

Background Data on FY13 President's Budget (PB) Action To Close Pittsburgh ARS

DoD leadership made FY13PB decisions based on several criteria. As we assessed intra-theater airlift using scenarios consistent with the Defense Strategic Guidance, OSD and other Air Force studies, DoD leadership determined excess capacity exists in the Air Force fleet. This new and reduced intra-theater airlift requirement permitted the retirement of 65 C-130H aircraft. The C-130s proposed for retirement are among the oldest in the USAF fleet and would require costly modifications and modernization efforts to keep them viable. Twenty-seven bases worldwide have C-130s assigned; of the 27 bases, either force-structure reductions or aircraft transfers affected 18 of them. Pittsburgh Air Reserve Station has seven C-130H2 aircraft assigned to the 911th Airlift Wing. The FY13 President Budget submission retires all seven C-130s in FY13, resulting in a savings of \$41 million across the Future Years Defense Plan and a cost avoidance of approximately \$77 million in modernization costs.

With the reduction of the C-130s, there is excess capacity in Air Force tactical-airlift basing infrastructure. As a result, since the number of full-time civilians assigned to Pittsburgh ARS is below the BRAC threshold defined by 10 USC § 2687(a)(1), we have recommended this base for closure. It is currently the only Air Force Reserve installation that meets this criterion and, as such, presents an opportunity to preserve national resources. After we complete installation shutdown actions, we expect an annual installation savings of approximately \$23 million for the Air Force. In addition, manpower savings associated with the C-130 divestment will result in approximately \$16 million the first year, and \$32 million annual savings thereafter. AF Real Property records indicate Pittsburgh ARS has a land constraint that limits the unit's ability to support more than 10 X C-130 aircraft without having to acquire additional capacity from the airport authority, and growth at any price is not supportable in this fiscal environment.

DoD leadership considered other factors in this decision. The Air Force Reserve base at Youngstown is within commuting distance for those members currently working and serving at Pittsburgh ARB. Youngstown, as well as all current Air Force Reserve locations, will be authorized additional billets and should be able to support continued military service for those members of the 911th Airlift Wing who wish to continue

serving. Air Force Reserve Command will utilize a clearinghouse to try and match eligible members who desire to continue serving—regardless of their status (e.g., traditional reservist, full-time, or civilian)—with another location. Every entitlement that AFRC has available within the limits of the law will be offered to help retain and sustain these personnel and ease their transition. In addition, the Air National Guard KC-135 unit will remain in operation at the airport providing another possible component for our members to continue participating.

Take-Aways

- AF acted to eliminate excess infrastructure to both be more efficient and achieve savings in base support
- AF identified Pittsburgh as excess as a result of the C-130 reduction
 - Pittsburgh C-130H2s are older aircraft that would require costly modification and modernization efforts
 - Pittsburgh ARS is below the full-time civilian threshold mandated in 10 USC 2687; this allows SECAF to recommend closure to SECDEF
- AFR members able to continue participation
 - AFR C-130 unit Youngstown nearby; Niagara also possible
 - ANG KC-135 unit allows participation with another component
- Limited ability to expand C-130 operations, if required
- Continued AF mission at the airfield (12 x ANG KC-135s)
- Met all four major criteria
 - Ensure aircraft reductions do not negatively impact operational support to the Combatant Commands
 - Ensure force structure movements do not create any new Air Force bills
 - Ensure risk is minimized by optimizing crew ratios to exploit expected increase in mission capability rates
 - Consider locations that continued to have an Air Force mission due to the presence of another Air Force Component