



Noted...

Photo by Capt. Wilko ter Horst

Capt. Wilko ter Horst, E-3A Component Public Affairs Office, took notes during the first flight of Operation Afghan Assist in support of the International Security Assistance Forces mission in Afghanistan.

The early days of OAA

By Col. John Backstrom

To commemorate the one year anniversary of the E-3A Component's involvement in Operation Afghan Assist (OAA), I was asked to share my experiences and perceptions, as the first Force Element Commander (FEC), of the start-up and early days of the operation.

To be completely honest, I was then, and still am, extremely proud of the outstanding efforts and accomplishments of everyone with whom I was deployed, as well as those who supported us from Geilenkirchen and Force Command Headquarters.

After more than two years since the first request for NATO Airborne and Early Warning (NAEW) support to International Security Assistance Force (ISAF), including false starts, false hopes, two deployments to Forward Operation Base (FOB) Konya and a deployed team

sent to Bahrain for basing arrangement negotiations, the situation rapidly changed in the fall of 2010.

The level of urgency associated with the request for NAEW support increased and the possibility of operating from within Afghanistan was considered as a possibility for the first time. A site survey team was sent to Afghanistan to assess the feasibility of using an existing airfield as a "Transition Base."

In other words, the planning was adjusted to consider operating from FOB Konya, transiting to Afghanistan airspace, flying eight hours on station and recovering in Afghanistan, where a pre-positioned crew would fly the jet back to Konya. This plan was eventually to become Phase I of OAA.

Site survey complete; all looked positive and options were passed "up the chain" to the Supreme Allied

Commander Europe (SACEUR), who recommended that the North Atlantic Council (NAC) approve the operation. The Component was placed on five days "Notice to Move" and we waited, while continuing to refine the plans. Following a brief reprieve over the Christmas/New Year break, discussions at very senior levels resumed, and the NAC approval was finalized on Jan. 7, 2010.

Three days later, the advance elements departed for Konya, via Trainer Cargo Aircraft (TCA) to start setting up the necessary communications, mission planning and operational support. The remainder of the initial detachment, including five augmented crews, maintenance and support personnel, and three E-3A aircraft, departed for Konya on Jan. 12, 2010.

Initially, those of us headed for Afghanistan had planned on departing

Konya the next day. However, an unserviceable TCA allowed one extra day to refine and consolidate our planning and coordination between the Konya and Transition Base teams. Freezing fog on the following morning, further delayed our departure from Konya, and we eventually arrived at Camp Marmal, located at the Mazar-e Sharif (MeS) Air Base, Afghanistan, late on the night of Jan. 14, 2010.

We were met by two German officers, who were assigned to help us get settled from an administrative point of view, and to help us get up and running from an operational point of view. It was dark and cold (about -10° Celsius) that first night and we were all pretty tired. However, after taking us to our tents (four walls, a roof, a floor, a heater and 10 cots) to drop off our gear,

Early Days, See Page 3

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und Erfolg im neuen Jahr.*



Photos by Staff Sgt. R. Michael Longoria
Teenagers from the Gastenhof Home in the Netherlands begin a "Together to the Top" training session Jan. 22 on the spinning bikes at the New Gym.

Together to the Top

By Maureen Geraets-Head

They wait patiently for the 45 minute spinning class to commence. The excitement was visibly beaming from their concentrated faces.

"Please get on your bikes and I'll start the music," Geoff Bucknall tells the eager youngsters. Then the moment comes, he hits play and they push the pedals to the beat of the music.

The 21 teenagers from Gastenhof Home in The Netherlands are embarking on one of several training sessions scheduled over the next few months with Geoff, an information technology specialist, vivid spinning trainer and cyclist.

Bucknall initiated this on-base training to help provide the teenagers

with an adequate training facility at no cost, during the dark and cold winter months. "When I asked the Sports Department, I immediately got the green light to use the gym and the spinning bikes free of charge," he said.

The group wearing their red-and-black sponsored shirts will be at the Component using the stationary bicycles to prepare for the climb of their life. They are preparing to climb to the top of the mountain Mont Ventoux in France by bike.

"Not only will they reach the top of the mountain, they will also conquer themselves," Geoff explained. "But first they have to learn to cycle, how to deal with the pain, to gain self control and determination."

This is a challenging project, for the participants as well as for the trainers

and care givers from the Gastenhof Home, who provide support, care and guidance to youth with minor behavioral problems such as light forms of autism, ADHD, learning and concentration difficulties.

"These youngsters require special attention and need to be spoken to plainly in what to do, how and why," stated Geoff. "Even changing into the correct sports clothes is not always straight forward."

The Gastenhof teenagers will cycle to the top for two charities: the Foundation Children Cancer Free and the Foundation MS Research.

To sponsor this motivated group of youngsters in reaching the top, contact Bucknall at ext. 3361 or e-mail communicatie@koraalgroep.nl.

Early Days. Continued from Page 1

we went to the US Dining Facility for some food and coffee. We stayed there with our hosts until 1 a.m. the next morning discussing what we needed to start operations.

After a few hours of rest, we received an overview brief of the air base and Camp Marmal. In turn, we briefed them on our desires and requirements before splitting into smaller groups to see first-hand what they could offer in terms of infrastructure and support. There was a lot of pressure, both real and perceived, to commence operations as soon as possible. However, it was made very clear to our entire team that we would not start until we were confident we could do it safely and effectively.

The initial team at MeS totaled 14 aircrew and support personnel, plus five aircrew personnel who were the pre-positioned flight deck crew to fly the first jet back to Konya. After a few hours of fact finding, we re-convened to compare notes and make an assessment of what could be achieved. Although we all knew it wouldn't be pretty, we all agreed we could make it work, and I called Konya to tell the Detachment Commander to launch the first mission – less than 24 hours after we had arrived in MeS!

The first jet took off on Jan. 15, 2010, and landed in MeS on Jan. 16, after about 16 hours of flying time. We were right on both counts – it wasn't pretty, but we made it work. We focused on receiving the first crew and getting them settled, then shifted focus to launching the jet back to Konya.

We continued in this way (Phase I) for two weeks; launching a mission

out of Konya every afternoon, recovering the jet and crew in MeS the following morning and sending the jet back to Konya a few hours later, with the previous day's crew. Because of the high amount of flying time required to achieve eight hours of on station time every night, there was considerable pressure to transition to Phase II, which would have missions flown from MeS, on the return leg to Konya.

The main requirements to start Phase II were sufficient communications and mission planning capability, sufficient maintenance capacity and adequate accommodations for the aircrew. We started with the bare minimum to support transit flights from MeS to Konya, but it took two weeks to get the operations, mission planning and aircraft maintenance pieces in place, while we slowly "acquired" better accommodations. On Jan. 30, we started Phase II, with the first operational mission launched from MeS.

During that first two weeks, while running Phase I operations and building up for Phase II, the entire team was also actively involved in making life and the work environment more comfortable. There was probably a lot of begging, borrowing and stealing involved, and I willingly admitted that to the Camp Marmal and air base leadership.

We started with no support vehicles of any kind and eventually rented some "very experienced" SUVs that had an annoying habit of stopping at times and places other when and where the driver would have preferred. We eventually upgraded from cots in the tents to beds with mattresses, sheets and pillows, some of the tents "acquired" additional



Courtesy photo

A NATO flag inscribed with the dates of the first flights of Operation Afghan Assist hangs on a wall at Mazar-e Sharif Air Base, Afghanistan.

furniture (tables, chairs, benches) and we all learned how to maintain the heaters for the tents. Life was pretty good – long, busy, tiring, stressful days, but overall pretty good.

After a few evolutions of the Phase II operations tempo of receiving a jet and crew every second morning and launching the jet with a different crew late the same evening, we began to settle into a bit more of a routine. Checklists and procedures were refined, everyone knew their job and what was expected of them, and everyone willingly pitched in whenever something out of the ordinary was required.

After about a month, the operations and support staff began to rotate out and a new team began to arrive. A small number of us were to provide some continuity through this first transition and I was very impressed with how quickly and easily the "new

guys" adapted to what the first team had developed.

When I left, after just about two months, I was very confident that things would continue to run safely and effectively, and that continuous improvements would be made, based on the very solid foundation created by that small group that landed in MeS with me on Jan. 14, 2010, and the majority of the Force Element that operated out of Konya during Phases I and II.

The Component has been supporting ISAF operations for just over a year now. We eventually transitioned to Phase III – all missions flown from MeS – and collectively we have maintained a phenomenal mission success rate. That is something every member of this Component (military, civilian, aircrew, support, deployed or not) can be very proud of – I certainly am.

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Passing of the Colors

By Staff Sgt. R. Michael Longoria

"Sir, I assume command." These four simple words signify one of the greatest honors a military officer can have; the chance to be a commander.

Col. Paul "Greg" Bell was recently given this opportunity as he took the reigns of the E-3A Component Logistics Wing from Col. Gregory Clark during a change-of-command ceremony Jan. 20 in Hangar II on NATO Air Base Geilenkirchen.



Col. Paul "Greg" Bell gives a speech after assuming command of the E-3A Component Logistics Wing during a ceremony Jan. 20 at Hangar II.

"Changes of command always remain something special for everyone involved," said Brig. Gen. Burkhard Pototzky, E-3A Component commander. "Today we are recognizing the successful completion of Colonel Clark's tour as commander of the logistics wing, and we will hand over the colors to his successor, Colonel Bell."

With General Pototzky presiding over the ceremony, the change in leadership was symbolized with the traditional "Passing of the Colors" from one commander to the next.

"Since the earliest chronicles of military history, military leaders have used a banner as a visible symbol to identify themselves and serve as a rallying point," said Senior Master Sgt. Troy Ballard, narrator for the change of command. "Today, the colors serve as a binding symbol of continuity and point of inspiration for the future. Commanders and Airmen will come and go, but the unit continues on."

The ceremony was steeped in history, but Bell focused on the future of the logistics wing as he addressed the formation of Airmen and civilians standing before their new commander.



Photos by Andrea Hohenforst

Col. Paul "Greg" Bell accepts the E-3A Component Logistics Wing's flag from Brig. Gen. Burkhard Pototzky during a change-of-command ceremony Jan. 20 at Hangar II.

"What we are tasked to do is important; it's noble and you do it so well," Bell said. "I look forward to joining you as we continue building on this legacy of success."

After the change-of-command, Maj. Gen. Stephen D. Schmidt presented Clark with the Legion

of Merit, first oak leaf cluster, for his service as the logistics wing commander from Sept. 3, 2010, to Jan. 31, 2012.

The ceremony, and Clark's military service, concluded with the reading of the colonel's official retirement order.

Mission first, safety always

By Janina Bien

The first Component Safety Day of the year for flying personnel was held Jan. 18 in the Mass Briefing Facility. Lt. Col. Peter Louwse, division chief, and his team from Safety Division (SOC) organized this event to brief attendees on safety issues.

"I would like to remind you to keep safety in mind at all times," Brig. Gen. Burkhard Pototzky, E-3A Component commander, said. "Whether you are on ground or in the air, share your thoughts and experiences with colleagues. By doing so, we can learn from each other and avoid mistakes."

This message and theme was echoed by other briefers as well. "It's good that we now have regular safety days on the Component," said by Lt. Col. Gero Ronneberger, from the Training Wing's Simulator Operations Division. "Today is a good chance to speak together, and especially it is a good opportunity to

speak about mistakes made. Through safety evolution we can learn from each other."

General Pototzky also made clear the emphasis should be on accident prevention and risk management at all levels. "Safety has to be an integral part of everything we do – it is everybody's responsibility," he added. "It is your chance to discuss issues and to share thoughts with colleagues. By talking and discussing together we can learn from experience."

2011 was an especially challenging year for Component members, as it involved three operations, two of which took place at the same time from two different locations, resulting in more than 10,000 hours flown. Its success was even greater because no Component member was seriously injured.

The Component commander called on everybody to be ready to cope with any circumstances and to diminish

risks at all levels. "Look at your area of responsibility, work as a team and take as much into consideration as possible," the general said.

Louwse summarized the importance of safety. "Although mission accomplishment is the goal, doing it safely is important," the division chief said. "This Safety Day is an excellent opportunity to discuss safety issues together. Everybody is there and we all have the chance to debate about safety."

E-3A Component Safety Policy states safety is a core value, a management and worker responsibility inherent in every task. The emphasis is on accident prevention, and risk management principles must be an integral part of everything we do.

The safety day event emphasized the importance of both safety and health, as they are two integral parts of mission accomplishment. No job is so urgent



Photo by Andrea Hohenforst

Personnel attend the first Component Safety Day of the year Jan. 18.

and no work is so important that we cannot take time to do it safely. That is why we also have the Component Safety Program, covering ground safety, flight safety, environmental protection and other aspects. "There is no right or wrong way to do this," emphasized the Chief of Staff, Col. Werner Nemetschek. "It is more important to make an assessment of whatever you do."

The next Safety Day is set for April 30.



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By Capt. Peter Verlande

Three hundred and sixty-five days, 354 missions, near to a 100 percent sortie accomplishment rate, crew photo taken, reception held, an address to the troops and a party attended.

Were these the only highlights in one year of Operation Afghan Assist (OAA)? Maybe, but none of it could have taken place without the people behind these figures and their endless efforts in a great success story for the NAEW&C E-3A Component.

Jan. 15, 2012, marked an incredible achievement for the Component and its members. It was the one-year anniversary of the first operational flight under OAA over Afghanistan

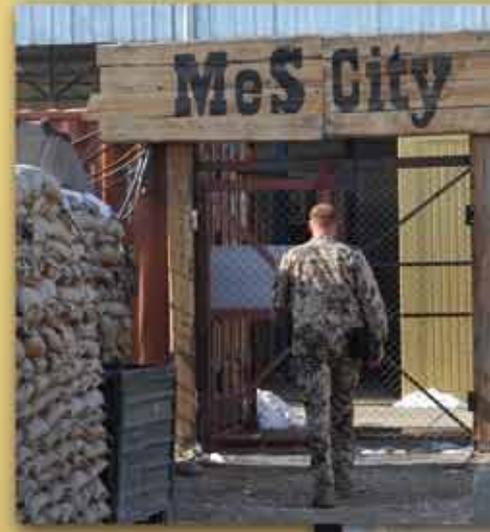
In MeS it's either too cold or too hot, too wet or too dry. These tough weather conditions placed a tremendous burden on our jets and personnel. Long-range resupply is another challenge that requires the entire Component to coordinate closely and remain very flexible.

Nevertheless a high mission accomplishment rate could be achieved thanks to the valuable efforts of our maintenance and mission crews, but also due to the support from many Component organizations back in Geilenkirchen as well as the hard work of the advanced echelon (ADVON) and administrative teams in theater. At this point, the outstanding support we received from many

very true for OAA. The combination of hard work of the Component members in Geilenkirchen and the deployed personnel is the reason why success has been possible.

So, is it only the numbers? No, it is a lot more and the situation in MeS gets better every day, we have seen many improvements over the last year.

There are too many people involved to mention them all individually, but thank you to everyone that had a hand in making all this happen. With that said, I do believe the 15th day of 2012 is a remarkable day to remember and to celebrate all the Component members who made this success story come true.



OPERATION

More than a year of success an

in support of International Security Assistance Force (ISAF).

During most of last year, the Component supported two operations simultaneously, which put quite a burden on all of its members and their families.

On the one hand, Operation Unified Protector was supported from Forward Operating Base Trapani, just two and a half hours away from Geilenkirchen, right in our backyard over the Mediterranean Sea. OAA, on the other hand, was more than 5,000 kilometers away, outside NATO territory, supported from Air Base Mazar-e Sharif (MeS).

For the first time in NATO AWACS history, our aircraft supported an operation from outside NATO territory, and they are stationed right in the middle of the crisis area.

The air base was the synonym for long missions from Turkey to Afghanistan and back after only a few days on the ground. Problems with accommodations, lacking aircraft parking space and the need to underline the non-permanent character of MeS were some of the main reasons for the long missions.

Fortunately that changed in the summer when the Component was able to elevate its footprint in MeS to a permanent solution. Our crews were finally able to deploy to MeS for the duration of their deployment rotation. While this reduced the individual flying hours, it increased the deployment cycle.

MeS organizations needs to be highlighted as well.

Accommodations have always been and still are a sensitive issue. People lived in and shared tents, containers and used shared bathrooms and toilets, not nearly close to what was considered to be the Component "standard".

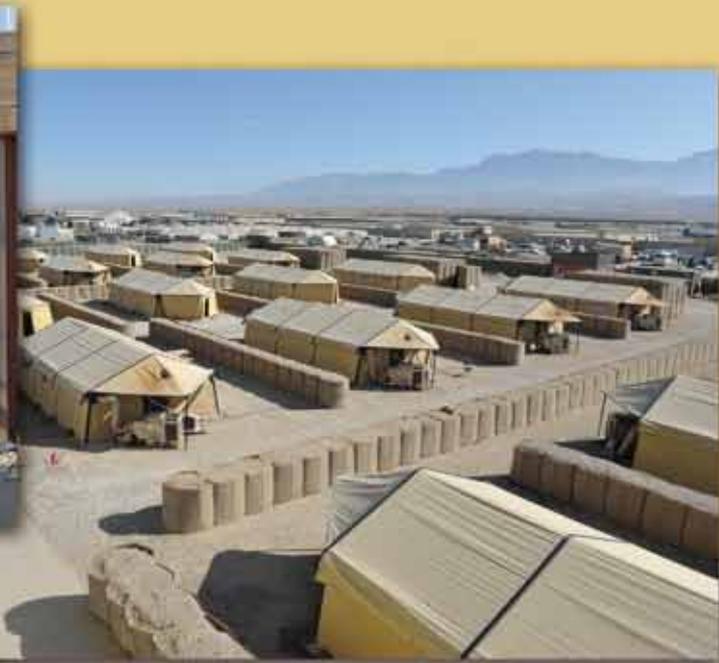
On the other hand, getting 'closer together' provided something we might have missed over the last decade – good team spirit and a better understanding for the problems and needs of other branches within the Component.

In Germany, we say "success has many faces" and this statement is



Maybe in another year we will celebrate 731 days of OAA, but for now let's pause for a minute and reflect on our current achievements.





AFGHAN ASSIST

and many challenges

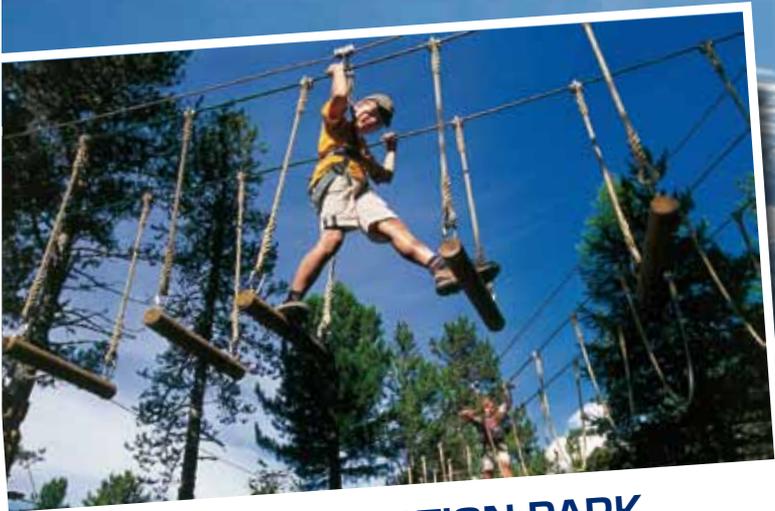
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The New Year's Levée - A Canadian Tradition

From New Years Levée committee

On Jan. 8, the Canadian Tri-Community hosted its annual New Year's Levée celebration at the E-3A Club.

More than 400 NATO military, civilian and other special guests from Geilenkirchen, Niederheid and Brunssum gathered to celebrate. The roots of this uniquely Canadian tradition have an unusual and interesting origin.

The word Levée is derived from the French verb "lever," which means to rise. In the 1600's, French aristocrats beginning with King Louis XIV (1643 – 1715) instituted a custom where subjects were received in his dwelling just after the rising of the sun, hence "la levée du soleil." This practice subsequently spread throughout Europe.

It was in Canada that the Levée became associated with New Year's Day. The first recorded Levée in Canada was held on Jan. 1, 1646. In addition to shaking hands and wishing a Happy New Year to citizens presenting themselves, the Governor informed guests of significant events in the Mother Country, as well as the state of affairs within the colony. The Levée custom was continued by British Colonial Governors in Canada, and subsequently by both the Governor General and Lieutenant Governors.

The Levée has a long tradition in the Canadian Forces as one of the activities associated with New Year's Day. Military commanders, garrisoned throughout the vast expanse of Canada, held local Levées. As commissioned officers, they were expected to act on behalf of the Crown on such occasions.

Today, the word Levée describes the receptions where as in former times members of Government and various Canadian Forces units and Headquarters across Canada receive and greet visiting military and civilian guests in the convivial spirit of the first day of the New Year. It is an occasion to renew old acquaintances, to meet new friends and to exchange greetings and best wishes for the year ahead.

Refreshments were clearly deemed an important element in the New Year's festivities. Particularly in military messes, where it is customary to serve guests a beverage known as Moose Milk. The exact recipe is often guarded as "Top Secret" by various Canadian Forces units, which often fuel some humorous anecdotes.

True to tradition, the 2012 New Year's Levée at NATO Air Base Geilenkirchen did not disappoint. All those on hand enjoyed a wonderful Sunday afternoon amongst excellent food, drink and companionship.



Courtesy photo

Members of the Canadian Tri-Community participate in a traditional New Year's Levée celebration Jan. 8 at the E-3A Club.

Commemorative landing in Goose Bay



Photo by 2nd Lt. Dave Bowen

A NATO Airborne Early Warning and Control System aircraft from the E-3A Component taxis down a snowy runway after arriving at Royal Canadian Air Force Station Goose Bay Dec. 10, 2011.

Maj. Josiane Roberds

On a yearly cycle, the Senior National Representatives (SNR) of the 17 signatory nations to the NATO Airborne Early Warning and Control System (NAEW&C) program attend a retreat in one of the countries.

This year, they selected Canada and the 5th Wing at Royal Canadian Air Force (RCAF) Station Goose Bay Goose Bay, so the representatives could experience the great white North. However, they got a little more than they expected.

Due to a snowstorm with an accumulation of 45cm of snow, the crew from Geilenkirchen, Germany, arrived a day later than

originally planned. The crew was scheduled to arrive on Dec. 9, 2011, to commemorate the 70th Anniversary of the first official military landing at the 5th Wing.

Seventy years ago, many sea landings occurred from September to December 1941 for the construction of the airfield. It only took 70 days from the first shovel of dirt to the construction of a functioning gravel and snow-packed landing strip plus supporting infrastructure to enable ground landing.

At the time it was built, the Goose Bay airfield was the largest in the Western Hemisphere. It was used to support the Canadians, the Americans and NATO countries throughout its history.



Photo by 2nd Lt. Dave Bowen

Award of Honor

Brig. Gen. Burkhard Pototzky, E-3A Component commander, presents Maj. Edmund Roberds with the Award of Honor of the Bundeswehr, Dec. 10, 2011, at Royal Canadian Air Force Station Goose Bay Goose Bay. Edmund was recognized for his efforts as an A3 Division staff officer with the Component from July 1, 2010, to the summer of 2011.

The first landing on this new airfield was of a Quebec Airways Dragon Rapide, CF-BFP, piloted by Lucien Gendron, on Dec. 3, 1941; however, the first official military landing was on the Dec. 9 of that same year.

Initially, Goose Bay served as a staging base for North American support to the Allies during the Second World War. During the Cold

War, the United States of America had bombers at the ready on the airfield. With its 2,000 meter runway, it was an alternate airfield for the U.S. Space Shuttle to land.

To this day, this airfield serves as an alternate and emergency option for all aircraft transiting the Atlantic Ocean. Until a few years ago, it was a permanent training base for many NATO countries.



Operation Active Endeavour

Beginning Jan. 30, the E-3A Component will start flying Operation Active Endeavour (OAE) again. This operation will be flown out of Forward Operating Base Aktion, Greece, for a 10-day period, every month. OAE is a continuous operation that monitors the Mediterranean Sea for terrorism and piracy.

Web-based conference center

By Theo Collijn

The E-3A Portal now offers a web-based conference center site under the Component Links button. This new site facilitates the organization of meetings, conferences and other collaborative events.

All available conference facilities are listed here, with the individual conference room site displaying a photo of the facility and the respective details, such as:

- maximum capacity
- room layout
- equipment and multimedia facilities
- booking calendar
- point of contact
- protocol items, like flag sets (NATO, E-3A Component, national flags)
- refreshments available (coffee, sodas, snacks etc.)

So, if your unit's conference room is not available on the date you require,

then visit the conference center site by following the path: E-3A Portal, Component Links, Component Shortcuts, E-3A Conference Center and book another suitable facility by contacting the respective POC.

The site also features a conference center spreadsheet consolidating the details of all conference facilities and their characteristics at a glance. Additionally, the site includes a link to the E-3A building locator map.

The concept for this conference facility service was started and executed by the Information and Knowledge Management Best Practice Group as one of many 'quick win' initiatives presently being worked on.

The group identified the Component's requirement for this service and the obvious benefits of a standard, comprehensive, informative facility overview located centrally on the E-3A Portal.

New building construction begins on Component soil

By Robert Buerger

Just before the New Year began, the NATO Infrastructure Committee (NIC) gave the final blessing for the construction of a new building within the Component's boundaries. It will be shown on the base map as Building 320.

What happened? Here are the reasons why a new building will be constructed even in times of cutbacks within NATO.

In the late 1990s, Building 216, which houses the Information Technology Wing (IW), units of the Training Wing (TW) and units of Logistics Wing (LW), was listed for renovation or, even more drastically, for rehabilitation due to air conditioning, fire protection and asbestos issues. This meant that major parts of the building, built in the early 80s, needed to be 'updated' to meet current host nation standards. This effort was delayed by certain constraints the Component was under.

One of them, as most of you will remember, was the issue with the tree cutting at the end of the runway facing the Netherlands. This was a serious matter which even resulted in the question of whether the Component might be relocated to

another air base. After numerous years, the tree issue was resolved and the authorities in Brussels gave the go-ahead to look at this case again.

In 2009, an architect's office in Aachen was tasked by the Host Nation to review the original Type B Cost Estimate (TBCE) and see how the costs had developed. By this time ten years had gone by. Do you imagine the construction work got any better, cheaper? No. Subsequently, the architect's office investigated the state of the existing Building, checking against the cost estimate done in the 1990s and against the current prices, after which the reviewed TBCE was sent back to the NIC in late 2009.

When examining this TBCE, the NIC applied the following rule: "If the cost of rehabilitating a building exceeds 80% of the cost of a new building, then a new building is to be constructed."

And this is exactly what happened. The rehabilitation costs plus the cost for an interim structure allowing IT Wing to continue working during the restoration phase proved to be so high that the NIC agreed to fund a new building.

A total of approx 15 Million Euro was set aside for the following purposes:

Your NATO Ski Club needs help

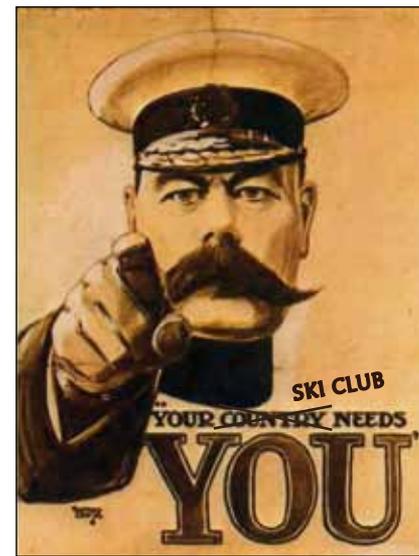
By Tony Dale, NATO Ski Club president

Attention NATO Air Base members, the base ski club needs your help!

Any club is only as good as the men and women who are its members. For the last year, the ski club has survived with only a handful of active members running the club. Our membership has been quite strong and we had a well-supported Scheme for novice skiers in SnowWorld with our friends from the Spanish community last year.

This year, due to many factors, our usual strong membership is down and we are facing a situation that may result in the club having to close. From the end of this season 2011 to 2012 we will have no club officials to run and administer this institution for the base community.

As the current club president I am looking to find volunteers to take over the running of the club before



the end of the season so we have a committee in place to take over for the start of the next year. Anyone interested in volunteering should contact Mr. Jacobsen or myself via the club e-mail address at Info@SkiClubGK.de. If I am unable to find club officials, I will have to close the club at the end of this season.

For more information about the club, visit www.skiclubgk.de.

Launderette shuts doors permanently

The AAFES Launderette in Bldg. 103 recently closed and will remain closed permanently. All Component personnel should plan accordingly. The 470th Air Base Squadron apologizes for the inconvenience to users of this facility. For more information, call Mrs. Schlosser at ext. 2285.

- Build a new building to house the IW
- Modify the existing Building 216 (Mission Simulators 1 and 2, Flight Simulator)
- Tear down the part of the existing building that is not suitable for usage anymore.

As a result of this tasking a working group was stood up, involving the following offices:

- Bau- und Liegenschaftsbetrieb (BLB) Aachen, Field Office Geilenkirchen, as representative of the Host Nation
- Architect's Office Jerusalem, Aachen, as the overall Manager of this project
- ZWP Ingenieur-AG, Planning and Facility Control for Technical Building Equipment, Building Management and Environmental Protection, Cologne, as the company responsible for the technical realization
- A4 Division, as representative of the Component
- Information Technology Wing as representative of the user of the new Building.

The first meeting between IW representatives and A4 took place in December 2010 to ascertain the exact requirement for space, people and equipment. On behalf of the

Component, Capt. Herr from A4 was doing a tremendous job by taking the lead to develop and justify all the needs of the user.

In January 2011, the first meeting involving all parties took place. At that point the architect himself, Mr. Jerusalem, took the lead on the project. The building grew from a rough sketch to a detailed layout and finally focused on the colors for wall plugs, window frames, toilet seats and more. The plan for the new building, together with the TBCE for Building 320 and the existing Building 216, was sent to Brussels in July 2011 for 'final' approval which was received in late November 2011.

The first call for bids for the construction will be sent out soon. Preparatory work is expected to take place in the March or May timeframe. It will start with the (partial) closure of the IW parking lot adjacent to Building 216. Bush and tree cutting will be the first step in preparation for digging the hole for the new building.

This work will certainly cause inconvenience to the users of the parking lot, but there are still plenty of parking spaces around Building 216, Building 244 and also Building 200. People are invited to use these alternate parking areas.

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5	2011	328i Sedan	Platinum Bronze	\$ 42.975	\$ 37.880	\$ 35.880	\$ 7.095
6	2011	328i Sedan	Tasman Green	\$ 42.975	\$ 37.880	\$ 35.880	\$ 7.095
7	2011	328i xDrive Sedan	Le Mans Blue	\$ 48.125	\$ 42.030	\$ 40.030	\$ 8.095
8	2011	M3 Sedan	Melbourne Red	\$ 73.200	\$ 65.315	\$ 62.315	\$ 10.885
9	2011	M3 Sedan	Space Grey	\$ 72.575	\$ 64.690	\$ 61.690	\$ 10.885
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