella DSN 497-1270.

Alternate contacts are: for 4th AF MPFs - MSgt Glosser DSN 497-1352, 22d AF MPFs - MSgt Lewis DSN 497-1271 and 10th AF MPFs TSgt Simmons 497-1686.

Withdraw Connie Civ 911 AW/FM

From: Flynn Vickie E Civ AFRC/DPTF
Sent: Tuesday, May 24, 2005 12:42 PM
To: Stanford Charles Civ 911 MSF/DPMT
Subject: FW: FINAL GUIDANCE FOR FY05 SCHOOL TOUR FUNDING

THIS IS THE FUNDING MEMO. THE EXHAUSTED LISTING IS COMING TO YOU FROM ANOTHER SOURCE. PLEASE LET ME KNOW IF YOU DONOT HAVE THE EXHAUSTED LISTING BY TOMORROW. HOPE THIS HELPS.

VICKIE E. FLYNN
TRAINING SPECIALIST
HQ AFRC/DPTF
DSN 497-1304
FAX DSN 497-0370

Privacy Act-1974 as amended applies. This memo may contain information which must be protected IAW DoD 5400.11 and it is For Official Use Only (FOUO)

-----Original Message-----

From: McNease Mischa L Civ AFRC/DPTF
Sent: Friday, May 13, 2005 5:50 PM

To: Alicia Malone; Allen King; Amanda Danna; Andrew Williams; Angela Cooper; Anita Brenberger; Ann Brault; Anne Brown; Anthony Basile; Antonio Moreno; Barbara Jackson; Belinda Ray; Beverly Holub; Bill Costello; Brett Blanchard; Brett Holder; Candace Young; Cappy Wheatley; Carolyn Mead; Carrie Livziey; Charles Stanford; Charlie Schrichte; Cheri Lewis; Cindy Adams; Clara Ogle; Connie Gaudette; Craig Downs; Daniel Lee; Darlene Cornelius; David Owens; David Roberts; David Rollins; David Soroka; David Workentine; Dawn Scaff; Debora Shepherd; Deborah Reddish; Dennis Cain; Donald Butler; Donald Paserba; Donna Galmore; Donna Johnson; Duane Lubbert; Duane Mangum; Ed Michalak; Ella Discoe; Frank Simone; Gary Bonus; Geraldine Theisen; Harold Butler; Heather Freeman; Holly Didomenico; Homestead DPMT; Ilinka Presley; Ivette Young; Jackie Odom; Jacqueline Mayer; James Claffey; James Spencer; Jane Johnson; Jane Stone; Jeffery Robertson; Jeffery Stopford; Jeffery Sturm; Jennifer McGarva; Jeremy Hudson; Jo Kaestner; Joan Young; John Young; Jojo Reantaso; Joseph Landry; Joy Hughes; Julie Fernandez; Karen Brandt; Karen Hendren; Karyn Lloyd; Kathryn Primrose; Kathryn Schmidt; Kathy Gaul; Kenneth Krause; Kenneth Winkelman; Kristi Truitt; Kristine Seney; Kurt Rover; Larry Diehl; Leandrea Rodriguez; Linda Ersery; Linda Sturgeon; Lloyd Vaughn; Lori Boucher; Louise Rasmussen; Marcia Williams; Marilou Mann; Mark Brotherton; Mark Schinzel; Marlon Crawford; Mary Cole; MaryAnn Grow; Mason Margarita; Melody Mohigh; Nadine Ostram; Nancy Brown; Pam Bailey; Pamela Nichols; Pamela Summers; Patrice Starks; Patricia Saunders; Patrick Sylvester; Paul Pietrowski; Paula Huck; Paulette Owens; Ralph Armour; Randall Anderson; Rebecca McCrary; Richard Gheen; Robert Adamiak; Robert Hammett; Robert Keldsen; Robert Sanchez; Roberta Lewis; Roderick Jablonski; Ronald Mckasson; Ronald Watkins; Rudy Luke; Schonnie Moore; Scott Green; Sharlotte Epps; Sharon Booher; Sharon Lochman; Shirley Reed; Steve Willoughby; Steven Robinson; Susan Piaskowski; Sylvia Rutland; Teresa Wilson; Theresa Stover; Thomas Woodburn; Timothy Winder; Titus Andrews; Todd Tuel; Tracey Murphy; Troy Mills; Ursula Benitez; Vanessa Miguel; Vickie Flynn; Vickie Romero; Victoria Lamfers; Wanda Dillon; Wayne Tallent; William Griffey
Cc: Huddleston Tom Civ AFRC/FMARA; Mathews Jerry Civ AFRC/FMA; Collier Larry A Civ AFRC/FM; Kirby Paul Col AFRC/DPT; Alyce McDuffie
Subject: FW: FINAL GUIDANCE FOR FY05 SCHOOL TOUR FUNDING

Please carefully review the guidance provided below. Although you most likely will receive this again from NAF/Wing level, wanted to make sure you saw right away since I had not yet been able to respond to all of your emails/phone calls on this hot topic.

Appreciate your patience over the past several weeks while these issues were being worked!

V/R
Mischa McNease
CH, Formal School Branch

-----Original Message-----

From: AFRC/DP - Action
Sent: Friday, May 13, 2005 5:09 PM
To: AFRC Wing/NAF Commanders; AFRC MPF Supts; AFRC MPF/CCs
Cc: Kirby Paul Col AFRC/DPT; McNease Mischa L Civ AFRC/DPTF; Cleveland Mike Col AFRC/DP
Subject: FINAL GUIDANCE FOR FY05 SCHOOL TOUR FUNDING

HQ AFRC/DP 05-131

Commanders,

Maj Gen Tanzi, in coordination with the NAF/ARPC CCs, has approved the release of the following guidance on School Tour (Project 726) funding for the remainder of FY05. This decision was not taken lightly, but was made to ensure we maintain the command's readiness posture for the future.

HQ AFRC/FMA will immediately "pull back" \$5.1M which is a portion of the unobligated discretionary Project 726 Fund dollars remaining at wings. Specific guidance on that process will be provided by FMA to NAF/FM. At the March FMB, the decision was made to release to the wings all the funds we held in reserve in the 726 account. This is \$5.1M represents about half of those reserved funds.

I want to emphasize this **does not apply** to BMT and follow-on tech schools for NPS...the 725 funding remains unchanged. It also **does not apply** to civilian/AD O&M funding. You can continue to send members in civilian status if your wing has sufficient O&M dollars. Your training office must not submit civilian training requests to AFRC/DPTF unless funding has been validated.

The following additional guidance is provided:

- **TLNs** (quotas with names assigned) **currently** issued for the rest of the FY **are to be funded** by WINGS/ARPC (no reimbursement/no central funds). These are quotas that have already been suballocated with TLNs assigned.

Your remaining discretionary dollars can be used to fund existing AFRC training allocations shown in TEAMS that will not be funded by HQ. These can include all Priorities, however, we highly recommend close scrutiny of course selection. To request these allocations, wing training offices will first ensure funding is available, **block** the seat in TEAMS and send email to appropriate DPTF Training Manager requesting release of quota (which will generate an "unfunded" TLN).

- **All current Out of Cycle requests in TEAMS will be cancelled.**

- Process to request IMA quotas using discretionary dollars will be further defined by ARPC/DPRPT.

The Central funding (dollars pulled back from unobligated wing discretionary funds) will be used by HQ to fund **only Priority 1 training (initial skills/flying) for allocations pending** (i.e. those AFRC quotas with no names yet assigned). AFRC/DPTF will work in close coordination with the respective HQ functional managers/wings to fill a **limited number** of Priority 1 seats for DO, LG, CE, SC, SF, SG and SV.

-The HQ functional manager will be given a list of all remaining unfilled Priority 1 allocations for

FY05. DPTF will suballocate the remaining quotas based upon the input from the functional manager.

- You are reminded that for **any** cancelled TLNs, funds obligated (AFRC/Wing/ARPC) will be withdrawn to fund additional centrally managed command requirements.

My POCs are Ms. Mischa McNease, DPTF, DSN; 497-1344 or Ms. Deborah Reddish, DPTF, DSN: 497-0261.

//SIGNED//

MICHAEL A. CLEVELAND, Col, USAF
Director of Personnel

AFSC	DSCODE	COURSE NUMBER	COURSE TITLE	REMARKS FOR COURSES
1A431	Z	E3ABR1A431 048A	Airborne Battle Management Systems Specialty Apprentice	
1A531	DPI	E3ABR1A531 002	Airborne Mission Systems Specialty Apprentice	
1A731	BGO	BAG	Basic Aerial Gunner Course	
1C031	ILC	E3ABR1C031 001	Airfield Mgmt Apprentice Course	
1C032	ORM	E3ABR1C032 002	Aviation Resource Management Apprentice	
1C631	IF6	V3ABR1C631 103	Space Based Infrared System-Mission Crew Chief	
1C631	IE8	V3ABR1C631 109	Space Based Infrared System - Mission Operations	
1C631	1B0	V3ABR1C631 110	Space Based Infrared System - Ground Systems Operations	
1C631	1B3	V3ABR1C631 111	Space Based Infrared System - Telemetry Tracking/Control	
1G631	ILA	V3ABR1G631 052	2 SOPS Satellite System Operator (SSO) Initial Qual Tr	
1N131	IAB	X3ABR1N131 008	Imagery Analysis Apprentice	
1N631	ORI	X3ABR1N631 005	Electronic Systems Security Assessment	
1W031	WXO	E3ABR1W031 0A1A	Weather Forecaster Apprentice	
2A031B	XQS	E3AQR2A031B 048A	Electronic Principles	J3ABR2A031B 006 (Heavy Aircraft Avionics Test & Aircraft Component Apprentice)
2A031B	XQS	E3AQR2A031B 148A	Electronic Principles	J3ABR2A031B 007 (Fighter Aircraft Avionics Test & Aircraft Component Apprentice)
2A031C	XQS	E3AQR2A031C 048A	Electronic Principles	J3ABR2A031C 000 (Avionic Sensor Systems Apprentice Training)
2A031D	XQS	E3AQR2A031D 048A	Electronic Principles	J3ABR2A031D 000 (Electronic Warfare Systems Apprentice Training)
2A331B	XQS	E3AQR2A331B 372	Electronic Principles	J3ABR2A331B 004 (Avionic Instr/Fit Control Systems Apprentice)
2A332	XQS	E3AQR2A332 026A	Electronic Principles	J3ABR2A332 026A (F/16 Avionic Systems Apprentice)
2A333A	IN7	J3AQR2A333A 003	Fighter Aircraft Maintenance Apprentice (F-15)	J3ABP2A333A 004
2A333E	170	J3AQR2A333E 002	Fighter Aircraft Maintenance Apprentice (A-10)	J3ABP2A333E 004
2A531A	K9K	J3ABR2A531A 002	Aerospace Maintenance Apprentice (C-141)	
2A531A	3Z0	J3AQR2A531A 002	Aerospace Maintenance Apprentice (C-9)	
2A531C	487	J3AQR2A531C 000	Aerospace Maintenance Apprentice (C-5)	J3ABP2A531C 002
2A531F	647	J3ABR2A531F 001	Aerospace Maintenance Apprentice (B-52)	
2A531G	HQJ	J3AQR2A531G 001	Aerospace Maintenance Apprentice (AWACS, Tinker)	
2A531G	648	J3ABR2A531G 002	Aerospace Maintenance Apprentice (C-135)	J3ABP2A531G 002
2A532B	XKF	J5ABA2A532B 000	UH-60 Helicopter Repairer	
2A533C	XQS	E3AQR2A533B 048A	Electronic Principles	J3ABR2A533B048A - Instrument & Flight Control Systems Apprentice
2A533C	XQS	E3AQR2A533C 048A	Electronic Principles	J3ABR2A533C 002 - Electronic Warfare Systems Apprentice
2A533D	XQS	E3AQR2A533D 048A	Electronic Principles	J3ABR2A533D 000 - Airborne Surveillance Radar Systems
2A631E	766	J3ABR2A631E050A	Aerospace Propulsion Apprentice Jet Engine (A-10)	
2E131	XQR	E3AQR2E131 01AA	Electronic Principles	ESABP2E131 001 - Satellite, Wideband & Telemetry Systems Apprentice
2E132	XQR	E3AQR2E132 0A1A	Electronic Principles	ESABR2E132 002 - Meteorological & Navigation Systems Apprentice
2E134	XQR	E3AQR2E134 01CA	Electronic Principles	ESAQR2E134 005 and Phase III course - ESABD2E134 005
2T335	118	J3ABP2T335 001	Vehicle Body Maintenance Apprentice	
2T337	IPZ	L3ABP2T337 00AA	Vehicle Maintenance Control & Analysis Apprentice	
2W031	NON	J3ABR2E031 006	Munition Systems Apprentice	*Changes to J3ABR2W031 0A0A effective 051011
2W131G	31P	J3ABR2W131C 003	Aircraft Armament Systems Apprentice (A-10) MRT	*Changes to J3ABR2W131C 00AA effective 051006
2W131F	278	J3ABR2W131F 004	Aircraft Armament Systems Apprentice (F-16) MRT	*Changes to J3ABR2W131F 026A effective 051017
2W131K	FDY	J3ABR2W131K 004	Aircraft Armament Systems Apprentice (B-52) MRT	*Changes to J3ABR2W131K 003A effective 051102
3A031	OAT	E3ABR3A031 00AB	Information Management Apprentice	
3E432	FYO	J3ABR3E432 00AA	Liquid Fuel Systems Maintenance Apprentice	
3E433	99B	J3ABR3E433 00AA	Pest Management Apprentice	
3S031	IF2	E3ABR3S031 006	Personnel Apprentice	
3V032	PHO	E5ABD3V032 00AA	Still Photographic Apprentice (AFIS-BSP)	
3V033	PYO	E5ABD3V033 00AA	Video Production/Documentation (AFIS-VPD)	
4B031	DJI	B3ABY4B031 002	Bioenvironmental Engineering Apprentice	
4E031	JXI	B3ABY4E031 002	Public Health Apprentice	
4M031	ISA	B3ABY4M031 002	Aerospace Physiology Apprentice	
4T031	MDI	J3AQR4T031 001	Medical Laboratory Apprentice	J5ABO4T031 001
4V031	ILO	J3ABR4V031 00AA	Optometry Apprentice	
4Y031	164	J3ABR4Y031 00AA	Dental Assistant Apprentice (AF Unique)	
4Y032	DLO	J3AQR4Y032 000	Dental Lab Apprentice Qualification Course	J3ABR4Y032 005
6C031	18C	L3ABR6C031 0C1A	Contracting Apprentice	
6F031	YSI	E3ABR6F031 0A1A	Financial Mgmt & Comptroller Apprentice	

Sheet Hall 56 - FY2005 data

Withrow Connie Civ 911 AW/FM

From: Grow MaryAnn SMSgt 911 MSF/DPMT
Sent: Monday, June 13, 2005 8:07 AM
To: Withrow Connie Civ 911 AW/FM
Subject: FW: School Quotas

We have about 19 students awaiting school dates for FY06. Most of these reservists have been waiting since March (average). We anticipate they will attend October or November. This is what we would like to see; however, it is based on when the reservists can actually attend, primarily due to work conflicts. Right now, waiting time is about 8-9 months.

Please let me know if you have any other questions.

"This e-mail contains FOR OFFICIAL USES ONLY (FOUO) information which must be protected under the Privacy Act and AFI 33-332."

Thank you,

Mary Ann

SMSgt Mary Ann Grow
Chief, Education & Training
DSN 277-8516
Comm: 412-474-8516
Fax: 277-8543

From: Stanford Charles Civ 911 MSF/DPMT
Sent: Monday, June 13, 2005 7:30 AM
To: Costello, Bill; Grow, MaryAnn; Munn, David; Schinzel, Mark; Stanford, Charles
Subject: FW: School Quotas

Charles J Stanford

From: Withrow Connie Civ 911 AW/FM
Sent: Friday, June 10, 2005 5:46 AM
To: Stanford Charles Civ 911 MSF/DPMT
Subject: School Quotas

Chuck,

Can you help me with some information for the CAG working on the BRAC issue? I am looking for data that shows the wait time for schools – wait time because schools are full. I need specifics as well as general information. Give me a call if you can help me out – x8550. I need it yesterday! Thanks.

Connie

6/14/2005



Manpower Implications / Cost



Military Aviator Experience

Doesn't include Civilian flying hours

	#	> 2000 hrs	AVERAGE		
			TOTAL	IP / EP	COMBAT
PILOT	40	29	3325	771	354
NAVIGATOR	18	16	4977	662	402
ENGINEER	14	6	2866	346	429
LOADMASTER	25	19	3928	236	509
ALL AIRCREW	97	70	3721	604	414

Integrity - Service - Excellence

43

Take a moment to review the experience levels of our crewmembers.

This number does not include civilian flying hours, of which we have 10's of thousands I'm sure.

How do you put a dollar amount on that experience lost?

What about the loss in capability and readiness?

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Manpower Implications / Cost

BRIEFING BULLET:

- Military Aviator Experience

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Major David P. Nardozzi, Ms. Connie Withrow

SUPPORTING ANALYSIS:

- Flying hours
 - 385,222 total hours
 - Pilots average 3,325 hours – navigators average 4,978 – flight engineers average 2,866 – loadmasters average 3,928 – flight nurses average 1,029 – medical technicians average 665
 - 26 pilots have over 3,000 hours
 - 1 navigator has over 11,000 hours
 - 9 other navigators have over 3,000 hours
- Instructor hours
 - 35,833 total instructor hours
 - Pilots average 741 hours – navigators average 662 – flight engineers average 346 – loadmasters average 236 – flight nurses average 208 – medical technicians average 164
- Flying hours include only military flying time – does not include civilian flying hour time
- Data source
 - Operations Group provided data on all flying hours
 - Average hours was determined by taking the total flying hours for each group of personnel and dividing it by the number of personnel in each group
 - Statistics reflecting the number of member with specific hours are actual numbers

SUPPORTING DOCUMENTATION: 8 Pages

Nr hart

	Average Flying Hours	# of Personnel with >2000 Flying Hours	Average Combat Hours
Pilots	3325	31	354
Navigators	4978	16	402
Flight Engineers	2866	8	429
Loadmasters	3928	19	509

Totals-type of hours

	Total Personnel	Total Hours*	Instructor Hours
Pilots	40	132983.3	18514.5
		5 > 5,000 hours	
		21 > 3,000 hours	
3,325 average flying hours per pilot			
741 average instructor hours per 25 qualified instructors/evaluators			
Navigators	18	89593.1	9933.5
		1 > 10,000	
		5 > 5,000	
		4 > 3,000	
4,978 average flying hours per pilot			
662 average instructor hours per 15 qualified instructors/evaluators			
Flight Engineers	14	40126.5	2419.0
		3 > 5,000	
		1 > 3,000	
2,866 average flying hours per pilot			
346 average instructor hours per 7 qualified instructors/evaluators			
Loadmasters	25	98195.1	2360.9
		7 > 5,000	
		9 > 3,000	
3,928 average flying hours per pilot			
236 average instructor hours per 10 qualified instructors/evaluators			
Flight Nurses	12	12349.0	1457.2
		6 > 1,000	
1,029 average flying hours per pilot			
208 average instructor hours per 7 qualified instructors/evaluators			
Medical Technicians	18	11974.9	1148.3
		5 > 1,000	
665 average flying hours per pilot			
164 average instructor hours per 7 qualified instructors/evaluators			
*Total Hours include only military flying hours - does not include civilian flying time			

RANK	DUTY POSITION	TOTAL HOURS	INSTRUCTOR HOURS	COMBAT HOURS	COMBAT SUPPORT HOURS	COMBAT SORTIES	COMBAT SUPPORT SORTIES		
LTC	MP	5362.3	1095.3	4.4	104.0	3	64		40 PILOTS
1Lt	MC	859.4	0.0	355.7	84.2	188	59		
Maj	MP	4216.7	1227.7	448.1	77.2	236	46		For duty position, 1st Letter:
Maj	MP	3429.4	0.0	443.5	74.3	228	72		M = Mission
LTC	EP	4046.6	849.9	445.3	73.7	247	71		I = Instructor
Maj	EP	4717.9	1163.5	405.4	71.9	217	48		E = Evaluator
Maj	MP	3589.7	0.0	505.4	71.7	276	66		
Maj	EP	4456.3	1424.6	366.4	53.0	173	57		
Maj	MP	4003.1	1583.4	184.0	52.6	70	31		
Maj	IP	3656.4	17.4	263.7	51.8	138	27		
Maj	IP	4331.6	524.7	529.5	50.7	287	43		
Maj	IP	3322.9	173.1	472.5	50.2	235	44		
Maj	IP	4390.8	151.4	406.0	49.1	251	49		
Cpt	MP	2739.3	0.0	360.4	48.9	209	49		
LTC	IP	4281.1	1201.7	498.8	48.3	273	61		
Maj	EP	3735.3	603.0	378.1	46.0	220	46		
1Lt	MC	343.5	0.0	175.8	45.5	69	22		
Maj	IP	3488.6	157.4	581.0	44.2	334	50		
Cpt	MP	1528.4	0.0	317.7	42.1	166	50		
Maj	IP	2948.5	473.8	274.8	42.1	149	26		
Maj	MP	2992.5	1066.2	428.7	41.9	226	45		
Cpt	MP	1100.4	0.0	367.9	41.2	211	45		
LTC	IP	4962.4	984.6	282.2	40.8	142	29		
Maj	MP	2555.1	0.0	423.1	40.1	224	51		
1Lt	MC	567.1	0.0	313.0	39.2	156	27		
Maj	IP	4051.4	54.1	286.8	38.8	148	36		
Maj	IP	4201.6	361.5	410.3	38.4	216	46		
LTC	EP	4649.2	978.2	487.7	36.2	282	16		
Maj	MP	3146.7	0.0	189.3	31.2	75	22		
LTC	MP	4715.9	854.4	385.2	28.6	237	44		
LTC	MP	5306.0	576.3	352.8	28.6	197	41		
Cpt	MC	2041.0	0.0	210.4	28.6	124	39		
Maj	MP	3569.6	0.0	449.7	28.2	259	39		
1Lt	MC	335.4	0.0	148.3	25.3	64	20		
Maj	IP	1975.0	88.1	182.1	12.0	109	15		
LTC	IP	5747.3	649.7	123.5	3.1	70	6		
LTC	EP	5721.4	821.5	37.1	0.0	28	0		
LTC	EP	5751.9	1433.0	0.0	0.0	0	0		
2Lt	MC	73.1	0.0	0.0	0.0	0	0		
1Lt	MC	72.5	0.0	0.0	0.0	0	0		
TOTAL		132983.3	18514.5	12494.6	1683.7	6737	1502		

Navigator

	RANK	DUTY POSITION	TOTAL HOURS	INSTRUCTOR HOURS	COMBAT HOURS	COMBAT SUPPORT HOURS	COMBAT HOURS	COMBAT SUPPORT HOURS	COMBAT SORTIES	COMBAT SUPPORT SORTIES		
	LTC	EN	11135.5	2127.5	423.8	87.4	227	75	18	NAVIGATORS		
	Col	MN	8654.1	1684.8	57.0	24.0	3	10				
	LTC	EN	7565.2	1449.7	432.1	32.3	250	34				
	LTC	MN	6315.5	475.7	380.4	55.0	202	42				
	LTC	EN	6248.5	930.4	347.1	54.4	181	41				
	Maj	EN	6095.1	391.1	384.9	61.4	215	50				
	LTC	EN	5750.4	493.1	466.5	59.9	266	48				
	COL	IN	5559.2	434.7	82.6	0.3	49	1				
	Maj	MN	5465.2	776.8	480.1	66.6	266	63				
	LTC	MN	5055.0	329.0	354.8	44.2	167	37				
	LTC	IN	4477.0	185.7	479.6	52.0	263	51				
	LTC	IN	3834.0	435.5	116.6	0.0	35	0				
	LTC	IN	3748.7	197.2	511.4	62.8	284	70				
	Maj	MN	3369.2	18.4	466.9	51.3	215	52				
	Maj	MN	2343.4	0.0	557.1	67.0	283	66				
	Maj	MN	2335.5	0.0	522.6	52.4	285	55				
	Cpt	MN	1067.7	3.9	24.8	137.7	9	25				
	1Lt	MN	573.9	0.0	199.6	37.7	81	25				
TOTAL			89593.1	9933.5	6287.9	946.4	3281	745				

For duty position, 1st Letter:
M = Mission
I = Instructor
E = Evaluator

Flight Engineer

	RANK	DUTY POSITION	TOTAL HOURS	INSTRUCTOR HOURS	COMBAT HOURS	COMBAT SUPPORT HOURS	COMBAT SORTIES	COMBAT SUPPORT SORTIES		
	MSgt	EF	7083.4	600.4	418.6	48.3	206	51		14 FLIGHT ENGINEERS
	MSgt	EF	7075.9	423.2	428.5	44.5	181	28		
	CMS	EF	5559.9	628.6	505.5	61.9	256	47		For duty position, 1st Letter:
	SMS	IF	3089.1	249.9	475.3	62.4	261	67		M = Mission
	SMS	EF	2867.7	344.4	486.4	61.9	236	62		I = Instructor
	MSgt	MF	2582.1	0.0	426.7	58.5	246	61		E = Evaluator
	TSgt	IF	2509.1	168.5	366.9	62.6	167	44		
	TSgt	MF	2095.7	0.0	376.0	45.9	201	41		
	MSgt	IF	1592.3	4.0	277.2	17.5	201	39		
	TSgt	MF	1438.8	0.0	479.2	48.9	249	54		
	TSgt	MF	1331.9	0.0	390.0	54.1	239	44		
	TSgt	MF	1257.7	0.0	0.0	0.0	0	0		
	SSgt	MF	827.5	0.0	411.2	51.4	217	39		
	SSgt	MF	815.4	0.0	295.3	44.8	154	36		
Total			40126.5	2419.0	5336.8	662.7	2814	613		

Loadmaster

RANK	DUTY POSITION	TOTAL HOURS	INSTRUCTOR HOURS	COMBAT HOURS	COMBAT SUPPORT HOURS	COMBAT SORTIES	COMBAT SUPPORT SORTIES		
CMS	EL	8534.1	599.0	496.7	73.9	244	56		25 LOADMASTERS
MSgt	EL	8501.0	352.0	338.5	54.5	186	42		
SMS	EL	8269.5	468.2	637.4	69.3	375	56		For duty position, 1st Letter:
MSgt	EL	6616.3	207.2	592.1	66.1	296	66		M = Mission
SMS	IL	6534.3	106.5	571.2	81.4	329	67		I = Instructor
MSgt	IL	5951.7	6.5	639.4	47.1	345	74		E = Evaluator
TSgt	ML	5057.9	0.0	643.8	50.8	374	70		
MSgt	EL	4424.8	316.7	17.2	0.0	10	0		
MSgt	ML	4315.8	0.0	386.7	63.6	197	67		
TSgt	ML	4238.5	0.0	626.9	76.0	316	74		
SMS	IL	4227.6	102.6	499.7	31.9	259	39		
SSgt	ML	3938.0	172.2	195.5	59.6	74	30		
TSgt	ML	3731.5	0.0	549.5	45.7	317	50		
MSgt	ML	3325.9	0.0	431.2	75.3	236	64		
MSgt	ML	3161.0	0.0	421.3	42.8	228	43		
TSgt	ML	3071.7	0.0	591.1	96.8	307	87		
TSgt	ML	2934.3	0.0	578.7	78.3	317	73		
TSgt	ML	2758.8	0.0	382.9	46.5	214	38		
TSgt	IL	2641.1	30.0	268.8	30.7	115	10		
SSgt	ML	1677.0	0.0	554.3	73.9	297	64		
TSgt	ML	1377.1	0.0	561.7	68.3	294	68		
TSgt	ML	1227.7	0.0	542.9	74.9	314	73		
SRA	ML	1021.0	0.0	448.8	75.2	232	58		
SRA	ML	606.9	0.0	270.0	60.1	126	36		
SSgt	ML	51.6	0.0	0.0	0.0	0	0		
TOTAL		98195.1	2360.9	11286.3	1442.7	6002	1305		

Flight Nurses

RANK	DUTY POSITION	TOTAL HOURS	INSTRUCTOR HOURS	COMBAT HOURS	COMBAT SUPPORT HOURS	COMBAT SORTIES	COMBAT SUPPORT SORTIES			
LTC	EH	2232.1	544.9	27.3	48.1	10	12			12 FLIGHT NURSES
LTC	EH	1687.4	418.0	13.5	86.9	3	16			
Maj	IH	1680.7	218.5	6.4	16.2	1	6			For duty position, 1st Letter:
LTC	EH	1637.0	164.7	20.3	13.4	8	6			M = Mission
LTC	MH	1489.6	0.0	76.7	12.4	31	8			I = Instructor
Maj	MH	1003.9	0.0	7.8	95.3	2	23			E = Evaluator
Maj	IH	745.5	60.7	18.5	84.8	5	14			
Cpt	MH	698.9	0.0	241.8	13.4	53	2			
Cpt	EH	634.3	16.6	122.4	4.1	24	1			
Maj	IH	410.1	33.8	42.1	15.6	8	2			
Cpt	MH	115.1	0.0	35.3	6.1	39	6			
Cpt	MH	14.4	0.0	0.0	0.0	0	0			
TOTAL		12349.0	1457.2	612.1	396.3	184	96			

Med Techs

RANK	DUTY POSITION	TOTAL HOURS	INSTRUCTOR HOURS	COMBAT HOURS	COMBAT SUPPORT HOURS	COMBAT SORTIES	COMBAT SUPPORT SORTIES		
SMS	EAM	2070.2	226.6	23.4	19.0	6	6		18 FLIGHT MED TECHS
CMS	MAM	1897.6	525.8	12.2	11.1	4	4		
MSgt	EAM	1362.9	184.8	209.3	4.1	45	1		For duty position, 1st Letter:
SMS	MAM	1275.5	0.0	188.3	36.3	45	7		M = Mission
TSgt	IAM	1212.6	143.0	21.6	20.3	12	5		I = Instructor
TSgt	EAM	716.7	56.2	17.2	35.2	9	6		E = Evaluator
TSgt	MAM	698.0	0.0	0.0	0.0	0	0		
TSgt	IAM	632.2	9.6	46.2	27.4	29	17		
SSgt	MAM	626.9	0.0	31.4	115.2	12	18		
SSgt	IAM	436.1	2.3	92.4	43.8	36	13		
TSgt	MAM	343.9	0.0	7.5	68.6	2	9		
TSgt	MAM	273.1	0.0	0.0	0.0	0	0		
SRA	MAM	177.3	0.0	74.3	12.4	30	8		
SSgt	MAM	167.2	0.0	21.6	0.0	4	0		
SRA	MAM	31.1	0.0	0.0	0.0	0	0		
SRA	MAM	29.8	0.0	0.0	0.0	0	0		
TSgt	MAM	13.4	0.0	0.0	0.0	0	0		
SRA	MAM	10.4	0.0	0.0	0.0	0	0		
TOTAL		11974.9	1148.3	745.4	393.4	234	94		



U.S. AIR FORCE

Manpower Implications / Cost



Wing Total Military Experience

- **Enlisted**

14,897 total years of service

• **Avg = 13 yrs**

- **Officers**

3,131 total years of service

• **Avg = 18 yrs**

Integrity - Service - Excellence

44

Our experience is not limited to our aviators.

This slide speaks for itself.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Manpower Implications / Cost

BRIEFING BULLET:

- Wing Total Military Experience
 - Enlisted
 - 14,897 total years of service
 - 13 average years of service
 - Officers
 - 3,131 total years of service
 - 18 average years of service

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Ms. Connie Withrow

SUPPORTING ANALYSIS:

- Enlisted personnel
 - 1,130 currently assigned
 - 14,897 total years of service
 - 13 average years per member
 - 128 members with >20 years of service
 - An additional 305 members with >17 years of service
- Officer personnel
 - 175 currently assigned
 - 3,131 total years of service
 - 18 average years per member
 - 23 members with >20 years of service
 - An additional 77 members with >17 years of service
- Data sources
 - Assigned personnel obtained from 911th MSF – alpha roster
 - Pay date on each member reflects their beginning date of service
 - Total years of service for all members were calculated and then divided by the number of members to find the average years of service for each member
 - Statistics reflecting the number of member with over 17 or 20 years of service are actual numbers based on pay dates of members

SUPPORTING DOCUMENTATION: 28 Pages

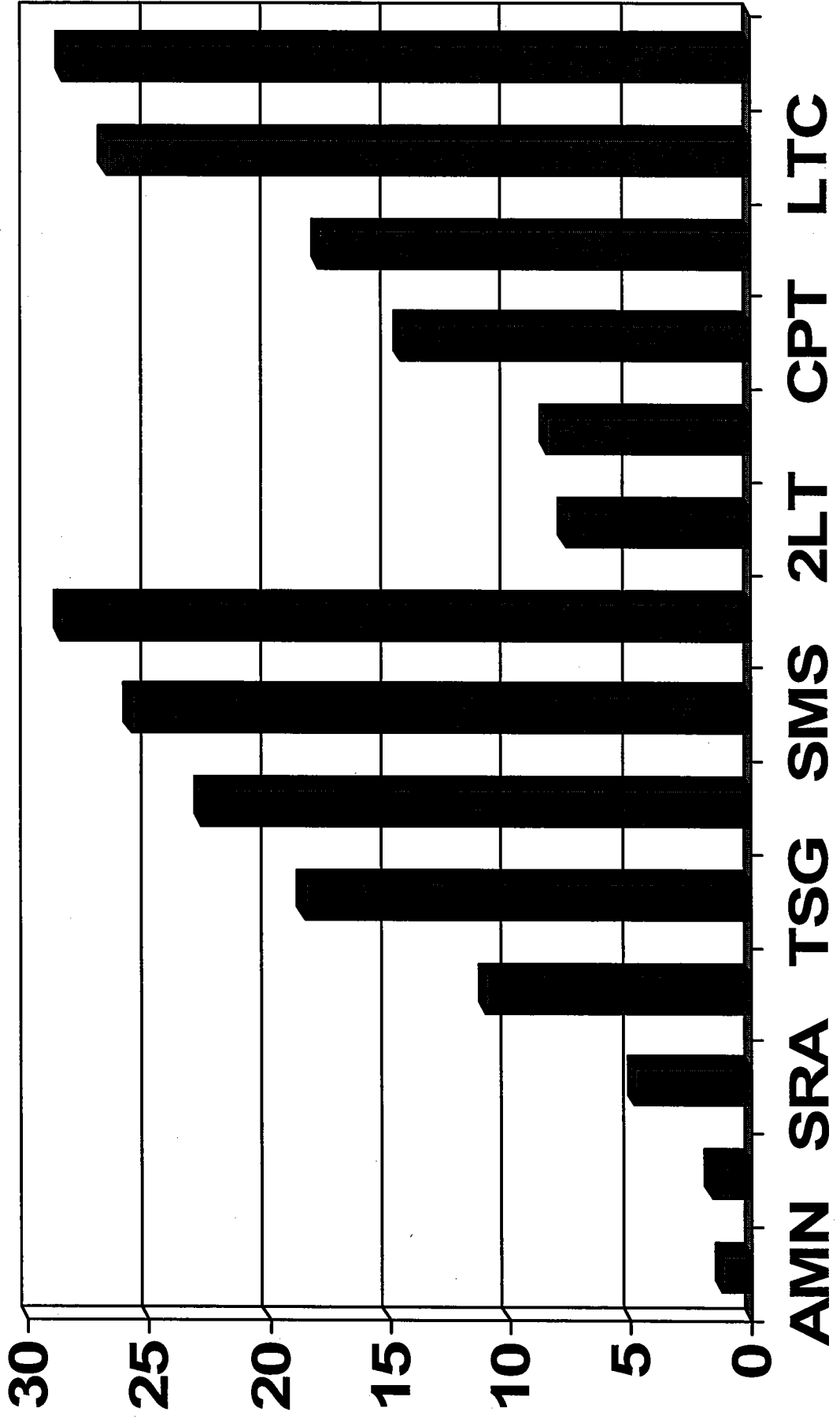
Grade Desc	Years/Months	# of personnel	Avg yrs.mos	>17	>20
AB	22	9.2	0.4	0	0
AMN	13	15.5	1.2	0	0
A1C	108	167.2	1.6	0	0
SRA	261	1255.8	4.8	1	4
SGT	185	2025.3	11.0	12	15
TSG	266	4908.6	18.5	99	58
MSG	204	4644.5	22.8	133	42
SMS	55	1413.5	25.7	45	8
CMS	16	457.2	28.6	15	1
				305	128
2LT	16	121.1	7.6	0	2
1LT	13	109.8	8.4	0	1
CPT	42	606.9	14.5	10	10
MAJ	57	1022.4	17.9	20	10
LTC	39	1043.2	26.7	39	0
COL	8	227.9	28.5	8	0
				77	23

Years of Service

Total Years of Service of all Personnel – 18,027 years/11 months

- Average years of service – enlisted – 13 years/2 months
- Total years of service – enlisted – 14,896 years/8 months
 - AB – 0 years/4 months
 - AMN – 1 year/2 months
 - A1C – 1 year/6 months
 - SRA – 4 years/8 months
 - SSG – 11 years/0 months
 - TSG – 18 years/5 months
 - MSG – 22 years/8 months
 - SMS – 25 years/7 months
 - CMS – 28 years/6 months
- Average years of service – officer – 17 years/9 months
- Total years of service – officer – 3,131 years/3 months
 - 2LT – 7 years/6 months
 - 1LT – 8 years/4 months
 - CPT – 14 years/5 months
 - MAJ – 17 years/9 months
 - LTC – 26 years/7 months
 - COL – 28 years/5 months

Years of Service



Grade	PAFSC Level	# in skill	years/mos
AB	0	5	
AB	1	17	
		22	0.4
AMN	0	2	
AMN	1	7	
AMN	3	4	
		13	1.2
A1C	0	15	
A1C	1	62	
A1C	3	28	
A1C	5	3	
		108	1.6
SRA	0	4	
SRA	1	26	
SRA	3	120	
SRA	5	110	
SRA	7	1	
		261	4.8
SSG	0	3	
SSG	1	24	
SSG	3	14	
SSG	5	108	
SSG	7	36	
		185	11.0
TSG	0	4	
TSG	1	4	
TSG	3	6	
TSG	5	9	
TSG	7	243	
		266	18.5
MSG	0	20	
MSG	7	181	
MSG	9	3	
		204	22.8

Grade Desc	PAFSC Level	# in skill	years/mos
SMS	0	2	
SMS	7	3	
SMS	9	50	
		55	25.7
CMS	0	14	
CMS	9	2	
		16	28.6
2LT	0	5	
2LT	1	5	
2LT	2	1	
2LT	3	5	
		16	7.60
1LT	0	4	
1LT	1	5	
1LT	2	1	
1LT	3	3	
		13	8.4
CPT	0	2	
CPT	1	2	
CPT	2	3	
CPT	3	34	
CPT	4	1	
		42	14.5
MAJ	0	1	
MAJ	1	2	
MAJ	2	2	
MAJ	3	51	
MAJ	4	1	
		57	17.9
LTC	0	3	
LTC	3	35	
LTC	4	1	
		39	26.7
COL	0	5	
COL	3	2	
COL	4	1	
		8	28.5

Grade Desc	PAFSC	PAFSC Level	Pay Date	Years/Months	
1LT	-35P3	3	8/12/1985	19.8	1
1LT	-32E1G	1	7/1/1988	16.9	1
1LT	-21R1	1	3/18/1992	13.2	1
1LT	-92T1	1	1/11/1995	10.4	1
1LT	-92T0	0	1/18/1995	10.4	1
1LT	-21A1	1	7/7/1995	9.9	1
1LT	-92T0	0	9/4/1996	8.8	1
1LT	-21R1	1	7/26/1998	6.9	1
1LT	-12M3B	3	10/31/2001	3.6	1
1LT	-11M2B	2	11/6/2001	3.6	1
1LT	-92T0	0	4/29/2002	3.1	1
1LT	-92T0	0	7/14/2002	2.9	1
1LT	-46N3	3	3/31/2005	0.2	1
				109.8	13
2LT	-31P3	3	6/17/1988	17.0	1
2LT	-86P0	0	6/27/1988	17.0	1
2LT	-21R1	1	8/1/1990	14.9	1
2LT	-21R1	1	5/22/1991	14.1	1
2LT	-21R3	3	4/8/1992	13.2	1
2LT	-33S1	1	7/16/1992	12.9	1
2LT	-92T0	0	11/7/1997	7.6	1
2LT	-86P0	0	5/6/2000	5.1	1
2LT	-92T0	0	6/9/2000	5.0	1
2LT	-92T1	1	7/25/2001	3.9	1
2LT	-92T0	0	10/18/2002	2.6	1
2LT	-11M2B	2	11/2/2002	2.6	1
2LT	-46N3	3	7/28/2003	1.9	1
2LT	-92T1	1	10/1/2003	1.7	1
2LT	-46N3	3	11/12/2003	1.6	1
2LT	-21R3	3	2/17/2005	0.3	1
				121.1	16
A1C	-2T211	1	7/11/1992	12.9	1
A1C	-2A635	3	1/5/1994	11.4	1
A1C	-2A511B	1	1/22/1997	8.4	1
A1C	-2T211	1	7/1/1997	7.9	1
A1C	-3P031	3	11/14/1998	6.6	1
A1C	-3E431	3	4/30/1999	6.1	1
A1C	-2T251	5	3/3/2000	5.3	1
A1C	-4N011	1	6/28/2001	3.9	1
A1C	-2A733	3	1/15/2002	3.4	1
A1C	-4N011	1	4/4/2002	3.2	1
A1C	-2A654	5	4/9/2002	3.2	1
A1C	-4N011	1	6/21/2002	3.0	1
A1C	-3P011	1	8/24/2002	2.8	1
A1C	-3P011	1	9/18/2002	2.7	1
A1C	-3C211	1	10/6/2002	2.7	1
A1C	-2F051	5	10/22/2002	2.6	1
A1C	-2A511B	1	4/18/2003	2.1	1
A1C	-2T231	3	5/2/2003	2.1	1
A1C	-1N031	3	6/20/2003	2.0	1
A1C	-4N011	1	7/10/2003	1.9	1
A1C	-3A031	3	8/4/2003	1.8	1
A1C	-3A011	1	8/8/2003	1.8	1
A1C	-2A531B	3	8/23/2003	1.8	1

8.4

7.60

A1C	-3A011	1	8/25/2003	1.8	1
A1C	-4N011	1	8/27/2003	1.8	1
A1C	-3E311	1	10/28/2003	1.6	1
A1C	-9T000	0	11/7/2003	1.6	1
A1C	-3E331	3	11/20/2003	1.5	1
A1C	-3M011	1	11/26/2003	1.5	1
A1C	-5R011	1	12/23/2003	1.5	1
A1C	-2T315	1	1/22/2004	1.4	1
A1C	-2E113	1	1/27/2004	1.4	1
A1C	-3P031	3	1/30/2004	1.4	1
A1C	-3P031	3	2/3/2004	1.3	1
A1C	-2T031	3	2/26/2004	1.3	1
A1C	-2A511B	1	2/26/2004	1.3	1
A1C	-2A531B	3	3/26/2004	1.2	1
A1C	-4N031	3	4/6/2004	1.2	1
A1C	-2T331	3	4/6/2004	1.2	1
A1C	-2A632	3	4/23/2004	1.1	1
A1C	-4Y031	3	4/23/2004	1.1	1
A1C	-2F031	3	4/28/2004	1.1	1
A1C	-9T000	0	5/6/2004	1.1	1
A1C	-2A533A	3	5/11/2004	1.1	1
A1C	-3A011	1	5/17/2004	1.1	1
A1C	-2A616	1	5/24/2004	1.0	1
A1C	-2T011	1	5/26/2004	1.0	1
A1C	-9T000	0	5/28/2004	1.0	1
A1C	-2T031	3	5/28/2004	1.0	1
A1C	-9T000	0	5/31/2004	1.0	1
A1C	-3P031	3	6/16/2004	1.0	1
A1C	-2A511B	1	6/18/2004	1.0	1
A1C	-9T000	0	6/19/2004	1.0	1
A1C	-3P011	1	6/28/2004	0.9	1
A1C	-3P011	1	6/28/2004	0.9	1
A1C	-4N011	1	6/28/2004	0.9	1
A1C	-9T000	0	6/29/2004	0.9	1
A1C	-4N011	1	6/30/2004	0.9	1
A1C	-4A031	3	7/10/2004	0.9	1
A1C	-6F011	1	7/14/2004	0.9	1
A1C	-2A615	1	7/16/2004	0.9	1
A1C	-3P011	1	7/20/2004	0.9	1
A1C	-4A031	3	7/27/2004	0.9	1
A1C	-2A511B	1	7/30/2004	0.9	1
A1C	-4C031	3	8/4/2004	0.8	1
A1C	-2A511B	1	8/8/2004	0.8	1
A1C	-2T011	1	8/13/2004	0.8	1
A1C	-3E411	1	8/13/2004	0.8	1
A1C	-2A533B	3	8/30/2004	0.8	1
A1C	-3P011	1	9/16/2004	0.7	1
A1C	-3E011	1	9/27/2004	0.7	1
A1C	-4N011	1	9/30/2004	0.7	1
A1C	-2T211	1	9/30/2004	0.7	1
A1C	-2T211	1	10/21/2004	0.6	1
A1C	-2T211	1	10/26/2004	0.6	1
A1C	-2W031	3	10/28/2004	0.6	1
A1C	-3P011	1	10/28/2004	0.6	1
A1C	-3P011	1	10/28/2004	0.6	1
A1C	-2T231	3	11/4/2004	0.6	1
A1C	-3A011	1	11/5/2004	0.6	1

A1C	-2T231	3	11/9/2004
A1C	-9T000	0	11/24/2004
A1C	-9T000	0	11/24/2004
A1C	-9T000	0	11/29/2004
A1C	-9T000	0	12/22/2004
A1C	-2T211	1	12/22/2004
A1C	-9T000	0	12/31/2004
A1C	-9T000	0	1/14/2005
A1C	-9T000	0	1/21/2005
A1C	-3P011	1	1/24/2005
A1C	-2T211	1	1/31/2005
A1C	-3P011	1	1/31/2005
A1C	-1C311	1	2/4/2005
A1C	-2E113	1	2/5/2005
A1C	-9T000	0	2/9/2005
A1C	-2A513A	1	2/17/2005
A1C	-2A513A	1	2/25/2005
A1C	-2T211	1	2/27/2005
A1C	-3V011	1	2/28/2005
A1C	-2A513A	1	2/28/2005
A1C	-4N011	1	2/28/2005
A1C	-2A511B	1	3/14/2005
A1C	-2T211	1	3/14/2005
A1C	-9T000	0	4/1/2005
A1C	-3A011	1	5/6/2005
A1C	-3E911	1	5/19/2005
A1C	-3A011	1	5/19/2005
A1C	-3C211	1	5/20/2005
AB	-2A513B	1	8/30/2004
AB	-9T000	0	8/31/2004
AB	-2A513B	1	8/31/2004
AB	-2A513A	1	9/8/2004
AB	-9T000	0	9/10/2004
AB	-1C311	1	9/27/2004
AB	-9T000	0	10/18/2004
AB	-3A011	1	10/26/2004
AB	-3N011	1	10/29/2004
AB	-4T011	1	12/5/2004
AB	-9T000	0	12/8/2004
AB	-3A011	1	2/2/2005
AB	-4N011	1	2/4/2005
AB	-3E111	1	3/31/2005
AB	-9T000	0	3/31/2005
AB	-2A616	1	4/7/2005
AB	-3A011	1	4/19/2005
AB	-2A511B	1	4/28/2005
AB	-3M011	1	4/29/2005
AB	-3E311	1	4/29/2005
AB	-2A611B	1	4/30/2005
AB	-4Y011	1	5/13/2005
AMN	-3P011	1	5/23/2002
AMN	-9T000	0	8/6/2003
AMN	-3S031	3	9/23/2003

0.6	1
0.5	1
0.5	1
0.5	1
0.5	1
0.5	1
0.4	1
0.4	1
0.4	1
0.4	1
0.4	1
0.3	1
0.3	1
0.3	1
0.3	1
0.3	1
0.3	1
0.3	1
0.3	1
0.3	1
0.3	1
0.3	1
0.2	1
0.2	1
0.2	1
0.2	1
0.1	1
0.1	1
0.1	1
0.1	1
167.2	108
0.8	1
0.8	1
0.8	1
0.7	1
0.7	1
0.7	1
0.7	1
0.6	1
0.6	1
0.6	1
0.6	1
0.5	1
0.5	1
0.3	1
0.3	1
0.2	1
0.2	1
0.2	1
0.1	1
0.1	1
0.1	1
0.1	1
0.1	1
0.1	1
0.1	1
9.2	22
3.0	1
1.8	1
1.7	1

1.6

0.4

AMN	-2S031	3	10/15/2003
AMN	-9T000	0	12/23/2003
AMN	-3A011	1	3/19/2004
AMN	-3A031	3	4/28/2004
AMN	-3M031	3	6/4/2004
AMN	-2A513C	1	8/23/2004
AMN	-3S011	1	9/30/2004
AMN	-3S011	1	12/11/2004
AMN	-3S011	1	1/1/2005
AMN	-3A011	1	5/13/2005
CMS	-2A692	9	9/19/1969
CMS	-2A300	0	1/22/1971
CMS	-2T291	9	6/27/1971
CMS	-3E000	0	8/23/1974
CMS	-1A200	0	4/10/1975
CMS	-1C000	0	8/26/1975
CMS	-9E000	0	8/7/1976
CMS	-2S000	0	9/23/1976
CMS	X4N000	0	1/3/1977
CMS	-2A300	0	2/7/1977
CMS	-3E000	0	9/29/1978
CMS	-2E000	0	11/14/1978
CMS	-4N000	0	10/29/1979
CMS	-3P000	0	1/22/1980
CMS	-1A100	0	7/18/1981
CMS	-3E000	0	9/25/1985
COL	-41A3	3	10/19/1968
COL	-91W0	0	4/7/1971
COL	-30C0	0	1/28/1974
COL	N10C0W	0	12/14/1978
COL	-87G0	0	7/25/1979
COL	-46A4	4	4/1/1980
COL	-91W0	0	5/24/1980
COL	-47G3	3	6/2/1982
CPT	-34M3	3	3/2/1981
CPT	-21A3	3	7/28/1981
CPT	-36P3	3	8/29/1981
CPT	-34M3	3	12/3/1982
CPT	-46N3	3	12/13/1982
CPT	-86M0	0	7/26/1983
CPT	-46N3	3	1/20/1984
CPT	-41A3	3	3/4/1984
CPT	-36P1	1	8/15/1984
CPT	-46N3	3	5/28/1985
CPT	-21R3	3	10/9/1985
CPT	-34M3	3	11/12/1985
CPT	-21R3	3	2/19/1986
CPT	-46N3	3	4/7/1986
CPT	-86M0	0	7/1/1986
CPT	-11M3B	3	9/26/1986
CPT	-65F3	3	4/9/1987

1.6	1
1.5	1
1.2	1
1.1	1
1.0	1
0.8	1
0.7	1
0.5	1
0.4	1
0.1	1
15.5	13
35.7	1
34.4	1
34.0	1
30.8	1
30.2	1
29.8	1
28.9	1
28.7	1
28.4	1
28.3	1
26.7	1
26.6	1
25.6	1
25.4	1
23.9	1
19.7	1
457.2	16
36.7	1
34.2	1
31.4	1
26.5	1
25.9	1
25.2	1
25.1	1
23.0	1
227.9	8
24.3	1
23.9	1
23.8	1
22.5	1
22.5	1
21.9	1
21.4	1
21.3	1
20.8	1
20.0	1
19.7	1
19.6	1
19.3	1
19.2	1
18.9	1
18.7	1
18.2	1

1.2

28.6

28.5

CPT	C36P3	3	6/24/1987	18.0	1
CPT	-46N3	3	11/3/1987	17.6	1
CPT	-31P3	3	3/31/1988	17.2	1
CPT	-33S3	3	9/16/1988	16.7	1
CPT	-46N3	3	7/8/1989	15.9	1
CPT	-34M3	3	8/10/1989	15.8	1
CPT	-11M2B	2	3/17/1990	15.2	1
CPT	-46N3	3	6/20/1990	15.0	1
CPT	-11M3B	3	2/2/1992	13.4	1
CPT	-46N3	3	12/19/1992	12.5	1
CPT	-46N4	4	10/29/1993	11.6	1
CPT	-11M3B	3	9/10/1994	10.7	1
CPT	-11M2B	2	11/5/1994	10.6	1
CPT	-21R1	1	3/27/1997	8.2	1
CPT	-46N3	3	4/21/1997	8.1	1
CPT	-12M3F	3	5/15/1997	8.1	1
CPT	-21A3	3	4/27/1998	7.1	1
CPT	-14N3	3	4/24/2000	5.1	1
CPT	-46N3	3	6/16/2000	5.0	1
CPT	-46N3	3	6/30/2000	4.9	1
CPT	-11M2B	2	10/17/2000	4.6	1
CPT	-44G3	3	9/10/2001	3.7	1
CPT	-46N3	3	6/28/2002	2.9	1
CPT	X46F3	3	9/3/2003	1.8	1
CPT	-46N3	3	6/15/2004	1.0	1
				606.9	42
LTC	-14N3	3	10/3/1969	35.7	1
LTC	-46N3	3	10/24/1969	35.6	1
LTC	C31P3	3	6/17/1970	35.0	1
LTC	K11M3B	3	4/8/1972	33.2	1
LTC	-41A3	3	2/11/1973	32.3	1
LTC	-12M3B	3	6/6/1973	32.0	1
LTC	-81T0	0	1/3/1974	31.4	1
LTC	-12M3B	3	5/9/1974	31.1	1
LTC	-12M3B	3	6/8/1974	31.0	1
LTC	C33S3	3	8/21/1974	30.8	1
LTC	C21A3	3	9/28/1974	30.7	1
LTC	C34M3	3	5/6/1976	29.1	1
LTC	-46N3	3	5/19/1976	29.1	1
LTC	-32E3G	3	12/3/1976	28.5	1
LTC	-44G3	3	11/27/1977	27.5	1
LTC	S12M3S	3	12/15/1977	27.5	1
LTC	-47G3	3	5/27/1978	27.0	1
LTC	-12M3B	3	2/5/1979	26.4	1
LTC	Q11M3B	3	5/19/1979	26.1	1
LTC	C36P3	3	7/5/1979	25.9	1
LTC	S11M3B	3	5/26/1980	25.0	1
LTC	Q12M3B	3	1/13/1981	24.4	1
LTC	R11M3B	3	5/16/1981	24.1	1
LTC	-11M3S	3	7/30/1981	23.9	1
LTC	Q11M3B	3	11/9/1981	23.6	1
LTC	-46N3H	3	2/19/1982	23.3	1
LTC	-46N3	3	3/2/1982	23.3	1
LTC	-46N3	3	3/30/1982	23.2	1
LTC	-11M3B	3	5/20/1982	23.1	1
LTC	-12M3B	3	6/2/1982	23.0	1

14.5

LTC	-12M3B	3	6/24/1982	23.0	1
LTC	C11M3B	3	7/19/1982	22.9	1
LTC	-46N3	3	8/22/1982	22.8	1
LTC	-46F3	3	9/23/1982	22.7	1
LTC	-46N3	3	11/12/1982	22.6	1
LTC	-52R3	3	1/17/1983	22.4	1
LTC	P10C0W	0	4/16/1983	22.2	1
LTC	-20C0	0	11/18/1983	21.6	1
LTC	-12S4G	4	6/1/1985	20.0	1
				1043.2	39
MAJ	C21A3	3	3/4/1977	28.3	1
MAJ	-51J3	3	10/24/1978	26.6	1
MAJ	-41A3	3	4/16/1979	26.2	1
MAJ	R21R3	3	7/16/1979	25.9	1
MAJ	K11M3B	3	8/14/1980	24.8	1
MAJ	-13M3	3	1/23/1981	24.4	1
MAJ	-21R3	3	2/2/1981	24.4	1
MAJ	-21A3	3	8/19/1981	23.8	1
MAJ	-41A3	3	3/6/1982	23.3	1
MAJ	-32E3G	3	6/2/1982	23.0	1
MAJ	-21A3	3	1/5/1983	22.4	1
MAJ	-46N3	3	1/12/1983	22.4	1
MAJ	-12M3B	3	1/16/1983	22.4	1
MAJ	-14N3	3	1/24/1983	22.4	1
MAJ	-46S3	3	2/17/1983	22.3	1
MAJ	-12M3B	3	6/13/1983	22.0	1
MAJ	Q12M3B	3	4/11/1984	21.2	1
MAJ	-46S3	3	10/10/1984	20.7	1
MAJ	-46N3	3	3/5/1985	20.3	1
MAJ	-36P3	3	6/24/1985	20.0	1
MAJ	R21R3	3	10/10/1985	19.7	1
MAJ	-41A3	3	10/25/1985	19.6	1
MAJ	-46N3	3	12/16/1985	19.5	1
MAJ	-32E3G	3	5/17/1986	19.1	1
MAJ	-14N3	3	6/25/1986	19.0	1
MAJ	M46P3	3	10/23/1986	18.6	1
MAJ	-41A3	3	2/2/1987	18.4	1
MAJ	-11M3B	3	3/17/1987	18.2	1
MAJ	-52R3	3	4/8/1988	17.2	1
MAJ	-32E3G	3	5/14/1988	17.1	1
MAJ	-32E3G	3	7/1/1988	16.9	1
MAJ	K11M3B	3	8/10/1988	16.8	1
MAJ	-12M3B	3	10/31/1988	16.6	1
MAJ	K11M3B	3	12/17/1988	16.5	1
MAJ	Q11M3B	3	5/23/1989	16.1	1
MAJ	K11M3B	3	5/31/1989	16.0	1
MAJ	-11M3B	3	5/31/1989	16.0	1
MAJ	-11M3B	3	6/30/1989	15.9	1
MAJ	-86P0	0	7/7/1989	15.9	1
MAJ	-11M3B	3	12/21/1989	15.5	1
MAJ	Q11M3B	3	1/10/1990	15.4	1
MAJ	K12B2E	2	3/2/1990	15.3	1
MAJ	K11M3B	3	3/6/1990	15.3	1
MAJ	-14N1	1	5/15/1990	15.1	1
MAJ	S11M3B	3	5/18/1990	15.1	1
MAJ	T11K3A	3	5/30/1990	15.0	1

26.7

MAJ	-46N3H	3	12/20/1990	14.5	1
MAJ	Q11M3B	3	12/20/1991	13.5	1
MAJ	-11M3B	3	12/23/1991	13.5	1
MAJ	-11M3S	3	5/27/1992	13.0	1
MAJ	-11M2B	2	7/22/1992	12.9	1
MAJ	-46N3	3	9/9/1993	11.8	1
MAJ	-51J4	4	5/14/1995	10.1	1
MAJ	T11M3B	3	5/16/1995	10.1	1
MAJ	-44G3	3	9/27/1996	8.7	1
MAJ	-44M1	1	6/1/1999	6.0	1
MAJ	M45G3	3	6/26/2003	2.0	1
				1022.4	57
MSG	-2A590	9	1/6/1969	36.4	1
MSG	-2A690	9	6/7/1969	36.0	1
MSG	-8F000	0	11/21/1969	35.6	1
MSG	-1C371	7	6/3/1970	35.0	1
MSG	-2A573B	7	6/15/1970	35.0	1
MSG	-2A571	7	5/11/1971	34.1	1
MSG	-2S071	7	6/1/1971	34.0	1
MSG	-3M071	7	6/27/1972	33.0	1
MSG	-2A671B	7	8/30/1972	32.8	1
MSG	-3E171	7	9/5/1972	32.8	1
MSG	-3E371	7	6/27/1973	32.0	1
MSG	-2T370	7	8/24/1973	31.8	1
MSG	-2A571	7	9/16/1973	31.7	1
MSG	-2R071	7	3/8/1974	31.3	1
MSG	-2S071	7	3/27/1974	31.2	1
MSG	-3E072	7	4/14/1974	31.2	1
MSG	-3P071	7	5/2/1974	31.1	1
MSG	-2S071	7	5/14/1974	31.1	1
MSG	-1A271	7	6/19/1974	31.0	1
MSG	-2A571	7	6/20/1974	31.0	1
MSG	-2A571	7	8/5/1974	30.9	1
MSG	-2A672	7	2/19/1975	30.3	1
MSG	-8F000	0	4/24/1975	30.1	1
MSG	-8A100	0	7/11/1975	29.9	1
MSG	-2A571	7	9/29/1975	29.7	1
MSG	-2A773	7	9/29/1975	29.7	1
MSG	-3A071	7	10/6/1975	29.7	1
MSG	-1A271	7	11/11/1975	29.6	1
MSG	-2A676	7	11/29/1975	29.5	1
MSG	-5J071	7	2/16/1976	29.3	1
MSG	-3S271	7	3/10/1976	29.3	1
MSG	-2A774	7	6/11/1976	29.0	1
MSG	-3M071	7	8/2/1976	28.9	1
MSG	-2A571	7	9/20/1976	28.7	1
MSG	-5R071	7	12/6/1976	28.5	1
MSG	X4N071	7	12/17/1976	28.5	1
MSG	-3E271	7	3/15/1977	28.2	1
MSG	-3A071	7	5/21/1977	28.1	1
MSG	-4N071	7	6/13/1977	28.0	1
MSG	-2A571	7	8/19/1977	27.8	1
MSG	-1C072	7	9/8/1977	27.8	1
MSG	-2A671B	7	9/19/1977	27.7	1
MSG	-4A071	7	11/1/1977	27.6	1
MSG	-2A672	7	11/15/1977	27.6	1

17.9

MSG	-2T271	7	12/10/1977	27.5	1
MSG	-3S271	7	12/11/1977	27.5	1
MSG	-3E971	7	1/17/1978	27.4	1
MSG	-2T271	7	2/24/1978	27.3	1
MSG	-2A772	7	4/21/1978	27.1	1
MSG	-2E173	7	5/5/1978	27.1	1
MSG	-2T271	7	5/6/1978	27.1	1
MSG	-3E171	7	6/2/1978	27.0	1
MSG	-2A571	7	6/21/1978	27.0	1
MSG	-2S071	7	8/4/1978	26.9	1
MSG	-2T271	7	8/28/1978	26.8	1
MSG	-3E971	7	10/28/1978	26.6	1
MSG	-1A271	7	12/13/1978	26.5	1
MSG	-3E371	7	1/8/1979	26.4	1
MSG	-2T271	7	4/29/1979	26.1	1
MSG	-3M071	7	6/9/1979	26.0	1
MSG	-8F000	0	10/20/1979	25.6	1
MSG	-1A271	7	10/29/1979	25.6	1
MSG	Q1A171	7	1/25/1980	25.4	1
MSG	-6F071	7	2/11/1980	25.3	1
MSG	-4N071	7	3/19/1980	25.2	1
MSG	-3P071	7	4/22/1980	25.1	1
MSG	-2A573A	7	4/27/1980	25.1	1
MSG	-3E071	7	4/30/1980	25.1	1
MSG	-3M071	7	5/9/1980	25.1	1
MSG	-2T271	7	6/17/1980	25.0	1
MSG	R2G071	7	6/27/1980	25.0	1
MSG	-3E571	7	7/1/1980	25.0	1
MSG	-3N071	7	9/11/1980	24.8	1
MSG	-1A171	7	9/18/1980	24.7	1
MSG	-3S071	7	9/27/1980	24.7	1
MSG	-2A573B	7	9/30/1980	24.7	1
MSG	-1S071	7	10/8/1980	24.7	1
MSG	-3E072	7	1/26/1981	24.4	1
MSG	-3P071	7	2/10/1981	24.3	1
MSG	-3E471	7	4/4/1981	24.2	1
MSG	-8G000	0	4/22/1981	24.1	1
MSG	X4N071	7	4/27/1981	24.1	1
MSG	Q1A271	7	5/18/1981	24.1	1
MSG	-1C072	7	6/20/1981	24.0	1
MSG	-2F071	7	6/23/1981	24.0	1
MSG	-2T271	7	10/20/1981	23.6	1
MSG	-3A071	7	1/5/1982	23.4	1
MSG	-8A100	0	1/13/1982	23.4	1
MSG	-3E072	7	2/2/1982	23.4	1
MSG	-3A071	7	4/3/1982	23.2	1
MSG	-3S071	7	7/2/1982	22.9	1
MSG	-3E971	7	7/8/1982	22.9	1
MSG	-8F000	0	8/10/1982	22.8	1
MSG	-4A171	7	8/30/1982	22.8	1
MSG	-2T370	7	9/3/1982	22.8	1
MSG	-8F000	0	9/8/1982	22.8	1
MSG	-1A271	7	9/20/1982	22.7	1
MSG	-2A571	7	10/6/1982	22.7	1
MSG	-3E071	7	1/3/1983	22.4	1
MSG	-2T271	7	1/19/1983	22.4	1
MSG	-3P071	7	2/3/1983	22.4	1

MSG	-3P071	7	3/14/1983	22.2	1
MSG	-2A571	7	3/31/1983	22.2	1
MSG	-2A773	7	4/11/1983	22.2	1
MSG	-4C071	7	5/14/1983	22.1	1
MSG	-2A571	7	5/18/1983	22.1	1
MSG	-8F000	0	6/6/1983	22.0	1
MSG	-3E071	7	6/7/1983	22.0	1
MSG	-2S071	7	6/10/1983	22.0	1
MSG	-1T171	7	7/27/1983	21.9	1
MSG	-3C071	7	8/11/1983	21.8	1
MSG	-3E371	7	8/11/1983	21.8	1
MSG	-2A571	7	8/11/1983	21.8	1
MSG	-2T271	7	8/16/1983	21.8	1
MSG	-3S071	7	9/15/1983	21.7	1
MSG	-1A271	7	9/21/1983	21.7	1
MSG	-3E371	7	10/13/1983	21.7	1
MSG	-8F000	0	10/13/1983	21.7	1
MSG	-8F000	0	11/4/1983	21.6	1
MSG	-8F000	0	12/20/1983	21.5	1
MSG	-3P071	7	2/8/1984	21.3	1
MSG	-8F000	0	5/24/1984	21.1	1
MSG	-3C090	9	6/1/1984	21.0	1
MSG	-2E171	7	7/5/1984	20.9	1
MSG	-2A571	7	8/6/1984	20.8	1
MSG	-1A271	7	8/16/1984	20.8	1
MSG	-2T071	7	8/24/1984	20.8	1
MSG	-3P071	7	10/16/1984	20.7	1
MSG	-3A071	7	10/31/1984	20.6	1
MSG	-2T271	7	12/4/1984	20.5	1
MSG	-2E171	7	3/13/1985	20.2	1
MSG	-2A671B	7	3/27/1985	20.2	1
MSG	X4N071	7	6/12/1985	20.0	1
MSG	-8F000	0	9/12/1985	19.7	1
MSG	-2A573C	7	2/8/1986	19.3	1
MSG	-2E173	7	2/11/1986	19.3	1
MSG	-3E171	7	3/7/1986	19.3	1
MSG	-2A571	7	3/14/1986	19.2	1
MSG	-2A671B	7	3/18/1986	19.2	1
MSG	-3P071	7	3/31/1986	19.2	1
MSG	-3E471	7	4/2/1986	19.2	1
MSG	-2T171	7	4/8/1986	19.2	1
MSG	V3S071	7	4/17/1986	19.2	1
MSG	-1C072	7	5/3/1986	19.1	1
MSG	-3A071	7	5/7/1986	19.1	1
MSG	-8C000	0	6/2/1986	19.0	1
MSG	-2T271	7	6/6/1986	19.0	1
MSG	-2T271	7	8/1/1986	18.9	1
MSG	-2E173	7	8/26/1986	18.8	1
MSG	-3E471	7	8/30/1986	18.8	1
MSG	-2A676	7	9/29/1986	18.7	1
MSG	-8A100	0	9/30/1986	18.7	1
MSG	-2A571	7	10/30/1986	18.6	1
MSG	-3E471	7	11/20/1986	18.6	1
MSG	-2T271	7	11/25/1986	18.5	1
MSG	-1A171	7	1/23/1987	18.4	1
MSG	-3E473	7	1/28/1987	18.4	1
MSG	-3M071	7	2/17/1987	18.3	1

MSG	-3E271	7	3/26/1987	18.2	1
MSG	-2T271	7	4/4/1987	18.2	1
MSG	-3P071	7	6/24/1987	18.0	1
MSG	-2A675	7	7/28/1987	17.9	1
MSG	-2A573A	7	8/3/1987	17.9	1
MSG	-3E971	7	9/1/1987	17.8	1
MSG	-3S071	7	9/21/1987	17.7	1
MSG	-4N071	7	9/26/1987	17.7	1
MSG	-8F000	0	9/29/1987	17.7	1
MSG	-1A171	7	10/5/1987	17.7	1
MSG	-3P071	7	10/6/1987	17.7	1
MSG	-8A100	0	1/18/1988	17.4	1
MSG	-4N071	7	2/16/1988	17.3	1
MSG	-8F000	0	2/16/1988	17.3	1
MSG	-2T271	7	2/16/1988	17.3	1
MSG	-2R171	7	3/16/1988	17.2	1
MSG	-3E271	7	4/15/1988	17.2	1
MSG	-4A071	7	7/3/1988	16.9	1
MSG	-3S071	7	7/7/1988	16.9	1
MSG	-3E271	7	8/5/1988	16.8	1
MSG	-5J071	7	10/17/1988	16.6	1
MSG	-3P071	7	11/13/1988	16.6	1
MSG	-3E473	7	12/2/1988	16.5	1
MSG	-3P071	7	2/15/1989	16.3	1
MSG	-3C071	7	2/17/1989	16.3	1
MSG	-3E671	7	3/4/1989	16.3	1
MSG	-1S071	7	3/20/1989	16.2	1
MSG	-2T271	7	10/28/1989	15.6	1
MSG	-2T171	7	2/15/1990	15.3	1
MSG	-4A071	7	2/19/1990	15.3	1
MSG	-2A573A	7	3/5/1990	15.3	1
MSG	-4Y071	7	7/22/1990	14.9	1
MSG	-2A674	7	8/9/1990	14.8	1
MSG	-3E571	7	8/23/1990	14.8	1
MSG	-2T271	7	3/10/1991	14.3	1
MSG	-4A171	7	5/14/1991	14.1	1
MSG	-4N071	7	6/19/1991	14.0	1
MSG	-2A573A	7	11/15/1991	13.6	1
MSG	-8A100	0	11/23/1991	13.5	1
MSG	-2T271	7	4/13/1992	13.2	1
MSG	-2W071	7	3/26/1993	12.2	1
MSG	-3P071	7	10/19/1994	10.6	1
MSG	-3P071	7	11/16/1994	10.6	1
MSG	-4N071	7	8/9/1995	9.8	1
MSG	-2T271	7	9/13/1995	9.7	1
MSG	-3P071	7	4/16/1996	9.1	1
				4644.5	204
SMS	-2A790	9	7/12/1965	39.9	1
SMS	-2A590	9	6/24/1968	37.0	1
SMS	-2A590	9	10/1/1968	36.7	1
SMS	-1A271	7	1/1/1969	36.5	1
SMS	-2A691	9	10/7/1970	34.7	1
SMS	-2A590	9	9/22/1971	33.7	1
SMS	-2A691	9	10/2/1971	33.7	1
SMS	-4N091	9	3/27/1972	33.2	1
SMS	-1A291	9	5/6/1972	33.1	1

22.8

SMS	X4N091	9	6/21/1972	33.0	1
SMS	-3S091	9	7/30/1974	30.9	1
SMS	-4N091	9	6/16/1975	30.0	1
SMS	-2A590	9	10/29/1975	29.6	1
SMS	-2A590	9	1/9/1976	29.4	1
SMS	-1A291	9	1/13/1976	29.4	1
SMS	-4A091	9	1/30/1976	29.4	1
SMS	-3E691	9	4/15/1977	28.2	1
SMS	T3M091	9	8/5/1977	27.9	1
SMS	-3P091	9	8/16/1977	27.8	1
SMS	-2T291	9	12/30/1977	27.5	1
SMS	-3P091	9	12/8/1978	26.5	1
SMS	-4N091	9	1/11/1979	26.4	1
SMS	-3M091	9	1/24/1979	26.4	1
SMS	-2A690	9	4/25/1979	26.1	1
SMS	-3E090	9	11/7/1979	25.6	1
SMS	-3E191	9	3/24/1980	25.2	1
SMS	-3E090	9	6/26/1980	25.0	1
SMS	-8F000	0	8/5/1980	24.9	1
SMS	-2A590	9	9/5/1980	24.8	1
SMS	-3E691	9	9/11/1980	24.8	1
SMS	-3E591	9	1/27/1981	24.4	1
SMS	-2A590	9	4/15/1981	24.2	1
SMS	-3S091	9	11/7/1981	23.6	1
SMS	-1A171	7	11/22/1981	23.6	1
SMS	-3E291	9	3/23/1982	23.2	1
SMS	-2T291	9	11/11/1982	22.6	1
SMS	-3E490	9	12/11/1982	22.5	1
SMS	-3P091	9	5/17/1983	22.1	1
SMS	-2T291	9	8/18/1983	21.8	1
SMS	-6F091	9	9/24/1983	21.7	1
SMS	-3S291	9	12/25/1983	21.5	1
SMS	-2A692	9	2/20/1984	21.3	1
SMS	-2A590	9	4/9/1984	21.2	1
SMS	-3E490	9	4/26/1984	21.1	1
SMS	-1A191	9	10/25/1984	20.6	1
SMS	-4N091	9	7/13/1985	19.9	1
SMS	-3C090	9	10/11/1985	19.7	1
SMS	-1C391	9	12/10/1985	19.5	1
SMS	-2T291	9	5/8/1986	19.1	1
SMS	-3M091	9	3/16/1987	18.2	1
SMS	-8F000	0	4/7/1987	18.2	1
SMS	X4N091	9	5/26/1987	18.0	1
SMS	-3E090	9	4/9/1988	17.2	1
SMS	-3E991	9	9/29/1989	15.7	1
SMS	-2A675	7	11/29/1989	15.5	1
				1413.5	55
SRA	-3A011	1	11/10/1983	21.6	1
SRA	-2T151	5	11/26/1986	18.5	1
SRA	-3P031	3	11/10/1987	17.6	1
SRA	-3S051	5	1/15/1988	17.4	1
SRA	-2E231	3	5/23/1988	17.1	1
SRA	-2E633	3	10/3/1988	16.7	1
SRA	-2T231	3	1/23/1990	15.4	1
SRA	-3P071	7	7/1/1990	14.9	1
SRA	-4T031	3	1/11/1991	14.4	1

25.7

SRA	-2A611B	1	5/29/1991	14.0	1
SRA	-3H011	1	6/13/1991	14.0	1
SRA	-2T211	1	3/14/1992	13.2	1
SRA	-3N011	1	6/2/1992	13.0	1
SRA	-3P031	3	11/13/1992	12.6	1
SRA	-2T251	5	12/23/1992	12.5	1
SRA	-3A011	1	12/31/1992	12.4	1
SRA	-2T211	1	1/18/1993	12.4	1
SRA	-1A231	3	2/15/1993	12.3	1
SRA	-4A031	3	7/8/1993	11.9	1
SRA	-2E211	1	7/15/1993	11.9	1
SRA	-4V051	5	8/9/1993	11.8	1
SRA	-4P011	1	8/12/1993	11.8	1
SRA	-2T011	1	1/12/1994	11.4	1
SRA	-3S051	5	1/14/1994	11.4	1
SRA	-2A656	5	1/25/1994	11.4	1
SRA	-3C031	3	8/6/1994	10.8	1
SRA	-2T211	1	3/27/1995	10.2	1
SRA	-4N011	1	7/19/1995	9.9	1
SRA	-3P031	3	8/2/1995	9.9	1
SRA	-2T151	5	8/24/1995	9.8	1
SRA	-3C031	3	10/21/1995	9.6	1
SRA	-2S031	3	2/13/1996	9.3	1
SRA	-4T031	3	3/2/1996	9.3	1
SRA	-4N031	3	3/26/1996	9.2	1
SRA	-2S011	1	6/14/1996	9.0	1
SRA	-4N031	3	8/12/1996	8.8	1
SRA	-4N031	3	8/22/1996	8.8	1
SRA	-4N031	3	8/29/1996	8.8	1
SRA	-4N011	1	9/4/1996	8.8	1
SRA	-4N051	5	9/5/1996	8.8	1
SRA	-2E231	3	10/11/1996	8.7	1
SRA	-3E251	5	12/3/1996	8.5	1
SRA	-3A051	5	1/23/1997	8.4	1
SRA	-3E331	3	2/5/1997	8.3	1
SRA	-2T231	3	2/28/1997	8.3	1
SRA	-3A031	3	5/13/1997	8.1	1
SRA	-3P051	5	7/3/1997	7.9	1
SRA	-2E251	5	9/3/1997	7.8	1
SRA	-2A656	5	1/21/1998	7.4	1
SRA	-3P031	3	4/8/1998	7.2	1
SRA	-2A713	1	6/9/1998	7.0	1
SRA	-3A011	1	7/31/1998	6.9	1
SRA	-2A353J	5	8/12/1998	6.8	1
SRA	-4T031	3	10/5/1998	6.7	1
SRA	-3M051	5	10/21/1998	6.6	1
SRA	-3C211	1	11/26/1998	6.5	1
SRA	-3P031B	3	3/15/1999	6.2	1
SRA	-2T231	3	7/6/1999	5.9	1
SRA	-3C051	5	7/23/1999	5.9	1
SRA	-3P031	3	8/5/1999	5.8	1
SRA	-2A051A	5	8/11/1999	5.8	1
SRA	-3V051	5	8/19/1999	5.8	1
SRA	-3P051	5	8/25/1999	5.8	1
SRA	-2A656	5	8/25/1999	5.8	1
SRA	-2M053	5	9/15/1999	5.7	1
SRA	-3P051	5	10/28/1999	5.6	1

SRA	-2A652	5	11/4/1999	5.6	1
SRA	-3M051	5	11/10/1999	5.6	1
SRA	-3P011	1	1/5/2000	5.4	1
SRA	-2A513A	1	1/25/2000	5.4	1
SRA	-3A031	3	2/24/2000	5.3	1
SRA	-2E613	1	2/25/2000	5.3	1
SRA	-2T251	5	2/25/2000	5.3	1
SRA	X4N051	5	3/3/2000	5.3	1
SRA	-3P051	5	5/6/2000	5.1	1
SRA	-2A631B	3	5/8/2000	5.1	1
SRA	-2T251	5	5/18/2000	5.1	1
SRA	-2T231	3	6/2/2000	5.0	1
SRA	-2T251	5	6/2/2000	5.0	1
SRA	-3E052	5	6/21/2000	5.0	1
SRA	-4N051	5	7/27/2000	4.9	1
SRA	-4N051	5	8/4/2000	4.8	1
SRA	-2T251	5	9/9/2000	4.7	1
SRA	-3A051	5	9/15/2000	4.7	1
SRA	-2A533A	3	9/21/2000	4.7	1
SRA	-2A553C	5	10/11/2000	4.7	1
SRA	-4N031	3	10/14/2000	4.6	1
SRA	-2A551L	5	10/16/2000	4.6	1
SRA	-3S011	1	10/17/2000	4.6	1
SRA	-2A551J	5	11/3/2000	4.6	1
SRA	-2T352B	5	11/4/2000	4.6	1
SRA	-3P011	1	11/8/2000	4.6	1
SRA	-2A051D	5	11/14/2000	4.6	1
SRA	-2T251	5	11/29/2000	4.5	1
SRA	-2A353B	5	12/13/2000	4.5	1
SRA	-3P051	5	12/21/2000	4.5	1
SRA	-4J052	5	1/3/2001	4.4	1
SRA	-3S011	1	1/10/2001	4.4	1
SRA	-2P051	5	1/30/2001	4.4	1
SRA	-4N011	1	2/9/2001	4.3	1
SRA	-3P051	5	2/16/2001	4.3	1
SRA	-2F051	5	2/20/2001	4.3	1
SRA	-3E052	5	2/23/2001	4.3	1
SRA	-2A353B	5	2/27/2001	4.3	1
SRA	-2A533A	3	2/28/2001	4.3	1
SRA	-4D031	3	3/4/2001	4.3	1
SRA	-3E451	5	3/15/2001	4.2	1
SRA	-3M051	5	4/7/2001	4.2	1
SRA	-2A051A	5	4/24/2001	4.1	1
SRA	-4Y051	5	4/25/2001	4.1	1
SRA	-3M031	3	5/8/2001	4.1	1
SRA	-3E052	5	5/15/2001	4.1	1
SRA	-4N031	3	5/25/2001	4.0	1
SRA	-4N051	5	5/30/2001	4.0	1
SRA	-2T332B	3	6/19/2001	4.0	1
SRA	-2T051	5	6/21/2001	4.0	1
SRA	-2T251	5	6/21/2001	4.0	1
SRA	-2T251	5	6/25/2001	4.0	1
SRA	-2A654	5	7/25/2001	3.9	1
SRA	-3M051	5	7/30/2001	3.9	1
SRA	-2A631B	3	7/31/2001	3.9	1
SRA	-3A051	5	7/31/2001	3.9	1
SRA	-4N051	5	8/20/2001	3.8	1

SRA	-2A353A	5	8/22/2001	3.8	1
SRA	-2T151	5	8/30/2001	3.8	1
SRA	-2T251	5	9/6/2001	3.8	1
SRA	-4N051	5	9/8/2001	3.7	1
SRA	-3C051	5	9/15/2001	3.7	1
SRA	-2A553A	5	10/17/2001	3.6	1
SRA	-3E551	5	10/19/2001	3.6	1
SRA	C2A551L	5	12/4/2001	3.5	1
SRA	-4N031	3	12/27/2001	3.4	1
SRA	-4N051	5	1/31/2002	3.4	1
SRA	-2T251	5	1/31/2002	3.4	1
SRA	-4A011	1	2/6/2002	3.3	1
SRA	-2A553B	5	2/7/2002	3.3	1
SRA	-4A011	1	2/9/2002	3.3	1
SRA	-3P031	3	2/11/2002	3.3	1
SRA	-3E951	5	2/14/2002	3.3	1
SRA	-2T251	5	3/18/2002	3.2	1
SRA	-2T251	5	3/22/2002	3.2	1
SRA	-2T231	3	3/25/2002	3.2	1
SRA	-1T151	5	3/27/2002	3.2	1
SRA	-1A251	5	4/1/2002	3.2	1
SRA	-4A051	5	4/3/2002	3.2	1
SRA	-4N031	3	4/4/2002	3.2	1
SRA	-3P031	3	4/4/2002	3.2	1
SRA	-3P031	3	4/23/2002	3.1	1
SRA	-4T031	3	5/7/2002	3.1	1
SRA	-2T231	3	5/9/2002	3.1	1
SRA	-2T231	3	5/10/2002	3.1	1
SRA	-3E052	5	5/14/2002	3.1	1
SRA	-3S031	3	5/17/2002	3.1	1
SRA	-4A231	3	6/3/2002	3.0	1
SRA	-2T251	5	6/19/2002	3.0	1
SRA	-2A551J	5	6/24/2002	3.0	1
SRA	-1T151	5	6/26/2002	3.0	1
SRA	-2A351A	5	7/3/2002	2.9	1
SRA	-1T151	5	7/8/2002	2.9	1
SRA	-2A551J	5	7/16/2002	2.9	1
SRA	-3P051	5	7/23/2002	2.9	1
SRA	-2A553B	5	7/30/2002	2.9	1
SRA	-3E032	3	7/31/2002	2.9	1
SRA	-3C031	3	8/16/2002	2.8	1
SRA	-6F051	5	9/5/2002	2.8	1
SRA	X4N051	5	9/17/2002	2.7	1
SRA	-2A651B	5	9/18/2002	2.7	1
SRA	-4N051	5	9/18/2002	2.7	1
SRA	-3E032	3	10/1/2002	2.7	1
SRA	-2T251	5	10/28/2002	2.6	1
SRA	-2A551K	5	11/12/2002	2.6	1
SRA	-3E951	5	11/14/2002	2.6	1
SRA	-3C051	5	11/19/2002	2.6	1
SRA	-3S051	5	11/21/2002	2.5	1
SRA	-4N031	3	11/27/2002	2.5	1
SRA	-4N031	3	11/27/2002	2.5	1
SRA	-3P031	3	12/3/2002	2.5	1
SRA	-3M051	5	12/9/2002	2.5	1
SRA	-3A031	3	12/18/2002	2.5	1
SRA	-2A631B	3	1/7/2003	2.4	1

SRA	-3A031	3	1/7/2003	2.4	1
SRA	-3A031	3	1/10/2003	2.4	1
SRA	-3C051	5	1/13/2003	2.4	1
SRA	-1T151	5	1/15/2003	2.4	1
SRA	-3S031	3	1/31/2003	2.4	1
SRA	-3S031	3	2/7/2003	2.3	1
SRA	-4N031	3	2/11/2003	2.3	1
SRA	-3E032	3	2/13/2003	2.3	1
SRA	-2T231	3	2/24/2003	2.3	1
SRA	-1T151	5	2/27/2003	2.3	1
SRA	-3S051	5	2/28/2003	2.3	1
SRA	-2A551J	5	3/5/2003	2.3	1
SRA	-3M031	3	3/12/2003	2.2	1
SRA	-1C731	3	3/24/2003	2.2	1
SRA	-4N031	3	4/2/2003	2.2	1
SRA	-2A731	3	4/18/2003	2.1	1
SRA	-3E531	3	4/18/2003	2.1	1
SRA	-4N031	3	4/24/2003	2.1	1
SRA	-3M051	5	4/28/2003	2.1	1
SRA	-2A636	3	5/2/2003	2.1	1
SRA	-4N031	3	5/6/2003	2.1	1
SRA	-1N031	3	5/13/2003	2.1	1
SRA	-1N031	3	5/13/2003	2.1	1
SRA	-6F031	3	5/14/2003	2.1	1
SRA	-3E331	3	5/19/2003	2.1	1
SRA	-3M051	5	5/20/2003	2.1	1
SRA	-1N031	3	5/28/2003	2.0	1
SRA	-2T231	3	6/5/2003	2.0	1
SRA	-3E032	3	6/6/2003	2.0	1
SRA	-4N031	3	6/18/2003	2.0	1
SRA	-4N051	5	6/18/2003	2.0	1
SRA	-2A631B	3	6/18/2003	2.0	1
SRA	-3P051	5	6/19/2003	2.0	1
SRA	-2T251	5	6/19/2003	2.0	1
SRA	-1C331	3	6/21/2003	2.0	1
SRA	-4A031	3	6/26/2003	2.0	1
SRA	-3M031	3	6/27/2003	1.9	1
SRA	-6F031	3	6/30/2003	1.9	1
SRA	-2A631B	3	7/8/2003	1.9	1
SRA	-4A051	5	7/15/2003	1.9	1
SRA	-3M031	3	7/18/2003	1.9	1
SRA	-3S051	5	7/25/2003	1.9	1
SRA	-3P031	3	7/30/2003	1.9	1
SRA	-3P031	3	7/31/2003	1.9	1
SRA	-4N031	3	8/7/2003	1.8	1
SRA	-2T231	3	8/18/2003	1.8	1
SRA	-2F051	5	8/19/2003	1.8	1
SRA	-2T231	3	8/20/2003	1.8	1
SRA	-4A031	3	8/21/2003	1.8	1
SRA	-1A231	3	8/23/2003	1.8	1
SRA	-2A636	3	8/25/2003	1.8	1
SRA	-3E231	3	8/26/2003	1.8	1
SRA	-3P031	3	9/3/2003	1.8	1
SRA	-2A631B	3	9/3/2003	1.8	1
SRA	-2T231	3	9/6/2003	1.8	1
SRA	-4N031	3	9/12/2003	1.7	1
SRA	-3C031	3	9/15/2003	1.7	1

SRA	-3M031	3	9/16/2003	1.7	1
SRA	-3A031	3	9/19/2003	1.7	1
SRA	-3C031	3	9/23/2003	1.7	1
SRA	-4A031	3	9/26/2003	1.7	1
SRA	-3E131	3	10/1/2003	1.7	1
SRA	-9T000	0	10/3/2003	1.7	1
SRA	-2A636	3	10/7/2003	1.7	1
SRA	-9T000	0	10/8/2003	1.7	1
SRA	-9T000	0	10/8/2003	1.7	1
SRA	-9T000	0	11/26/2003	1.5	1
SRA	-3M031	3	12/1/2003	1.5	1
SRA	-2A531B	3	12/19/2003	1.5	1
SRA	-4N031	3	12/22/2003	1.5	1
SRA	-2A533A	3	1/21/2004	1.4	1
SRA	-3E131	3	1/22/2004	1.4	1
SRA	-2A634	3	1/23/2004	1.4	1
SRA	-2A531B	3	1/30/2004	1.4	1
SRA	-2E133	3	2/4/2004	1.3	1
SRA	-1C032	3	2/7/2004	1.3	1
SRA	-3P031	3	2/24/2004	1.3	1
SRA	-2A531B	3	3/30/2004	1.2	1
SRA	-4A031	3	4/14/2004	1.1	1
SRA	-2A733	3	4/30/2004	1.1	1
SRA	-2A733	3	4/30/2004	1.1	1
				1255.8	261
SSG	-3E151	5	5/27/1979	26.0	1
SSG	-2T211	1	12/29/1980	24.5	1
SSG	-3E131	3	4/3/1981	24.2	1
SSG	-2T251	5	10/9/1982	22.7	1
SSG	-2T251	5	10/28/1982	22.6	1
SSG	-3E331	3	12/10/1982	22.5	1
SSG	-3C051	5	2/24/1983	22.3	1
SSG	-2T051	5	6/4/1983	22.0	1
SSG	-3C051	5	6/6/1983	22.0	1
SSG	-3S051	5	4/25/1984	21.1	1
SSG	-4A051	5	5/15/1984	21.1	1
SSG	-3A051	5	7/10/1984	20.9	1
SSG	-2T251	5	7/27/1985	19.9	1
SSG	-4D011	1	10/28/1985	19.6	1
SSG	-2T271	7	9/2/1986	18.8	1
SSG	-1A251	5	10/13/1986	18.7	1
SSG	-4A111	1	12/8/1986	18.5	1
SSG	-1N031	3	1/13/1987	18.4	1
SSG	-4N051	5	1/30/1987	18.4	1
SSG	-3P031	3	3/1/1987	18.3	1
SSG	-2T251	5	10/20/1987	17.6	1
SSG	-2A571	7	11/18/1987	17.6	1
SSG	-3C051	5	12/4/1987	17.5	1
SSG	-2F051	5	12/10/1987	17.5	1
SSG	-2T231	3	12/29/1987	17.5	1
SSG	-3A051	5	5/20/1988	17.1	1
SSG	-3E473	7	6/6/1988	17.0	1
SSG	-2S051	5	7/22/1988	16.9	1
SSG	-2F051	5	12/9/1988	16.5	1
SSG	-2A676	7	8/3/1989	15.9	1
SSG	-2T231	3	8/23/1989	15.8	1

4.8

SSG	-3M051	5	9/9/1989	15.8	1
SSG	-1T011	1	9/11/1989	15.7	1
SSG	-2T251	5	12/26/1989	15.5	1
SSG	-3E251	5	1/31/1990	15.4	1
SSG	-2T151	5	2/9/1990	15.3	1
SSG	-2A753	5	3/16/1990	15.2	1
SSG	-8R000	0	5/3/1990	15.1	1
SSG	-3P071	7	7/7/1990	14.9	1
SSG	-3P071	7	9/30/1990	14.7	1
SSG	-4A151	5	11/2/1990	14.6	1
SSG	-1A151	5	11/26/1990	14.5	1
SSG	-3P011	1	2/2/1991	14.4	1
SSG	-1A171	7	4/14/1991	14.2	1
SSG	-3M051	5	4/15/1991	14.2	1
SSG	-2A573A	7	4/29/1991	14.1	1
SSG	-1N011	1	8/3/1991	13.9	1
SSG	-2A773	7	9/15/1991	13.7	1
SSG	-2A553A	5	12/1/1991	13.5	1
SSG	-3M051	5	12/14/1991	13.5	1
SSG	-2A553B	5	3/17/1992	13.2	1
SSG	-3C031	3	4/2/1992	13.2	1
SSG	-3P051	5	5/4/1992	13.1	1
SSG	-4T011	1	5/17/1992	13.1	1
SSG	-3E271	7	7/18/1992	12.9	1
SSG	-2A652	5	7/29/1992	12.9	1
SSG	-2A571	7	8/9/1992	12.8	1
SSG	-2T251	5	8/25/1992	12.8	1
SSG	-8R000	0	10/1/1992	12.7	1
SSG	-3E052	5	10/23/1992	12.6	1
SSG	-3A031	3	3/7/1993	12.3	1
SSG	-2S071	7	3/15/1993	12.2	1
SSG	-3E271	7	3/31/1993	12.2	1
SSG	-3P071	7	4/27/1993	12.1	1
SSG	-2T251	5	6/15/1993	12.0	1
SSG	-3P071	7	6/17/1993	12.0	1
SSG	-2A571	7	9/4/1993	11.8	1
SSG	-2T151	5	9/20/1993	11.7	1
SSG	-2T251	5	9/20/1993	11.7	1
SSG	-2T151	5	9/28/1993	11.7	1
SSG	X4N051	5	10/18/1993	11.6	1
SSG	-4N051	5	11/10/1993	11.6	1
SSG	-2T271	7	11/23/1993	11.5	1
SSG	-4A051	5	11/29/1993	11.5	1
SSG	-3P071	7	12/3/1993	11.5	1
SSG	-2A571	7	12/13/1993	11.5	1
SSG	-2A656	5	12/15/1993	11.5	1
SSG	-4H011	1	1/24/1994	11.4	1
SSG	-1C072	7	4/12/1994	11.2	1
SSG	-2T251	5	4/28/1994	11.1	1
SSG	-2T131	3	4/29/1994	11.1	1
SSG	-6F071	7	7/5/1994	10.9	1
SSG	-3M071	7	7/12/1994	10.9	1
SSG	-4N051	5	7/27/1994	10.9	1
SSG	-2T271	7	7/28/1994	10.9	1
SSG	-3P071	7	8/3/1994	10.9	1
SSG	-3E371	7	8/25/1994	10.8	1
SSG	-4Y071	7	9/7/1994	10.8	1

SSG	-2A551J	5	10/3/1994	10.7	1
SSG	-2T251	5	10/4/1994	10.7	1
SSG	-3P051	5	10/19/1994	10.6	1
SSG	-1T151	5	11/9/1994	10.6	1
SSG	-2T251	5	12/7/1994	10.5	1
SSG	-3P051	5	2/6/1995	10.3	1
SSG	-2A511B	1	4/13/1995	10.2	1
SSG	-4A051	5	5/17/1995	10.1	1
SSG	-3C051	5	6/16/1995	10.0	1
SSG	-2T251	5	6/25/1995	10.0	1
SSG	-1A251	5	6/30/1995	9.9	1
SSG	-2T251	5	8/7/1995	9.8	1
SSG	-4C071	7	8/23/1995	9.8	1
SSG	-5R031	3	9/21/1995	9.7	1
SSG	-2T251	5	9/23/1995	9.7	1
SSG	-2A655	5	10/11/1995	9.7	1
SSG	-2A654	5	12/20/1995	9.5	1
SSG	-2A551J	5	1/4/1996	9.4	1
SSG	-3E351	5	1/10/1996	9.4	1
SSG	-2T251	5	2/25/1996	9.3	1
SSG	-2A571	7	3/6/1996	9.3	1
SSG	-1N031	3	3/18/1996	9.2	1
SSG	-2A655	5	6/19/1996	9.0	1
SSG	-3A051	5	7/15/1996	8.9	1
SSG	-3E131	3	7/29/1996	8.9	1
SSG	-1C371	7	8/2/1996	8.9	1
SSG	-2T251	5	8/5/1996	8.8	1
SSG	-3P011	1	10/15/1996	8.6	1
SSG	-3E951	5	12/6/1996	8.5	1
SSG	-4A151	5	12/29/1996	8.4	1
SSG	-2A551J	5	12/30/1996	8.4	1
SSG	-2A676	7	1/3/1997	8.4	1
SSG	-3E011	1	2/20/1997	8.3	1
SSG	-3E111	1	2/25/1997	8.3	1
SSG	-2A553A	5	3/21/1997	8.2	1
SSG	-3C211	1	4/30/1997	8.1	1
SSG	-1A211	1	6/13/1997	8.0	1
SSG	-2T211	1	7/13/1997	7.9	1
SSG	-3E071	7	8/27/1997	7.8	1
SSG	-2T351	5	9/3/1997	7.8	1
SSG	-3P071	7	9/29/1997	7.7	1
SSG	-3P051	5	10/6/1997	7.7	1
SSG	-3A011	1	10/15/1997	7.6	1
SSG	-2E231	3	10/20/1997	7.6	1
SSG	-3S011	1	2/21/1998	7.3	1
SSG	-3P071	7	3/6/1998	7.3	1
SSG	-2T351	5	3/25/1998	7.2	1
SSG	-5J051	5	6/4/1998	7.0	1
SSG	-3A011	1	7/7/1998	6.9	1
SSG	-3S011	1	7/28/1998	6.9	1
SSG	-1T151	5	7/29/1998	6.9	1
SSG	-2S051	5	8/12/1998	6.8	1
SSG	-2T211	1	8/21/1998	6.8	1
SSG	-2A552	5	9/16/1998	6.7	1
SSG	-3M051	5	9/18/1998	6.7	1
SSG	-4N051	5	10/15/1998	6.6	1
SSG	-4N011	1	11/11/1998	6.6	1

SSG	-3C171	7	12/31/1998	6.4	1
SSG	-2A551J	5	2/16/1999	6.3	1
SSG	-4A051	5	3/19/1999	6.2	1
SSG	-3V052	5	5/14/1999	6.1	1
SSG	-2A511B	1	7/14/1999	5.9	1
SSG	-2A551J	5	7/15/1999	5.9	1
SSG	-4R051	5	8/17/1999	5.8	1
SSG	-3N031	3	9/22/1999	5.7	1
SSG	-4N071	7	9/27/1999	5.7	1
SSG	-1C052	5	10/15/1999	5.6	1
SSG	-2A511B	1	11/29/1999	5.5	1
SSG	-2A551J	5	12/5/1999	5.5	1
SSG	-2T251	5	12/27/1999	5.4	1
SSG	-2T251	5	12/27/1999	5.4	1
SSG	-3P051	5	2/5/2000	5.3	1
SSG	-2T251	5	2/6/2000	5.3	1
SSG	-4A051	5	2/21/2000	5.3	1
SSG	-2T251	5	3/16/2000	5.2	1
SSG	-4A051	5	3/29/2000	5.2	1
SSG	-2A571	7	4/11/2000	5.2	1
SSG	-2A752	5	4/29/2000	5.1	1
SSG	-2A651B	5	6/1/2000	5.0	1
SSG	-2T251	5	6/16/2000	5.0	1
SSG	-2A553A	5	6/16/2000	5.0	1
SSG	-3E453	5	6/29/2000	4.9	1
SSG	-2A654	5	8/9/2000	4.8	1
SSG	-1A251	5	8/26/2000	4.8	1
SSG	-2A751	5	9/26/2000	4.7	1
SSG	-1C351	5	10/27/2000	4.6	1
SSG	-2A551J	5	12/8/2000	4.5	1
SSG	-2T251	5	1/9/2001	4.4	1
SSG	-2T251	5	1/18/2001	4.4	1
SSG	-2W151	5	1/31/2001	4.4	1
SSG	-4N051	5	3/3/2001	4.3	1
SSG	-4N051	5	3/13/2001	4.2	1
SSG	-4N051	5	3/13/2001	4.2	1
SSG	-2T251	5	4/8/2001	4.2	1
SSG	-2A654	5	4/25/2001	4.1	1
SSG	-9T100	0	4/19/2004	1.1	1
SSG	-4N011	1	2/2/2005	0.3	1
				2025.3	185
TSG	-2A774	7	7/22/1970	34.9	1
TSG	-2A573B	7	4/25/1971	34.1	1
TSG	-3P071	7	1/7/1972	33.4	1
TSG	-2A771	7	1/31/1972	33.4	1
TSG	-2T271	7	8/24/1974	30.8	1
TSG	-2T271	7	9/30/1974	30.7	1
TSG	-3E071	7	10/9/1974	30.7	1
TSG	-4A171	7	11/24/1974	30.6	1
TSG	-2A571	7	7/14/1975	29.9	1
TSG	-2T271	7	12/20/1975	29.5	1
TSG	-3M071	7	2/1/1976	29.4	1
TSG	-3A071	7	8/9/1976	28.8	1
TSG	-2S071	7	10/25/1976	28.6	1
TSG	-3E311	1	3/18/1977	28.2	1
TSG	-1T171	7	4/2/1977	28.2	1

11.0

TSG	-3C051	5	8/12/1977	27.8	1
TSG	-2S071	7	10/11/1977	27.7	1
TSG	-2T271	7	10/21/1977	27.6	1
TSG	-8C000	0	2/19/1978	27.3	1
TSG	-2T377	7	4/1/1978	27.2	1
TSG	-2T271	7	7/27/1978	26.9	1
TSG	-3S271	7	1/10/1979	26.4	1
TSG	-8C000	0	2/20/1979	26.3	1
TSG	-2S071	7	4/17/1979	26.2	1
TSG	-2A671B	7	5/30/1979	26.0	1
TSG	X4N071	7	7/5/1979	25.9	1
TSG	-3E171	7	8/30/1979	25.8	1
TSG	-3E371	7	9/10/1979	25.8	1
TSG	-2T370	7	11/13/1979	25.6	1
TSG	-2S071	7	11/15/1979	25.6	1
TSG	-2T271	7	11/19/1979	25.6	1
TSG	-2A671B	7	2/21/1980	25.3	1
TSG	-3P071	7	5/13/1980	25.1	1
TSG	-3P071	7	11/10/1980	24.6	1
TSG	-1A271	7	11/27/1980	24.5	1
TSG	-4N031	3	12/9/1980	24.5	1
TSG	-3C071	7	3/13/1981	24.3	1
TSG	-2A571	7	3/25/1981	24.2	1
TSG	-2A571	7	3/31/1981	24.2	1
TSG	-2A571	7	5/15/1981	24.1	1
TSG	-2A573C	7	7/15/1981	23.9	1
TSG	-2A571	7	8/13/1981	23.8	1
TSG	-2A773	7	8/28/1981	23.8	1
TSG	-2A774	7	8/31/1981	23.8	1
TSG	-3A071	7	9/28/1981	23.7	1
TSG	-2A674	7	10/3/1981	23.7	1
TSG	-2A571	7	11/6/1981	23.6	1
TSG	-1A271	7	4/16/1982	23.2	1
TSG	-2S071	7	7/14/1982	22.9	1
TSG	-2F071	7	8/18/1982	22.8	1
TSG	-3E571	7	11/10/1982	22.6	1
TSG	-8A100	0	11/23/1982	22.6	1
TSG	-2T271	7	11/23/1982	22.6	1
TSG	-3C171	7	1/6/1983	22.4	1
TSG	-2S071	7	2/20/1983	22.3	1
TSG	-2A671B	7	2/24/1983	22.3	1
TSG	-2A671B	7	3/2/1983	22.3	1
TSG	-3P071	7	4/2/1983	22.2	1
TSG	-2T370	7	4/13/1983	22.2	1
TSG	-3E271	7	5/9/1983	22.1	1
TSG	-3E371	7	8/2/1983	21.9	1
TSG	-3E271	7	8/3/1983	21.9	1
TSG	-3P071	7	8/28/1983	21.8	1
TSG	-1T171	7	8/30/1983	21.8	1
TSG	-2A671B	7	11/3/1983	21.6	1
TSG	-2A671B	7	11/10/1983	21.6	1
TSG	-2A672	7	12/4/1983	21.5	1
TSG	-2A676	7	12/8/1983	21.5	1
TSG	-2A672	7	12/13/1983	21.5	1
TSG	-3P071	7	1/20/1984	21.4	1
TSG	-2A773	7	2/29/1984	21.3	1
TSG	-2A671B	7	2/29/1984	21.3	1

TSG	-2A672	7	3/6/1984	21.3	1
TSG	-2A671B	7	3/7/1984	21.3	1
TSG	-3P071	7	3/20/1984	21.2	1
TSG	-2T271	7	5/6/1984	21.1	1
TSG	-2S071	7	5/21/1984	21.1	1
TSG	-3E371	7	6/4/1984	21.0	1
TSG	-2A571	7	6/23/1984	21.0	1
TSG	-2A571	7	7/18/1984	20.9	1
TSG	-3M071	7	8/15/1984	20.8	1
TSG	-2A571	7	8/20/1984	20.8	1
TSG	-2A773	7	8/22/1984	20.8	1
TSG	-2T271	7	9/28/1984	20.7	1
TSG	-2A573A	7	10/15/1984	20.7	1
TSG	-3E071	7	10/26/1984	20.6	1
TSG	-3M071	7	11/16/1984	20.6	1
TSG	-2A571	7	12/6/1984	20.5	1
TSG	-2A571	7	12/9/1984	20.5	1
TSG	-1A271	7	12/22/1984	20.5	1
TSG	-2A571	7	12/22/1984	20.5	1
TSG	-3E571	7	12/26/1984	20.5	1
TSG	-2S071	7	2/13/1985	20.3	1
TSG	-2T151	5	3/1/1985	20.3	1
TSG	-2T271	7	4/9/1985	20.2	1
TSG	-3P071	7	4/23/1985	20.1	1
TSG	-4N071	7	4/29/1985	20.1	1
TSG	-2T271	7	5/1/1985	20.1	1
TSG	-2A571	7	5/21/1985	20.1	1
TSG	-2E673	7	7/24/1985	19.9	1
TSG	-2T271	7	7/26/1985	19.9	1
TSG	-2A571	7	8/12/1985	19.8	1
TSG	-3A071	7	8/14/1985	19.8	1
TSG	-1A271	7	10/9/1985	19.7	1
TSG	-2S071	7	10/18/1985	19.6	1
TSG	-2T271	7	10/21/1985	19.6	1
TSG	-3C171	7	11/20/1985	19.6	1
TSG	-3P071	7	11/27/1985	19.5	1
TSG	-3C071	7	11/29/1985	19.5	1
TSG	-2A773	7	12/19/1985	19.5	1
TSG	-2E173	7	12/30/1985	19.4	1
TSG	-3E071	7	1/13/1986	19.4	1
TSG	-3E371	7	1/25/1986	19.4	1
TSG	-2A573C	7	2/4/1986	19.4	1
TSG	-3S071	7	2/13/1986	19.3	1
TSG	-2A571	7	3/13/1986	19.2	1
TSG	-2A671B	7	3/19/1986	19.2	1
TSG	-3P071	7	4/1/1986	19.2	1
TSG	-2A571	7	4/3/1986	19.2	1
TSG	-2S071	7	5/22/1986	19.1	1
TSG	-3A071	7	6/3/1986	19.0	1
TSG	-2A571	7	6/17/1986	19.0	1
TSG	-3E331	3	7/1/1986	18.9	1
TSG	-1A171	7	7/9/1986	18.9	1
TSG	-3E471	7	7/9/1986	18.9	1
TSG	-2A571	7	7/14/1986	18.9	1
TSG	-2A771	7	8/5/1986	18.9	1
TSG	-2S071	7	8/18/1986	18.8	1
TSG	-1A171	7	8/26/1986	18.8	1

TSG	-2T271	7	9/24/1986	18.7	1
TSG	-3P071	7	10/10/1986	18.7	1
TSG	-2A573C	7	10/22/1986	18.6	1
TSG	-4N071	7	10/25/1986	18.6	1
TSG	-3E171	7	11/25/1986	18.5	1
TSG	-2T271	7	12/26/1986	18.5	1
TSG	-3A071	7	1/21/1987	18.4	1
TSG	-3P071	7	3/10/1987	18.3	1
TSG	-4A071	7	3/20/1987	18.2	1
TSG	R2G071	7	5/5/1987	18.1	1
TSG	-2E113	1	6/15/1987	18.0	1
TSG	-2A671B	7	6/22/1987	18.0	1
TSG	-3M071	7	7/1/1987	17.9	1
TSG	-3P071	7	8/6/1987	17.8	1
TSG	-8C000	0	8/7/1987	17.8	1
TSG	-2T370	7	8/17/1987	17.8	1
TSG	-3P071	7	9/30/1987	17.7	1
TSG	-3M031	3	11/17/1987	17.6	1
TSG	-4N031	3	12/14/1987	17.5	1
TSG	-2A675	7	12/15/1987	17.5	1
TSG	-1A171	7	12/15/1987	17.5	1
TSG	-2A672	7	12/16/1987	17.5	1
TSG	-2T271	7	12/16/1987	17.5	1
TSG	-2S071	7	12/18/1987	17.5	1
TSG	-4N071	7	12/29/1987	17.5	1
TSG	-2W071	7	3/24/1988	17.2	1
TSG	X4N071	7	4/19/1988	17.1	1
TSG	-3A051	5	6/15/1988	17.0	1
TSG	-3P071	7	8/17/1988	16.8	1
TSG	-3P051	5	8/31/1988	16.8	1
TSG	-3E071	7	8/31/1988	16.8	1
TSG	-3C071	7	9/20/1988	16.7	1
TSG	-3M071	7	9/21/1988	16.7	1
TSG	-2T271	7	9/29/1988	16.7	1
TSG	-3C071	7	10/11/1988	16.7	1
TSG	X4N071	7	10/20/1988	16.6	1
TSG	-3E671	7	10/27/1988	16.6	1
TSG	-1A271	7	11/25/1988	16.5	1
TSG	-3S071	7	12/1/1988	16.5	1
TSG	-4N071	7	12/9/1988	16.5	1
TSG	-2A571	7	12/27/1988	16.5	1
TSG	-2A671B	7	1/27/1989	16.4	1
TSG	-1A271	7	2/1/1989	16.4	1
TSG	-2A676	7	2/13/1989	16.3	1
TSG	-3P071	7	3/24/1989	16.2	1
TSG	-2T251	5	4/6/1989	16.2	1
TSG	-3P071	7	4/12/1989	16.2	1
TSG	-2A571	7	5/23/1989	16.1	1
TSG	-4A071	7	7/14/1989	15.9	1
TSG	-1A171	7	7/14/1989	15.9	1
TSG	-2A571	7	7/14/1989	15.9	1
TSG	-2T271	7	7/15/1989	15.9	1
TSG	-2A553A	5	8/17/1989	15.8	1
TSG	-2A571	7	8/19/1989	15.8	1
TSG	-3E231	3	8/29/1989	15.8	1
TSG	-3P071	7	8/31/1989	15.8	1
TSG	-4A071	7	9/19/1989	15.7	1

TSG	-3A051	5	9/28/1989	15.7	1
TSG	X4N071	7	9/30/1989	15.7	1
TSG	-1A271	7	10/5/1989	15.7	1
TSG	-2A571	7	11/1/1989	15.6	1
TSG	-3M071	7	11/13/1989	15.6	1
TSG	X4N071	7	3/5/1990	15.3	1
TSG	-4N071	7	3/31/1990	15.2	1
TSG	X4N071	7	4/24/1990	15.1	1
TSG	-2F071	7	4/27/1990	15.1	1
TSG	-3A071	7	5/17/1990	15.1	1
TSG	-3E472	7	6/28/1990	15.0	1
TSG	-2A571	7	7/10/1990	14.9	1
TSG	-3E471	7	7/18/1990	14.9	1
TSG	-1C052	5	7/24/1990	14.9	1
TSG	-3P071	7	8/24/1990	14.8	1
TSG	-1A271	7	8/28/1990	14.8	1
TSG	-2A513B	1	9/12/1990	14.7	1
TSG	-2A773	7	1/3/1991	14.4	1
TSG	-3A071	7	1/11/1991	14.4	1
TSG	-3S271	7	2/23/1991	14.3	1
TSG	-2T271	7	2/26/1991	14.3	1
TSG	-3E471	7	3/19/1991	14.2	1
TSG	-2S071	7	3/22/1991	14.2	1
TSG	-2T271	7	3/25/1991	14.2	1
TSG	-3S171	7	4/23/1991	14.1	1
TSG	-4N071	7	10/8/1991	13.7	1
TSG	-3E251	5	11/4/1991	13.6	1
TSG	-2A675	7	11/21/1991	13.6	1
TSG	-2A676	7	12/31/1991	13.4	1
TSG	-1T171	7	1/23/1992	13.4	1
TSG	-1N071	7	4/12/1992	13.2	1
TSG	-2T271	7	4/13/1992	13.2	1
TSG	-3E271	7	4/17/1992	13.1	1
TSG	-3E471	7	4/23/1992	13.1	1
TSG	-2A571	7	5/15/1992	13.1	1
TSG	-3P071	7	6/4/1992	13.0	1
TSG	-2A571	7	6/13/1992	13.0	1
TSG	-3P071	7	7/23/1992	12.9	1
TSG	-3S071	7	8/7/1992	12.8	1
TSG	-3E071	7	8/18/1992	12.8	1
TSG	-2T271	7	9/8/1992	12.8	1
TSG	-3E171	7	9/18/1992	12.7	1
TSG	-3M031	3	11/17/1992	12.6	1
TSG	-3C171	7	12/17/1992	12.5	1
TSG	-3E072	7	1/8/1993	12.4	1
TSG	-3E371	7	2/18/1993	12.3	1
TSG	-2T271	7	2/26/1993	12.3	1
TSG	X4N071	7	4/15/1993	12.2	1
TSG	-3P071	7	6/16/1993	12.0	1
TSG	-2A675	7	8/20/1993	11.8	1
TSG	-2E271	7	9/14/1993	11.7	1
TSG	-2A571	7	10/19/1993	11.6	1
TSG	-3S071	7	11/5/1993	11.6	1
TSG	-2E271	7	12/8/1993	11.5	1
TSG	-2T271	7	5/3/1994	11.1	1
TSG	-4N071	7	7/14/1994	10.9	1
TSG	-2A571	7	10/4/1994	10.7	1

TSG	-2A771	7	11/22/1994
TSG	-2T071	7	2/15/1995
TSG	-2T271	7	3/4/1995
TSG	-1C371	7	3/16/1995
TSG	-1A171	7	5/9/1995
TSG	-2A573A	7	9/27/1995
TSG	-2A573A	7	12/27/1995
TSG	-2A573A	7	3/8/1996
TSG	-4C071	7	4/17/1996
TSG	-2A671B	7	8/7/1996
TSG	-2F071	7	8/8/1996
TSG	-2A672	7	8/22/1996
TSG	-2A573A	7	9/11/1996
TSG	-3E911	1	12/5/1996
TSG	-2A671B	7	1/4/1997
TSG	-3S271	7	1/27/1997
TSG	-6F071	7	3/19/1997
TSG	-2T271	7	7/23/1997
TSG	-2A571	7	9/3/1997
TSG	-1A271	7	9/22/1997
TSG	-4N071	7	12/8/1997
TSG	-3P071	7	7/22/1998
TSG	-3P071	7	4/22/1999

10.5	1
10.3	1
10.3	1
10.2	1
10.1	1
9.7	1
9.5	1
9.3	1
9.1	1
8.8	1
8.8	1
8.8	1
8.7	1
8.5	1
8.4	1
8.4	1
8.2	1
7.9	1
7.8	1
7.7	1
7.5	1
6.9	1
6.1	1
4908.6	266

18.5



Manpower Implications / Cost



911 AW Awards & Decorations



175 Meritorious Service Medals



171 AF Commendation Medals



165 AF Achievement Medals

Integrity - Service - Excellence

45

Since 9/11, many of the Awards and Decorations earned by our folks are rooted in their duty in support of the War on Terrorism.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Manpower Implications / Cost

BRIEFING BULLET:

- 911th Airlift Wing Awards and Decorations
 - 175 Meritorious Service Medals
 - 171 Air Force Commendation Medals
 - 165 Air Force Achievement Medals

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Major David P. Nardozzi, Captain Steven Miner

SUPPORTING ANALYSIS:

- Supporting Analysis Data on Medals Awarded

SUPPORTING DOCUMENTATION: 1 Page

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: 911 AW Global Presence

BRIEFING BULLET: 911 AW Reservists are In the Fight

**Briefer: Col Vogt
Analysis POC(s): Maj Nardozi, Cpt Miner**

SUPPORTING ANALYSIS:

	Legion of Merit	Bronze Star	Air Medal	Aerial Achievement Medal	Meritorious Service Medal	MSM (CENTAF)	Commendation Medal	AFCM (CENTAF)	Achievement Medal	AFAM (CENTAF)	Joint Service Commendation Medal	Joint Service Achievement Medal
FY05	1		128	11	31	1	52	17	10	17	1	
FY03-04	1	2	4	10	111		88		123		2	1
FY02					32		20		21			
FY01 (after 9/11)					1		11		11			

454 Global War on Terrorism Expeditionary Medals
2 Iraq Campaign Medals
1 Afghanistan Campaign Medal



Manpower Implications / Cost



Combat Awards and Decorations



2 Bronze Stars



454 Global War on Terrorism Exp. Medals



128 Air Medals



11 Aerial Achievement Medals

Integrity - Service - Excellence

46

These combat awards are a direct result of their participation in the War.

All of the Air Medals and Aerial Achievement Medals have been earned since December '03.

All of the Global War on Terrorism Expeditionary Medals were earned by Airman deployed to the AOR.

The number of Combat awards grows daily, as we are still engaged in the War, flying missions in harm's way as we speak.

This is another factor of experience not measured.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Manpower Implications / Cost

BRIEFING BULLET:

- Combat Awards and Decorations
 - 2 Bronze Stars
 - 454 Global War on Terrorism Expeditionary Medals
 - 128 Air Medals
 - 11 Aerial Achievement Medals

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): Major David P. Nardozzi, Captain Steven Miner

SUPPORTING ANALYSIS:

- Supporting Analysis Data on Medals Awarded

SUPPORTING DOCUMENTATION: 1 Page

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: 911 AW Global Presence

BRIEFING BULLET: 911 AW Reservists are In the Fight

Briefer: Col Vogt
Analysis POC(s): Maj Nardozzi, Cpt Miner

SUPPORTING ANALYSIS:

	Legion of Merit	Bronze Star	Air Medal	Aerial Achievement Medal	Meritorious Service Medal	MSM (CENTAF)	Commendation Medal	AFCM (CENTAF)	Achievement Medal	AFAM (CENTAF)	Joint Service Commendation Medal	Joint Service Achievement Medal
FY05	1		128	11	31	1	52	17	10	17	1	
FY03-04	1	2	4	10	111		88		123		2	1
FY02					32		20		21			
FY01 (after 9/11)					1		11		11			

454 Global War on Terrorism Expeditionary Medals
2 Iraq Campaign Medals
1 Afghanistan Campaign Medal



U.S. AIR FORCE

Manpower Implications / Cost



Manning

- 1245 ARTs and Reservists Authorized
- 1294 Assigned

104% Manned

Recruiting

- Recruiting Average over 10 yrs = 114%

Integrity - Service - Excellence

47

We are authorized 1245 ARTs and Reservists here at the 911th.

We have a long history of exceeding that number, and we are currently manned at 104%. It could be higher but for the fact that we do not have the funds to bring in more. Our recruiters have to be restrained.

Recruiters, by the way, that have a 10 year average performance of 114% of their goals.

This performance helps to compensate for those other units in AFRC that have fallen short in the recruiting game.

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.

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

Pittsburgh Production

3 Yr Average 31.8 32 10.3 127

Fiscal Year	MOL	Butler	Morgantown	Total	Goal	% Goal
94	132 (2)			132		
95	71 (58) (2)			71	83	85.5%
96	95 (82) (3)			95	50	190.0%
97	115 (104) (3)			115	86	133.7%
98	110 (106) (3)	6 (5) (1)		116	123	94.3%
99	104 (100) (3)			104	103	101.0%
2000	130 (125) (3)	32 (31) (1)		162	155	104.5%
2001	76 (74) (2)	45 (42) (1)	15 (15) (1)	136	135	100.7%
2002	65 (64) (2)	35 (33) (1)	9 (8) (1)	109	83	131.3%
2003	112 (106) (3)	35 (34) (1)	7 (6) (1)	154	129	119.4%
2004	77 (73) (3)	26 (23) (1)	15 (12) (1)	118	144	81.9%

(#) = Number Accessed to Pittsburgh

(#) = Number of Authorized Recruiters

Production By FY

Fiscal Year	Office	Recruiter	Accessions	To W1	NPS	Average	W1/Other	Total W1
2004								
	MOL	Galbraith	3	3	2		54	162
Authorizations	MOL	Hickman	34	33	15			
MOL=3	MOL	Drake	35	34	23			
Butler=1	MOL	Serakowski	5	3	0			
Morgantown=1	Butler	Dziurzynski	2	2	2			
Total=5	Butler	Serakowski	24	21	13			
	Morgantown	Harbert	15	12	8			
		Total	118	108	63	23.6		

Fiscal Year	Office	Recruiter	Accessions	To W1	NPS	Average	W1/Other	Total W1
2003								
Authorizations	MOL Lead Rec.	Slike	47	46	16		57	203
MOL=3	MOL	Hickman	40	38	22			
Butler=1	MOL	Serakowski	25	22	13			
Morgantown=1	Butler	Dziurzynski	35	34	22			
Total=5	Morgantown	Franz	7	6	3			
		Total	154	146	76	30.8		

2002	MOL	Slike	48	47	13		33	138
Authorizations	MOL	Dziurzynski	2	2	1			
MOL=2	MOL	Barfield	15	15	7			
Butler=1	Butler	Inskipt	31	29	15			
Morgantown=1	Butler	Dziurzynski	4	4	3			
Total=4	Morgantown	Blockton	9	8	2			
		Total	109	105	41	27.3		

2001	MOL	Blockton	29	29	15		44	174
Authorizations	MOL	Taylor	3	3	0			
MOL=2	MOL	Slike	44	42	14			
Butler=1	Butler	Inskipt	45	41	24			
Morgantown=1	Morgantown	Blockton	15	15	7			
Total=4		Total	136	130	60	34		

2000	MOL	Blockton	42	42	21		46	202
Authorizations	MOL	Taylor	42	40	6			
MOL=3	MOL	Slike	46	43	11			
Butler=1	Butler	Inskipt	32	31	17			
Total=4		Total	162	156	55	40.5		

Fiscal Year	Office	Recruiter	Accessions	To W1	NPS	Average	W1/Other	Total W1
99	MOL	Blockton	12	12	4		48	148
Authorizations	MOL	Taylor	46	46	10			
MOL=3	MOL	Southerland	9	7	3			
Total=3	MOL	Barshinger	28	26	8			
	MOL	Slike	9	9	2			
		Total	104	100	27			34.7

98	Senior Recruiter	Neal	2	2	0		30	141
Authorizations	MOL	Taylor	35	35	10			
MOL=3	MOL	Southerland	42	39	4			
Butler=1	MOL	Barshinger	31	30	12			
Total=4	Butler 980430	Neal	6	5	1			
		Total	116	111	27			29

Office closing dates are in red

97	Senior Recruiter	Neal	3	3	0		55	159
Authorizations	Office Manager	Haflett	23	20	5			
Mol=3	MOL	Trice	76	70	16			
Total=3	MOL	Southerland	7	6	0			
	MOL	Barshinger	6	5	2			
		Total	115	104	23			38.3

96	Senior Recruiter	Neal	6	6	1		48	130
Authorizations	Office Manager	Haflett	39	31	5			
MOL=3	Office Manager	Hoffman	5	4	2			
Total=3	MOL	Trice	33	30	11			
	MOL	Narigon	12	11	3			
		Total	95	82	19			31.6

Fiscal Year	Office	Recruiter	Accessions	To W1	NPS	Average	W1/Other	Total W1
95	Senior Recruiter	Neal	8	3	1		47	105
Authorizations	Office Manager	Hoffman	28	24	7			
MOL=2	MOL	Narigon	35	31	7			
Total=2		Total	71	58	15	35.5		

94	Senior Recruiter	Neal	22		0			
Authorizations	Office Manager	Hoffman	60		9			
MOL=2	MOL	Narigon	50		5			
Total=2		Total	132		14	66		

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
 - $1,300 \text{ members} \times \$7,048 = \$9,162,400$
- Data provided by LTC Dirk Palmer, AFRC/RSD

SUPPORTING DOCUMENTATION: NO. OF PAGES 6

Total cost per accession for FY04 is \$7,048 per recruit

per LTC Palmer AFRC/RSD

This data is taken from the 804 Report

When used it should be stated that "according to the 804 report and based on 10,454 accession in FY04..."

Cost to recruit currently assigned personnel

\$7,048 per recruit X 1,300 personnel = \$9,162,400

804 Report s
 provided by AFRC/RSD

URCES SUMMARY REPORT		Date Prepared: (20050105)	
RECRUITING I		Air Force Reserve Command	
Service:		(Current Dollars in Thousands)	
BUDGET:			
ENLISTED PROGRAM			
COST CATEGORY	FY 2004 Actual (est)	FY 2005 Budgeted	FY 2006 Budgeted
1. Military Personnel			
a. College Funds	8,000	9,100	9,100
b. Enlisted Bonus	8,403	6,554	6,554
c. Loan Repayments			
d. Military Pay	25,064	28,004	28,004
e. Other (MP Approp)			
2. Total MilPers	41,467	43,658	43,658
3. Operations & Maintenance			
a. Civilian Pay	1,780	1,780	1,780
b. Advertising	11,729	12,187	12,187
c. Recruiting Support (O&M)	2,285	2,391	2,391
(1) Communications	292	398	398
(2) Training	5	5	5
(3) Computer Support	115	115	115
(4) Other	1,873	1,873	1,873
4. Total O&M	15,794	16,358	16,358
5. Other Appropriations			
a. Procurement			
b. RDTE			
6. Total Other Appropriations	0	0	0
7. Service Totals	57,261	60,016	60,016
8. Enlisted Accessions			
a. Non-Prior Service	3084	3031	4000
b. Prior Service	6562	7075	4227
9. Total Accessions	9636	10106	8227
10. Enlisted Investment-per-Accession	6201.8	5938.7	7295.0
MEDICAL PROGRAM			
COST CATEGORY	FY 2004 Actual (est)	FY 2005 Budgeted	FY 2006 Budgeted
1. Military Personnel			
a. College Funds	893	5,610	5,610
b. Medical Bonus	987	1,163	1,163
c. Loan Repayments			
d. Military Pay		2,200	2,200
e. Other (MP Approp)			
2. Total MilPers	1,880	8,973	8,973
3. Operations & Maintenance			
a. Civilian Pay	228	228	228
b. Advertising	585	1,083	1,083
c. Recruiting Support (O&M)	202	193	193
(1) Communications	41	32	32
(2) Training	0	0	0
(3) Computer Support	9	9	9
(4) Other	152	152	152
4. Total O&M	1,015	1,504	1,504
5. Other Appropriations			
a. Procurement			
b. RDTE			
6. Total Other Appropriations	0	0	0
7. Service Totals	2,895	10,477	10,477
OFFICER PROGRAM			
COST CATEGORY	FY 2004 Actual (est)	FY 2005 Budgeted	FY 2006 Budgeted
1. Military Personnel			
a. College Funds	1,935	1,840	1,840
b. Accession Bonus			
c. Loan Repayments			
d. Military Pay	1,719	1,970	1,970
e. Other (MP Approp)			
2. Total MilPers	3,654	3,810	3,810
3. Operations & Maintenance			
a. Civilian Pay	410	410	410
b. Advertising	190	271	271
c. Recruiting Support (O&M)	145	139	139
(1) Communications	29	23	23
(2) Training	0	0	0
(3) Computer Support	7	7	7
(4) Other	109	109	109
4. Total O&M	745	820	820
5. Other Appropriations			
a. Procurement			
b. RDTE			
6. Total Other Appropriations	0	0	0
7. Service Totals	4,399	4,630	4,630
TOTAL PROGRAM			
COST CATEGORY	FY 2004 Actual (est)	FY 2005 Budgeted	FY 2006 Budgeted
1. Military Personnel			
a. College Funds	10,828	15,450	16,550
b. Enl. Med. & Acc Bonus	9,390	9,566	7,717
c. Loan Repayments	0	0	0
d. Military Pay	26,783	26,783	32,174
e. Other (MP Approp)	0	0	0
2. Total MilPers	47,001	54,250	56,441
3. Operations & Maintenance			
a. Civilian Pay	2,287	2,481	2,418
b. Advertising	12,504	13,083	13,541
c. Recruiting Support (O&M)	4,971	2,617	2,723
(1) Communications	362	347	453
(2) Training	332	5	5
(3) Computer Support	373	131	131
(4) Other	3,229	2,134	2,134
4. Total O&M	17,554	18,118	18,682
5. Other Appropriations			
a. Procurement	0	0	0
b. RDTE	0	0	0
6. Total Other Appropriations	0	0	0
7. Service Totals	73,680	72,368	75,123

\$73,680,000 - 10,454 gains = \$70,448 per gain

Withrow Connie Civ 911 AW/FM

From: Vogt Carl Col 911 AW/CC
Sent: Monday, May 23, 2005 2:44 PM
To: Withrow Connie Civ 911 AW/FM; Bosley Adrian Maj 911 OSF/IN
Subject: FW: Training Costs
Attachments: fy04-cpa.fpk; 804 Report 20050218.xls; RMISdocu.pdf; NMISS.DOC; image001.jpg; Pittsburgh production history.xls

*Col V.
 Commander, 911 AW
 DSN 277-8505*

From: Vaughan Douglas SMSgt 911 AW/RS
Sent: Monday, May 23, 2005 2:19 PM
To: Vogt Carl Col 911 AW/CC
Subject: FW: Training Costs

Sir, I just added the Pittsburgh production history.



Powered by eBizcard - [Get your own card](#)

From: Palmer Dirk A LtCol AFRC/RSD
Sent: Monday, May 23, 2005 2:05 PM
To: Vogt Carl Col 911 AW/CC
Cc: Vaughan Douglas SMSgt 911 AW/RS; Kirby Paul Col AFRC/DPT; Collier Larry A Civ AFRC/FM; Mungavin Francis Col AFRC/RS; Schoch Dave SMSgt AFRC/RSSR; Moore Ellen M Maj AFRC/RSS; Unger John Maj AF/REPX; Lee Larry Col AFRC/DPM
Subject: RE: Training Costs

Sir,
 The first atch is our RS cost per accession worksheet that includes our FY04 total recruiting budget and mil/civ pay costs divided by the annual number of accessions to get a bottom line cost per accession of \$4,652. This is RS actual data based on our budget and pay expenses; however, it doesn't represent the total cost of accessing someone into the command. For example, depending on how you state the issue, there are other costs associated with recruiting an individual that are in DP's budget such as bonuses,

5/31/2005

→
Total Cost next page

BMT, TTS, etc.

The second attachment (804 Report) is a report we send to REP that includes budgeted items from others involved in the accession process. If you use this report, the total cost per accession in FY04 would be \$7,048 per recruit. I inserted the math below the total summary block in the spreadsheet as an add-on for your use. If you cite this example, please do so by stating "according to the 804 report and based on 10,454 accessions in FY04 ..." Note: We haven't directly reported cost per accession in the 804 report, so we need to add a caveat if explained that way.

We don't have a formula of X market required to support X number of recruits. We basically use the checklist attached (NMISS.doc) as a guide and extract market data available thru DoD's Recruit Market Information System (RMISdocu.pdf) to determine NPS and PS markets w/in 100 mile radius of proposed mission change scenarios. After gathering relevant market data and examining other factors, we make recommendations directly to XP as requested, or formally thru the AFRC Roles & Missions Team on which we sit.

There are many factors to consider before making recommendations about a specific scenario to include market data, historical production (propensity to recruit), needed manpower (recruiters), advertising requirements (media costs), etc. Moreover, each situation varies and requires *qualitative* judgments as well—for example, competition and their results (if appropriate) and impact of us "joining the hunt." The problem with trying to definitively define recruiting requirements as a result of massive BRAC realignments is compounded because of large unknown data elements like "how many of the dislocated reservists currently at base X will be willing to move to base X and so on.

I hope you'll find this information helpful. SMSgt Vaughan can provide local recruiting production data. If you have any other questions or recruiting requirements, please advise.

Vr,

Dirk A. Palmer

DIRK A. PALMER, Lt Col, USAF
Deputy Director, Recruiting Service
DSN 497-0670 (fax-0153), Comm (478) 327-0670
Toll free: 1-800-223-1784 (ext. 7-0670)

-----Original Message-----

From: Vogt Carl Col 911 AW/CC
Sent: Friday, May 20, 2005 8:00 AM
To: Vaughan Douglas SMSgt 911 AW/RS; Palmer Dirk A LtCol AFRC/RSD
Subject: RE: Training Costs

PS. Also, do have any stats that relate recruiting to demographics... i.e. size of a community to support the effective recruitment of X number of reservists?

*Col V.
Commander, 911 AW
DSN 277-8505*

From: Vaughan Douglas SMSgt 911 AW/RS
Sent: Friday, May 20, 2005 7:58 AM
To: Palmer Dirk A LtCol AFRC/RSD
Cc: Vogt Carl Col 911 AW/CC
Subject: Training Costs

Sir, Col Vogt, the 911th Wing CC asked me to get this information. Since you have the stats, could you

5/31/2005

please help me put this together?



Powered by eBizcard - [Get your own card](#)

From: Vogt Carl Col 911 AW/CC
Sent: Friday, May 20, 2005 7:36 AM
To: Vaughan Douglas SMSgt 911 AW/RS
Cc: Bosley Adrian Maj 911 OSF/IN
Subject:

In looking at the big picture of BRAC, I seriously doubt replacement and training costs for the vacancies BRAC will create has been factored in, nor the lack of capacity within AETC to accommodate 30,000 Guardsmen and reservists.

Doug: We need an average cost to recruit a reservist and average cost through BMT/tech school. Also the number of BMT/tech school slots for last year and this year that we could not get in timely fashion. Also your total number of recruits for each year.

*Col V.
 Commander, 911 AW
 DSN 277-8505*

RESERVE RECRUITING COST PER ACCESSION DATA

1. PERIOD COVERED FY04		2. AS OF DATE 30 Sep 04	
3. CIVILIAN COST \$2,287,046.00		5. OPERATING EXPENSES	
4. EXPENSES			
TRAVEL	\$1,837,873.00	MILITARY PAY AND ALLOWANCES	\$26,783,000.00
VEHICLES	\$919,781.00		
TRANSPORTATION	\$4,744.00	CIVILIAN COST	\$2,287,046.00
COMMUNICATIONS	\$417,295.00		
PRINTING	\$254,445.00	EXPENSES	\$19,430,601.00
MEPS	\$242,759.00		
OUT-OF-POCKET	\$10,053.00	OTHER	\$131,321.00
COI	\$42,000.00		
CONTRACTUAL	\$230,088.00		
SUPPLY	\$1,467,704.00	TOTAL	\$48,631,968.00
EQUIPMENT	\$29,654.00	ACCESSIONS	10,454
ADVERTISING	\$12,504,000.00		
OTHER COST	\$1,470,205.00	COST PER ACCESSION	\$4,652.00
TOTAL	\$19,430,601.00		

6. REMARKS

* Leased Offices & Leased Family Housing
 ** RPA Mandays

FOR OFFICIAL USE ONLY

from AFRC/RSD

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

AFSCs with bonus

Bonus information for current personnel

Position DAFSC	rank	# in AFSC w/rank	Position Classification	Bonus
1C052	SSG	1	Aviation Resource Mgt	\$8,000
.C072	TSG	3	Aviation Resource Mgt	\$24,000
-1C092	SMS	1	Aviation Resource Mgt	\$8,000
-2A553A	SSG	13	Integrated Avionics Systems	\$104,000
-2A654	SSG	4	Aircraft Fuel Systems	\$32,000
-2A752	SSG	1	Nondestructive Inspection	\$8,000
-2A772	TSG	2	Nondestructive Inspection	\$16,000
-2E153	SSG	4	Ground Radio Comm	\$32,000
-2E173	TSG	3	Ground Radio Comm	\$24,000
-2E251	SSG	4	Com, Network, Switching and Crypto Systems	\$32,000
-2E271	TSG	4	Com, Network, Switching and Crypto Systems	\$32,000
-2T251	SSG	65	Air Trans	\$520,000
-2T271	TSG	56	Air Trans	\$448,000
-2T291	SMS	7	Air Trans	\$56,000
-2T370	TSG	4	Vehicle & Vehicular Equip Maint	\$32,000
-2T390	SMS	1	Vehicle Maintenance Mgt	\$8,000
-3C251	SSG	1	Comm - Computer Sys Con	\$8,000
-3C271	TSG	2	Comm - Computer Sys Con	\$16,000
-3E451	SSG	3	Utilities Sys	\$24,000
-3E471	TSG	8	Utilities Sys	\$64,000
-3E951	SSG	1	Readiness	\$8,000
-3E971	TSG	5	Readiness	\$40,000
-3E991	SMS	3	Readiness	\$24,000
-3P051	SSG	45	Security Forces	\$360,000
-3P051B	SSG	5	Security Forces	\$40,000
P071	TSG	40	Security Forces	\$320,000
-3P091	SMS	3	Security Forces	\$24,000
		289		\$ 2,312,000.00

Withdraw Connie Civ 911 AW/FM

From: Creegan Barbara SMSgt 911 MSF/DPMS
Sent: Thursday, June 02, 2005 11:42 AM
To: Withdraw Connie Civ 911 AW/FM
Subject: FW: BONUS AFSC FOR 1 APR - 30 SEP 05
Attachments: BONUS AFSC SELECTION LIST.DOC

Yes, we submit a new listing twice a year. Non-prior service enlistment is \$8,000 and prior service is \$5,000.

//SIGNED//

**Barb Creegan, SMSgt, USAFR
MPF Superintendent**

From: Withdraw Connie Civ 911 AW/FM
Sent: Thursday, June 02, 2005 11:02 AM
To: Creegan Barbara SMSgt 911 MSF/DPMS
Subject: FW: BONUS AFSC FOR 1 APR - 30 SEP 05

I think so – at least partially. Are these the only AFSCs that get an enlistment bonus? And what is the amount of the bonus for each? Thanks very much.

Connie

From: Creegan Barbara SMSgt 911 MSF/DPMS
Sent: Thursday, June 02, 2005 10:57 AM
To: Withdraw Connie Civ 911 AW/FM
Cc: Miner Steven Capt 911 MSF/CC
Subject: BONUS AFSC FOR 1 APR - 30 SEP 05

Is this what you are looking for?

//SIGNED//

**Barb Creegan, SMSgt, USAFR
MPF Superintendent**

BONUS AFSC SELECTION LIST

1 April 05 – 30 Sep 2005

1C0X2	2T3X0
2A5X3A	3C2X1
2A6X4	3E4X1
2A7X2	3E9X1
2E1X3	3P0X1
2E2X1	3P0X1B
2T2X1	

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 – 106%
 - 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

911TH AW BRAC Commissioner's Briefing
DATA CARD

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
DATA CARD

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 – 106%
 - 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)

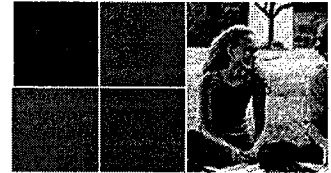
Populations are based on 1990 census and 1991 post censal data

QMA - Quality Military Available - high school seniors and high school graduates



SECURITY MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by MUD: Download

Your Query

Data Item	Value	Sum	Sort
MUD	S2PL	<i>Age</i>	
Date	2005		
Race	All		
Sex	All		
Education	All		
Age	All		

Rows found = 36540

Elapsed time = 260 seconds

Download Help: left-click to view, right-click to save

Download Options

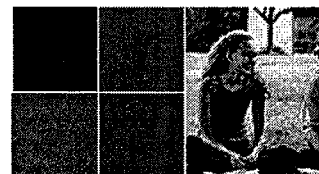
csv	Comma separated variable, no query description
csv w/Query	Comma separated variable, with the query description
tab	tab-delimited, no query description
tab w/Query	tab-delimited, with the query description
Excel	Excel, no query description
Excel w/query	Excel, with the query description





RECRUIT MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by MUD: Download

Your Query

Data Item	Value	Sum	Sort
MUD	R20E	<i>offical cost</i>	
Date	2005		
Race	All		
Sex	All		
Education	All		
Age	All		

Rows found = 212940
 Elapsed time = 1537.99 seconds

212,940
133,350
133,350

479,640
Total offical

Download Help: left-click to view, right-click to save

Download Options

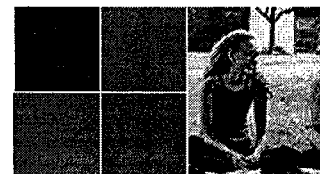
- [csv](#) Comma separated variable, no query description
- [csv w/Query](#) Comma separated variable, with the query description
- [tab](#) tab-delimited, no query description
- [tab w/Query](#) tab-delimited, with the query description
- Excel Excel download is not available for this query (number of records exceeds 65,000)
- Excel w/query Excel download is not available for this query (number of records exceeds 65,000)





REGULATORY MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by MUD: Download

Your Query

Data Item	Value	Sum	Sort
MUD	R2OW		
Date	2005		
Race	All		
Sex	M		
Education	All		
Age	All		

Rows found = 133350

Elapsed time = 1012 seconds

Download Help: left-click to view, right-click to save

Download Options

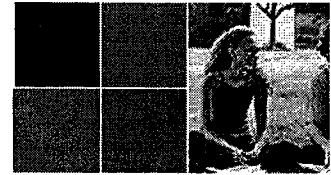
csv	Comma separated variable, no query description
csv w/Query	Comma separated variable, with the query description
tab	tab-delimited, no query description
tab w/Query	tab-delimited, with the query description
Excel	Excel download is not available for this query (number of records exceeds 65,000)
Excel w/query	Excel download is not available for this query (number of records exceeds 65,000)





SECURITY MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by MUD: Download

Your Query

Data Item	Value	Sum	Sort
MUD	R20W		
Date	2005		
Race	All		
Sex	F		
Education	All		
Age	All		

Rows found = 133350
Elapsed time = 930 seconds

Download Help: left-click to view, right-click to save

Download Options

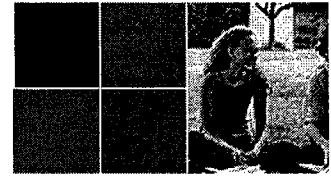
- [csv](#) Comma separated variable, no query description
- [csv w/Query](#) Comma separated variable, with the query description
- [tab](#) tab-delimited, no query description
- [tab w/Query](#) tab-delimited, with the query description
- Excel Excel download is not available for this query (number of records exceeds 65,000)
- Excel w/query Excel download is not available for this query (number of records exceeds 65,000)





ARMY MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by MUD: Download

Your Query

Data Item	Value	Sum	Sort
MUD	W1ME		
Date	2005		
Race	All		
Sex	All		
Education	All		
Age	All		

Rows found = 59220
Elapsed time = 410 seconds

Download Help: left-click to view, right-click to save

Download Options

- csv Comma separated variable, no query description
- csv w/Query Comma separated variable, with the query description
- tab tab-delimited, no query description
- tab w/Query tab-delimited, with the query description
- Excel Excel, no query description
- Excel w/query Excel, with the query description

59,220
 27,720
 49,560
 136,500
 83,580

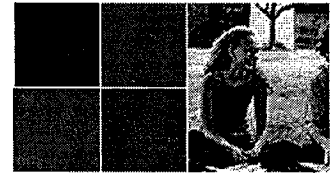
 356,580
 Total 911⁴





RECRUITMENT MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by MUD: Download

Your Query

Data Item	Value	Sum	Sort
<u>MUD</u>	W1MN		
<u>Date</u>	2005		
<u>Race</u>	All		
<u>Sex</u>	All		
<u>Education</u>	All		
<u>Age</u>	All		

Rows found = 27720

Elapsed time = 193 seconds

Download Help: left-click to view, right-click to save

Download Options

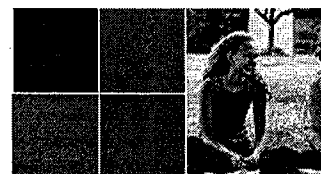
<u>csv</u>	Comma separated variable, no query description
<u>csv w/Query</u>	Comma separated variable, with the query description
<u>tab</u>	tab-delimited, no query description
<u>tab w/Query</u>	tab-delimited, with the query description
<u>Excel</u>	Excel, no query description
<u>Excel w/query</u>	Excel, with the query description





SECURITY MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by MUD: Download**Your Query**

Data Item	Value	Sum	Sort
<u>MUD</u>	W1MW		
<u>Date</u>	2005		
<u>Race</u>	All		
<u>Sex</u>	All		
<u>Education</u>	All		
<u>Age</u>	All		

Rows found = 49560

Elapsed time = 348 seconds

Download Help: left-click to view, right-click to save**Download Options**

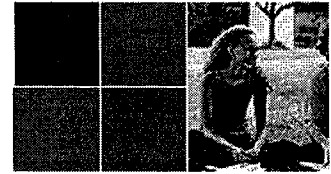
<u>csv</u>	Comma separated variable, no query description
<u>csv w/Query</u>	Comma separated variable, with the query description
<u>tab</u>	tab-delimited, no query description
<u>tab w/Query</u>	tab-delimited, with the query description
<u>Excel</u>	Excel, no query description
<u>Excel w/query</u>	Excel, with the query description





RESERVE MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by MUD: Download

Your Query

Data Item	Value	Sum	Sort
MUD	W1TL		
Date	2005		
Race	All		
Sex	All		
Education	All		
Age	All		

Rows found = 136500
Elapsed time = 996 seconds

Download Help: left-click to view, right-click to save

Download Options

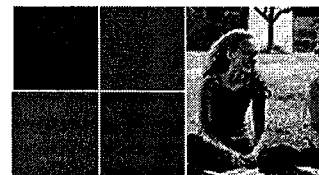
csv	Comma separated variable, no query description
csv w/Query	Comma separated variable, with the query description
tab	tab-delimited, no query description
tab w/Query	tab-delimited, with the query description
Excel	Excel download is not available for this query (number of records exceeds 65,000)
Excel w/query	Excel download is not available for this query (number of records exceeds 65,000)





SECURITY MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by MUD: Download**Your Query**

Data Item	Value	Sum	Sort
<u>MUD</u>	W1B0		
<u>Date</u>	2005		
<u>Race</u>	All		
<u>Sex</u>	All		
<u>Education</u>	All		
<u>Age</u>	All		

Rows found = 83580

Elapsed time = 598 seconds

Download Help: left-click to view, right-click to save**Download Options**

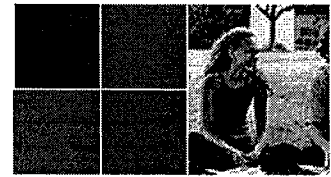
<u>csv</u>	Comma separated variable, no query description
<u>csv w/Query</u>	Comma separated variable, with the query description
<u>tab</u>	tab-delimited, no query description
<u>tab w/Query</u>	tab-delimited, with the query description
Excel	Excel download is not available for this query (number of records exceeds 65,000)
Excel w/query	Excel download is not available for this query (number of records exceeds 65,000)





SECURITY MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by County: Download

Your Query

<u>Data Item</u>	<u>Value</u>	<u>Sum</u>	<u>Sort</u>
County	PA-ADAMS		
	PA-ALLEGHENY		
	PA-ARMSTRONG		
	PA-BEAVER		
	PA-BEDFORD		
	PA-BERKS		
	PA-BLAIR		
	PA-BRADFORD		
	PA-BUCKS		
PA-BUTLER			
Date	2005		
Race	All		
Sex	All		
Education	All		
Age	All		

121,800
 78,960
 84,420
 92,400
 80,640
 60,480
 97,440

 616,140 PA TOTAL POPULATION

Rows found = 121800
 Elapsed time = 654 seconds

Download Help: left-click to view, right-click to save

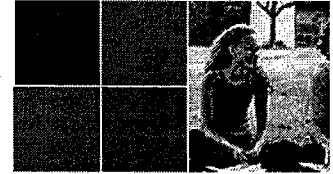
Download Options

- csv Comma separated variable, no query description
- csv w/Query Comma separated variable, with the query description
- tab tab-delimited, no query description
- tab w/Query tab-delimited, with the query description
- Excel Excel download is not available for this query (number of records exceeds 65,000)



REGULATORY MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by County: Download**Your Query**

Data Item	Value	Sum	Sort
County	PA-CAMBRIA PA-CAMERON PA-CARBON PA-CENTRE PA-CHESTER PA-CLARION PA-CLEARFIELD PA-CLINTON PA-COLUMBIA PA-CRAWFORD		
Date	2005		
Race	All		
Sex	All		
Education	All		
Age	All		

Rows found = 78960

Elapsed time = 446 seconds

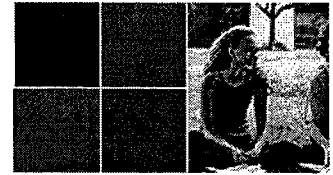
Download Help: left-click to view, right-click to save**Download Options**

csv	Comma separated variable, no query description
csv w/Query	Comma separated variable, with the query description
tab	tab-delimited, no query description
tab w/Query	tab-delimited, with the query description
Excel	Excel download is not available for this query (number of records exceeds 65,000)



REGULATORY MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by County: Download

Your Query

Data Item	Value	Sum	Sort
County	PA-CUMBERLAND PA-DAUPHIN PA-DELAWARE PA-ELK PA-ERIE PA-FAYETTE PA-FOREST PA-FRANKLIN PA-FULTON PA-GREENE		
Date	2005		
Race	All		
Sex	All		
Education	All		
Age	All		

Rows found = 84420

Elapsed time = 467 seconds

Download Help: left-click to view, right-click to save

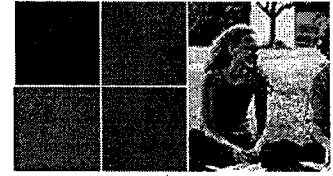
Download Options

csv	Comma separated variable, no query description
csv w/Query	Comma separated variable, with the query description
tab	tab-delimited, no query description
tab w/Query	tab-delimited, with the query description
Excel	Excel download is not available for this query (number of records exceeds 65,000)



RECRUITMENT MARKET INFORMATION SYSTEM

Download Options


[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)
W&P Population by County: Download
Your Query

Data Item	Value	Sum	Sort
County	PA-HUNTINGDON PA-INDIANA PA-JEFFERSON PA-JUNIATA PA-LACKAWANNA PA-LANCASTER PA-LAWRENCE PA-LEBANON PA-LEHIGH PA-LUZERNE		
Date	2005		
Race	All		
Sex	All		
Education	All		
Age	All		

Rows found = 92400

Elapsed time = 497 seconds

Download Help: left-click to view, right-click to save

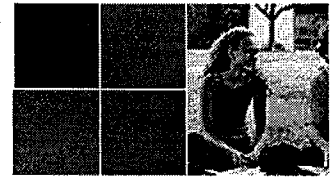
Download Options

<u>csv</u>	Comma separated variable, no query description
<u>csv w/Query</u>	Comma separated variable, with the query description
<u>tab</u>	tab-delimited, no query description
<u>tab w/Query</u>	tab-delimited, with the query description
Excel	Excel download is not available for this query (number of records exceeds 65,000)



REGISTRY MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by County: Download

Your Query

Data Item	Value	Sum	Sort
County	PA-LYCOMING PA-MCKEAN PA-MERCER PA-MIFFLIN PA-MONROE PA-MONTGOMERY PA-MONTOUR PA-NORTHAMPTON PA-NORTHUMBERLAND PA-PERRY		
Date	2005		
Race	All		
Sex	All		
Education	All		
Age	All		

Rows found = 80640

Elapsed time = 458 seconds

Download Help: left-click to view, right-click to save

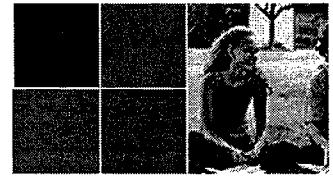
Download Options

csv	Comma separated variable, no query description
csv w/Query	Comma separated variable, with the query description
tab	tab-delimited, no query description
tab w/Query	tab-delimited, with the query description
Excel	Excel download is not available for this query (number of records exceeds 65,000)



REGULATORY MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by County: Download

Your Query

Data Item	Value	Sum	Sort
County	PA-PHILADELPHIA PA-PIKE PA-POTTER PA-SCHUYLKILL PA-SNYDER PA-SOMERSET PA-SULLIVAN		
Date	2005		
Race	All		
Sex	All		
Education	All		
Age	All		

Rows found = 60480

Elapsed time = 343 seconds

Download Help: left-click to view, right-click to save

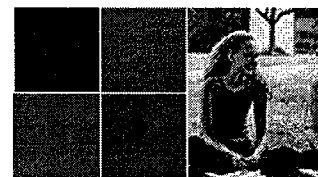
Download Options

csv	Comma separated variable, no query description
csv w/Query	Comma separated variable, with the query description
tab	tab-delimited, no query description
tab w/Query	tab-delimited, with the query description
Excel	Excel, no query description
Excel w/query	Excel, with the query description



REGULATORY MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by County: Download**Your Query**

Data Item	Value	Sum	Sort
County	PA-SUSQUEHANNA PA-TIOGA PA-UNION PA-VENANGO PA-WARREN PA-WASHINGTON PA-WAYNE PA-WESTMORELAND PA-WYOMING PA-YORK		
Date	2005		
Race	All		
Sex	All		
Education	All		
Age	All		

Rows found = 97440

Elapsed time = 530 seconds

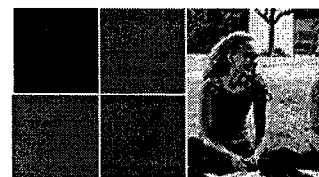
Download Help: left-click to view, right-click to save**Download Options**

csv	Comma separated variable, no query description
csv w/Query	Comma separated variable, with the query description
tab	tab-delimited, no query description
tab w/Query	tab-delimited, with the query description
Excel	Excel download is not available for this query (number of records exceeds 65,000)



SECURITY MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by State: Download**Your Query**

Data Item	Value	Sum	Sort
State	NE		
Date	2005		
Race	All		
Sex	All		
Education	All		
Age	All		

Rows found = 239400

Elapsed time = 1124 seconds

Download Help: left-click to view, right-click to save**Download Options**

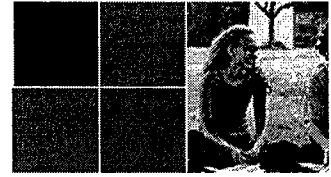
csv	Comma separated variable, no query description
csv w/Query	Comma separated variable, with the query description
tab	tab-delimited, no query description
tab w/Query	tab-delimited, with the query description
Excel	Excel download is not available for this query (number of records exceeds 65,000)
Excel w/query	Excel download is not available for this query (number of records exceeds 65,000)





RECRUIT MARKET INFORMATION SYSTEM

Download Options



[Open Query Window](#) | [Query Queue](#) | [Home](#) | [Log out](#)

W&P Population by State: Download

Your Query

Data Item	Value	Sum	Sort
State	NC		
Date	2005		
Race	All		
Sex	All		
Education	All		
Age	All		

Rows found = 307020

Elapsed time = 1402.99 seconds

Download Help: left-click to view, right-click to save

Download Options

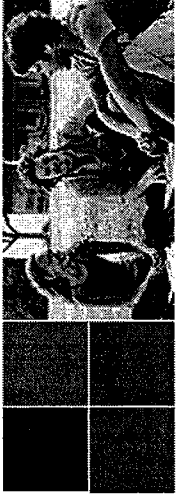
csv	Comma separated variable, no query description
csv w/Query	Comma separated variable, with the query description
tab	tab-delimited, no query description
tab w/Query	tab-delimited, with the query description
Excel	Excel download is not available for this query (number of records exceeds 65,000)
Excel w/query	Excel download is not available for this query (number of records exceeds 65,000)





ARMY MILITARY INFORMATION SYSTEM

Population Selection



Open Query Window | Home | Log out | Print | Download

QMA by State *Quality Military Available*

Your Query

Data Item	Value	Sum	Sort
<u>State</u>	NE		
<u>Date</u>	2005		
<u>Race</u>	All		
<u>Sex</u>	All		

Rows found = 1246
Elapsed time = 10 seconds

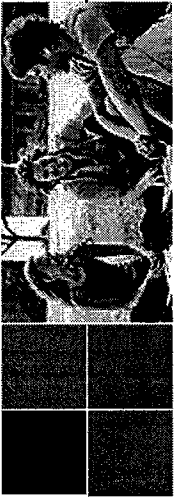
Query Results

No	State	FIPS	Zip Code	Pop
1	NE	31023	68001	1
2	NE	31023	68001	2
3	NE	31177	68002	20



ARMY MARKET INFORMATION SYSTEM

COLLECTION SYSTEM



Open Query Window | Home | Log_out | Print | Download

QMA by State

Your Query

Data Item	Value	Sum	Sort
<u>State</u>	NC		
<u>Date</u>	2005		
<u>Race</u>	All		
<u>Sex</u>	All		

Rows found = 2599
Elapsed time = 22 seconds

Query Results

No	State	FIPS	Zip Code	Pop
1	NC	37059	27006	98
2	NC	37059	27006	86
3	NC	37171	27007	9



ARMY MARKET INFORMATION SYSTEM

OPERATION WILDCAT



[Open Query Window](#) | [Home](#) | [Log out](#) | [Print](#) | [Download](#)

QMA by State

Your Query

Data Item **Value** **Sum** **Sort**

State PA

Date 2005

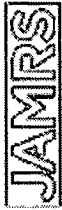
Race All

Sex All

Rows found = 3822
Elapsed time = 21 seconds

Query Results

No	State	FIPS	Zip Code	Pop
1	PA	42007	15001	277
2	PA	42007	15001	14
3	PA	42007	15001	202



ARMY OF MILITARY INFORMATION SYSTEMS



OPERATIONAL SECURITY



Open Query Window | Home | Log out | Print | Download

QMA by MUD *Quality Military Available*

Your Query

Data Item Value Sum Sort

MUD R2OE R2OW Offutt

Date 2005

Race All

Sex All

Rows found = 2417
Elapsed time = 23 seconds

Query Results

No	MUD USAF-RSV Office	MUD Name	FIPS	Zip Code	Pop
1	R2OE	Offutt AFB - ISR Zone Eas	19181	50001	5
2	R2OE	Offutt AFB - ISR Zone Eas	19181	50001	6
3	R2OE	Offutt AFB - ISR Zone Eas	19001	50002	20



ARMY MARKETING INFORMATION SYSTEM

FOR OFFICIAL USE ONLY



Open Query Window | Home | Log out | Print | Download

QMA by MUD

Your Query

Data Item Value Sum Sort

MUD S2PL *Pope*

Date 2005

Race All

Sex All

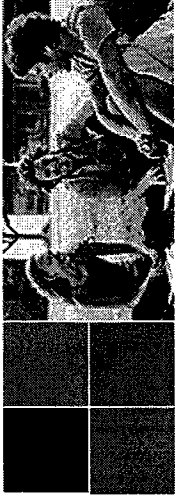
Rows found = 345
Elapsed time = 3 seconds

Query Results

No	MUD	USAF-RSV Office	MUD Name	FIPS	Zip Code	Pop
1	S2PL		Pope AFB - ISR Line Zone	37059	27006	98
2	S2PL		Pope AFB - ISR Line Zone	37059	27006	86
3	S2PL		Pope AFB - ISR Line Zone	37059	27028	218



ARMED AND DANGEROUS



NO OUTLET FOR EXTREMISM



Open Query Window | Home | Log out | Print | Download

QMA by MUD

Your Query

Data Item Value Sum Sort

MUD W1BO W1ME W1MN W1MW W1TL *Agh*

Date 2005

Race All

Sex All

Rows found = 1877
Elapsed time = 16.99 seconds

Query Results

No	MUD	USAF-RSV Office	MUD Name	FIPS	Zip Code	Pop
1	W1BO		Butler Zone	42063	15681	35
2	W1BO		Butler Zone	42063	15681	44
3	W1BO		Butler Zone	42005	15686	8

CV MILITARY STRENGTH REQUIREMENTS AND UMD PROJECTIONS

3-Jun-05

	LOCATION	FY05 CVMSR**	ASGN AS OF 7-Jun-04	CURR ASGN 3-Jun-05	%ASG/ CVMSR	CURR UMD AUTH 1-Jan-05	FY05/4 AUTH-PROJ
4 AF							
S3	ANDREWS	1341	1338	1300	96.9%	1279	1279
U8	BEALE	857	857	859	100.2%	817	817
U2	GRISSOM	1308	1299	1393	106.5%	1250	1247
R5	LACKLAND	3093	3053	3105	100.4%	2949	2949
U4	MARCH	4286	4313	4347	101.4%	4256	4087
T2	MCCHORD	2392	2216	2278	95.2%	2281	2281
R2	MCCONNELL	379	357	388	102.4%	361	361
R3	PORTLAND	901	850	922	102.3%	861	859
T6	SCOTT	927	951	988	106.6%	884	884
R4	SELFRIDGE	906	963	958	105.7%	864	864
S2	SEYMOUR JOHNSON	845	929	891	105.4%	806	806
U7	TINKER	1555	1547	1561	100.4%	1484	1483
T8	TRAVIS	3394	3280	3325	98.0%	3263	3236
W9	WRIGHT-PATT	2001	2129	2136	106.7%	1908	1908
	4 AF TOTAL	24185	24082	24451	101.1%	23263	23061
10 AF							
U6	BARKSDALE	1610	1612	1627	101.1%	1545	1535
W6	EGLIN	1326	1219	1298	97.9%	1264	1264
S4	FORT WORTH	1583	1597	1590	100.4%	1503	1510
U9	HILL	1431	1329	1354	94.6%	1359	1365
U3	HOMESTEAD	1288	1256	1314	102.0%	1224	1228
R6	LUKE	1236	1224	1297	104.9%	1181	1179
W4	NEW ORLEANS	912	902	923	101.2%	861	870
U1	PATRICK	1147	1166	1196	104.3%	1094	1094
S6	RANDOLPH	515	337	420	81.6%	490	491
R8	WHITEMAN	1156	1148	1193	103.2%	1101	1102
	10 AF TOTAL	12204	11790	12212	100.1%	11622	11638
22 AF							
T5	CHARLESTON	2552	2533	2588	101.4%	2435	2434
R9	DOBBINS	1729	1777	1820	105.3%	1649	1649
T4	DOVER	1920	1931	1888	98.3%	1830	1831
R7	GEN MITCHELL	1437	1372	1374	95.6%	1370	1370
W7	KEESLER	1436	1428	1439	100.2%	1369	1369
T7	MAXWELL	1104	1282	1240	112.3%	1054	1053
T3	MCGUIRE	2666	2865	2792	104.7%	2542	2542
W3	MINN-ST PAUL	1219	1254	1279	104.9%	1162	1162
U5	NIAGARA	1262	1196	1231	97.5%	1203	1203
W8	PETERSON	1733	1511	1607	92.7%	1667	1653
W1	PITTSBURGH	1290	1263	1295	100.4%	1230	1230
R1	ROBINS	957	849	846	88.4%	911	913
W5	WESTOVER	2683	2317	2386	88.9%	2558	2558
S5	WILLOW GROVE	1375	1279	1256	91.3%	1312	1311
T9	YOUNGSTOWN	1532	1440	1466	95.7%	1461	1461
	22 AF TOTAL	24895	24297	24507	98.4%	23753	23739
	***UNKNOWN		113	23			
	**Rct Trng AFRC	917					917
	GRAND TOTALS	61284	60282	61193	99.9%	58638	58438
	PB PSR						
	OVER/SHORT	-91					

MSgt Rick Glosser, HQ AFRC/DPMF, DSN497-1352
 *CV MILITARY STRENGTH REQUIREMENT

(AGR numbers are not included in current and authorized assigned totals.)

** Note: Per AFRC/XPMR: Recruit Training- PEC 58151R not included in total authorizations.

*** Invalid PASCODES but contain valid Reserve Section Codes

3-Jun-05	LOCATION	FY05 CVMSR	CURR ASGN 3-Jun-05	%ASG/ CVMSR	CURR ASGN minus CVMSR	Projected Gains (Code 1/2)	CVSMR Goal Required Vacancies	TR Vacancies (Code B/C/M)	ART Vacancies (Code 3)	Total Advertised Vacancies	Recruiting Delta	Code 3 Vacancies Trad. Res.	Remarks
4 AF													
S3	ANDREWS	1341	1300	96.9%	-41	18	23	21	40	61	0	33	
U8	BEALE	857	859	100.2%	2	3	0	25	17	42	0	0	
U2	GRISSOM	1308	1393	106.5%	85	8	0	45	17	62	0	23	
R5	LACKLAND	3093	3105	100.4%	12	51	0	100	39	139	0	65	
U4	MARCH	4286	4347	101.4%	61	21	0	206	61	267	0	104	
T2	MCCORD	2392	2278	95.2%	-114	67	47	152	20	172	0	0	
R2	MCCONNELL	379	388	102.4%	9	0	0	3	8	11	0	28	
R3	PORTLAND	901	922	102.3%	21	3	0	27	16	43	0	0	
T6	SCOTT	927	988	106.6%	61	18	0	54	54	108	0	61	
R4	SELFRIDGE	906	958	105.7%	52	6	0	16	9	25	0	26	
S2	S JOHNSON	845	891	105.4%	46	5	0	19	13	32	0	0	
U7	TINKER	1555	1561	100.4%	6	28	0	23	22	45	0	37	
T8	TRAVIS	3394	3325	98.0%	-69	40	29	256	27	283	0	69	
W9	WRIGHT-PATT	2001	2136	106.7%	135	8	0	70	18	88	0	2	
	4 AF TOTAL	24185	24451	101.1%	266	276		1017	361	1378		448	
10 AF													
U6	BARKSDALE	1610	1627	101.1%	17	12	0	30	26	56	0	31	
W6	EGLIN	1326	1298	97.9%	-28	14	14	38	21	59	0	28	
S4	FORT WORTH	1583	1590	100.4%	7	7	0	43	18	61	0	1	
U9	HILL	1431	1354	94.6%	-77	15	62	19	24	43	19	48	Code 3 Management
U3	HOMESTEAD	1288	1314	102.0%	26	16	0	35	32	67	0	19	
R6	LUKE	1236	1297	104.9%	61	3	0	9	27	36	0	38	
W4	NEW ORLEANS	912	923	101.2%	11	9	0	26	23	49	0	14	
U1	PATRICK	1147	1196	104.3%	49	1	0	13	41	54	0	73	
S6	RANDOLPH	515	420	81.6%	-95	1	94	54	1	55	39	9	Vacancy Positions Required
R8	WHITEMAN	1156	1193	103.2%	37	7	0	46	11	57	0	25	
	10 AF TOTAL	12204	12212	100.1%	8	85		313	224	537		286	
22 AF													
T5	CHARLESTON	2552	2588	101.4%	36	20	0	23	27	50	0	107	
R9	DOBBS	1729	1820	105.3%	91	6	0	50	38	88	0	52	
T4	DOVER	1920	1888	98.3%	-32	14	18	85	23	108	0	57	
R7	GEN MITCHELL	1437	1374	95.6%	-63	2	61	56	38	94	0	6	
W7	KEESLER	1436	1439	100.2%	3	17	0	42	46	88	0	6	
T7	MAXWELL	1104	1240	112.3%	136	2	0	14	23	37	0	59	
T3	MCGUIRE	2666	2792	104.7%	126	32	0	122	36	158	0	80	
W3	MINN-ST PAUL	1219	1279	104.9%	60	5	0	18	15	33	0	8	
U5	NIAGARA	1262	1231	97.5%	-31	8	23	45	12	57	0	25	
W8	PETERSON	1733	1607	92.7%	-126	28	98	166	20	186	0	50	
W1	PITTSBURGH	1290	1295	100.4%	5	10	0	32	15	47	0	48	
R1	ROBINS	957	846	88.4%	-111	8	103	46	22	68	35	59	Code 3 Management
W5	WESTOVER	2683	2386	88.9%	-297	43	254	212	53	265	0	1	
S5	WILLOW GROVE	1375	1256	91.3%	-119	18	101	94	14	108	0	18	
T9	YOUNGSTOWN	1532	1466	95.7%	-66	18	48	68	28	96	0	45	
	22 AF TOTAL	24895	24507	98.4%	-388	231		1073	410	1483		621	
	UNKNOWN		23										
TOTALS		61284	61193	99.9%	-91	592	0	2403	995	3398		1355	

CV MILITARY STRENGTH REQUIREMENTS AND UMD PROJECTIONS

3-Jun-05

LOCATION		FY05 CVMSR**	ASGN AS OF 7-Jun-04	CURR ASGN 3-Jun-05	%ASG/ CVMSR	CURR UMD AUTH 1-Jan-05	FY05/4 AUTH-PROJ
MAXWELL	AL	1104	1282	1240	112.3%	1054	1053
LUKE	AZ	1236	1224	1297	104.9%	1181	1179
BEALE	CA	857	857	859	100.2%	817	817
MARCH	CA	4286	4313	4347	101.4%	4256	4087
TRAVIS	CA	3394	3280	3325	98.0%	3263	3236
PETERSON	CO	1733	1511	1607	92.7%	1667	1653
DOVER	DE	1920	1931	1888	98.3%	1830	1831
EGLIN	FL	1326	1219	1298	97.9%	1264	1264
HOMESTEAD	FL	1288	1256	1314	102.0%	1224	1228
PATRICK	FL	1147	1166	1196	104.3%	1094	1094
DOBBINS	GA	1729	1777	1820	105.3%	1649	1649
ROBINS	GA	957	849	846	88.4%	911	913
SCOTT	IL	927	951	988	106.6%	884	884
GRISSOM	IN	1308	1299	1393	106.5%	1250	1247
MCCONNELL	KS	379	357	388	102.4%	361	361
BARKSDALE	LA	1610	1612	1627	101.1%	1545	1535
NEW ORLEANS	LA	912	902	923	101.2%	861	870
WESTOVER	MA	2683	2317	2386	88.9%	2558	2558
ANDREWS	MD	1341	1338	1300	96.9%	1279	1279
SELFRIDGE	MI	906	963	958	105.7%	864	864
MINN-ST PAUL	MN	1219	1254	1279	104.9%	1162	1162
WHITEMAN	MO	1156	1148	1193	103.2%	1101	1102
KEESLER	MS	1436	1428	1439	100.2%	1369	1369
SEYMOUR JOHNSON	NC	845	929	891	105.4%	806	806
MCGUIRE	NJ	2666	2865	2792	104.7%	2542	2542
NIAGARA	NY	1262	1196	1231	97.5%	1203	1203
WRIGHT-PATT	OH	2001	2129	2136	106.7%	1908	1908
YOUNGSTOWN	OH	1532	1440	1466	95.7%	1461	1461
TINKER	OK	1555	1547	1561	100.4%	1484	1483
PORTLAND	OR	901	850	922	102.3%	861	859
PITTSBURGH	PA	1290	1263	1295	100.4%	1230	1230
WILLOW GROVE	PA	1375	1279	1256	91.3%	1312	1311
CHARLESTON	SC	2552	2533	2588	101.4%	2435	2434
LACKLAND	TX	3093	3053	3105	100.4%	2949	2949
FORT WORTH	TX	1583	1597	1590	100.4%	1503	1510
RANDOLPH	TX	515	337	420	81.6%	490	491
HILL	UT	1431	1329	1354	94.6%	1359	1365
MCCHORD	WA	2392	2216	2278	95.2%	2281	2281
GEN MITCHELL	WI	1437	1372	1374	95.6%	1370	1370

****Rct Trng AFRC 917 917**

MSgt Rick Glosser, HQ AFRC/DPMF, DSN497-1352

(AGR numbers are not included in current and authorized assigned totals.)

*CV MILITARY STRENGTH REQUIREMENT

**** Note: Per AFRC/XPMR: Recruit Training- PEC 58151R not included in total authorizations.**

***** Invalid PASCOCES but contain valid Reserve Section Codes**

END STRENGTH AS OF:

YR	AUTHORIZED	ASSIGNED	CVSMR
26 Sep 2000	1273	1217	1276
30 Sep 2001	1274	1263	1275
30 Sep 2002	1264	1257	1262
25 Sep 2003	1264	1248	1287
24 Sep 2004	1250	1281	1284

Annual Reserve Gains by Installation

By MUD				
	2004	2003	2002	2001
Pope	39	63	43	28
Offutt	58	77	43	67
Pgh	108	146	105	131

By Entire State				
	2004	2003	2002	2001
NC	154	226	187	82
NE	55	68	41	58
PA	186	209	92	87

MUD #s

Pope and Offutt information obtained from RMIS

Pittsburgh information from Recruiting at Pgh

State #s

All Information obtained through RMIS



ARMY MARKETING INFORMATION SYSTEM



Reserve Gains



Open Query Window | Home | Log out | Print | Download

Annual Reserve Gains by MUD

Your Query

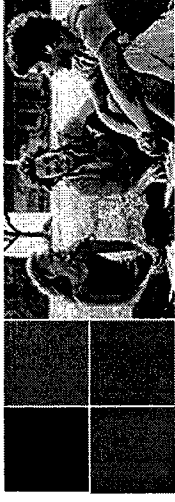
Data Item	Value	Sum	Sort
MUD	S2PL	Pope	AFB
Date	2004		
Ethnicity	All		
Race	All		
Sex	All		
AFQT	All		
Education	All		
Service	FV		

Rows found = 39
Elapsed time = 2 seconds

Query Results



ARMY MARKETING INFORMATION SYSTEM



Reserve.GainUtil.mig



Open Query Window | Home | Log out | Print | Download

Annual Reserve Gains by MUD

Your Query

Data Item	Value	Sum	Sort
<u>MUD</u>	S2PL		
<u>Date</u>	2003		
<u>Ethnicity</u>	All		
<u>Race</u>	All		
<u>Sex</u>	All		
<u>AFQT</u>	All		
<u>Education</u>	All		
<u>Service</u>	FV		

Rows found = 63
Elapsed time = 2 seconds

Query Results



ARMY MARKET INFORMATION SYSTEM



Reserve Tooling



[Open Query Window](#) | [Home](#) | [Log out](#)

[Print](#) | [Download](#)

Annual Reserve Gains by MUD

Your Query

Data Item	Value	Sum	Sort
<u>MUD</u>	S2PL		
<u>Date</u>	2002		
<u>Ethnicity</u>	All		
<u>Race</u>	All		
<u>Sex</u>	All		
<u>AFQT</u>	All		
<u>Education</u>	All		
<u>Service</u>	FV		

Rows found = 43
Elapsed time = 2 seconds

Query Results



ARMY MARKET INFORMATION SYSTEM



Reserve ToolLink



[Open Query Window](#) | [Home](#) | [Log_out](#) | [Print](#) | [Download](#)

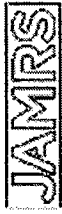
Annual Reserve Gains by MUD

Your Query

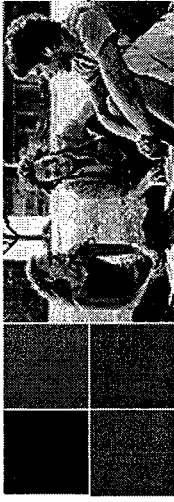
Data Item	Value	Sum	Sort
<u>MUD</u>	S2PL		
<u>Date</u>	2001		
<u>Ethnicity</u>	All		
<u>Race</u>	All		
<u>Sex</u>	All		
<u>AFQT</u>	All		
<u>Education</u>	All		
<u>Service</u>	FV		

Rows found = 28
Elapsed time = 2 seconds

Query Results



ARMY MARKET INFORMATION SYSTEM



Reserve Gains



Open Query Window | Home | Log out | Print | Download

Annual Reserve Gains by MUD

Your Query

Data Item Value Sum Sort

MUD R2OE R2OW

Opposite

Date 2004

Ethnicity All

Race All

Sex All

AFQT All

Education All

Service FV

Rows found = 58
Elapsed time = 8 seconds

Query Results



ARMY MARKET INFORMATION SYSTEM



Reserve Reporting



[Open Query Window](#) | [Home](#) | [Log out](#) | [Print](#) | [Download](#)

Annual Reserve Gains by MUD

Your Query

Data Item **Value** **Sum** **Sort**

MUD R2OE R2OW

Date 2003

Ethnicity All

Race All

Sex All

AFQT All

Education All

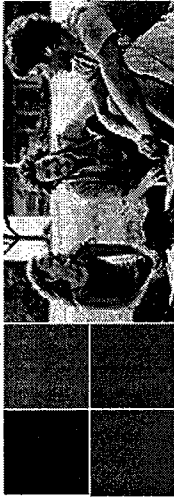
Service FV

Rows found = 77
Elapsed time = 2 seconds

Query Results



ARMY JAMRS INFORMATION SYSTEM



Reserve Gains



Open Query Window | Home | Log out | Print | Download

Annual Reserve Gains by MUD

Your Query

Data Item Value Sum Sort

MUD R2OE R2OW

Date 2002

Ethnicity All

Race All

Sex All

AFQT All

Education All

Service FV

Rows found = 43
Elapsed time = 2 seconds

Query Results



ARMY JAMRS INFORMATION SYSTEM



Reserve Guidelines



Open Query Window | Home | Log out | Print | Download

Annual Reserve Gains by MUD

Your Query

Data Item Value Sum Sort

MUD R20E R20W

Date 2001

Ethnicity All

Race All

Sex All

AFQT All

Education All

Service FV

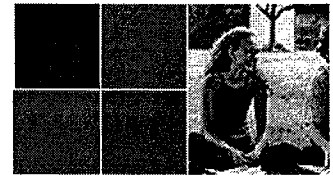
Rows found = 67
Elapsed time = 2 seconds

Query Results



SECURITY MARKET INFORMATION SYSTEM

Reserve Recruiting


[Open Query Window](#) | [Home](#) | [Log out](#)  [Print](#)  [Download](#)
Annual Reserve Gains by State**Your Query**

Data Item	Value	Sum	Sort
State	PA		
Date	2004		
Ethnicity	All		
Race	All		
Sex	All		
AFQT	All		
Education	All		
Service	FV		

Rows found = 186
 Elapsed time = 2 seconds

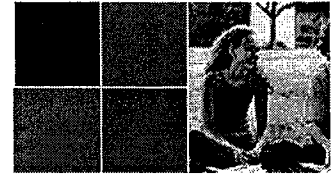
Query Results

No	State	FIPS	Zip Code	PS	NPS	Total
1	PA	42011	19608	1	0	1
2	PA	42049	16407	0	1	1
3	PA	42101	19132	1	0	1
4	PA	42129	15012	1	0	1
5	PA	42003	15108	0	1	1
6	PA	42003	15135	1	0	1



RESERVE MARKET INFORMATION SYSTEM

Reserve Recruiting


[Open Query Window](#) | [Home](#) | [Log out](#)
[Print](#) [Download](#)
Annual Reserve Gains by State**Your Query**

Data Item	Value	Sum	Sort
State	PA		
Date	2003		
Ethnicity	All		
Race	All		
Sex	All		
AFQT	All		
Education	All		
Service	FV		

Rows found = 209

Elapsed time = 2 seconds

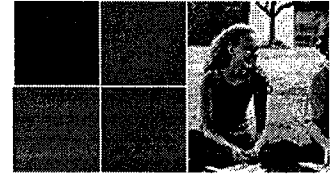
Query Results

No	State	FIPS	Zip Code	PS	NPS	Total
1	PA	42067	17049	1	0	1
2	PA	42095	18017	1	0	1
3	PA	42079	18704	1	0	1
4	PA	42017	18976	1	0	1
5	PA	42045	19018	1	0	1
6	PA	42101	19128	1	0	1



SECURITY MARKET INFORMATION SYSTEM

Reserve Recruiting


[Open Query Window](#) | [Home](#) | [Log out](#) [Print](#) [Download](#)
Annual Reserve Gains by State
Your Query

Data Item	Value	Sum	Sort
State	PA		
Date	2002		
Ethnicity	All		
Race	All		
Sex	All		
AFQT	All		
Education	All		
Service	FV		

Rows found = 92
Elapsed time = 2 seconds

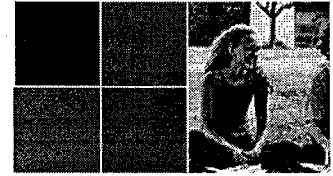
Query Results



No	State	FIPS	Zip Code	PS	NPS	Total
1	PA	42101	19140	1	0	1
2	PA	42007	16115	1	0	1
3	PA	42039	16335	0	1	1
4	PA	42039	16406	1	0	1
5	PA	42069	18411	1	0	1
6	PA	42101	19140	1	0	1



RECRUIT MARKET INFORMATION SYSTEM

Reserve Recruiting



[Open Query Window](#) |
 [Home](#) |
 [Log out](#)
 [Print](#)
 [Download](#)

Annual Reserve Gains by State

Your Query

Data Item	Value	Sum	Sort
State	PA		
Date	2001		
Ethnicity	All		
Race	All		
Sex	All		
AFQT	All		
Education	All		
Service	FV		

Rows found = 87
 Elapsed time = 2 seconds

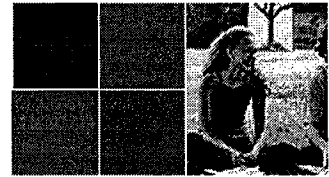
Query Results

No	State	FIPS	Zip Code	PS	NPS	Total
1	PA	42033	16858	1	0	1
2	PA	42015	16947	1	0	1
3	PA	42089	18301	1	0	1
4	PA	42045	19015	1	0	1
5	PA	42017	19067	1	0	1
6	PA	42101	19132	1	0	1



SECURITY MARKET INFORMATION SYSTEM

Reserve Recruiting


[Open Query Window](#) | [Home](#) | [Log out](#) [Print](#) [Download](#)

Annual Reserve Gains by State

Your Query

<u>Data Item</u>	<u>Value</u>	<u>Sum</u>	<u>Sort</u>
<u>State</u>	NE		
<u>Date</u>	2004		
<u>Ethnicity</u>	All		
<u>Race</u>	All		
<u>Sex</u>	All		
<u>AFQT</u>	All		
<u>Education</u>	All		
<u>Service</u>	FV		

Rows found = 55
Elapsed time = 2 seconds

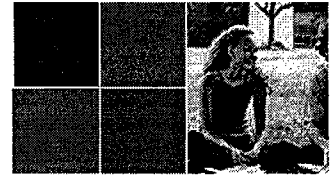
Query Results

No	State	FIPS	Zip Code	PS	NPS	Total
1	NE	31055	68111	1	0	1
2	NE	31153	68123	1	0	1
3	NE	31153	68005	1	0	1
4	NE	31153	68005	0	1	1
5	NE	31153	68005	1	0	1
6	NE	31153	68046	1	0	1



RESERVE MARKET INFORMATION SYSTEM

Reserve Resulting


[Open Query Window](#) | [Home](#) | [Log out](#)
[Print](#) [Download](#)
Annual Reserve Gains by State**Your Query**

Data Item	Value	Sum	Sort
State	NE		
Date	2003		
Ethnicity	All		
Race	All		
Sex	All		
AFQT	All		
Education	All		
Service	FV		

Rows found = 68
 Elapsed time = 2 seconds

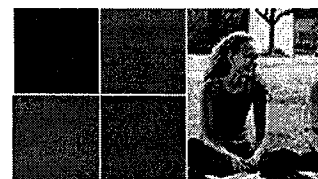


Query Results

No	State	FIPS	Zip Code	PS	NPS	Total
1	NE	31025	68048	1	0	1
2	NE	31153	68113	1	0	1
3	NE	31153	68123	1	0	1
4	NE	31153	68123	1	0	1
5	NE	31153	68005	1	0	1
6	NE	31153	68005	1	0	1



SECURITY MARKET INFORMATION SYSTEM

Reserve Recruiting


[Open Query Window](#) | [Home](#) | [Log out](#) |  [Print](#) |  [Download](#)
Annual Reserve Gains by State**Your Query**

Data Item	Value	Sum	Sort
State	NE		
Date	2002		
Ethnicity	All		
Race	All		
Sex	All		
AFQT	All		
Education	All		
Service	FV		

Rows found = 41
 Elapsed time = 2 seconds

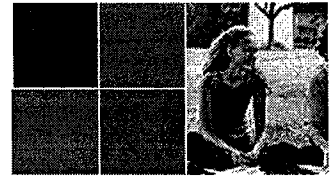
Query Results

No	State	FIPS	Zip Code	PS	NPS	Total
1	NE	31153	68005	1	0	1
2	NE	31055	68116	1	0	1
3	NE	31055	68137	1	0	1
4	NE	31153	68123	1	0	1
5	NE	31153	68005	1	0	1
6	NE	31153	68123	1	0	1



ARMY MARKET INFORMATION SYSTEM

Reserve Reporting


[Open Query Window](#) | [Home](#) | [Log out](#)
[Print](#) [Download](#)
Annual Reserve Gains by State**Your Query**

Data Item	Value	Sum	Sort
<u>State</u>	NE		
<u>Date</u>	2001		
<u>Ethnicity</u>	All		
<u>Race</u>	All		
<u>Sex</u>	All		
<u>AFQT</u>	All		
<u>Education</u>	All		
<u>Service</u>	FV		

Rows found = 58

Elapsed time = 2 seconds

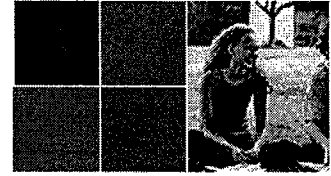
Query Results

No	State	FIPS	Zip Code	PS	NPS	Total
1	NE	31153	68123	1	0	1
2	NE	31153	68133	1	0	1
3	NE	31055	68135	1	0	1
4	NE	31153	68147	1	0	1
5	NE	31109	68502	1	0	1
6	NE	31179	68787	1	0	1



RESERVE MARKET INFORMATION SYSTEM

Reserve Recruiting



[Open Query Window](#) |
 [Home](#) |
 [Log out](#)
[Print](#)
[Download](#)

Annual Reserve Gains by State

Your Query

Data Item	Value	Sum	Sort
State	NC		
Date	2004		
Ethnicity	All		
Race	All		
Sex	All		
AFQT	All		
Education	All		
Service	FV		

Rows found = 154
 Elapsed time = 2 seconds

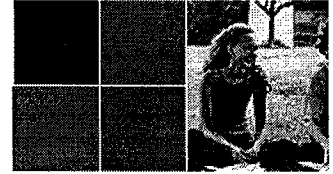
Query Results



No	State	FIPS	Zip Code	PS	NPS	Total
1	NC	37051	28306	1	0	1
2	NC	37051	28314	1	0	1
3	NC	37125	28315	0	1	1
4	NC	37049	28532	1	0	1
5	NC	37049	28562	0	1	1
6	NC	37197	27018	0	1	1



ARMY MARKET INFORMATION SYSTEM

Reserve Recruiting



[Open Query Window](#) |
 [Home](#) |
 [Log out](#) |
  [Print](#) |
  [Download](#)

Annual Reserve Gains by State

Your Query

<u>Data Item</u>	<u>Value</u>	<u>Sum</u>	<u>Sort</u>
State	NC		
Date	2003		
Ethnicity	All		
Race	All		
Sex	All		
AFQT	All		
Education	All		
Service	FV		

Rows found = 226
 Elapsed time = 2 seconds

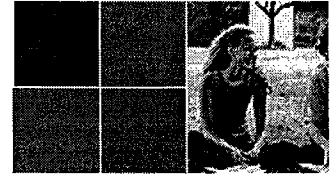
Query Results

No	State	FIPS	Zip Code	PS	NPS	Total
1	NC	37031	28516	1	0	1
2	NC	37107	28525	0	1	1
3	NC	37159	27013	0	1	1
4	NC	37999	27332	0	1	1
5	NC	37183	27540	1	0	1
6	NC	37183	27615	1	0	1



SECURITY MARKET INFORMATION SYSTEM

Reserve Recruiting


[Open Query Window](#) | [Home](#) | [Log out](#) [Print](#) [Download](#)
Annual Reserve Gains by State**Your Query**

Data Item	Value	Sum	Sort
State	NC		
Date	2002		
Ethnicity	All		
Race	All		
Sex	All		
AFQT	All		
Education	All		
Service	FV		

Rows found = 187
 Elapsed time = 2 seconds

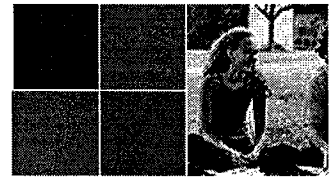
Query Results

No	State	FIPS	Zip Code	PS	NPS	Total
1	NC	37183	27607	0	1	1
2	NC	37183	27612	0	1	1
3	NC	37183	27613	1	0	1
4	NC	37063	27707	0	1	1
5	NC	37063	27713	1	0	1
6	NC	37147	27858	1	0	1



RESERVE MARKET INFORMATION SYSTEM

Reserve Recruiting



[Open Query Window](#) | [Home](#) | [Log out](#) [Print](#) [Download](#)

Annual Reserve Gains by State

Your Query

Data Item	Value	Sum	Sort
State	NC		
Date	2001		
Ethnicity	All		
Race	All		
Sex	All		
AFQT	All		
Education	All		
Service	FV		

Rows found = 82
Elapsed time = 2 seconds

Query Results

No	State	FIPS	Zip Code	PS	NPS	Total
1	NC	37191	27531	1	0	1
2	NC	37183	27604	1	0	1
3	NC	37025	28075	1	0	1
4	NC	37129	28403	1	0	1
5	NC	37129	28405	1	0	1
6	NC	37133	28540	1	0	1

Source - Senior Recruiter from Pgh.

Pittsburgh Production

3 Yr Average	31.8	32	10.3	127
Fiscal Year	MOL	Butler	Morgantown	Total
94	132 (2)			132
95	71 (58) (2)			71
96	95 (82) (3)			95
97	115 (104) (3)			115
98	110 (106) (3)	6 (5) (1)		116
99	104 (100) (3)			104
2000	130 (125) (3)	32 (31) (1)		162
2001	76 (74) (2)	45 (42) (1)	15 (15) (1)	136
2002	65 (64) (2)	35 (33) (1)	9 (8) (1)	109
2003	112 (106) (3)	35 (34) (1)	7 (6) (1)	154
2004	77 (73) (3)	26 (23) (1)	15 (12) (1)	118
				144

(#) = Number Accessed to Pittsburgh

(#) = Number of Authorized Recruiters

Production By FY

Fiscal Year	Office	Recruiter	Accessions	To W1	NPS	Average	W1/Other	Total W1
2004	MOL	Galbraith	3	3	2		54	162
Authorizations	MOL	Hickman	34	33	15			
MOL=3	MOL	Drake	35	34	23			
Butler=1	MOL	Serakowski	5	3	0			
Morgantown=1	Butler	Dziurzynski	2	2	2			
Total=5	Butler	Serakowski	24	21	13			
	Morgantown	Harbert	15	12	8			
		Total	118	108	63			23.6

Fiscal Year	Office	Recruiter	Accessions	To W1	NPS	Average	W1/Other	Total W1
2003								
Authorizations	MOL Lead Rec.	Silke	47	46	16		57	203
MOL=3	MOL	Hickman	40	38	22			
Butler=1	MOL	Serakowski	25	22	13			
Morgantown=1	Butler	Dziurzynski	35	34	22			
Total=5	Morgantown	Franz	7	6	3			
	Total		154	146	76	30.8		

2002	MOL	Silke	48	47	13		33	138
Authorizations	MOL	Dziurzynski	2	2	1			
MOL=2	MOL	Barfield	15	15	7			
Butler=1	Butler	Inskipt	31	29	15			
Morgantown=1	Butler	Dziurzynski	4	4	3			
Total=4	Morgantown	Blockton	9	8	2			
	Total		109	105	41	27.3		

2001	MOL	Blockton	29	29	15		44	174
Authorizations	MOL	Taylor	3	3	0			
MOL=2	MOL	Silke	44	42	14			
Butler=1	Butler	Inskipt	45	41	24			
Morgantown=1	Morgantown	Blockton	15	15	7			
Total=4	Total		136	130	60	34		

2000	MOL	Blockton	42	42	21		46	202
Authorizations	MOL	Taylor	42	40	6			
MOL=3	MOL	Silke	46	43	11			
Butler=1	Butler	Inskipt	32	31	17			
Total=4	Total		162	156	55	40.5		

Fiscal Year	Office	Recruiter	Accessions	To W1	NPS	Average	W1/Other	Total W1
99	MOL	Blockton	12	12	4		48	148
Authorizations	MOL	Taylor	46	46	10			
MOL=3	MOL	Southerland	9	7	3			
Total=3	MOL	Barshinger	28	26	8			
	MOL	Sliske	9	9	2			
		Total	104	100	27			34.7

98	Senior Recruiter	Neal	2	2	0		30	141
Authorizations	MOL	Taylor	35	35	10			
MOL=3	MOL	Southerland	42	39	4			
Butler=1	MOL	Barshinger	31	30	12			
Total=4	Butler 980430	Neal	6	5	1			
		Total	116	111	27			29

Office closing dates are in red

97	Senior Recruiter	Neal	3	3	0		55	159
Authorizations	Office Manager	Haflett	23	20	5			
Mol=3	MOL	Trice	76	70	16			
Total=3	MOL	Southerland	7	6	0			
	MOL	Barshinger	6	5	2			
		Total	115	104	23			38.3

96	Senior Recruiter	Neal	6	6	1		48	130
Authorizations	Office Manager	Haflett	39	31	5			
MOL=3	Office Manager	Hoffman	5	4	2			
Total=3	MOL	Trice	33	30	11			
	MOL	Narigon	12	11	3			
		Total	95	82	19			31.6

Fiscal Year	Office	Recruiter	Accessions	To W1	NPS	Average	W1/Other	Total W1
95								
	Senior Recruiter	Neal	8	3	1		47	105
Authorizations	Office Manager	Hoffman	28	24	7			
MOL=2	MOL	Narigon	35	31	7			
Total=2		Total	71	58	15	35.5		

94	Senior Recruiter	Neal	22		0			
Authorizations	Office Manager	Hoffman	60		9			
MOL=2	MOL	Narigon	50		5			
Total=2		Total	132		14	66		

RMIS - Recruit Market Information System

POCs: LTC Dirk Palmer
AFRC/RSD

SMSgt Ronald Yuhasz
AFRC/RSD

Deputy Director, Recruiting Service DSN 497-0670

DSN 497-0646

Access Information:

www.dmdc.osd.mil/appj/rmis/index.jsp

AFRes

V3RMISFV

RJY

Report Parameters:

Geographic Area

Zip Code

State

County

MUD (Management Unit Designator)
(recruiting district)

Reports:

Population Statistics

MEP High School
QED High School
W&P Population
QMA

Recruiting

Monthly and Annual Gains
Monthly and Annual Losses

Reserve Recruiter

Date

Service

FV - Air Force Reserve

MUD

USAF - RSV - Office

Education

AA/CE/CG/GG/HE/HG/HS

Age

16-17/18-21/22-24/25-29/30-39

Ethnicity

Race

AFQT

I/II/IIIA/IIIB/IV

QMA (Quality Military Available)

high school seniors, high school
graduates and associate degree holders
estimated to be above the 50th percentile
on the AFQT (I-IIIA)

RECRUITING CONSIDERATIONS

- 1. Is this a mission change or new mission?**
 - a. If mission change, how many unit members possess needed AFSCs, how many will retrain?**
 - b. If new mission, will demographics of market support manning need?**
- 2. What is time frame requirement for mission to be "SORTS ready?"**
 - a. What is prior service (PS) market within 100 miles of proposed location(s)?**
 - b. What is PSAF market of proposed location(s), by AFSC-specific need?**
 - c. What is non-prior service (NPS) 17-34-year-old test qualified market?**
 - d. What is military propensity of area? Nature of community to support base?**
 - e. Is there a similar active duty AF mission collocated at or near location(s)?**
 - f. Are there Reserve/Guard units in the area? What is their manning?**
 - g. If mission change, by survey, how many members intend to retrain? When does commander intend to release current members for retraining?**
- 3. What civilian industries are in the area? Are they job compatible with our AFSC needs?**
- 4. Does our current recruiter manning at location(s) support proposed mission? If not, what is ramp-up time for recruiter manning, to obtain office space, vehicles, etc.?**
- 5. Do we have advertising funds available to support mission? How long to program advertising?**
- 6. Can we support mission in the long run? Will ops tempo/nature of mission create "unmanageable" attrition?**

Recruit Market Information Systems

Overview

- Help Review
- Overview of RMIS Database
- Querying the Database
 1. Order and Summation Tools
 2. Saving and Recalling Queries
 3. Load Last Query
 4. Sending Queries to Colleagues
- Setting Default Options
- Build and Improve a Report Query
- Print Data Grid
- Exporting Queries to Other Applications

Help Review

“How To...” (Context) Help





The Context Help facility for RMIS is contained within this document. It explains how to operate the application and get query results from RMIS. The query builder is broken down into step-by-step instructions, taking you through each step of the query building process, including summing data and ordering columns.

Data Element (Content) Help

The Content Help facility for RMIS can be accessed from the query window. It explains the data elements: what information each category contains, where the information come from, etc.

RMIS Database

The following tables in the RMIS Database are updated on either a monthly or quarterly basis throughout the year:

	MEPCOM (Contracts, Accessions, DEP Attritions) – updated monthly
	Reserve Components (Gains, Losses) – updated monthly
	Production Recruiter – updated monthly
	Prior Service Military Available File (PSMAF) – updated quarterly

The following tables are updated as received throughout the year:

- **QED (Quality Education Data) High School** - commercial product purchased every two to three years from QED, a division of Peterson's, Inc., containing survey information regarding high school enrollment in public and private schools for a range of school years.
- **MEP High School** - generated at DMDC by matching the MEPCOM (Military Entrance Processing Command) High School Testing file to the MEPCOM High School file, providing information about schools and student Armed Services Vocational Aptitude Battery (ASVAB) results for high schools that administered the test during a given school year.
- **Woods & Poole Population** – commercial product purchased every three to five years from Woods and Poole Economics, Inc., consisting of non-institutional population (US residential population minus military and institutional populations) data, stratified into sub-populations according to year, race, sex, education, and 17-21 and 22-29 year old age groups. Population estimates are based on 1990 Census and 1991 Post-Censal data for the United States, individual states, counties and ZIP Codes, and monthly Current Population Survey (CPS) data for inter-census years. Educational attainment estimates rely on US Department of Education data
- **Management Unit Designator (MUD)** – updated on-demand, or whenever a single recruiting command alters their respective recruiting district. The **MUD** table is the only geographical reference used in the RMIS application that is updated during the fiscal year. Unless the government adds a new state, a state changes its county names, or the Post Office changes our ZIP codes, the **Counties**, **States** and **ZIP Code** tables are not altered.

- **QMA (Quality Military Available)** - consists of high school seniors, high school graduates and Associate degree holders estimated to be above the 50th percentile on the Armed Forces Qualification Test (Category I-III A). Faculty at the Naval Postgraduate School (NPS) estimated probabilities that the 17-21 year old population with selected socio-economic status would score in the CAT I-III A categories of the AFQT test. DMDC then applied those probabilities to the Woods & Poole Population database.

Eight additional tables contain attributes that, when coupled with the chosen geographical reference, assist users to limit their individual query results:

- **AFQT (Armed Forces Qualification Test)** – test score categories/percentiles *Officers AF NPS*
- **Dates** – Monthly categories: three fiscal years, broken down by month, added to with each monthly update; Annual categories: three fiscal years
- **Education** – educational level at contract signing, ranging from No High School Degree to Associate Degree; changes according to query category
- **Race** – ethnic background; changes according to query category
- **Sex** – male or female; queries can select all available and separate by sex
- **Service** – all the United States Armed Forces, including Coast Guard and Coast Guard Reserves; changes according to query category
- **PSMAF Occ Codes** – classification of several sets of military and civilian occupation codes in accordance with DoD 1312.1-I, "Occupational Conversion Index", March 1997
- **PSMAF Grades** - Uniformed Service Pay Grade Code indicating grade range of the individual when separating from service: E = enlisted, O = officer, W = warrant officer

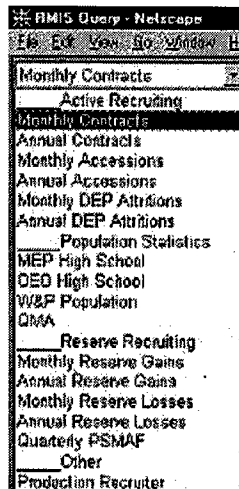
Querying the Database

Note: All of the topics discussed involving the Query Builder, including the Order and Summation Tools, Saving and Recalling Queries, and Loading Last Query, are accessed when the Query Builder is open.

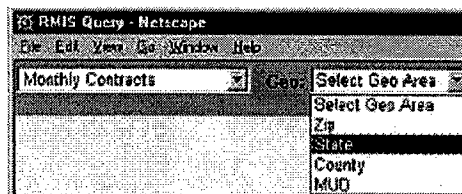
Select the desired data category by clicking on the icon or the text. We will use **Active Recruiting** as an example.



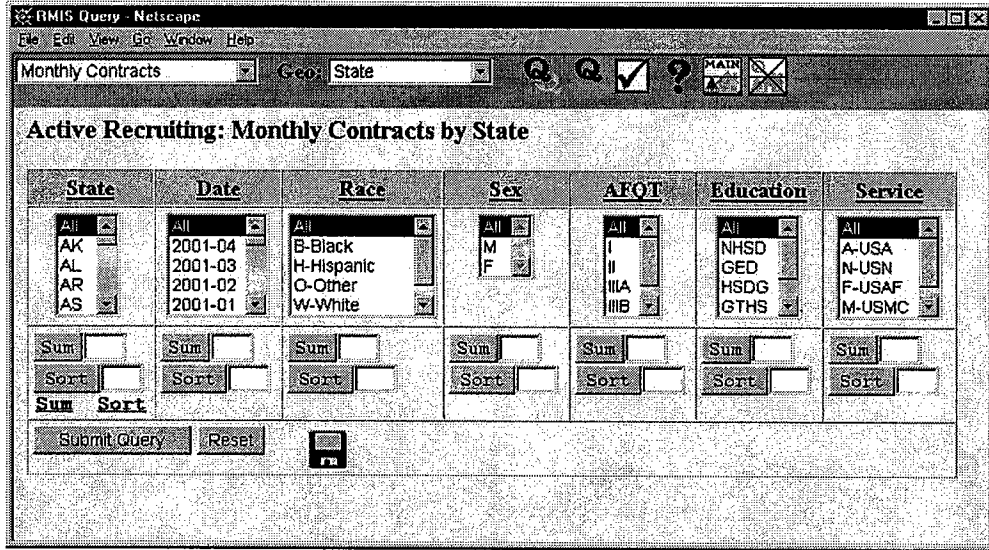
Selection causes the RMIS Query Builder window to open. The RMIS Query Builder allows queries to be made using any or all elements from several categories. You must first choose a data type using the drop-down box. We will use **Monthly Contracts** as an example.



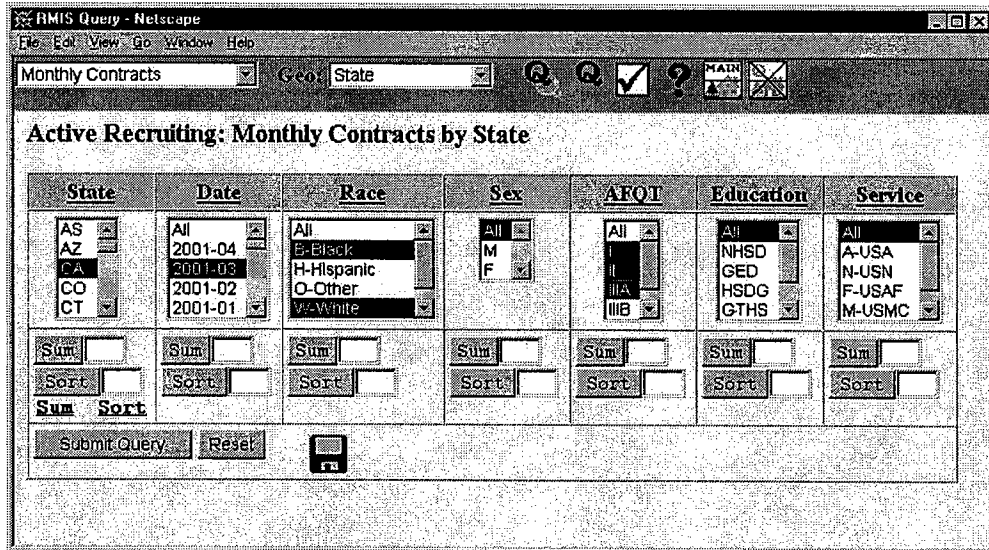
Next, you must choose a geographic category by using the drop-down box. These categories are Counties, MUDs, States and ZIP Codes.



Once you've selected a category, several selection boxes appear within the first category. These selection boxes represent demographic information, arranged by geographic category, Dates, Race, Sex, AFQT, Education and Service.



Shown with data element **States** selected, several selection boxes appear from which to build a query. Select each box needed for the query. A scroll bar appears to the right of each box for boxes with more choices than shown. All choices are sorted alphabetically. Select by highlighting desired choices by clicking with the left mouse button. Multiple non-sequential selections can be made within each selection box by holding the CTRL key while clicking each choice with the left mouse button, then releasing the CTRL key. Multiple sequential selections can be made within each selection box by holding the SHIFT key while clicking the first and last choices of the series, then releasing the SHIFT key.



The example shows a query on monthly contracts built to these specifications:

State: California

Dates: 2001-03

Race: Black and white

Sex: All

AFQT: I, II, IIIA

Education: All

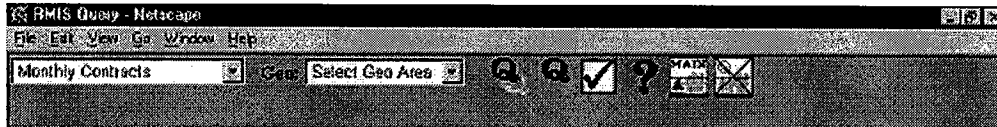
Service: All







If this is not the data requested, click on the **Reset** button and make the selections again.

If this is the data requested, click on the **Submit Query** button. The results will be displayed in a grid format in the parent window.

Query Window Icons



At the top of the query window are six icons. These are the **Most Recent Query**, **Open Saved Query**, **Options**, **Help**, **Open Main Window**, and **Close Query Window** icons.



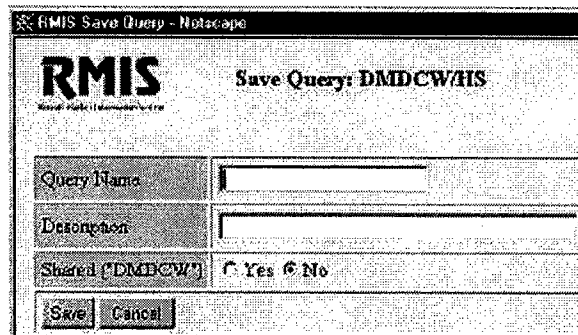
	Most Recent Query - Clicking on this icon will load the last query that was run for the particular data category.
	Open Saved Query - Clicking on this icon brings up the Saved Queries page. From this page you can either Open a saved query, Edit Name of a saved query, Delete a saved query, or Cancel out of the window.
	Options - Clicking on this icon will allow you to change the options associated with the way you view RMIS 4.0.
	Help - Clicking on this icon will give you some generic tips on how to build a query.
	Open Main Window - Clicking on this icon will take you back to the Main Window. Use this when you plan on building more queries.
	Close Query Window - Clicking on this icon will close the Query Window and take you back to the main Window. Use this when you are finished using the RMIS 4.0 application.

Saving and Recalling Queries

If this is a query you plan to use on a recurring basis, click on the **Save Query** icon.

	Click on this icon to save a query. Red means stop. This is your chance to save a query.
	This icon means the query has already been saved. If you make any changes to the query, the icon will turn red.

The **Save Query** window will open. Fill in the **Query Name**, a **Description**, and whether it should be **Shared** or not. If a query is "shared", other users using the same login will be able to access the query. If it is not "shared", only the original user will be able to access the query. Once you are satisfied with your input, click on the **Save** button. If you change your mind and do not wish to save the query, click on the **Cancel** button. If you make a change to a saved query and would like to save the changes, click on the save query icon, and the save query window will open. You have a choice to either **Update** the query or to **Save New**. Use "Update" to replace the saved query with the new specifications. Use "Save New" to create a new query.



RMIS Save Query - Netscape

RMIS Save Query: DMDCWHS

Query Name:

Description:

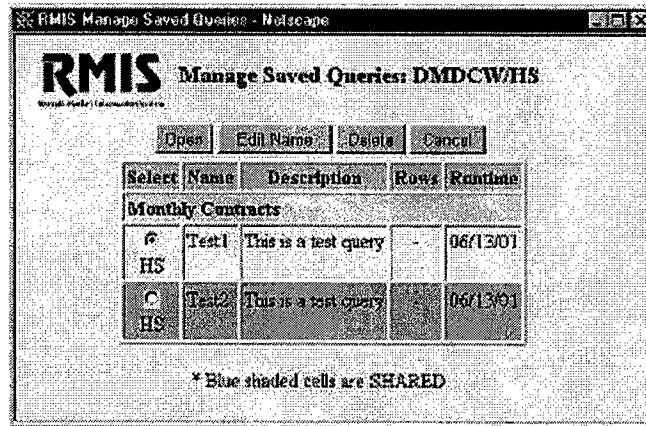
Shared (DMDCWHS) Yes No

Save Cancel

To open a saved query, click on the **Open Saved Query** icon.



The **Saved Queries** window will open up. The choices are to **Open** a saved query, **Edit the Name** of a saved query, **Delete** a saved query, or **Cancel** out of the Saved Queries window. Only one saved query can be opened at a time. Click on the radio button next to the query you wish to open.



Queued Queries

Certain queries will be queued based on specific rules that were determined by the RMIS 4.0 staff based on processing time. The current rules are as below and reflect the types of queries that will be run without being queued.

State-based Queries:

For row level queries, less than or equal to five states can be selected.

For grouped queries, less than or equal to ten states can be selected.

Zip Code-based Queries:

For row level queries, less than 3000 zip codes can be selected.

For queries grouped on zip code only, less than 8000 zip codes can be selected.

For queries with more than one grouping, less than 500 zip codes can be selected.

County-based Queries:

For any query, less than 10 counties can be selected.

MUD-based Queries:

All data elements must be grouped.

If you submit a query that must be queued, after you hit the **Submit** button, the **Query Queue** window will open. This page will show you the type of query, when the query was submitted, the name of the query (if it is a saved query), a description of the query (if it is a saved query), and the status of the query. The status of the query will be either **In Queue**, **Processing**, **Ready** or **Error**. **In Queue** means that the query has been placed in the queue. **Processing** means that the query is currently running against the database. **Ready** means the query has been processed and is available for you to download. **Error** means there was some error in processing the request. If you receive an **Error** status, please send a message to the Help Desk.

Query Queue

Your query has been submitted to the query queue due to estimated processing time. Processing time will vary based upon the query. Please check back on the status of your query at your convenience. Results from a queued query can only be viewed by downloading to your local machine. Results will remain in the query queue until they are explicitly deleted.

The status of the query will be either:

- **In Queue** - query is in the queue
- **Processing** - query is currently running
- **Ready** - query results are available for download
- **Error** - there was an error in processing the request. (If you receive an Error status, please send a message to the Help Desk.)

Delete

Update Status

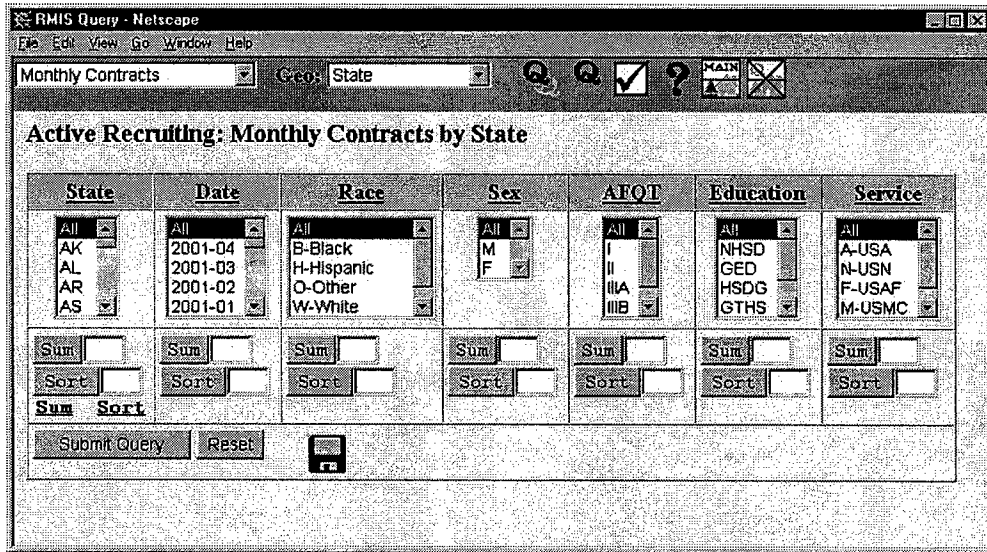
Query Queue

Select	Query Type (File Date)	Data Loaded	Query Submitted	Name	Description	Status	Query Executed	Download
<input checked="" type="checkbox"/>	Monthly Contracts (200009)	10/12/2000 09:40:08	06/20/2001 10:17:58		(Ad Hoc)	In Queue		

When a queued query has been run once, we have concrete information about how long it takes and how many rows are generated. When you resubmit the Query, we re-evaluate whether this query needs to be queued again. If not, we remove the query from the queue, re-run it, and immediately show you the results.

Sort and Sum Tools

Sort (Ascending/Descending) Tool



The **Sort** button houses the **ascending/descending** tool. The default for the button is to be in ascending order. The button will also be in ascending order when the value next to the button is a positive number. If the button is clicked once, the value will appear as a positive number. This changes the default to ascending order. If it is clicked again, the value will appear as a negative number. This changes the default to descending order. If it is clicked once more, it will go blank and go to the default -- ascending order.

Several selection boxes can be sorted at the same time. Each box will be sorted in the order it was clicked. Limitless sorting possibilities are available, depending on the data requested.

Sum Tool

State	Date	Race	Sex	AFQT	Education	Service
All	All	All	All	All	All	All
AK	2001-04	B-Black	M	I	NHSD	A-USA
AL	2001-03	H-Hispanic	F	II	GED	N-USN
AR	2001-02	O-Other		IIIA	HSDG	F-USAF
AS	2001-01	W-White		IIIB	GTHS	M-USMC
Sum	Sum	Sum	Sum	Sum	Sum	Sum
Sort	Sort	Sort	Sort	Sort	Sort	Sort
Sum	Sort					

Submit Query Reset

The **Sum** button allows data to be grouped. Unlike the Sort tool, the Sum tool has no default after a query has been run. Unless a Sum box is checked, the query will return row level data. Each selection box can be summed. The sum tool will add together all the records in the selected value. This is called "grouping". Several boxes can be summed at the same time.

Load Last Query

Load the **Last Query** run by clicking on the following icon.



Clicking on this icon loads the last query that was run in the selected category. The option can also be permanently selected on the Query tab in RMIS Options. Selecting this option will automatically load the last query run whenever a new category tab is selected.

Downloading Queries

Data can be downloaded by clicking on the following icon that appears on the results window.



Downloading data allows query data to be manipulated using other applications. Data is downloaded onto the user's hard drive as a **.dat** file. This file can then be opened in a number of different applications (i.e. Excel, Access). Also, data display grids can be printed from RMIS.

Printing Data Grid

A data grid contains all the information requested from a query, and that data grid can be printed. Click on the Print Data Grid icon located in the upper left hand corner of the results window.

Sending Queries to Others

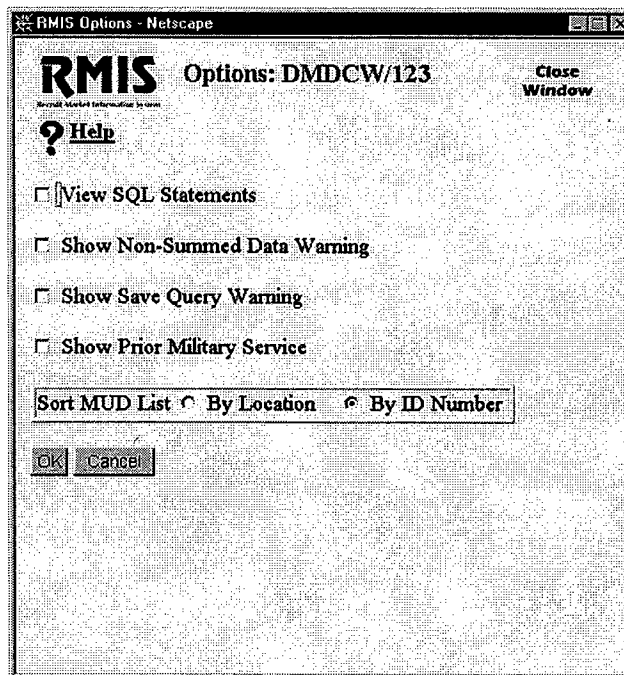
If you have created a query that you think other people in your command could use, you can send it on a floppy disk or by e-mail. Simply open the **Queries** folder in your RMIS directory, find the desired query and copy it onto a floppy disk or into your email.

Setting Default Options

RMIS has several user-defined options available to choose from. You can select the **Options** icon from either the initial home page or from the query builder page.



The Options screen allows for changes to be made to various query settings in the Query options tab.



- **View SQL Statements** – selecting this option will cause a textbox to appear on your results page, displaying all of the components being selected in the query (especially helpful when learning Oracle and MS Access)
- **Show Ungrouped Data Warning** – selecting this option will cause a textbox to appear before the query runs, reminding you when you have not summed one of the selections in your query

- **Show Save Query Warning** – selecting this option will cause a textbox to appear before you close the query builder, reminding you that you have not saved the last query, therefore allowing you to go back and save the query before closing the query builder
- **Show Prior Military Service** – selecting this option will split the query results into three columns in the resulting data grid: **Prior Service, Non-prior Service and Totals.**
- **Sort MUD List** – this option allows you the choice of how the MUDs are listed in the query builder's selection box when you choose to build a query using MUD as a geographic location.

APPLICATION FOR READY RESERVE ASSIGNMENT

PRIVACY ACT STATEMENT

AUTHORITY: Title 10 U.S.C., Section 275 and Executive Order 9397.



PRINCIPAL PURPOSES Request for Ready Reserve assignment must contain current personal information to complete processing. Use of the member's social security number is necessary to make positive identification of the individual and his or her records.

ROUTINE USE: This information may be disclosed, upon request, to Federal, State, and local agencies for law enforcement purposes or in pursuit of their official duties and to the Department of Justice for litigation.


DISCLOSURE IS VOLUNTARY: An individual who chooses not to submit necessary documentation will not be eligible for Ready Reserve assignment.

INSTRUCTIONS: Complete the application in duplicate. If you need additional space for any item, attach another sheet which indicates the applicable item number(s).

1. NAME (Last Name, First, Middle Name)		2. RANK	3. DATE OF RANK	4. SSN
5. HOME ADDRESS (If different than permanent address, indicate both.)		6. PHONE (Include prefix)		7. AFSC
		(office)		(Primary)
E-MAIL ADDRESS		(home)		(Additional)
8. DATE OF BIRTH	9. HEIGHT (Inches) (Mandatory)	10. WEIGHT (Mandatory)	11. % DISABILITY COMP RECEIVED	12. AIRMAN (ETS)
13. OFFICER <input type="checkbox"/> REGULAR <input type="checkbox"/> RESERVE DATE OF ORIGINAL COMMISSION _____		14. REMARKS/AERONAUTICAL RATING (Indicate if on flying status. If requested assignment will authorize flying duty, indicate flying experience by type of aircraft and hours in each, date and type of instrument card now held, and date of last physical examination.)		
15. PRESENT ASSIGNMENT AND ATTACHMENT (Indicate military branch, unit address, training, and retirement category, MPF street address, and phone.)		16. ASSIGNMENT DESIRED (Indicate unit preferred, specific program training, and retirement category or description of type of training desired.)		
17. MILITARY SCHOOLS ATTENDED (Indicate date, course number, title, and location.)		18. MILITARY EXPERIENCE (Indicate DAFSC, position title, level of command, highest grade, and duration. List only experience that directly substantiates your qualifications for assignment requested.)		
19. CIVILIAN EDUCATION (Indicate years completed, major subject, and degree, if any.)		20. CIVILIAN EXPERIENCE (In chronological order showing latest experience first, indicate pertinent experience to include employers, positions held, and duration.)		
21. I have been counseled concerning the Air Force direct deposit/electronic funds transfer.				Applicant's Initials
22. I certify I have/have not (circle one) misused any government travel charge card (used for other than official government travel), or been seriously delinquent (payments not received by card issuer within 60 days from the billing date). I understand if I make a fraudulent statement, I am subject to immediate discharge action.				Applicant's Initials
23. For individuals requesting assignment to a training site beyond 100 miles or 3 hours one-way driving time (AFI 36-2115). I acknowledge my responsibility for any hardships, including financial, incurred in performing the duties of the assignment. I understand I will not be reimbursed for travel expenses incurred for inactive duty training.				Applicant's Initials
24. For all individuals requesting assignment to the Ready Reserve (Cat A Unit, IMA position, Cat E Points Only Program, Individual Ready Reserve.) I certify that I have/have not (circle one) had a UIF established (or similar derogatory information file which may include an Article 15, Captain's Mast, or Court Martial action) within the last 2 (enlisted) or 5 (officer) years. I understand that if I make a fraudulent statement I am subject to immediate discharge action.				Applicant's Initials
25. I have been briefed on the Anthrax vaccine immunization program. I understand I will be immunized against anthrax if required under the new Air Force Anthrax Implementation Plan, dated, 11 October 2002, and its successor guidance.				Applicant's Initials
26. If this assignment requires retraining, I agree to attend the applicable technical school.				Applicant's Initials
27. I certify that the data contained herein are true and correct to the best of my knowledge. I also acknowledge that upon my assignment to the Ready Reserve, I am responsible to notify my employer of my Ready Reserve status and that as a Ready Reservist, I shall be subject to involuntary order to active duty in time of war or national emergency declared by the Congress, a national emergency declared by the President, or when otherwise authorized by law.				
SIGNATURE OF APPLICANT				DATE (YYYYMMDD)

 **911 AW Military Value** 

U.S. AIR FORCE



Integrity - Service - Excellence 48

Before I hand the briefing back to Col Vogt for his closing, I would like to steal a line from one of my Commanders, and say that Pittsburgh is the perfect location for a Reserve base.

It is the combination of an ideal operating environment, very low cost, excellent recruiting and supportive, patriotic communities.

Sir, please remember that when considering our base.

Col Vogt...

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: 911th Airlift Wing Military Value

BRIEFING BULLET:

- Military Value

BRIFER: Major David P. Nardozzi

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS: n/a

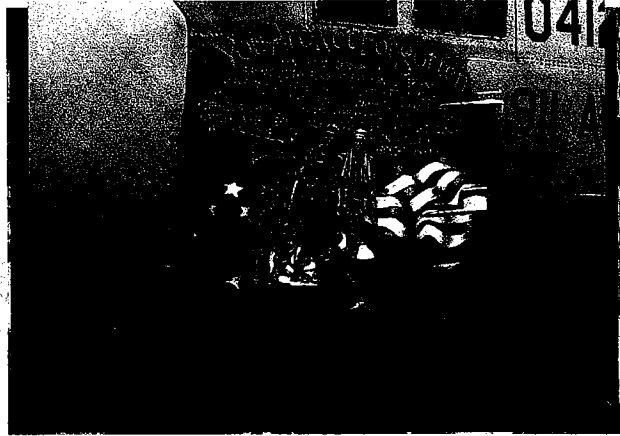
SUPPORTING DOCUMENTATION: n/a



911 AW Military Value



- Capacity
- Relevance
- Surge
- Efficiency
- Jointness
- Personnel



Integrity - Service - Excellence

49

Allow me summarize.

First, in the Department's capacity analysis, the number 10 is categorically wrong for Pittsburgh Air Reserve Station.

2nd, the AF's MCI, its metric for assessing capability, unfairly diminished the 911th's capability. It simply does not accurately gage our military value.

The 911th possesses tremendous surge capability supported by the inherent intermodal infrastructure resident to the Greater Pittsburgh area.

When it comes to efficiency and value, the Air Force simply cannot afford to buy the world class resources at our disposal for what it pays to sustain us. We are, indeed, a tremendous bang for the buck.

Absent the word "Joint" in our title, Pittsburgh Air Reserve Station is joint in every sense of the word and rapidly becoming more so every day.

And finally sir, Traditional reservists are not "fungible" resources – they are fundamentally tied to their respective local communities. It is this attribute that caused Gen Abrams, the father of the Total Force Doctrine, to declare, "Do not take America to war without the reserves." This valuable military lesson, etched in the Vietnam Wall, must not be forgotten.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: 911th Airlift Wing Military Value

BRIEFING BULLET:

- Capacity
- Relevance
- Surge
- Efficiency
- Jointness
- Personnel

BRIEFER: Major David P. Nardozzi

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS:

- Conclusion Comments

SUPPORTING DOCUMENTATION: n/a



U.S. AIR FORCE

The Impact of Closing...



Remarks...

Integrity - Service - Excellence

50

The issues we have addressed today, are themes the Commission will likely hear many times over. The 911th represents a single microcosm of a much bigger and far more dramatic impact on the Air Reserve Component, Air Force and the nation. Seven Reserve Wings are slated to close or realign affecting nearly 10,000 reservists – about 1/5th of all unit-equipped drilling reservists, the backbone of the Air Force Reserve. For the Air Guard's 28 affected Wings this number must surely double. Our estimate of recruiting and training costs for 911th personnel or their replacements are quite conservative. In the Department's analysis, I see nothing that addresses the total magnitude of these costs. Certainly increased training costs will significantly offset any perceived closure savings. What is also left unaddressed is just how AETC will accommodate the tremendous influx of students in a program that already shows signs of stress in meeting current training demands. Going down this "transformational" road will exchange tens of thousands of highly trained, extraordinarily experienced combat veterans for the few thousand inexperienced 1-level officers and 3-level enlisted personnel who can be pushed through the training pipeline. During this proposed "transformation" and should peace break out tomorrow in Iraq, to what points on the globe will the thousands of foreign suicidal fanatics gather to plot, train and launch further horrific attacks against America and American interests around the world? And how prepared will the Air Reserve Component be to augment our response?

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: The Impact of Closing

BRIEFING BULLET:

- The Impact of Closing

BRIEFER: Colonel Carl E. Vogt

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS:

- Remarks...

SUPPORTING DOCUMENTATION: n/a



U.S. AIR FORCE

Conclusion



“... The Commission found that the low operating costs and expansion opportunities were not fully considered by the Air Force.”

Integrity - Service - Excellence

51

We offer you, the other Commissioners and your entire staff an open invitation to visit the 911th Wing in the future, perhaps our world-class Airshow next month, and be a part of Pittsburgh's rich patriotic heritage. The 911th is proud to be part of this community and immeasurably prouder still to wear the uniform of the United State Air Force.

The 911th Airlift Wing trusts your Commission's deliberative process in assessing our real Military Value to the nation, both present and future, and that it will reach the same conclusion as recorded in the 1995 BRAC report to the President of the United States:

“... The Commission found that the low operating costs and expansion opportunities were not fully considered by the Air Force.” Let me emphasized the words “...LOW OPERATING COSTS & EXPANSION OPPORTUNITIES...”

A decade later, the Department's error has been repeated.

Sir, the conclusion of our presentation today is: ... these opportunities remain erroneously measured, if measured at all.

Commissioner Newton, Dr. Flinn, we have reached the end of the end of our briefing ... please follow me to the next venue. Members of the audience are requested to remain in the classroom until our departure.

Thank you all for your attention and attendance.

911TH AW BRAC Commissioner's Briefing
DATA CARD

BRIEFING SLIDE: Conclusion

BRIEFING BULLET:

- "...The Commission found that the low operating costs and expansion opportunities were not fully considered by the Air Force."

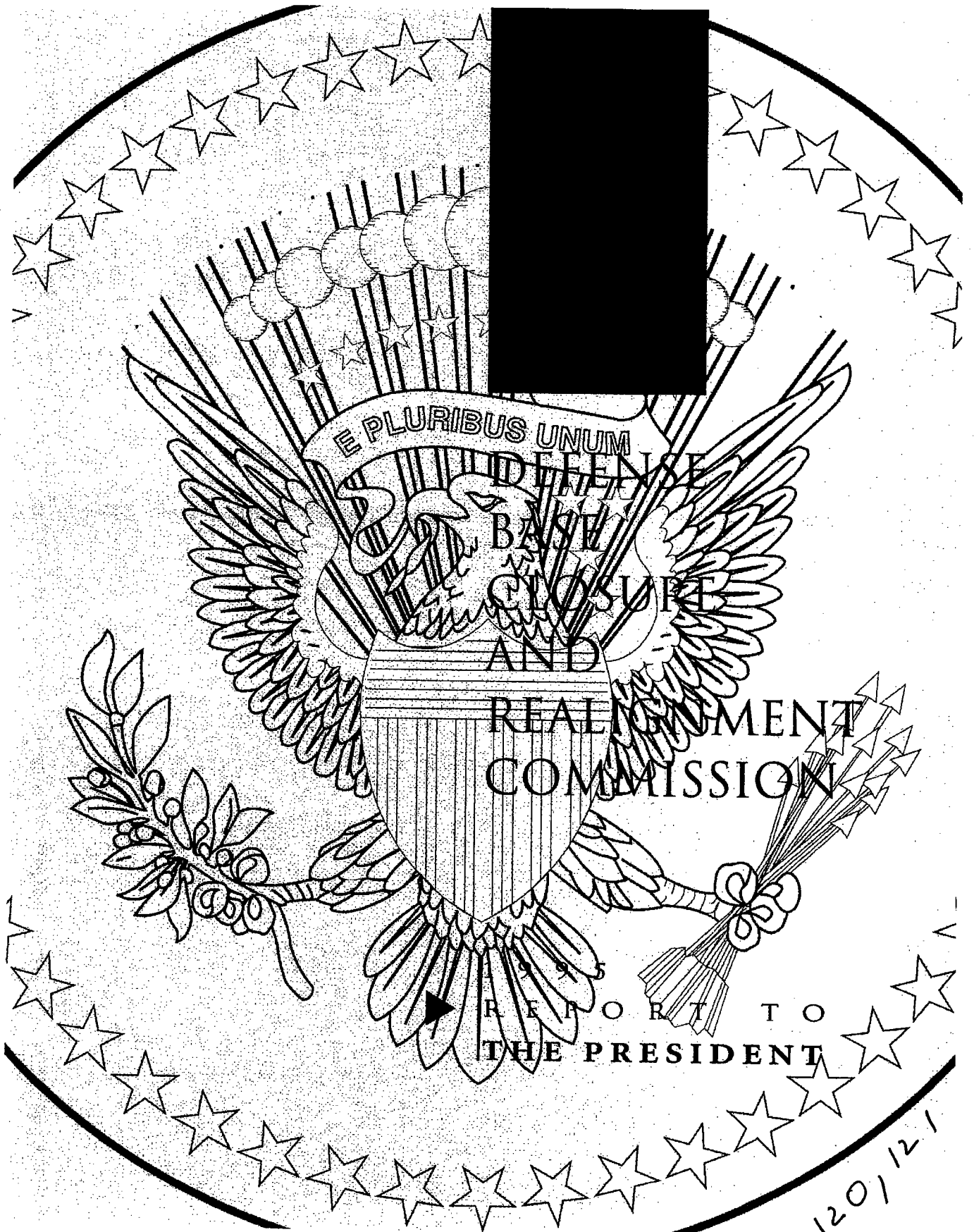
BRIEFER: Colonel Carl E. Vogt

ANALYSIS POC(s): n/a

SUPPORTING ANALYSIS:

- Quote referenced from: Defense Base Closure and Realignment Commission 1995 Report to the President, page 1-104

SUPPORTING DOCUMENTATION: 3 Pages



E PLURIBUS UNUM

DEFENSE

BASE

CLOSURE

AND

REALIGNMENT

COMMISSION

1995

REPORT TO

THE PRESIDENT

Pg 120/121



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

ALAN J. DIXON, CHAIRMAN

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

July 1, 1995

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

Dear Mr. President:

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

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

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

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

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

Commission Findings

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

Commission Recommendation

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

Greater Pittsburgh IAP Air Reserve Station, Pennsylvania

Category: Air Force Reserve

Mission: Tactical Airlift

One-time Cost: None

Savings: 19962001: None

Annual: None

Return on Investment: None

FINAL ACTION: Remain Open

Secretary of Defense Recommendation

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

Secretary of Defense Justification

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

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

Community Concerns

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

Commission Findings

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

Commission Recommendation

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