BRAC Regional Hearing, Buffalo, NY

Ohio Air National Guard
178th Fighter Wing (Springfield)
179th Airlift Wing (Mansfield)

MG Greg Wayt
The Adjutant General

Maj Gen A.J. Feucht
The Assistant Adjutant General for Air

Col Rick Lohnes
Commander 178th Fighter Wing

Col Mark Stephens
Commander 179th Airlift Wing

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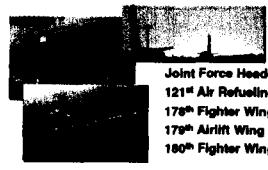
Ohio Air National Guard

- 5,043 Airmen
- 4 Wings, 7 Units
- ★ 4 Air Bases
- ○ 3 Geographic Separated Units



Joint Force Headquarters, Ohio	Columbus
121st Air Refueling Wing (18 KC-135 Aircraft)	Columbus
178th Fighter Wing (20 F-16 Aircraft)	Springfield
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180th Fighter Wing (18 F-16 Aircraft)	Toledo

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Ohio Air Natio l Guard

5,043 Airme
4 Wings, 7 U
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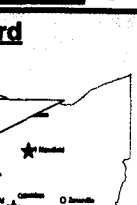
○ 3 Geog

104% Assigned Strength
95% Retention
2nd Largest in the Nation



Ohio	Columbus
g Wing (18 KC-135 Aircraft)	Columbus
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Critical Errors in Process Led to Flawed Conclusions

1. No Participation by the Adjutants General
2. Single Military Compatibility Index for Ranking Active Duty and Air National Guard Facilities
3. Capacity Analysis/Assessment of Optimal PAA Flawed
4. Military Value Analysis Flawed
5. Cobra Analysis Flawed
6. BRAC Principle #1: Recruit and Train
7. Additional Issues—Homeland Defense

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No Participation by Adjutants General

"We approached this as a total force. The Guard and Reserve were full participants in this effort. The—General Jumper, General Heckman briefed the Adjutants General, at least on the future total force issue. We couldn't, obviously, share with them the specific BRAC recommendations."

--Michael L. Dominguez
May 17, 2005

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No Participation by Adjutants General

- No Adjutant General Input in the Development of the Air Force Criteria
  - The Adjutants General Participated in Army National Guard Criteria Development
- With More Effective Communication we would not be here today

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One Military Compatibility Index Applied to All Components

- Template is the same for Active, Guard, and Reserve
- Army, Navy, and Marines developed separate templates for each component
- Air Force BRAC Criteria are Partial to Active Duty Bases and Do Not Consider the ANG Business Case
- Data call questions were geared to Active Duty Bases; Ohio's ANG bases were not permitted to present relevant information.

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Impact of Single Criteria: NG Bases Disadvantaged

Ranking	National Guard	Active Component	Air Force Reserves
Top 50	5	43	2
51-100	30	15	5
101-154	35	**14	5
Total	70	72	12

**All 14 are Non-Flying Bases

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Capacity Analysis Flawed

- Air Force did not analyze capacity of a facility; only current primary assigned aircraft (PAA).
- Air Force changed the rules—it decided that airlift wings should have 16 PAA and fighter wings 24 PAA.
- Did not ask the right questions: "Can the base expand and at what cost?"
- 179th can expand ramp space for 12 PAA for $13.7 million, less than cost of transferring the C-130s from Mansfield to Maxwell and Little Rock ($21.6 million).
- 178th already has the capacity to handle 2 squadrons (48 PAA) at NO COST—DOD recommendations incorrectly assess cost at $45.3 million.

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Assessment of Optimal PAA Flawed

Resizing the wings is central to the Air Force's efforts to increase military value:

"Our goal was to increase military value by right-sizing our units onto fewer, better-positioned bases."

--Michael L. Dominguez
May 17, 2005

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Assessment of Optimal PAA Flawed

- There is no study/no evidence to support PAA of 16 for airlift wings and 24 for fighter wings
- The Ohio ANG was "right-sized" for its assigned PAA. Ohio's ANG units maintain the size and capacity assigned and were prevented by regulation from maintaining additional capacity. They were then slated for closure or realignment because they were not bigger.

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Assessment of Optimal PAA Flawed

- The Air Force recognizes that the "right size" for National Guard wings may be less than that it used to evaluate the wings in the BRAC process:

"...in our experience, going back to 1990, where we actually tried to preserve flags, squadrons, and went down to 18-aircraft squadrons, what we found was, especially in the single-seat fighter business...you very quickly ran out of people in those 18-aircraft squadrons. We went back to 24 for that reason...In the Guard and Reserve, it's a little bit different. They don't have the ongoing mission qualification that we have coming into—as a constant drumbeat in an Active Duty unit. They have very experienced crews; and, therefore, you can accommodate an 18-UE squadron."

--General John Jumper, May 17, 2005

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Military Value Flaw—178th, Springfield

The 178th identified 22 errors and omissions in the Air Force Military Value analysis of the base. One example:

Springfield is a Formal Training Unit (FTU), with a specific mission to train F-16 pilots.

- The FTU mission dictates a particular infrastructure and operational principles.
- The Air Force analyzed Springfield as a general purpose unit. As a result, the 178th was penalized relative to other general purpose units, and was not given credit for its infrastructure (classrooms, simulator, etc.) as a training wing.

Military Value Flaw—179th, Mansfield

- The 179th identified 26 errors and omissions in the Air Force Military Value analysis of the base. One example:

Mansfield has 57,000 square yards of apron, the amount authorized for a C-130 unit with 8 PAA.

- The military value assessment assigned 0 points for this category unless the unit had over 137,000 square yards of apron.
- Mansfield was penalized for being right-sized for its assigned PAA.

COBRA Analysis Flawed

Costs of Retraining personnel for new missions or training replacement personnel in new locations will impact net present value (NPV) assessments.

In testimony before the Commission, Acting Secretary Dominguez said that such costs were fully considered:

"...there's a big retraining cost associated with some of these things, which has been included into the BRAC costing." (May 17, 2005)

Air Force COBRA Flaw

- Based on Active Duty business model including concept of "fungible" personnel
- Assumed many highly-trained Guard personnel would follow the mission—that is an Active Duty construct
- Did not consider State Employees, Contractors, or Guardsmen and their training costs
- With the marginal cost savings associated with the recommendations for the Ohio Air National Guard bases, these omissions justify reversal of the recommendations.

Air Force COBRA Flaw—179th, Mansfield

The 179th identified 9 errors and omissions in the Air Force Cobra analysis of the 179th. One example:

Not included in COBRA – Cost of Training and the conversion of 8 current Aircraft at Maxwell AFB!

Maintenance and Ops Training	$ 26,588,519
Aircraft Upgrades (8 aircraft)	$ 14,631,544
TOTAL	**$ 41,220,063**

Air Force COBRA Flaw—178th, Springfield

The 178th identified numerous errors and omissions in the Air Force Cobra analysis of the base. One example:

- Jets Leave in 2010
  - PFT scheduled → 2008
- COBRA model shows personnel gone 2007
- Miscalculated cost saving (2008 – 2010)
  - $8,019,000 Personnel*
  - $144,000 Land lease
  - $2,463,000 Contractor (Lockheed Martin)
  - $2,436,000 Contractor (Link Communications)

→ Total error in savings = $13,062,000

→ Actual NVP (cost) / Savings = ($-12,362,000)

** 225 Federal jobs x $73,195/year x 3 = $49,406,625*

BRAC Principle #1: Recruit and Train

- Recruiting and retention comprise the first BRAC principle and should be the centerpiece of the BRAC analysis.

  "DoD must **Attract**, Develop and **Retain** . . . **Reserve**, Civilian, and Contractor Personnel who are **Highly Skilled** and educated . . . to ensure current and future **Readiness** . . . and to **Respond** to Anticipated developments . . ." (BRAC Principle #1)

- DAF Analysis and Recommendations (pg. 46) stresses the importance of ARC Recruiting and Retention Demographics.

BRAC Regional Hearing, Buffalo, NY

BRAC Principle #1: Recruit and Train

The Air Force testified that it had considered recruiting in the BRAC recommendations. In testimony before the Commission, Acting Secretary Dominguez said that recruiting was a component of the Air Force analysis:

"We're confident about the Guard's ability to sustain its recruiting. And, again, as I said, when we moved squadrons around, we were careful about the ability of that local community to sustain that." (May 17, 2005)

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Air Force Violates Principle #1

But their own words indicate that they did not evaluate the capacity to an area to support missions through recruiting; they merely assumed that all bases could recruit in sufficient numbers to achieve high levels of strength and readiness:

- The BCEG notes, records, and analysis process do **NOT** mention recruiting and retention.
- **"Rather than** focus on **Fungible Attributes like Assigned Personnel** or Re-locatable Equipment and Forces, the **military value Assessment stressed Installation Characteristics."** General John P. Jumper, CSAF (Air Force Summary of Selection Process, Section 3, page 2)
- "Military value is **not a function of the characteristics of the units** currently based at an installation. The **skill and esprit** of a specific unit **can be recreated** elsewhere." (Michael Dominguez, Acting Secretary, USAF)
- **"The skills in those Guard units**, which are world class—but we can recreate them. **We can Recreate those. And it just takes some time."** (Dominguez)

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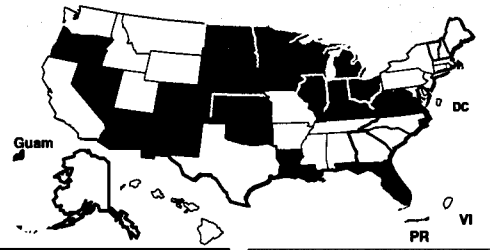
ANG Demographics

Military Value = Effective Recruiting and Retention



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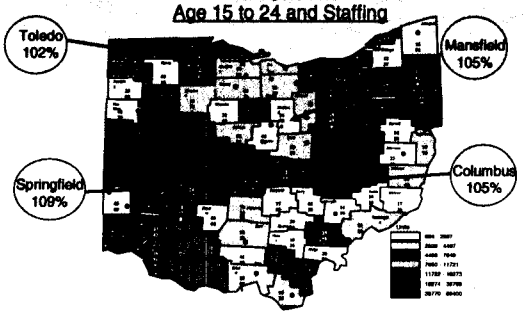
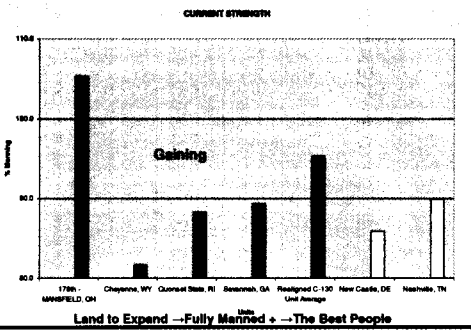
Demographics
Age 15 to 24 and Staffing



OANG is Demographically Aligned – ANG Members Join the Wing / Base

BRAC Regional Hearing, Buffalo, NY

Mansfield's strength exceeds ANY gaining or realigning C-130 unit



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Additional Issue: Homeland Defense

The National Guard is the only service with a state mission

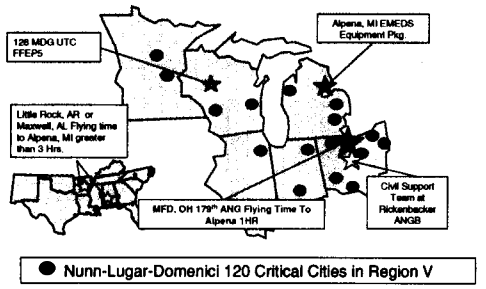
In testimony before the Commission, Acting Secretary Dominguez said that homeland security requirements were fully considered:

"...we were very, very conscious about leaving in states important missions for the Guard and Reserve, important capabilities, and very conscious about preserving a governor's ability to have a well-trained and well-organized militia to deal with state emergencies." (May 17, 2005)

Impact of Ohio's Loss of Homeland Security and Defense Resources With the Recommendations of BRAC 2005 (1 of 5)

- With the proposed CLOSING of the 179th Airlift Wing in 2008:
  - OHIO WILL LOSE approximately 25% of its resources of personnel and equipment in the Ohio Air National Guard.
  - ALL SHORT NOTICE AIRLIFT CAPABILITY with the C-130 aircraft.
  - A 10 person Surgical team capability that is the ONLY ONE IN FEMA Region V.

Impact of Ohio's Loss of Homeland Security and Defense Resources With the Recommendations of BRAC 2005 (2 of 5)



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179th Airlift Wing
Ohio National Guard
Mansfield, Ohio

MG Greg Wayt
The Adjutant General

MG A.J. Feucht
The Assistant Adjutant General for Air

Col Mark Stephens
Commander 179th Airlift Wing

BRAC Analyst Visit

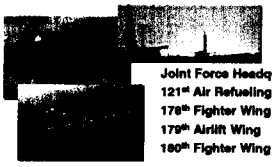
Overview

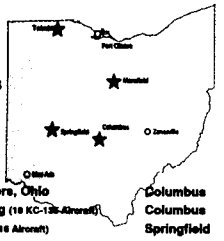
- The Ohio Air National Guard
- Analysis Process and Areas of Emphasis
- Recruiting
- Col Mark Stephens
  Commander, 179th Airlift Wing

BRAC Analyst Visit

Ohio Air National Guard

5,043 Airmen
4 Wings, 7 Units
★ 4 Air Bases
○ 3 Geographic Separated Units





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BRAC Analyst Visit

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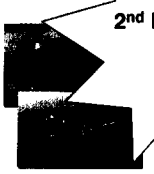

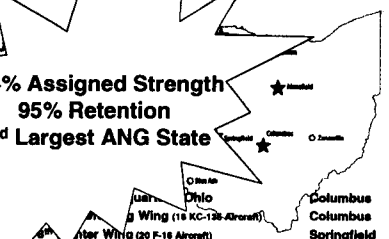

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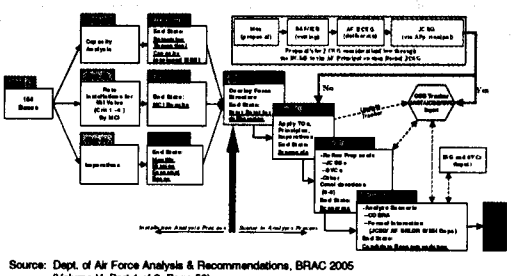
BRAC Analyst Visit

Air Force BRAC Criteria Development

- One Air Force Criteria Fits All Components
  - Template is the same for Active, Guard, and Reserve
  - Army, Navy, and Marines Developed Separate Templates for Each Component
- No Adjutant General Input in the Development of the Air Force Criteria
  - The Adjutants General Participated in Army National Guard Criteria Development
- With More Effective Communication we would not be here today

BRAC Analyst Visit

Air Force Analysis Process



Source: Dept. of Air Force Analysis & Recommendations, BRAC 2005
(Volume V, Part 1 of 2, Page 53)

BRAC Analyst Visit

Mansfield Capacity Analysis

As of	30 Sep 2005	30 SEP 2011
Assigned Weapon System Type(s) (MDS)	C-130	C-130
Total PAA	8	8
# Flying Squadrons	1	1
Total Available Aircraft Parking spaces	8	8
Unused Aircraft Parking Spaces	0	0

Template used	C-130
Standard PAA per squadron	**16

** Questionable Conclusion Based on 12 PAA Option

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BRAC Analyst Visit

Estimated Cost to Robust

Template Used	C-130
Robust to Typical Squadron	
Precluding Factor	*Land
Major Construction	
Minor Construction	
Natural Infrastructure	
Other Procurement	
Planning & Design	
Total Cost to Robust	0.0

*Questionable Conclusion - Based on Air Force Criteria and the Factors that Restricted No to Low-Cost Land Acquisition

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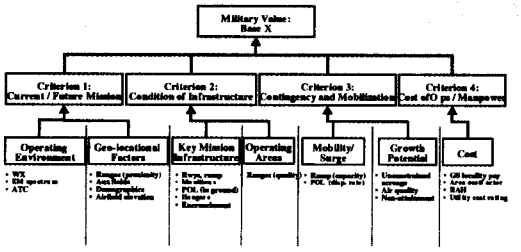
Air Force Military Value – Analytical Hierarchy



Source: Dept. of Air Force Analysis & Recommendations, BRAC 2005 (Volume V, Part 1 of 2, Page 47)

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Net Present Value (NPV) Comparison

(For Base Closures)

Active Air Force	**NPV
Cannon AFB	$2.7B
Ellsworth AFB	$1.9B
Grand Forks AFB	$2.0B
Total	$6.6B
Air National Guard	
5 Bases to Close (Total NPV)	$0.9B

Mansfield to Close = $86M NPV
= less than 10% of Total ANG NPV
= less than 1.5% of Total AF NPV

**NPV = 20 Year Savings Data IAW COBRA

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Mansfield MCI Value - 119/154

Ranking	National Guard	Active Component	Air Force Reserves
Top 50	5	43	2
51-100	30	15	5
101-154	35	**14	5
Total	70	72	12

**All 14 are Non-Flying Bases

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Mansfield MCI Value - 119/154

Rank	Airlift	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
119	37.28	42.33	33.5	20.6	74.01

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1 DoD BRAC Principle – Recruit & Train

- DoD must **Attract, Develop and Retain . . . Reserve, Civilian, and Contractor Personnel who are Highly Skilled** and educated . . . to ensure current and future **Readiness** . . . and to **Respond** to Anticipated developments . . .
- DAF Analysis and Recommendations (pg. 46) stresses the importance of ARC Recruiting and Retention Demographics.

- However:
  - The BCEG notes, records, and analysis process do **NOT** mention this concept.
  - **"Rather than focus on Fungible Attributes like Assigned Personnel** or Re-locatable Equipment and Forces, the **military value Assessment stressed Installation Characteristics."** General John P. Jumper, CSAF (Air Force Summary of Selection Process, Section 3, page 2)
  - **"The skills in those Guard units,** which are world class—but we can Recreate them. **We can Recreate those. And it just takes some time."** (Michael Dominguez, Acting Secretary, USAF)

- **Trained, experienced, and loyal Airmen are our MOST valuable resource**

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BRAC Analyst Visit

Criterion 7 - Attributes

Department identified 10 community attributes:

- Demographics
- Child Care
- Cost Of Living
- Education
- Employment
- Housing
- Medical Providers
- Safety / Crime
- Transportation
- Utilities

Only Demographics Analysis is Applicable to the Air National Guard

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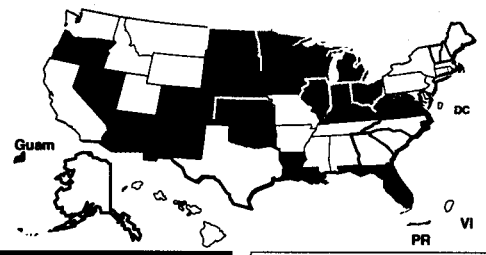
ANG Demographics
Military Value = Effective Recruiting and Retention



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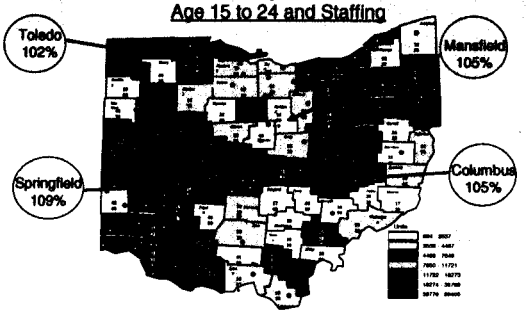

OANG is Demographically Aligned – ANG Members Join the Wing / Base

BRAC Analyst Visit

Summary

- **BRAC's Purpose is Cost effectiveness and saving Tax Payers' Money**
- Air Force BRAC Criteria is Partial to Active Duty Bases and Does Not Consider the ANG Business Case
- ANG is Penalized for Being Cost Effective, Right Sized, and Efficient Under Air Force BRAC Criteria
- Analysis with Accurate and Appropriate Measurement will Change Air Force BRAC Recommendations
- The BRAC Number One Principle of Effective Recruiting and Training Does Not Consider The ANG Trained Human Capital Loss

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179th Airlift Wing

Report to the BRAC Commission

14 June 2005

Colonel Mark L. Stephens

Commander

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BRAC GOALS

- Support force transformation
- Rebase forces to address new threat, strategy, and force protection concerns
- Consolidate business-oriented support functions
- Promote joint and multi-Service basing
- Achieve savings

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BRAC PRINCIPLES

- Recruit and Train. The Department must attract, develop, and retain active, reserve, civilian, and contractor personnel who are highly skilled and adaptable and have access to effective, diverse, and realistic training space to ensure current and future readiness, to support advances in technology, and to respond to operational developments in joint and Service doctrine and tactics.
- Quality of Life. The Department must provide a quality of life, including a quality of workplace, that supports recruitment, learning, and training and enhances retention.
- Organize. The Department needs its force structure organized, equipped, and located to match the demands of the National Military Strategy. These forces must be effectively and efficiently supported by properly aligned headquarters and other DoD organizations and take advantage of opportunities for joint basing.
- Equip. The Department needs to retain, or make available within the private sector, research, development, acquisition, test, and evaluation capabilities. These functions must efficiently and effectively place superior technology in the hands of the warfighter to meet current and future threats and facilitate knowledge-enabled and net-centric warfare.
- Supply, Service, and Maintain. The Department needs access to logistics and industrial infrastructure and capabilities that are optimally integrated into a skilled and cost effective national industrial base that provides safe and responsive global support to operational forces.
- Deploy & Employ (Operational). The Department needs support infrastructure that are optimally located for mission accomplishment (including homeland defense); that support power projection, rapid deployment, and expeditionary force requirements for reach-based capability; that sustain the capability to mobilize and surge; and that ensure strategic redundancy.
- Intelligence. The Department needs intelligence capabilities to support the National Military Strategy by delivering predictive analyses, warning of impending crises, providing persistent surveillance of our most critical targets, and achieving horizontal integration of networks and databases.

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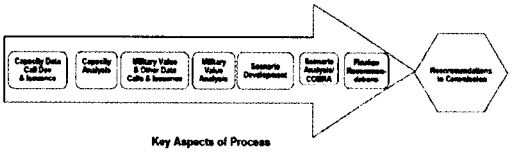
ANALYTICAL PROCESS



Key Aspects of Process

CAPACITY	MILITARY VALUE	SCENARIO DEVELOPMENT	SCENARIO ANALYSIS
Inventory	Selection Criteria 1 - 4	* 20-year force structure plan	*Selection Criterion 5 - Potential Costs & Savings (COBRA)
* What	* What's important	* Capacity Analysis	*Criteria 6, 7, 8 – Economic, Community, & Environmental Impacts
* Where	* How to measure	* Military Value Analysis	
* How Big	* How to weight	* Transformational ideas	
* Usage	* Rank order	* Guiding principles	
* Surge			

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SELECTION CRITERIA

Military Value

(1) The current and future mission capabilities and the impact on operational readiness of the total force of the Department of Defense, including the impact on joint warfighting, training, and readiness.

(2) The availability and condition of land, facilities, and associated airspace (including training areas suitable for maneuver by ground, naval, or air forces throughout a diversity of climate and terrain areas and staging areas for the use of the Armed Forces in homeland defense missions) at both existing and potential receiving locations.

(3) The ability to accommodate contingency, mobilization, surge, and future total force requirements at both existing and potential receiving locations to support operations and training.

(4) The cost of operations and the manpower implications.

Other Considerations

(5) The extent and timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to exceed the costs.

(6) The economic impact on existing communities in the vicinity of military installations.

(7) The ability of the infrastructure of both the existing and potential receiving communities to support forces, missions, and personnel.

(8) The environmental impact, including the impact of costs related to potential environmental restoration, waste management, and environmental compliance activities.

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AIR FORCE BRAC PROPOSAL

Options

- Mansfield Lahm ANG (179th Airlift Wing (ANG)) will distribute its C-130H aircraft to:
  - 4 PAA to the 298th Airlift Wing (AFRC), Hickam AFB, HI.
  - 4 PAA to 314th Airlift Wing, Little Rock AFB, AR

Manpower

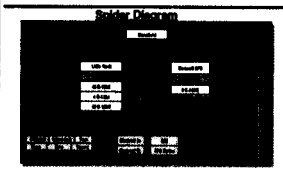
	Full Time	Drill
Impact thru 2011	-236	-914

Candidate Recommendation (CR) (Cost) / Savings

Initiating CR – Close Mansfield Lahm

One Time (Cost):	($5000)
2011 (Cost) / Savings:	$00
Annual Recurring (Cost) / Savings:	$00
Payback period:	5 yrs / 2011
NPV (Cost) / Savings:	$000

Soldier Diagram



JCSG / JAST Actions

- None

Land to Expend →Fully Manned + →The Best People

KEY POINTS

- The Air Force BRAC analysis is FLAWED
- The Air Force analysis data contains significant ERRORS
- The 179 AW is characterized by excellence, efficiency, and superior manning; qualities NOT CONSIDERED in the Air Force BRAC process
- We are RIGHT SIZED, COST EFFECTIVE and COMBAT PROVEN, positioned to contribute to the Future Total Force

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FROM THE TEAM

"...in many cases the Air Force is using BRAC only to move aircraft and gain MILCON funding rather than reducing excess infrastructure."

- The BRAC Red Team, White Paper, 18 April 2005

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CAPACITY ANALYSIS

Land to Expand →Fully Manned + →The Best People

FROM THE TEAM

"There is no consistency in approach taken in capacity analysis...USAF defines capacity based on the difference between actual squadron size and optimum squadron size."

- The BRAC Red Team, White Paper, 11 March 2005

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CAPACITY ANALYSIS

- BY AIR FORCE DIRECTIVE WE ARE RIGHT SIZED FOR THE DESIGNED OPERATION CAPABILITY OF 8 PRIMARY ASSIGNED AIRCRAFT (PAA)
- NO STUDY EXISTS TO VALIDATE OPTIMUM SQUADRON SIZE
- AIR FORCE PROCESS APPLIED A 16 AIRCRAFT TEMPLATE, PRECLUDING THE 179 AW FROM FURTHER CONSIDERATION
- OTHER SERVICES USED CAPACITY ANALYSES UNIQUE TO THE RESERVE COMPONENT

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CAPACITY ANALYSIS

As of	30 Sep 2005	30 SEP 2011
Assigned Weapon System Type(s) (MDS)	C-130	C-130
Total PAA	8	8
# Flying Squadrons	1	1
Total Available Aircraft Parking spaces	8	8
Unused Aircraft Parking Spaces	0	0

Template used	C-130
Standard PAA per squadron	**16

** Questionable Conclusion Based on 12 PAA Option

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CAPACITY ANALYSIS

LAND WAS THE PRECLUDING FACTOR IN AIR FORCE CAPACITY ANALYSIS OF MANSFIELD

- RIGHT SIZED FOR 8 AIRCRAFT DESIGNED OPERATION CAPABILITY STATEMENT
- WE WERE NEVER ASKED BY DOD IF WE HAD LAND FOR EXPANSION TO 12 AIRCRAFT
- LED TO EXCLUSION OF MANSFIELD FROM SCENARIO DEVELOPMENT

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CAPACITY ANALYSIS

Estimated Cost to Robust

Template Used	C-130
Robust to Typical Squadron	
Precluding Factor	*Land
Major Construction	
Minor Construction	
Natural Infrastructure	
Other Procurement	
Planning & Design	
Total Cost to Robust	0.0

*Questionable Conclusion - Based on Air Force Criteria and the Factors that Restricted No to Low-Cost Land Acquisition

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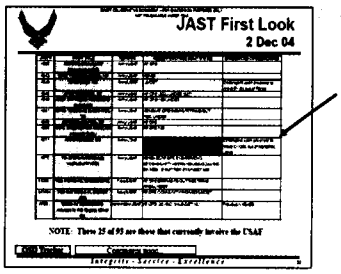
CAPACITY ANALYSIS

JOINTNESS



JOINT ASSESSMENT SCENARIO TEAM (JAST) FIRST LOOK USED "NO BUILDABLE LAND TO RULE OUT JOINT ARMY MISSIONS!

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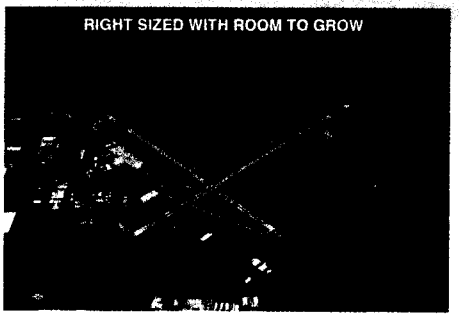
CAPACITY ANALYSIS

RIGHT SIZED WITH ROOM TO GROW



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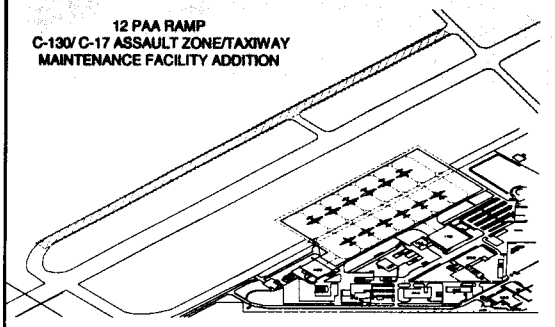
CAPACITY ANALYSIS

12 PAA RAMP
C-130/ C-17 ASSAULT ZONE/TAXIWAY
MAINTENANCE FACILITY ADDITION



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CAPACITY ANALYSIS

MANSFIELD 12 PAA BEDDOWN COST

- New apron $ 4.0M*
- New taxiway $ 4.5M*
- Additional maintenance area $ 5.2M*

GRAND TOTAL: $13.7M

Cost at Maxwell ALONE to gain 4 aircraft

is $15.9 MILLION!

* Based on BRAC, COBRA costs

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MILITARY VALUE

Land to Expand →Fully Manned + →The Best People

FROM THE TEAM

"There is no consistency in approach taken in military value analysis:

- USAF does military value analysis by platform rather than by installation mission or function.
- USA did not calculate military value of Guard and Reserve or perform COBRA analysis on them."

- The BRAC Red Team, White Paper, 11 March 2005

MILITARY VALUE - PERSONNEL

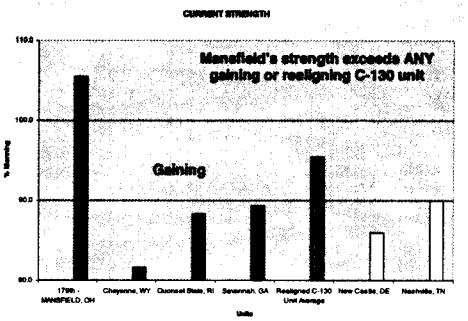
- The VALUE of on-board PERSONNEL was not considered
- HOMELAND SECURITY missions were not considered

MILITARY VALUE - PERSONNEL

Investment in High Value Aircrew Qualifications and Experience NOT CONSIDERED

- ✓ **Our Aircrews are highly experienced with an average of 16 years Military Aviation Experience**
- ✓ **Over 4,000 C-130 combat hours flown throughout the CENTCOM in support of OIF/OEF**
- ✓ **ALL Mansfield Aircrew members have flown combat sorties within the CENTCOM AOR – 116 receiving Air Medals**
- ✓ **ALL Mansfield Aircrew members maintain the unique Adverse Weather Aerial Delivery System qualification critical to airdrop missions worldwide – employed repeatedly in OIF/OEF**

MILITARY VALUE - PERSONNEL



MILITARY VALUE - PERSONNEL

VIOLATES:
- BRAC Recruit and Train Principle

An ANG Crew Chief works on the same aircraft for their entire career. – Priceless!

Status	Airlift Wing HQ	Operations Group	Mission Support, Medical Groups	Maintenance Group
FULL-TIME	20.2 (303)	22.3 (534)	17.6 (1901)	19.0 (1748)
TRADITIONAL	13.5 (473)	13.9 (1081)	10.0 (4580)	10.0 (1330)
Total	15.5 (776)	15.8 (1615)	11.5 (6481)	13.7 (3078)

WING: 12.6 Years Average, 11,950 Total Years

MILITARY VALUE - PERSONNEL

VIOLATES:
- BRAC Recruit and Train, Organize Principle

2001		
	Operations Supported	Coronet Oak, Deep Freeze, Noble Eagle
	Participating units	Airlift Squadron, Medical Squadron, Logistics Support, Airlift Squadron, Aerial Port Squadron
	Days served	13,842
2002		
	Operations Supported	Southern Watch, Deep Freeze, Noble Eagle, Israeli support, Enduring Freedom, Joint Forge, Northern Watch
	Participating units	Aircraft maintenance, Aerial Port, Logistics Support, Civil engineering squadron, Services
	Days served	56,912

MILITARY VALUE - PERSONNEL

VIOLATES:
- BRAC Recruit and Train, Organize Principle

2003		
	Operations Supported	Deep Freeze, Enduring Freedom, Iraqi Freedom, Israeli Support
	Participating units	Aircraft Operations, Aircraft Maintenance, Aerial Port, Logistics Support, Civil engineering squadron, Services, Intelligence
	Days served	35,971
2004		
	Operations Supported	Deep Freeze, Enduring Freedom, Iraqi Freedom
	Participating units	Aircraft Operations, Aircraft Maintenance, Aerial Port, Logistics Support, Intelligence
	Days served	64,052

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MILITARY VALUE - PERSONNEL

Combat Aerial Operations Totals for OEF and OIF:

	HOURS	SORTIES	PAX	CARGO TONS
OIF AL JABER	1,219.3	879	9,735	1287.2
OIF TALIL, AL SALEM, AL UDEID	1,839.4	1,222	19,755	2,429
OEF AL SALEM, AL UDEID, CURRENT AOR	898.6	550	5460	1852.6
TOTALS	3957.3	2650	34980	5568.8

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MILITARY VALUE - PERSONNEL

Recognized Superior Performance

Year	Inspection/Award	Reason or Results
2005	ESOHCAMP Inspection	Outstanding – Best Seen in ANG*
2004	Health Services Inspection (HSI)	Excellent
2003	SAME ANG Goddard Medal Award	Outstanding ANG Civil Engineer NCO
2002	SAME ANG Goddard Medal Award	Outstanding ANG Civil Engineer NCO
2002	CMSgt Edward Wilbert Award	Outstanding Fire Department
2002	James D. Weaver Award	Outstanding FT Medical Technician
2002	ANG Env. Quality Awd. for Recycling	Best ANG Recycling Program
2002	ANG Services Flt of the Year	Superior Performance
2002	Initial Readiness Inspection	Excellent
2002	Unit Compliance Inspection	Excellent
2002	Aircrew Stan/Eval Inspection	Excellent

* Came less than 1 week after 13 May BRAC Announcement

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MILITARY VALUE - PERSONNEL

Year	Inspection/Award	Reason or Results
2002	ANG Laboratory Tech of the Year	Outstanding Performance
2002	ANG Pharmacy Tech of the Year	Outstanding Performance
2001	AF Outstanding Unit Award	Outstanding Performance
2001	ANG Metcalf Trophy	Outstanding Mission Accomplishment
2000	Tappan Award	Outstanding Ohio Flying Unit
2000	EORI @ Ramstein AB, GE	Top rating
2000	Health Services Inspection	Highest Air Force rating (97)
2000	IG Exercise (IGX)	Top rating
2000	ANG Aircraft Maintenance Excellence Award	Outstanding Performance
1999	Tappan Award	Outstanding Ohio Flying Unit

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MILITARY VALUE - PERSONNEL

VIOLATES:
- BRAC Recruit and Train Principle

Highly Skilled Enlisted Force.

% of Total Force @ 5, 7, or 9 Skill Level

Airlift Wing & Operations Group	Mission Support & Medical Groups	Maintenance Group	Wing Totals
90.4%	78.5%	82.7%	80.9%

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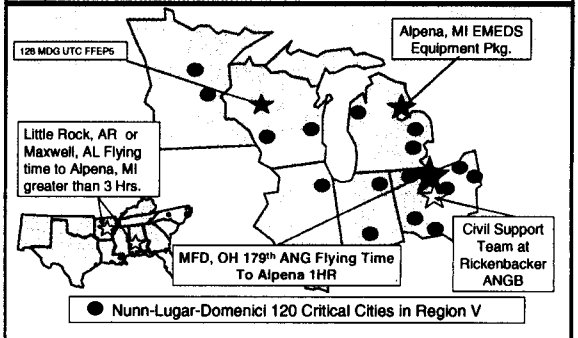
MILITARY VALUE – HOMELAND SECURITY



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MILITARY VALUE – HOMELAND SECURITY

The 179th AW includes Vital and Scarce Medical Professionals

- **Orthopedic Surgeon**
- **Anesthesiologist**
- **Emergency Medicine Specialist**
- **Nurse Anesthetist**
- **Operating Room Nurses**

Lost to ANG?

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MILITARY VALUE

1. Current/Future Mission

- **1- Operating Environment**

1242- ATC Restrictions to Operations

- Little Rock AFB would have a large amount of air traffic
  - 100+ C130s sharing one runway
  - A major airport within 15 miles
- Mansfield ANGB has a low amount of air traffic
  - There are two available runways
  - There are NO traffic delays
  - There are NO major airports within 50 miles

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MILITARY VALUE

VIOLATES:
• BRAC Deploy and Employ Principle

Mansfield's Airspace is Virtually Ours to Use!

- NO Competing Commercial or Regularly Scheduled Private Carriers
- NO Airspace Flow Control Problems Compared To Other Gaining Airports

Airport	Air Operations 2004 Totals
Mansfield (MFD)	35,009
Little Rock (LRF)	111,001
Louisville (SDF)	165,589
Charlotte (CLT)	467,676
Minn-St.Paul (MSP)	540,727

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MILITARY VALUE

1. Current/Future Mission

- **2 - Geo-locational Factors**

1246 - Proximity to low level routes

- Irrelevant question for Airlift – Instrument Routes/Visual Routes not used
- Slow Routes are the only routes used by the Airlift Community

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MILITARY VALUE

1. Current/Future Mission

- **2 - Geo-locational Factors**

1248 - Proximity to DZ/LZ
1249 – Airspace Associated with DZ/LZ

- **Mansfield EFFICIENTLY shares nine DZ's and one LZ with five other ARC units**
- Questions biased against ANG due to small, efficient footprint and cost effectiveness of ANG Community Basing
- Two questions are "double jeopardy", providing the same analysis tool twice, encompassing 23.02 points out of 100
- Large number of DZ/LZ's in close proximity to several Active Duty bases precluded a level playing field with ANG

Base	DZ's	LZ's (within 150nm)
– Pope	31	3
– Maxwell	22	1
– Little Rock	8	2
– Dyess	4	0

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MILITARY VALUE

2. Condition of Infrastructure

- 3 - Key Mission Infrastructure

1 - Fuel Hydrant System

- Per ANGH 32-1084 (Authorized ANG Infrastructure Guidance) a hydrant system is only required for a total tank capacity of 20k gallons, C-130 holds 9k gallons
- System is not specifically authorized for any bases in ANG unless they have C-17, C-5, or KC-135 aircraft
- Question should not be weighted for C-130
- ANG bases are penalized for their efficiency and holding to regulation
- **Mansfield is correctly equipped to handle 12 C-130 PAA**

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MILITARY VALUE

2. Condition of Infrastructure

- 3 - Key Mission Infrastructure
  - 8 - Ramp Area and Serviceability
    - Per ANGH 32-1084 (Authorized ANG Infrastructure Guidance)
      - 8 PAI C-130 authorized 52,730 s.y. of apron
      - 12 PAI C-130 authorized 87,875 s.y. of apron
    - No points given in this category unless > 137,000 s.y. of apron
    - Bias against correct sized and efficient ANG bases
    - **Mansfield is equipped to handle 8 PAA, and has room to expand to 12 PAA**

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MILITARY VALUE

2. Condition of Infrastructure

- 3 - Key Mission Infrastructure
  - 9 - Runway Dimensions and Serviceability
    - Air Force model does not allow credit for more than one runway
    - This is a critical flaw in the model as only one runway (e.g. Little Rock) significantly hampers Operational flexibility
    - **Mansfield's TWO runways provide this flexibility**

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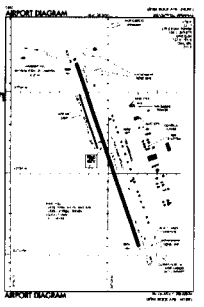
MILITARY VALUE -

VIOLATES:
- BRAC Deploy and Employ Principle

- **Little Rock Airfield Must Support 116 aircraft with ONE runway.**
- Operations can be shut down decisively by:
  - Aircraft accident
  - FOD Incident
  - Terrorist Attack
  - Wildlife Incident
  - Weather Emergency
- **Mansfield boasts two runways (9000' and 7000')**



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MILITARY VALUE –

1. Current/Future Mission

- **1- Operating Environment**
  - 1271- Prevailing Installation Weather Conditions
    - Extreme severe weather was not considered
      - Tornado – Plains states
      - Hurricanes – Coastal areas
      - Flooding – Low lying areas, e.g. New Orleans
      - Earthquakes – West coast

Pulaski County, Arkansas (home of Little Rock AFB) averages 63 tornados in just over 50 years

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MILITARY VALUE -

"Elements of the U.S. national infrastructure are vulnerable to catastrophic attack...The continuing illicit proliferation of WMD technology and expertise make contending with catastrophic challenges an enduring necessity. A single catastrophic attack against the United States is an unacceptable prospect..."

-DOD BRAC, Vol I, Part 1 of 2: Results and Process, Page 9

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MILITARY VALUE -

VIOLATES:
- BRAC Deploy and Employ Principle

[redacted]

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MILITARY VALUE

3. Contingency, Mobilization, Future Force

- 5 – Mobility/Surge
  1214 – Fuel Dispensing Rate to Support Mobility and Surge
  - Question biased against ANG and irrelevant to their mission of Homeland Defense and augmenting the active duty force
  - ANG Bases would never serve as AEF launch point for a major overseas deployments
  - Per ANGH 32-1084 total fuel storage requirements for C130 aircraft is 100,000 gallons
  - Mansfield correctly sized with 100,000 gallon capacity for 8 to 10 PAA
  - No properly equipped ANG unit could handle 12PAA without modifications

MILITARY VALUE

3. Contingency, Mobilization, Future Force

- 5 – Mobility/Surge
  1241 – Ability to Support Large-Scale Mobility Deployment
  - Question asks for MOG based on ***transient*** parking, however per ANGH 32-1084 ***transient aircraft parking is not authorized unless specifically exempted on ANG bases***

MILITARY VALUE

3. Contingency, Mobilization, Future Force

- 5 – Growth Potential
  1205.1 – Buildable acres for Indust. Operations Growth
  1205.2 – Buildable acres for Air Operations Growth
  - Questions biased against Community Based ANG bases
    - Only land under current lease was considered in analysis
    - ANG Bases have capability to acquire more land with simple concurrence of the Air Force and City or Port authority (Generally at no cost)
  - **Mansfield has 161 acre available NOW for $1**

Criteria #5

COBRA

AIR FORCE COBRA

- Based on Active Duty business model including concept of "fungible" personnel
- Army and Navy used separate models for Active Duty and Reserve Components
- Did not consider State Employees, Contractors, or Guardsmen and their training costs

COBRA - PERSONNEL

VIOLATES:
- BRAC Organize Principle

Cost of qualified ANG Force is a FRACTION of the Active Duty equivalent:

Annual Manpower Cost based on 1,021 member unit

An Active Duty Unit	$ 80,452,145
ANG Unit	$ 25,672,273
Difference:	**$ 54,779,872**

COBRA - PERSONNEL

VIOLATES:
• BRAC Recruit and Train, Organize Principle

Training Investment at Mansfield:

Operations and Maintenance	$ 184,414,895
Expeditionary Combat Support	$ 29,571,535
TOTAL	**$ 213,986,430**

* Does not include costs associated with aircraft conversions at gaining locations

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COBRA PERSONNEL

VIOLATES:
• BRAC Recruit and Train, Organize Principle

Not included in COBRA – Cost of Training and the conversion of 8 current Aircraft at Maxwell AFB!

Maintenance and Ops Training	$ 26,588,519
Aircraft Upgrades (8 aircraft)	$ 14,631,544
TOTAL	**$ 41,220,063**

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COBRA

COST TO CLOSE MANSFIELD

Costs	2005	2025 NPV
Non-Recurring		
- Training Investment	$202,293,793	$202,293,793
- Aircraft Conversion and Training Costs (Maxwell Only)	$41,220,063	$41,220,063
Recurring		
- Manpower Differential (AD vs. ANG)	$54,779,872	$615,699,999
Actual Costs	$298,293,728	$859,213,855
NPV Savings Stated in BRAC Proposal		$86,000,000
AF BRAC MISCALCULATION		$773,213,855

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COBRA

NEGATIVE RETURN ON INVESTMENT

Toledo	$ 0.3M
Louisville	$ 0.6M
Little Rock AFB	$ 4.8M
Maxwell	$15.9M
Total For Move	$21.6M
Mansfield @ 12 PAA	**$13.7M**
RETURN	$ -7.9M

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COMMUNITY INFRASTRUCTURE

Land to Expand →Fully Manned + →The Best People

COMMUNITY INFRASTRUCTURE

Assessment Flaws

VIOLATES:
• BRAC Recruit and Train Principle

9 of 10 *Community Attributes* ***not applicable*** *to ANG units*

- *Child Care*
- *Cost of Living*
- *Education*
- *Employment*
- *Housing*
- *Medical Care*
- *Safety/Crime*
- *Transportation*
- *Utilities*

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COMMUNITY INFRASTRUCTURE -

VIOLATES:
- BRAC Recruit and Train Principle

The unique community based characteristics of the Air National Guard to attract and retain highly qualified personnel, were ignored. The Air Force considers people "fungible."

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COMMUNITY INFRASTRUCTURE -

Even The Closest ANG Bases Lie Beyond the BRAC-Defined, 50-Mile Radius of Mansfield

AF closed Kulis ANGS on the basis of PROXIMITY to Elmendorf ("retaining skilled, highly trained ANG.")

– DOD BRAC Report, Vol. 1, Part 2, of 2, page 177.

At least 60% of our people live within the 50-mile vicinity of Mansfield, Ohio

ANG MEMBERS DO NOT PCS.

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COMMUNITY INFRASTRUCTURE -

VIOLATES:
- BRAC Recruit and Train Principle

- **1260 Ohio ANG** positions **LOST**, with all units over 100% manned where do these people go?
- **Violates BRAC Principle Recruit and Train:** Better meet the needs of the Air Force by maintaining/placing ARC units in locations that best meet the demographics and mission requirements unique to the ARC

"Dept of Air Force Analysis of BRAC 2005, Vol 5 part 1, page 12

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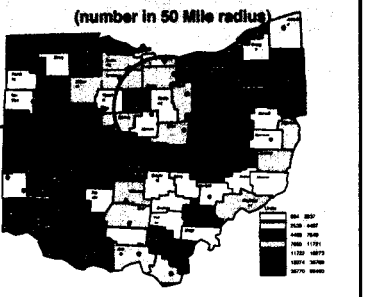
DEMOGRAPHICS -

VIOLATES:
- BRAC Recruit and Train Principle

Population Age 18-24 for Year 2005 by County (number in 50 Mile radius)

85,857 Potential Recruits live within the counties included in a 50-mile circle!



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DEMOGRAPHICS -

VIOLATES:
- BRAC Recruit and Train Principle

179th's Sustained Personnel Strength Exceeds ALL ANG C-130 GAINING additional aircraft

Unit	BRAC Action	MCI	2005	2004
Mansfield	**CLOSE?**	37.3	105	104
Louisville	GAIN	44.7	97.4	98.9
Rosecrans	GAIN	38.2	97	98.4
Chann. Islands	GAIN	41.9	96.9	96.1
Charlotte	GAIN	58.3	95.7	97.4
Peoria	GAIN	34.6	95.6	97.7
Savannah	GAIN	45.1	89.3	91.9
Quonset State	GAIN	35.3	88.3	88.7
Cheyenne	GAIN	37.7	81.6	83.1

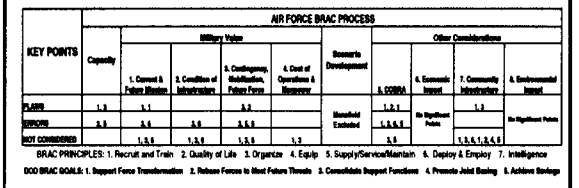
Land to Expand →Fully Manned + →The Best People

SUMMARY

Land to Expand →Fully Manned + →The Best People

SUMMARY

44 FLAWS, ERRORS, OR AREAS NOT CONSIDERED!



KEY POINTS	AIR FORCE BRAC PROCESS										
		Military Value				Scenario Development	Other Considerations				
	Capacity	1. Current & Future Mission	2. Condition of Infrastructure	3. Contingency, Mobilization, Future Force	4. Cost of Operations & Manpower		5. COBRA	6. Economic Impact	7. Community Infrastructure	8. Environmental Impact
FLAWS	1, 3	1, 1		3, 3		Mansfield Excluded	1, 2, 1	No Significant Points	1, 3	No Significant Points
ERRORS	3, 5	3, 6	3, 6	3, 5, 6			1, 3, 6, 5			
NOT CONSIDERED		1, 3, 5	1, 3, 6	1, 3, 5	1, 2		3, 6		1, 3, 6, 1, 3, 4, 5	

BRAC PRINCIPLES: 1. Recruit and Train 2. Quality of Life 3. Organize 4. Equip 5. Supply/Service/Maintain 6. Deploy & Employ 7. Intelligence

DOD BRAC GOALS: 1. Support Force Transformation 2. Reduce Forces to Most Future Threats 3. Consolidate Support Functions 4. Promote Joint Basing 5. Achieve Savings

Land to Expand →Fully Manned + →The Best People

SUMMARY

The Air Force BRAC analysis is **FLAWED**

- The purpose of BRAC was to ACHIEVE SAVINGS by eliminating infrastructure; at Mansfield the lack of excess infrastructure was used as justification to close the base
- It did not consider Human Value; the high caliber of our personnel is not disposable
- The process was skewed toward large installations and unfairly disadvantaged smaller, right-sized installations

Land to Expand →Fully Manned + →The Best People

BOTTOM LINE

Land to Expand →Fully Manned + →The Best People

BOTTOM LINE

Robusting to 12 PAA at Mansfield can be accomplished less than the cost of base closure!

Toledo	$ 0.3M
Louisville	$ 0.6M
Little Rock AFB	$ 4.8M
Maxwell	$15.9M
Total For Move	$21.6M
Mansfield @ 12 PAA	**$13.7M**
RETURN	$- 7.9M

Land to Expand →Fully Manned + →The Best People

BOTTOM LINE

Our superior manning levels and experience were not considered for current or future missions!

Costs	2005	2025 NPV
Non-Recurring		
- Training Investment	$202,293,793	$202,293,793
- Aircraft Conversion and Training Costs (Maxwell Only)	$41,220,063	$41,220,063
Recurring		
- Manpower Differential (AD vs. ANG)	$54,779,872	$615,699,999
Actual Costs	$248,293,728	$859,213,855
NPV Savings Stated in BRAC Proposal		$86,000,000
AF BRAC MISCALCULATION		$773,213,855

Land to Expand →Fully Manned + →The Best People

Land to Expand → Fully Manned + → The Best People

Land to Expand →Fully Manned + →The Best People

BRAC Analyst Visit

178th Fighter Wing
Ohio National Guard
Springfield, Ohio

MG Greg Wayt
The Adjutant General

MG A.J. Feucht
The Assistant Adjutant General for Air

Col Richard Lohnes
Commander 178th Fighter Wing

BRAC Analyst Visit

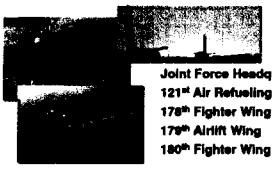
Overview

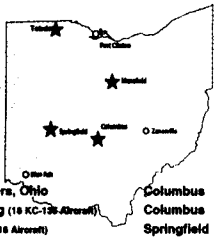
- The Ohio Air National Guard
- Analysis Process and Areas of Emphasis
- Recruiting
- Col Richard Lohnes
  Commander, 178th Fighter Wing

BRAC Analyst Visit

Ohio Air National Guard

5,043 Airmen
4 Wings, 7 Units
★ 4 Air Bases
○ 3 Geographic Separated Units





Joint Force Headquarters, Ohio	Columbus
121st Air Refueling Wing (16 KC-135 Aircraft)	Columbus
178th Fighter Wing (20 F-16 Aircraft)	Springfield
179th Airlift Wing (8 C-130 Aircraft)	Mansfield
180th Fighter Wing (16 F-16 Aircraft)	Toledo

BRAC Analyst Visit

Ohio Air National Guard

5,043 Airmen
4 Wings, 7 U
★ 4 Air
○ 3 Geog

104% Assigned Strength
95% Retention
2nd Largest ANG State

Joint Force Headquarters, Ohio	Columbus
121st Air Refueling Wing (16 KC-135 Aircraft)	Columbus
178th Fighter Wing (20 F-16 Aircraft)	Springfield
179th Airlift Wing (8 C-130 Aircraft)	Mansfield
180th Fighter Wing (16 F-16 Aircraft)	Toledo

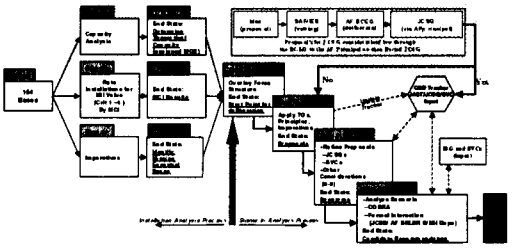
BRAC Analyst Visit

Air Force BRAC Criteria Development

- One Air Force Criteria Fits All Components
  - Template is the same for Active, Guard, and Reserve
  - Army, Navy, and Marines Developed Separate Templates for Each Component
- No Adjutant General Input in the Development of the Air Force Criteria
  - The Adjutants General Participated in Army National Guard Criteria Development
- With More Effective Communication we would not be here today

BRAC Analyst Visit

Air Force Analysis Process



Source: Dept. of Air Force Analysis & Recommendations, BRAC 2005
(Volume V, Part 1 of 2, Page 53)

BRAC Analyst Visit

Springfield Capacity Analysis

As of	30 Sep 2005	30 Sep 2011
Assigned Weapon System Type(s) (MDS)	F-16	F-16
Total PAA	18	18
# Flying Squadrons	1	1
Total Available Aircraft Parking spaces	*24	*24
Unused Aircraft Parking Spaces	6	6

Template used	F-16
Standard PAA per squadron	24

* BRAC Error – More Spaces are Available

BRAC Analyst Visit

Springfield Estimated Capacity After 2011

Weapon System Type (MDS)	JSF
Maximum Capacity	48

BRAC Analyst Visit

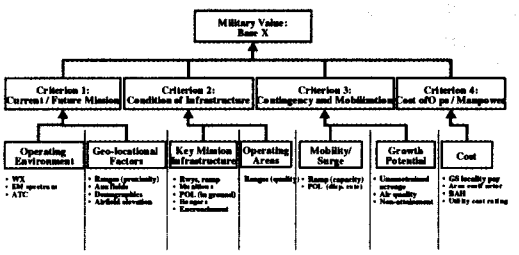
Estimated Cost to Robust

Template Used	F-16
Add One Squadron	
Precluding Factor	None
Major Construction	40.1
Minor Construction	0.9
Natural Infrastructure	0.2
Other procurement	0.0
Planning & Design	4.1
Subtotal	*45.3
Add Second Squadron	
Precluding Factor	*Land
Major Construction	0.0
Minor Construction	0.0
Natural Infrastructure	0.0
Other procurement	0.0
Planning & Design	0.0
Subtotal	0.0
Total Cost for Two Squadrons	N/A

*Questionable Conclusion – Based on Air Force Criteria and the Factors that Restricted No to Low Cost Land Acquisition

BRAC Analyst Visit

Air Force Military Value – Analytical Hierarchy



Source: Dept. of Air Force Analysis & Recommendations, BRAC 2005 (Volume V, Part 1 of 2, Page 47)

BRAC Analyst Visit

Springfield MCI Value – 128 / 154

Ranking	National Guard	Active Component	Air Force Reserves
Top 50	4	45	1
51-100	32	13	5
101-154	34	*14	6
Total	70	72	12

*14 are All Non-Flying Bases

BRAC Analyst Visit

Springfield MCI Value – 128 / 154

Rank	Fighter	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
128	25.37	35.33	35.31	26.8	71.74

BRAC Analyst Visit

1 DoD BRAC Principle – Recruit & Train

- DoD must **Attract**, Develop and **Retain** . . . **Reserve**, Civilian, and Contractor Personnel who are **Highly Skilled** and educated . . . to ensure current and future **Readiness** . . . and to **Respond** to Anticipated developments . . .
- DAF Analysis and Recommendations (pg. 46) stresses the importance of ARC Recruiting and Retention Demographics.
- However:
  - The BCEG notes, records, and analysis process do **NOT** mention this concept.
  - **"Rather than** focus on **Fungible Attributes like Assigned Personnel** or Re-locatable Equipment and Forces, the **military value Assessment stressed Installation Characteristics."** General John P. Jumper, CSAF (Air Force Summary of Selection Process, Section 3, page 2)
  - **"The skills in those Guard units,** which are world class—but we can Recreate them. **We can Recreate those. And it just takes some time."** (Michael Dominguez, Acting Secretary, USAF)
- **Trained, experienced, and loyal Airmen are our MOST valuable resource**

BRAC Analyst Visit

Criterion 7 - Attributes

Department identified 10 community attributes:

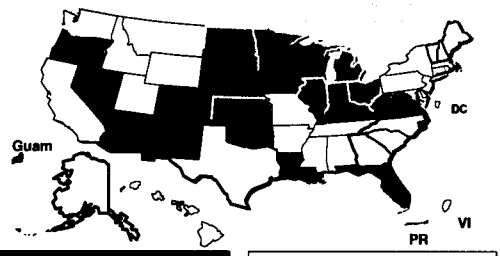
- Demographics
- Child Care
- Cost Of Living
- Education
- Employment
- Housing
- Medical Providers
- Safety / Crime
- Transportation
- Utilities

Only Demographics Analysis is Applicable to the Air National Guard

BRAC Analyst Visit

ANG Demographics

Military Value = Effective Recruiting and Retention



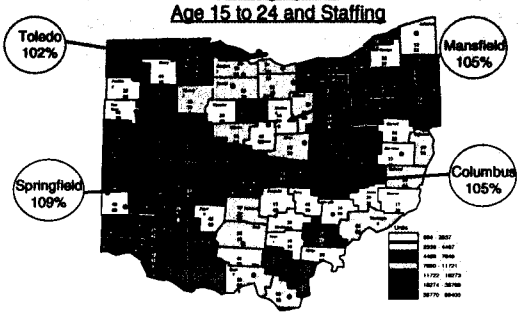
24 Green, ≥ 96.7%
10 With Yellow Border = Losing Strength

30 White: <= 96.6%
7 With Red Border = Gaining Strength

BRAC Analyst Visit

Demographics

Age 15 to 24 and Staffing



OANG is Demographically Aligned – ANG Members Join the Wing / Base

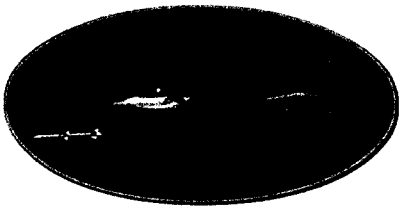
BRAC Analyst Visit

Summary

- **BRAC's Purpose is Cost effectiveness and saving Tax Payers Money**
- Air Force BRAC Criteria is Partial to Active Duty Bases and Does Not Consider the ANG Business Case
- ANG is Penalized for Being Cost Effective, Right Sized, and Efficient Under Air Force BRAC Criteria
- Analysis with Accurate and Appropriate Measurement will Change Air Force BRAC Recommendations
- The BRAC Number One Principle of Effective Recruiting and Training Does Not Consider The ANG Trained Human Capital Loss

BRAC Analyst Visit

Welcome to the 178th Fighter Wing



Springfield-Beckley MAP, OH

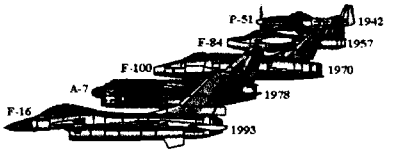
BRAC Analyst Visit

178th Fighter Wing
Overview

- Snapshot of 178FW
- Capacity Investments
  - Springfield-Beckley MAP
  - Preclude future expense at "Base X"
- Military Value Data
- COBRA Data Inaccuracies
- True Economic Impact
- Conclusion

BRAC Analyst Visit

178th Fighter Wing
History



BRAC Analyst Visit

178th Fighter Wing
Statistics

- AETC – Gained FTU (Formal Training Unit)
- Twenty (20) Block 30 (BI) F-16s (18 PAA)
  - 11 C Models
  - 9 D Models
  - Fully combat capable/ready
- 1019 Personnel
  - 373 (Full-time, Federal)
  - 396 UTC tasked

BRAC Analyst Visit

178th Fighter Wing
Air National Guard Leader

- 109.08% Manned!!
  - #1 in Ohio
  - #2 in all ANG
- #1 - American students since 1998
- #2 – Fighter sorties flown since 2002
- 1st Ohio ANG F-16s to a combat zone (1996)
- 1 of 3 multiple simulator complexes in nation
- We produce new combat ready F-16 pilots in 16 training days less than USAF

BRAC Analyst Visit

178th Fighter Wing
Mission

Train F-16 Pilots for USAF. ANG. & AFRC

- 252 Total American students since 1998 (Highest in ANG)
- 98% Graduation rate & 97% on-time
- 23 Specialized courses within five (5) syllabi

* We are an FTU!!

* We were evaluated as a General Purpose Unit

BRAC Analyst Visit

178th Fighter Wing
USAF BRAC Data Discussion

- Inaccurate / Incomplete
- Restricted Answers
- Denied Data Inclusion
- 178FW not evaluated as an FTU

"...no consistency in capacity analysis..."
BRAC Red Team

BRAC Analyst Visit

Published BRAC Data

Springfield-Beckley AGS (OH)

Candidate Recommendation (CR) (Cost) / Savings

Initiative CR – Realign Springfield-Beckley

Manpower

	Full Time	Drill
Impact thru 2011	-274	-342

Basing Diagram

JCSG / JAST Actions

- USA-0048: Close/Consolidate Reserve Ctrs in Ohio

BRAC Analyst Visit

Published BRAC Data

Springfield, OH Overview

AS of	30 Sep 2005	30 Sep 2011
Assigned Weapon System Type(s) (MDS)	F-16	F-16
Total PAA	18	18
# Flying Squadrons	1	1
Total Available Aircraft Parking spaces	24	24
Unused Aircraft Parking Spaces	6	6

Template used	F-16
Standard PAA per squadron	24

BRAC Analyst Visit

Published BRAC Data

Springfield, OH
Estimated Costs to Robust

Template used	F-16
Robust to Typical Squadron	
Precluding Factor	None
Major Construction	0.0
Minor Construction	0.0
Natural Infrastructure	0.0
Other Procurement	0.0
Planning & Design	0.0
Total Cost to Robust	0.0

BRAC Analyst Visit

Published BRAC Data

Springfield, OH
Estimated Capacity after 2011

Weapon System Type (MDS)	JSF
Maximum Capacity	48

BRAC Analyst Visit

Published BRAC Data

Springfield, OH
Estimated Costs to Add Squadrons

BRAC Analyst Visit

Capacity in 2010

Required Investments

	2 Squadron Operations	Hush House/ Arm/DeArm	2 Arresting Gear	Aircraft Parking	Base Supply	Control Tower	NDI Building
Springfield	?	?	?	?	?	?	?

Base X
2010

$???

Additional Investments

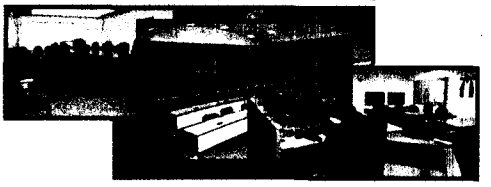
	Hangar	Airfield Lighting	Corrosion Facility	Fire House	Civil Engineering	Medical Facility	Main Gate
Springfield	?	?	?	?	?	?	?

BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

Squadron Operations Building



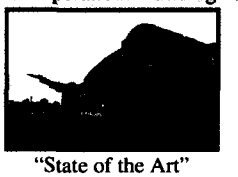
$ 7.0 million in 2002
$ 12.6 million in 2010 for Base X

BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

Squadron Operations Building - 2002



"State of the Art"

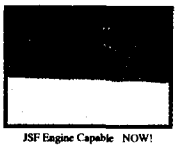
- 30,800 sq ft (24 PAA requires 27,300) NOW!
- Full-time Pilot manning for 24 PAA NOW!
- Sensitive Compartmented Information Facility (SCIF) ready NOW!
- Eight flight briefing rooms for **2 squadrons** NOW!

BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

Hush House & Arm/DeArm Pads



JSF Engine Capable NOW!

6 Lighted spots each

2 Arming Areas

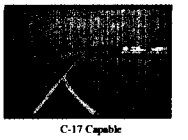
$ 4.8 million in 2003
$ 8.1 million in 2010 for Base X

BRAC Analyst Visit

178th Fighter Wing

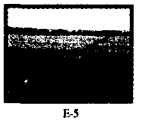
Capacity Investment

New Taxiways, Overruns & Dual Barriers



C-17 Capable

BAK 14
USAF



E-5
Navy

$ 5.2 million in 2002
$ 8.8 million in 2010 for Base X

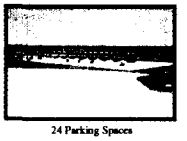
BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

Aircraft Parking Ramp

18 Parking Spaces



24 Parking Spaces

$ 4.25 million in 2003
$ 6.8 million in 2010 for Base X

BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

Parking Ramp
BRAC Question #28.8
No Credit

- Ramp space for 42 F-16s
- Total space for 54 F-16

BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

Base Supply Building

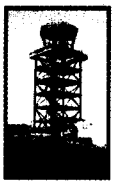
$ 4.9 million in 1999
$ 10.0 million in 2010 for Base X

BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

ATC Tower



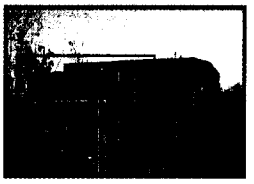
$ 4.2 million in 2005
$ 6.1 million in 2010 for Base X

BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

NDI Building



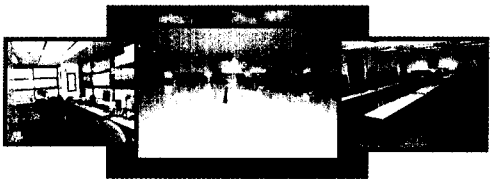
$ .7 million in 2003
$ 1.2 million in 2010 for Base X

BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

Hangar



$ 6.4 million in 2003
$ 10.2 million in 2010 for Base X

BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

Airfield Lighting

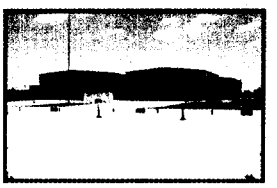
$ 1.2 million in 2005
$ 1.6 million in 2010 for Base X

BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

Corrosion Facility



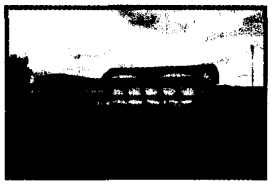
$ 2.1 million in 1999
$ 5.2 million in 2010 for Base X

BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

Fire House



$ 5.6 million in 2005
$ 8.5 million in 2010 for Base X

BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

Civil Engineering Building

$ 4.2 million in 2000
$ 8.2 million in 2010 for Base X

BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

Medical Dental Capacity

BRAC Question #22.257

No Points – N/A to ANG

- Medical/dental facility not counted
- Medical/dental classrooms not counted

$ 4.4 million in 1995
$ 10.6 million in 2010 for Base X

BRAC Analyst Visit

178th Fighter Wing

Capacity Investment

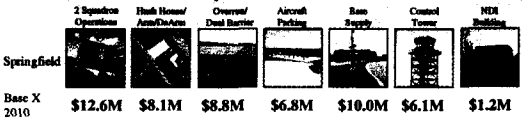
Main Gate

$ .3 million in 2005
$ .6 million in 2010 for Base X

BRAC Analyst Visit

Capacity in 2010

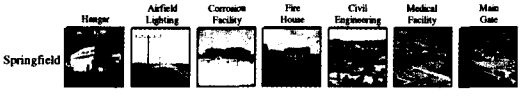
Required Investments



Base X 2010	$12.6M	$8.1M	$8.8M	$6.8M	$10.0M	$6.1M	$1.2M

Springfield 2010... $0.00
Base X 2010... $ 53.6 Million

Additional Investments



BRAC Analyst Visit

178th Fighter Wing

Military Value

Human Capital

BRAC Principle Number 1:
"Recruit and Train"

- 109.08% Current Manning
- "People join ANG units, not the ANG "
- 45% Projected Loss
  - 339 = Maintenance
  - 58 = Operations
  - 45 = Overhead (min.)

BRAC Analyst Visit

178th Fighter Wing

Military Value

Lost Maintenance Experience

** Personnel = 339

- 100 Personnel > 20 years
- 86 Personnel > 15 years
- 80% Personnel at 5 level or above
- 74% Personnel at 7 level or above

NOTE: 78% Full-time manning for 24 PAA NOW!!

BRAC Analyst Visit

178th Fighter Wing

Military Value

Lost Pilot Experience

28 Total Pilots = 79,145 Flying Hours

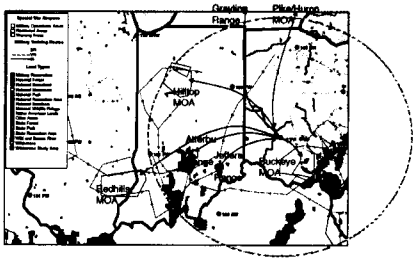
- 18 Years/pilot AVG
- 2827 Hours/pilot AVG
- 10 Years more per pilot than Luke AFB (est)
- Net Loss in 2010
  - $120 Million in pilot experience
    (20 pilots x 10 years flying hours)

BRAC Analyst Visit

178th Fighter Wing

Military Value

Airspace Access vs. Ownership



BRAC Analyst Visit

178th Fighter Wing

Military Value

Owned Airspace

BRAC Question #1.169

Lower Points – Restricted to Owned Airspace

- 3 Total MOAs within 150NM
- 2 Ranges with NVG, Laser, and Inert capability
- 1 Range with Live capability within 250NM (Ft. Campbell)
- 1 MOA/ATCAA to FL 500 within 40NM (JSF capable)
  - Only 2 others to FL 500 East of Mississippi River
- 8 Low levels
- Multiple ranges/MOA's at CRTC's during two annual deployments
- FTU results
  - 97% on-time graduation
  - All B course students get DACT or live bombs
  - All-weather experience

BRAC Analyst Visit

178th Fighter Wing

Military Value

WPAFB Access / Capability

BRAC Question - NONE

No Credit

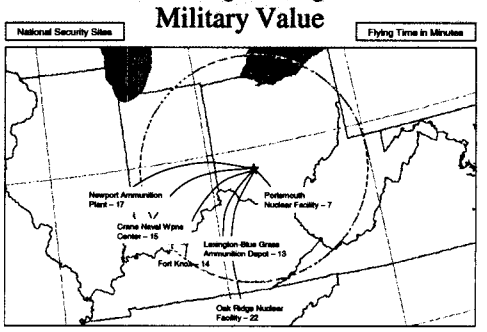
- Largest CONUS USAF base is within 15 land miles
- 13,000 ft runway with barriers within 10 air miles
- Surge capability – airlift, 24/7 operations
- ASA – Homeland Defense plan in place
  - No per diem expense
  - 20 Minute drive to ASA Detachment
  - 150NM coverage in 20 minute flight time
- Demonstrated live ordnance capability

WPAFB Hot Pad

BRAC Analyst Visit

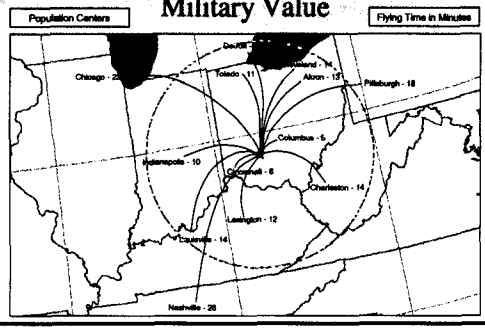
178th Fighter Wing

Military Value



BRAC Analyst Visit

178th Fighter Wing
Military Value



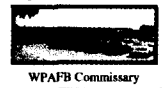
BRAC Analyst Visit

178th Fighter Wing
Military Value

WPAFB Access / Capability
BRAC Question - NONE
No Credit

- Active Duty Support!
  - Students
  - "Community Basing"
  - Military Family Housing
  - Temporary Lodging Facilities
  - Child Care
  - Hospital


WPAFB Base Exchange


WPAFB Commissary


WPAFB Hospital

BRAC Analyst Visit

178th Fighter Wing
Military Value

Airbook Program Credit
BRAC Question - NONE
No Points

- Only USAF/ANG FTU with individual PC-based training system

BRAC Analyst Visit

178th Fighter Wing
Military Value

Regional Training Simulator Facility
BRAC Question - NONE
No Points

- Increase sorties/pilot, Increase complexity
- Decrease wear on jets, Decrease training costs
- 360 Degree visual systems
- 500 F-16 pilots/year capable, 4,000 missions
- Potential $16 million annual flying hour saving
- Training devices linked to other bases for large force employment

BRAC Analyst Visit

178th Fighter Wing
Military Value



Classrooms – size, number, quality
BRAC Question #11.97
Lower Points – Restriction to Answer

- 14 Classrooms with 656 total seats not counted












BRAC Analyst Visit

178th Fighter Wing
Military Value

Specialized Courses Taught
BRAC Question #11.104
No Points – N/A to ANG

- Our primary mission!
- Teach 23 F-16 specialized courses in five syllabi
- We produce new F-16 pilots in 16 training days
  LESS than USAF
- First to imbed NVG & TGP into formal syllabus

BRAC Analyst Visit

178th Fighter Wing
Military Value
Average Daily Student Population
BRAC Question #11.107

No Points – N/A to ANG

- 35 - 45 Students per year
- 252 Students since 1998
- #1 in ANG American student production since 1998

BRAC Analyst Visit

178th Fighter Wing
Military Value
Aircraft Storage
BRAC Question #19.1221

Lower Points – Ambiguous Question

- Hangar space for fifteen (15) F-15s total
- Our answer was 12 due to "Smart Storage" for aircraft maintenance capabilities
- Actual answer is fifteen (15) F-15 sized aircraft

** Total 178FW Capacity = 54 F-16/F-35 sized aircraft

BRAC Analyst Visit

178th Fighter Wing
Military Value
Maximum Explosive Capability
BRAC Question #36.1231 - #36.1234

No Points

- FTU not currently sited
- ACC siting immediately upon request
- Weapons storage reduced for FTU

BRAC Analyst Visit

178th Fighter Wing
Military Value
Large Scale Mobility
BRAC Question #37.1234 - #37.1241

Lower Points

- Pavement Condition Number (PCN) delay reduced C-17 capability
- Six (6) C-17s vs. five as reported
- PCN now updated

BRAC Analyst Visit

178th Fighter Wing
Military Value
Deployment Processing Center
BRAC Question #18.332

Fewer Points

- FTU does not process non-UTC tasked

178 FW's Surge Capability

WPAFB
Deployment
Processing Center

- 1,100+ processing per year
- WPAFB Capacity

WPAFB
Air Terminal

BRAC Analyst Visit

178th Fighter Wing
Military Value
Processing Non-unit Personnel
BRAC Question #18.337

No Points

- Very ambiguous question
- 178FW (plus WPAFB) could process 1100+ per year

BRAC Analyst Visit

178th Fighter Wing
Military Value
Number of Mobilized Personnel
BRAC Question #18.4097

Lower Points

- 178FW exercised/deployed 400 per year
- Only 396 personnel UTC tasked as an FTU

178 FW's Surge Capability

- 1,100+ per year as an ACC unit (1996-1997)

BRAC Analyst Visit

178th Fighter Wing
Military Value
Mobilizing Personnel
BRAC Question #18.4098

No Points

- On-base lodging requirement precluded realistic answer

178 FW's Surge Capability

- Local/WPAFB lodging at 1,200+

BRAC Analyst Visit

178th Fighter Wing
Military Value
Mission Production Comparison

	Mission	BLK	A/C Total	Sorties FY01-04	UTE (12mo)	MXS Shifts
Springfield	FTU	30	20	13695**	15.49*	1.3
Lackland	FTU	30	20	12581	15.48	1.3
Buckley	GP	30	17	11559	14.65	1
Ft. Wayne	GP	25	17	10301	14.65	1
Des Moines	GP	42	17	9592	12.20	1

* USAF BLK 30 UTE Rate = 15.58 with 2 x maintenance personnel

** 178FW – With just 18% more A/C flew up to 43% more than a wing that survived BRAC

BRAC Analyst Visit

178th Fighter Wing
Military Value
Springfield vs. Lackland

	01	02	03	04
UTE	15.90 13.40	14.80 13.90	14.80 13.20	15.30 14.10
SORTIES	3407 2996	3488 3300	3397 3054	3403 3231
FMC	73.10% 56.00%	70.70% 57.00%	61.60% 56.00%	57.50% 58.20%
MC	74.40% 70.40%	71.40% 57.00%	65.00% 56.00%	64.00% 70.70%
STUDENTS	252 207			

= Lead Unit

BRAC Analyst Visit

178th Fighter Wing
Military Value
Restrictive Easements & Mission Encroachments
BRAC Question #4.1205

Lower Points – Restricted Answer

- Currently leased property = 130 acres
- City has purchased more plus options (2004)
- 2002 Master plans include expansion
  - Short term plan = 167.9 acres
  - Long range plan = 228.3 acres
  - Joint Army/ANG facility

BRAC Analyst Visit

178th Fighter Wing
Military Value
Future Army Guard / Reserve Site

= Approx. Location Airport Property Line = Future Army Guard/Reserve Buildings

BRAC Analyst Visit

178th Fighter Wing

COBRA

Scenario/Analysis

- Jets Leave in 2010
  - PFT scheduled → 2008
- COBRA model shows personnel gone 2007
- Miscalculated cost saving (2008 – 2010)
  - $8,019,000 Personnel*
  - $144,000 Land lease
  - $2,463,000 Contractor (Lockheed Martin)
  - $2,436,000 Contractor (Link Communications)

→ Total error in savings = $13,062,000
→ Actual NVP (cost) / Savings = ($-12,362,000)

* 225 Federal jobs x $73,195/year x 3 = $49,406,625

BRAC Analyst Visit

178th Fighter Wing

Economic Impact

Air Force BRAC Data

Location	Jobs/Population		Gain/Loss
• Des Moines	+47 jobs / 367,175	=	0.0%
• Buckley	+94 jobs / 1,545,580	=	0.0%
• Toledo	+126 jobs / 403,161	=	0.1%
• Springfield	-291 jobs / 67,753	=	-0.6%

Actual Jobs Lost = 450 (Federal, Contractor, State, Guardsmen)

** 178 FW is the #8 employer in Clark County, Ohio

BRAC Analyst Visit

178th Fighter Wing

Conclusions: BRAC Data Adjustments

- Capacity at Springfield-Beckley MAP
  - Cost to robust = $0.00
  - 2010 Duplication at base X = $53.5 million
  - Support 24 PAA+ NOW!
- Military Value at Springfield-Beckley MAP
  - Recruiting/retention – 109.08% MANNED!
  - Instructor pilot experience = 18 years/pilot
  - Maintenance experience = 80% 5 Level or Greater
  - Aircraft parking for 42 fighters
  - Total aircraft capacity = 54 (including hangar space)
  - Accessible airspace
    - NVG, TGP, Laser, Live Bombs
    - 50,000 ft. for JSF
  - WPAFB Support for surge and active duty
  - ASA Homeland Defense capable
  - Regional simulator facility
  - Expanded acreage available (100 acres)

BRAC Analyst Visit

178th Fighter Wing

Conclusions: BRAC Data Adjustments

(continued)

- COBRA Model Error – NPV (cost) / savings
  - $12,362,000 loss
- Economic Impact Underestimated
  - Actual jobs lost = 450 vs. 291

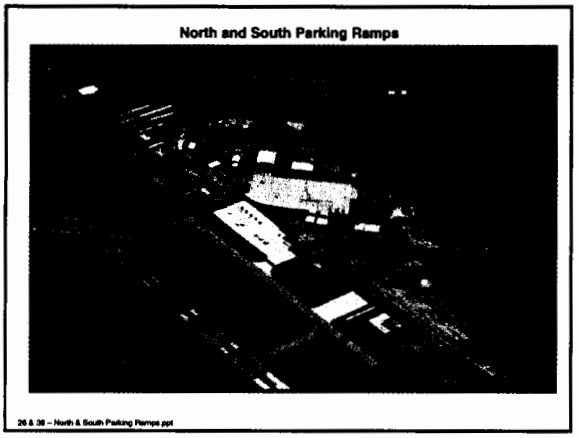
BRAC Analyst Visit

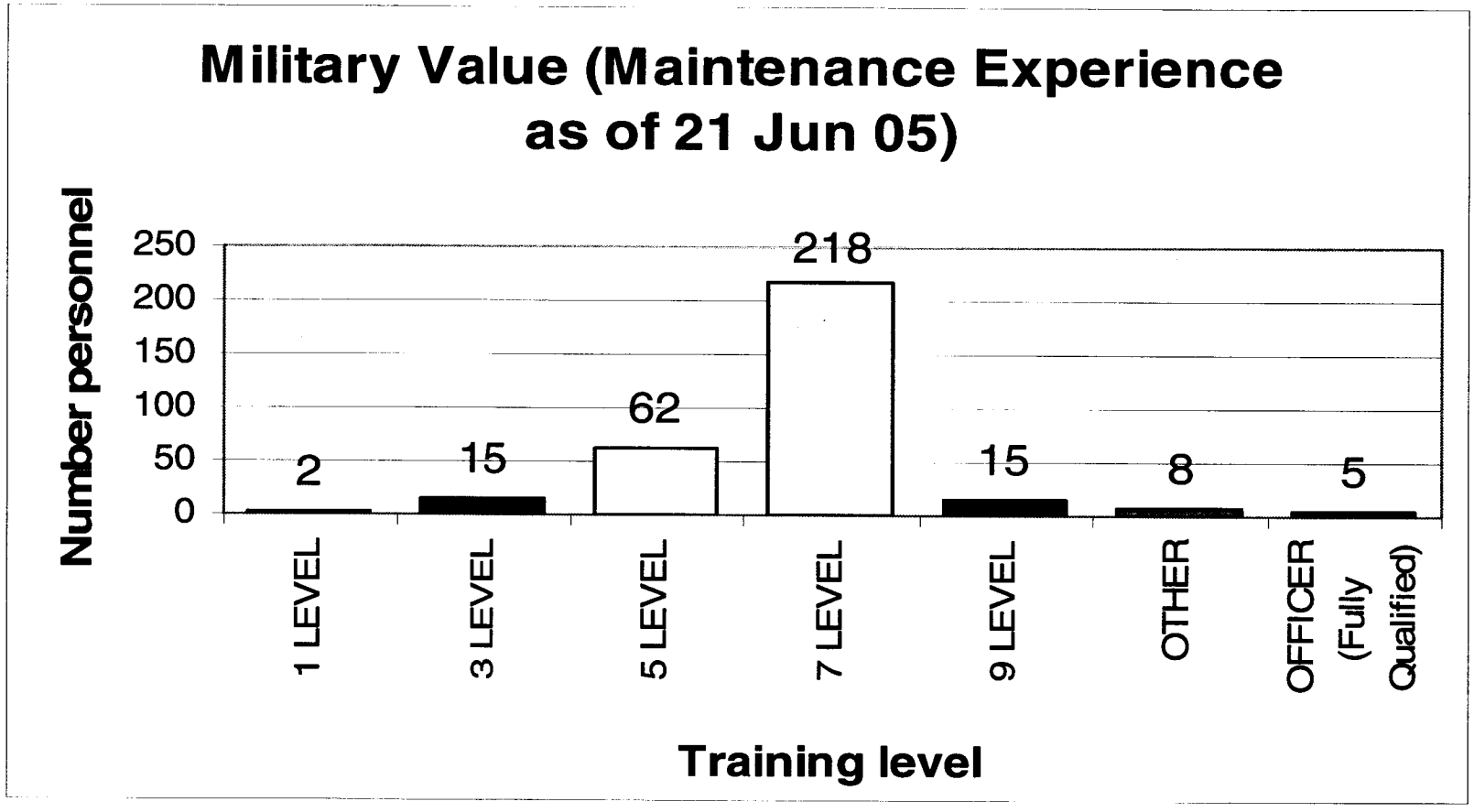
178th Fighter Wing

Questions?

Base Tour

DCN 12459


North and South Parking Ramps
26 & 36 – North & South Parking Ramps.ppt



Enlisted: 95% Personnel at 5 level or above

75% Personnel at 7 level or above

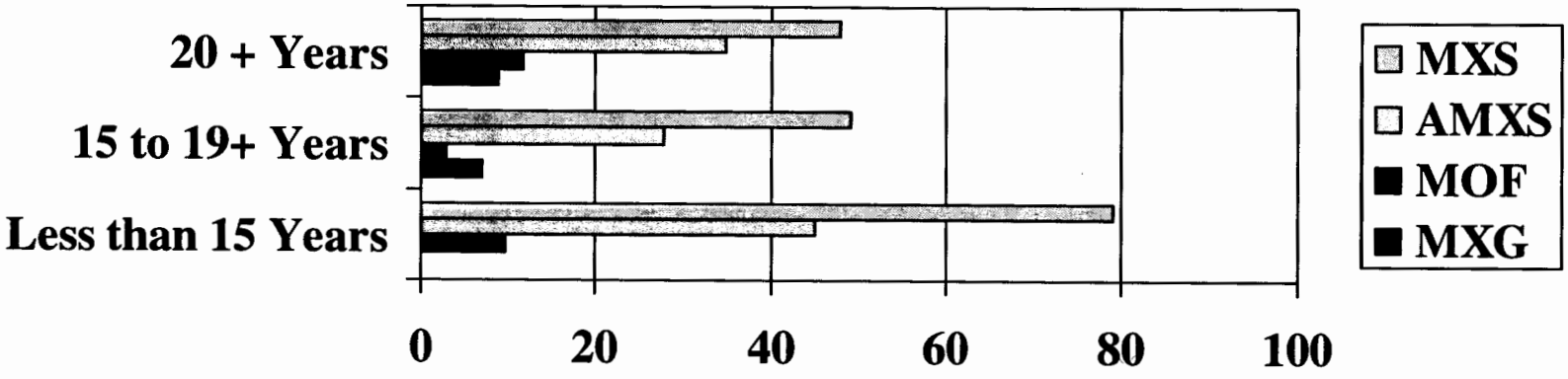
Officer: 100% Fully Qualified

* Data source J4-Master-Enlisted Classification OJT Roster dated 21 Jun 05

178 MXG Military Manning as of 21 Jun 05

Stable Work Force

- Spread over a spectrum of experience
- No Gaps/Bow Waves



	Less than 15 Years	15 to 19+ Years	20 + Years
MXS	79	49	48
AMXS	45	28	35
MOF	10	3	12
MXG	0	7	9

*Data derived from Services date for all.xls as provided by MPF.

DCN 12459

JOINT FORCES HEADQUARTERS – OHIO
Adjutant General's Department
2825 West Dublin Granville Road
Columbus, Ohio 43235-2789

June 27, 2005

The Honorable Anthony J. Principi
Chair, 2005 Base Realignment and Closure Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

Dear Chairman Principi:

I would like to thank you for the opportunity to appear before the Commission to express our deeply-held reservations with the Air Force recommendations to close the 179th Airlift Wing at Mansfield, Ohio, and to realign into enclave status the 178th Fighter Wing, Springfield, Ohio. Both wings have a long history of distinguished service to the United States and to the State of Ohio, and we believe whole-heartedly that their inclusion on the BRAC list is a product of a substantial deviation from the requirements of the BRAC legislation. Analyzed in accordance with the requirements of the BRAC law, the 178th at Springfield and the 179th at Mansfield would not have been recommended for realignment and closure.

Included with the letter are a number of briefings and supporting documentation that demonstrates the flaws in the Air Force analysis of the Ohio Air National Guard bases. In order, you will find in this packet:

1. My testimony before the Commission.
2. Briefing slides supportive of the main points of my testimony.
3. The briefing book presented to Mr. Dave Van Saun and Mr. Brad McCree during the analysts' visit to the 179th, Mansfield, on June 18, 2005.
4. The data book that provides detailed supporting information for the arguments found in the 179th's briefing book. This data book was also provided to the analysts during their visit to the 179th on June 18, 2005.
5. The briefing book presented to Mr. Dave Van Saun and Mr. Brad McRee during the analysts' visit to the 178th, Springfield, on June 18, 2005
6. The data book that provides detailed supporting information for the arguments found in the 178th's briefing book. This data book was not previously provided to Mr. Van Saun and Mr. McRee, although copies are being forwarded directly to them as well.

Thank you for your efforts to review fully the BRAC recommendations and, in particular, for meeting with the Adjutants General at our association's Spring meeting last month. Thanks also for scheduling an additional meeting with the Adjutants General in Atlanta on the 30th.

Sincerely,

Gregory L. Wayt
Major General (Ohio)
The Adjutant General

DCN 12459

STATE OF OHIO
ADJUTANT GENERAL'S DEPARTMENT
2825 West Dublin Granville Road
Columbus, Ohio 43235-2789

Statement of Major General Greg Wayt, the Adjutant General, before the Base Realignment and Closure Commission

Buffalo Regional Hearing

June 27, 2005

CHAIRMAN PRINCIPI, GENERAL NEWTON, GENERAL TURNER, AND CONGRESSMAN BILLBRAY, I AM MAJOR GENERAL GREG WAYT, THE ADJUTANT GENERAL OF OHIO, AND I AM HERE TODAY WITH THE SENIOR LEADERSHIP OF THE OHIO AIR NATIONAL GUARD. WE ARE GRATEFUL FOR THE OPPORTUNITY TO ADDRESS THESE CRITICAL ISSUES. I WOULD ALSO LIKE TO THANK SENATOR MIKE DEWINE AND GOVERNOR BOB TAFT, COMMANDER-IN-CHIEF OF THE OHIO NATIONAL GUARD, FOR ALLOCATING TIME TO US TODAY.

ADJUTANTS GENERAL OPPOSE THE AIR FORCE BRAC RECOMMENDATIONS ON SEVERAL GROUNDS:

- **THE TAGS WERE NEVER CONSULTED BY THE AIR FORCE DURING THE BRAC PROCESS.**
- **THERE ARE MATERIAL DEVIATIONS FROM THE BRAC LAW.**
- **THE PRIMARY ASSIGNED AIRCRAFT (PAA) REALIGNMENT AND MILITARY VALUE ASSESSMENT RESULTED IN RECOMMENDATIONS TO CLOSE 5 AIR NATIONAL GUARD BASES AND REALIGN 28 OTHERS.**
- **MOST OF THE SERVICES RECOGNIZED THAT THERE ARE CRITICAL DIFFERENCES BETWEEN THE RESERVE COMPONENT AND THE ACTIVE COMPONENT, YET THE AIR FORCE USED A SINGLE SET OF SELECTION CRITERIA BASED ON THE MILITATRY COMPATIBILITY INDEX (MCI) TOOL TO RANK BASES AND DETERMINE MILITARY VALUE**

- **IN THE NAME OF EFFICIENCY, THE AIR FORCE RECOMMENDS SIGNIFICANT CUTS TO THEIR MOST EFFICIENT COMPONENT: THE AIR NATIONAL GUARD WHICH iPROVIDES ABOUT 47% OF THE TOTAL AIR COMPOSITION AT ABOUT 8% OF THE TOTAL ANNUAL AIR FORCE BUDGET.**

THE CAPACITY ANALYSIS FOR BASES WITH A PRIMARY FLYING MISSION EVALUATED INSTALLATIONS ON THEIR ABILITY TO ACCOMMODATE AIRCRAFT FORCE STRUCTURE IN EXCESS OF THAT CURRENTLY ASSIGNED. IN THE CASE OF THESE OHIO BASES, THE CAPACITY ANALYSIS IS BASED ON AN INCREASED PAA, 16 FOR A C-130 WING AND 24 FOR A FIGHTER WING, ALONG WITH A 48 PAA JOINT STRIKE FIGHTER SCENARIO. THERE IS NOT A SINGLE PIECE OF EVIDENCE TO DATE THAT SUPPORTS THE ASSUMPTION THAT AN INCREASE IN PAA IS MORE EFFICIENT. THE AIR NATIONAL GUARD BASES ARE RIGHT-SIZED BASED

ON THEIR CURRENT PAA, PER AIR NATIONAL GUARD STANDARD FACILITY REQUIREMENTS. THEREFORE, IT APPEARED THAT A BASE COULD NOT BE EXPANDED TO ACCOMMODATE THE INCREASED PAA. THE PROCESS DID NOT CONSIDER LAND NOT OWNED, WHICH PRECLUDED THE 179TH (MANSFIELD) FROM BEING FURTHER CONSIDERED IN THE SCENARIO PHASE AND ULTIMATELY RECOMMNDED FOR CLOSURE.

THE FACTS ARE THAT IT WILL COST, ACCORDING TO AIR FORCE CALCULATIONS, 21.6 MILLION DOLLARS TO MOVE MANSFIELD'S AIRCRAFT TO MAXWELL AND LITTLE ROCK. MANSFIELD HAS LAND AVAILABLE TO EXPAND AND COULD BUILD RAMP SPACE TO MEET A WING PAA OF 12 FOR A TOTAL OF 13.7 MILLION DOLLARS. THE BRAC RECOMMENDATION WILL COST THE TAXPAYERS ALMOST 8 MILLION DOLLARS.

REGARDING THE 178TH, SPRINGFIELD – RECOMMENDED FOR REALIGNMENT, A SUBSTANTIAL DEVIATION EXISTS. THE REPORT INDICATES THAT IT WOULD COST 45 MILLION DOLLARS TO EXPAND THE RAMP TO ACCOMMODATE 48 JOINT STRIKE FIGHTERS, WHICH IS NOT TRUE. THE SPRINGFIELD BASE, AS CURRENTLY CONFIGURED, CAN PARK 52 JOINT STRIKE FIGHTERS WITH NO ADDITIONAL COST!

THE MILITARY VALUE ANALYSIS IS SIMILARLY SKEWED. TO UNDERSTAND THAT THE AIR FORCE CRITERIA FAVORED THE ACTIVE DUTY, ONE NEED ONLY LOOK AT THE BASE RANKINGS ACROSS THE BOARD. 45 OF THE TOP 50 RANKED BASES ARE ACTIVE DUTY BASES; 5 ARE AIR NATIONAL GUARD. THE DATA CALL QUESTIONS WERE TILTED IN FAVOR OF THE ACTIVE DUTY BASES TO THE DISADVANTAGED OF BOTH OHIO BASES. THE MATERIALS I HAVE PROVIDED

TO YOU CONTAIN MANY EXAMPLES OF SUBSTANTIAL DEVIATION; LET ME GIVE YOU JUST A COUPLE HERE:

REGARDING THE 178TH AT SPRINGFIELD, THE MOST GLARING ERROR IS THAT IT WAS EVALUATED AS A GENERAL PURPOSE UNIT. THE 178TH FIGHTER WING IS AN F-16 FORMAL TRAINING UNIT (FTU)! IT WAS NOT EVALUATED BY THE JOINT CROSS SERVICE GROUP - FLIGHT TRAINING SUB GROUP CRITERIA. IF THE 178TH SPRINGFIELD IS REALIGNED, THERE WILL BE ONLY 1 REMAINING AIR NATIONAL GUARD F-16 FTU. SUPPORTING MATERIALS FOR THIS DECISION DOES NOT EXIST NOR WAS THE FLIGHT TRAINING SUBGROUP CRITERIA USED TO DETERMINE WHICH F-16 FTU TO RETAIN IN THE —AIR NATIONAL GUARD - SUBSTANTIAL DEVIATION!

THE BASE AT SPRINGFIELD WAS BUILT WITH THE JOINT STRIKE FIGHTER MISSION IN SIGHT—THAT IS WHY THE HUSH HOUSE HAS A 75,000 POUND TIE-DOWN, CAPABLE OF HANDLING THE F-22 OR THE F-35—A CAPABILITY FOR WHICH THE 178TH RECEIVED NO CREDIT IN THE BRAC ANALYSIS, AND THAT WILL HAVE TO BE RECREATED ELSEWEHERE SHOULD THE 178TH BE REALIGNED FROM SPRINGFIELD.

THE 179TH , MANSFIELD, PER ANGH 32-1084 (AUTHORIZED ANG INSFRASTRUCTURE GUIDANCE) IS AUTHORIZED 52,730 SQUARE YARDS OF APRON FOR 8 C-130S, AND 87,875 SQUARE YARDS OF APRON FOR 12 C-130S. BUT NO POINTS WERE AWARDED FOR THIS CRITERIA, KEY MISSION INFRASTRUCTURE, UNLESS A FACILITY HAD MORE THAN 137,000 SQUARE YARDS OF APRON! MANSFIELD HAS 2 RUNWAYS, BUT WAS ONLY GIVEN CREDIT FOR 1. THAT IS PARTICULARLY

TROUBLING WHEN YOU LOOK AT LITTLE ROCK, WHICH IS RECOMMENDED TO BE HOME TO 116 C-130S, BUT HAS ONLY 1 RUNWAY.

THE COBRA ANALYSIS OF THESE BASES IS ALSO CONTAINS SUBSTANTIAL DEVIATIONS. THE IMPACT OF THE ISSUES NOT CAPTURED IN THE AIR FORCE COBRA ANALYSIS CAN OVERWHELM THE PROJECTED SAVINGS. FOR THE 179TH AT MANSFIELD, THE COBRA MODEL FAILS TO INCLUDE THE ONE-TIME COSTS OF TRAINING PILOTS AND MAINTENANCE PERSONNEL DUE TO THE INCREASE PAA AT MAXWELL AND LITTLE ROCK. JUST CALCULATING THE MAINTENANCE AND OPERATIONS TRAINING REQUIRED FOR THE ADDITIONAL PERSONNEL AT MAXWELL, PLUS THE COST OF UPGRADING THE 8 AIRCRAFT CURRENTLY AT MAXWELL, YIELDS AN ADDITIONAL COST NOT FOUND IN THE COBRA MODEL OF OVER 41 MILLION DOLLARS.

AT THE 178TH, SPRINGFIELD, THE RECOMMENDATIONS PROJECT NET PRESENT VALUE SAVINGS OF $700,000. THE COBRA ANALYSIS SHOWS THE PILOTS, INSTRUCTORS AND MAINTENANCE PERSONNEL LEAVING SPRINGFIELD IN 2007, BUT THE AIRCRAFT REMAIN UNTIL 2010! STUDENTS ARE ALREADY PROGRAMMED THROUGH 2008. WHEN ONE RERUNS THE NUMBERS WITH THE PILOTS AND MAINTENANCE PERSONNEL REMAINING WITH THE AIRCRAFT, THE NET PRESENT VAULE IS A $12 MILLION DOLLAR LOSS!! ANOTHER SUBSTANTIAL DEVIATION.

THE COBRA MODEL ALSO ASSUMES OUR FULL TIME PERSONNEL WILL RE-LOCATE WITH THE AIRCRAFT, DOES NOT CONSIDER THE RETRAINING COSTS FOR OUR TRADITIONAL AIRMEN, OR COSTS ASSOCIATED WITH TRAINING NEW PILOTS AND CREWS AS

AIRCRAFT ARE RELOCATED. WE ARE A COMMUNITY-BASED ORGANIZATION; WE DO NOT PCS!

I ALSO WANTED TO ADDRESS BRAC PRINCIPLE #1: RECRUIT AND TRAIN. ACCORDING TO THE BRAC PRINCIPLE, RECRUITING AND TRAINING ISSUES SHOULD BE A PRIMARY CONSIDERATION OF THE BRAC PROCESS. THERE IS NO MENTION OF THE ISSUE IN THE BCEG MINUTES, THOUGH THERE ARE NUMEROUS REFERENCES TO THE FUNGIBILITY OF PERSONNEL. RECRUITING IN THE AIR NATIONAL GUARD DEPENDS ON THE COMMUNITIES IN WHICH THE BASES ARE LOCATED; THE DATA DEMONSTRATE THAT THERE CAN BE NO BETTER COMMUNITIES FOR RECRUITING THAN SPRINGFIELD AND MANSFIELD.

WE DEMONSTRATED TO YOUR ANALYSTS, AND I HAVE INCLUDED IN THE PACKET PROVIDED HERE TODAY,

DATA THAT SHOWS THAT THE ABILITY TO RECRUIT PLAYED NO PART IN THE AIR FORCE DECISION-MAKING. THE 178TH AT SPRINGFIELD HAS THE SECOND-HIGHEST STRENGTH IN THE COUNTRY AT 109% ASSIGNED STRENGTH; THE 105% ASSIGNED STRENGTH AT THE 179TH IN MANSFIELD EXCEEDS THAT OF ANY C-130 UNIT THAT IS GAINING OR REALIGNING, AND IS THE HIGHEST IN THE AIR NATIONAL GUARD.

THE AIR NATIONAL GUARD IN OHIO IS THE SECOND LARGEST AIR NATIONAL GUARD IN THE COUNTRY WITH FOUR WINGS, AND OVER 5,000 AIRMEN. WE ARE ALSO THE ONLY LARGE STATE THAT HAS CONSISTENTLY PROVEN ITSELF ABLE TO RECRUIT SUFFICIENTLY TO FILL THOSE SLOTS—WE ARE AT 104% ASSIGNED STRENGTH.

IN LARGE PART, OUR RECRUITING SUCCESS IS DUE TO THE SUPPORT OF OUR COMMUNITIES, AND THE SUPPORT SHOWN BY GOVERNOR TAFT AND THE OHIO GENERAL ASSEMBLY IN SPENDING STATE DOLLARS—OVER $80 MILLION SINCE FISCAL YEAR 2000—TO SUPPORT 100% COLLEGE TUITION REIMBURESEMENT FOR SERVING MEMBERS OF THE OHIO NATIONAL GUARD. IT IS A TREMENDOUS COMMITMENT BY THE STATE OF OHIO TO THE NATIONAL GUARD, AND IT HAS RESULTED IN EXTREMELY HIGH STRENGTH AND READINESS. THESE TYPES OF INVESTMENTS WERE NOT CONSIDERED IN THE BRAC PROCESS.

IF THE AIR FORCE BRAC RECOMMENDATIONS ARE FINALIZED, THE STATE OF OHIO AND THE OHIO AIR NATIONAL GUARD WILL BE REWARDED FOR ITS EXCELLENCE IN RECRUTING AND HIGH LEVELS OF

ASSIGNED STRENGTH AND READINESS WITH A REDUCTION OF 27 PERCENT OF ASSIGNED STRENGTH.

FINALLY, LET ME ADDRESS THE ISSUE OF HOMELAND DEFENSE. THE LOSS OF THE 179TH, MANSFIELD, WOULD HAVE A CRITICAL IMPACT ON THE STATE OF OHIO AND TO FEMA'S REGION 5. THE DEPARTURE OF THE 179TH WILL REMOVE THE ONLY C-130S AVAILABLE TO THE GOVERNOR. THE C-130S AFFORD THE GOVERNOR CRITICAL EVACUATION AND MED-EVAC CAPABILITIES ON SHORT NOTICE, ALONG WITH THE ABILITY TO TRASPORT SUPPLIES AND EQUIPMENT AND TO DISTRIBUTE THE NATIONAL STRATEGIC STOCKPILE. THE 179TH, MANSFIELD, ALSO HAS CRITICAL MEDICAL/SURGICAL CAPABILITIES IN ITS EXPEDITIONARY MEDICAL SYSTEMS (EMEDS) THAT EXIST NOWHERE ELSE IN FEMA REGION 5. THIS WAS

NOT CONSIDERED BY THE AIR FORCE IN THEIR DELIBERATIONS.

AT THE 178TH, SPRINGFIELD, THE AIR FORCE ASSUMPTION IS THAT LEAVING THE ENCLAVE WILL MEET THE GOVERNOR'S HOMELAND SECURITY AND STATE ACTIVE DUTY NEEDS. BUT THERE IS NO EVIDENCE THAT THE ENCLAVE CONCEPT IS VIABLE.

BASED ON THE FACTS WE HAVE PRESENTED TO YOU AND YOUR ANALYSTS, WE BELIEVE WE HAVE DEMONSTRATED THAT THE AIR FORCE DEVIATED SUBSTANTIALLY FROM THE REQUIREMENTS OF THE BRAC STATUTES IN THEIR ANALYSIS OF THE THESE OHIO BASES, AND THAT THESE RECOMMENDATIONS WILL COST THE TAXPAYERS MONEY—NOT SAVE IT. YOU MUST CONSIDER REVERSING THE AIR FORCE RECOMMENDATIONS, LEAVING THE 179TH MANSFIELD

OPEN AND FLYING C-130S, AND RETAINING THE FTU MISSION AT THE 178TH SPRINGFIELD UNTIL ITS DISPOSITION CAN BE DETERMINED PROGRAMATICALLY BASED ON AIR FORCE F-16 RETIREMENT PLANS.

CHAIRMAN PRINCIPI, I ALSO WANTED TO THANK YOU FOR TAKING THE TIME TO MEET WITH THE ADJUTANTS GENERAL AT THEIR SPRING CONFERENCE LAST MONTH, AND FOR SCHEDULING TO MEET LATER THIS WEEK WITH THE ADJUTANTS GENERAL TO FURTHER EXPLORE THE IMPACT OF THESE RECOMMENDATIONS ON THE NATIONAL GUARD. I WILL BE A MEMBER OF THAT PANEL, AND I AM LOOKING FORWARD TO SEEING YOU AGAIN.

THANK YOU, AND I'D BE HAPPY TO ANSWER ANY QUESTIONS YOU MAY HAVE.

179th Airlift Wing

BRAC ANALYST VISIT SUPPORTING MATERIALS

Updated 22 June 2005

Supercedes File Dated 14 June 2005

DCN 12459

Reference Slide #1

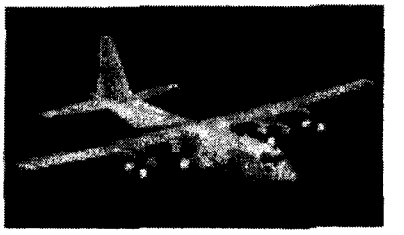
Fact Sheet – Ohio ANG Flying Wings
179th Airlift Wing, Mansfield, OH

Major Command: Air Mobility Command (AMC), Scott Air Force Base, Illinois

Mission: Provide theater airlift support for military operations, and other services such as civil engineering, transportation, medical, security police, food services, mortuary, and more.

Aircraft Information: **Type:** C-130H2 Hercules **Inventory:** 8 **Value:** $240,000,000.

Manning: **Authorized:** 979 **Assigned:** 1042 **Total:** 106.4% **Full Time:** 240



General Assets:
Total acres – approx. 230
Number of buildings – 33
Total square footage – 292,863 SF
Total replacement cost of buildings - $92.928M
Airport Costs: $49,904

Economic Impact:

Annual Payroll	$25,500,000
Indirect Jobs Created	$9,300,000
Operating Funds	$16,600,000
Total	$51,400,000

Military Construction

1997 - Medical Training/Dining Hall: $3.1M
1998 - Jet Fuel Storage Complex: $4.1 M
2001 - Security Forces Operations Building: $2.7M
2003 - Air Operations/Communications Building: $6.6M
2004 - Transportation Complex: $3.3M
2005 – Upgraded/Hardened Main Gate Facility: $690K

Deployments: Operations Enduring Freedom & Iraqi Freedom, and Joint Forge (Germany)

Awards and Accomplishments:

Year	Inspection/Award	Reason or Results
2005	ESOHCAMP Inspection	Outstanding – Best Seen in ANG
2004	Health Services Inspection (HSI)	Excellent Rating
2003	Deneke Award	Outstanding ANG Civil Engineer
2002	CMSgt Edward Wilbert Award	Outstanding Fire Dept of the Year
2002	James D. Weaver Award	Outstanding Fulltime Medical Technician
2002	ANG Environmental Quality Award For Recycling	Best ANG Recycling Program
2002	ANG Services Flt of the Year	Superior Performance
2002	Initial Readiness Inspection	Excellent
2002	Unit Compliance Inspection	Excellent
2002	Aircrew Stan/Eval Inspection	Excellent
2002	ANG Laboratory Tech of the Year	Outstanding Performance
2002	ANG Pharmacy Tech of the Year	Outstanding Performance
2001	AF Outstanding Unit Award	Outstanding Performance
2001	ANG Metcalf Trophy	Outstanding Mission Accomplishment
2000	Tappan Award	Outstanding Ohio Flying Unit
2000	EORI @ Ramstein AB, GE	Top rating
2000	Health Services Inspection	Highest Air Force rating
2000	IG Exercise (IGX)	Top rating
1999	Tappan Award	Outstanding Ohio Flying Unit

Geographically Separated Units: None

DCN 12459

Reference Slides #25, 27, 37

18 April 2005

White Paper

Main Issues to Discuss:

- The BRAC Red Team believes the Air Force presentations give the perception that in many cases the Air Force is using BRAC only to move aircraft and gain MILCON funding rather than reducing excess infrastructure.
- Discussion within the Red Team has produced several potential routes to dispel such a perception and gain a more favorable reception for the Air Force package.

Causes of the Perception:

- Air Force goals for BRAC 2005 appear to focus on operational requirements rather than reduction of excess infrastructure capacity under the BRAC Law.
    - Military value analysis has uniquely been done by platform as opposed to by installation or supporting function—which results in multiple military values for the same installation and the need to override military value results.
    - Military capacity has been redefined to be the difference between current and optimum squadron sizes rather than functional support capabilities.
    - Proposals appear to use BRAC to determine where FYDP aircraft changes should be implemented and use BRAC funds to make the changes without including associated savings under BRAC.
    - Many of the aircraft changes are already reflected in the FYDP and any resulting savings have been taken.
        - BRAC actions should result in savings in installation and personnel costs.
        - As currently reflected, most Air Force actions do not result in savings and do not require the BRAC provisions.
- Proposals show personnel position savings while allegedly not reducing overall end strength.
- Even though number of aircraft is coming down, Expeditionary Combat Support (ECS) groups are left almost everywhere with no defined mission.
    - Perception supported by answers to questions: ECS groups are used to maintain "end strength" in search of missions.
- In many cases, military value is being overridden by Air Sovereignty Alert requirements, Active Reserve Component (ARC) mix, and recruiting demographics—need to show how these are tied to the Force Structure Plan and/or the Final Selection Criteria.

Potential Solutions:

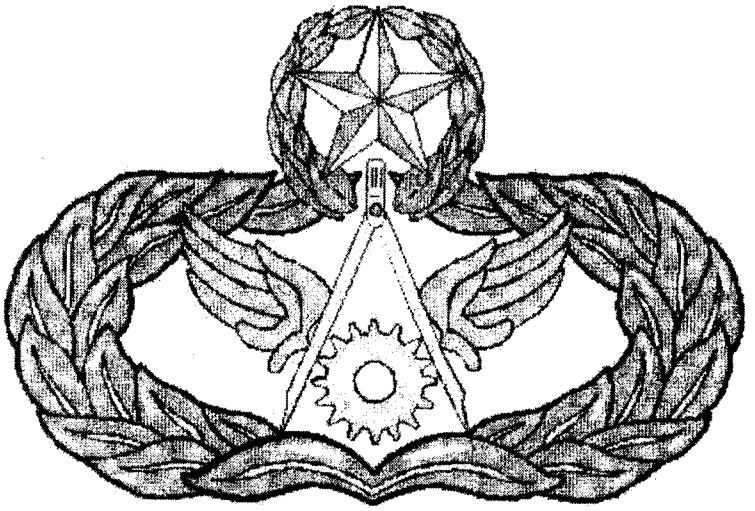
- Given that each installation has multiple military value rankings, it is imperative that recommendations that are inconsistent with the ranking of installations for the platform in question be fully justified.
- The underlying rationales for the Air Force's method of determining military value and capacity (including optimal squadron sizes) need to be carefully articulated and well supported.
- If the moves are accomplished under BRAC, all savings and costs must be reflected under BRAC—other mission and personnel requirements should be paid for outside BRAC (can use BRAC savings).
- Provide better explanation of the role of Expeditionary Combat Support (ECS) units.
    - All savings must be part of BRAC—savings can then be applied to other missions.
    - Create a chart that shows:
        - what functions or MOSs ECSs cover,
        - how an ECS is allocated,
        - when they deploy,
        - what mission the ECS is charged with,
        - how ECSs support Homeland Defense,
        - and explains why DoD needs to have ECSs at numerous bases.
- Provide better explanation for need for Homeland Defense Air Sovereignty Alert (ASA) Facilities.
    - Explain what the ASA sites are and why BRAC is required to make changes—why are they a new mission?
    - Create a chart that lays out the requirements for coverage.
    - Ensure that NORTHCOM agrees with sites and are on the same page.
- Recommendations citing maintenance of ARC mix need to be supported by documentation that explains why the ARC mix is important and how maintaining the proper mix supports the Force Structure Plan and/or Final Selection Criteria.
- Recommendations citing more suitable recruiting demographics in one location over another need to be linked to a supporting document with recruiting data across all installations.
- Closing leased facilities could improve Air Force story—recommend including these facilities on your closure list. Plus, by doing so, you will be consistent with other Services since they are including leased facilitates on their closure lists.
- Justifications for Ellsworth AFB, SD and Grand Forks AFB, ND need to be stronger as these are closures in close proximity to each other with little other regional military presence. There also needs to be stronger rationales for other associated realignments.

DCN 12459

Reference Slides #28, 54, 55, 61, 62, 63

DCN 12459

ANG Standard Facility Requirements



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ANGH 32-1084

30 November 2003

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This handbook implements and supplements Air Force Handbook (AFH) 32-1084, *Standard Facility Requirements Handbook*, for the Air National Guard (ANG). It contains guidelines and information for facility requirements in support of Air National Guard missions. Space allowances for facilities are authorized in accordance with the criteria in this handbook. Installations will use the facility space allowances listed herein by Real Property category codes to assign occupancy and to program new and replacement facilities.

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List of Tables

Chapter 1. GENERAL

1.1 Purpose

This handbook is a compilation of standards, references, and detailed technical guidance provided to assist in the facility programming process.

The guidelines and criteria contained in this handbook are applicable to the Air National Guard (ANG) and implement Department of Defense (DoD) construction criteria directives. Guidance for criteria not included in this handbook can be found in AFH 32-1084, *Standard Facility Requirements Handbook*, and must be validated by ANG/CEP.

1.2 Facility Space Allowances

1.2.1 Fundamentals. The criteria listed in this handbook are the basis for space allowances at ANG facilities. Space requirements for each facility, existing or planned, will be programmed and justified by the base civil engineer (BCE) on the basis of the authorized ANG unit strength (i.e., the strength of the unit(s) assigned, not the resident wing or other tenants) and the quantity and type of equipment, materials, and supplies required.

ANG/CEP will validate all space allowances.

1.2.2 Specificity. Facility space allowances for commonly used category codes are listed in these four tables, located after this handbook's text sections:

Table 1, *ANG Combat Readiness Training Center Facility Requirements Programming Guide*
Table 2, *ANG Civil Engineering RED HORSE Facility Requirements Programming Guide*
Table 3, *ANG Civil Engineering Regional Training Site (RTS)*
Table 4, *ANG Civil Engineering Regional Equipment Operators Training Site (REOTS)*

Additional guidance, descriptions, and explanations of selected category codes are provided later in this handbook. Less common category codes that do not appear in this publication may be approved by ANG/CEP.

Where necessary, Air National Guard Engineering Technical Letters (ANGETLs) supplement this handbook with specific and detailed instructions for base civil engineers.

1.2.3 Computation. All facility space allowances are expressed in terms of gross area, unless noted otherwise. Gross area is computed to the outside of enclosure walls. For these computations:

a. Include full area for any area used for intended purposes, to include (but not limited to): basements; above-grade floors; all permanently affixed mezzanines; mechanical equipment (heating/utility) rooms; penthouses; enclosed passages, walks, porches, and balconies; and totally enclosed, raised loading platforms.

b. Include half area for covered (but not fully enclosed) slabs, entries, passages, walks, porches, and balconies, as well as covered/uncovered, below-grade loading facilities.

c. Exclude areas for roof overhangs; utility tunnels; exterior or interior stairs and elevator shafts; exterior uncovered walks, ramps, stoops, and paved terraces; generally enclosed space (if used for

storage, it counts as 'full' scope); and door pockets for hangar-type facilities. Also exclude mezzanines that provide utility, mechanical, or other direct support requirements for the facility.

d. Overhead factors (shown as a percentage in breakout tables of larger facilities in later sections of this handbook) represent space dedicated to circulation, mechanical/electrical rooms, restrooms/latrines, wall thickness, telecom closets, and janitor closets.

1.3 Composite and Joint-Use Facilities

Composite and/or multi-story facilities are encouraged. Each functional area will be within authorized scope and fully justified on the basis of assigned equipment and/or personnel.

Composite facilities units with like category codes can be programmed for the use of two units, the use of different functions (different category codes) within the same unit, or other combinations of units and function. General guidance regarding functions (category codes) is as follows:

1.3.1 Same Category Code. These facilities consist of shared ANG facilities with the same function. Space requirements are calculated by adding more space for equipment, libraries, storage, and files to the basic personnel space needed by one unit. Additional space for offices, classrooms, restrooms, hallways, etc., can seldom be justified.

For a dual unit, an increase of 10 percent is normally made to the basic authorization for a single unit, under the assumption that units do not drill on the same weekend.

1.3.2 Different Category Code. These facilities consist of shared ANG facilities with different functions. Their space requirements are calculated by adding the scope authorizations for different category codes.

1.4 Multi-Service, Joint-Use Facilities

Where the ANG is co-located with another government agency, joint-use projects will be programmed to the maximum extent practicable. Facilities such as medical training, dining halls, fuel storage, operation centers, communication centers, small arms ranges, munitions storage facilities, warehousing, vehicle maintenance, civil engineer storage, security forces storage, LOX/LIN storage, and fire stations will be considered for joint use.

a. Justification must be provided for constructing separate facilities.

b. Programming procedures for joint-use facilities are provided by AFI 32-1012.

c. Where joint use of facilities is possible, a significant percentage of decrease in space should be considered due to areas of common use (such as classrooms, restrooms, utility rooms, etc.).

1.5 Functional Criteria Guidance

Specific justification is required for each proposed facility. Emphasis will be placed on the following considerations to ensure the maximum use of resources:

a. Readiness. Facilities will be constructed to make the greatest contribution to unit readiness and to promote economy and efficiency.

b. Existing Facilities. In consideration of economy and efficiency, maximum use will be made of existing facilities to partially or fully satisfy proposed facility requirements.

c. Flexibility. Facilities will be designed to accommodate occupancy by new units, reorganized units, and units with new missions, with minimal additional construction.

d. Economical Design. Facilities will be designed with consideration for their life-cycle cost (which includes initial construction, as well as maintenance thereafter).

e. Standards of Construction. New facilities will generally be of permanent construction, and the quality of construction will be consistent with the corresponding lifecycle cost analysis. However, new facilities at training areas and facilities of undetermined useful life may be of permanent, semi-permanent, or temporary construction.

f. Other Facilities. Other facilities required on an infrequent basis (and for which criteria are not specifically provided herein) will be established using the criteria for similar facilities, adjusted to the actual mission requirements as validated by ANG/CEP.

g. Administrative Space. Wherever possible, administrative space should consist of open, pre-wired workstations, with only the minimum essential number of enclosed offices constructed. Open office design and use of systems furniture will be considered. Interior construction should provide flexibility for future interior renovations.

h. Administrative Support Space. Includes area(s) adequate to house any computer equipment, filing systems, copy/reproduction machinery, telephone and LAN systems and publication libraries related to the function.

i. Storage. Facilities will include adequate space for the storage of equipment in the proper locations (home station, mobilization station, central storage, etc.).

j. Special-Use Space. Includes classrooms, conference rooms, auditoriums, locker rooms, area(s) for vending and physical training, and any other space that may be appropriate for the function.

k. Service Support Space. Includes janitor and storage areas, mechanical and electrical rooms, and loading docks / receiving areas.

l. Consistency. New construction and modification of facilities must be consistent with the approved General Plan / Master Plan and with Anti-Terrorism / Force Protection (AT/FP) criteria.

m. Airfield Criteria. See UFC 3-260-1, *Airfield and Heliport Planning and Design,* for airspace and airfield criteria.

n. Redundant Space. Space shall not be constructed in more than one location for the performance of the same function by an individual or unit, unless specifically justified and authorized by ANG/CEP.

o. Weather Extremes. For purposes of these criteria, ***severe winters*** are those with 30 or more days per year of 10 degrees Fahrenheit or lower, or with an average January temperature of 20 degrees Fahrenheit or lower (as determined from two 10-year weather data bases); ***heavy snowfall*** is more than 24 inches / 610 millimeters annually; and ***extreme heat*** means an average daily maximum temperature above 88 degrees Farenheit / 31 degrees Celsius for 30 or more days per year.

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Chapter 2. CATEGORY GROUP 11 AIRFIELD PAVEMENTS

2.1 General Criteria

The airfield is that portion of an air base used for aircraft taxiing, takeoffs, landings, servicing, and parking. The designation 'airfield pavements' applies to runways, taxiways, aprons, arm/disarm pads, paved shoulders, and paved overruns.

Requirements for items in this group for ANG units located at Air Force bases or other DoD installations are determined in the same manner as for active units (use UFC 3-260-1, *Airfield and Heliport Planning and Design*). Adherence to these requirements at other locations is not always possible, due to the multiplicity of situations under which the ANG operates.

Where ANG units are located at civil airports, Federal Aviation Administration (FAA) Advisory Circular criteria AC150/5300-13 will normally be used for the construction of runways and taxiways, and for associated work, as well as for airfield clearance criteria.

2.1.1 Environmental Concerns. When planning and siting munitions storage/maintenance and airfield pavements, consider storm water runoff and the control of pollutants being discharged into storm water (including de-icing operations) to maintain compliance with storm water and discharge permit requirements. Also comply with applicable requirements under both the federal Clean Water Act (CWA) and AFI 32-7041, as well as with all federal, state, and local storm water permit requirements.

2.1.2 Explosives Safety. When planning aircraft hangars, shelters, and support facilities where personnel or explosives are involved, ensure that explosives safety standards DoD 6055.9-STD and AFM 91-201 are considered. These standards are designed to protect facilities and personnel from the damaging effects resulting from the accidental or unintended detonation of munitions and explosives.

2.1.3 Pavement Thickness. Airfield pavements support aircraft under six major weight categories: heavy, modified heavy, medium, light, shortfield, and auxiliary. Requirements for heavy, modified heavy, medium, and light loadings are based on a mix of aircraft traffic, whereas requirements for shortfield load conditions and auxiliary airfields are based on F-15, C-17, or C-130 aircraft only.

Specific design criteria for airfield pavements are contained in UFC 3-260-1.

Additions or extensions to existing pavement are normally constructed to match the strength of the existing pavement (if adequate for the programmed mission and aircraft) or to the appropriate standard. If the existing pavement is inadequate, strengthen as necessary.

2.2 Commercial Airport Criteria

ANG installations on commercial airports or at FAA-controlled airfields must apply FAA criteria AC150/5300-13 to facilities such as runways and taxiways that are jointly used by military and civilian aircraft. Facilities for military use only (such as aircraft parking aprons, arresting barriers, arm/disarm aprons) must apply Air Force / DoD criteria.

2.3 Runway Criteria

2.3.1 Category Code 111-111, Runway. The runway is the paved surface provided for normal aircraft takeoffs and landings. This category code also includes the runway's grading and drainage, its lateral safety zones, and its clear zone (see UFC 3-260-1, Chapter 3).

Runway length shall be sufficient to accommodate all aircraft programmed or those that may use the base. Performance curves for each aircraft are contained in the performance data section of the 'Dash One' (-1) series of the aircraft's technical orders; the aircraft's design loads are found in its specific Standard Aircraft Characteristics Book.

Runway length is based on the aircraft's takeoff or landing, whichever requires the greater distance. The designer of the runway shall coordinate with the ANG/OPS community on the most accurate and economical methods to determine individual runway lengths, based on the aircraft each base supports. The authorized width of a runway also depends on the aircraft programmed for the base.

Special consideration must be made for BAK 14 arresting barriers on runways.

Aircraft Type	Minimum Runway Length	Runway Width
A-10, F-15, F-16, F-22, C-130; trainer aircraft	8,000 FT / 2,438.4 M	150 FT / 45.7 M
C-5, C-17, KC-10, KC-135	10,000 FT / 3,048.0 M	150 FT / 45.7 M

2.3.1.1 Runway Clear Zone. Runway clear zones are ground areas required at both ends and alongside each runway. Essentially unpaved safety borders/buffers surrounding the extended runway, they possess a high potential for accidents and their use is restricted to be compatible with aircraft operations. Quite often, this compatibility results in the waivered construction of taxiways, aprons, pads, or other necessary structures within the designated 'clear' zone. Projects should be programmed to eliminate all airfield waivers.

See Chapter 3 of UFC 3-260-1 for runway clear zone layout configurations, and Attachment 4 of the same document for permitted land uses within the clear zone.

Clear Zone Length	Clear Zone Width
3,000 FT / 914.4 M *	3,000 FT / 914.4 M **

* From each end of the runway, measured along the extended runway centerline
(a full-length runway overrun would extend 1,000 FT / 304.8 M into the clear zone at both ends of the runway).

** Centered on – and measured at right angles to – the extended runway (runway overrun).

2.3.2 Category Code 111-115, Paved Overrun. The runway overrun is an extension of the runway pavement (excluding shoulders) designed for possible short landings, unobstructed run-out of aircraft arresting systems, or any other extended takeoff run or landing rollout situation that would exceed the length of the basic runway.

Approach lighting systems located in the overrun area should be semi-flush mounted.

Runway Type	Overrun Length	Overrun Width
Heavy, modified heavy, medium-light, auxiliary	1,000 FT / 304.8 M (at each end of runway)	Equal to runway
Assault field	300 FT / 91.4 M (at each end of runway)	Equal to runway

2.3.3 Category Code 116-116, Assault Field. A special paved strip provided to train cargo aircraft crews in airlifting operations within a limited space, i.e., a 'short' field.

Aircraft Type	Minimum Runway Length	Runway Width
C-130, C-17	3,500 FT / 1,066.8 M (4,000 FT / 1,219.2 M preferred)	60 FT / 18.3 M (75 FT / 22.9 M, no taxiways)

2.4 Taxiway Criteria

2.4.1 Category Code 112-211, Taxiway. Taxiways are the pavements provided for the ground movement of aircraft. They connect the parking and maintenance areas of the airfield with the runways, as well as provide access to hangars, docks, and various parking aprons and pads.

Main taxiways are normally aligned parallel to runways to facilitate aircraft ground movement during takeoffs and landings on the runway; connecting runways should take the most direct/economical route.

Runway / Taxiway Class	Taxiway Width
Heavy, modified heavy, med-light, auxiliary	75 FT / 22.9 M
Assault field	50 FT / 15.2 M, with 70 FT / 21.3 M turning radius
Towed aircraft only	Lesser of 50 FT / 15.2 M, outside landing gear width + 10 FT / 3.1 M

2.5 Apron Criteria

2.5.1 Category Code 113-321, Apron. Aprons are paved areas provided for aircraft parking, servicing, loading, and unloading. Apron space is required for operational aircraft, alert aircraft, and cargo aircraft.

Active duty AF criteria should be followed, but omit apron space for transient aircraft unless an exception is approved by ANG/CEP. (Adherence to this requirement is not always possible, due to the multiplicity of situations under which the ANG operates.)

a. Apron Size/Configuration. There is no standard apron size. Aprons are individually designed to support certain aircraft and missions at specific installations. Detailed dimensions are determined by the size, type, and number of aircraft that require 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. Aircraft size, taxi lane widths, and required wingtip separations are the basis for design.

b. Apron Allowances. A proper apron allowance is the amount of space required to afford maximum operational efficiency with the minimum amount of paving. The following paragraph describes a method for estimating apron requirements.

c. Estimating New Apron Requirements. For broad planning purposes, multiply the wingspan of the selected aircraft by its length, then multiply the product by a factor of 5.3 (4.4 for fighter-type aircraft) to determine the apron requirement for a single unit of the aircraft chosen. For example:

C-130 = 132.6 FT (wingspan) x 99.5 FT (length) = 13,194 SF x 5.3 (factor) = 69,928 SF / 7,770 SY
= 40.4 M x 30.3 M = 1,226 SM x 5.3 = 6,496 SM

Apron requirement for 10 C-130 aircraft = 10 x 7,770 SY / 6,496 SM = 77,700 SY / 64,960 SM

Do not use this method to estimate the number of aircraft – especially large aircraft – that can park on an existing apron. Many variables (such as length, width, and taxi lane locations) determine an existing apron's suitability to support specific aircraft types. At existing bases, develop a conceptual parking plan for the anticipated mix of aircraft types to determine the total apron area requirements.

The following table presents approximate planning factors in square yards / square meters (SY / SM) for new aprons with regard to different numbers of various aircraft types, based on the most efficient parking layout (contact ANG/CEP for specifics):

Aircraft	PAI 4	PAI 6	PAI 8	PAI 10	PAI 12	PAI 15	PAI 18	PAI 24
A-10						19,920 / 16,665	23,305 / 19,420	32,270 / 26,890
F-16, RF-16						8,500 / 7,107	10,200 / 8,500	14,110 / 11,760
F-15						14,250 / 11,914	17,100 / 14,240	23,665 / 19,720
C-130J-30	17,575 / 14,645		52,730 / 43,940		87,875 / 73,230			
C-5			163,235 / 136,030		293,825 / 244,855			
C-17			86,810 / 72,340					
KC-135			63,190 / 52,655	84,250 / 70,210		101,100 / 84,530		
KC-10			106,740 / 88,950	124,540 / 103,780				
HH-60G		8,130 / 6,775						

Note: All planning factors are approximate and include deductions for authorized covered spaces, but no allowance for BAI or transient aircraft – exact space to be determined by ANG/CEP-approved parking plan.

d. 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, begin with 100 percent of the primary aircraft inventory (PAI) as established by official documents, then subtract 1) the number of aircraft (such as alert aircraft) parked on separate aprons, 2) the number of aircraft in maintenance hangars or docks under normal maintenance schedules, and 3) any aircraft parked elsewhere on existing pavement of a suitable nature and location.

Pavement for backup aircraft inventory (BAI) will be provided on a case-by-case basis.

e. Aircraft Parking. On a typical mass apron, aircraft are parked in rows and spaced according to the dimensions referenced in the table below, which permits the aircraft to move in and out of parking slots under their own power:

Aircraft *	Wingspan	Length	Height	Min. space between wings when parked **
A-10	57.5 FT / 17.6 M	53.3 FT / 16.3 M	14.9 FT / 4.6 M	10.0 FT / 3.1 M
B-52	185.0 FT / 56.4 M	156.6 FT / 47.8 M	40.8 FT / 12.5 M	25.0 FT / 7.7 M
C-5	222.7 FT / 67.9 M	247.8 FT / 75.6 M	65.1 FT / 19.9 M	25.0 FT / 7.7 M
C-17	170.0 FT / 51.9 M	173.0 FT / 52.8 M	55.1 FT / 16.8 M	25.0 FT / 7.7 M
C-130	132.6 FT / 40.5 M	99.5 FT / 30.4 M	38.5 FT / 11.8 M	20.0 FT / 6.1 M
C-130J-30	132.6 FT / 40.5 M	112.8 FT / 34.4 M	38.5 FT / 11.8 M	20.0 FT / 6.1 M
HH-60G	53.7 FT / 16.4 M	64.9 FT / 19.8 M	17.5 FT / 5.4 M	53.7 FT / 16.4 M
KC-10	165.3 FT / 50.4 M	182.1 FT / 55.5 M	58.1 FT / 17.7 M	50.0 FT / 15.3 M
KC-135	130.8 FT / 39.9 M	136.2 FT / 41.6 M	41.7 FT / 12.8 M	50.0 FT / 15.3 M
C-137	145.7 FT / 44.4 M	147.7 FT / 45.1 M	41.8 FT / 12.8 M	20.0 FT / 6.1 M
E-3	145.7 FT / 44.4 M	152.9 FT / 46.6 M	42.2 FT / 12.9 M	20.0 FT / 6.1 M
E-4	195.7 FT / 59.7 M	231.8 FT / 70.7 M	64.3 FT / 19.6 M	20.0 FT / 6.1 M

Aircraft *	Wingspan	Length	Height	Min. space between wings when parked **
F-15	42.8 FT / 13.1 M	63.8 FT / 19.5 M	19.2 FT / 5.9 M	10.0 FT / 3.1 M
F-16	32.8 FT / 10.0 M	47.6 FT / 14.5 M	16.4 FT / 5.0 M	10.0 FT / 3.1 M
F-22	44.5 FT / 13.6 M	62.1 FT / 19.0 M	16.6 FT / 5.1 M	10.0 FT / 3.1 M
'Alert' aircraft	all	all	all	50.0 FT / 15.3 M
Not listed above	< 110.0 FT / 33.6 M	any	any	10 FT / 3.1 M to 25 FT / 7.7 M
Not listed above	110.0 FT / 33.6 M >	any	any	25 FT / 7.7 M to 50 FT / 15.3 M

* Dimensions vary for different models and configurations of aircraft.
** Does not apply during contingencies; see current aircraft Technical Order.

Setback distances for peripheral or through taxilanes are set to the largest wingspan of frequently using aircraft, i.e., if C-130s taxi past a ramp of F-16s, base the taxilane on the C-130's wingspan.

Parking arrangements should occupy the least amount of pavement possible per parked aircraft. As an example, changing the apron parking arrangement for 8 aircraft from 4 rows of 2 aircraft to 2 rows of 4 aircraft can reduce pavement requirements by 20 percent. (See Chapter 6 of UFC 3-260-1 for various aircraft parking layouts.)

Another factor to consider when developing aircraft parking plans is aircraft exhaust wake velocity. Check the particular aircraft performance guide for exhaust velocity and temperature ranges to assess safe distances for nearby facilities and personnel.

f. Taxi Lanes. Apron interior and peripheral taxi lanes must exceed the required width for aircraft parked in the area if larger aircraft must taxi through en route to docks, hangars, or pads. Confine such width variation to the fewest taxi lanes possible.

Peripheral taxi lanes are not provided along the rear edge of aprons unless required for access to docks or hangars, or to meet a critical need for alternate circulation routes for aircraft operating on the apron. On peripheral taxi lanes, aircraft are expected to taxi along the outer 75 FT / 22.9 M of pavement; therefore, wing overhang areas beyond this strip are not paved.

Min. Wingtip Clearance for Taxiing . . .	Wingspan less than 110 FT / 33.6 M	Wingspan 110 FT / 33.6 M or more
In taxi lanes, apron interior or peripheral	30 FT / 9.2 M	50 FT / 15.3 M
In lanes, between parked aircraft	20 FT / 6.1 M	30 FT / 9.2 M
In lanes, between parked aircraft (transient)	25 FT / 7.7 M	30 FT / 9.2 M

g. Hangar Access Aprons/Taxiways. Hangar access aprons provide access to the hangars from the parking apron and allow free movement of aircraft to the various hangar maintenance facilities. Hangar access aprons should be provided as a supporting item for each authorized hangar, and sized for the type of hangar and aircraft to be accommodated.

Generally, hangar access aprons should be as wide as the hangar doors and extend from the edge of the apron to the hangar door. Hangar access should be coded as 'taxiway'.

h. Other Apron Variables. These include such items as the arrangement of refueling outlets, explosives clearances, required clearances to fixed or mobile objects (see UFC 3-260-1, Chapter 6), and the siting or placement of blast deflectors.

2.5.1.1 Alert Pad. Often referred to as an 'alert apron', the alert pad is an exclusive paved area where armed aircraft can park with immediate, unimpeded access to a runway. Once an alert has been declared, these aircraft must be on the runway and airborne on short notice; locating the alert pad adjacent to a runway end will allow the alert aircraft to proceed directly from the apron to the runway threshold without interruption from other traffic. Alert pads are authorized in conjunction with alert shelters, where operationally justified.

Alert pads must be situated close to the runway threshold to allow alert aircraft to be airborne within the time constraints stipulated in their mission statements. Their preferred location is on the side of the runway opposite normal traffic patterns to allow aircraft on the alert pads the necessary direct and unimpeded runway access.

a. Pad Size. Alert pads should be sized to collectively park all the aircraft potentially on alert. Pad dimensions should vary with the length and wingspan of the aircraft to be served, and with the munitions carried by the aircraft. Minimum wingtip clearances are also to be observed at all times.

b. Tiedown and Grounding Points. Tiedown/mooring eyes and electrical grounding points must be provided on each alert pad, as described in UFC 3-260-1, Attachment 12.

c. Clear Zone. Alert pads must not be located within the runway clear zone.

d. Airspace Imaginary Surfaces. Aircraft parked on alert pads must not project into airspace imaginary surfaces.

e. Alert Pad Access/Egress. Alert pads/aprons should be designed for either taxi-in/out or push-back parking. Taxi-in/out parking is preferred, since alert aircraft can quickly taxi into position under their own power; however, back-in parking requires less paved area.

f. Dedicated Taxiway. Provide a single, non-intersected, dedicated taxiway from each alert pad to its adjacent runway so alert aircraft can, when needed, move directly to a takeoff position with no traffic interruption.

g. Munitions Safety. Armed aircraft on alert pads should be located to minimize any damage from the unexpected discharge or explosion of munitions. Explosives safety site plans must be prepared in advance, in accordance with UFC 3-260-1, Attachment 10.

2.6 Shoulder Criteria

2.6.1 Category Code 116-642, Paved Shoulders. The shoulders of runways, aprons, taxiways, and airfield pads are paved to protect the shoulder areas against jet blast, reduce maintenance of the unpaved shoulder area, support aircraft outrigger gear, or accommodate snow removal equipment, aircraft service vehicles, and emergency vehicles. Unprotected (unpaved) shoulders without vegetation that are continually exposed to jet blast will release soil, stones, and other debris which can cause severe damage when ingested by jet engines.

a. Runway Shoulders. Unprotected areas adjacent to runways and overruns are susceptible to erosion caused by jet blast. Shoulders minimize the probability of serious damage to an aircraft in the event the aircraft leaves the runway pavement.

Paved shoulders are required adjacent to all runways. The minimum paved shoulder width allows the runway edge lights to be placed within the paved portion of the shoulder, and also reduces the potential of foreign object damage (FOD) to aircraft. The unpaved shoulder should be graded to prevent water from 'ponding', i.e., accumulating on the adjacent paved area (shoulder and runway); the dropoff next to the paved area will prevent accumulating turf from creating ponds, as well.

Runway Function	Total Shoulder Width *	Paved Shoulder Width *
General use	200 FT / 61 M	25 FT / 7.7 M
Trainer aircraft	200 FT / 61 M	10 FT / 3.1 M
Fighter aircraft	200 FT / 61 M	10 FT / 3.1 M
Paved assault field	200 FT / 61 M	10 FT / 3.1 M

* Along each side of the runway and the entire length of paved overruns.

b. Taxiway Shoulders. Shoulders are provided along a taxiway to support and allow an aircraft to recover if it should leave the paved taxiway. Paved shoulders prevent erosion caused by jet blast or prop wash, support the occasional aircraft that may wander off the taxiway, support vehicular traffic, and reduce maintenance of unpaved shoulder areas.

Shoulders for fixed-wing taxiways may be paved or unpaved, depending on the agency, class of runway, and type of aircraft. Airfields that support wide-bodied aircraft may require soil stabilization beneath outer engines. See UFC 3-260-1, Table 5.1, for fixed-wing taxiway shoulder criteria, including widths and grading requirements to prevent 'ponding' (the accumulation of storm water).

Paved shoulders are also required adjacent to rotary-wing taxiways to prevent blowing dust and debris due to prop wash. Criteria for rotary-wing taxiway shoulders (including layout, width, cross slopes, and grading requirements) are presented in UFC 3-260-1, Table 5.3.

Taxiway Function	Total Shoulder Width	Paved Shoulder Width
General use	50 FT / 15.3 M	25 FT / 7.7 M
Trainer aircraft	50 FT / 15.3 M	10 FT / 3.1 M
Fighter aircraft	50 FT / 15.3 M	10 FT / 3.1 M
Paved assault field	25 FT / 7.7 M	10 FT / 3.1 M
Helicopters *	50 FT / 15.3 M	25 FT / 7.7 M

* ANG helicopters normally share the 'general use' taxiway, i.e., same as C-130 aircraft.

c. Apron Shoulders. Paved shoulders are provided around the perimeter of an apron to protect against jet blast and foreign object damage (FOD), support blast deflectors, and provide space to store support equipment; to prevent ponding on the edge of the shoulder, the adjacent turf should be graded to promote drainage. Criteria for apron shoulders are presented in UFC 3-260-1, Table 6.1.

Apron Function	Total Shoulder Width	Paved Shoulder Width
C-5, E-4, Boeing 747-series (along entire apron)	50 FT / 15.3 M	50 FT / 15.3 M
Other fighter, cargo, tanker aircraft (entire apron)	50 FT / 15.3 M	25 FT / 7.7 M
Jet blast deflector (between deflector and apron edge)	50 FT / 15.3 M	- varies -

d. Pad Shoulders. Pad shoulders are constructed of existing soils, thoroughly compacted and covered with turf or a soil binder.

2.7 Pad Criteria

Pads are relatively small paved areas that serve specific functions such as dangerous cargo loading, helicopter parking, aircraft power check, and aircraft warm-up and holding.

2.7.1 Category Code 116-661, Arm/Disarm Pad. Used for both the arming of aircraft immediately before takeoff and the disarming ('safing') of any weapons retained or not expended upon the aircraft's return, arm/disarm pads should be located adjacent to runway thresholds and sited such that armed aircraft are oriented towards the least populated areas or towards revetments.

a. Pad Size. Each arm/disarm pad should be capable of servicing four aircraft at the same time. Pad dimensions may vary with the length and wingspan of the aircraft to be served. Typical layouts of arm/disarm pads are shown in Figures 6.20, 6.21, 6.22, and 6.23 of UFC 3-260-1.

Arm/disarm pads to handle more than 4 aircraft simultaneously must be operationally justified.

b. Tiedown and Grounding Points. No tiedown/mooring eyes or electrical grounding points are required on arm/disarm pads.

c. Inhabited Building Distance Clear Zone. As a general rule, an 'inhabited building distance clear zone' (IBDCZ) of ±5° of arc on each side of the heading of the parked aircraft and 5 MI / 8 KM to its front – both measured from the aircraft's nose – should be maintained. No occupied building is to be in this clear zone (nor should any other building, if possible, to prevent damage from accidental weapon firing). In addition, no aircraft or vehicles should be parked within the IBDCZ.

The IBDCZ may cross a runway, taxiway, or runway approach so long as any passing aircraft will be visible to the arm/disarm quickcheck crews, who can then suspend their operations while the aircraft is within the clear zone.

If an adequate clear zone cannot be achieved, use earth revetments or sloped surfaces as a barrier.

d. Electromagnetically Quiet Location. Before construction of any arm/disarm pad, local field measurements must be taken to ensure the location is electromagnetically quiet. To avoid potential electromagnetic interference from taxiing aircraft, the pads should be located on the side of a runway opposite the parallel taxiway.

e. Ammunition/Explosives Safety Standards. Criteria for ammunition and explosive safety standards are discussed in UFC 3-260-1, Attachment 10.

2.7.2 Category Code 116-662, Hazardous Cargo Pad. Paved areas for loading and unloading explosives and other potentially dangerous cargo from aircraft, hazardous cargo pads are required at facilities where the existing aprons cannot be used for the loading and unloading of such items without violating quantity-distance safety criteria. At ANG bases, hazardous cargo pads will be specifically authorized by CEP.

Hazardous cargo pads require explosives site planning, as discussed in UFC 3-260-1, Attachment 10.

a. Pad Size. At aviation facilities used by small cargo aircraft, the hazardous cargo pad is circular, as shown in UFC 3-260-1, Figure 6.25. At aviation facilities used by large cargo aircraft, at aerial ports of embarkation (APOE), and at aerial ports of debarkation (APOD), the hazardous cargo pad is semi-circular (as shown in UFC 3-260-1, Figure 6.26) and adequate for aircraft up to and including C-5 dimensions.

The hazardous cargo pad geometric dimensions shown in Figures 6.25 and 6.26 of UFC 3-260-1 are minimum requirements, and the actual pad may be larger if the design aircraft cannot maneuver on a minimally sized pad.

b. Tiedown and Grounding Points. Tiedown/mooring eyes and electrical grounding points must be provided on each hazardous cargo pad. These are discussed at greater length in UFC 3-260-1, Attachment 12.

c. Access Taxiway. An access taxiway will be provided for access from the primary taxiway to the hazardous cargo pad. The taxiway should be designed for aircraft to taxi onto the hazardous cargo pad under their own power.

d. Access Road. Consideration should be given to providing a paved roadway to the hazardous cargo pad for access by trucks and other vehicles.

e. Utilities. The following must be considered for hazardous cargo pads:

Telephone service	Airfield lighting
Apron lighting	Water/fire hydrants

2.7.3 Category Code 116-664, Unsuppressed Power Check Pad. An 80 FT x 120 FT (24.4 M x 36.6 M) paved area used in performing full power checks of jet engines, the basic aircraft power check pad is authorized for bases where suppressed pads are not required. It includes a thrust anchor (or anchors) for aircraft serviced by the pad, as well as paved shoulders and a blast deflector to protect the surrounding area from jet blast. It may also include floodlighting for night operations; a water supply to wash away fuel spills; oil separators, a holding tank, and adequate treatment of fuel-washdown drainage before its discharge to a sanitary or storm sewer; and communication with both the maintenance control room and the base telephone system.

Locate the power check pad to satisfy DoD 6055.9-STD and AFM 91-201 explosives safety standards.

2.7.4 Category Code 116-665, Power Check Pad (with Noise Suppressor). The prime facility on which operational checks of jet engines are performed, this type of power check pad usually supports Hush House sound suppressors, which are supplied – with associated devices – as government-furnished equipment (GFE). Optional features listed above (floodlighting, water supply, oil separators, holding tank, treatment of fuel-washdown drainage, and communications capability) may also be provided (see HQ AFMC/CEPR *Hush House Site Planning Bulletin*).

An unsuppressed pad is generally used as a backup or interim facility to the noise-suppressed pad if there is an operational requirement and the noise contour allows it.

2.7.5 Category Code 116-666, Warm-Up/Holding Pad. A paved area adjacent to a taxiway at or near the end of a runway, a warm-up pad (also referred to as a 'holding apron') provides a parking location off the taxiway for aircraft that must hold their position during indeterminate delays. This allows other departing or arriving aircraft unencumbered access to the taxiway/runway.

The most advantageous position for a warm-up pad is adjacent to the end turnoff taxiway, between the runway and its parallel taxiway. However, other design considerations such as airspace and navigational aids may make this location undesirable; if so, the warm-up pad should be located at the end of – and adjacent to – the parallel taxiway. See UFC 3-260-1, Figures 6.9 through 6.16, for illustrations of various warm-up pad layouts.

a. Pad Size. The warm-up/holding pad will be able to simultaneously accommodate two of the largest aircraft assigned to the facility, as described in the table under category code 113-321, Apron (see paragraph 2.5.1e, Aircraft Parking).

b. Tiedown and Grounding Points. No tiedown/mooring eyes or electrical grounding points are required on warm-up/holding pads.

2.7.6 Category Code 116-672, Aircraft Wash Rack. This pad is used for the cleaning of aircraft exterior surfaces. Both covered and uncovered wash racks will be justified on a case-by-case basis.

If the wash rack is not part of a larger facility (fuel cell or corrosion control), a separate corrosion control utility storage building (category code 211-161) up to 100 SF / 9.3 SM may be authorized to hold cleaning supplies and equipment.

2.8 Aircraft Arresting System Criteria

Aircraft arresting systems consist of engaging devices and energy absorbers. Engaging devices are net barriers, disc supported pendants (hook cables), and cable support systems that allow the pendant to be raised to the battery position or retracted below the runway surface. Energy absorbers can be ship anchor chains, rotary friction brakes, and/or rotary hydraulic systems.

The arresting system is government-furnished equipment, as discussed in AFI 32-1043, *Managing Aircraft Arresting Systems*.

Current AAS configurations include MA-1A BAK-13 (rotary hydraulic system) BAK-14
BAK-9 (rotary friction brake) 61QSII (BAK-15)
BAK-12 (rotary friction brake) Dual BAK-12 systems

2.8.1 Category Code 116-922, Aircraft Arresting System (AAS).

a. Authorized Number. Two aircraft arresting systems are authorized at each facility (one at each end of the most used runway) if fighters are assigned.

b. Procurement. Aircraft arresting systems are centrally procured. The requirements for arresting systems are first submitted by each MAJCOM to HQ AFCESA/CESC for validation. The arresting systems are then distributed according to the validated requirements [see AFI 32-1043 for details].

c. System Siting. Criteria for the placement of aircraft arresting systems are as follows:

MA-1, -1A	Overrun area, 50 FT / 15.3 M to 100 FT / 30.5 M from threshold
BAK-9	First 1,000 FT / 304.8 M of runway, or in overrun area (see above)
BAK-12, -13, -14	950 FT / 289.6 M to 2,500 FT / 760 M down runway from threshold

d. Design, Installation, and Repair. Detailed information regarding the planning, installation, and repair of an aircraft arresting system or arresting system complex is found in AFI 32-1043, *Managing Aircraft Arresting Systems*. The configuration and location of arresting system installations will also be determined in accordance with AFI 32-1043, while the system design will conform with criteria in Section 3 of the appropriate 35E8-series Technical Order and the typical installation drawings.

e. Runway Pavement. Condition of the 200 FT / 66.7 M of pavement on either side (approach and departure) of the arresting system pendant is critical. Protruding objects and undulating surfaces are detrimental to successful tailhook engagement and must not be allowed. The maximum permissible longitudinal surface deviation here is ± 0.125 IN / ± 3.2 MM in 12 FT / 3.7 M; consequently, no change in pavement type or interface between rigid and flexible pavements is permitted within this area.

f. Pavement Repair. Rigid inlays will not be used as a repair material beneath the cable in a flexible runway system because of the high hook skip potential that results when the flexible pavement consolidates and exposes the leading edge of the rigid pavement.

g. Joint-Use Airfields. Arresting systems installed on joint-use civil/military airfields to support military aircraft are sited in accordance with Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5220-9, *Aircraft Arresting Systems for Joint Civil/Military Airports*, which may be obtained from the following source:

U.S. Department of Transportation
General Services Section, M-443.2
Washington DC 20590

h. Disagreements. Any disagreements between the responsible local officials regarding aircraft arresting systems must be referred to the next higher level for resolution.

i. Operating Agency. When an aircraft arresting system is installed at a joint-use civil airfield for the primary use of U.S. military aircraft, the FAA acts for – and on behalf of – the DoD service component in 'operating' the equipment; however, the Civil Engineering Technical Services Center, Minot ND, performs AAS services for ANG.

Chapter 3. CATEGORY GROUP 12
PETROLEUM DISPENSING AND OPERATING FACILITIES

3.1 General Criteria

This chapter contains the major criteria and standards for petroleum dispensing and operating facilities at ANG installations nationwide, each of which must receive, store, distribute, and dispense the fuel and lubrication products necessary to achieve its assigned mission.

3.1.1 Category Code 121-111, Petroleum Operations Building. The petroleum operations building is a centralized facility for the management and control of all base functions related to the handling of petroleum products, including their receipt, storage, and issue. The building also includes a laboratory for conducting prescribed tests to ensure the aircraft fuel products conform to military specifications.

The size of the facility depends on the number of personnel assigned to manage fuels. The factors that determine total facility size are listed in the following table:

Petroleum Operations Function	Authorized Area (SF)		
	16-23 Personnel	24-31 Personnel	32+ Personnel
Fuels Chief – NCOIC	150	150	150
Secretary / Administration	100	100	100
Fuels Control Center / Dispatch	150	150	150
Ready Room / Operations & Maintenance	190	265	360
Training / Break Room	350	500	650
Laboratory	250	250	250
Personal Lockers (M/F)	115	175	220
Restrooms / Showers (M/F)	275	325	350
Mechanical / Electrical / Communications	150	170	190
Circulation / Walls	240	260	300
Janitor Closet	30	30	30
Total Petroleum Operations Area	**2,000 SF / 186 SM**	**2,375 SF / 221 SM**	**2,750 SF / 256 SM**

3.1.2 Category Code 121-122, Hydrant Fueling System. A hydrant fueling system, which includes a minimum of two operating storage tanks, provides all the equipment and controls necessary to deliver clean, dry fuel to fueling points in the aircraft parking apron. Fueling positions (pits) will be provided at all authorized aircraft parking positions.

A hydrant fueling system is required for aircraft with a total tank capacity of 20,000 GL / 75,700 LT or more, or for any aircraft – regardless of tank capacity – if a complete economic analysis shows the annual cost of owning and operating a hydrant fueling system is less than that of a truck fueling system.

3.1.3 Category Code 121-124, Hydrant Fueling Building. The hydrant fueling building houses all the pumps, filter separators, valves, piping, and controls required for operation of the hydrant fueling system. This facility should be fully enclosed and occupy an area of approximately 1,300 SF / 121 SM.

3.1.4 Category Code 123-335, Vehicle Fueling Station ('Base Service Station'). Provided to service government-owned vehicles and equipment, the facilities and equipment are similar to commercial service stations, with separate storage and dispensing facilities for each type of fuel issued.

One centralized fueling station shall be provided at each ANG installation. Two canopied dispensing pedestals for ground fuels will be provided for each increment of 150 motor vehicles authorized to be served; at least one pedestal will dispense motor gas and one will dispense diesel fuel.

A minimum storage capacity of 5,000 GL / 18,930 LT is authorized for each grade of fuel, unless need for a greater capacity is validated and approved by ANG/CEP.

Compressed natural gas service stations are generally skid-mounted equipment, versus real property.

3.1.5 Category Code 124-134, Operating Storage (Diesel). This tank is provided to store diesel fuel immediately before it is dispensed into vehicles or equipment. An above-ground tank is required, which shall conform to all local, state, and federal environmental regulations.

3.1.6 Category Code 124-135, Operating Storage (Jet Fuel). These tanks (minimum of two) are provided to store jet fuel immediately before it is dispensed into aircraft or refueling service vehicles. Above-ground tanks – which shall conform to all local, state, and federal environmental regulations – are preferred, with their size based on mission support requirements.

Minimum mission-based total storage requirements are as follows:

Aircraft	Storage Quantity (BL)	Storage Quantity (GL)
F-15 (up to 24 PAI)	4,800	200,000
Other fighter types (up to 24 PAI)	2,400	100,000
C-130J (up to 10 PAI)	2,400	100,000
KC-135 (up to 10 PAI)	10,000	420,000
C-141, C-17 (up to 10 PAI)	7,000	300,000
C-5, KC-10 (up to 10 PAI)	13,000	550,000

3.1.7 Category Code 124-137, Operating Storage (Motor Gas). This tank is provided to store motor gas immediately before it is dispensed into vehicles or equipment. An above-ground tank is required, which shall conform to all local, state, and federal environmental regulations.

3.1.8 Category Code 125-977, Pump Station (Liquid Fuel). This facility – located within the jet fuel storage complex – houses all the pumps, filter separators, valves, piping, and controls required to receive, issue, and transfer fuel into and out of the operating storage tanks.

The pump station should be fully enclosed and occupy an area of approximately 1,200 SF / 112 SM.

3.1.9 Category Code 126-925, Liquid Fuel Truck Fill Stand. Truck fill stands are provided at all ANG bases where jet fuel products are stored and dispensed as a means of transferring aviation fuel from the storage tanks into fuel servicing vehicles (refuelers) and tank trucks.

A minimum of two truck fill stands will be provided, to be located within the jet fuel storage complex. The need for any additional fill stands must be justified to DESC (Defense Energy Support Center), based on mission and operational requirements.

The stands may be covered to protect personnel from the elements (ice, snow, rain, wind, etc.), as well as minimize the amount of liquids that enter the containment area and must then be processed by the collection system. The covering would also provide an enhanced level of personnel safety and environmental protection.

3.1.10 Category Code 126-926, Liquid Fuel Truck Unloading Stand. Truck unloading stands are provided at all ANG bases where jet fuel products are dispensed as a means of unloading aviation fuel from commercial tankers or servicing vehicles.

A minimum of two truck unloading stands will be provided, to be located within the jet fuel storage complex. The need for any additional unloading stands must be justified to DESC (Defense Energy Support Center), based on mission and operational requirements.

The stands may be covered to protect personnel from the elements (ice, snow, rain, wind, etc.), as well as minimize the amount of liquids that enter the containment area and must then be processed by the collection system. The covering would also provide an enhanced level of personnel safety and environmental protection.

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Chapter 4. CATEGORY GROUP 13 COMMUNICATIONS, NAVIGATIONAL AIDS, AIR TRAFFIC CONTROL, AND AIRFIELD LIGHTING

4.1 General Criteria

Installation of ground-based aids to air traffic control, air navigation facilities, and airfield lighting at civil airports is normally accomplished by the Federal Aviation Administration (FAA) and the local airport authority, with FAA responsible to provide and program for these facilities. In exceptional instances where little or no commercial or civil air traffic exists at a base and no additional traffic is generated by other military services, the installation of terminal navigational aids such as VHF omni-directional range (VOR) and tactical air navigation (TACAN) will be considered.

ANG does not normally have the capability or financial responsibility for operating or maintaining permanently installed navigation aid systems. The need for a terminal navigational aid should be fully documented and submitted to ANG/C4 for review and assistance.

4.1.1 Category Code 130-142, Fire Crash/Rescue Station. Located on the flight line for quick response to aircraft emergencies, the fire crash/rescue station includes space for apparatus bays, an alarm room, sleeping quarters, recreation/dining areas, administration areas, equipment maintenance and storage areas, and facilities to maintain physical fitness.

Fire crash/rescue stations are manned and equipped at three levels of flight operations coverage: 'primary' (all flight operations), 'support' (ANG flight operations only), and 'training' (for that purpose). The tables that follow are divided into those three categories, with the first two – 'primary' and 'support' – presented as working templates to apply against different manning levels at various bases, case by case; because the manning levels for training are constant, the 'training' table has been completed.

[NOTE: The fire crash/rescue station is not to be confused with the category code 730-142 'community' fire station, which is normally located near family housing areas.]

- Primary (All Flight Operations) Level -

'Primary' Station Function	Authorized Area (SF)	Remarks
Alarm Center (24-hour manning)	300	
Restroom	40	
Bedroom	40	
Telecommunications	50	
Emergency Response Center	150	
Subtotal	580	
Apparatus (# bays, # pieces of equipment)		675 SF / piece x # pcs + 400 SF

'Primary' Station Function (cont'd)	Authorized Area (SF)	Remarks
Administration Area		
Vestibule/Entrance/Reception	150	
Fire Chief's Office	150	
Fire Chief's Conference Room	100	
Assistant Chief's Office (with bedroom)	170	
Assistant Chief / Tech Services Office	120	
HAZMAT/Safety Office	120	
Handicapped Restrooms (M/F)	100	
Admin Storage / Miscellaneous	100	
Subtotal		
Training Area		
Training/Break Room		20 SF / person x # persons (max)
Chief of Training Office	120	
Testing Room	100	
Computer Simulation	100	
Physical Fitness	750	
Subtotal		
Living Area		
Bedrooms		110 SF / person x # persons
Restrooms/Showers (M/F)		20 SF / person x # persons (max)
Janitor's Closet	50	
Personal Lockers		10 SF / person x # persons
Physical Therapy	100	
Laundry	100	
Subtotal		
Recreation/Dining Area		
Recreation Room		250 SF (min) + 10 SF / shift person
Day Room		200 SF (min) + 10 SF / shift person
Kitchen	200	
Kitchen Storage		25 SF / shift x # shifts
Dining Area		10 SF / shift person
Vending	20	
Subtotal	985	
Maintenance/Repair/Support/Storage		
Agent (AFFF) Storage	100	
Hose Storage & Drying	100	
Fire Extinguisher Maintenance & Repair	120	
SCBA Maintenance & Repair	120	
Protective Clothing Lockers		6 SF / person x # persons
Protective Clothing Laundry & Disinfecting Area	160	
General Storage	150	
Medical Storage	50	
Subtotal		
Circulation Subtotal		
Circulation		25% of Circulation Subtotal
Building Subtotal		
Mechanical/Electrical/Communications Room		5% of Building Subtotal
Grand Total		
Total 'Primary' Station Area (rounded)	SF / SM	

- Support (ANG Flight Operations Only) Level -

'Support' Station Function	Authorized Area (SF)	Remarks
Alarm Center (manned)	200	
Restroom	40	
Telecommunications	50	
Emergency Response Center	150	
Subtotal	440	
Apparatus (# bays, # pieces of equipment)		675 SF / piece x # pcs + 400 SF
Administration Area		
Vestibule/Entrance/Reception	100	
Fire Chief's Office	150	
Fire Chief's Conference Room	100	
Assistant Chief's Office	120	
Tech Services Chief's Office	120	
HAZMAT/Safety Office	120	
Handicapped Restrooms (M/F)	100	
Storage / Miscellaneous	75	
Subtotal	885	
Training Area		
Training/Break Room		20 SF / person x # persons
Chief of Training Office	120	
Testing Room	100	
Computer Simulation	100	
Physical Fitness	750	
Subtotal		
Living Area		
Restrooms/Showers (M/F)		20 SF / person x # persons
Janitor's Closet	50	
Personal Lockers		10 SF / person x # persons
Laundry	100	
Subtotal		
Recreation/Dining Area		
Recreation/Day Room		250 SF (min) + 10 SF / shift person
Kitchen	100	
Kitchen Storage		25 SF / shift x # shifts
Dining Area		10 SF / shift person
Vending	20	
Subtotal		
Maintenance/Repair/Support/Storage		
Agent (AFFF) Storage	100	
Hose Storage & Drying	100	
Fire Extinguisher Maintenance & Repair	100	
SCBA Maintenance & Repair	100	
Protective Clothing Lockers		6 SF / person x # persons
Protective Clothing Laundry & Disinfecting Area	160	
General Storage	100	
Medical Storage	35	
Subtotal		
Circulation Subtotal		
Circulation		25% of Circulation Subtotal
Building Subtotal		
Mechanical/Electrical/Communications Room		5% of Building Subtotal
Grand Total		
Total 'Support' Station Area (rounded)	____ SF / ____ SM	

[See notes, next page.]

Note: 12 F/T personnel, 27 UTA personnel (10% overage = 30 UTA max).
12 F/T personnel split between 2 shifts, 8 hours / day (no overnights, no UTA weekends).
'Support' station provides ANG flight operations coverage only.

- Training Level -

'Training' Station Function	Authorized Area (SF)	Remarks
Alarm Room (unmanned)	100	Unmanned
Subtotal	100	
Apparatus (3 bays, 6 pieces of equipment)	4,450	675 SF / piece x 6 pcs + 400 SF
Administration Area		
Fire Chief's Office	150	
Assistant Chief's Office	120	
Tech Services Chief's Office	120	
Admin Storage / Miscellaneous	50	
Subtotal	440	
Training Area		
Training/Break Room	600	20 SF / person x 30 persons
Chief of Training Office	120	
Testing Room	100	
Physical Fitness	750	
Subtotal	1,570	
Living Area		
Restrooms/Showers (M/F)	600	20 SF / person x 30 persons
Janitor's Closet	50	
Personal Lockers	300	10 SF / person x 30 persons
Vending Area	20	
Subtotal	970	
Maintenance/Repair/Support/Storage		
Hose Storage & Drying	100	
Fire Extinguisher Maintenance & Repair	100	
SCBA Maintenance & Repair	100	
Protective Clothing Lockers	180	6 SF / person x 30 persons
Protective Clothing Laundry & Disinfecting Area	160	
General Storage	50	
Medical Storage	20	
Subtotal	710	
Circulation Subtotal	3,490	
Circulation	873	25% of Circulation Subtotal
Building Subtotal	9,113	
Mechanical/Electrical/Communications Room	456	5% of Building Subtotal
Grand Total	9,569	
Total 'Training' Station Area (rounded)	**9,600 SF / 892 SF**	

Note: No F/T personnel, 27 UTA personnel (10% overage = 30 UTA max).
'Training' station provides no flight operations coverage; used for training only.

4.1.2 Category Code 131-111, Communications Facility. The communications facility provides a centrally located system for both intra-base and off-base communications.

If an ANG unit is a tenant on an active-duty installation, the space authorizations are reduced when non-training functions are provided by the host base; if services are contracted out, the space authorizations for those functions are also to be reduced accordingly. Additional space is authorized if a regional operations support center (ROSC) is located on an installation.

Uninterruptible power supply (UPS) systems are considered unit equipment and will be funded through supply funding channels; however, the electrical service to the UPS and back-up power for the ROSC can be included as real property installed equipment.

Authorizations for the electrical service to the UPS and back-up power for the base network control center (BNCC) must be approved by ANG/CEP, based on mission requirements.

The following table presents a breakdown of the communications facility by function, authorized personnel, and related space requirements:

Comm Facility Function	Auth. Pers	ANG Unit (SF)	ANG Tenant (SF)	Remarks
Flight Commander (O-5, O-6)	1	225	225	
Conference Room (10 people)		225	225	
Administration (2 pers @ 90 SF)	2	180	180	
Storage & Supply Room		100	100	
Plans Chief (E-8)	1	100	100	
Plans Staff (3 pers @ 90 SF)	3	270	270	
Computer Staging/Storage	1	400	400	
ADPE Storage		200	200	Equip. for disposition
Mission Systems Chief (E-9)	1	125	125	
Systems Support	3	350	270	Incl. equip/tool storage
Telephone Maintenance	3	350	270	Incl. equip/tool storage
Radio Maintenance *[note 1]*	2	400	180	Incl. equip/tool storage
LMR Management (E-8)	1	100	100	
Computer Maintenance	3	350	270	Incl. equip/tool storage
PMI UTC Storage *[note 2]*		400	400	PMI UTC pkgs only
Secure Storage Room (Crypto)	1	100	100	TS-cert. open storage
BCTF Telephone Switch		750	0	
Information Systems Chief (E-9)	1	125	125	
BNCC[3]	10	1,250	1,250	
Mail & Distribution	1	120	120	
Information Support	1	200	200	
Publishing	1	100	100	
Data Supervisor (E-8)	1	100	100	
Data Communication/Distribution	1	200	200	
Media Storage		250	150	
Cmptr Trng [Class]Room (50 pers)		800	800	Training for entire base
Break Area		175	175	
Personnel Lockers		225	225	Includes A/V lockers
Subtotal	38	8,170	6,860	
Overhead Factor (30%)		2,451	2,058	
Total Comm Area		10,621	8,918	
Total Comm Area (rounded)		**10,600 SF / 985 SM**	**8,900 SF / 827 SM**	*[note 3]*

Comm Facility Function (cont'd)	Auth. Pers	ANG Unit (SF)	ANG Tenant (SF)	Remarks
ROSC Function				*[note 4]*
Classified Equipment Area		350		
Unclassified Operation Support Ctr		350		
Power Transfer Area		100		
Operations Area (12 pers @ 90 SF)	12	1,080		
ROSC Superintendent (E-9)	1	125		
Comm Distribution Area		100		
Subtotal	13	2,105		
Overhead Factor (30%)		632		
Total ROSC Area		2,737		
Total ROSC Area (rounded)		**2,700 SF / 250 SM**		

1. Authorized for 6-pack / test equipment / bench stock (in-house repair); if ANG tenant, training space only (150 SF / 14 SM).
2. Mobility bag storage to be located within Base Supply (category code 442-758).
3. Space authorization for communications units with up to 40 personnel.
4. Back-up power only to ROSC UPS, a/c, and lighting; authorization of BNCC back-up power based on mission requirements.

4.1.3 Category Code 136-661, Approach Lighting. Approach lighting is designed to form the sensory coupling between electronic, precision low-approach guidance and the visual reference of runway lighting for the landing of aircraft.

Approach lighting at commercial airports is normally provided by the FAA, although upgrades to meet Air Force criteria may be considered by ANG.

Air Force criteria will be used where ANG owns and operates the airfield. [See AFI 32-1044 for details.]

4.1.4 Category Code 136-664, Runway Lighting. Runway lighting at commercial airports is normally provided by the FAA, although upgrades to meet Air Force criteria may be considered by ANG.

Air Force criteria will be used where ANG owns and operates the airfield. [See AFI 32-1044 for details.]

4.1.5 Category Code 136-666, Special Airfield Lighting.

a. Basic FAA standard 4-box configuration (or other FAA follow-up configurations) may be used on civil airports. [See FAA Handbook 6850.2, *Visual Guidance Lighting Systems.*]

b. Lighted runway distance-remaining signs and lighted runway/taxiway signs will comply with FAA criteria at civilian airports and with military standards at the respective service airfields.

4.1.6 Category Code 136-667, Taxiway Lighting. Taxiway lighting may be provided for primary taxiways. Reflectors may be installed as an interim measure in place of lighting on the primary taxiway, or permanently installed on secondary or seldom-used taxiways. [See AFI 32-1044 for details.]

Chapter 5. CATEGORY GROUP 14 LAND OPERATIONAL FACILITIES

5.1 General Criteria

Land operational facilities include those needed for explosive ordnance disposal (EOD), aerospace pararescue and recovery functions, audio-visual activities, base operations, crew readiness, squadron operations, deployment processing, air traffic control, and range observation, each of which carries its own, unique category code.

5.1.1 Category Code 141-165, Explosive Ordnance Disposal (EOD) Facility. EOD personnel must have continuing proficiency training in applying EOD tools and techniques, and in the handling, setup, and detonation of explosives and the operation of explosively driven tools. They may also be required to train base personnel in explosive ordnance reconnaissance.

Where authorized, the EOD facility requires an administrative office, a training room suitable for classes/briefings containing up to (and including) 'SECRET' information, an equipment bay (with roll-up door) for special-purpose clothing and equipment storage, a workshop, and latrine facilities. In addition, EOD must have access – either on base or at a nearby DoD facility – to a demolition range (2.5 LB NEW limit). The EOD facility must also be located an 'inhabited building' distance from any explosive site, in accordance with AFM 91-201 (paragraph 5.3).

Classified information will be stored by the EOD facility; firearms will be stored in the Security Forces armory; and hazardous or explosive materials will be kept in above-ground magazine storage facilities (category code 422-258) or storage igloos (category code 422-264), in accordance with AFM 91-201 and DoDD 6055.9-STD, as well as with all federal, state, and local laws.

When possible, the EOD area should be co-located with Base Engineer Maintenance Facility (category code 219-944).

EOD Function	Authorized Area (SF)	Remarks
Flight Chief Office	150	
Staff Workspaces	450	5 persons
Secure Training Room	450	Max rating 'SECRET'
Maintenance and Secure Storage Area	1,900	Mobility
Laundry	75	
Net Area	3,025	
Overhead Factor (30%)	908	
Total EOD Area	3,933	
Total EOD Area (rounded)	**3,900 SF / 362 SM**	

5.1.2 Category Code 141-185, Aerospace Pararescue and Recovery Hangar. This facility is for the support of units with an airborne pararescue mission.

A typical ANG pararescue unit consists of 6 HH-60 helicopters, 4 HC-130 aircraft, and 80 personnel. The space requirement for the helicopter hangar – which may be co-located with another hangar – is 7,700 SF / 716 SM (based on 5 assigned aircraft) or 13,000 SF / 1,208 SM (for 6 assigned aircraft).

	Auth.		

Pararescue Admin Function	Pers	Authorized Area (SF)	Remarks
Commander (O-5)	1	225	
Commander's Conference Room		225	12-15 persons
Superintendent (E-9)	1	125	
First Sergeant	1	125	
Administration	4	360	
Director of Operations (O-4)	1	175	
Current Operations	3	270	
Plans / Intelligence	3	400	*[note 1]*
Standards/Evaluation DOV	1	125	
Training	6	540	
Testing, Distance/Unit Learning		225	2-4 persons testing
Scheduling	3	270	
Director of Logistics (O-4)	1	175	
Logistics Management	4	360	
Medical Director	1	125	
Medical Administration	3	270	
Flight Chiefs (O-4s)	3	525	
Flight Rooms	36	900	*[note 2]*
Class/Multi-purpose Room		800	Holds 1/2 unit at one time (40 pers)
SERE (Search, Evasion, Resistance, Escape)	4	360	
Subtotal	76	6,580	
Total Pararescue Admin Space		**6,580 SF / 611 SM**	

1. Must provide for secure storage and supernet; Intelligence requires a planning area and computer space.
2. One room for each flight (A, B, C), 12 pers @ 25 SF per room; rooms for mission brief/debrief, weapons cleaning.

Pararescue Support Function	Auth. Pers	Authorized Area (SF)	Remarks
Medical Training Support Equipment		200	
Controlled Substance/Medications Office	1	230	
Medical Supplies		400	Storage of controlled substances
Laundry Area *[note 3]*		400	4 commercial washers, dryers
Drying Room		500	
SCUBA Equipment Storage / Wash Room		800	
Parachute Riggers	4	1,000	*[note 4]*
Parachute Drying Tower		300	*[note 5]*
Parachute Storage		1,000	2.5 chutes / pers (w/ reserve) = 300
Supplies Storage / Supply Office	1	600	10% bench strg overage allowance
Mission Alert Equipment Storage		800	
Equipment Staging / Mission Buildup		1,200	*[note 6]*
Individual Equipment Storage		6,000	80 persons @ 100 SF / 9.3 SM
Bulk Equipment Storage / Mobility Bay		2,000	
Watercraft Equipment Storage	1	2,000	12 infl Zodiacs, 2 high in racks
LGC Communications	2	500	
Life Support	3	600	Only non-flying PJ personnel
Fuel Storage		140	*[note 7]*
Covered Outside Storage		2,500	Pallets, ISUs, RAMZ, ATV acc
Climbing & Rappelling Wall / Helo Mockup			Req per AF msg re Pararescue trng
Subtotal	12	20,940	
Total Pararescue Support Space		**20,940 SF / 1,945 SM**	

Total Pararescue Admin Space (76 persons)	6,580 SF /	611 SM
Common Area Factor (30%)	1,974 SF /	183 SM

Total Pararescue Support Space (12 persons)	20,940 SF / 1,945 SM
Common Area Factor (20%)	4,188 SF / 389 SM
Total Pararescue Area (99 persons)	33,682 SF / 3,129 SM
Total Pararescue Area (rounded)	**33,000 SF / 3,131 SM**

3. Includes space for hanging of down clothing and other cold-weather gear.
4. This shop packs Zodiacs and ATVs for air drops (900-1,600 lbs.); one location eases cleaning, packing, maintenance.
5. PJs are only element that require fresh-water rinsing and hang-drying of wet equipment and parachutes.
6. Area used for flights to prepare and inspect mission gear (parachutes, rucksacks, weapons, etc.).
7. Exterior, walled area with open-top concrete/brick construction storage for Zodiac and ATV fuel.

5.1.3 Category Code 141-383, Audio/Visual Facility. Provides space for the production, filing, and presentation of audio/visual materials, graphic arts, and visual aid products used in training, conferences, briefings, and similar activities.

The audio/visual library provides space for customer service, administration, audio/visual equipment storage/maintenance/training, and a previewing room. The graphic arts facility provides space for an artist or illustrator, work and production areas, copy/reproduction, composition and lettering, copy camera equipment, tools and accessories, display, master artwork, and reference materials and catalogues, as well as specialized drafting equipment, tools, and accessories.

Audio/Visual Function	Auth. Pers	Auth. Area (SF)	Remarks
Support Branch Chief (E-8)	1	100	
Customer Service Area (2 pers @ 90 SF)	2	180	
Storage & Supply Room		100	
Photo Support (3 pers @ 90 SF)	3	270	
Video Teleconference Room		450	
Multimedia Studio		600	Incl. production, editing, CCTV distribution center
Graphics	1	150	
Equipment Storage		150	
Connectivity Room		100	
Subtotal	7	2,100	
Overhead Factor (20%)		420	A/V lockers/restrooms under cat code 131-111
Total A/V Area		2,520	
Total A/V Area (rounded)	**2,500 SF / 232 SM**		

Note: Additional 175 SF / 16.3 SM authorized for units with combat camera equipment for UTC storage.
Mobility bag storage included in Base Supply (category code 442-758).
When possible, Audio/Visual Facility should be co-located with Communications Facility (category code 131-111).

5.1.4 Category Code 141-453, Base Operations. The space requirement for this item is included under Squadron Operations (category code 141-753), and is part of the squadron operations authorized space. Where ANG operates the airfield, a separate area for base operations may be justified – case-by-case – for operational need.

5.1.5 Category Code 141-459, Crew Readiness. Air defense crews and aircraft are in a continuous alert status to support the air defense or high-threat-area defense mission. Crew facilities must be near alert aircraft so crews can be airborne within the required time after the order to 'scramble'.

Air alert crews and supporting ground crews are on duty for 24 uninterrupted hours, during which time they require housing and support facilities to ensure good morale and effective performance of their

mission. The support facility also needs a separate room for operational support to allow operational materials to remain ready for use in a room that is securable when not in use.

This facility provides space for operations, crew quarters, and recreation for fighter, tanker, and airlift forces: operational areas include administrative space, operational offices, a mission planning area, and a briefing room; crew quarters include sleep and study rooms, bathrooms, a laundry, a lounge, a kitchen, and a dining room; recreational space includes exercise and game rooms. Space requirements for air defense or high-threat areas are provided for 4 aircrew members and 4 crew chiefs (male or female), with a private sleeping room, study room, and restroom for each.

The fighter aircraft crew readiness facility must be located to comply with explosives safety standards.

Alert Crew Readiness Function	Auth. Pers	Auth. Area (SF)	Remarks
Individual Bedroom / Study Area / Restroom	12	1,800	150 SF / pers
Ready Room / Break Room / Briefing Room		1,050	
Exercise Room (with M/F restrooms)		950	
Kitchen		200	
Food Storage		75	25 SF / rotation
Dining Area	10	100	10 SF / pers
Vending Area		20	
Laundry Room		100	
Personal Lockers (M/F)		120	5 SF / pers x 24 pers
Operations Area –			
SOF Office	1	500	
Operations Office	1	120	
Mission Planning / Storage	1	150	
Subtotal	25	5,185	
Overhead Factor (25%)		1,296	
Total Alert Crew Readiness Area		6,481	
Total Alert Crew Readiness Area (rounded)	**6,500 SF / 604 SM**		

5.1.6 Category Code 141-753, Squadron Operations. Each flying squadron requires a facility for the planning, briefing, administration, and critique of combat crews. Space for USAF Command Post (category code 141-461) and Base Operations (category code 141-453) is included, but not duplicated.

Facility functions include weapons and tactics, intelligence, briefing and debriefing, air advisor, flying safety, standardization and evaluation, flight planning, chemical ensembles storage, flight records, life support (to include night vision goggles), physical training, scheduling, general training (CFT, EPT, etc.), and group or wing operations.

Aircraft / Mission	Authorized Area (SF)
A-10, F-15(15-24 PAA)	24,000
C-130 (8-12 PAA)	22,000
C-5, C-17 (8-12 PAA)	24,700
HC-130, MH-60G (4, 6 PAA) [rescue]	21,500 *
KC-135 (10 PAA)	21,600
KC-10 (10 PAA)	24,700
B-52 (8 PAA)	33,000
F-16 with RECCE/TARS pods	add 200 **

* Add 22,700 SF for CONUS operations, or 25,850 SF for Alaskan ops.
** Requirement may be satisfied by PPIF or other facility.

F-16 Aircraft	Authorized Area (SF)
Admin area	5,000
Operational & support area-Includes 3,250 secure area	15,000
Command Post Area	1,700
Base Ops	1,600
Survival Equipment Shop	4,000
*Includes circulation, latrines and other overhead factors	
Total F-16 Squadron Operations	**27,300**

5.1.7 Category Code 141-786, Deployment Processing Facility. A typical deployment processing facility provides training space for receiving and processing personnel and baggage; baggage pallet buildup; counseling; passenger processing, briefing, and holding; miscellaneous space such as rest rooms; and a vending area. Space is also required for both a cargo deployment and a personnel deployment function (CDF, PDF), to include a Deployment Control Center (DCC), Transportation Control Unit (TCU), and a Deployment Processing Unit (DPU).

An 8,000 SF deployment processing facility is authorized at any installation charged with deploying personnel and equipment in support of deployment tasking. When located on another military installation, the unit will use the host facilities (unless operationally justified to ANG/CEP).

5.1.8 Category Code 149-962, Air Traffic Control Tower. Every airfield is authorized an air traffic control tower, necessary for the safe and efficient conduct of flight operations.

a. Functional Requirements. The tower consists of the control tower cab, a training and crew briefing room, a tower simulator (used for training), mechanical rooms, the chief air traffic control officer's (CATCO) office, an administration area, a back-up generator, utility support, extensive communications support, a catwalk around the outside of the tower cab, an intercom system, a security system, and an elevator. An access road and parking lot for organizational and non-organizational vehicles must also be provided.

b. Spatial Requirements. Space requirements are generally dictated by the site survey and statement of intent (SOI) that define some site-specific design parameters, and depend primarily on the height requirements of the tower and the standard floor layout.

c. Special Features. Consult the HQ AFCEE/DGA *Design Guide for Air Traffic Control Towers* for details on special features and spatial requirements of the air traffic control tower. Among the considerations are panels for the remote control of airfield lighting (FAA AC-1501/153345-3C); bright radar indicator tower equipment (BRITE) terminals; instrument consoles; a light gun; communication and flight tracking consoles; special heating, ventilation, and air conditioning needs; electrical power and grounding requirements; and fire detection and suppression systems/capabilities.

In addition to an airfield's main air traffic control tower, each air-to-ground range will require its own, smaller (225 SF / 20.9 SM) control tower. A radio equipment room (100 SF / 9.3 SM) may be included in the range tower structure, or be developed as a stand-alone building adjacent to the tower. [See Aircraft Range, category code 179-481.]

ATC Tower Function	Authorized Area (SF)	Remarks
Tower Control Cab	540	Top floor
Mechanical Room	640	Eighth floor
Simulator/Training Room	640	Seventh floor
Upper Electronics Equipment Room	640	Sixth floor

Lower Electronics Equipment Room	640	Fifth floor
Administrative Area	640	Fourth floor
Administrative Area	640	Third floor
Telephone Room	640	Second floor
Generator / Elevator Machinery Room	640	First (ground) floor
Total ATC Tower Area	**5,660 SF / 526 SM ***	

* Space may be provided next to the tower, if the tower height is not necessary.

[See notes, next page.]

Note: Tower consists of the floors listed below the tower control cab, based on site conditions.
Tower height is determined at the time of the site survey.
The number of 'administrative' floors is dependent upon tower height; all floors not otherwise identified are finished out for administrative use, as needed.
Available space per floor (after removing elevator, internal stairway, landings, and cable ducts) is approximately 350 SF / 32.5 SM.
Unisex restrooms (located on alternate floors) each occupy 28 - 35 SF / 2.6 - 3.3 SM.
Additional floors required to obtain correct height for 'line of sight' do not count against authorized area.

5.1.9 Category Code 149-967, Observation Tower. Each aircraft firing range will require one or two observation towers, as specified by the range layout. [See Aircraft Range, category code 179-481.]

Chapter 6. CATEGORY GROUP 17 TRAINING FACILITIES

6.1 General Criteria

ANG training facilities encompass those needed to support marching/concert bands, flight simulators, communications and electronics training, aeromedical evacuation and medical training, combat arms training and maintenance, aerial port training, small arms ranges, and aircraft ranges, as well as the command structures necessary for their operation.

6.1.1 Category Code 171-158, Band Center. Provides space to operate and administer a band, which includes studios, individual practice rooms, a music library, lockers, restrooms, a secure storage area for musical instruments and supplies, and administrative space.

Note that all bands have 36 authorized personnel.

Band Admin Function	Authorized Area (SF)	Remarks
Commander (O-5)	225	
Commander's Conference Room	225	12-15 pers
First Sergeant	150	
Administration	400	
Supply / Instrument Repair	1,400	
Rehearsal Hall	1,500	
Ensemble Practice Area	900	
Small Ensemble Area	150	
Individual Practice Rooms	150	3 rooms @ 50 SF / 4.6 SM
Library	400	
Break Room	150	
Personal Lockers	180	36 pers @ 5 SF / .5 SM
Net Area	5,830	
Overhead Factor (20%)	1,166	
Total Band Admin Area	6,996	
Total Band Admin Area (rounded)	**7,000 SF / 650 SM**	

Note: Mobility bags – if authorized – will be stored at Base Supply (see category code 442-758).

6.1.2 Category Code 171-212, Flight Simulator Training Facility. Used for all flight simulation training including aircrew combat training system (ACTS), the facility houses administration and records, classrooms, restrooms, trainer maintenance, supply storage, counseling space, a technical library, and secure storage space.

The scope and authorization of this facility will be determined by ANG/CEP, based on mission and the equipment assigned. Its space may be co-located with Squadron Operations (category code 141-753), or it may be a separate structure (note that EPT/CPT is a part of the Squad Ops category code).

6.1.3 Category Code 171-443, Reserve Forces General Training Support Facility. This facility supports various ANG mission support units not otherwise defined, including – but not limited to – services flights, weather flights, honor guard, airlift control flight (ALCF), tanker airlift control element (TALCE), etc., and encompasses office and administrative areas, storage space, administrative support space, and classrooms.

Additional space requirements for mobility equipment storage, training mockups, work areas, or other requirements unique to a particular unit will be separately determined.

Support Unit	Auth. Pers	Function Space (SF / SM) Admin	Storage	Personnel	Training
Weather Flight	13-18	1,800 / 167			
	19-30	2,700 / 251			
Services Flight	6-20	1,600 / 149	1,400 / 130		
	21-30	2,200 / 204	1,500 / 139		
	31-40	2,800 / 260	1,600 / 149		
Airlift Control Flight			1,600 / 149	2,100 / 195 *	
Honor Guard Flight		500 / 46	1,000 / 93		1,000 / 93

* Deduct 500 SF / 46 SM if co-located with Aerial Port, Squad Ops, or similar facility.

6.1.4 Category Code 171-445, Reserve Forces Operational Training Facility. Designated as common for ANG units; includes space for the wing commander and staff, environmental manager, administration, public affairs, safety, the support group commander, judge advocate, public relations, accounting and finance, logistics plans, a chaplain, the historian, personnel, publications distributions, social actions, counseling, family support, recruiting, comptroller, conference area, and classrooms.

For RED HORSE (Rapid Engineer Deployable Heavy Operational Repair Squadron, Engineering) applications, this facility provides primary space for squadron administration in support of the unit; includes space for the commander, first sergeant, and mission support.

Reserve Forces Operational Training Facility Function	Auth. Pers	Auth. Area (SF)	Remarks
Wing Staff			
Wing Commander	1	300	
Vice Commander	1	250	
First Sergeant	1	125	
Admin/Personnel	3	180	
Community Manager	1	125	
Conference Room		300	
Support Group Staff			
SG Commander	1	250	
Executive Officer	1	175	
First Sergeant	1	125	
Student Flight Advisor	1	100	
Admin/Personnel	1	100	
Conference Room		225	
Financial Management			
Chief Financial Officer	1	225	
Financial Assistant	2	225	
Accounting	6	360	
Pay	5	300	
Admin/Reception		200	Maximum 10 pers
Consultation Room		100	Maximum 5 pers

Reserve Forces Operational Training Facility Function (cont'd)	Pers	Auth. Area (SF)	Remarks
Mission Support Flight			
MSF Commander	1	225	
Recruiting and Retention	3	300	
Director of Personnel	1	225	
NCOIC of Personnel	1	125	
Admin/Personnel	2	120	
Enlistments and Separations	4	280	
Personnel Systems and Readiness	3	220	
Base Career Advisor	2	200	
Career Progression	2	120	
Customer Service	4	280	
HRO Remote Designee	1	100	
Education & Training OIC/NCOIC	2	225	
Education & Training Office	3	180	
Testing Room		375	Maximum 15 pers
Diversity Training			
OIC/NCOIC	2	225	
Family Services			
Volunteer	2	120	
Storage		60	
Chaplain's Office			
Chaplains	3	550	
Admin/Personnel	3	180	
Social Actions			
OIC/NCOIC	2	225	
Admin/Personnel	2	120	
Judge Advocate			
Legal Officers	2	400	
Admin/Personnel	2	120	
Public Affairs			
OIC/NCOIC	2	225	
Admin/Personnel	2	120	
LGX / Plans			*[note 1]*
LGX	3	550	
Plans	2	200	
Safety Office			
OIC	1	225	
OSH Manager	1	125	
Explosives Safety	2	120	
Admin/Personnel	2	120	
Wing History Office			
Historian	2	185	
Storage		100	
Environmental Management Office			
Environmental Manager	2	230	
Miscellaneous			
Auditorium		3,500	Maximum 250 pers *[note 2]*
Projection/Storage		100	
Copier/Fax Room		120	
Break Room		200	
Subtotal	90	14,760	
Overhead Factor (30%)		4,428	
Total Reserve Forces Operational Training Facility Area		19,188	
Total Training Facility Area (rounded)		**19,200 SF / 1,784 SM**	

1. Mobility Control Center is part of the Deployment Processing Facility (category code 141-786).
2. The auditorium should be subdividable to allow multiple activities when the entire room is not needed; for double units, additional space is justified on a case-by-case basis.

RED HORSE Function	Auth. Pers	Auth. Area (SF)	Remarks
Squadron Command			
Commander (O-6)	1	225	Full-time
First Sergeant (E-8)	1	125	Part-time
Admin/Reception		200	Maximum 10 pers
Conference Room		300	
Safety NCO	1	125	
Environmental Manager	1	150	
Medical Staff			*[note 1]*
Squadron Physician (O-5)	1	200	Part-time
Nurse Assistant	1	125	
Hearing Testing Room	1	100	
Treatment Room		225	
Support Services			
Admin Officer (O-4)	1	125	Part-time
Recruiting and Retention (E-7)	1	100	Full-time
Financial Management NCO (E-6)	1	125	Part-time
NCOIC Admin/Training (E-7)	1	125	Part-time
Admin/Personnel	2	120	
Personnel Specialist	1	100	
Personnel Systems/Readiness	3	220	
Education & Training NCO (E-7)	1	125	Full-time
Testing Room		375	Maximum 15 pers
Copier/Fax Room		120	
Break Room		200	
Family Services			
Volunteer	2	120	
Social Actions	1	100	
Storage		60	
LGX / Plans			
LGX & Plans OIC (O-4)	1	150	Part-time
LGX Staff (E-7, E-6)	2	200	E-7 full-time, E-6 part-time
Plans Staff	2	200	
Miscellaneous			
Auditorium / Multi-purpose Room		3,500	*[note 2]*
Projection/Storage		100	
Subtotal	26	7,940	
Overhead Factor (30%)		2,382	
Total RED HORSE Area		10.322	
Total RED HORSE Area (rounded)	**10,400 SF / 966 SM**		

1. Decrease scope by 845 SF when medical staff is co-located with base.
2. The auditorium should be subdividable to allow multiple activities when the entire room is not needed.

6.1.5 Category Code 171-447, Reserve Forces Comm/Electronics Training Facility. Provides space for operations and maintenance, administration, shops, and classroom functions; space authorizations for other uses will be handled on a case-by-case basis.

Communications and electronics unit types include combat communications group (CCG), combat communications squadron (CCS), air control squadron (ACS), air support operations center (ASOC), air support operations squadron (ASOS), air traffic control squadron (ATCS), engineering installation squadron (EIS), and others.

- Combat Communications Group -

CCG Admin Function	Auth. Pers	Authorized Area (SF)	Remarks
Commander (O-6)	1	250	
Commander's Conference Room		225	12-15 pers
Vice Commander (O-5)	1	225	
Director of Operations (O-5)	1	225	
Telecommunications Manager (E-9)	1	100	
Operations Admin/Support/Storage	1	150	
Operations Engineering	2	180	
Communications Focal Point (CPF)		250	9-10 pers / shift
Director of Logistics (O-5)	1	225	
Logistics Management Officer (O-4)	1	175	
Logistics NCOIC (E-9)	1	100	
Logistics Support	3	270	
Logistics Admin/Support/Storage	1	150	
Director of IM/Personnel (O-5)	1	225	
Personnel NCOIC (E-7)	1	100	
Personnel Admin/Support/Storage	1	150	
Training	1	120	Includes storage
Training Admin/Support/Storage	1	150	
AF Advisor (O-5)	1	225	
Chaplains (O-4 and O-5)	2	240	Requires private counseling area
Plans Officer (O-4)	1	175	
Recruiter Support/Storage		60	
Mailroom/Reproduction		150	
Maintenance Control Officer (O-4)	1	175	
Maintenance Controllers	8	720	
ATC Officer (O-4)	1	175	
AT Controllers	3	270	
Current Ops	3	270	
Operations OIC (O-4)	1	175	
Operations Manager (E-9)	1	100	
Tech Controllers	2	180	
Subtotal	44	6,275	
Break Room		120	
Classroom / Multi-purpose Area		871	44 pers @ 19.8 SF / 1.8 SM
Personal Lockers		220	44 pers @ 5 SF / .5 SM
Subtotal	44	7,486	
Overhead Factor (30%)		2,246	
Total CCG Admin Area		9,732	
Total CCG Admin Area (rounded) *	**9,750 SF / 906 SM**		

* Add 4,000 SF / 372 SM for Group Headquarters with UTC 6KMM9.

- Combat Communications Squadron -

CCS Admin Function	Auth. Pers	Authorized Area (SF)	Remarks
Commander (O-5)	1	225	
Commander's Conference Room		225	12-15 pers
First Sergeant	1	125	
Recruiting	1	150	Includes storage space
Ground Safety	1	90	
Info Management (3 pers) / Personnel (1 pers)	4	360	
Mission Support Flight Chief (O-4)	1	175	
Reproduction		150	
Testing (6-7 pers)		150	
Training	1	90	
Readiness / Disaster Preparedness	1	90	
Air Force Advisor (E-7) [GSU only]	1	100	
Family Support [GSU only]		180	2 volunteers
Controlled Crypto Items (CCI) Maintenance	2	300	
CCI Storage		150	
CCI Secure Area		200	Only GSA 3-pos. lock required
Communications Center / COMSEC Vault	3	700	Cert. for open 'SECRET' storage
Record Communications Office (E-7)	1	180	Includes record storage space
Voice Communications Office (E-7)	1	100	
UDCC/CFP	8	400	8 pers / shift
Chief, Maint / Chief, Combat Support (O-4)	1	175	
Logistics Plans	1	90	
Maintenance Control	1	90	
Quality Control	3	270	
Base Level Systems Flight Chief (O-4)	1	175	
Base Level Systems Information Manager (IM)	2	180	
Base Level Systems Manager (E-9)	1	100	
Base Level Systems Superintendent (E-8)	1	100	
Network Systems Flight Chief (O-4)	1	175	
Network Systems Flight Manager (E-9)	1	100	
Network Systems Flight Superintendent (E-8)	1	100	
Network Systems Information Manager (IM)	1	90	
Satellite Systems Office	1	90	
Wideband Systems Office	1	90	
CCS Subtotal	45	6,055	
Break Room		150	
Classroom / Multi-purpose Area		1,983	130* pers @ 15.25 SF / 1.4 SM
Personal Lockers		550	110 pers @ 5 SF / .5 SM
Overhead Factor (30%)		2,621	
Total CCS Admin Space		**11,359 SF / 1,055 SM**	

* Includes 5 Supply, 6 Vehicle Maint, and 9 AGE / Power Production personnel who are located in other facilities.

- Combat Communications Squadron (cont'd) -

CCS Shop Function	Auth. Pers	Authorized Area (SF)	Remarks
Record Communications Shop	12	600	
Record Communications Storage		90	
Voice Communications Shop	17	720	
Voice Communications Storage		90	
Network Control Shop	9	1,500	
Network Control Storage		150	
Satellite Systems Shop	8	750	
Satellite Systems Storage		90	
Wideband Systems Shop	19	1,250	
Wideband Systems Storage		120	
Subtotal	65	5,360	
Overhead Factor (20%)		1,072	
Total CCS Shop Space		**6,432 SF / 598 SM**	

Total CCS Admin Space (45 pers)	11,359 SF / 1,055 SM
Total CCS Shop Space (65 pers)	6,432 SF / 598 SM
Total CCS Area (110 pers)	17,791 SF / 1,653 SM
Total CCS Area (rounded)	**17,800 SF / 1,654 SM**

- Co-located Combat Communications Group / Combat Communications Squadron -

Co-located CCG and CCS Admin Function	Auth. Pers	Authorized Area (SF)	Remarks
Commander (O-5)	1	225	
Commander's Conference Room		225	12-15 pers
First Sergeant	1	125	
Recruiting	1	150	Includes storage space
Ground Safety	1	90	
Info Management (3 pers) / Personnel (1 pers)	4	360	
Mission Support Flight Chief (O-4)	1	175	
Reproduction		150	
Testing (6-7 pers)		150	
Training	1	90	
Readiness / Disaster Preparedness	1	90	
Air Force Advisor (E-7) [GSU only]	1	100	(if authorized)
Family Support [GSU only]		180	2 volunteers
Controlled Crypto Items (CCI) Maintenance	2	300	
CCI Storage		150	
CCI Secure Area		200	Only GSA 3-pos. lock required
Communications Center / COMSEC Vault	3	700	Cert. for open 'SECRET' storage
Record Communications Office (E-7)	1	180	Includes record storage space
Voice Communications Office (E-7)	1	100	
UDCC/CFP	8	400	8 pers / shift
Chief, Maint / Chief, Combat Support (O-4)	1	175	
Logistics Plans	1	90	
Maintenance Control	1	90	
Quality Control	3	270	
Base Level Systems Flight Chief (O-4)	1	175	
Base Level Systems Information Manager (IM)	2	180	

Base Level Systems Manager (E-9)	1	100	
Base Level Systems Superintendent (E-8)	1	100	
Co-located CCG and CCS Admin Function (cont'd)	**Auth. Pers**	**Authorized Area (SF)**	**Remarks**
Network Control Office	1	90	
Network Systems Flight Chief (O-4)	1	175	
Network Systems Flight Manager (E-9)	1	100	
Network Systems Flight Superintendent (E-8)	1	100	
Network Systems Information Manager (IM)	1	90	
Satellite Systems Office	1	90	
Wideband Systems Office	1	90	
CCG Subtotal	44	6,275	
CCS Subtotal	45	6,055	
Break Room		270	
Classroom / Multi-purpose Area		2,462	174* pers @ 14.15 SF / 1.3 SM
Personal Lockers		770	154 pers @ 5 SF / .5 SM
Combined CCG/CCS Subtotal	89	15,832	
Overhead Factor (25%)		3,958	
Total CCG/CCS Admin Space		**19,790 SF / 1,839 SM**	

* Includes 5 Supply, 6 Vehicle Maint, and 9 AGE / Power Production personnel who are located in other facilities.

Co-located CCG and CCS Shop Function	**Auth. Pers**	**Authorized Area (SF)**	**Remarks**
Record Communications Shop	12	600	
Record Communications Storage		90	
Voice Communications Shop	17	720	
Voice Communications Storage		90	
Network Control Shop	9	1,500	
Network Control Storage		150	
Satellite Systems Shop	8	750	
Satellite Systems Storage		90	
Wideband Systems Shop	19	1,250	
Wideband Systems Storage		120	
Subtotal	65	5,360	
Overhead Factor (20%)		1,072	
Total CCG/CCS Shop Space		**6,432 SF / 598 SM**	

Total CCG/CCS Admin Space (89 pers)	19,790 SF / 1,839 SM
Total CCG/CCS Shop Space (65 pers)	6,432 SF / 598 SM
Total CCG/CCS Area (154 pers)	26,222 SF / 2,437 SM
Total CCG/CCS Area (rounded)	**26,200 SF / 2,434 SM**

- Air Control Squadron -

ACS Admin Function	Auth. Pers	Authorized Area (SF)	Remarks
Commander (O-5)	1	225	
Commander's Conference Room		225	12-15 pers
First Sergeant	1	125	
Ground Safety	1	90	
Info Management (3 pers) / Personnel (1 pers)	4	360	
Reproduction		150	
Testing (6-7 pers)		150	
Training	1	90	
Readiness / Disaster Preparedness	1	90	
Medical Services	1	90	
Airbase Defense/Security	1	90	
Intelligence Support Management (O-4)	1	100	
TTY/Crypto Operations Secure Area	5	450	Only GSA 3-pos. lock required
Communications Center / COMSEC Vault	1	700	Cert. for open 'SECRET' storage
Logistics Plans	1	90	
Maintenance Control	3	270	
Quality Control	3	270	
Comm Computer Systems Chief (O-4)	1	175	
Comm Electronics Systems Manager (E-9)	1	100	
Comm Systems Superintendent (E-8)	1	100	
Ground Radar Systems Superintendent (E-8)	1	100	
MCE Battle Management (O-4)	7	775	
Ground Radar Operations Superintendent (E-8)	1	100	
Ground Radar Operations	19	1,500	
Subtotal	56	6,415	
Break Room		150	
Classroom / Multi-Purpose Area		1,983	130* pers @ 15.25 SF / 1.4 SM
Personal Lockers		520	104 pers @ 5 SF / .5 SM
Subtotal	56	9,068	
Overhead Factor (30%)		2,720	
Total ACS Admin Space		**11,788 SF / 1,095 SM**	

* Includes 3 Supply, 6 Vehicle Maint, 15 AGE / Power Production, and 3 Services personnel who are located in other facilities.

ACS Shop Function	Auth. Pers	Authorized Area (SF)	Remarks
Ground Radar Systems Maintenance Shop	12	1,000	
Ground Radar Systems Maintenance Storage		100	
Computer Systems Maintenance Shop	10	900	
Computer Systems Maintenance Storage		150	
Secure Comm Systems Maintenance Shop	3	450	
Secure Comm Systems Maintenance Storage		150	
Satellite Systems Maintenance Shop	11	1,000	
Satellite Systems Maintenance Storage		100	
Wideband Systems Maintenance Shop	12	1,000	
Wideband Systems Maintenance Storage		150	
Subtotal	48	5,000	
Overhead Factor (20%)		1,000	

Total ACS Shop Space		**6,000 SF / 557 SM**

- Air Control Squadron (cont'd) -

Total ACS Admin Space (56 pers)	11,788 SF / 1,095 SM
Total ACS Shop Space (48 pers)	6,000 SF / 557 SM
Total ACS Area (104 pers)	17,788 SF / 1,652 SM
Total ACS Area (rounded)	**17,800 SF / 1,654 SM**

- Air Support Operations Center (97-person unit) -

ASOC Function, 97-person unit	Auth. Pers	Authorized Area (SF)	Remarks
OFFICE AREAS Module 1 – Administration			
Commander's Office		250	
Commander's Conference Room		375	
First Sergeant's Office		150	
Administration Office		200	
Subtotal		975	
Module 2 – Operations			
Director of Operations' Office		135	
Operations Superintendent's Office		135	
Training & Evaluation Area		600	Two rooms
Flight Operations Suite		500	
ASOC Info Sys Analysis / Tech Controllers		600	
ASOC Mobility/Logistics Office		135	
Subtotal		2,105	
Module 3 – Common Areas			
Vault / Classified Storage Room		200	
Mission Planning Room		325	
Mission Briefing Room		420	
Multi-Purpose Room		2,150	Room is partitionable
Library		225	
Subtotal		3,320	
Module 4 – Maintenance			
ASOC Communications Officer's Office		135	
ASOC Computer Switch / COMSEC Office		135	
ASOC Quality Assurance Office		135	
Maintenance Officer's Office		135	
Maintenance Superintendent's Office		135	
Job Control Office		135	
Material Control Office		225	
ASE/Vehicle Maintenance Office		225	
Radio Maintenance Office		325	
Subtotal		1,585	
NON-OFFICE AREAS Common			
Break Room		500	
Subtotal		500	
Maintenance			
ASOC 209 System Maintenance Bay		600	
ASOC SAT Communications Maintenance Bay		500	
ASE/Vehicle Work Center		400	
Radio Maintenance Work Center		800	

Bench Stock Supply Room		360	
Battery Room		190	
ASOC Function, 97-person unit (cont'd)	**Auth. Pers**	**Authorized Area (SF)**	**Remarks**
Mobility Readiness Spare Parts Storage		320	
Unit Mobility Bag Storage		920	
Radio Maintenance Field Equipment Storage		320	
Portable Radio Storage Area		190	
Maintenance Bay Access		1,120	
Radio Maintenance Vehicle Bays		1,680	
Vehicle Maintenance Bays		1,400	
Subtotal		8,800	
Total ASOC Building Space		17,285	
Overhead Factor (20%)		3,457	
Total ASOC Area		20,742	[based on 97 pers]
Total ASOC Area (rounded) – 97 pers	**20,700 SF / 1,924 SM**		

- Air Support Operations Squadron (72-person unit) -

ASOS Function, 72-person unit	**Auth. Pers**	**Authorized Area (SF)**	**Remarks**
OFFICE AREAS Module 1 – Administration			
Commander's Office		250	
Commander's Conference Room		375	
First Sergeant's Office		150	
Administration Office		200	
Subtotal		975	
Module 2 – Operations			
Director of Operations' Office		135	
Operations Superintendent's Office		135	
Theater Airlift Liaison Officer's Office		135	
Training & Evaluation Area		785	Two rooms
Scheduling Area		360	Four workstations
Flight Commander's Office		450	
Flight Operations Suite		950	
Subtotal		2,950	
Module 3 – Common Areas			
Vault / Classified Storage Room		300	
Mission Planning Room		325	
Mission Briefing Room		420	
Multi-Purpose Room		2,150	Room is partitionable
Library		225	
Subtotal		3,420	
Module 4 – Maintenance			
Maintenance Officer's Office		135	
Maintenance Superintendent's Office		135	
Job Control Office		135	
Material Control Office		225	
ASE/Vehicle Maintenance Office		225	
Radio Maintenance Office		325	
Subtotal		1,180	
NON-OFFICE AREAS Common			

Break Room		500	
Subtotal		3,485	
ASOS Function, 72-person unit (cont'd)	**Auth. Pers**	**Authorized Area (SF)**	**Remarks**
Maintenance			
ASE/Vehicle Work Center		400	
Radio Maintenance Work Center		800	
Bench Stock Supply Room		360	
Battery Room		190	
Mobility Readiness Spare Parts Storage		320	
Unit Mobility Bag Storage		680	
Radio Maintenance Field Equipment Storage		320	
Portable Radio Storage Area		190	
Maintenance Bay Access		1,120	
Radio Maintenance Vehicle Bays		1,680	
Vehicle Maintenance Bays		1,400	
Subtotal		7,460	
Total ASOS Building Space		16,485	
Overhead Factor (20%)		3,297	
Total ASOS Area		19,782 SF / 1,838 SM	[based on 72 pers]
Total ASOS Area (rounded) – 72 pers		**29,100 SF / 2,703 SM**	

- Air Traffic Control Squadron (70-person unit) -

ATCS Admin Function, 70-person unit	Auth. Pers	Authorized Area (SF)	Remarks
Commander (O-5)	1	225	
Commander's Conference Room		225	12-15 pers
First Sergeant (E-7)	1	125	
Safety (E-6)	1	90	
Commander's Admin (E-6)	1	90	
Reproduction, Supplies, etc.		150	
Training NCOIC (E-7)	1	90	
Testing		150	
Personnel NCOIC (E-7)	1	90	
Logistics Plans NCOIC (E-7)	1	90	
Maintenance/Operations Admin	1	90	
Chief, ATC Operations (O-4)	1	175	
Chief, ATC Training (E-6)	1	90	
ATC Superintendent (E-9)	1	100	
Mobile Tower Chief (E-8)	1	100	
Mobile Tower Controllers	11	440	
Mobile RAPCON Chief (E-8)	1	100	
Mobile RAPCON Controllers	18	720	
Terminal Instrument Procedures - TERPS (E-6)	1	200	Map cases, drawing boards, etc.
Maintenance Supervisor (E-8)	1	100	
Maintenance Control (E-8)	1	100	
Quality Control (E-8)	1	100	
Radar Maintenance NCOIC (E-7)	1	100	
Radio Maintenance NCOIC (E-7)	1	100	

METNAV Maintenance NCOIC (E-7)	1	100	
Subtotal	49	3,940	
ATCS Admin Function, 70-person unit (cont'd)	**Auth. Pers**	**Authorized Area (SF)**	**Remarks**
Break Room		150	
Classroom / Multi-Purpose Area		1,440	80* pers @ 18 SF / 1.7 SM
Personal Lockers		400	80 pers @ 5 SF / .5 SM
Subtotal	49	5,930	
Overhead Factor (30%)		1,779	
Total ATCS Admin Space		**7,709 SF / 716 SM**	

* Includes 3 Supply, 21 Shop, and 7 AGE / Power Production personnel.

ATCS Shop Function	**Auth. Pers**	**Authorized Area (SF)**	**Remarks**
Radar Maintenance Shop	7	700	
Radar Maintenance Storage		100	
Radio Maintenance Shop	9	900	
Radio Maintenance Storage		100	
METNAV Maintenance Shop	3	300	
METNAV Maintenance Storage		50	
Wire Maintenance Shop	2	200	
Wire Maintenance Storage		50	
Subtotal	21	2,400	
Overhead Factor (20%)		480	
Total ATCS Shop Space		**2,880 SF / 268 SM**	

Total ATCS Admin Space (49 pers)	7,709 SF / 716 SM
Total ATCS Shop Space (21 pers)	2,880 SF / 268 SM
Total ATCS Area (70 pers)	10,589 SF / 984 SM
Total ATCS Area (rounded)	**10,600 SF / 985 SM**

- Engineering Installation Squadron (102-person unit) -

EIS Admin Function	**Auth. Pers**	**Authorized Area (SF)**	**Remarks**
Commander (O-5)	1	225	
Commander's Conference Room		225	12-15 pers
First Sergeant	1	125	
Unit Administration	2	180	
Reproduction, Supplies, etc.		150	
Information Management	1	90	
Personnel	1	90	
Systems Telecom Engineering Mgr (STEM)	1	90	
Training NCOIC	1	90	
Testing Area		150	
Recruiter	1	90	
Ground Safety	1	90	
Disaster Preparedness	1	90	
Engineering Management Chief (O-4)	4	700	
Engineering Management Superintendent (E-8)	2	200	
Engineering Management	6	540	
Installations Chief (O-4)	1	175	
Installations Support Section	2	180	

Installations Wire Chief (O-4)	1	175	
Wire Maintenance NCOIC (E-9)	1	125	
EIS Admin Function (cont'd)	**Auth. Pers**	**Authorized Area (SF)**	**Remarks**
Installations Electronics Chief (O-4)	1	175	
Radio/Wideband Maintenance NCOIC (E-8)	1	100	
Outside Plant Maintenance NCOIC (E-8)	1	100	
Workload Control Superintendent (E-9)	1	125	
Workload Control	1	90	
Logistics Chief (O-4)	1	175	
Logistics	1	90	
Logistics Plans/Mobility	2	180	
Quality Chief (E-8)	1	100	
Quality Assurance	3	270	
Subtotal	41	5,185	
Break Room		150	
Classroom / Multi-Purpose Area		1,710	114* pers @ 15 SF / 1.4 SM
Personal Lockers		510	102 pers @ 5 SF / .5 SM
Subtotal	41	7,555	
Overhead Factor (30%)		2,267	
Total EIS Admin Space		**9,822 SF / 912 SM**	

* Includes 3 Supply and 9 Vehicle Control/Maintenance personnel who are part of the EIS.

EIS Shop Function	**Auth. Pers**	**Authorized Area (SF)**	**Remarks**
Radar Maintenance Shop	10	900	
Radar Maintenance Storage		175	
Ground Radio Maintenance Shop	10	900	
Ground Radio Maintenance Storage		175	
Cable/Antenna Systems Maintenance Shop	21	1,890	
Cable/Antenna Systems Maintenance Storage		400	
Wideband Maintenance Shop	7	630	
Wideband Maintenance Storage		150	
Outside Plant Maintenance Shop	13	1,170	
Outside Plant Maintenance Storage		260	
Subtotal	61	6,650	
Overhead Factor (20%)		1,330	
Total EIS Shop Space		**7,980 SF / 741 SM**	

Total EIS Admin Space (41 pers)	9,822 SF / 912 SM
Total EIS Shop Space (61 pers)	7,980 SF / 741 SM
Total EIS Area (102 pers)	17,802 SF / 1,653 SM
Total EIS Area (rounded) – 102 pers	**17,800 SF / 1,653 SM**

- Information Warfare Aggressor Squadron (104-person unit) -

Information Warfare Aggressor Squadron Function	Auth. Pers	Auth. Area	
Comm-Electronics Training (IWAS) Command			
Commander (O-5)	1	225	
Commander's Conference Room		225	
First Sergeant	1	125	
Unit Training Manager	1	90	
Information Management. Personnel	2	300	
Director of Operations (O-5)	1	125	
Operations Superintendent	1	125	
JAG (O-4)	1	125	
Aggressor Operations Flight			
AOF Flight Commander (O-4)	1	100	
AOF Superintendent	1	100	
AOF Information Management	1	90	
AOF Alpha Team	6	270	
AOF Bravo Team	6	270	
AOF Charlie Team	6	270	
AOF Classified Classroom		324	
AOF Storage		350	
Computer Systems Vulnerability Flight			
CSV Flight Commander (O-4)	1	100	
CSV Alpha Team	7	315	
CSV Bravo Team	7	315	
CSV Charlie Team	6	270	
CSV Delta Team	6	270	
CSV Info Technology Assessment & Testing Lab		572	
CSV Storage		350	
Computer Network Operations Flight			
CNO Flight Commander (O-4)	1	100	
CNO Information Management	1	90	
CNO Alpha Team	8	360	
CNO Bravo Team	8	360	
CNO Charlie Team	8	360	
CNO Delta Team	8	360	
CNO Assessment Lab		704	
CNO Storage		350	
Computer Information Programs Flight			
CIP Flight Commander (O-4)	1	100	
CIP Information Management	1	90	
CIP Operations Training OIC (O-4)	1	100	
CIP Operations Training Office	2	180	
CIP Standards/Evaluation OIC (O-4)	1	100	
CIP Plans, Prgms, Sched & Logistics OIC (O-4)	1	100	
CIP Plans, Prgms, Sched & Logistics NCOIC	1	100	
CIP Plans, Prgms, Sched & Logistics Info Mgmnt	1	90	
CIP IT Range Management OIC (O-4)	1	100	
CIP IT Range Management NCOIC	1	90	

Intel Vault / SCIF			
Combined Intel Vault and SCIF	3	1,400	
Information Warfare Aggressor Squadron Function (cont'd)	Auth.	Auth. Area (SF)	Remarks
Common Areas			
Computer Applications Classroom #1		352	
Computer Applications Classroom #2		352	
Computer Applications Classroom #3		352	
Computer Applications Classroom #4		352	
Multi-purpose Room / Mission Brief/Conf Room		1,664	
Break Room		500	
Library		225	
Storage, Training Aids		250	
Mobility Storage		400	
Subtotal	104	14,887	
Overhead Factor (30%)		4,466	
Total IWAS Area		19,353	
Total IWAS Area (rounded) – 104 pers	**19,400 SF / 1,802 SM**		

6.1.6 Category Code 171-449, Reserve Forces Aeromedical Evacuation Training Facility.

Provides space for the training and operation of AE units, with areas designated for the commander, chief nurse, aircrew briefing, classrooms, locker rooms, medical and mobility storage, unit administration, training, and the control center.

Auth. Pers	Admin Space (SF / SM)	Mobility Storage (SF / SM) *	Total Area (SF / SM)
80-120	9,100 / 845	4,000 / 372	13,100 / 1,217
121-140	12,000 / 1,115	4,000 / 372	16,000 / 1,487

* Authorization allowed for enclosed storage of mobility assets.

6.1.7 Category Code 171-450, Reserve Forces Medical Training/Administration Facility.

Provides 10,000 SF / 929 SM of space for medical training and administration, with areas designated for the commander, chief nurse, physical and dental exams, immunization, classrooms, nurses station, bio-environmental engineering and environmental health, and medical administration to support a unit (maximizes joint use of active component facilities).

Exclusive use of 4,000 SF / 372 SM for admin and support space (labs) is authorized when sharing medical facilities with other DoD military components.

- Flying Units -

Medical Admin Function	Auth. Pers	Authorized Area (SF)	Remarks
Aero Medical Physician's Office	1	220	
Conference Room		180	
Health Services Administrator's Office	1	180	
Physician's Office (4)	4	300	
Clinic Administration	6	360	
Administrative Office	3	140	
Optometry Admin	1	100	
Medical Material Office	3	240	

BioEnvironmental Engineering Office	1	140	
Patient Affairs Office	3	180	
Medical Admin Function (cont'd)	**Pers**	**Authorized Area (SF)**	**Remarks**
Aeromedical Physician's Office	1	140	
Hospital/Clinic Services Office	6	360	
Environmental Health Office	1	140	
Dental Office	1	100	
Nursing Services	8	480	
Mental Health Office	4	240	
Outpatient Records	2	160	
Medical Record Storage		60	
Dental Records	1	80	
Training Room / Break Room / Waiting Room		1,100	
Personal Lockers		365	
Subtotal	47	5,265	
Overhead Factor (30%)		1,580	
Total Medical Admin Space		**6,845 SF / 636 SM**	

Note: Environmental Manager space charged to category code 171-445 (Reserve Forces Operations and Training).

Medical Training Function	**Pers**	**Authorized Area (SF)**	**Remarks**
Examination Room (4)	4	320	
EKG Room (2)	2	160	
Optometry Exam	1	120	
Dental Exam (2)	2	200	
Dental X-Ray Darkroom		120	
Audio Testing and Admin	2	150	
Immunization Room	2	160	
Pharmacy	2	160	
BEE Laboratory	2	120	
Equipment Staging		135	
Clinical Laboratory	4	220	
Environmental Health Laboratory	2	160	
Biomedical Equipment Maint and Storage	1	120	
Medical Material Storage		180	
Sterile Supply		100	
Dirty Linen		40	
Subtotal	24	2,465	
Overhead Factor (30%)		740	
Total Medical Training Space		**3,205 SF / 298 SM**	

Total Medical Admin Space (47 pers)	6,845 SF / 636 SM
Total Medical Training Space (24 pers)	3,205 SF / 298 SM
Total Medical Facility Area (71 pers)	10,050 SF / 934 SM
Total Medical Facility Area (rounded)	**10,000 SF / 929 SM**

- Tenants on Active Duty Installation (Co-located Facility) -

Medical Tenant Function	Auth. Pers	Authorized Area (SF)	Remarks
Aero Medical Physician's Office	1	220	
Conference Room		180	
Health Services Administrator's Office	1	180	
Physician's Office (4)	4	300	
Clinic Administration	6	360	
Administrative Office	3	140	
Medical Material Office	3	240	
BioEnvironmental Engineering Office	1	140	
Patient Affairs Office	3	180	
Dental Office	1	100	
Nursing Services	8	480	
Mental Health Office	4	240	
Outpatient Records	2	160	
Medical Record Storage		60	
Dental Records	1	80	
Subtotal	38	3,060	
Overhead Factor (30%)		918	
Total Medical Tenant Area		3,978	
Total Medical Tenant Area (rounded)		**4,000 SF / 372 SM**	

Note: Environmental Manager space charged to category code 171-445 (Reserve Forces Operations and Training).

- Geographically Separated Unit (GSU) -

Function	Auth.	Authorized Area (SF)	Remarks
Administrative Area		220	
Patient Records Storage		75	
Dental Records Storage		75	
Medical Material Storage		160	
BEE/EH Records		48	
Subtotal		578	
Overhead Factor (30%)		173	
Total GSU Area		751	
Total GSU Area (rounded)		**750 SF / 70 SM**	

Note: Only authorized if unit is assigned medical staff or if medical examinations are conducted onsite.

- Combat Readiness Training Center (Co-located Facility) -

CRTC Medical Function	Auth. Pers	Authorized Area (SF)	Remarks
Patient Administration		240	
Patient Records		50	
Laboratory Area		80	
Physician's Office (3)		280	
Examination Room (3)		280	
Treatment Room		300	
Medical Storage / Pharmacy		240	
Sterile Supply		100	
Audio Booth Testing		100	
Optometry		200	
EKG Room		100	
Dental Officer		100	
Dental Administration/Records		100	
Dental Exam/X-Ray		200	
Dirty Linen Storage		40	
Restrooms		180	
Mechanical/Corridors		840	
Subtotal		3,430	
Overhead Factor (30%)		1,029	
Total CRTC Medical Area		4,459	
Total CRTC Medical Area (rounded)		**4,500 SF / 418 SM**	

6.1.8 Category Code 171-471, Range Control House. [also consolidates category codes 171-472 (*Range Supplies and Equipment* Storage) and 171-473 (Range Target Storage and Repair)] This facility is designated for operations maintenance, workshop/repair, and storage, as related to an air-to-ground range (category code 179-481, Aircraft Range). The area is also used to store tools, equipment, and miscellaneous supplies, as well as repair targets.

Auth. Personnel	Authorized Area (SF / SM)
4 - 15	3,900 / 362
16 - 35	4,700 / 437
36 +	5,000 / 465

6.1.9 Category Code 171-475, Combat Arms Training Simulator (CATS) Facility. Provides space to install the laser-based, electronic training system for combat arms re-qualification.

Not a standalone structure, this 1,000 SF / 93 SM single room is designed for five (5) firing positions, with associated space for instructor(s), a carbon dioxide (CO_2) storage rack, etc.

The CATS facility should be co-located with the Security Forces training facility or the CATM on the range; in addition, it must be air conditioned and capable of being blacked out (no windows).

6.1.10 Category Code 171-476, Combat Arms Training and Maintenance (CATM) Facility. Used in conjunction with the Small Arms Range System (category code 179-475) with up to 21 firing stations, the CATM facility contains space for classroom instruction, program administration, weapons maintenance, and miscellaneous storage.

CATM Function	Auth. Pers	Authorized Area (SF)	Remarks
Superintendent / NCOIC	1*	100	
Instructors	6	390	65 SF / 6 SM per instructor
Admin Processing/Storage Area		60	
Classroom	20	700	Sized with 24" x 36" table per person
Weapons Maintenance Area		100	
Weapons Cleaning/Degreasing		0	Use area in security forces building
Range Supplies and Equipment Storage		0	Located with small arms range
Subtotal		1,350	
Overhead Factor		50	
Total CATM Area		1,400	
Total CATM Area (rounded)		**1,400 SF / 130 SM**	

* The full-time workforce is traditionally one person.

Note: No restrooms, mech/elec/comm., etc., because CATM is not intended as a stand-alone facility.
See category code 171-475 for CATS authorization and notes.
See category code 179-475 for small arms range authorization and notes.
See category code 730-835 for security forces authorization and notes.

a. Classroom. A demonstration/performance classroom, it must contain sufficient space to provide each student a chair and a table work surface of at least 24" x 36" / 610mm x 910mm (or 34" x 45" / 860mm x 1140mm for those attending machine gun or mortar training).

The classroom should contain a raised instructor's platform, aisle space for instructor access to individual tables, and provisions for videocassette equipment, 16mm movie projections, slide tape presentations, and overhead projection of viewgraphs.

b. Administrative Space. Provided for program administrators and combat arms personnel.

c. Weapons Maintenance Shop. Provides space for workbenches, hand tools, power tools, equipment, and spare parts storage. (Include a lavatory with potable water in the immediate area.)

d. Miscellaneous Storage. Provides space to store administrative supplies, training aids, classroom equipment, tools, and other miscellaneous items. (The size of this area is directly related to the type and quantity of training the CATM section conducts.)

6.1.11 Category Code 171-873, Aerial Port Training Facility. Provides for training the cargo and administrative functions of an aerial port flight / aerial port squadron, i.e., an aerial port flight comprised of C-130, C-17, and/or C-5 aircraft requires separate areas in which to (tower) dry and (folding room) pack cargo parachutes, pack and store training loads and supplies, and conduct administrative functions and classroom training.

Aircraft Type	Authorized Space (SF / SM)
C-5, C-130	14,200 / 1,316
C-17	17,700 / 1,641

Those facilities that store a modular airborne firefighting system (MAFFS) are authorized an additional 1,000 SF / 93 SM of covered, unheated space.

6.1.12 Category Code 171-875, Munitions Loading Crew Training Facility. Provides a separate-use space or facility at fighter bases for F-15, F-16, and A-10 aircraft 'hands-on' and classroom training of weapons loading personnel. It must have a fire suppression system, heating, and ventilation, and is normally attached to an aviation maintenance hangar.

Munitions Loading Crew Training Function	Auth. Pers	Auth. Area (SF)	Remarks
Aircraft Practice Loading Bay		7,500	
Classroom		440	For 20 pers
Loading Standardization Office (LSO)	4	360	
Subtotal	4	8,300	
Overhead Factor (15%)		1,245	[*]
Total Munitions Loading Crew Training Area		9,545	
Total Loading Crew Training Area (rounded)	**9,600 SF / 892 SM**		

* Increased to 30% when not connected with another facility.

6.1.13 Category Code 179-475, Small Arms Range System. Required to conduct firearms qualification and proficiency training with individual firearms such as rifles and handguns, each range must meet the requirements and specifications contained in AFI 32-2226.

For ANG purposes, this facility is an outdoor range system of 21 firing positions, designed and constructed with overhead baffles, side walls or berms, and a backstop or containment trap, all of which combine to prevent direct fired rounds and low-angled ricochets from leaving the immediate range area.

6.1.14 Category Code 179-481, Aircraft Range. Ranges are required to provide training in bombing, firing rockets and missles, and the use of automatic weapons. Types of ranges include air-to-air, air-to-ground, and ground-to-air.

The range must be a vacant area that can be used without endangering life or property. Area improvements normally required before use as a range are control facilities for scoring targets, minimum access facilities, and temporary communications facilities.

An aircraft range system consists of an outdoor impact range and basic support facilities that encompass the following category codes:

Category Code	Nomenclature	Auth. Pers	Authorized Area (SF / SM)
149-962	Air Traffic Control Tower, one per site - optional radio equipment room		225 / 20.9 100 / 9.3
149-967	Observation Tower (as required for range operations)		
171-471	Range Control House	4 - 15 16 - 35 36 +	3,900 / 362.3 4,700 / 436.6 5,000 / 464.5
214-425	Vehicle Maintenance Shop		[*]
214-428	Vehicle Operations Parking Shed		[*]
214-467	Refueling Vehicle Shop		750 / 69.7
219-947	Civil Engineer Storage Shed		1,000 / 93.0
422-258	Above-Ground Magazine Storage		600 / 55.7
442-257	Base Hazardous Materials Storage		300 / 27.9
730-839	Traffic Check House (case by case)		100 / 9.3
740-674	Fitness Center		300 / 27.9

* See corresponding category code description for computation.

149-962, Air Traffic Control Tower. Each air-to-ground range requires a smaller (225 SF / 20.9 SM) control tower to be used exclusively for the directing of air traffic over the range. A radio equipment room (100 SF / 9.3 SM) may be included in the structure, or developed as an adjacent stand-alone building.

149-967, Observation Tower. Each air-to-ground range requires one or two observation towers (as specified by the range layout).

171-471, Range Control House. Up to 5,000 SF / 464.5 SM for operations maintenance, workshop/repair, and minor storage, as related to the air-to-ground range. Also used to store tools, equipment, and miscellaneous supplies, as well as repair targets.

214-425, Vehicle Maintenance Shop. Applies only if no comparable host support is available; space to be computed and justified on a case-by-case basis.

214-428, Vehicle Operations Parking Shed. Provides enclosed parking for essential vehicles (in northern climes).

219-947, Civil Engineer Storage Shed. Provides covered storage space for installation and maintenance equipment, supplies, and tools necessary to support an air-to-ground range that do not need warehouse storage but do need protection from the weather.

422-258, Above-Ground Magazine Storage. For smoky surface-to-air missiles (SAMs), triple-A burst simulators, and other approved pyrotechnics such as smoke generators; must satisfy quantity-distance (QD) criteria and be sited as approved by DDESB.

442-257, Base Hazardous Materials Storage. Required for the storage of hazardous materials that cannot be stored in base supply and equipment sheds or warehouses.

730-839, Gate House. Controls entry to all restricted (and selected controlled) areas, if justified.

740-674, Fitness Center. Used for daily physical training, conditioning, and recreation.

Chapter 7. CATEGORY GROUP 21 MAINTENANCE FACILITIES

7.1 General Criteria

Hangars and docks provide space for scheduled inspections, landing gear retraction tests, the weighing of aircraft, major maintenance on fuel systems, airframe repairs, and ensuring Technical Order (TO) compliance and making related modifications.

All maintenance facilities must be located in accordance with explosives safety standards.

7.1.1 Category Code 211-111, Maintenance Hangar. Maintenance hangars do not include shops or administrative areas. Requirements beyond the maintenance floor area include limited space for a tool crib, parts storage, a latrine, and a utility room.

Aircraft / Mission	Authorized Space (SF / SM)
F-15, F-16, A-10 (up to 18 PAI)	28,000 / 2,601
C-130 (up to 12 PAI)	28,000 / 2,601
C-17 (up to 12 PAI)	39,800 / 3,697
C-5 (up to 12 PAI)	70,000 / 6,503
KC-135 (up to 10 PAI)	28,000 / 2,601
KC-10 (up to 10 PAI)	43,000 / 3,995

Note: If PAI exceeds number shown, see Table 7.1 of AFH 32-1084.
MH-60G requirements included under Aerospace Pararescue and Recovery Hangar (category code 141-185).

[See General Purpose Aircraft Maintenance Shop (category code 211-152) and AMU Shop (category code 211-154) for shop and administrative requirements as an addition to a hangar.]

7.1.2 Category Code 211-152, General Purpose Aircraft Maintenance Shop. Provides space for specialized maintenance activities such as fabrication/sheetmetal shop, egress shop, machine shop, welding shop, wheel and tire shop, environmental shop, electrical systems shop, pneumatic/hydraulic shop, battery shop, and composite shop.

The facility also includes space for work, administration, classrooms, tool cribs, bench stock, latrines, lockers, storage, security supplies, and repairable parts.

Aircraft / Mission	Authorized Space (SF / SM)
F-15, F-16, A-10	19,100 / 1,774
C-130, KC-135, C-5, C-17 *	22,600 / 2,010

* C-17 requires additional 7,000 SF / 650 SM for composite material shop.

Aircraft Maintenance Shop Function	Authorized Area (SF) Fighter, Attack Aircraft	Bomber, Cargo, Tanker
Field Maintenance Offices	700	500
Structural/Sheetmetal	2,000	2,500
Egress Shop	1,500	0
Machine Shop	2,000	2,000
Metal Processing (Welding)	2,000	2,000
Wheel & Tire Shop	1,500	2,000
Classroom	1,300	1,000
Tool Crib (Metal Control)	1,000	2,000
Environmental Shop	600	400
Electric Systems Shop	500	1,500
Pneudralic Shop	1,000	1,500
Battery Shop	400	500
Lockers	400	400
Composite Material / Fiberglass Shop	1,000	500
ISO Phase	0	2,000
Subtotal	15,900	18,800
Overhead Factor (20%)	3,180	3,760
Total Shop Area	19,080	22,560
Total A/C Maint Shop Area (rounded)	**19,100 SF / 1,774 SM**	**22,600 SF / 2,099 SM**

7.1.3 Category Code 211-153, Non-Destructive Inspection Shop. Provides space for field-level, non-destructive inspection of aircraft components, a process that investigates the quality, integrity, properties, and dimensions of materials and components without damaging or impairing their serviceability through the use of optic, magnetic, eddy-current, ultrasonic, radiographic, infrared, ultraviolet, and spectrometric devices.

Inspection spaces include a joint oil-analysis program (JOAP) lab, X-ray room, film developing room, tool crib and parts storage, locker space, penetrant storage, magnetic particle lines, and office areas.

The NDI shop should be co-located with the engine shop or other such facility, and joint use with the host or other military components is encouraged.

Aircraft / Mission	Authorized Space (SF / SM)
F-15, F-16, A-10, C-130, KC-135	3,000 / 279
C-5, C-17	4,000 / 372

7.1.4 Category Code 211-154, Aircraft Maintenance Unit (AMU) Shop. Provides space for supervision, administration, training, dispatch, analysis, scheduling, debriefing, ready room, arm/disarm crew shelter, flightline-assigned Dash-21 equipment, flightline vehicles, tool kit, tool room and bench stock, maintenance and storage of non-powered support equipment, and locker space.

Aircraft Type	Gross AMU Area (SF / SM)
F-15	10,000 / 929
F-16, A-10	8,000 / 743
C-5	9,200 / 855
C-17	9,300 / 864
C-130	8,900 / 827
KC-135	9,200 / 855

7.1.5 Category Code 211-157, Jet Engine Inspection and Maintenance Shop. Provides space for scheduled inspections, routine maintenance, and operational-level repair of aircraft engines. Major functions performed in the shop include disassembly, inspection, repair, replacement, technical order compliance adjustment, and assembly of engine components.

Separate areas for the storage of spare engines, covered storage for engine trailers, a bearing and inspection shop, parts storage and a tool crib, parts cleaning, a propeller shop (if required), and office administration are also provided.

Space is authorized for both three-level and two-level maintenance operations, the difference being that three-level maintenance is conducted entirely by the local unit, whereas two-level maintenance requires depot involvement.

Aircraft / Mission	3-Level Auth Area (SF / SM)	2-Level Auth Area (SF / SM)
Fighter aircraft (24 PAI)	13,000 / 1,208 *	10,000 / 929 *
KC-135E (10 PAI)	10,000 / 929	7,000 / 650
KC-135R (10 PAI / 16 PAI)	4,000 / 372 or 6,000 / 557	4,000 / 372
C-5 (12 PAI)	6,000 / 557	6,000 / 557
C-17 (12 PAI)	10,000 / 929	10,000 / 929
XX-130 (8-12 PAI)	13,000 / 1,208	9,000 / 836

* Includes 2,000 SF / 189 SM of unheated, covered storage for engines, trailers.

7.1.6 Category Code 211-159, Aircraft Corrosion Control Facility. Provides an environmentally controlled area to wash aircraft, as well as hangar space for corrosion treatment, corrosion repair, paint stripping, and the repainting of entire aircraft. This facility also provides space for the corrosion control shop, which includes preparation and drying areas, abrasive blasting rooms, booths for mixing and/or applying paint, tool storage, lockers, and administrative areas.

Corrosion control shops are additionally required to support small aircraft components, aerospace ground equipment, vehicles, weapons and munitions, and avionics shops.

Aircraft / Mission	Hangar Space (SF / SM)	Shop Space (SF / SM) *	
Fighter aircraft	7,500 / 697	1,500 / 139	9,000 / 836
XX-130, KC-135	- not authorized -	1,500 / 139	[**] + 1,500 / 139
C-17	39,800 / 3,697	1,700 / 158	41,500 / 3,855
C-5	80,700 / 7,497	2,500 / 232	72,500 / 6,732

* Add 1,600 SF / 149 SM for plastic media stripping booth (if authorized by ANG/CEP).
** Task can be performed in hangar or fuel cell hangar.

7.1.7 Category Code 211-161, Corrosion Control Utility Storage Building. This facility – normally situated adjacent to the wash racks, corrosion control shop, or strip/paint hangar – is a separate building used to store cleaning supplies, cleaning tools, paint, corrosion and stripping supplies, tools, etc.

A maximum area of 800 SF / 74 SM is authorized.

7.1.8 Category Code 211-179, Fuel System Maintenance Dock. Provides covered, protected space for aircraft fuels systems maintenance, and contains heating, plumbing, electricity, compressed air systems, mechanical ventilation, fume sensing and alarm systems, fire extinguishing systems, and wash-down drainage trenches.

Normally one per base, but additional docks may be authorized if there is a demonstrable requirement.

Aircraft / Mission	Hangar Space (SF / SM)	Shop Space (SF / SM)	Total Auth Area (SF / SM)
Fighter aircraft	7,500 / 697	1,500 / 139	9,000 / 836 [*]
XX-130	28,000 / 2,601	1,700 / 158	29,700 / 2,759 [*]
KC-135	28,000 / 2,601	2,500 / 232	30,500 / 2,833
C-17	39,800 / 3,698	2,500 / 232	42,300 / 3,930
C-5	39,800 / 3,698	3,500 / 325	43,300 / 4,023

* Add up to 4,000 SF / 372 SM of concrete pad to store C-130 and fighter aircraft fuel tanks.

7.1.9 Category Code 211-193, Test Stand Support Facility. Provides an 800 SF / 74.3 SM ready room for A-10 aircraft where engines can be prepared or modified without return to the main engine shop.

[Used in conjunction with category code 116-664, Power Check Pad.]

7.1.10 Category Code 214-425, Vehicle Maintenance Shop. Maintains all authorized government-owned – not GSA or leased – vehicles (GOVs) assigned to a base. Provides space and facilities for lubrication, inspection, general repair, and replacement of major assemblies (such as above-ground vehicle hoists), as well as welding, upholstery, testing, cleaning, and minor parts fabrication. Also houses support functions such as maintenance control and analysis sections, tool room, parts room, locker rooms, and offices.

Vehicle Equivalents	Number of Bays	Authorized Space (SF / SM) *
10 - 30	2	3,600 / 335
31 - 50	2	4,600 / 427
51 - 100	3	6,200 / 576
101 - 200	4	7,000 / 650
201 - 300	5	7,800 / 725
301 - 400	6	8,600 / 799
401 - 500	7	9,400 / 873
501 - 600	8	10,200 / 945
601 – 700	9	11,000 / 1,022
701 - 800	10	11,800 / 1,096

* Includes 1,800 SF / 167 SM for wash bay.

Note: Do not include refueler vehicles; see Refueling Vehicle Shop (category code 214-467).
Includes space for Vehicle Operations Administration functions (category code 610-121).
Joint facility authorized for co-located units, based on total number of vehicles (excluding refueler vehicles).

Again, note that the table of vehicle equivalents (above) does not include GSA or leased vehicles.

7.1.11 Category Code 214-428, Vehicle Operations Parking Shed. Provides space for essential vehicles in areas of heavy snowfall or extreme heat (see paragraph 1.5o).

For heavy snowfall areas, fully enclosed sheds will be authorized; only sunshades are authorized for areas subject to extreme heat.

Vehicle Equivalents	Authorized Space (SF / SM)
5 - 50	2,500 / 232
51 - 150	4,000 / 372
151 - 250	6,000 / 557
251 - 350	8,000 / 743
351 - 450	10,000 / 929
451 or more	[Contact ANG/CEPD]

7.1.12 Category Code 214-467, Refueling Vehicle Shop. AFOSH STD 127-20 prohibits servicing or repairing fuel servicing tank units and hydrant hose trucks in maintenance shops with other vehicles; therefore, the refueling vehicle shop is a separate, complete maintenance and repair bay that includes a work area, mechanical and ventilation rooms, an office, supplies and parts storage, and tool storage.

This facility is normally co-located with Vehicle Maintenance Shop (category code 214-425).

Type of Unit	Authorized Space (SF / SM) *
Flying	1,500 / 139
Non-flying	750 / 70

* Add 550 SF / 51 SM (for utility and restroom) if shop is a stand-alone facility.

7.1.13 Category Code 215-552, Weapons and Release Systems Shop. Provides space for the overhaul and repair of fighter aircraft weapons release and gun systems that include (but are not limited to) bomb racks, weapons pylons, ejection racks, aircraft gun systems, etc. Also provides shop and tool space for the maintenance/upkeep of weapons loading tools and equipment, as well as dispatch to the flight line.

Besides normal shop space, the facility encompasses a gun and/or ejector unit cleaning room, maintenance offices, a dispatch office, and a bench stock room, plus storage space for test equipment, alternate mission equipment (AME), spare gun systems, and mobility equipment.

Weapons Elements Admin Function	Auth. Pers	Auth. Area (SF)	Remarks
NCOIC	1	125	
Weapons Element Superintendent / 1SGT	1	125	
Administration	2	180	
Testing Room		150	
Quality Assurance	1	100	
Safety	1	100	
Maintenance Control (MOC) – E-9	1	125	
Armament Management NCOIC	1	100	
Weapons Load Management NCOIC	1	100	
Break Room		200	
Subtotal	9	1,305	
Overhead Factor (20%)		261	

Total Weapons Elements Admin		**1,566**	

Weapons Elements Support Function	Auth. Pers	(SF)	Remarks
Gun Services Shop	7	800	
Gun Cleaning Shop	2	250	
Tool Crib	2	200	
Weapons Release Shop	11	1,100	
Weapons Loading Shop	33	3,000	
Locker Room (M)		1,000	Includes lockers, shower, latrine
Locker Room (F)		500	Includes lockers, shower, latrine
Subtotal	55	6,850	
Overhead Factor (20%)		1,370	
Total Weapons Elements Support		**8,220**	

Weapons Elements Storage	Auth.	Auth. Area (SF)	Remarks
Weapons Release Storage Space		6,000	Up to 24 PAI
Total Weapons Elements Storage		**6,000**	

Total Weapons Elements Admin Space (9 pers)	1,566 SF / 145 SM
Total Weapons Elements Support Space (55 pers)	8,220 SF / 764 SM
Total Weapons Elements Storage Space	6,000 SF / 557 SM
Total Weapons Elements Area	15,786 SF / 1,467 SM
Total Weapons Elements Area (rounded)	**15,800 SF / 1,468 SM**

- HH-60 & HC-130 Aircraft -

Rescue Weapons Elements Admin Function	Auth. Pers	Auth. Area (SF)	Remarks
Weapons NCOIC	1	125	Up to 5 HH-60 and 4 HC-130
Weapons Load Management NCOIC	1	125	
Armament Management NCOIC	1	100	
Subtotal	3	350	
Overhead Factor (30%)		105	
Total Rescue Weapons Elements Admin		**455**	

Rescue Weapons Elements Support Function	Pers	Auth. Area (SF)	Remarks
Gun Services Shop		550	
Gun Cleaning Shop		200	
Tool Crib		100	
Subtotal	11	850	
Overhead Factor (20%)		170	
Total Rescue Weapons Elements Support		**1,020**	

Rescue Weapons Elements Storage	Auth.	Auth. Area (SF)	
Weapons and Associated Storage Space		400	
Overhead Factor (20%)		80	
Total Rescue Weapons Elements Storage		**480**	

Total Rescue Weapons Elements Admin Space (3 pers)	455 SF / 42 SM
Total Rescue Weapons Elements Support Space (55 pers)	1,020 SF / 95 SM
Total Rescue Weapons Elements Storage Space	480 SF / 45 SM
Total Rescue Weapons Elements Area	1,955 SF / 182 SM
Total Rescue Weapons Elements Area (rounded)	**2,000 SF / 186 SM**

7.1.14 Category Code 216-642, Conventional Munitions Maintenance Shop. Includes missile maintenance bays, other inspection/processing bays, parts/tool storage, restrooms, locker space, a trailer maintenance bay, a paint bay, and covered storage; see category codes 422-257 and 422-264 (Base Hazardous Materials Storage, Storage Igloo) for munitions storage.

The facility must be sited to comply with the quantity-distance (QD) separation criteria established in AFM 91-201, *Explosives Safety Standards*.

Admin Area	FT Authorized Pers				Authorized Area (SF)				Remarks
	F-15	F-16	A-10	HH-60	F-15	F-16	A-10	HH-60	
Flight Chief (NCOIC)	1	1	1	1	125	125	125	125	
Conference Room					125	125	125	125	
Production Chief	1	1	1	1	90	90	90	90	
Material Chief	1	1	1		90	90	90	0	
System Chief	1	1	1		90	90	90	0	
Munitions Control / CAS B	1	1	1	1	600	600	600	300	
Classroom	33	51	91	20	693	995	1,530	440	
Break Room					200	200	200	200	
Personal Lockers					165	255	455	125	
Admin Area Subtotal	38	56	96	23	2,178	2570	3,350	1,405	
Overhead Factor (30%)					653	771	992	422	
Total Admin Area					**2,830**	**3,341**	**4,342**	**1,827**	

Maintenance Area	FT Authorized Pers				Authorized Area (SF)				Remarks
	F-15	F-16	A-10	HH-60	F-15	F-16	A-10	HH-60	
Paint Bay	1	1	1	1	500	500	500	500	
Missile Maint Bay (2 each)	2	2	2		2,480	2,480	2,480	0	
Trailer Maint (w/ 200 SF tool rm)	2	2	2	1	1,200	1,200	1,200	600	
ALS/ULS Proc/Insp 30MM Munits	2	2	2		800	800	800	0	
Practice Process BDU Proc/Insp	1	1	1		900	900	900	0	
Maintenance Area Subtotal	8	8	8	2	5,880	5,880	5,880	1,100	
Overhead Factor (10%)					588	588	588	110	
Total Maintenance Area					**6,468**	**6,468**	**6,468**	**1,210**	

Storage Area	F-15	F-16	A-10	HH-60	Authorized Area (SF)				
					F-15	F-16	A-10	HH-60	
Munits Support Equip Strg (inert)	1	1	1	1	4,000	4,000	4,000	1,000	
Storage Area Subtotal	1	1	1	1	4,000	4,000	4,000	1,000	
Overhead Factor (10%)					400	400	400	100	
Total Storage Area					**4,400**	**4,400**	**4,400**	**1,100**	

	F-15	F-16	A-10	HH-60
Total Admin Area (SF)	2,830	3,341	4,342	1,827
Total Maintenance Area (SF)	6,468	6,468	6,468	1,210
Total Storage Area (SF)	4,400	4,400	4,400	1,100
Munitions Maint Shop Subtotal (SF)	13,698	14,209	15,210	4,137
Total Munitions Maintenance Shop Area (rounded)	**13,700 SF / 1,273 SM**	**14,200 SF / 1,319 SM**	**15,200 SF / 1,412 SM**	**4,100 SF / 381 SM**

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7.1.15 Category Code 217-712, Avionics Shop. Major items that require shop and storage space include storage racks for serviceable equipment and equipment awaiting maintenance or parts, coding devices, technical data and code books, and pod lifting devices, cradles, and storage racks. Some storage space provides physical security and corrosion protection for delicate electronic equipment; if possible, combine maintenance and storage facilities to share the secure storage area.

The Avionics Shop accommodates organizational and intermediate-level maintenance activities for airborne communication, camera, bombing system, and TSEC/COMSEC equipment (which includes secure voice, IFF, SIF, data link pods, etc.).

Aircraft / Mission	Authorized Space (SF / SM)
KC-135 (10 PAI)	5,400 / 502
C-17 (12 PAI)	5,400 / 502
C-130E/H (up to 12 PAI)	6,400 / 595
Fighter aircraft (up to 24 PAI)	12,700 / 1,180
C-5 (12 PAI)	15,000 / 1,394

7.1.16 Category Code 217-713, ECM Pod Shop and Storage. This function (normally added to category code 217-712, Avionics Shop) contains maintenance areas and storage for pods and associated equipment, as well as for LANTIRN, RECCE, HARM, etc.; authorized only when specific pods are assigned at an installation for the following missions:

Mission	Authorized Space (SF / SM)
ECM Pod Shop/Storage (fighters)	[see next table]
RECCE/TARS Pod Shop/Storage (fighters)	2,500 / 232
HARM Pod Storage (fighters)	1,000 / 93
Air Defense ECM Facility	1,000 / 93
LANTIRN/LITENING (fighters)	2,500 / 232 *
C-130XX, HC-130, KC-135, C-17	2,700 / 251

* Add 1,200 SF / 112 SM of covered space for mobile set.

Function	Authorized Space (SF) per Number of Sets of ECM Pod Support Equipment			
	1 Set	2 Sets	3 Sets	4 Sets
Maintenance	1,950	3,480	5,010	6,540
Storage	2,850	5,700	8,550	11,400
Total Area	**4,800 SF / 446 SM**	**9,180 SF / 853 SM**	**13,560 SF / 1,260 SM**	**17,940 SF / 1,667 SM**

Note: Each set of pod support equipment maintains 18 ECM pods.

7.1.17 Category Code 218-712, Aircraft Support Equipment (ASE) Shop/Storage Facility. [Formerly 'Aerospace Ground Equipment (AGE) Facility'] The ASE shop inspects, maintains, repairs, and services both powered and non-powered equipment that directly supports aircraft, as well as powered-munitions ASE (if assigned).

The facility normally includes maintenance stalls with workbenches, hoists, indoor wash rack (in cold weather climates), tool crib, bench stock, sealed lead acid battery servicing area, engine exhaust extraction system, administrative space, and personnel locker space.

Auth. Pieces Support Equipment	Authorized Area Admin / Shop (SF / SM) *	Covered Storage (SF / SM) **	Open Storage (SY / SM) ***
0 - 50	2,500 / 232	2,000 / 186	40 / 33
51 - 100	3,500 / 325	3,000 / 279	60 / 50
101 - 150	4,500 / 418	4,000 / 372	85 / 71
151 - 200	5,500 / 511	5,000 / 465	115 / 96
201 - 250	6,500 / 604	6,000 / 557	145 / 121
251 - 300	7,500 / 697	7,000 / 650	175 / 146
301 - 350	8,500 / 790	8,000 / 743	205 / 171
351 - 400	9,500 / 873	9,000 / 836	235 / 196
401 – 450	10,500/ 975	10,000/ 929	265/ 222
451 or more	Contact ANG/CEPD	Contact ANG/CEPD	Contact ANG/CEPD

* Denotes maximum totally enclosed shop areas.
** For severe weather or heavy snow locations, may include minimal heat.
*** Use ASE Storage Yard (category code 852-273).

Note: Includes powered and non-powered equipment.
Co-located units authorized joint facility, based on sum of all authorized ASE items.
Do not count munitions trailers as ASE; put in Conventional Munitions Shop (category code 216-642).

7.1.18 Category Code 218-852, Survival Equipment Shop. The shop – which may be co-located with Life Support in Squadron Operations (category code 141-753) – works on parachutes, flotation equipment (life rafts, life preservers, emergency escape slides), and the repair and manufacture of fabric items. Parachutes and flotation equipment must be periodically inflated, inspected, and repacked; survival items and accessories are concurrently inspected.

Special provision must be made for the storage of explosives, in accordance with AFM 91-201.

Aircraft / Mission	Authorized Space (SF / SM)
Fighter aircraft	3,100 / 288
C-130, EC-130	4,200 / 390
HC-130	6,000 / 557
C-5, C-17, KC-135	5,300 / 492

7.1.19 Category Code 218-868, Regional Precision Measurement Equipment Lab (PMEL). This facility provides field-level maintenance and calibration of test, measurement, and diagnostic equipment (TMDE) for assigned units. PMEL personnel calibrate and certify TMDE at regular intervals; they also provide emergency assistance on TMDE, as required.

The laboratory requires an environment controlled for temperature, humidity, and dust; calibration and repair activity must also be free of interfering vibration.

PMEL Function	Authorized Area (SF)	Remarks
Administrative Offices	250	
Technical Library	230	
Calibration and Repair	7,000	Incl. radiac range, dimensional measurement lab
Scheduling/Receiving	1,711	
Equipment Cleaning	98	
Multi-purpose Room	250	Serves as conference/break/training room
Air Lock	54	
Subtotal	9,593	
Overhead Factor (30%)	2,878	

Total PMEL Area	12,471	
Total PMEL Area (rounded)	**12,500 SF / 1,161 SM**	

7.1.20 Category Code 219-943, Civil Engineer Pavement and Grounds Facility. A building (8,000 SF / 743 SM) normally comprised of three work centers, each with its own small (100 SF / 9.3 SM) office: 'pavements' (maintains paved surfaces; constructs and repairs airfield, roadway, and parking areas), 'equipment operations' (handles use of construction and special purpose equipment, such as backhoes, dump trucks, airfield sweepers, and bulldozers), and 'grounds' (base landscaping, maintenance of road signs and fencing).

7.1.21 Category Code 219-944, Civil Engineer Maintenance Facility. The primary production center of civil engineering, its activities include structures (metals, carpentry, masonry, etc.), electrical (interior/exterior), power production, utilities (plumbing, water and waste, etc.), liquid fuels, entomology, HVAC (heating, ventilation, air conditioning, refrigeration, EMCS, etc.), and others. Each activity needs the space, layout, and equipment of this facility for shop, administrative, and training functions.

Normally co-located with Civil Engineer Administration (category code 610-127).

Operations and Maintenance	Auth. Pers UTC	Other	Authorized Area (SF)	
Work Control (4 @ 90 SF)	4		360	Positions filled from shop
Material Control (2 @ 90 SF)	2		180	
Shop Supervisors (6 @ 45 SF)	6		270	
Tool Room / Bench Stock			370	
Subtotal	12	0	1,180	
Electrical, Int/Ext (4 @ 60 SF)	4		240	
Power Production (4 @ 60 SF)	4		240	
HVAC (5 @ 60 SF)	5		300	
Pavements / Const Eqpt (6 @ 60 SF)	6		360	
Structures (5 @ 60 SF)	5		300	
Utils, Plmbg/Wtr/Waste (6 @ 60 SF)	6		360	
Liquid Fuels (3 @ 60 SF)	3		180	
Entomology (2 @ 60 SF)	2		120	
Subtotal	35	0	2,100	
Mobility Equip Stg / Pallet Buildup			1,500	3 pallets x 250 SF + 750 SF
Mobility Bag Storage			1,135	63 personnel x 3 bags x 6 SF
Subtotal	0	0	2,635	
Subtotal O & M Area	47	0	5,915	
Overhead Factor (20%)			1,185	
Total CE O & M Area	**7,100 SF / 660 SM**			

Note: Assumes 63 Prime BEEF personnel.
Add 20 SF / 1.9 SM per S-Team member.
Excludes CRTCs and locations with Title 5 BOS.
Includes mobility storage for Prime BEEF.
Add 4,000 SF / 372 SM for CEMIRT team.

7.1.22 Category Code 219-947, Civil Engineer Storage Building. This 4,000 SF / 372 SM, unheated, enclosed facility is necessary to provide storage for certain items of equipment and supplies needed for installation operations and maintenance that do not require regular warehouse storage, yet must be protected from the weather (e.g., lumber, construction materials, etc.).

A geographically separated unit (GSU) is authorized one 1,000 SF / 93 SM building.

Chapter 8. CATEGORY GROUP 42 EXPLOSIVES FACILITIES

8.1 General Criteria

The quantity and type of explosives storage facilities at an installation will vary with operating requirements, the quantity and type of munitions to be stored or handled, site characteristics, and the type of storage structures preferred (or required) at the storage site.

8.1.1 Category Code 422-258, Above-Ground Magazine Storage. The above-ground magazine varies in size, depending on the volume of munitions to be stored. This is the preferred method of storing explosives if adequate surrounding land area is available to meet safety requirements.

Mission	Authorized Space (SF / SM)
Air Defense	2,000 / 186
Tanker/Airlift (no WRM)	1,000 / 93
Tanker/Airlift (with WRM)	*

* See category code 422-264 for authorized igloos.

Magazine Content (F-15, F-16)	Authorized Space (SF)
Practice Storage (built-up BDUs)	1,440
Combined Storage (1.3, 1.4 munitions)	1,500
Training Missile Storage	1,000
20mm Ammunition	1,200
Total Magazine Area (F-15, F-16)	**5,140 SF / 476 SM**

Magazine Content (A-10)	Authorized Space (SF)
Practice Storage (built-up BDUs)	1,440
Combined Storage (1.3, 1.4 munitions)	1,500
Training Missile Storage	1,000
30mm Ammunition	1,800
Total Magazine Area (A-10)	**5,740 SF / 533 SM**

8.1.2 Category Code 422-264, Storage Igloo. Igloo magazines are used to store all types of explosives, and are preferred for mass detonating explosives where moisture condensation is not a problem. They are earth covered, of either concrete or steel-arch construction, and required if an adequate safety buffer of surrounding vacant land is not available.

Mission	Authorized Space (SF / SM)
Air Defense	8,600 / 799
General Purpose Fighter	3,600 / 334
Tanker/Airlift (with WRM)	1,800 / 167

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Chapter 9. CATEGORY GROUPS 44, 45 STORAGE FACILITIES: COVERED, OPEN, SPECIAL PURPOSE

9.1 General Criteria

Storage facilities provide space to keep, service, dispense, and dispose of a myriad of goods and materials, ranging from the hazardous (such as flammable liquids) to the 'everyday' (e.g., personnel uniform items).

9.1.1 Category Code 442-257, Base Hazardous Materials Storage. Provides adequate and properly configured space to store hazardous materials prior to their use, as well as the temporary storage of hazardous waste before proper disposal. This category code is divided into the four functions below:

a. *Hazardous Materials (HAZMAT) Pharmacy.* Each installation is required to establish a HAZMAT pharmacy program to positively control the procurement, storage, distribution, reuse, and disposal of identified hazardous items such as paints, oil, solvents, corrosives, other chemicals, and bottled gases (compressed gas cylinders are tracked by the HAZMAT pharmacy, but stored under a simple roof structure). Tenant ANG units with a host-provided HAZMAT pharmacy are not authorized a separate facility.

Mission requirements and weapons systems supported will determine the HAZMAT pharmacy's actual size; general authorization is given in the following table:

HAZMAT Pharmacy Function	Authorized Area (SF)
Administration / Customer Service	250
Materials Handling/Storage	1,195
Subtotal	1,445
Overhead (15%)	217
HAZMAT Pharmacy Area	1,662
Total HAZMAT Pharmacy Area (rounded)	**1,700 SF / 158 SM**

The specific size of a HAZMAT pharmacy will be determined by ANGRC Environmental and Engineering, based on the installation's hazardous waste generation storage requirements.

b. Hydrazine Storage and Servicing Facility. Provides space for the regional servicing and storage of hydrazine fuel containers at installations with F-16 aircraft equipment emergency power units that operate on hydrazine; 800 SF / 74.3 SM authorized.

c. Hydrazine Storage Facility. Provides space for the storage of hydrazine fuel containers with no servicing requirement at installations with F-16 aircraft equipment emergency power units that operate on hydrazine; 200 SF / 18.6 SM is authorized.

d. Central Hazardous Waste Accumulation Point. A single, central space on an installation for hazardous waste accumulation is included under category code 452-252, Base Supply Open Storage.

9.1.2 Category Code 442-258, Cryogenics (LOX/LIN) Storage. All bases with a requirement for liquid oxygen (LOX) for aircrews' breathing purposes will possess either a LOX generating/storage capability or a LOX storage capacity to satisfy the requirement. The decision to rely on a generating/storage capability or on storage capacity and commercial suppliers will be based on individual base analyses to determine the best procedure to ensure meeting the requirements of each base.

The normal source for breathable LOX within the United States, its territories, and possessions will be by procurement from commercial suppliers wherever they are available to meet quantity and specification requirements. In these instances, base storage capacity will be sufficient to provide 30 days' peacetime requirement or 15 days' 'alert' – whichever is greater – plus war reserve material (WRM) and enough storage to permit receipt of resupply in economical quantities from suppliers.

In every instance, a minimum of at least two tanks (which are centrally procured equipment items) will be provided in multiples of 400, 2,000, or 5,000 gallons – 1,515, 7,571, or 18,927 liters, respectively – to ensure continuous operation and permit periodic purging and decontamination of the tanks.

LOX generating and storage facilities require fencing for safety protection.

See AFI 23-201 *Fuels Management* and AMC for liquid nitrogen (LIN) storage facility design requirements. Provide canopies over tank(s) in areas of snow and ice to ensure safe footing for personnel, and in areas of extremely hot weather to minimize boil-off losses.

9.1.3 Category Code 442-628, Base Supplies and Equipment Shed. Authorized for flying locations only, this facility is used to store base supplies, equipment, and material which does not require closed warehouse space but must be protected from the weather because of the nature of the material or the manner in which it is packed. Lumber storage exclusive of that stored by the BCE may also be included, as may space for receiving and shipping activities.

Shed storage space of 2,500 SF / 232 SM is authorized, constructed without complete side or end walls; see Table 1 for CRTC and Table 2 for RED HORSE authorizations.

9.1.4 Category Code 442-758, Base Supply and Equipment Warehouse. Warehouse functions include bulk and bin storage of materials, receiving, shipping, packing, crating, equipment storage and issue, general supply, base issue supply point, personnel clothing storage and issue, and contracting functions. Space for mobility storage not already identified elsewhere may be included in this facility or separate one(s); however, space will not be duplicated.

The total scope of the host base supply facility may be increased when the warehouse is required to support either other units on base or geographically separated units (GSUs) that have a separate mission but receive supply support from the host base.

Normally co-located with Base Supply Administration (category code 610-122).

Mission	Total Area Authorized (SF / SM)
Fighter aircraft	23,200 / 2,155
C-130, KC-135, KC-10	19,900 / 1,849
C-17	30,200 / 2,806
C-5	34,700 / 3,224

Organization	Total Area Authorized (SF / SM)
Air Control Squadron (ACS)	15,600 / 1,450
Air Traffic Control Squadron (ATCS)	9,000 / 836
Combat Communications Group (CCG)	2,150 / 200
Combat Communications Squadron (CCS)	15,600 / 1,450
Engineering Installation Squadron (EIS)	9,000 / 836

9.1.5 Category Code 452-252, Base Supply Open Storage. A paved area used to store materials authorized for open storage. Surface improvement of the area is required to facilitate the operation of materials-handling equipment.

The size of the area is determined by its overall dimensions, with no deductions for interior trackage and permanent roads. Exterior lights and fencing may be installed as required to deter theft.

This category code also includes the hazardous waste central collection capability; satellite collection is addressed by the facility that generates the hazardous waste. The central collection point is usually a concrete pad (with utilities), upon which to mount a commercially available, prefabricated shed for the storage of small amounts of hazardous waste until they are removed/manifested from the base.

9.1.6 Category Code 452-255, Civil Engineer Open Storage. The Base Civil Engineer's activity requires fenced, lighted, and paved open storage space for construction materials and equipment that can withstand exposure to the elements. The storage yard is usually a part of the CE complex (which includes the maintenance shop, storage buildings and sheds, and the pavement and grounds building), and is often integrated with the CE vehicle subpool (established under criteria for category code 852-261, Vehicle Parking Operations).

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Chapter 10. CATEGORY GROUP 61 ADMINISTRATIVE FACILITIES

10.1 General Criteria

Administrative space requirements normally include private offices (supervisory), conference/training space, open office areas (staff), administrative support areas (reproduction, workspace, files storage, publications/technical libraries), bathrooms, lockers, break areas, utility space, and receiving areas.

10.1.1 Category Code 610-121, Vehicle Operations Administration. This space requirement is included under Vehicle Maintenance Shop (category code 214-425).

10.1.2 Category Code 610-122, Base Supply Administration. Base supply administrative functions include management and systems, material management, operations support, supply customer training, contracting office, traffic management office (TMO), squadron commander, and orderly room.

Normally co-located with Base Supplies and Equipment Warehouse (category code 442-758).

Flying Unit Admin Function	Pers.	Authorized Area (SF)	Remarks
Commander	1	150	
Commander's Conference Room		225	Sized for 12-15 pers
First Sergeant	1	100	
Orderly Room	4	360	
Chief of Supply	1	150	
Base Contracting Supervisor	1	120	
Base Contracting Administration	4	360	
Computer Operations	4	360	
Document Control	1	120	
TMO Supervisor	1	100	
SATO	1	90	
Unit Deployment Managers	3	270	
Management Systems Supervisor	1	120	
Management Systems	10	900	
Freight & Passenger	6	540	
Material Storage & Distribution	7	630	
RSP Administration	4	360	
IEU Administration	4	360	
Training/Break Room		1,295	Sized for max. of 70 pers
Personal Lockers (M/F)		350	Five (5) SF/UTA pers
Subtotal	54	6,960	
Overhead Factor (30%)		2,088	
Total Flying Unit Admin Area		9,048	
Total Flying Unit Admin Area (rounded)	**9,100 SF / 845 SM**		

Note: A typical base supply unit is composed of 25 full-time and 70 UTA personnel.
Some of the 'administrative' functions above may be physically located in the warehouse area, or may be 'contiguous' to the other administrative functions.
Should any of the above functional areas be located in another facility (e.g., Base Contracting, SATO, etc.), they will carry the Base Supply Admin category code with them, which will reduce the overall Base Supply Admin authorization accordingly.

Geographically Separated Unit (GSU) Admin Function	Auth. Pers.		Remarks
Chief of Supply	1	150	
Base Contracting Administration	4	360	
Storage		75	
Personal Lockers (M/F)		25	Five (5) SF/UTA pers
Subtotal	5	610	
Overhead Factor (30%)		183	
Total GSU Admin Area		793	
Total GSU Admin Area (rounded)	**800 SF / 74 SM**		

Note: A typical GSU base supply unit is composed of 1 full-time and 5 UTA personnel.

10.1.3 Category Code 610-127, Civil Engineer Administration. Contains the principal administrative offices of the Base Civil Engineer's (BCE's) organization, i.e., the Commander / BCE's office, the deputy BCE's office, areas for squadron administration, engineering, operations, resources, etc. Also contains a drafting area, several conference rooms, and various administrative support areas.

Co-located with Civil Engineer Maintenance Facility (category code 219-944).

Civil Engineer Admin Function	Auth. Pers UTC	Other		Remarks
Commander / BCE (O-5)	1		225	
Commander's Conference Room			225	
First Sergeant	1		125	
Operations Officer / Deputy BCE	1		125	
Admin / Lobby / Waiting Area		1	340	State-funded secretarial pers
Chief of Operations / Facility Mgr.	1		125	
Real Estate (1 @ 125 SF, 50 SF stg.)		1	175	State pers (federally funded)
Training (1 @ 90 SF, 50 SF stg.)		1	140	Non-UTC federally funded pers
Testing Room (6 pers cap @ 25 SF)			150	
Engineering (2 @ 90 SF, 50 SF stg.)	2		230	
Drafting (4 @ 90 SF)	4		360	
Reproduction / Plans / Storage			400	
ABO (1 @ 90, 5 @ 45 SF; 50 SF stg.)	6		365	
Classroom			1,295	Sized for 70 personnel
Personal Lockers (63 @ 5 SF)			315	
Break Area			100	
Subtotal	16	3	4,695	
Overhead Factor (30%)			1,405	
Total CE Admin Area	**6,100 SF / 567 SM**			

Note: Assumes 63 Prime BEEF personnel. Includes mobility storage for Prime BEEF.
Add 100 SF / 9.3 SM per S-team member. Add 4,000 SF / 372 SM and 6 personnel for CEMIRT team.

10.1.4 Category Code 610-128, Base Personnel Office. This space requirement is normally included under Reserve Forces Operational Training (category code 171-445).

10.1.5 Category Code 610-129, Weapons Systems Maintenance Management Facility. Accommodates the offices of the named activity, composed of the following units:

Maintenance Control
Plans, Scheduling, and Documentation
Material Control
Quality Control, Records, and Analysis
Chief of Maintenance (and administrative staff)

Aircraft Type	Authorized Space (SF / SM)
Fighter aircraft	9,000 / 836
C-130, KC-10, C-17, C-5	7,400 / 687
KC-135	11,400 / 1,059

WSMM Function, Fighter Aircraft	F/T	UTA	Net Area (SF)	Remarks
Commander (O-6)	1	1	250	
Commander's Conference Room			250	Sized for 12-15 pers
First Sergeant		1	125	
Orderly Room / Administration	1	2	200	
Lobby / Waiting Area			100	
Admin Storage Area			50	
Media Center			50	Copy machine, fax, etc.
ISSA Manager (O-4)	1	1	175	
Training Manager	1	3	270	
Testing Room			400	Maximum 25 pers
Quality Assurance Officer (O-4)		1	175	
Quality Assurance Supervisor (E-9)	1	1	125	
Quality Assurance	4	7	500	
Programs & Mobility	2	2	200	
Production Analysis	2	6	540	
Plans & Scheduling	2	4	360	
Tech Order Distribution Center	1	2	240	
Maintenance Officer (O-4)	1	1	175	
MOC Supervisor (E-8)		1	100	
Maintenance Operations Control	3	13	600	
Wing Weapons Standardization		5	425	
Classroom / Training Room			1,060	Sized for 55 pers
Break Room			150	
Personal Lockers (M/F)			275	Sized for 55 pers
Handicapped Restrooms (M/F)			100	
Subtotal	20	51	6,895	
Overhead Factor (30%)			2,069	(Circulation, restrooms, mech., elec.)
Subtotal			8,964	
Total Fighter Area (rounded)	**9,000 SF / 836 SM**			

WSMM Function, Tanker Aircraft	Pers Assigned F/T	Pers Assigned UTA	Net Area (SF)	Remarks
Commander (O-6)	1	1	250	
Commander's Conference Room			250	Sized for 12-15 pers
First Sergeant		1	250	AGS and MXS
Orderly Room / Administration	1	8	800	AGS, MXS, and LSF
Lobby / Waiting Area			100	
Admin Storage Area			50	
Media Center			50	Copy machine, fax, etc.
ISSA Manager (O-4)		1	175	
Training Manager	1	3	270	
Testing Room			400	Maximum 25 pers
Quality Assurance Officer (O-4)		1	175	
Quality Assurance Supervisor (E-9)	1	1	125	
Quality Assurance	3	5	400	
Production Analysis	1	2	180	
Tech Order Distribution Center	1	2	240	
LSF Officer (O-4)	1	1	175	
LSF Supervisor (E-9)	1	1	125	
Maintenance Operations Control	2	10	500	
Plans & Scheduling	2	5	450	
Programs & Mobility	2	2	200	
Engine Management	1	2	200	
AGS Officer (O-5)	1	1	225	
Assistant AGS Officer (O-4)		1	175	
AGS Chief (E-9)	1	1	125	
Maintenance Officer (O-5)	1	1	225	
Assistant Maintenance Officer (O-4)		1	175	
Maintenance Chief (E-9)	2	2	250	
Maint Section Supervisor (E-8)	3	3	300	Accessories, FAB, and Avionics (1 each)
Munitions	1	1	100	
Classroom / Training Room			1,140	Sized for 60 pers
Break Room			200	
Personal Lockers (M/F)			300	Sized for 60 pers
Handicapped Restrooms (M/F)			100	
Subtotal	27	58	8,730	
Overhead Factor (30%)			2,619	(Circ., restrooms, mech., elec., comm., etc.)
Subtotal			11,349	
Total Tanker Area (rounded)	**11,400 SF / 1,059 SM**			

WSMM Function, Airlifter Aircraft	Pers Assigned		Net Area (SF)	
Commander (O-6)	1	1	250	
Commander's Conference Room			225	Sized for 12-15 pers
First Sergeant		1	125	
Orderly Room / Administration	1	2	200	
Lobby / Waiting Area			100	
Admin Storage Area			50	
Media Center			50	Copy machine, fax, etc.
Executive Officer (O-4)	1	1	175	
Training Manager	1	1	125	
Testing Room			400	Maximum 25 pers
Quality Assurance Officer (O-4)		1	175	
Quality Assurance Supervisor (E-9)	1	1	125	
Quality Assurance	4	6	450	
Programs & Mobility	2	2	200	

Programs & Mobility	2	2	200	
Plans & Scheduling	2	0	180	
Tech Order Distribution Center	1	2	240	
Maintenance Officer (O-4)	1	1	175	
MOC Supervisor (E-9)	0	1	125	
Maintenance Operations Control	5	5	450	
Maintenance Operations	1	7	630	
Classroom / Training Room			715	Sized for 35 pers
Break Room			150	
Personal Lockers (M/F)			175	Sized for 35 pers
Handicapped Restrooms (M/F)			100	
Subtotal	21	32	5,680	
Overhead Factor (30%)			1,704	(Circulation, restrooms, mech., elec.)
Subtotal			7,384	
Total Airlifter Area (rounded)	**7,400 SF / 687 SM**			

10.1.6 Category Code 610-142, Traffic Management Facility. This space requirement is included under Base Supply Administration (category code 610-122) and Base Supply and Equipment Warehouse (category code 442-758).

10.1.7 Category Code 610-243, Group Headquarters. This space requirement is usually included under Reserve Forces Operational Training (category code 171-445); however, ANG is not normally authorized this facility.

10.1.8 Category Code 610-249, Wing Headquarters. Authorized for large wing units with two or more squadrons (multiple aircraft) or a prescribed personnel strength greater than 1,500.

This 2,000 SF / 186 SM space is normally co-located with Reserve Forces Operational Training (category code 171-445).

10.1.9 Category Code 610-287, Specified Headquarters. Space may be provided for ANG military personnel assigned to ANG state headquarters based on the authorized military manning. Such space may be provided at an ANG base or at a consolidated headquarters location, but cannot be duplicated or exceed the maximum total space authorization for this function (the category for state ANG headquarters is specified in ANGI 38-01, *ANG State Headquarters Manpower and Organization Guide*.)

To receive ANG funding, this facility must be located on federal property under ANG control.

State Category	Authorized Space (SF / SM)
A	3,000 / 279
B	3,300 / 307
C	3,700 / 344

10.1.10 Category Code 610-911, Social Actions. This space requirement is normally included under Reserve Forces Operational and Training Facility (category code 171-445).

10.1.11 Category Code 610-913, Disaster Preparedness (aka 'Readiness'). Provides the planning, management, training, and operations to prepare all personnel to protect resources from the effects of attacks and/or disaster situations, restore primary mission assets, and fulfill the humanitarian disaster relief responsibilities of commanders in situations of nuclear, biological, chemical, and/or conventional attack, major peacetime accidents, or large-scale natural disasters.

Add 500 SF / 47 SM more storage and filing area to the authorized space requirement of 3,000 SF / 279 SM in the event of two or more flying squadrons.

Normally co-located with the BCE Maintenance Shop (category code 219-444).

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Chapter 11. CATEGORY GROUPS 72, 73 DINING HALL AND QUARTERS, PERSONNEL SUPPORT

11.1 General Criteria

Category groups 72 and 73 include essentially basic (i.e., minimal) ANG facilities for the feeding of personnel and their temporary/short-term lodging, and a rather comprehensive space authorization for the resident security force.

11.1.1 Category Code 722-351, Dining Hall. ANG dining facilities will be consolidated to serve both officer and enlisted personnel at the same location. Space requirements vary according to average authorized strengths of units.

Where active and reserve units are adjacent or co-located, facilities are to be jointly used to the maximum extent possible.

Authorized Personnel	Dining Hall Space (SF / SM)
501 - 1,000	8,500 / 791 *
1,001 - 1,200	10,300 / 957 *
1,201 - 1,400	12,100 / 1,124 *
1,401 - 1,600	14,900 / 1,386 *

* Based on 3 seatings.

Food service for geographically separated units (GSUs) is handled through contract feeding operations.

Authorized Personnel	GSU Dining Area (SF / SM)
up to 150 (Pkg A)	2,000 / 186 *
151 - 300 (Pkg B)	4,000 / 372 **
301 + (Pkg C)	5,400 / 502 **

* Based on 2 seatings. ** Based on 3 seatings.

Package A
1 – Upright heater box (with wheels)
1 – Upright cooler box (with wheels)
1 – Electric, four-well serving line (with wheels, 220-volt)
1 – Coffee pot, dual 3-gallon (Bunn-O-Brewers)
1 – Microwave oven, commercial grade
2 – Upright, single-door, reach-in coolers (glass front)
1 – Upright, single-door, reach-in freezer (stainless steel front)

Package B
2 – Upright heater boxes (with wheels)
1 – Upright cooler box (with wheels)
1 – Electric, four-well serving line (with wheels, 220-volt)
1 – Coffee pot, dual 3-gallon (Bunn-O-Brewers)
1 – Microwave oven, commercial grade
1 – Upright, single-door, reach-in cooler (glass front)
2 – Upright, single-door, reach-in freezers (stainless steel front)

Package C
3 – Upright heater boxes (with wheels)
2 – Upright cooler boxes (with wheels)
1 – Electric, four-well serving line (with wheels, 220-volt)
1 – Coffee pot, dual 3-gallon (Bunn-O-Brewers)
1 – Microwave oven, commercial grade
2 – Upright, single-door, reach-in coolers (glass front)
1 – Upright, single-door, reach-in freezer (stainless steel front)

11.1.2 Category Code 725-517, Troop Camp (Quarters). This category is used for combat readiness training centers (CRTCs), professional military education centers (PMECs), training and education centers (TECs), regional training sites (RTSs), and other formal training school sites where economically feasible. These facilities include sleeping rooms, lounges or day rooms, study areas, vending areas, laundries, and bathrooms, depending on classification and need.

Rapid runway repair (RRR) sites are not authorized Troop Camp (Quarters).

Type of Training *	Sleeping Space @ pers (SF / SM)	Gross Space @ pers (SF / SM)
CRTC Officers	100 / 9	150 / 14
" E-7 through E-9	100 / 9	140 / 13
" E-5 through E-6	90 / 8	120 / 11
" E-1 through E-4	72 / 7	100 / 9
PMEC	135 / 13	250 / 23

* Authorization for CRTC/PMEC only; ANG/CEP must approve all other quarters requests.

11.1.3 Category Code 730-835, Security Forces Operations. This facility is the command center for the direction of security, law enforcement, crime prevention, investigation, training, and information, as well as for personnel security and resource protection. It also serves as an armory and the site for unit supply.

The facility includes control centers such as Central Security Control (CSC). Offices in the facility include the Installation Chief of Security, Operations Superintendent, Security Forces Manager, other command operations, and support sections.

Adequate parking space must be provided for patrol/security vehicles, visitors, and assigned personnel.

'Typical' Security Forces (SF) Function	Pers Assigned F/T	Pers Assigned UTA	Auth. Area (SF)	Remarks
Commander		1	175	
Commander's Conference Room			225	Sized for 12-15 pers
First Sergeant		1	120	
Orderly Room / Administration	1	5	450	
Lobby / Waiting Area			150	
Admin Processing/Storage Area			100	
Installation Chief of Security	1		150	
Security Forces Manager		1	120	
Operations Superintendent	1	1	150	
Training Manager	1	2 + 1	200	
Testing Rm, Distance/Unit Learning		4 + 2	225	
Quality Control / Standards Eval		2 + 1	180	
Flight Chiefs Area	4	6	300	
Program Management Work Area	5	12	600	
Supply/Mobility Management	1	3	270	
Central Security Control	1	2 + 1	300	
Weapons Vault	2	3 + 1	400	Sized for UTC, CATM, day-to-day weapons
Weapons Cleaning Area	2	20	200	
Guardmount/Trng/Class/Break Rm	31	73	1,440	Sized for 80 pers [1,570 SF for 95 pers *]
Personal Lockers (M/F)	31	73	400	Sized for 80 pers [475 SF for 95 pers *]
Handicapped Restrooms (M/F)			100	
Subtotal			6,155	
Overhead Factor (30%)			1,845	
Subtotal			8,000	
Mobility Storage			3,500	[4,120 SF for 'alert' SF unit *]
Total 'Typical' SF Area	**11,500 SF / 1,068 SM**			**[12,400 SF / 1,152 SM for 'Alert' *]**

* 'Alert' locations are authorized 900 SF more of total area (130, multi-purpose room; 75, lockers; 620, mobility storage; etc.).

'Typical' Mobility Storage (SF)	Mobility bags, 80 pers	450	**'Alert' Mobility Storage (SF)**	Mobility bags, 95 pers	540
	Six (6) built-up pallets	1,500		Seven (7) built-up pallets	1,750
	Equipment lockers, 80 pers	800		Equipment lockers, 95 pers	950
	ATVs (4, with trailers)	500		ATVs (5, with trailers)	630
	Miscellaneous	250		Miscellaneous	250
		3,500			4,120

Note: A 'typical' Security Forces unit has 31 full-time (F/T) and 73 UTA (plus 10% overage) personnel; an 'alert' Security Forces unit has 41 F/T and 86 UTA (plus 10% overage) personnel.
The full-time workforce includes technician, AGR, and state employees.
The UTA workforce includes the recent plus-up of 16 personnel (57 to 73).
The mobility storage space does not have to be co-located with the admin space, but can be in other available, on-base storage space (base supply, etc.).
See category code 171-476 for CATM authorization and notes, code 171-475 for CATS authorization and notes.

'Small' Security Forces (SF) Function	Pers Assigned F/T	Pers Assigned UTA	Net Area (SF)	Remarks
Commander				
Commander's Conference Room				
First Sergeant				
Orderly Room / Administration	1		100	
Lobby / Waiting Area			50	
Admin Processing/Storage Area			70	
Installation Chief of Security	1		250	Includes conference room space
Security Forces Manager				
Operations Superintendent	1		150	

'Small' SF Function (cont'd)	F/T	UTA		Remarks
Training Manager	1		100	
Testing Rm, Distance/Unit Learning				
Quality Control / Standards Eval	1		100	
Flight Chiefs Area	2		150	
Program Management Work Area	1		100	
Supply/Mobility Management	1		100	
Central Security Control	1		100	
Weapons Vault	1		300	Sized for Honor Guard, day-to-day weapons
Weapons Cleaning Area	1		100	
Guardmount/Training/Class Room	18		440	Sized for 20 pers
Break Room	10		100	
Personal Lockers (M/F)	18		100	Sized for 20 pers
Handicapped Restrooms (M/F)			100	
Subtotal			2,310	
Overhead Factor (30%) *			690	
Subtotal			3,000	
Miscellaneous Storage			300	
Total 'Small' SF Area	**3,300 SF / 307 SM**			

Note: A 'small' Security Forces unit has 18 full-time (plus 10% overage) personnel.
The full-time workforce includes technician, AGR, and state employees.
The storage space does not have to be co-located with the admin space,
but can be in other available, on-base storage space (base supply, etc.).
See category code 171-476 for CATM authorization and notes, code 171-475 for CATS authorization and notes.

'Deployed / Visiting Unit' CRTC Security Forces (SF) Function	Pers Assigned F/T	UTA	Net Area (SF)	Remarks
Commander		1	175	Includes meeting room space
First Sergeant		1	90	
Orderly Room / Administration		2	180	
Admin Processing/Storage Area			100	
Central Security Control		2	150	
Weapons Vault			200	Sized for deployed weapons/ammunition
Weapons Clean/Repair/Clear Area			150	
Guardmount/Meeting Room		73	1,440	Sized for 80 pers
Personal Lockers (M/F)		73	400	Sized for 80 pers
Break Room			100	
Subtotal			2,985	
Overhead Factor (30%)			895	
Subtotal			3,880	
Deployed Storage			2,120	* [see below]
Total 'Deployed/Visit' SF Area	**6,000 SF / 557 SM**			

* ATVs (8, with trailers)	1,000 SF / 92.9 SM
Equipment lockers, 80 pers	800 SF / 74.4 SM
Paintball equipment	120 SF / 11.2 SM
General storage	100 SF / 9.3 SM
Unit storage	100 SF / 9.3 SM

Note: A 'deployed/visiting' CRTC Security Forces unit has 73 UTA (plus 10% overage) personnel.
The full-time workforce includes technician, AGR, and state employees.
The deployed storage space does not have to be co-located with the admin space,
but can be in other available, on-base storage space (base supply, etc.).

11.1.4 Category Code 730-837, Security Entry Control Facility. An entry control facility (ECF) is required at all alert aircraft areas, and at other restricted areas as critical mission requirements dictate.

The ECF includes the entry control building and the personnel and vehicle entrapment areas connected to the surrounding security fence. It must accommodate at least two individuals, controls for the mechanically operated gates, exchange badge racks, and controls for pedestrian turnstiles. A minimum area of 300 SF / 27.9 SM is required, and additional space may be authorized to meet mission requirements.

11.1.5 Category Code 730-839, Gate House. Controls entry to installations, restricted areas, and selected controlled areas by security police assigned to the facility checking vehicle and pedestrian traffic identification and credentials. Passes may also be issued and visitor logs completed at the traffic check house, and intrusion alarms that might terminate within the facility may be monitored by assigned personnel to control entry to the alarmed activities.

The gate house should be positioned between the entrance and exit lanes of traffic and provide 360° visibility (never less than 180°). The facility should protect assigned personnel from small arms fire and fragmentation of explosive devices. Exterior lighting must illuminate all approaches, turn lanes, intersections, and areas adjacent to the facility, and be positioned to aid the entry controller in recognizing identification credentials without impairing his or her vision by excessive glare.

Additionally, an auto/truck/bus/RV inspection lane (with means to block unauthorized passage) should be provided adjacent to the incoming traffic flow to accommodate the further examination of entering vehicles and occupants beyond the currently posted level of ID review.

Facility Basis	Authorized Space
Flying installation, main gate	300 SF / 28 SM
" secondary entrance	100 SF / 9 SM (each)
Non-flying installation, main gate *	100 SF / 9 SM
Entry control point (ECP) *	36 SF / 3 SM (per location)

* If Security Forces personnel are authorized.

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Chapter 12. CATEGORY GROUPS 74, 75 MORALE, WELFARE, AND RECREATION FACILITIES

12.1 General Criteria

The requirement for morale, welfare, and recreation (MWR) facilities varies according to the using service. ANG installations rarely require them, and there is no non-appropriated funds (NAF) mechanism available to the Guard for such purposes. However, when MWR facilities are authorized, the following must be observed:

a. All projects using appropriated funds to acquire or develop MWR facilities must be approved as exceptions to DoD criteria under guidance in ANGI 32-8001, *Civil Engineering Programming Policies and Procedures.*

b. Guidance on facility assignment, construction, and alteration appears in ANGI 32-8001, *Civil Engineering Programming Policies and Procedures.*

c. Troop labor shall not be used for maintenance, repair, minor construction, or major construction on non-appropriated funded projects.

d. An exercise area and a running track are authorized at ANG installations when necessary to fulfill the requirements of training evaluation.

12.1.1 Category Code 740-674, Fitness Center. This facility is used for the daily physical training and conditioning of authorized customers, including active duty military and Air Reserve members, their family members, retirees, DoD civilians, and contractors (as determined by base agreement).

Fitness Center Function	Authorized Space (SF) One-squadron Flying Unit	Two-squadron Flying Unit	GSU Space (SF)
Physical Fitness Room	1,440	1,700	600
Men's Latrine/Locker/Changing Room	300	500	
Women's Latrine/Locker/Changing Room	200	340	
Janitor/Storage Closet	60	60	
Total Fitness Center Area	**2,000 SF / 186 SM**	**2,600 SF / 242 SM**	**600 SF / 59 SM**

Note: A fitness center is not authorized for ANG units on active or reserve Air Force bases that have access to a physical fitness center within 2 miles of the ANG cantonment area.
The physical fitness center is to be co-located with another base function(s) and is not meant to be a stand-alone facility; mechanical room, entryway, and circulation not included.
If separate latrine/locker/changing rooms are readily available on the base facility, an appropriate portion of that facility's common areas should be charged to this category code (740-674).
GSUs should use available latrine/locker/changing rooms.
This authorization is separate from similar authorization provided under Fire Crash/Rescue Station (category code 130-142) and Squadron Operations (category code 141-753).

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Chapter 13. CATEGORY GROUP 85 ROADS AND STREETS

13.1 General Criteria

Roads and streets are authorized in support of ANG functions.

13.1.1 Category Code 852-261, Vehicle Parking Operations. Parking space is provided for authorized organizational (military) vehicles.

Number of Authorized Vehicles *	Gross Area (SY / SM)
50 – 100	3,800 / 3,178
101 – 150	5,825 / 4,870
151 – 250	9,700 / 8,110
251 – 350	13,600 / 11,371
351 – 450	17,500 / 14,632
451 – 650	25,250 / 21,112
651 – 850	32,500 / 27,173
851 – 1,000	41,500 / 34,698

* Excludes specialty vehicles such as firetrucks, etc.

13.1.2 Category Code 852-262, Non-Organizational Vehicle Parking. DoD's policy is to provide off-street parking at military installations, rather than build wider streets to accommodate on-street parking. Where facilities are located near each other, parking areas should be combined and reduced to the extent consistent with normal operations.

Vehicle parking areas shall be lighted, surfaced, and have sufficient slope to control drainage; surfacing may be either flexible or rigid pavement, to be determined by least life-cycle cost.

Parking areas shall be designed for 90-degree alignment whenever practicable, using 35 SY / 29.3 SM per vehicle to provide maneuvering room for parking, as well as space for normal interior lanes. The maximum number of parking spaces shall not exceed 75 percent of authorized UTA strength.

13.1.3 Category Code 852-269, Refueler Vehicle Parking. A 100 SF / 9.3 SM shed is normally provided adjacent to the parking area for the storage of equipment and appurtenances related to operator maintenance requirements. The parking area is usually located close to (and considered part of) the jet fuel storage and operations complex.

Allow 600 SY / 501.7 SM of parking space for each authorized refueler or hydrant-servicing vehicle.

13.1.4 Category Code 852-273, Aircraft Support Equipment (ASE) Storage Yard. Required for the standby storage of powered and non-powered ASE that has been repaired and is awaiting dispatch, this area is paved; if justified, it can also be fenced and lighted.

See ASE Shop/Storage Facility (category code 218-712) for space authorization.

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Chapter 14. ABBREVIATIONS, ACRONYMS, REFERENCES

14.1 Abbreviations and Acronyms

AAS	aircraft arresting system
ABO	air base operability
A/C	aircraft
AC&W	aircraft control and warning
ACS	air control squadron
ACTS	aircrew combat training system
ADPE	automated data processing equipment
AE	aeromedical evacuation
AFH	Air Force Handbook
AFI	Air Force Instruction
AFM	Air Force Manual
ALCF	airlift control flight
ALS/ULS	ammunition loading system / universal loading system
AME	alternate mission equipment
AMU	aircraft maintenance unit
ANG	Air National Guard
ANG/CEP	Air National Guard Civil Engineering Programs Development
ANGETL	Air National Guard Engineering Technical Letter
ANGH	Air National Guard Handbook
ANGI	Air National Guard Instruction
APOD	aerial port of debarkation
APOE	aerial port of embarkation
ASE	aircraft support equipment
ASOC	air support operations center
ASOS	air support operations squadron
ATCS	air traffic control squadron
ATSO	ability to survive & operate
BAI	backup aircraft inventory
BCE	base civil engineer
BCTF	base central test facility
BDU	bomb, dummy unit
BL	barrel(s) [measurement]
BNCC	base network control center
BOS	base operating support
BRITE	bright radar indicator tower equipment
BSPO	base security police operations
CAS B	combat ammunition system - base
CATM	combat arms training & maintenance
CATS	combat arms training simulator
CCG	combat communications group
CCI	controlled crypto item
CCS	combat communications squadron
CCTV	closed-circuit television

CDK	containerized deployment kitchen
CEMIRT	civil engineer maintenance inspection and repair team
CM	cubic meter(s) [measurement]
CFT	cockpit familiarization training
CFP	communications focal point
CF	cubic foot(feet) [measurement]
COMSEC	communications security
CONUS	continental United States ('lower 48')
COPAR	contractor-operated parts store
CRTC	combat readiness training center
CY	cubic yard(s) [measurement]
DCC	damage control center
DESC	Defense Energy Support Center
DLA	Defense Logistics Agency
DoD	Department of Defense
DP	disaster preparedness
E&I	engineering and installation
ECF	entry control facility
ECM	electronic countermeasures
ECP	entry control point
EIS	engineering installation squadron
EMCS	energy management control system
EOD	explosive ordnance disposal
EPT	egress procedures trainer
FAA	Federal Aviation Administration
FCC	Federal Communications Commission
FOD	foreign object damage
FT	foot(feet) [measurement]
GCA	ground-controlled approach
GFE	government-furnished equipment
GL	gallon(s) [measurement]
GOV	government-owned vehicle
GPM	gallons per minute [measurement]
GSU	geographically separated unit
HARM	high-speed anti-radiation missile
HAZMAT	hazardous material
HMP	hazardous materials pharmacy
HQ	headquarters
HVAC	heating, ventilation, and air conditioning
IBDCZ	inhabited building distance clear zone
ID	identification
IFF	identification, friend or foe
IFR	instrument flight rules
JOAP	joint oil-analysis program
LANTIRN	low-altitude night terrain infrared navigation
LF	linear foot(feet) [measurement]
LIN	liquid nitrogen
LM	linear meter(s) [measurement]
LMR	land mobile radio
LOX	liquid oxygen
LT	liter(s) [measurement]

M	meter(s) [measurement]
MAFFS	modular airborne fire-fighting system
MAJCOM	major command
MAPS	mobile aerial port squadron
MCE	mission control element
METNAV	meteorological navigational
MKT	mobile kitchen trailer
MOGAS	motor gas (automotive gasoline)
MRTS	medical readiness training site
MSE	munitions support equipment
MWR	morale, welfare, and recreation
NAF	non-appropriated funds
NCOIC	non-commissioned officer in charge
NDI	non-destructive inspection
O&T	operations and training
OPS	operations
PAI	primary aircraft inventory
PAPI	precision approach path indicator
PLASI	pulsed-light approach slope indicator
PME	professional military education
PMEC	professional military education center
PMI	preventive maintenance inspection
POL	petroleum, oil, and lubricants
PPIF	photo processing and interpretation facility
Prime BEEF	Priority Improved Management Effort – Base Engineer Emergency Force
Prime RIBS	Priority Improved Management Effort – Readiness in Base Services
PT	physical training
RAMS	rapid assembly munitions system
RAPCON	radar approach control
RECCE	reconnaissance
RED HORSE	Rapid Engineers Deployable Heavy Operations Repair Squadron, Engineers
REILS	runway end identifier light system
REOTS	regional equipment operators training site
ROSC	regional operations support center
RRR	rapid runway repair
RSP	readiness spares package
RTS	regional training site
S-Team	staff augmentation team
SAM	surface-to-air missile
SCBA	self-contained breathing apparatus
SF	square foot(feet) [measurement]
SIF	selective identification feature
SM	square meter(s) [measurement]
SOI	statement of intent
SRC	survival recovery center
STEM	systems telecommunications engineering manager
STOL	shortfield takeoff and landing
SY	square yard(s) [measurement]
TACAN	tactical air navigation
TAI	total aircraft inventory
TALCE	tactical airlift control element

TARS	tactical air reconnaissance system
TBD	to be determined
TEC	training and education center
TMO	traffic management office
TO	technical order
TSEC/COMSEC	tactical support element communications / communications security
UDCC/CFP	unit deployment control center / communications focal point
UPS	uninterruptible power supply
UTA	unit training assembly
UTC	unit type code
VASI	visual approach slope indicator
VFR	visual flight rules
VHF	very high frequency
VI	visual information
VOR	VHF omni-directional range
VTC	video teleconferencing
WRM	war readiness material

14.2 References

AFH 32-1084	Standard Facility Requirements Handbook
AFI 32-1043	Managing Aircraft Arresting Systems
AFM 91-201	Explosives Safety Standards
ANGI 38-01	ANG State Headquarters Manpower and Organization Guide
NGR(AF) 86-1	Policies and Procedures
UFC 3-260-1	Airfield and Heliport Planning and Design

Daniel James III
Lieutenant General, USAF
Director, Air National Guard

Table 1. ANG Combat Readiness Training Center (CRTC) Facility Requirements Programming Guide

Category Code	Nomenclature	Total Req. (SF / SM)	Planning Factors
113-321	Apron		[Contact ANG/CEPD]
121-111	Petroleum Operations Building		See corresponding category code.
123-335	Vehicle Fueling Station		See corresponding category code.
124-135	Jet Fuel Operating Storage		See corresponding category code.
131-111	Communications Facility	10,600 / 985	8,900 SF / 827 SM if ANG a tenant.
134-375	RAPCON Facility		[Contact ANG/CEPD]
141-383	Audio/Visual Facility	2,500 / 232	
141-453	Base Operations	3,000 / 279	
141-753	Squadron Operations	14,400 / 1,338	For two facilities, add 2,400 SF / 223 SM for second command post.
171-212	ACMI/ACTS (Flight Simulator) Facility		[Contact ANG/CEPD]
171-443	Reserve Forces General Training	6,000 / 557	
171-445	Reserve Forces Operational Training	22,000 / 2,044	5,000 SF / 465 SM - assembly hall, host; 12,000 SF / 1,115 SM - visiting units.
171-450	Reserve Component Medical Training	3,600 / 335	
171-475	Combat Arms Training Simulator (CATS)	1,000 / 93	Five firing positions; single room, not standalone.
171-476	Combat Arms Training Maintenance (CATM)	1,800 / 167	
179-475	Small Arms Range	21 positions	See AFI 32-2226.
179-511	Firefighter Training Facility	1 each	Support building (1,600 SF / 149 SM).
211-111	Maintenance Hangar	28,000 / 2,601	Also functions as Fuel Cell / Corrosion Control.
211-152	General Purpose Shop	4,000 / 372	
211-153	NDI Shop	400 / 37	
211-154	Aircraft Maintenance Unit (AMU)	4,000 / 372	
214-425	Vehicle Maintenance Shop		See corresponding category code.
214-428	Vehicle Operations Parking Shed		See corresponding category code.
214-467	Refueling Vehicle Shop		See corresponding category code.
216-642	Conventional Munitions Shop	10,120 / 940	
217-712	Avionics Shop	3,000 / 279	
218-712	Aircraft Support Equipment (ASE) Shop		See corresponding category code.
218-852	Survival Equipment Shop	900 / 84	
219-943	CE Pavements & Grounds Facility	8,000 / 743	
219-944	CE Maintenance Facility	7,000 / 650	
219-947	CE Storage Building	8,000 / 743	
422-257	Segregated Storage Magazine	2,400 / 223	Four bays at 600 SF / 56 SM each.
422-264	Storage Igloo	3,600 / 335	

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Table 1. ANG Combat Readiness Training Center (CRTC) Facility Requirements Programming Guide (cont'd)

Category Code	Nomenclature	Total Req. (SF / SM)	Planning Factors
442-257	Base Hazardous Materials Storage	1,700 / 158	
442-258	LOX / LIN Storage		See corresponding category code.
442-628	Base Supplies & Equipment Shed	8,000 / 743	
442-758	Base Supply & Equipment Warehouse	18,000 / 1,672	Add 7,000 SF / 650 SM for category code 610-122, Base Supply Admin.
610-122	Base Supply Administration	7,000 / 650	
610-129	Weapons Systems Maint Mgt Facility		See corresponding category code.
722-351	Dining Hall		See corresponding category code.
725-517	Troop Camp (Officer)	150 persons	
725-517	Troop Camp (Enlisted)	850 persons	
730-142	Fire Station		See corresponding category code.
730-835	Security Forces Operations		See corresponding category code.
730-837	Security Entry Control Building		See corresponding category code.
730-839	Traffic Check House	200 / 19	
740-674	Physical Fitness Center	2,000 / 186	Full-time CRTC personnel and visiting unit(s) = 1,000 SF / 93 SM each.

[Additional CRTC mission requirements such as ATSO, MRTS, etc., may be tasked to some extent by NGB. These authorizations will be calculated separately.]

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Table 2. ANG RED HORSE Unit Facility Requirements Programming Guide *

Category Code	Nomenclature	Total Req. (SF / SM)	Planning Factors
123-335	Vehicle Fueling Station	1 each	Dispenses mogas and diesel.
131-111	Telecommunications Facility	500 / 46	
171-443	Reserve Forces General Training	3,000 / 279	
171-445	Reserve Forces Operations and Training	11,000 / 1,022	
171-450	Reserve Forces Medical Training	1,500 / 139	
171-476	Combat Arms Training and Maint (CATM)	1,200 / 111	
214-422	Vehicle Wash Rack	1 each	
214-425	Vehicle Maintenance Shop	12,500 / 1,161	See corresponding category code.
214-428	Vehicle Operations Parking Shed	11,000 / 1,022	See corresponding category code.
214-467	Refueling Vehicle Shop	750 / 70	
219-943	BCE Pavement and Grounds Facility	9,000 / 372	
219-944	BCE Maintenance Shop	14,000 / 1,161	
219-947	BCE Storage Shed	4,000 / 372	
442-257	Base Hazardous Materials Storage	1000 / 93	Increased from 600 SF / 56 SM on 18 Jun 1998.
442-628	Base Supplies and Equipment Shed	8,400 / 780	
442-758	Base Supplies and Equipment Warehouse	12,800 / 1,189	
610-122	Base Supply Administration	800 / 74	
610-913	Disaster Preparedness	3,000 / 279	
722-351	Dining Hall	4,600 / 427	See corresponding category code.
730-839	Traffic Check House	100 / 9	
740-674	Physical Fitness Center	600 / 56	
890-197	Weight Scale	1 each	

* Only for 202-member units (1/2 RED HORSE squadron) with equipment and vehicle packages.

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Table 3. ANG Civil Engineering Regional Training Site (RTS)

Category Code	Nomenclature	Total Req. (SF / SM)	Planning Factors
171-443	General Purpose Training (Classroom)	4,000 / 372	100 persons; includes 1,600 SF / 149 SM for DCC/SRC.
179-371	Airfield Pavements / Rapid Runway Repair Site*	1 each	
179-371	Pad for Prime RIBS MKT or CDK with utilities*	900 / 84	
179-511	Firefighter Training Facility	1 each	
214-422	Vehicle Service Rack / Wash Rack	1 each	
442-628	Base Supplies and Equipment Shed(s)	19,600 / 1,821	Includes space for Vehicle Operations Parking Shed (214-428).
723-392	Sanitary Latrine / Laundry / Pot Sink	1,500 / 139	Combined community facility.
725-517	Troop Camp	1 each	140 persons.

* training aid

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Table 4. ANG Civil Engineering Regional Equipment Operators Training Site (REOTS)

Category Code	Nomenclature	Total Req. (SF / SM)	Planning Factors
171-445	Reserve Forces Operations and Training	5,700 / 530	
	Commandant	200 / 19	
	Administration	120 / 11	
	Communication/Reproduction	120 / 11	
	Cadre Office Space	1,125 / 105	
	Classrooms (4)	1,600 / 149	
	Conference Room	200 / 19	
	Computer Lab	800 / 74	
	Community Room	150 / 14	
	Restrooms/Lockers/Mudroom	600 / 56	
	Mechanical Room	200 / 19	
	Circulation	585 / 54	
214-425	Vehicle Maintenance Shop	3,041 / 283	
214-428	Vehicle Operations Parking Shed	2,500 / 232	
442-758	Base Supplies and Equipment Warehouse	5,000 / 465	

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DCN 12459

Reference Slides #35, 70

12 PAA Requirements Estimated Cost Overview

OPTION:	1	2
• New apron	$0M	$4.0M*
• New taxiway	$0M	$4.5M*
• Maintenance Addn	$0M*	$5.2M*
GRAND TOTAL:	$0M	$13.7M

* Based on BRAC, COBRA costs

12 PAA Requirements
Civilian Ramp (Option 1)

- 12 PAA apron is 87,875 s.y.
- Civilian Ramp is 30,946 s.y.
- Existing apron is <u>44,922 s.y.</u>
- Additional authorized 12,007 s.y.

TOTAL = $0M

12 PAA Requirements
New Apron NW (Option 2)

- 12 PAA apron is 87,875 s.y.
- Existing apron is <u>44,922 s.y.</u>
- Additional rqrd. 42,953 s.y.
  - BRAC, COBRA costs used

» TOTAL = $94.44/s.y. x 42,953 s.y. = $4,056,481.32

TOTAL = $4.0M

12 PAA Requirements
New Taxiway

- 5,000 ft. x 75 ft. = 375,000 s.f.
  = 42,667 s.y.
- BRAC, COBRA costs used
  - Per l.f. cost of lighting = $92.49 l.f.
  - Per s.y. cost = $94.44 s.y.
    - » Subtotal = $94.44/s.y. x 42,667 s.y. = $4,029,471.48
    - » Subtotal = $92.49/l.f. x 5000l.f. = $463,450.00
    - » Total Sum = $4,491,921.48

TOTAL = $4.5M

DCN 12459

COBRA Scenario
Milcon Cost Comparison

Toledo	$0.3M
Louisville	$0.6M
Little Rock AFB	$4.8M
Maxwell	$15.9M
[illegible]	[illegible]
Mansfield	**$13.7M**

Reference Slide #39

DCN 12459

NAME	RANK	TOTAL NUMBER	YEARS OF SERVICE	[redacted]		
Brooks	MSG	1.0	36.7	6824.3	391.4	$344,173
Eyster	CMS	1.0	35.5	10190.6	206	$344,173
Gremling	SMS	1.0	25.5	5448.1	181.9	$344,173
Krupa	MSG	1.0	15	3265.4	296.2	$344,173
Swihart	MSG	1.0	31	6253.5	281.6	$344,173
Thomas D.	SMS	1.0	27.3	5215.5	281.2	$344,173
TOTALS:		6.0	171.0	37197.4	1638.3	$2,065,038

	Initial Cost	FTU Hours	Home Hours	$/hour	Grand Total*			
Assumptions:							40737.3	2002.4
							18315.4	689.7
Flight Engineer	34,173	N/A	50	5,000	$284,173	171.0	37197.4	1638.3
Instructor Flight Engineer	0	12	0	5,000	$344,173	138.2	30347.6	1904.8

Assumes $34,173 + (Total Hours x $5,000 per flight hour)

DCN 12459

NAME	RANK	TOTAL NUMBER	YEARS OF SERVICE	[redacted]		
Adams	TSG	1.0	10.5	1803.5	614.0	$344,173
Bowser	TSG	1.0	9.5	1269.4	107.5	$344,173
Brill	TSG	1.0	13	385.3	0	$284,173
Brooks	MSG	1.0	36.7	6824.3	391.4	$344,173
Buffington	SSG	1.0	10	1431.3	375.6	$284,173
Bulanda	SRA	1.0	3.8	132.2	0	$284,173
Eyster	CMS	1.0	35.5	10190.6	206	$344,173
Fruner	MSG	1.0	19	2706.5	218.0	$284,173
Gremling	SMS	1.0	25.5	5448.1	181.9	$344,173
Hasty	SSG	1.0	8.5	83.5	0	$284,173
Hudson	TSG	1.0	13.9	452.5	119.4	$284,173
Karl	TSG	1.0	5	445.1	134.8	$284,173
Klotzbach	SRA	1.0	4.9	123.5	0	$284,173
Krupa	MSG	1.0	15	3265.4	296.2	$344,173
Stratton	MSG	1.0	22.8	1648.3	301	$284,173
Swihart	MSG	1.0	31	6253.5	281.6	$344,173
Thomas D.	SMS	1.0	27.3	5215.5	281.2	$344,173
TOTALS:		17.0	291.9	47678.5	3,508.6	$5,310,941

	Initial Cost	FTU Hours	Home Hours	$/hour	Grand Total*
Assumptions:					
Flight Engineer	34,173	N/A	50	5,000	$284,173
Instructor Flight Engineer	0	12	0	5,000	$344,173

Assumes $34,173 + (Total Hours x $5,000 per flight hour)

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NAME	RANK	TOTAL NUMBER	YEARS OF SERVICE	[redacted]		
Barretta	CMS	1.0	35.5	7409.8	401.4	$150,372
Cyphert	SMS	1.0	32.8	6871.1	226.4	$150,372
Hunt	MSG	1.0	21.2	3001.1	437.0	$150,372
Morehead	MSG	1.0	21.9	4614.7	372.8	$150,372
Weidner	MSG	1.0	26.8	8450.9	467.2	$150,372
TOTALS:		5.0	138.2	30347.6	1904.8	$751,860

	Initial Cost	FTU Hours	Home Hours	$/hour	Grand Total*			
Assumptions:							40737.3	2002.4
Load Master	30,372	N/A	12	5,000	$90,372		18315.4	689.7
Instructor Load Master	0	12	0	5,000	$150,372	171	37197.4	1638.3
						138.2	30347.6	1904.8

Assumes $34,173 + (Total Hours x $5,000 per flight hour)

NAME	RANK	TOTAL NUMBER	YEARS OF SERVICE	[redacted]		
Barretta	CMS	1.0	35.5	7409.8	401.4	$150,372
Bergman, M	SSG	1.0	8.7	635.2	87.4	$90,372
Blakley	SSG	1.0	11	539.7	235.0	$90,372
Boling	MSG	1.0	20.1	5202.0	154.1	$90,372
Brake	TSG	1.0	20.9	283.5	118.6	$90,372
Cyphert	SMS	1.0	32.8	6871.1	226.4	$150,372
Eblen	SRA	1.0	2.8	272.1	33.7	$90,372
Folk	MSG	1.0	18.9	6222.2		$150,372
Hass	SSG	1.0	9.3	1356.3	342.6	$90,372
Hess	SSG	1.0	9.9	1771.7	481.2	$90,372
Hunt	MSG	1.0	21.2	3001.1	437.0	$150,372
Keller	SSG	1.0	7.6	999.4	561.0	$90,372
Lawrence	MSG	1.0	24.9	3426.0	538.8	$0
Leitenberger, D.	SMS	1.0	33	6489.0	425.2	$90,372
McNellis	SSG	1.0	9.3	1093.7	323.4	$90,372
Morehead	MSG	1.0	21.9	4614.7	372.8	$150,372

	40737.3	2002.4
	18315.4	689.7
171	37197.4	1638.3
138.2	30347.6	1904.8

DCN 12459

NAME	RANK	TOTAL NUMBER	YEARS OF SERVICE	[redacted]		
O'Brien	SSG	1.0	5.9	109.5	0.0	$90,372
Patterson	TSG	1.0	16.7	1755.4	294.8	$90,372
Pitroff	MSG	1.0	22.5	4297.4	248.8	$90,372
Raby	MSG	1.0	29.5	8373.0	373.9	$150,372
Roney	TSG	1.0	23	3101.3	76.7	$90,372
Rumel	TSG	1.0	22.3	3713.8	129.1	$90,372
Sloan	SRA	1.0	5.5	70.8	0.0	$90,372
Weidner	MSG	1.0	26.8	8450.9	467.2	$150,372
White	MSG	1.0	39	7208.1	515.2	$90,372
Yost	SSG	1.0	11.5	1734.9	407.9	$90,372
Zieber	SSG	1.0	9	1568.6	354.1	$90,372
TOTALS:		27.0	499.5	90571.2	7606.3	$2,769,672

	Initial Cost	FTU Hours	Home Hours	$/hour	Grand Total*
Assumptions:					
Load Master	30,372	N/A	12	5,000	$90,372
Instructor Load Master	0	12	0	5,000	$150,372

Assumes $34,173 + (Total Hours x $5,000 per flight hour)

DCN 12459

179th AIRLIFT WING / 164th AIRLIFT SQUADRON
MANSFIELD, OHIO
SUMMARY OF FULL TIME EXPERIENCE

SECTION	TOTAL MEMBERS	YEARS OF ASSEVERATION	AVERAGE YEARS OF SERVICE	TOTAL FLYING HOURS	AVERAGE TOTAL FLYING HOURS	COMBAT HOURS	AVERAGE COMBAT HOURS	FLYING TRAINING INVESTMENT
PILOTS	9	156	17	40,737	4,526	2,002	222	$16,335,000
NAVIGATORS	4	68	17	18,315	4,579	690	172	$6,520,000
FLIGHT ENGINEERS	6	171	29	37,197	6,200	1,638	273	$2,065,038
LOAD MASTERS	5	138	28	30,348	6,070	1,905	381	$751,860
TOTAL	**24**	**534**	**22**	**126,598**	**5,275**	**6,235**	**260**	**$25,671,898**

DCN 12459

179th AIRLIFT WING / 164th AIRLIFT SQUADRON
MANSFIELD, OHIO
SUMMARY OF TOTAL EXPERIENCE

SECTION	TOTAL MEMBERS	YEARS OF AIR SERVICE	AVERAGE YEARS OF SERVICE	TOTAL FLYING HOURS	AVERAGE TOTAL FLYING HOURS	COMBAT HOURS	AVERAGE COMBAT HOURS	FLYING TRAINING	INVESTMENT
PILOTS	39	531	14	115,473	2,961	10,054	258	$66,800,000	
NAVIGATORS	19	292	15	60,101	3,163	4,731	249	$29,815,000	
FLIGHT ENGINEERS	17	292	17	47,679	2,805	3,509	206	$5,310,941	
LOAD MASTERS	27	500	19	90,571	3,354	7,606	282	$2,769,672	
TOTAL	**102**	**1,615**	**16**	**313,824**	**3,077**	**25,900**	**254**	**$104,695,613**	

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Unit Strength Sheet

UNIT	UNIT	Strength Sept 2003	Strength Sept 2004	Strength Current	Retention Sept 2003	Retention Sept 2004	Retention Current
179AW	**179th - MANSFIELD, OH**	**105.6**	**106.0**	**105.4**	**90.0**	**90.3**	**95.3**
	Units Gaining Aircraft C-130 (ANG)						
153AW	Cheyenne, WY	82.3	83.1	81.6	86.5	91.4	94.6
143AW	Quonset State, RI	89.6	88.7	88.3	90.1	90.3	93.9
165AW	Savannah, GA	92.6	91.9	89.3	87.5	91.9	93.9
A82AW	Greater Peoria, IL	97.4	97.7	95.6	89.5	91.2	93.2
145AW	Charlotte, NC	95.9	97.4	95.7	86.8	90.1	93.6
146AW	Channel Islands, CA	95.8	95.1	95.9	87.7	88.4	95.1
139AW	Rosecrans, MO	94.3	96.4	97.0	90.6	91.6	94.9
123AW	Louisville, KY	93.2	96.9	97.4	88.4	90.9	93.1
	Average	*92.7*	*93.4*	*92.6*	*88.4*	*90.7*	*94.0*
	Units Losing Aircraft C-130 (ANG)						
166AW	New Castle, DE	85.1	85.9	85.9	88.3	91.9	91.5
176AW	Kulis ANGB, AK	89.4	88.1	88.3	86.1	88.9	93.8
118AW	Nashville, TN	92.8	91.1	89.9	86.0	89.1	92.0
109AW	Schenectady, NY	92.3	91.3	92.3	87.7	90.5	95.8
124AW	Boise, ID	91.7	92.2	93.3	89.4	92.5	95.8
175AW	Baltimore, MD	96.8	97.0	95.4	85.7	88.1	93.5
152AW	Reno, NV	92.8	94.1	97.0	88.6	91.7	92.8
137AW	Oklahoma City, OK	98.2	97.0	100.5	84.9	88.9	94.2
127AW	Selfridge, MI	100.4	102.1	101.0	89.6	91.4	94.8
130AW	Charleston, WV	98.0	103.0	103.0	89.1	93.4	95.0
179AW	Mansfield, OH	105.6	106.0	105.4	90.0	90.3	95.3
	Average	*94.8*	*95.8*	*95.5*	*87.6*	*90.7*	*94.1*
	Units Losing Aircraft KC-135 (ANG)						
117ARW	Birmingham,AL	92.8	91.5	87.2	86.2	93.8	96.0
101ARW	Key Field, MS	93.5	90.6	91.1	91.3	88.8	95.4
184ARW	McConnel AFB (ANG), KS	93.4	95.8	95.8	92.1	92.7	94.6
163ARW	March ARB, CA	100.0	101.1	98.1	87.0	86.2	92.9
141ARW	Fairchild ANG, WA	99.5	107.0	99.2	89.6	90.0	95.5
	Units Losing Aircraft Fighters (ANG)						
102FW	Otis AGS, MA (F-15)	79.2	78.7	79.0	85.2	91.0	94.9
103FW	Bradley, CT (A-10)	92.5	93.6	88.7	86.9	87.5	92.6
181FW	Hulman International,IL (F-16)	99.2	100.6	99.6	86.8	88.8	93.6
147FW	Ellington, TX (F-16)	95.2	96.0	95.7	90.7	89.2	93.0
120FW	Great Falls, MT (F-16)	92.9	92.7	91.9	91.0	91.5	94.8
131FW	Lambert, MO (F-15C)	94.4	95.4	93.2	83.1	89.8	93.6
142FW	Portland, OR (F-15c)	94.3	94.9	95.4	87.5	90.7	94.8
111FW	Willow Grove, PA (A-10)	99.2	100.5	97.9	87.3	90.6	92.2
183FW	Capital City, IL (F-16)	101.2	99.6	99.1	90.3	90.9	94.2
192FW	Richmond, VA (F-16)	100.9	98.3	99.8	88.7	88.3	93.7
110FW	Kellogg AGS, MI (A-10)	100.9	101.9	102.0	87.7	91.1	94.9
148FW	Duluth, MN (F-16)	101.7	102.7	103.6	89.0	89.8	95.4

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	AW HQ	MSG & MDG	MXG	OG	TOTAL
Members:					
Full Time	15	108	92	24	239
Traditional	35	458	133	78	704
Years of Experience:					
Full Time	303	1901	1748	534	4486
Traditional	473	4580	1330	1081	7464
Avg Yrs of Exp:					
Full Time	20.2	17.6	19.0	22.3	18.8
Traditional	13.5	10.0	10.0	13.9	10.6
Avg Years of Exp:					
TOTAL					**12.67**

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Skill Level	AW	%	OPS		MXG		MSG		MDG		Total ECS	Total Wing	
3	6	15.8%	5	6.6%	44	17.3%	124	21.9%	9	16.7%	21.5%	188	19.0%
5	11	28.9%	9	11.8%	117	46.1%	246	43.5%	20	37.0%	43.0%	403	40.8%
7	19	50.0%	55	72.4%	84	33.1%	174	30.8%	23	42.6%	31.8%	355	36.0%
9	2	5.3%	7	9.2%	9	3.5%	21	3.7%	2	3.7%	3.7%	41	4.2%
Total	38		76		254		565		54			987	
Top 3 (5,7,9)		84.2%		93.4%		82.7%		78.1%		83.3%	78.5%		81.0%
Top 2 (7,9)		55.3%		81.6%		36.6%		34.5%		46.3%	35.5%		40.1%

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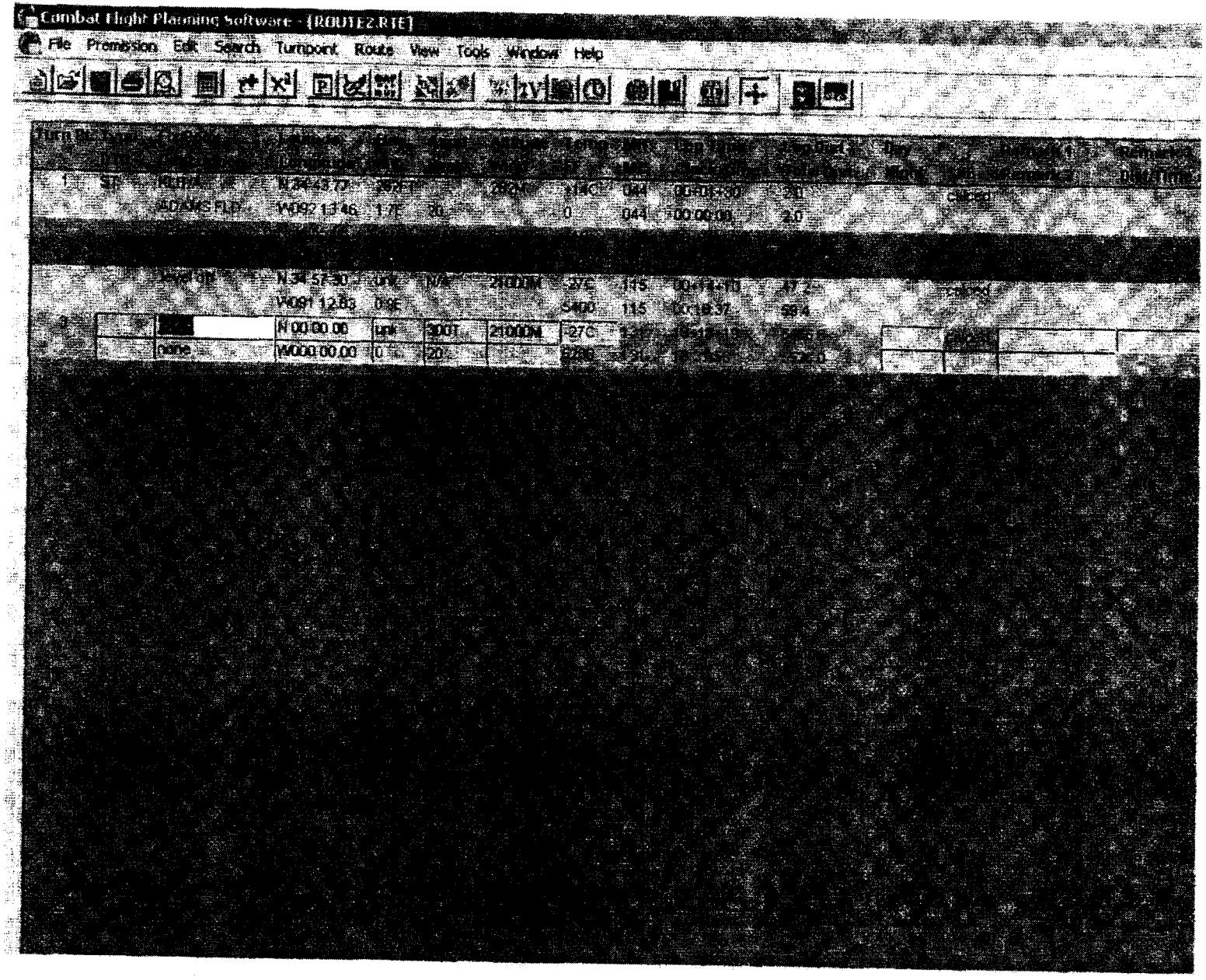
Reference Slides # 50, 53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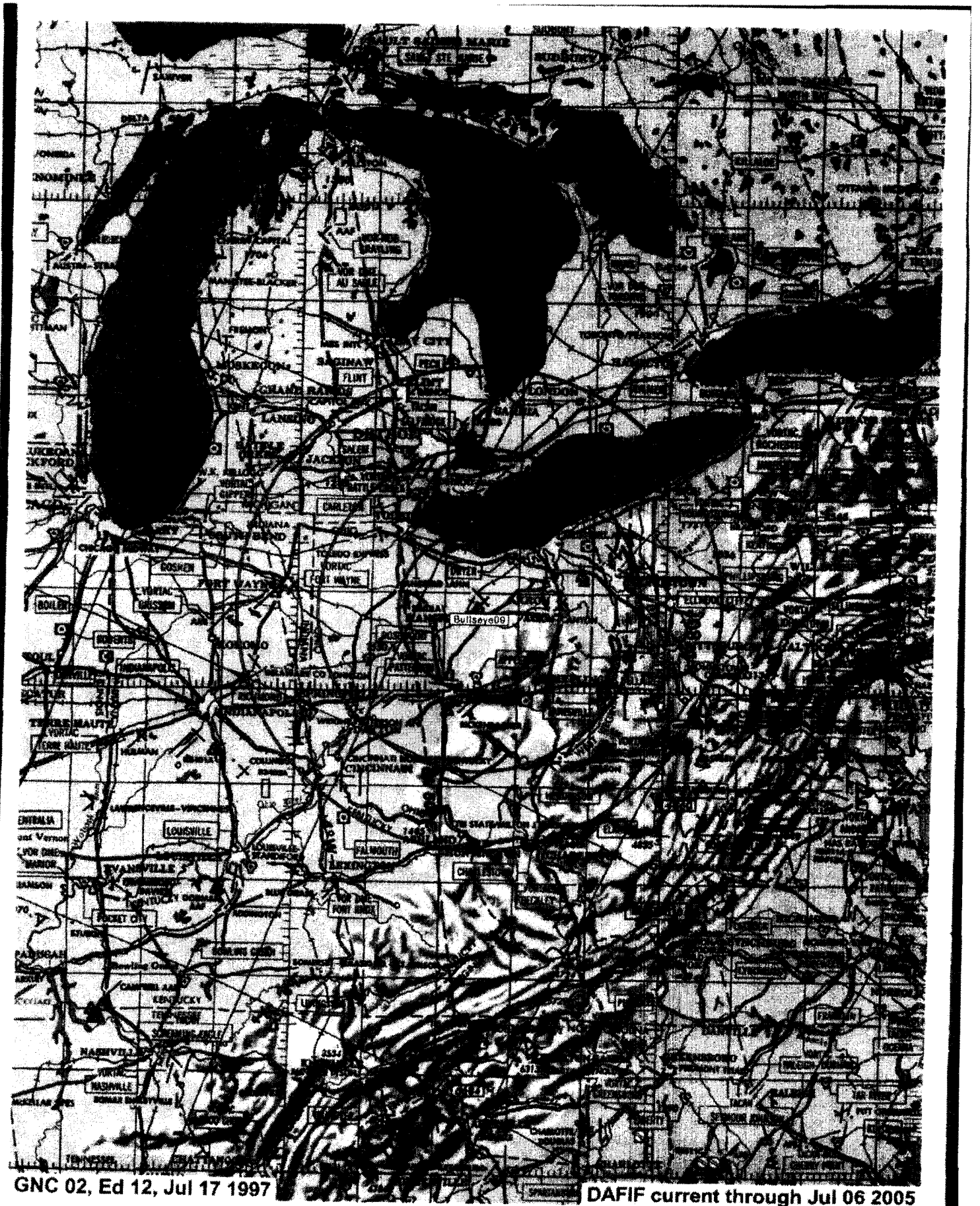
File Promission Edit Search Turnpoint Route View Tools Window Help

DCN 12459



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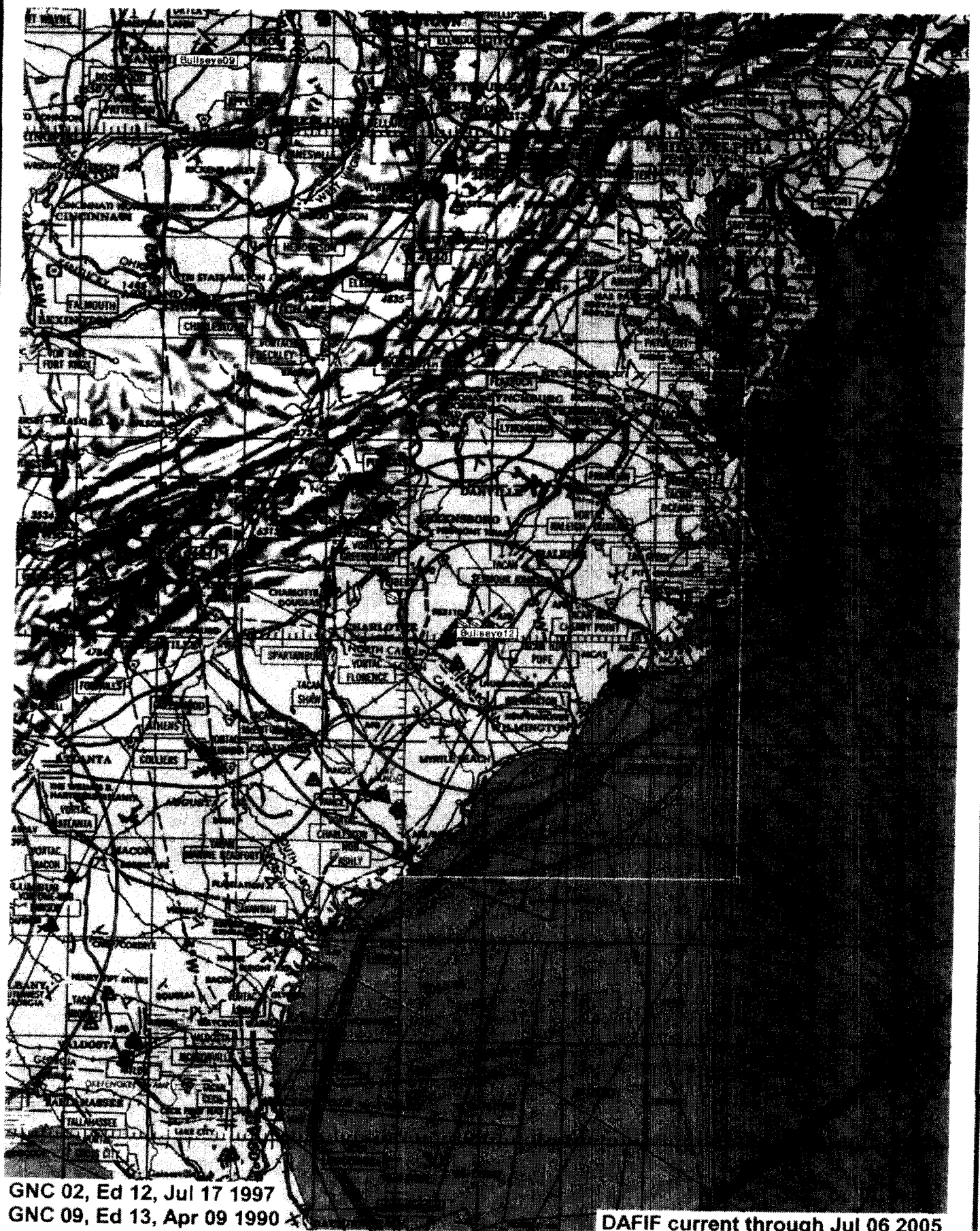
DAFIF current through Jul 06 2005

DCN 12459



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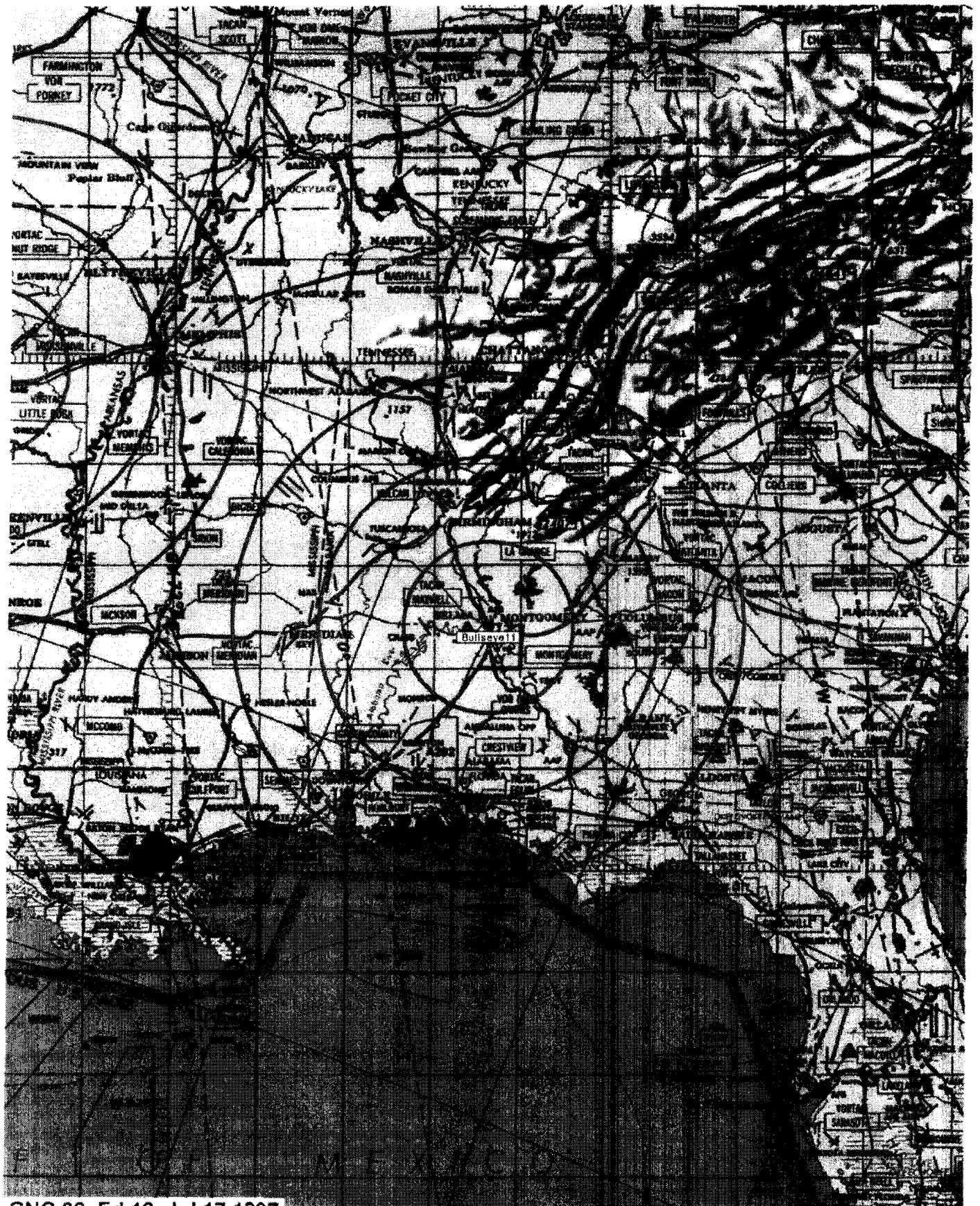
GNC 09, Ed 13, Apr 09 1990

DAFIF current through Jul 06 2005

DCN 12459



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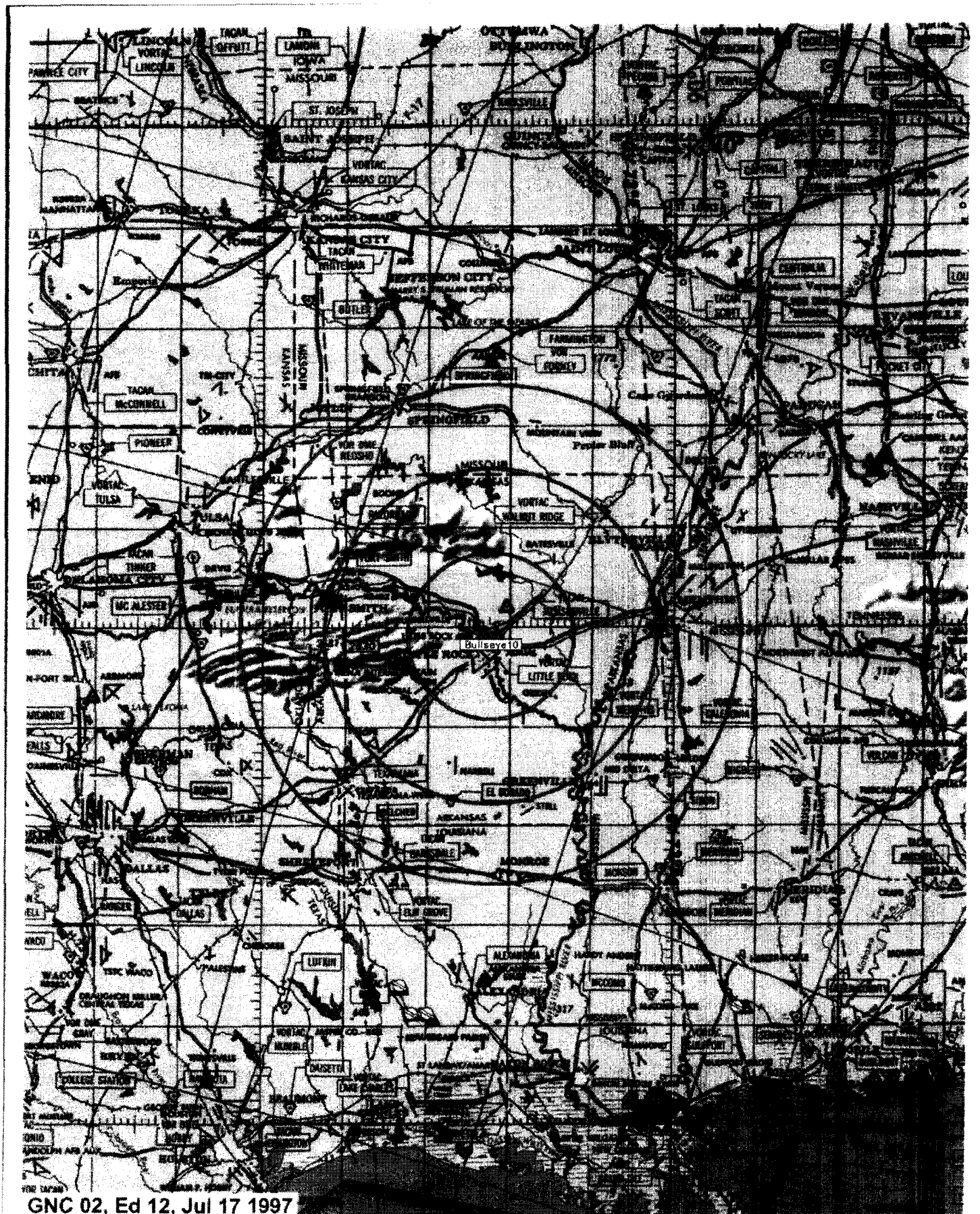
GNC 09, Ed 13, Apr 09 1990

DAFIF current through Jul 06 2005

DCN 12459



GNC 02, Ed 12, Jul 17 1997
GNC 09, Ed 13, Apr 09 1990

DAFIF current through Jul 06 2005

DCN 12459


GNC 02, Ed 12, Jul 17 1997
GNC 08, Ed 10, Jan 15 1986
GNC 09, Ed 13, Apr 09 1990
DAFIF current through Jul 06 2005

DCN 12459

Reference Slide # 51

DCN 12459

Instrument Operations: Ranking Report

From 2004 To 2004: CLT LIT MFD MSP SDF: (Calendar Year)
Rank By Total Operations

RANK	FACILITY	AC	AT	GA	MIL	TOTAL
1	CLT	214912	241898	139013	4882	600705
2	MSP !	268350	114400	37411	1735	421896
3	SDF	82694	91820	90855	5342	270711
4	LIT	25605	39491	124624	48044	237764
5	MFD	169	10377	34326	2019	46891
Total		**323380**	**383586**	**388818**	**60287**	**1156071**

(!) - NonAdd Values

TOWERS: Ranking Report

From 2004 To 2004: CLT LIT MFD MSP SDF: (Calendar Year)
Rank By Total Operations

			ITINERANT				LOCAL		
RANK	RANKING FACTOR	FACILITY	AC	AT	GA	MIL	GA	MIL	TOTAL
1	540727	MSP	354008	151462	32982	2249	26	0	540727
2	467676	CLT	213800	213983	37982	1877	31	3	467676
3	184998	LIT	25524	35894	70985	10551	10300	31744	184998
4	165589	SDF	75124	70245	17114	2533	567	6	165589
5	35009	MFD	20	4176	21589	2361	5277	1586	35009
Total			**668476**	**475760**	**180652**	**19571**	**16201**	**33339**	**1393999**

Reference Slide # 52

Chapter 2

VFR MILITARY TRAINING ROUTES (VR)

I. General. FAA Order 7610.4 (Special Military Operations) has specific guidance on Military Training Routes. FAA Order 7610.4 is applicable to all DoD personnel including the Reserve Forces and National Guard. The Order is available from the FAA's website at http://www.faa.gov/atpubs. Pilots should be familiar with this Order. VR MTRs are mutually developed by DoD and the FAA to provide for military training/RDT&E requirements that cannot be met under the terms of FAR 91.117 (Aircraft Speed). Accordingly, the FAA has issued a speed authorization to DoD to permit aircraft to exceed 250 knots IAS (below 10,000' MSL) within the lateral and vertical confines of published VR MTRs. Each service component (USAF, USN, USMC, USA, and USCG) issues written guidance, procedures, regulations, or instructions (OPNAVINST 3710.5 by the USN for example), which cover MTR flying. Pilots are expected to comply with FARs, FAA Order 7610.4, and applicable service guidance when flying VR MTRs. FAA Regional Air Traffic Division Managers may authorize deviations from the provisions of FAA Order 7610.4. These deviations meet an appropriate level of safety and will be explained in the Route Description, Remarks, or Special Operating Procedures.

II. Route Development. VR Routes shall be developed using the procedures and criteria specified in FAA Order 7610.4. VR MTRs that include one or more segments above 1500 feet AGL shall be identified by three number characters, (for example VR-XXX). VR MTRs with no segment above 1500 feet AGL shall be identified by four number characters, (for example VR-XXXX). Developers/Route Originators will ensure that all VR MTRs are displayed on VFR Sectionals, VFR Terminal Area Charts and Area Planning AP/1B Military Training Route Charts (IR routes 1500 feet and above should be charted on Enroute Low and Area Charts). Route originators will review VR MTR data published in AP/1B and will immediately inform the appropriate authorities when a disparity exists. Route Developers should specify route entry windows in the Remarks/Special Operating Procedures (for example, plus or minus five minutes) in order to ensure aircraft enter on time and provide maximum route deconfliction for other military and civilian pilots.

III. Scheduling and Coordination.

A. Routes shall not be flown unless properly scheduled through the designated originating/scheduling activity listed for that MTR. Normally, a minimum of 2 hours notice is required to ensure civilian and other military users are notified of MTR activation. When scheduling a VR MTR, Automated Flight Service Stations (AFSS) within 100 NM (in some cases more than 100 NM) of the scheduled MTR are notified to provide information to civilian pilots affording the opportunity to avoid the scheduled VR MTR. Military pilots can benefit from this information by contacting the servicing AFSS to view routes that have been activated. On a daily basis and to the maximum extent possible, the MTR Scheduler will confirm (via the tie-in AFSS) the planned utilization of the route. The AFSS handling the flight planning function for the military base where the scheduling unit is located will confirm that FAA Order 7110.10 (Tie-in AFSS) is complied with. Route Schedulers will provide an hourly schedule for each MTR (route number, aircraft type and number, proposed entry/exit times, and altitude) and pass changes to the tie-in AFSS if a route closes or aircraft cancellations occur. Schedulers/Originators of VR MTRs will ensure that users are knowledgeable of route procedures. Pilots are ultimately responsible for compliance with route procedures.

B. Pilots will consult FLIP Area Planning and AP/1B Military Training Route Charts to view route conflicts. This chart is the single source document (IR, VR, SR routes) depicting potential route conflicts. Pilots may consult VFR Sectionals for additional planning information (SR not displayed). Routes displayed on the MTR Chart and Sectionals are "route centerline" only and route widths are not to scale. Enroute low IFR charts do not show 4 digit MTRs or SRs; therefore, do not use enroute IFR charts to deconflict VR MTRs. Pilots should be aware of other MTR users (that pose a hazard to the VR MTR) and associated route times to ensure deconfliction. Pilots will make every effort to contact the Originating/Scheduling Activity for routes that conflict with the planned route. If unable to properly plan/deconflict the VR MTR, **DO NOT FLY THE ROUTE**.

IV. Flight Plans.

A. Operations to and from VR MTRs should be conducted on an IFR flight plan. Pilots must have an IFR or VFR flight plan filed to fly a VR MTR (the VFR flight plan must includes the specific VR Route).

1. Pilots operating on an IFR flight plan to a VR MTR shall file to the fix/radial/distance (FRD) of the published entry/alternate entry point. Pilots transitioning to IFR upon exiting a VR MTR shall file the FRD of the published exit/alternate exit point.

   Example: SAT191036 VR140 STV111017

2. The remarks portion (Field 11) of the flight plan shall contain the VR designator, the letter E and a four digit group indicating the Zulu entry time, the letter X and a four digit group indicating the Zulu exit time, and remarks (if applicable). Use no spaces on the first group.

   Example: VR140E1520X1555 Exiting Echo

V. In Flight.

A. Entry/Exit.

1. All entries and exits shall be accomplished at published entry/exit points or alternate entry/exit points.

2. Pilots shall inform the ATC facility if any action on the part of the controller compromises entry procedures for the route. For example, if unable to enter the route within established time limits, it shall be the

Chapter 2

VFR MILITARY TRAINING ROUTES (VR)

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II. Route Development. VR Routes shall be developed using the procedures and criteria specified in FAA Order 7610.4. VR MTRs that include one or more segments above 1500 feet AGL shall be identified by three number characters, (for example VR-XXX). VR MTRs with no segment above 1500 feet AGL shall be identified by four number characters, (for example VR-XXXX). Developers/Route Originators will ensure that all VR MTRs are displayed on VFR Sectionals, VFR Terminal Area Charts and Area Planning AP/1B Military Training Route Charts (IR routes 1500 feet and above should be charted on Enroute Low and Area Charts). Route originators will review VR MTR data published in AP/1B and will immediately inform the appropriate authorities when a disparity exists. Route Developers should specify route entry windows in the Remarks/Special Operating Procedures (for example, plus or minus five minutes) in order to ensure aircraft enter on time and provide maximum route deconfliction for other military and civilian pilots.

III. Scheduling and Coordination.

A. Routes shall not be flown unless properly scheduled through the designated originating/scheduling activity listed for that MTR. Normally, a minimum of 2 hours notice is required to ensure civilian and other military users are notified of MTR activation. When scheduling a VR MTR, Automated Flight Service Stations (AFSS) within 100 NM (in some cases more than 100 NM) of the scheduled MTR are notified to provide information to civilian pilots affording the opportunity to avoid the scheduled VR MTR. Military pilots can benefit from this information by contacting the servicing AFSS to view routes that have been activated. On a daily basis and to the maximum extent possible, the MTR Scheduler will confirm (via the tie-in AFSS) the planned utilization of the route. The AFSS handling the flight planning function for the military base where the scheduling unit is located will confirm that FAA Order 7110.10 (Tie-in AFSS) is complied with. Route Schedulers will provide an hourly schedule for each MTR (route number, aircraft type and number, proposed entry/exit times, and altitude) and pass changes to the tie-in AFSS if a route closes or aircraft cancellations occur. Schedulers/Originators of VR MTRs will ensure that users are knowledgeable of route procedures. Pilots are ultimately responsible for compliance with route procedures.

B. Pilots will consult FLIP Area Planning and AP/1B Military Training Route Charts to view route conflicts. This chart is the single source document (IR, VR, SR routes) depicting potential route conflicts. Pilots may consult VFR Sectionals for additional planning information (SR not displayed). Routes displayed on the MTR Chart and Sectionals are "route centerline" only and route widths are not to scale. Enroute low IFR charts do not show 4 digit MTRs or SRs; therefore, do not use enroute IFR charts to deconflict VR MTRs. Pilots should be aware of other MTR users (that pose a hazard to the VR MTR) and associated route times to ensure deconfliction. Pilots will make every effort to contact the Originating/Scheduling Activity for routes that conflict with the planned route. If unable to properly plan/deconflict the VR MTR, **DO NOT FLY THE ROUTE.**

IV. Flight Plans.

A. Operations to and from VR MTRs should be conducted on an IFR flight plan. Pilots must have an IFR or VFR flight plan filed to fly a VR MTR (the VFR flight plan must includes the specific VR Route).

1. Pilots operating on an IFR flight plan to a VR MTR shall file to the fix/radial/distance (FRD) of the published entry/alternate entry point. Pilots transitioning to IFR upon exiting a VR MTR shall file the FRD of the published exit/alternate exit point.

   Example: SAT191036 VR140 STV111017

2. The remarks portion (Field 11) of the flight plan shall contain the VR designator, the letter E and a four digit group indicating the Zulu entry time, the letter X and a four digit group indicating the Zulu exit time, and remarks (if applicable). Use no spaces on the first group.

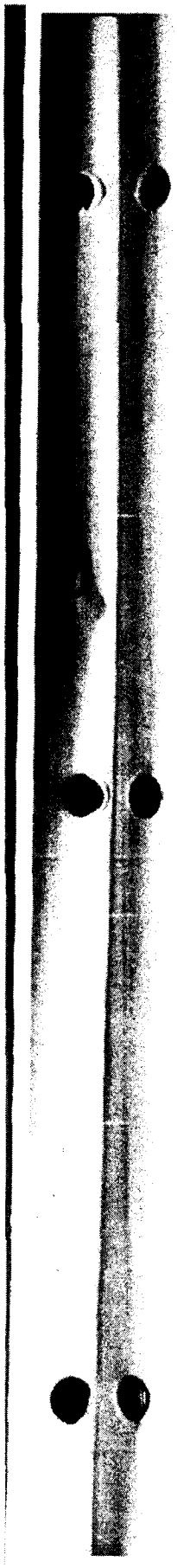
   Example: VR140E1520X1555 Exiting Echo

V. In Flight.

A. Entry/Exit.

1. All entries and exits shall be accomplished at published entry/exit points or alternate entry/exit points.

2. Pilots shall inform the ATC facility if any action on the part of the controller compromises entry procedures for the route. For example, if unable to enter the route within established time limits, it shall be the



Chapter 1

IFR MILITARY TRAINING ROUTES (IR)

I. General. FAA Order 7610.4 (Special Military Operations) has specific guidance on Military Training Routes. FAA Order 7610.4 is applicable to all DoD personnel including the Reserve Forces and National Guard. The Order is available from the FAA's website at http://www.faa.gov/atpubs. Pilots should be familiar with this Order. IR MTRs are mutually developed by DoD and the FAA to provide for military training/RDT&E requirements that cannot be met under the terms of FAR 91.117 (Aircraft Speed). Accordingly, the FAA has issued a speed authorization to DoD to permit aircraft to exceed 250 knots IAS (below 10,000' MSL) within the lateral and vertical confines of published IR MTRs. Each service component (USAF, USN, USMC, USA, and USCG) issues written guidance, procedures, regulations, or instructions (OPNAVINST 3710.S by the USN for example), which cover MTR flying. Pilots are expected to comply with FARs, FAA Order 7610.4, and applicable service guidance when flying IR MTRs. FAA Regional Air Traffic Division Managers may authorize deviations from the provisions of FAA Order 7610.4. These deviations meet an appropriate level of safety and will be explained in the Route Description, Remarks, or Special Operating Procedures.

II. Route Development. IR Routes shall be developed using the procedures and criteria specified in FAA Order 7610.4. IR MTRs that include one or more segments above 1500 feet AGL shall be identified by three number characters, (for example IR-XXX). IR MTRs with no segment above 1500 feet AGL shall be identified by four number characters, (for example IR-XXXX). Developers/Route Originators will ensure that all IR MTRs are displayed on VFR Sectionals, VFR Terminal Area Charts and Area Planning AP/1B Military Training Route Charts (IR routes 1500 feet and above should be charted on Enroute Low and Area Charts). Route Originators will review IR MTR data published in AP/1B and will immediately inform the appropriate authorities when a disparity exists. Route Developers should specify route entry windows in the Remarks/Special Operating Procedures (for example, plus or minus five minutes) in order to ensure aircraft enter on time and provide maximum route deconfliction for other military and civilian pilots.

III. Scheduling and Coordination.

A. Routes shall not be flown unless properly scheduled through the designated originating/scheduling activity listed for that MTR. Normally, a minimum of 2 hours notice is required to ensure civilian and other military users are notified of MTR activation. When scheduling an IR MTR, Automated Flight Service Stations (AFSS) within 100 NM (in some cases more than 100 NM) of the scheduled MTR are notified to provide information to civilian pilots affording the opportunity to avoid the scheduled IR MTR. Military pilots can benefit from this information by contacting the servicing AFSS to view routes that have been activated. On a daily basis and to the maximum extent possible, the MTR Scheduler will confirm (via the tie-in AFSS) the planned utilization of the route. Route Schedulers will confirm that FAA Order 7110.10 (Tie-in AFSS) is complied with. Route Schedulers will provide an hourly schedule for each MTR (route number, aircraft type and number, proposed entry/exit times, and altitude) and pass changes to the tie-in AFSS if a route closes or aircraft cancellations occur. Route Schedulers shall maintain records of IR MTR usage for the preceding calendar year. Schedulers/Originators of IR MTRs will ensure that users are knowledgeable of route procedures. Pilots are ultimately responsible for compliance with route procedures.

B. Pilots will consult FLIP Area Planning and AP/1B Military Training Route Charts to view route conflicts. This chart is the single source document (IR, VR, SR routes) depicting potential route conflicts. Pilots may consult VFR Sectionals for additional planning information (SR not displayed). Routes displayed on the MTR Chart and Sectionals are "route centerline" only and route widths are not to scale. Enroute low IFR charts do not show 4 digit MTRs or SRs; therefore, do not use enroute IFR charts to deconflict IR MTRs. Pilots should be aware of other MTR users (that pose a hazard to the IR MTR) and associated route times to ensure deconfliction. Pilots will make every effort to contact the Originating/Scheduling Activity for routes that conflict with the planned route. If unable to properly plan/deconflict the IR MTR, **DO NOT FLY THE ROUTE.**

IV. Flight Plans.

A. All IR MTR operations shall be conducted on IFR flight plans or an approved altitude reservation (ALTRV) regardless of weather conditions.

B. Unless agreed to by the ARTCC area where the route originates, each flight plan shall include the following specific information:

1. The published entry/alternate entry fix in terms of fix/radial/distance (FRD), route designator, the published exit/alternate exit fix in terms of FRD, followed by the balance of the route of flight.

   Example: SAT263043 IR149 LRD040028

2. The remarks portion (Field 11) of the flight plan shall contain the IR designator, the letter E and a four digit group indicating the Zulu entry time, the letter X and a four digit group indicating the Zulu exit time, and remarks (if applicable). Use no spaces on the first group.

   Example: IR149E1520X1600 Exiting Golf

C. When filing IFR flight plans, only place "MARSA" in the remarks section (Field 11) if proper authorization has been received and aircrews intend to accept reduced separation criteria on the route (pre-planning with another aircraft). Base Operations personnel will not add "MARSA" unless requested by the aircrew.

   Example: IR148EI6I7XI705 MARSA

Chapter 1

IFR MILITARY TRAINING ROUTES (IR)

I. General. FAA Order 7610.4 (Special Military Operations) has specific guidance on Military Training Routes. FAA Order 7610.4 is applicable to all DoD personnel including the Reserve Forces and National Guard. The Order is available from the FAA's website at http://www.faa.gov/atpubs. Pilots should be familiar with this Order. IR MTRs are mutually developed by DoD and the FAA to provide for military training/RDT&E requirements that cannot be met under the terms of FAR 91.117 (Aircraft Speed). Accordingly, the FAA has issued a speed authorization to DoD to permit aircraft to exceed 250 knots IAS (below 10,000' MSL) within the lateral and vertical confines of published IR MTRs. Each service component (USAF, USN, USMC, USA, and USCG) issues written guidance, procedures, regulations, or instructions (OPNAVINST 3710.S by the USN for example), which cover MTR flying. Pilots are expected to comply with FARs, FAA Order 7610.4, and applicable service guidance when flying IR MTRs. FAA Regional Air Traffic Division Managers may authorize deviations from the provisions of FAA Order 7610.4. These deviations meet an appropriate level of safety and will be explained in the Route Description, Remarks, or Special Operating Procedures.

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   Example: SAT263043 IR149 LRD040028

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C. When filing IFR flight plans, only place "MARSA" in the remarks section (Field 11) if proper authorization has been received and aircrews intend to accept reduced separation criteria on the route (pre-planning with another aircraft). Base Operations personnel will not add "MARSA" unless requested by the aircrew.

   Example: IR148EI6I7XI705 MARSA

Still Free To Fly!

by Daniel McDowell - Minnesota DOT, Office of Aeronautics

The Air National Guard and the Air Force Reserve, as part of the "Total Force," handles a continually growing portion of the active duty Air Force missions and workload on a global scale. Today, the men and women of the nation's Air Guard and Air Reserve frequently work side by side with active duty personnel, supporting the Air Force mission across the nation and worldwide.

They are required to train to the same standards as the active Air Force, and that fact continues to take on even more importance every day. It is a dividend of "peace" in our society that is effectively shown by the reduction or removal of large portions of our military forces, bases, and strategic and tactical systems. This dividend does not eliminate the necessity to continue training our military personnel to be ready for any contingency.

With continued reductions in force personnel and resources, the Air National Guard and Air Force Reserve must rely on current training facilities to maintain and improve their vitally important skills. To do this requires "special-use airspace" reserved for military pilots and support personnel to simulate combat conditions.

The Where, What and Why

General Aviation pilots are likely to encounter one or more different types of special-use airspace when flying cross-country, and therefore need to be aware of the location of that airspace along their planned routes of flight, and an understanding of what takes place there.

Most often, the special-use airspace is associated with military training and is called a MOA, or Military Operations Area. Military Training Routes (MTRs), Restricted Areas (RAs), and Low Altitude Tactical Navigation Areas (LATNs), are also part of special-use airspace. But military pilots are not the only ones who can fly through that airspace.

MOAs provide an area where military pilots can train in a more realistic scenario. By definition, a MOA can exist from the surface to, but not including, 18,000 feet. Anything above FL 180 is in the ATCAA (Air Traffic Control Assigned Airspace), which places it in Positive Controlled Airspace.

The speed of the aircraft in a MOA may vary from 250 to over 650 mph, but always subsonic. Besides the possibility of an abrupt change of speed, military aircraft can very quickly change altitude - from several hundred feet above ground level (AGL), to over 18,000 feet mean sea level (MSL). These changes can, and often do take place in a matter of seconds.

MTRs are identified on the IFR Low Altitude Enroute Chart, VFR Planning Chart, sectionals, Area Planning Chart, and Flight Information Publication (or FLIP) as instrument routes (IR) or visual (VR) routes. Routes at or below 1,500 feet AGL are identified by a four digit number such as IR 1003, or VR 1008. Routes above 1,500 feet AGL are identified by a three digit number like VR 004 or IR 007, etc. MTRs encountered along your route of flight may be associated with a MOA.

IRs are designed for low-altitude navigation and tactical training below 10,000 feet and at airspeeds in excess of 250 kts at night and in IMC. VRs are designed for low-altitude navigation and tactical training below 10,000 feet at airspeeds in excess of 250 kts under visual flight rules.

Along these routes, military aircraft can be flown at high speed (up to 650 mph) and low altitude. To the maximum extent possible, MTRs are flown under instrument flight rules (IFR) above 1,500 AGL. Routes below 1,500 feet AGL were designed to be flown under visual flight rules (VFR). It should be remembered that both routes have the same minimum altitude (usually 300 feet AGL), with the main difference being the IFR route is under ATC guidance.

The Department of Defense (DoD) and Federal Aviation Administration (FAA) have worked out rules for low-altitude, high-speed training to ensure as much safety as possible for both the military and General Aviation. In addition to following its own rules, the military also follows Federal Aviation Regulations (FARs) under FAR 91.79.

There are other types of routes that may also be encountered. They are SR (Slow Routes) and LATN (Low Altitude Tactical Navigation Areas). Slow Routes are designed for use at or below 1,500 feet AGL, with airspeeds at or below 250 kts. LATN areas are different in that they have specific North, East, South, and West boundaries. Bases of LATN routes can extend to 300 feet AGL and are flown at speeds not to exceed 250 kts. LATN areas are designed to allow crews to practice tactical navigation and flying in areas of simulated and varied threat potential, without being limited to flying a standardized, published route. LATNs are not published on aeronautical charts!

Not Just For Military Pilots

MOAs are not restricted to only military air traffic as are Restricted Areas. VFR traffic can transit a MOA, while IFR traffic may be cleared through the area if Air Traffic Control can provide IFR separation with coordination by the military. If they cannot provide adequate separation, non-participating aircraft will be rerouted or restricted. An exception to this is if the non-participating aircraft is a medical emergency or humanitarian flight.

If you plan to transit an MOA, check NOTAMs for "hot" MOAs and MTRs. Also contact the Flight Service Station (FSS) when you are 100 miles out from the MOA. Identify yourself to FSS and request MOA information. Be sure to advise them of your position, route of flight, destination and current altitude.

More Awareness!

Exercise extreme caution when near special-use airspace approach areas (entry and exit points), as well as in and around MOAs, MTRs and LATN areas. Be consistently vigilant while watching for military traffic, and traffic in general. Remember, when you see one military aircraft, keep looking! It is very likely that one or more additional aircraft are in the vicinity. It is also important to keep in mind that most military aircraft are painted in a low visibility camouflaged paint scheme or color. This makes these aircraft very difficult to see at any time. Add to that the fact they are changing speed and direction rapidly, and it is easily understood how difficult it can be to visually locate them.

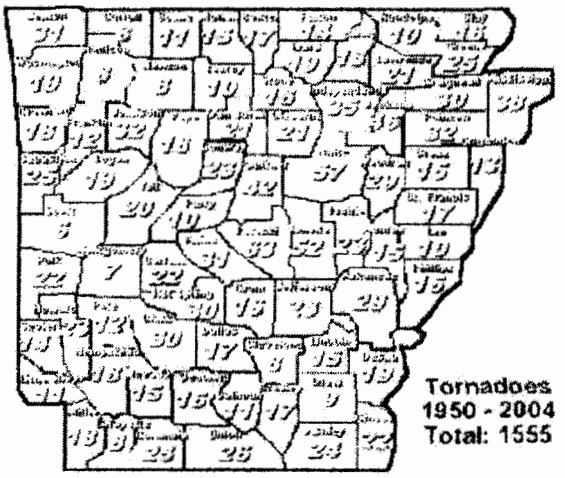
Enhance Your Safety

Pilots should thoroughly brief their passengers before flight. Your safety can be greatly enhanced by using your passengers' eyes to help you seek out traffic. Brief them on what they may see. In addition, by making frequent clearing turns, you can confirm that the area around is clear and you make your aircraft more visible to the fast moving military traffic.

DCN 12459

Reference Slide # 58

The following graphics show tornadoes and tornado deaths in Arkansas since 1950. **For a text version, click** here.



Click to enlarge.

DCN 12459

Reference Slide # 63

DCN 12459

City of Mansfield, Ohio

Lydia J. Reid, Mayor

30 N. Diamond Street
Mansfield, Ohio 44902

419-755-9626
FAX 755-9627

April 23, 2004

Col. Mark L. Stephens, Commander
179th Airlift Wing - OANG
1947 Harrington Memorial Road
Mansfield, Ohio 44903-0179

RE: Land Acquisition/Lease Modification

Dear Col. Stephens:

Please be advised that the City of Mansfield concurs with your proposed acquisition of 160 acres (±) to facilitate base expansion and, further, to incorporate said 160 acres (±) into a modification of the existing Cantonment Area Lease (#DACA27-5-90-163).

The 160 acres (±) parcel is bounded on the east by Airport North Road (Twp. Rd. 13A), on the south by Crall Road (Twp. Rd. 237), and is known as Airport Parcel Number 50.

Should you have any questions or need additional information, please contact Michael McKee at the City Engineer's Office (419-755-9702).

Very truly yours,

Lydia J. Reid
Mayor

LJR:jvh

c: Public Works Director Fisher
Project Planner McKee
Airport Operations Supervisor Daugherty
Councilman Utt
Clerk of Council Grove
File

DCN 12459

Reference Slide #66

DCN 12459

ECONOMIC IMPACT ANALYSIS (Version 1.4)
179AW - FY 04

TABLE 1
PERSONNEL BY CLASSIFICATION AND HOUSING LOCATION

As of: 31-May-05

CLASSIFICATION	LIVING ON BASE	LIVING OFF BASE	TOTAL
1. APPROPRIATED FUND MILITARY			
Active Duty	0	1	1
Air Force Reserve/Air National Guard	0	63	63
Non-Extended Active Duty Reserve/ANG	0	964	964
Trainees/Cadets	0	0	0
TOTAL:	0	1,028	1,028
2. ACTIVE DUTY MILITARY DEPENDENTS	0	0	0
3. APPROPRIATED FUND CIVILIANS			
General Schedule			94
Federal Wage Board			79
Other "State Employess"			57
		TOTAL:	230
4. NON-APPROPRIATED FUND CONTRACT CIVILIANS AND PRIVATE BUSINESS			
Civilian NAF			0
Civilian BX			1
Contract Civilians (not elsewhere included)			0
Private Businesses On Base, By Type:			1
Branch Banks/Credit Union			0
Other Civilians (not elsewhere included)			1
		TOTAL:	2

TOTAL PERSONNEL: 1,260

ECONOMIC IMPACT ANALYSIS
179AW - FY 04

TABLE 2
ANNUAL PAYROLL BY CLASSIFICATION AND HOUSING LOCATION

As of: 31-May-05

CLASSIFICATION	LIVING ON BASE ($)	LIVING OFF BASE ($)	TOTAL ($)
1. APPROPRIATED FUND MILITARY			
Active Duty	**$0**	**$73,857**	$73,857
ANG/Reserve	**$0**	**$2,321,682**	$2,321,682
Trainees/Cadets	**$0**	**$0**	$0
Non-Extended Active Duty ANG/Reserve	**$0**	**$10,626,046**	$10,626,046
TOTAL:	$0	$13,021,585	$13,021,585
2. APPROPRIATED FUND CIVILIANS			
General Schedule			**$5,057,839**
Federal Wage Board			**$5,057,839**
Other State Payrolls			**$2,445,010**
TOTAL:			$12,560,688
3. NON-APPROPRIATED FUND CONTRACT CIVILIANS AND PRIVATE BUSINESS			
Civilian NAF			**$0**
Civilian BX			**$42,000**
Contract Civilians (not elsewhere included)			**$0**
Private Businesses On Base, By Type:			$48,000
Branch Banks/Credit Union			**$0**
Other Civilians (not elsewhere included)			**$48,000**
TOTAL:			$90,000

DCN 12459

TOTAL ANNUAL PAYROLL: $25,672,273

179AW

		Active Duty		Guard	
GRADE	NUMBER	Rate w/o PCS	Sub Totals	Ave Rate Off	Sub Totals
2LT	8	60,062	480,496	29,131	233,048
1LT	13	73857	960,141	29,131	378,703
CPT	25	96472	2,411,800	29,131	728,275
MAJ	39	122,134	4,763,226	29,131	1,136,109
LTC	37	139,808	5,172,896	29,131	1,077,847
COL	5	163,281	816,405	29,131	145,655
AB	2	32,429	64,858	11,367	22,734
AMN	1	35,145	35,145	11,367	11,367
A1C	82	37,594	3,082,708	11,367	932,094
SRA	243	45,104	10,960,272	11,367	2,762,181
SSG	176	55,063	9,691,088	11,367	2,000,592
TSG	175	64,445	11,277,875	11,367	1,989,225
MSG	152	74,344	11,300,288	11,367	1,727,784
SMS	44	84,116	3,701,104	11,367	500,148
CMS	19	98,107	1,864,033	11,367	215,973
TOTAL	1021	78,797	80,452,145	11,367	11,605,707

Mansfield	**# Employees**	**Data From FY 04 EIA**
Civ-Pay	173	10,115,678
AGR Officer	3	
AGR Enlisted	60	2,321,682
ANG Drill Pay	968	10,626,046
State Workers	57	2,445,010
AD 1LT	1	73,857
Other Employees	2	90,000
	1264	**25,672,273 Total Annual Payroll**

80,452,145	AD
25,672,273	179AW
54,779,872	Difference

Source Information:

AFI 65-503 Attachment A27-1 Civilian Standard Composite Rates, Major Categories
AFI 65-503 Attachment A19-1 Military Standard Composite Pay
179AW/FM FY 04 EIA

Assumptions:

Mil-Pay calculations average rate w/o pcs for both Officer & Enlisted
Mil-Pay calculations average rate w/o pcs for both Officer & Enlisted

DCN 12459

Reference Slide #67

ANG Career Field Managers (CFMs)

AFSC	TITLE	Office	Basic Enlisted Trng $	Officer Trng $	Course Length	Technical Training $	Follow-on Training $	Bonus	Author	Sub Totals
P10C0	Commander	OG/CC		$18,000.00		$3,000,000.00	$316.55		1	$3,018,316.55
3A0X1	Info Mgt		$18,000.00		13.8	$15,573.00			1	$33,573.00
1A291	Loadmaster	Stan Eval	$18,000.00		18	$30,372.00	$201.71		1	$30,573.71
14N3	Intelligence	IN		$18,000.00	31.4	$47,145.00			3	$195,435.00
1N071	Intell Cman		$18,000.00		29.1	$30,031.00			5	$240,155.00
11M3	Evaluator Pilot	Stan Eval		$18,000.00		$3,000,000.00	$316.55		2	$6,036,633.10
1A191	Flight Engineer	Stan Eval	$18,000.00		19.6	$34,173.00	$672.35		1	$34,845.35
1A291	Loadmaster	Stan Eval	$18,000.00		18	$30,372.00	$201.71		1	$30,573.71
									4	
20C0	MXG/CC	CC		$18,000.00					1	
3A071	Info Mgt	CC	$18,000.00						1	
33S3	Exec Officer	CCQ		$18,000.00	12.8	$23,534.00			1	$41,534.00
21A3	QA OIC	MXQ		$18,000.00	14	$25,476.00			1	$43,476.00
2A300	QA Supt	MXQ	$18,000.00							
2A571	Aerospace Maint Cman	MXQ	$18,000.00		19.4	$25,024.00			1	$43,024.00
2A573A	Avionics Sys Cman	MXQ	$18,000.00		31	$37,190.00			1	$55,190.00
2A671B	Turboprop/shaft Cman	MXQ	$18,000.00		20	$23,523.00			1	$41,523.00
2A675	Acft Hydraics Cman	MXQ	$18,000.00		16.2	$18,635.00			1	$36,635.00
3A071	Info Mgt	MXQ	$18,000.00		19.2	$20,817.00			1	$38,817.00
1C700	Chief, Airfield Mgt 1C3X1	OSA	$18,000.00		12.3	$13,378.00			1	$31,378.00
1C771	Airfield Mgt		$18,000.00		12.3	$13,378.00			1	$31,378.00
1C791	Airfield Mgt Supt		$18,000.00		12.3	$13,378.00			1	$31,378.00
1C092	Operation Resource Mgt	OSF	$18,000.00		11.8	$14,551.00			1	$32,551.00
11M3	C-130H Instruct Pilot	OST		$18,000.00		$3,000,000.00			1	$3,018,000.00
11M3B	Tactics Officer	OSK		$18,000.00		$3,000,000.00			2	$3,018,000.00
11M3S	Tactics Officer			$18,000.00		$3,000,000.00			1	$3,018,000.00
12M3B	Navigator			$18,000.00		$3,000,000.00			1	$3,018,000.00
11M3B	Evaluator Pilot	OSO		$18,000.00		$3,000,000.00			1	$3,018,000.00
12M3B	Navigator			$18,000.00		$3,000,000.00			1	$3,018,000.00
11M3B	C-130H Pilot	DOLA/A Flt				$3,000,000.00			11	$33,000,000.00
12M3B	Navigator					$3,000,000.00			6	$18,000,000.00
1A100	Flight Engineer		$18,000.00		19.6	$34,173.00			6	$313,038.00
1A2X1	Loadmaster		$18,000.00		18	$30,372.00			10	$483,720.00
11M3B	C-130H Pilot	DOLB/B Flt		$18,000.00		$3,000,000.00			11	$33,198,000.00
12M3B	Navigator			$18,000.00		$3,000,000.00			5	$15,090,000.00
1A1X1	Flight Engineer		$18,000.00		19.6	$34,173.00			5	$260,865.00
1A2X1	Loadmaster		$18,000.00		18	$30,372.00			11	$532,092.00

POC: NGB/DPDT

As of 23 March 2001

ANG Career Field Managers (CFMs)

AFSC	TITLE	Office	Basic Enlisted Tng $	Officer Tng $	Course Length	Technical Training $	Follow-on Training $	Bonus	Author Sub Totals
11M3B	C-130H Pilot	DOLCB/C Flt		$18,000.00		$3,000,000.00		10	$30,180,000.00
12M3B	Navigator			$18,000.00		$3,000,000.00		5	$15,090,000.00
1A1X1	Flight Engineer		$18,000.00		19.6	$34,173.00		5	$260,865.00
1A2X1	Loadmaster		$18,000.00		18	$30,372.00		11	$532,092.00
C21A3	AMXS/CC	AMXS							
2A300	Aircraft Gen Supt		$18,000.00					1	$18,000.00
3A071	Info Mgt		$18,000.00		13.8	$15,573.00		1	$33,573.00
8F000	First Sergeant		$18,000.00					1	$18,000.00
2A5X1	Aerospace Maint Cman	MXAA	$18,000.00		24.2	$29,206.00		1	$47,206.00
2A590	Aerospace Maint Supt		$18,000.00		24.2	$29,206.00		1	$47,206.00
2A551J	Crew Chiefs-Aero Maint	MXAAA	$18,000.00		24.2	$29,206.00		41	$1,935,446.00
2A571	Airlift Support	MAXBF	$18,000.00		24.2	$29,206.00		5	$236,030.00
C21A3	MOF/CC			$18,000.00	14	$25,476.00		1	$43,476.00
3A071	Info Mgt		$18,000.00		13.8	$15,573.00		1	$33,573.00
2A300	MOF SUPT		$18,000.00					1	$18,000.00
2R0X1	Maint Data Sys Analysis	MXOOA	$18,000.00		17.6	$20,093.00		1	$38,093.00
2A5X1	Maint Ops Center	MXOOM	$18,000.00		24.2	$29,206.00		4	$188,824.00
2R1X1	Maint Scheduling	MXOOP	$18,000.00		12.7	$19,921.00		2	$75,842.00
3S271	Training MNGR		$18,000.00		13.7	$19,148.00		1	$37,148.00
C21B3	MXS/CC	MXS		$18,000.00	14	$25,476.00		1	$43,476.00
8F000	First Sergeant		$18,000.00					1	$18,000.00
3A071	Info Mgt		$18,000.00		13.8	$15,573.00		1	$33,573.00
3S071	Personnel CMAN		$18,000.00		12.1	$14,007.00		1	$32,007.00
2A600	Equipment Branch SUPT		$18,000.00					1	$18,000.00
C21B3	MXS OFFICER	MXS		$18,000.00	14	$25,476.00		2	$86,952.00
2A690	ACFT Systems Super		$18,000.00					1	$18,000.00
2A6X6	Acft Elec Env	MXMCE	$18,000.00		25.3	$27,913.00		13	$596,869.00
2A6X4	Acft Fuels Sys	MXMCF	$18,000.00		13.8	$15,488.00		7	$234,416.00
2A6X5	Pneudralics Svcs	MXMCP	$18,000.00		16.2	$18,635.00		6	$219,810.00
2A5X1J	Repair reclamation	MXMCR	$18,000.00		24.2	$29,206.00		6	$283,236.00
2A7X4	Fabrication Parachute	MXMFE	$18,000.00		19.7	$22,258.00		5	$201,290.00
2A7X1	Aircraft Metals	MXMFM	$18,000.00		26.4	$30,364.00		4	$193,456.00
2A7X2	Nondestruct Inspections	MXMFS	$18,000.00		16.7	$19,666.00		3	$112,998.00
2A7X3	Acft Struc Maint	MXMFS	$18,000.00		22.7	$23,996.00		9	$377,964.00
2A6X2	AGE	MXMG	$18,000.00		28.5	$29,932.00		11	$527,252.00

ANG Career Field Managers (CFMs)

AFSC	TITLE	Office	Basic Enlisted Tng $	Officer Tng $	Course Length	Technical Training $	Follow-on Training $	Bonus	Author Sub Totals	
2A691	Propulsion	MXMP	$18,000.00		20.5	$23,523.00			1	$41,523.00
2A6X1B	Turboprop test cell	MXMPT	$18,000.00		20.5	$23,523.00			27	$1,121,121.00
2A551J	Aircraft Inspection	MXMTC	$18,000.00		24.2	$29,206.00			11	$519,266.00
2A590	Aerospace MAINT SUPT		$18,000.00						1	$18,000.00
2A553A	Integrated Avionics	MXMVC	$18,000.00		31	$37,190.00			18	$993,420.00
2A553C	EW	MXMVE	$18,000.00		27.5	$32,731.00			5	$253,655.00
2A553B	Guid and control	MXMVG	$18,000.00		31	$33,763.00			11	$569,393.00
2W0X1	Munitions Sys	MXMW	$18,000.00		15.2	$17,139.00			1	$35,139.00
										$184,414,894.42

ANG Career Field Managers (CFMs)

AFSC	TITLE	Office	Basic Enlisted Tng $	Officer Tng $	Course Length	Technical Training $	Follow-on Training $	Bonus	Auth	Sub Totals
Enlisted	AFSCs									
C21R3	LRS/CC	CC		$18,000.00		$31,182.00	$0.00		1	$49,182.00
3A071	Info Mgt		$18,000.00		13.8	$15,573.00	$0.00		1	$15,573.00
3S051	Personnel Jman		$18,000.00		12.1	$14,007.00	$0.00		1	$14,007.00
3S271	Training Cman		$18,000.00		13.7	$19,148.00	$0.00		1	$19,148.00
8F000	First Sgt	CCF	$18,000.00							
21R3	Log Readiness Officer	LGRD		$18,000.00	18	$31,182.00	$0.00		1	$49,182.00
2S000	Chief Enlistment Mgr		$18,000.00		13.2	$14,931.00	$0.00		1	$32,931.00
2T0X1	Traffic Mgt	LGRDC	$18,000.00		17.3	$18,296.00	$0.00		7	$254,072.00
2S0X1	Suppy Mgt Cman	LGRDM	$18,000.00		13.2	$14,931.00			13	$428,103.00
2F071	Fuels Cman	LGRF	$18,000.00		12.6	$15,693.00			16	$539,088.00
21R3	Log Plans	LGRRP		$18,000.00	18	$31,182.00			3	$147,546.00
2G071	Log Plans Cman	LGRRP	$18,000.00		11.1	$16,168.00			4	$136,672.00
2S0X1	Suppy Mgt Cman	LGRSP	$18,000.00		13.2	$14,931.00			24	$790,344.00
2T3X1	Vehicle Equip Maint	LGRVM	$18,000.00		12.3	$13,378.00			5	$156,890.00
2T3X2A	Vehicle Equip Maint		$18,000.00		23.6	$27,206.00			1	$45,206.00
2T3X2B	Vehicle Equip Maint		$18,000.00		21.5	$24,505.00			1	$42,505.00
2T370	Vehicle Equip Maint		$18,000.00		21.5	$24,505.00			3	$127,515.00
2T171	Vehicle Operations		$18,000.00		12.3	$14,609.00			12	$391,308.00
34M3	Services Officer			$18,000.00	6	$13,057.00			2	$62,114.00
3M0X1	Services		$18,000.00		12.6	$15,314.00			38	$1,265,932.00
30C0	MSG/CC			$18,000.00					2	$18,000.00
30C0	MSG/CCV			$18,000.00					2	$18,000.00
3A071	Info Mgt		$18,000.00		13.8	$15,573.00	$0.00		1	$15,573.00
3S051	Personnel Jman		$18,000.00		12.1	$14,007.00	$0.00		1	$14,007.00
8F000	First Sergeant		$18,000.00						1	$18,000.00
6C0X1	Contracting		$18,000.00		14.4	$19,018.00			4	$148,072.00
36M3	PersonnelOfficer			$18,000.00	5	$11,151.00			1	$29,151.00
3S071	Personnel Sys		$18,000.00		12.1	$14,007.00			15	$480,105.00
8R0X0	Recruiter		$18,000.00		13.1	$19,939.00			3	$113,817.00
36M3	PersonnelOfficer	DPMP		$18,000.00	5	$11,151.00			1	$29,151.00
3S2X1	Education and Training	DPMT	$18,000.00		13.7	$19,148.00			3	$111,444.00
33S3	Comm and Info	SC		$18,000.00	12.8	$23,534.00			1	$41,534.00
3A0X1	Info Mgt		$18,000.00		13.8	$15,573.00			4	$134,292.00
3C0X1	Computer Sys		$18,000.00		19.2	$20,817.00			10	$388,170.00
3C2X1	CS Control Sys		$18,000.00		23.3	$24,402.00			6	$254,412.00
2E1X3	Ground Radio		$18,000.00		38.8	$44,425.00			4	$249,700.00
2E1X4	Television Intrusion Sys		$18,000.00		39.6	$46,854.00			1	$64,854.00

ANG Career Field Managers (CFMs)

AFSC	TITLE	Office	Basic Enlisted Trng $	Officer Trng $	Course Length	Technical Training $	Follow-on Training $	Bonus	Auth	Sub Totals
2E2X1	Computer Switch Sys		$18,000.00		31.2	$35,213.00			4	$212,852.00
2E6X3	Voice Network Sys		$18,000.00		30.3	$33,275.00			3	$153,825.00
3V0X3	Visual Info Production		$18,000.00		20.7	$36,098.00			1	$54,098.00
3V0X2	Still Photo		$18,000.00		19.9	$31,361.00			2	$98,722.00
3V0X1	Visual Info		$18,000.00		21	$30,580.00			2	$97,160.00
3C3X1	CS Plan & Imp		$18,000.00		12.2	$14,861.00			2	$65,722.00
32E3G	Civil Engineer			$18,000.00	8	$16,236.00			3	$102,708.00
3E9X1	Readiness		$18,000.00		16.9	$23,629.00			6	$249,774.00
3E5X1	Engineering Apprentice		$18,000.00		19.1	$23,581.00			4	$166,324.00
3E7X1	Fire Protection		$18,000.00		20.1	$28,247.00			27	$1,248,669.00
2S0X1	Supply Mgt		$18,000.00		13.2	$14,931.00			2	$65,862.00
3E0X1	Electrical Systems		$18,000.00		33.4	$38,239.00			5	$281,195.00
3E0X2	Elec Power Pro		$18,000.00		18	$20,506.00			5	$192,530.00
3E1X1	HVAC Refrigeration		$18,000.00		28.3	$31,976.00			6	$299,856.00
3E2X1	Pavment &Constr Equip		$18,000.00		48.4	$35,383.00			7	$373,681.00
3E3X1	Structural		$18,000.00		25.1	$30,081.00			7	$336,567.00
3E4X1	Utilities Systems		$18,000.00		10.5	$12,743.00			5	$153,715.00
3E4X2	Liquid Fuel Systems		$18,000.00		14.9	$16,728.00			3	$104,184.00
3E4X3	Environmental		$18,000.00		13	$15,002.00			2	$66,004.00
3E6X1	Force Management		$18,000.00		11.9	$16,254.00			2	$68,508.00
31P3	Security Forces	SF		$18,000.00	12	$22,068.00			1	$40,068.00
3P0X1B	Combat Arms				15.5	$25,426.00			5	$127,130.00
3P0X1	Security Forces				17.4	$19,359.00			65	$1,258,335.00
2T2X1	Air Transportation		$18,000.00		12.1	$14,542.00			90	$2,928,780.00
41A3	Med Admin Off	SGA		$18,000.00					1	$18,000.00
47G3	Dental	SGD		$18,000.00					1	$18,000.00
4Y0X1	Dental Asst		$18,000.00		15.1	$17,931.00			2	$71,862.00
3S2X1	Training Mgr		$18,000.00		12.1	$14,007.00	$0.00		1	$32,007.00
8F000	First Sergeant		$18,000.00						1	$18,000.00
46A3	Nurse Admin	SGN		$18,000.00					1	$18,000.00
46N3	Nurse Clinical			$18,000.00					7	$126,000.00
4N051	Med Services		$18,000.00		27.6	$32,127.00			15	$751,905.00
44M3	Internal Medicine	SGOE		$18,000.00					1	$18,000.00
46N3E	Nurse Clinical			$18,000.00					7	$126,000.00
4H071	Cardio Lab		$18,000.00		53.7	$61,017.00			15	$1,185,255.00
44E3A	Emcy Services	SGOPI		$18,000.00					1	$18,000.00
45A3	Anesthesiologist	SGOSB		$18,000.00					1	$18,000.00
45B3	Orthopedic Surgeon			$18,000.00					1	$18,000.00
45S3	Orthopedic Surgeon			$18,000.00					2	
46M3	Orthopedic Surgeon			$18,000.00					1	

POC: NGB/DPDT

ANG Career Field Managers (CFMs)

AFSC	TITLE	Office	Basic Enlisted Trng $	Officer Trng $	Course Length	Technical Training $	Follow-on Training $	Bonus	Auth	Sub Totals
46S3	Orthopedic Surgeon			$18,000.00					2	
4N1X1	Surgical Services		$18,000.00		21.5	$26,723.00			2	$89,446.00
48R3	Aerospace Medicine	SGP		$18,000.00					2	
43E3A	Bioenvironmetal	SGPB		$18,000.00					2	
4B0X1	Bioenvironmetal En		$18,000.00		21.1	$26,723.00			2	$89,446.00
C42E3	Flight Mission Med	SGPF		$18,000.00					2	
42G3	Physician Assistant			$18,000.00					2	
48G3				$18,000.00					2	
48R3				$18,000.00					2	
4N0X1	Medical Services		$18,000.00		27.6	$32,127.00			2	$100,254.00
4V0X1	Optometry Apprentice		$18,000.00		17.1	$25,303.00			1	$43,303.00
43H3	Public Health	SGPM		$18,000.00					2	
4E0X1	Public Health		$18,000.00		20	$27,849.00			2	$91,698.00
4A000	Support Services	SGS	$18,000.00		13.7	$15,791.00			2	$67,582.00
4T0X1	Medical Lab		$18,000.00		61.3	$70,978.00			2	$177,956.00
4P0X1	Pharmacy	SGSAP	$18,000.00		22.4	$26,662.00			1	$44,662.00
4R0X1	Radiology	SGSAR	$18,000.00		60.5	$66,150.00			1	$84,150.00
4D0X1	Diet Therapy	SGSD	$18,000.00		17.7	$21,367.00			1	$39,367.00
4P0X1	Pharmacy	SGSAP	$18,000.00		22.4	$26,662.00			1	$44,662.00
4A1X1	Medical Material	SGSL	$18,000.00		11.3	$13,724.00			2	$63,448.00
4A2X1	Biomedical Equipment	SGSD	$18,000.00		49	$66,503.00			2	$169,006.00
4A0X1	Support Services	SGST	$18,000.00		13.7	$15,791.00			2	$67,582.00
41A3	Medical Adminstration	SGX		$18,000.00						
2T2P1	Historian	CC	$18,000.00		9.9	$14,493.00			1	$32,493.00
3A0X1	Information Mgt	CC	$18,000.00		13.8	$15,573.00			1	$33,573.00
9E000C	Command Chief	CC	$18,000.00						1	$18,000.00
91W0	Wing Commander	CC		$18,000.00					2	$36,000.00
3S0X2	Training	CC	$18,000.00		13.7	$19,148.00			1	$37,148.00
11M3	Command Post Officer	DOC		$18,000.00		$3,000,000.00			1	$3,018,000.00
1C3X1	Command and Control	DOC	$18,000.00		12.3	$13,378.00			7	$219,646.00
3A0X1	Info Mgt		$18,000.00		13.8	$15,573.00			1	$33,573.00
65F3	Comptroller	FM		$18,000.00	12.2	$22,410.00			2	$80,820.00
6F0X1	Financial Service	FMF	$18,000.00		18	$18,924.00			10	$369,240.00
52R3	Chaplain	HC		$18,000.00					3	$54,000.00
5R0X1	Chaplain Assistant	HC	$18,000.00		11.9	$14,500.00			3	$97,500.00
3H0X1	Historian Cmsn		$18,000.00		9.9	$14,493.00			1	$32,493.00
87G0	Inspector General	IG		$18,000.00					1	$18,000.00

POC: NGB/DPDT

As of 23 March 2001

ANG Career Field Managers (CFMs)

AFSC	TITLE	Office	Basic Enlisted Trng $	Officer Trng $	Course Length	Technical Training $	Follow-on Training $	Bonus	Auth	Sub Totals
51J3	Judge Advocate	JA		$18,000.00					2	$36,000.00
5J0X1	Paralegal		$18,000.00		12.7	$20,697.00			2	$77,394.00
36P3	Military Equal Opp	ME		$18,000.00					2	$36,000.00
3S1X1	Military Equal Opp		$18,000.00		21.3	$12,961.00			1	$30,961.00
35P3	Public Affairs	PA		$18,000.00	8.6	$16,660.00			1	$34,660.00
3A0X1	Information Mgt		$18,000.00		13.8	$15,373.00			1	$33,373.00
3N0X1	Military Equal Opp		$18,000.00		18.3	$27,803.00			1	$45,803.00
11M3S	Safety	SE		$18,000.00		$3,000,000.00			1	$3,018,000.00
1S0X1	Ground Safety		$18,000.00		13.3	$18,466.00			3	$109,398.00
12M3	Operations Plans	XP		$18,000.00		$3,000,000.00			1	$3,018,000.00
										$29,571,535.00 Grand Total

DCN 12459

Reference Slide # 68

DCN 12459

Aircraft Dissimilarities (Maxwell vs. Mansfield)

Maxwell has 1985 planes (H2s)
Mansfield has 1990 planes (H2.5s)
There are extremely big differences between the two.

Maxwell has C-12 Compass System.
Mansfield has dual Inertial Navigation Units (INU).

Maxwell has AN/APN-59 Radar.
Mansfield has AN/APN-241 Low Power Color Radar.
This is a very big difference once again, and a totally different configuration.

Maxwell has regular, older ADI, HSI and SKE indicators as flight instruments.
Mansfield has Electronic Flight Indicators (EFI) for HSI and ADI display.

Circuit breaker locations are also in different places – a Safety of Flight issue when aircrews have in-flight emergencies.

Maxwell has marker beacon lights on the pilot's instrument panel.
Mansfield has them on the pilots Electronic Flight Indicator ADI.

Maxwell's Pilot's Intercommunication Set Control is on the center pedestal.
Mansfield's Pilot's Intercommunication Set Control is on the left side.

Maxwell has ADF control boxes on their aircraft still. This makes the forward center console very different from Mansfield's.

Navigator's Station is totally different. The Maxwell aircraft have AN/APN-59 Radar, associated pressurization gauges and the C-12 Compass System.
Mansfield has the AN/APN-241 Low Power Color Radar.

Mansfield planes have a SCNS Annunciator panel, SCNS Power Panel on the Navigator's Station and a SCNS Power Panel on the center pedestal. - The Maxwell planes do not.

The Navigator's Station also has ADF control boxes, which the Mansfield planes do not have.

Mansfield has the ALQ-157 Infrared Countermeasures System
Maxwell does not!

Mansfield has the ALR-69 Missile Warning System
Maxwell does not have this System on all their aircraft

DCN 12459

	INTEGRATION HOURS FOR AVIONICS UPGRADE		
		# of Hours	Cost per hour
Mechanical Engineer	Aircraft Survey	8	130
	Integration Design/Engineering Support	80	130
Electrical Engineer	Aircraft Survey	8	130
	Integration Design/Engineering Support	80	130
Analyst	Aircraft Survey	8	80
Manager	Scheduling/Planning	40	110
	Engineering Support	16	110
Total Cost	$29,680.00		
This is a rough estimate of how much support and integration design it would			
take to compensate for Maxwell's aircraft.			
This does not include travel and per diem costs.			

DCN 12459

Mansfield Unique RSP Items 6/22/2005

System: Autopilot							
NSN	WUC	Auth 8PAA	Auth 12PAA	Unit Price	Total 8PAA	Total 12PAA	
6615-01-38-7294	526AA	2	3	$38,325.39	$76,650.78	$114,976.17	
6615-01-038-7297	526AG	3	5	$21,024.30	$63,072.90	$94,609.35	
6615-01-038-7299	526AM	3	5	$7,534.34	$22,603.02	$33,904.53	
6615-01-037-7780	526AQ	4	6	$6,264.60	$25,058.40	$37,587.60	
6615-01-038-7298	526BA	3	5	$6,264.60	$18,793.80	$28,190.70	
6615-01-040-0126	526BD	2	3	$31,628.19	$63,256.38	$94,884.57	
6615-01-038-7295	526BP	4	6	$3,873.80	$15,495.20	$23,242.80	
6615-01-043-2763	526CB	2	3	$4,141.15	$8,282.30	$12,423.45	
6615-01-092-0363	526CD	3	5	$26,059.94	$78,179.82	$117,269.73	
5826-01-065-9132	526DC	3	5	$6,573.92	$19,721.76	$29,582.64	
6610-01-487-3794	526DE	2	3	$57,267.64	$114,535.28	$171,802.92	
5945-00-075-4925	526DF	6	9	$1,030.79	$6,184.74	$9,277.11	
					$511,834.38	$767,751.57	Subtotal
System: SCNS							
NSN	WUC	Auth 8PAA	Auth 12PAA	Unit Price	Total 8PAA	Total 12PAA	
6605-01-357-8976	71GAO	2	3	$130,377.00	$260,754.00	$391,131.00	Subtotal
System: Low Power Color Radar							
NSN	WUC	Auth 8PAA	Auth 12PAA	Unit Price	Total 8PAA	Total 12PAA	
5841-01-447-1279	72KAO	1	2	$470,381.12	$470,381.12	$705,571.68	
5841-01-433-9450	72KAG	1	2	$1,293.31	$1,293.31	$1,939.97	
5998-01-433-9518	72KAJ	1	2	$4,299.15	$4,299.15	$6,448.73	
5975-01-433-9460	72KAR	2	3	$24,595.88	$49,191.76	$73,787.64	
5985-01-431-7448	72KBO	1	2	$142,353.00	$142,353.00	$213,529.50	
5895-01-396-4258	72KEO	1	2	$2,170.85	$2,170.85	$3,256.28	
5841-01-396-6995	72KFO	1	2	$7,088.15	$7,088.15	$10,632.23	
5841-01-413-6850	72KGO	1	2	$10,118.42	$10,118.42	$15,177.63	
5841-01-393-3630	72KHO	1	2	$51,456.90	$51,456.90	$77,185.35	
5895-01-433-6909	72KAA	2	3	$32,634.81	$65,269.62	$97,904.43	
5841-01-433-9457	72KAC	2	3	$41,435.71	$82,871.42	$124,307.13	
5841-01-433-9455	72KAD	4	6	$76,878.86	$307,515.44	$461,273.16	
6130-01-433-9452	72KAF	2	3	$76,878.86	$153,757.72	$230,636.58	
5998-01-469-2144	72K99	1	2	$1,625.88	$1,625.88	$2,438.82	
5844-01-433-9450	72KAG	3	5	$1,293.31	$3,879.93	$5,819.90	
5895-01-433-6969	72KAH	1	2	$9,101.61	$9,101.61	$13,652.42	
5998-01-469-6517	72KAK	2	3	$13,578.65	$27,157.30	$40,735.95	
5895-01-433-9451	72KAL	3	5	$2,901.35	$8,704.05	$13,056.08	
5998-01-433-9516	72KAM	4	6	$6,632.21	$26,528.84	$39,793.26	
5998-01-433-9517	72KAN	2	3	$3,804.76	$7,609.52	$11,414.28	
5998-01-469-6516	72KAP	2	3	$8,178.27	$16,356.54	$24,534.81	
5841-01-396-4257	72KCO	1	2	$26,558.15	$26,558.15	$39,837.23	
5841-01-433-2212	72KDO	2	3	$12,329.16	$24,658.32	$36,987.48	
					$1,499,947.00	$2,249,920.50	Subtotal

Mansfield Unique RSP Items 6/22/2005

System: AN/ALR-69 RWR							
NSN	WUC	Auth 8PAA	Auth 12PAA	Unit Price	Total 8PAA	Total 12PAA	
5865-01-442-0545	76BAO	3	5	$105,361.00	$316,083.00	$474,124.50	
5865-01-110-6043	76BBO	2	3	$59,548.46	$119,096.92	$178,645.38	
5865-01-386-7812	76BCO	1	2	$76,452.00	$76,452.00	$114,678.00	
5865-01-080-5675	76BDO	2	3	$15,419.72	$30,839.44	$46,259.16	
5895-01-154-9125	76BEO	4	6	$8,038.93	$32,155.72	$48,233.58	
5895-01-490-4753	76BFO	2	3	$10,670.99	$21,341.98	$32,012.97	
5865-01-436-0619	76BGO	2	3	$5,648.87	$11,297.74	$16,946.61	
					$607,266.80	$910,900.20	Subtotal
System: AN/ALQ-157 IRCMS							
NSN	WUC	Auth 8PAA	Auth 12PAA	Unit Price	Total 8PAA	Total 12PAA	
5850-01-3887440	76RAO	1	2	$100,758.00	$100,758.00	$151,137.00	
6130-01-388-7479	76RBO	3	5	$104,118.00	$312,354.00	$468,531.00	
5895-01-247-9829	76RDO	1	2	$10,895.30	$10,895.30	$16,342.95	
					$424,007.30	$636,010.95	Subtotal
					$3,303,809.48	$4,955,714.22	Grand total

EFI/INU No.2/LPCR/ALQ-157 Modification 1C-130H-2-13 Technical Order Pages			
	# of Wiring Diagram Listing Change Pages	Circuit Breaker Reference Pages	Item List
CARA/APN-218 DOPPLER	2	6 total pages	4 total pages
FLIGHT DIRECTOR	4		
APN-169/APN 59 Radar/LPCR	4		
TCAS	4		
ALQ-157	4		
INU NO. 2	4		
SCNS/C-12 Compass	4		
GCAS	2		
ESSENTIAL AC	2		
MAIN AC	2		
NAV INSTR SWITCHING	4		
VOR/ILS	4		
PILOT'S INSTR PANEL LIGHTS	2		
NAV INSTR PANEL LIGHTS	2		
Total Pages for Wiring Diagram Listing	44		
	6 engineering hours/page	6 engineering hours/page	4 engineering hours/page
	Electrical Engineer=$130/page	Electrical Engineer=$130/page	Electrical Engineer=$130/page
	34320	34320	2080
	Analyst=$2 hours/page	Analyst=$2 hours/page	Analyst=$2 hours/page
	Analyst=$80/hour	Analyst=$80/page	Analyst=$80/page
	7040	7040	640
	Manager/Review=$1/page	Manager/Review=$1/page	Manager/Review=$1/page
	Manager/Review=$110/hour	Manager/Review=$110/page	Manager/Review=$110/page
	4840	4840	440
	Drafter hours/page=2 hours/page	Drafter Hour/Page=1 hour/page	Drafter Hour/Page=1 hour/page
	Drafter=$110/hour	Drafter=$110/hour	Drafter=$110/hour
	9680	660	440
Title Page/List of Effective Pages (LEP)			
Drafter=$110/hour			
Drafter=16hours for LEP			
LEP Drafter Cost	1760		
Title Page/List of Effective Pages Eng Review			
Engineer=$130/hour			
6 engineering hours			
LEP Engineering Cost			
	2080		
Total Cost to Update 1C-130H-2-13 Front Matter	$108,100.00		

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	# Wiring Schematic Diagrams
CARA	1
FLIGHT DIRECTOR	5
APN-169	4
TCAS	1
ALQ-157	1
INU NO. 2	3
SCNS	6
GCAS	1
ESSENTIAL AC	1
MAIN AC	1
NAV INSTR SWITCHING	2
VOR/ILS	1
PILOT'S INSTR PANEL LIGHTS	1
NAV INSTR PANEL LIGHTS	1
APN-218 DOPPLER	1
LPCR	3
INS DC POWER BATTERY BUS	1
Total Wiring Diagram Pages	34

16 engineering hours/page Electrical Engineer=$130/page	70720	
Analyst=$2 hours/page Analyst=$80/hour	5440	
Manager/Review=$1/page Manager/Review=$110/hour	3740	
Drafter hours/page=4 hours/page Drafter=$110/hour	14960	
Total cost to do Wiring Diagram Updates		$94,860.00

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ESTIMATED COST OF UNITS PRINTING PAGES	COST
Change Package =Estimated 108 pages	
Estimated 57 C-130 Units	
$0.50/page (take toner/in into this price)	
5 shops/unit	
Estimated Price for Units to print Technical Order Updates	$15,390.00
ESTIMATED COST OF DOING UPDATES TO THE FAULT ISOLATION (FI)	
TECHNICAL ORDERS	
Quick Estimate by Rock Mendenhall would just be to double the price of doing the regular Tos	FI Update Cost
which is ($108,100+$94,860+$15,930)*2. The Fault Isolation Guides take a lot more research	$437,780.00
a lot more reviewers to make sure the procedures read correctly. Plus, you have to	
update a fault isolation book for each affected system. This does not even include a lot of the	
people involved in the C-130 SPO other than drafters.	
Total Technical Order update costs	**$671,520**
So, a quick estimate to update the Technical Orders would be ($233,740+$437,780)=$671,520.	
Note: This is primarily contractor costs, other than drafters from the C-130 SPO. Management,	
TOMA, and other C-130 SPO personnel are not included.)	
So, in reality it would easily be around $1 million dollars or more estimated to update Techical Orders.	

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Training Calulations							
	Comm/Nav	ECM	Guidance/Control	Pilot	Navigator	Engineer	Loadmaster
Additional Manning Requirements	7	2	3	16	8	8	16
Basic Training / AMS Cost Total	$126,000.00	$36,000.00	$54,000.00	$288,000.00	$144,000.00	$144,000.00	$288,000.00
AFSC Total	$260,330.00	$65,462.00	$101,289.00	$16,000,000.00	$8,000,000.00	$273,384.00	$546,768.00
OJT required to become qualified (in days)	5	21.8	4	1.5	1.5	5	1.5
OJT Cost Total Per member	$672.35	$2,931.45	$537.88	$316.55	$316.55	$672.35	$201.71
Total OJT Cost	$4,706.45	$5,862.89	$1,613.64	$15,194.16	$7,597.08	$10,219.72	$3,227.28
Grand Total per section	$391,036.45	$107,324.89	$156,902.64	$16,303,194.16	$8,151,597.08	$427,603.72	$837,995.28
36 Hours of AC operation ($5000.00 per hr)							$180,000.00

Legend:
Training cost per day: Enlisted $134.47, Officer $211.03
Enlisted basic training cost is $18,000 each
Technical AFSC training Cost is (per member):

Comm/Nav	$37,190.00
Guidance/Control	$33,763.00
ECM	$32,731.00
Loadmaster	$30,372.00
Engineer	$34,173.00
Aircrew Officer	$1,000,000.00

Note: Training cost do not include Travel or Per-Diem

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System	TCTO #	Kit Cost	LRU Cost	Manhours	Manhhour cost @ $34.00 hr	Total cost per Aircraft	Total Per Fleet
ALQ-157	1C-130H-549	$123,075.50	$320,324.00	200	$6,800.00	$450,199.50	$3,601,596.00
ALR-69	1C-130-1479	$268,000.00	$0.00	1000	$34,000.00	$302,000.00	$1,208,000.00
LCPR	1C-130H-548	$15,578.00	$563,107.03	342	$11,628.00	$590,313.03	$4,722,504.24
DUAL INU	1C-130-1486	$240,000.00	$130,983.00	600	$20,400.00	$391,383.00	$3,131,064.00
DUAL EFI	1C-130-551	$13,815.00	$229,070.56	93	$3,162.00	$246,047.56	$1,968,380.48
						Total	$14,631,544.72

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Line Repairable Units (LRU) not included with the TCTO Kit				
LCPR LRU	INU LRU	EFI LRU	ALQ-157 IRCM LRU	
$32,634.81	$130,000.00	$57,267.64	$200,000.00	
$25,881.55	$983.00		$104,000.00	
$41,435.71			$5,324.00	
$76,878.86			$11,000.00	
$11,473.00				
$16,823.26				
$1,625.88				
$1,293.31				
$9,101.61				
$4,299.15				
$13,578.15				
$2,901.36				
$6,632.21				
$3,804.76				
$8,178.27				
$29,894.01				
$24,595.88				
$142,353.62				
$26,558.15				
$12,329.16				
$2,170.85				
$7,088.15				
$10,118.42				
$51,456.90				
$563,107.03	**$130,983.00**	**$229,070.56**	**$320,324.00**	**Total per aircraft**

Reference Slide #69

Net Present Value: $P = FVy\ [\ 1/(1+i)^n]$

FV = $54,779,872
y= 20 years
n = n-.05 (COBRA Data)
i = .03

P = $54,779,872 x 20 [1/(1=.03)20]

P = $1,095,597,440 [.55367574]

P = $ 615,637,586.66

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City	County	Count	County Tot
LIMA	ALLEN	1	
ASHLAND	ASHLAND	43	
HAYESVILLE	ASHLAND	2	
JEROMESVILLE	ASHLAND	3	
LOUDONVILLE	ASHLAND	15	
PERRYSVILLE	ASHLAND	8	
SAVANNAH	ASHLAND	1	72
ASHTABULA	ASHTABULA	1	
AUSTINBURG	ASHTABULA	1	
WINDSOR	ASHTABULA	1	3
ATHENS	ATHENS	1	
NEW KNOXVILLE	AUGLAIZE	1	
HAMILTON	BUTLER	1	
OXFORD	BUTLER	1	2
CARROLLTON	CARROLL	1	
DELLROY	CARROLL	1	
MALVERN	CARROLL	2	
MINERVA	CARROLL	1	
SHERRODSVILLE	CARROLL	1	6
URBANA	CHAMPAIGN	3	
AMELIA	CLAREMONT	1	
SPRINGFIELD	CLARK	3	
HOMEWORTH	COLUMBIANA	1	
SALEM	COLUMBIANA	1	
SALINEVILLE	COLUMBIANA	1	
WINONA	COLUMBIANA	1	4
COSHOCTON	COSHOCTON	1	
BUCYRUS	CRAWFORD	9	
CRESTLINE	CRAWFORD	14	
GALION	CRAWFORD	34	
NEW WASHINGTON	CRAWFORD	1	
TIRO	CRAWFORD	1	59
BEACHWOOD	CUYAHOGA	1	
BEREA	CUYAHOGA	1	
BROADVIEW HTS	CUYAHOGA	2	
BROOK PARK	CUYAHOGA	1	
BRUNSWICK HILLS	CUYAHOGA	2	
CHAGRIN FALLS	CUYAHOGA	1	
CLEVELAND	CUYAHOGA	8	
CLEVELAND HEIGHTS	CUYAHOGA	2	
CLEVELAND HGTS	CUYAHOGA	1	
COLUMBIA STATION	CUYAHOGA	1	
EUCLID	CUYAHOGA	1	
FAIRPORT HARBOR	CUYAHOGA	1	
FAIRVIEW PARK	CUYAHOGA	3	
GARFIELD HEIGHTS	CUYAHOGA	2	
GARFIELD HTS	CUYAHOGA	1	
LAKEWOOD	CUYAHOGA	3	
MAPLE HEIGHTS	CUYAHOGA	3	
MIDDLEBURG HEIGHTS	CUYAHOGA	1	
MIDDLEBURG HTS	CUYAHOGA	1	

STATE	Count
FL	3
GA	5
KY	5
TX	2
NC	1
NM	1
MI	4
TN	2
PA	5
AR	1
IL	1
IN	2
NY	1
NV	1
MS	1
TOTAL	35

NORTH OLMSTED	CUYAHOGA	1	
NORTH ROYALTON	CUYAHOGA	3	
OAKWOOD	CUYAHOGA	1	
PARMA	CUYAHOGA	3	
SHAKER HEIGHTS	CUYAHOGA	1	
SOLON	CUYAHOGA	1	
SOUTH EUCLID	CUYAHOGA	3	
STRONGSVILLE	CUYAHOGA	4	
UNIVERSITY HEIGHTS	CUYAHOGA	1	
WESTLAKE	CUYAHOGA	3	60
HICKSVILLE	DEFIANCE	1	
ASHLEY	DELAWARE	1	
BLACKLICK	DELAWARE	1	
DELAWARE	DELAWARE	3	
OSTRANDER	DELAWARE	2	
POWELL	DELAWARE	6	13
SANDUSKY	ERIE	2	
VERMILION	ERIE	4	6
AMANDA	FAIRFIELD	1	
BALTIMORE	FAIRFIELD	1	
PICKERINGTON	FAIRFIELD	1	
REYNOLDSBURG	FAIRFIELD	3	6
COLUMBUS	FRANKLIN	46	
DUBLIN	FRANKLIN	5	
GAHANNA	FRANKLIN	6	
GALENA	FRANKLIN	2	
GRANVILLE	FRANKLIN	1	
GROVEPORT	FRANKLIN	1	
HILLIARD	FRANKLIN	4	
WESTERVILLE	FRANKLIN	12	
WORTHINGTON	FRANKLIN	4	81
CHARDON	GEAUGA	1	
BEAVERCREEK	GREENE	1	
FAIRBORN	GREENE	1	
XENIA	GREENE	3	5
CAMBRIDGE	GUERNSEY	1	
CINCINNATI	HAMILTON	7	
LOVELAND	HAMILTON	1	
NEW HAVEN	HAMILTON	1	
NORWOOD	HAMILTON	1	10
FINDLAY	HANCOCK	2	
FOREST	HARDIN	1	
MOUNT VICTORY	HARDIN	1	2
TIPPECANOE	HARRISON	2	
LOGAN	HOCKING	2	
BIG PRAIRIE	HOLMES	1	
GLENMONT	HOLMES	1	
HOLMESVILLE	HOLMES	1	
KILLBUCK	HOLMES	1	
LAKEVILLE	HOLMES	1	
NASHVILLE	HOLMES	1	
WINESBURG	HOLMES	1	7

GREENWICH	HURON	7	
MONROEVILLE	HURON	2	
NEW LONDON	HURON	3	
NORWALK	HURON	5	
WILLARD	HURON	3	20
TORONTO	JEFFERSON	1	
CENTERBURG	KNOX	4	
DANVILLE	KNOX	2	
FREDERICKTOWN	KNOX	8	
HOWARD	KNOX	1	
MOUNT VERNON	KNOX	2	
MT VERNON	KNOX	4	21
MADISON VILLAGE	LAKE	1	
MENTOR	LAKE	1	
PERRY	LAKE	1	
WILLOUGHBY	LAKE	2	5
HANOVERTON	LICKING	1	
JOHNSTOWN	LICKING	1	
PATASKALA	LICKING	2	4
AMHERST	LORAIN	3	
AVON	LORAIN	2	
AVON LAKE	LORAIN	2	
ELYRIA	LORAIN	1	
GRAFTON	LORAIN	1	
LAGRANGE	LORAIN	1	
LORAIN	LORAIN	9	
NORTH RIDGEVILLE	LORAIN	5	
SHEFFIELD	LORAIN	1	
SHEFFIELD LAKE	LORAIN	1	
SHEFFIELD VILLAGE	LORAIN	1	
WEST LIBERTY	LORAIN	1	28
MAUMEE	LUCAS	1	
OREGON	LUCAS	1	
SYLVANIA	LUCAS	1	
TOLEDO	LUCAS	7	
WATERVILLE	LUCAS	1	11
MT STERLING	MADISON	1	
PLAIN CITY	MADISON	1	
SOUTH VIENNA	MADISON	1	3
BOARDMAN	MAHONING	2	
CANFIELD	MAHONING	2	
LAKE MILTON	MAHONING	1	
STRUTHERS	MAHONING	1	
YOUNGSTOWN	MAHONING	3	9
MARION	MARION	2	
NEW BLOOMINGTON	MARION	1	3
BRUNSWICK	MEDINA	8	
LITCHFIELD	MEDINA	2	
LODI	MEDINA	3	
MEDINA	MEDINA	12	
SPENCER	MEDINA	1	
WADSWORTH	MEDINA	3	29

HUBER HEIGHTS	MIAMI	1	
TROY	MIAMI	1	2
DAYTON	MONTOMERY	6	
MIAMISBURG	MONTOMERY	1	
RIVERSIDE	MONTOMERY	1	
TROTWOOD	MONTOMERY	1	9
CARDINGTON	MORROW	1	
EDISON	MORROW	1	
MARENGO	MORROW	1	
MOUNT GILEAD	MORROW	1	
MT GILEAD	MORROW	4	8
ZANESVILLE	MUSKINGUM	3	
MARBLEHEAD	OTTAWA	1	
PORT CLINTON	OTTAWA	1	2
ATWATER	PORTAGE	1	
KENT	PORTAGE	4	
MOGADORE	PORTAGE	2	
RAVENNA	PORTAGE	1	
SILVER LAKE	PORTAGE	1	
STREETSBORO	PORTAGE	1	10
CONCORD	PUTNAM	1	
FT JENNINGS	PUTNAM	2	3
BELLVILLE	RICHLAND	18	
BUTLER	RICHLAND	7	
LEXINGTON	RICHLAND	45	
LUCAS	RICHLAND	6	
MANSFIELD	RICHLAND	197	
ONTARIO	RICHLAND	1	
PLYMOUTH	RICHLAND	3	
SHELBY	RICHLAND	39	
SHILOH	RICHLAND	7	323
FREMONT	SANDUSKY	1	
BLOOMVILLE	SENECA	4	
FOSTORIA	SENECA	1	
TIFFIN	SENECA	2	7
ALLIANCE	STARK	2	
BEACH CITY	STARK	1	
BREWSTER	STARK	2	
CANAL FULTON	STARK	5	
CANTON	STARK	11	
HARTVILLE	STARK	2	
MASSILLON	STARK	4	
N CANTON	STARK	8	
N LAWRENCE	STARK	2	
NAVARRE	STARK	11	
PARIS	STARK	1	
UNIONTOWN	STARK	2	50
AKRON	SUMMIT	20	
BARBERTON	SUMMIT	3	
CUYAHOGA FALLS	SUMMIT	5	
HIRAM	SUMMIT	1	
HUDSON	SUMMIT	1	

MUNROE FALLS	SUMMIT	2	
NORTHFIELD	SUMMIT	1	
NORTON	SUMMIT	2	
STOW	SUMMIT	5	
TALLMADGE	SUMMIT	1	41
NEWTON FALLS	TRUMBLE	1	
WARREN	TRUMBLE	2	3
DENNISON	TUSCARAWAS	1	
DOVER	TUSCARAWAS	3	
NEW PHILADELPHIA	TUSCARAWAS	1	
TUSCARAWAS	TUSCARAWAS	1	6
MARYSVILLE	UNION	1	
LEBANON	WARREN	1	
SPRINGBORO	WARREN	2	3
LOWELL	WASHINGTON	1	
BURBANK	WAYNE	1	
CLINTON	WAYNE	1	
DOYLESTOWN	WAYNE	1	
ORRVILLE	WAYNE	2	
SHREVE	WAYNE	2	
WEST SALEM	WAYNE	2	
WOOSTER	WAYNE	4	13
BOWLING GREEN	WOOD	5	
HASKINS	WOOD	1	
PERRYSBURG	WOOD	1	7
UPPER SANDUSKY	WYANDOT	3	

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178th Fighter Wing

BRAC Analyst Visit Supporting Materials

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Reference Slide #21

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Manning Break Down Chart
IAW 4 Apr 05 OH ANG MPV

	Technician	AGR	Title 5	State	Contractor	Total
178 FW	272	90	11	52	13	438
251 CCG	7	3				10
269 CBCS	19	3				22
123 ACS	28	6				34
Total @ SPANGB	326	102	11	52	13	504

Document # 9 (TAG Leave Behind)

DCN 12459

Reference Slide #22

DCN 12459

May 2005 - 178th Strength Report								
	AUTHORIZED		ASSIGNED					
MPF	Officer	Enlisted	Officer	Enlisted	Off Pct	Enl Pct	Total	Goal
178 FW	102	779	85	876	83.33%	112.45%	109.08%	0.00%
Minorities			3	60	3.53%	6.85%	6.56%	0.00%
Females			15	157	17.65%	17.92%	17.90%	0.00%
251 CCG	14	25	14	21	100.00%	84.00%	89.74%	0.00%
Minorities			0	2	0.00%	9.52%	5.71%	0.00%
Females			0	5	0.00%	23.81%	14.29%	0.00%
269 CCS	5	121	6	117	120.00%	96.69%	97.62%	0.00%
Minorities			1	12	16.67%	10.26%	10.57%	0.00%
Females			0	21	0.00%	17.95%	17.07%	0.00%
Totals	121	925	105	1014	86.78%	109.62%	106.98%	

Document # 11 (TAG Leave Behind)

DCN 12459

F-16 B-Course Student Class Comparison – Springfield ANGB and Luke AFB

LOCATION	SYLLABUS	DATE	# of Students	# of Training Days
Springfield	**B**	September 2004	12	145
Luke	**B**	March 2005	12	127
	NS	January 2004	12	34
			Total:	161

DCN 12459

Lohnes Richard Col 178FW/CC 346-2155

From: Lay Jeffery E Lt Col 178FW/XP 346-2129
Sent: Tuesday, May 17, 2005 11:14 PM
To: Lohnes Richard Col 178FW/CC 346-2155
Cc: Roberts Mike Col 178FW/CV 346-2237
Subject: Sim Q & A

Importance: High

Sir:

1) No other ANG unit (barring FTU operations) has more than one sim.
2) Kelly has 1 x UTD, and 2 x Simuspheres.
3) Cannon and Hill AFB both have 4 x Simuspheres each.
4) Luke has 10 x UTDs, and 4 x Simuspheres.
5) Estimated cost to "move" a Simusphere domestically is $150K-$175K each.
6) Estimated cost to "move" a UTD is $12K-$14K each (approx $50K total).
8) TOTAL estimate to "move" our devices domestically is $200K-$225K.
9) Our CURRENT 4000 sq ft facility is valued at $905K.
10) Our Expansion (which includes 4000 sq ft addition, plus 4000 sq ft renovation) is estimated to cost $1.75M ($750K for addition, and $500K for renovation).
11) A "new" 8000 sq ft facility, including 4000 sq ft "open bay" would cost approximately $2.05M.

The construction costs are based upon historical data plus money needed for design, supervision, and contingency.

All of these historical values and calculations were taken from the OSD pricing guide for construction, and are in FY05 dollars.

v/r,

E

DCN 12459

*Data source - Guardian data as of 21 Jun 05 for FY 2003.

MDS	UNIT	Metric	FY2002	FY2003	FY2004
F-16C/D	162FW	Sorties Flown	4,681	5,790	6,076
F-16C/D	**178FW**	**Sorties Flown**	**3,488**	**3,397**	**3,403**
F-16C/D	140WG	Sorties Flown	3,046	3,092	2,816
F-16C/D	149FW	Sorties Flown	3,300	3,054	3,231
F-16C/D	188FW	Sorties Flown	3,199	3,051	3,012
F-16C/D	177FW	Sorties Flown	2,759	3,016	2,294
F-16C/D	115FW	Sorties Flown	2,626	2,934	2,753
F-16C/D	169FW	Sorties Flown	2,979	2,880	3,008
F-16C/D	144FW	Sorties Flown	2,907	2,828	2,705
F-16C/D	181FW	Sorties Flown	2,867	2,823	2,743
F-16C/D	138FW	Sorties Flown	2,888	2,769	2,689
F-16C/D	180FW	Sorties Flown	2,307	2,732	2,497
F-16C/D	114FW	Sorties Flown	2,678	2,690	2,674
F-16C/D	122FW	Sorties Flown	2,682	2,687	2,431
F-16C/D	158FW	Sorties Flown	2,833	2,658	2,461
F-16C/D	183FW	Sorties Flown	2,801	2,585	2,273
F-16C/D	120FW	Sorties Flown	2,235	2,525	2,676
F-16C/D	187FW	Sorties Flown	2,348	2,435	293
F-16C/D	147FW	Sorties Flown	2,300	2,335	2,607
F-16C/D	174FW	Sorties Flown	2,326	2,241	2,408
F-16C/D	113WG	Sorties Flown	2,304	1,866	n/a
F-16C/D	148FW	Sorties Flown	n/a	969	2,517
F-16C/D	127WG	Sorties Flown	2,657	729	596
F-16C/D	192FW	Sorties Flown	2,700	458	2,365
F-16C/D	185AW	Sorties Flown	2,249	327	51
F-16C/D	132FW	Sorties Flown	2,421		2,499
F-16C/D	150FW	Sorties Flown	3,374		2,935

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Reference Slide #23, 60

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F-16 Syllabi Taught at the 178th FW

	SYLLABUS	DATE	TRACK	Description
1	**B**	September 2004		Basic Course
2	**TX**	October 2004	1A	Transition (a/a emphasis)
3			1B	Transition (a/g emphasis)
4			2	Re-qual
5	**IPUG**	October 2003	1	FTU IP
6			2	Operational IP
7			3	Academic Platform Instructor
8	**NS**	January 2004	1	TGP qual, NVG wingman
9			2A	NVG flight lead (already TGP flt lead)
10			2B	NVG and TGP instructor
11			3A	TGP qual
12			3B	TGP instructor
13			5	NVG wingman
14			6A	NVG flight lead
15			6B	NVG instructor
16			7	NVG LOWAT
17	**SOC**	March 2002	1A	Academics and training devices only
18			1B	Basic qual
19			1C	Basic qual + ACBT + 2 theater a/g
20			1D	Basic qual + ACBT + 2 theater a/a
21			1E	Aggressor pilot transition
22			1F	Basic qual + 4 theater a/g
23			2	Thunderbird selectee

Student Numbers

Course	# Classes	# Students
A-C	11	66
A-C	1	1
NVG	19	65 (these numbers include Goggles & TGP)
SOC	6	9
IP	10	21
TX	12	36
B	6	39 graduates, 12 currently attending course
Totals	65	249

Breakdown of withdrawals:
1 NVG
2 TX
1 B

DCN 12459

Reference Slide #26, 36

DCN 12459

Reference Slide #32, 37

DCN 12459

Lohnes Richard L Col 178FW/CC 346-2155

From: Gebhard Mark J Lt Col 178CES/CC 346-2279
Sent: Tuesday, June 21, 2005 8:24 AM
To: Lohnes Richard L Col 178FW/CC 346-2155
Cc: Williams Bev Civ 178CES/CER 346-2586
Subject: Reference used for Facility Authorized Space
Sensitivity: Personal

Sir,

1. The Air National Guard Handbook, ANGH 32-1084 "ANG Facility Requirements" (Draft, dated 30 November 2003), is the reference used to determine the authorized space for our base and the 24 PAA F-16 Fighter Unit.

2. The ANG reference supplements the Air Force Handbook, AFH 32-1084 "Standard Facility Requirements Handbook".

3. I had Bev Williams check ANGH 32-1084 reference today and it is still used in the "draft" mode.

DCN 12459

E USE OF REAL PROPERTY FACILITIES			BASE: SPRINGFIELD-BECKLEY MAP, OH			
	U/M	18 PAA	24 PAA		DIFFERENCE	
NOMENCLATURE		TOTAL AUTHORIZED	TOTAL AUTHORIZED	EXISTING SQUARE FEET	PLUS (+)	MINUS (-)
A	B	C	G	D	E	F
OPERATIONS GROUP						
SQUADRON OPNS	SF	27,300	27,300	30,800	3,500	
CONTROL TOWER	SF	5,660	5,660	1,872		3,788
FLIGHT SIMULATOR	SF	8,000	8,000	4,000		4,000
APRON *	SY	36,000	36,000	56,157	20,157	
APRON (OLD)	SY			28,157		
APRON (NEW)	SY			28,000		
PAD ARM / DA	SY	8,425	8,425	8,425		
POWER CHECK PAD	SY	2,989	2,989	2,989		
ACFT ARRESTING SYSTEM	EA	2	2	2		
SUBTOTAL		40,960	40,960	36,672	3,500	7,788
MAINTENANCE GROUP						
HG MAINT	SF	28,000	36,000	32,645		3,355
SHP ACFT GEN PURP	SF	19,100	19,100	18,434		666
ORG MAINTENANCE	SF	8,000	8,000	6,674		1,326
FUEL SYS/CORR CTL	SF	13,000	13,000	8,370		4,630
ACFT CORROSION CONTROL	SF	9,000	9,000	7,269		1,731
ENGINE I & R	SF	13,000	13,000	12,000		1,000
NDI SHOP	SF	3,000	3,000	3,009	9	
CORROSION CONTROL STOR	SF	800	800	0		800
AIRCRAFT READY SHELTERS	SF	13,680	13,680	0		13,680
WEAPONS RELEASE	SF	15,800	15,800	10,120		5,680
MUNITION SHOP	SF	14,200	14,200	5,028		9,172
STOR, MAG ABOVE GROUND	SF	5,140	5,140	2,692		2,448
AVIONICS	SF	12,700	12,700	12,471		229
WPN SYS / M MGT FC	SF	9,000	9,000	12,153	3,153	
AGE SHOP	SF	12,500	12,500	8,003		4,497
SHP SURV EQUIP	SF	3,100	3,100	2,568		532
POL OPS	SF	2,000	2,000	1,471		529
PUMP STATION	SF	1,200	1,200	569		631
POL STORAGE	GA	100,000	100,000	95,981		631

SUBTOTAL		183,220	191,220	143,476	3,162	50,906

DCN 12459

SUPPORT GROUP						
OPS & TRAINING	SF	19,200	19,200	21,945	2,745	
SUPPLY WAREHOUSE & HAZMAT PHARMACY- 178TH	SF	35,500	35,500	32,965		2,535
BCE MAINT SHOP & DP	SF	20,200	20,200	22,365	2,165	
CE PAVEMENT & GROUNDS	SF	8,000	8,000	0		8,000
FIRE CRASH/RESCUE STATION	SF	19,000	19,000	19,000		
COMM FCLTY	SF	10,600	10,600	14,918	4,318	
AUDIO VISUAL CENTER	SF	2,500	2,500	2,515	15	
DEPLOYMENT PROCESSING	SF	8,000	8,000	0		8,000
RES COMP MEDICAL TNG	SF	10,000	10,000	10,146	146	
VEH MAINT SHOP	SF	9,400	9,400	9,706	306	
VEH OPS PKNG SHED	SF	6,000	6,000	0		6,000
REFUELER VEH SHOP	SF	1,500	1,500	1,000		500
DINING HALL	SF	10,300	10,300	8,971		1,329
SERVICES FLIGHT	SF	3,700	3,700	883		2,817
SEC POLICE OPS	SF	11,500	11,500	9,234		2,266
COMBAT ARMS TRAINING SIM	SF	1,000	1,000	697		303
CATM TRAINING	SF	1,400	1,400	304		1,096
TRAFFIC CHECK HOUSE	SF	400	400	229		171
GYMNASIUM	SF	2,000	2,000	3,161	1,161	
SUBTOTAL		**180,200**	**180,200**	**158,039**	**10,856**	**33,017**
TOTAL		404,380	412,380	338,187	17,518	91,711

DCN 12459

Reference Slide #48

DCN 12459

Reference Slide #49

DCN 12459

MAINTENANCE GROUP 15 PAA VS 24 PAA VS 120 DAY AEF (FULL-TIME & TRADITIONAL)

Squadron/Shop	15 PAA TECH	24 PAA TECH	INCREASE	15PAA TRAD	24 PAA TRAD	INCREASE	TOTAL INCREASE	178 MXG 18 PAA TECH	178 MXG 18 PAA TRAD	INCREASE 24 PAA TECH	INCREASE 24 PAA TRAD
Maintenance Gp	**8**	**15**	**7**	**25**	**42**	**17**	**24**	**12**	**19**	**3**	**25**
Leadership	1	1	0	0	0	0	0	1	2	0	0
Orderly Rm	0	0	0	4	6	2	2	1	1	0	5
QA	5	10	5	12	20	8	13	8	8	2	12
Weapons Stand	0	1	1	5	8	3	4	0	4	1	4
Pro Sup/Exped	2	3	1	4	8	4	5	3	4	0	4
Maintenance Sq	**80**	**147**	**67**	**131**	**217**	**86**	**153**	**116**	**185**	**31**	69
Leadership	5	5	0	2	3	1	1	4	5	1	0
Orderly rm	1	1	0	3	5	2	2	1	3	0	2
Egress	2	4	2	4	6	2	4	5	9	0	0
Electric	6	10	4	10	12	2	6	9	16	1	0
R & R	1	4	3	2	3	1	4	3	3	4	0
Hydraulic	3	5	2	3	5	2	4	4	7	1	0
Fuels	5	8	3	14	16	2	5	6	13	2	3
AIS	6	7	1	9	9	0	1	12	13	0	0
ECM	3	8	5	6	9	3	8	0	0	8	9
Engine	15	32	17	15	20	5	22	26	33	6	0
Inspection/Phase	6	12	6	7	13	6	12	9	12	3	1
Fabrication	1	1	0	0	0	0	0	2	3	0	0
Metals	2	6	4	4	7	3	7	4	7	2	0
St Rep	5	11	6	6	14	8	14	7	11	4	3
NDI	3	6	3	2	4	2	5	4	6	2	0
Survival Equip	2	5	3	1	2	1	4	4	5	1	0
Munitions	8	13	5	35	78	43	48	9	27	4	51
Age	6	9	3	8	11	3	6	7	12	2	0

Acft Maint Sq	**48**	**81**	**35**	**107**	**161**	**54**	**89**	**62**	**111**	**19**	**48**
Leadership	2	0	0	3	5	2	2	3	3	0	0
Orderly Rm	0	1	1	2	4	2	3	1	3	0	1
Avionics FL	11	19	8	14	27	13	21	15	21	4	6
Weapons	17	27	10	51	70	19	29	18	37	9	33
Crew Chiefs	18	34	16	37	55	18	34	26	47	8	8
Maint Ops Flight	**12**	**23**	**11**	**22**	**44**	**22**	**33**	**16**	**27**	**7**	**19**
Leadership	1	1	0	1	1	0	0	1	2	0	0
MOC/PS & D	4	12	8	12	29	17	25	7	15	5	14
CEMS	2	3	1	4	6	2	3	2	3	1	3
Analysis	2	3	1	4	6	2	3	2	4	1	2
Training	2	3	1	1	2	1	2	2	3	1	0
Funds	1	1	0	0	0	0	0	2	0	0	0
TOTAL	**148**	**266**	**120**	**285**	**464**	**179**	**299**	**206**	**342**	**60**	**161**

DCN 12459

24 PAA Stand Up Information

178 MXG Current (18 PAA)	24 PAA
Full Time: 205	266*
Drill Status Guardsmen: 313	464**

* Full time – 78% of required personnel are on board full time to support a 24 PAA organization. Need less than 70 additional hires to be full up.

** Drill Status Guardsmen – 151 slots to become a full up 24 PAA organization.

178th FW 109.08 % manning / 95+ % Retention

MAINTENANCE GROUP 15 PAA VS 24 PAA VS 120 DAY AEF (FULL-TIME & TRADITIONAL)

Squadron/Shop	15 PAA TECH	24 PAA TECH	INCREASE	15PAA TRAD	24 PAA TRAD	INCREASE	TOTAL INCREASE	178 MXG 18 PAA TECH	178 MXG 18 PAA TRAD	INCREASE 24 PAA TECH	INCREASE 24 PAA TRAD
Maintenance Gp	**8**	**15**	**7**	**25**	**42**	**17**	**24**	**12**	**19**	**3**	**25**
Leadership	1	1	0	0	0	0	0	1	2	0	0
Orderly Rm	0	0	0	4	6	2	2	1	1	0	5
QA	5	10	5	12	20	8	13	8	8	2	12
Weapons Stand	0	1	1	5	8	3	4	0	4	1	4
Pro Sup/Exped	2	3	1	4	8	4	5	3	4	0	4
Leadership	5	5	0	2	3	1	1	4	5	1	0
Orderly rm	1	1	0	3	5	2	2	1	3	0	2
Egress	2	4	2	4	6	2	4	5	9	0	0
Electric	6	10	4	10	12	2	6	9	16	1	0
R & R	1	4	3	2	3	1	4	3	3	4	0
Hydraulic	3	5	2	3	5	2	4	4	7	1	0
Fuels	5	8	3	14	16	2	5	6	13	2	3
AIS	6	7	1	9	9	0	1	12	13	0	0
ECM	3	8	5	6	9	3	8	0	0	8	9
Engine	15	32	17	15	20	5	22	26	33	6	0
Inspection/Phase	6	12	6	7	13	6	12	9	12	3	1
Fabrication	1	1	0	0	0	0	0	2	3	0	0
Metals	2	6	4	4	7	3	7	4	7	2	0
St Rep	5	11	6	6	14	8	14	7	11	4	3
NDI	3	6	3	2	4	2	5	4	6	2	0
Survival Equip	2	5	3	1	2	1	4	4	5	1	0
Munitions	8	13	5	35	78	43	48	9	27	4	51
Age	6	9	3	8	11	3	6	7	12	2	0

Acft Maint Sq	**48**	**81**	**35**	**107**	**161**	**54**	**89**	**62**	**111**	**19**	**48**
Leadership	2	0	0	3	5	2	2	3	3	0	0
Orderly Rm	0	1	1	2	4	2	3	1	3	0	1
Avionics FL	11	19	8	14	27	13	21	15	21	4	6
Weapons	17	27	10	51	70	19	29	18	37	9	33
Crew Chiefs	18	34	16	37	55	18	34	26	47	8	8
Maint Ops Flight	**12**	**23**	**11**	**22**	**44**	**22**	**33**	**16**	**27**	**7**	**19**
Leadership	1	1	0	1	1	0	0	1	2	0	0
MOC/PS & D	4	12	8	12	29	17	25	7	15	5	14
CEMS	2	3	1	4	6	2	3	2	3	1	3
Analysis	2	3	1	4	6	2	3	2	4	1	2
Training	2	3	1	1	2	1	2	2	3	1	0
Funds	1	1	0	0	0	0	0	2	0	0	0
TOTAL	**148**	**266**	**120**	**285**	**464**	**179**	**299**	**206**	**342**	**60**	**161**

DCN 12459

Reference Slide #50

DCN 12459

F016											
Total	Primary	Instructor	Evaluator	# Sorties	Combat	Combat Supt	Combat Sotrie	Combat Supt Sortie	NVG	Grand Total	Total
949.1	627.2	316.7	0.0	727	0.0	0.0	0	0	13.0	2906.7	2731.7
2419.0	1431.2	938.1	39.3	1794	0.0	0.0	0	0	71.1	3079.0	2900.7
2728.4	1613.0	1046.0	69.4	1955	249.2	4.4	86	3	82.2	3243.8	2767.4
1511.8	1101.7	331.3	71.9	1172	9.9	0.0	3	0	30.1	2114.2	1912.6
809.1	632.9	166.0	0.0	647	0.0	0.0	0	0	14.6	2578.5	2385.9
2130.2	1200.9	900.8	19.3	1607	71.8	0.0	28	0	31.6	3605.0	3435.4
1677.9	1025.0	567.1	82.3	1099	268.1	4.1	65	3	34.3	1930.5	1737.4
1792.3	1236.5	469.7	91.9	1330	15.3	6.9	9	5	90.2	2586.4	2392.2
1891.9	1060.2	695.2	31.3	1259	256.6	9.8	65	5	46.3	2146.9	1946.0
1547.1	1239.2	302.3	0.0	1264	0.0	0.0	0	0	41.4	2626.0	1844.2
1570.7	1001.7	561.5	0.0	1226	12.2	0.0	4	0	44.4	2237.3	2043.2
563.1	232.9	326.0	0.0	458	0.0	0.0	0	0	41.4	3408.5	3408.5
1688.5	898.0	677.5	107.5	1351	37.7	4.3	17	3	46.3	4628.4	4425.6
2211.8	1319.1	857.0	12.3	1517	368.7	2.0	83	1	76.6	2451.1	2231.6
377.2	236.1	132.8	0.0	305	0.0	0.0	0	0	29.3	3048.3	2850.3
2441.7	1487.9	835.5	93.7	1745	0.0	0.0	0	0	82.9	3138.2	2961.0
1841.1	1209.9	612.7	0.0	1253	69.3	4.4	21	2	109.7	2077.9	1867.3
2610.9	1093.2	1317.0	198.2	1956	16.6	0.0	6	0	72.6	4572.8	4388.2
620.0	394.8	219.3	0.0	408	0.0	0.0	0	0	55.2	3439.0	3439.0
1066.4	861.4	195.6	0.0	826	12.2	11.7	6	4	27.8	2055.9	2055.9
1370.4	655.6	711.9	0.0	1029	0.0	0.0	0	0	56.0	2649.7	2455.7
1821.5	792.3	884.6	143.3	1491	0.0	0.0	0	0	58.7	3465.1	2601.0
1533.9	648.1	819.1	50.4	1195	0.0	0.0	0	0	25.8	3048.9	2137.1
2469.7	1038.7	1421.9	2.8	1750	8.7	0.0	3	0	57.8	2760.4	2505.8
2962.2	822.5	1808.3	331.4	2144	87.5	3.1	43	2	22.6	3174.2	2991.5
1613.8	619.4	879.3	111.9	1232	32.9	7.5	14	5	21.9	3601.1	3427.1
1442.2	851.9	584.7	0.0	1047	95.5	4.7	32	4	66.5	1703.9	1509.3
45661.9	25331.3	18577.9	1456.9	33787	1612.2	62.9	485	37	1350.3	78277.7	71351.6
1691.2	938.2	688.1	54.0	1251.4	59.7	2.3	18.0	1.4	50.0	2899.2	2642.7

DCN 12459

Career										
Primary	Instructor	Evaluator	# Sorties	Combat	Combat Supt	Combat Sotrie	Supt Sortie	NVG	Years of EXP	
2014.1	316.7	0.0	1706	0.0	0.0	0	0	13.0	20	
1557.8	1286.9	39.3	2316	0.0	0.0	0	0	71.1	20	
1648.6	1046.0	69.4	1995	249.2	4.4	86	3	82.2	16	
1498.7	331.3	71.9	1460	9.9	0.0	3	0	30.1	15	
1336.3	469.5	0.0	1448	0.0	0.0	0	0	14.6	15	
2219.1	1074.2	19.3	2447	71.8	0.0	28	0	31.6	24	
1082.4	567.1	82.3	1156	268.1	4.1	65	3	34.3	13	
1811.4	469.7	91.9	1777	15.3	6.9	9	5	90.2	17	
1112.8	695.2	31.3	1311	256.6	9.8	65	5	46.3	14	
1532.9	302.3	0.0	1524	0.0	0.0	0	0	41.4	22	Navigator
1472.1	561.5	0.0	1572	12.2	0.0	4	0	44.4	17	
3078.3	326.0	0.0	458	0.0	0.0	0	0	41.4	17	Other Service Time
2543.9	1734.5	133.8	2618	37.7	9.0	17	5	46.3	29	
1338.9	857.0	12.3	1539	368.7	2.0	83	1	76.6	12	
1392.1	1410.6	34.8	2259	64.2	0.0	14	0	40.8	15	
1741.3	835.5	93.7	1939	0.0	0.0	0	0	82.9	21	
1235.5	612.7	0.0	1281	70.5	4.4	22	2	109.7	13	
2167.8	2019.7	198.2	3276	16.6	0.0	6	0	72.6	22	
3213.8	219.3	0.0	408	0.0	0.0	0	0	55.2	19	Other Service Time
1850.9	195.6	0.0	911	12.2	11.7	6	4	27.8	20	
1604.5	834.5	0.0	1781	215.3	0.9	59	1	56.0	16	
1542.5	909.4	143.3	2052	0.0	7.7	0	5	58.7	18	
1251.3	819.1	50.4	1592	0.0	0.0	0	0	25.8	18	Navigator
1072.9	1421.9	2.8	1789	8.7	0.0	3	0	57.8	16	
851.8	1808.3	331.4	2175	87.5	3.1	43	2	22.6	19	
2032.6	1220.2	166.5	2419	32.9	19.3	14	14	21.9	25	
901.2	584.7	0.0	1099	95.5	17.8	32	5	66.5	13	Other Service Time
45105.5	22929.4	1572.6	46308	1892.9	101.1	559	55	1361.8	486	
1670.6	849.2	58.2	1715.1	70.1	3.7	20.7	2.0	50.4	18.0	

Document # 28 (TAG Leave Behind)

DCN 12459

Reference Slide #53

Lohnes Richard Col 178FW/CC 346-2155

From: Lay Jeffery E Lt Col 178FW/XP 346-2129
Sent: Wednesday, May 25, 2005 3:27 PM
To: Lohnes Richard Col 178FW/CC 346-2155
Cc: Roberts Mike Col 178FW/CV 346-2237
Subject: ASA Notes
Sensitivity: Personal

Sir,

The ASA pursuit produced the following current status to date:

1. **We requested 5 aircraft sit alert for up to 30 days with 2 x 2 x G live.**
2. **We requested courtesy storage of 12 AIM120C x 12 AIM9M x 3000 HEI.**
3. **We requested operations for 24/7 alert personnel.**

Mr. Pete Jacques at FFO confirmed the following:

1. **We would most likely be staged operationally out of the old 944 spaces.**
2. **We would be given exclusive tenant rites.**
3. **We would likely park on the hot pads until a safety survey could be conducted to explore blast patterns if parked in front of the old 944 spaces... they needed to explore where the funds for such a survey would come from, and specifically stated they would look to the ANG to fund the request.**
4. **Parking on the hot pads displaces real world airlift operations ISO GWOT.**

SMSGT Ryan Henry, 127MXS Munitions Flight Chief, Selfridge ANGB confirmed:

1. **We could truck / fetch / load munitions as required to support this mission.**
2. **They have standing agreements with the 180MXS, which we could / would duplicate.**

I contacted NORAD, et al, and pinpointed operational specifics on tasking, etc.

MSF has a plan to put folks on Title 10 when the shooting begins.

Diver did all the research on finding the necessary instructions applicable to the operations side of the mission.

Walt looked at all aspects of the maintenance side of the equation.

All agreed that we could do it out of trailers if necessary, but FFO confirmed that would not be necessary / they would support us. They're only concerns were:

DCN 12459

1. **Is this going to be a standing MOA for all ANG F-16 units?**
2. **They did not have designated facilities to do maintenance on the weapons.**

v/r,

"EASY"

LtCol Jeffery E. Lay
Ohio Air National Guard
178th Fighter Wing
178FW/XP, 178OG/DOTD
983 Avenue A, Building 146
Springfield-Beckley MAP
Springfield, OH 45502
DSN 346-2129
937-327-2129 Commercial
513-608-0681 Mobile

Draft Deliberative Document
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Reference Slide #59

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TRAINING REAL ESTATE		
Unit	**Location**	**Seating Capacity**
178 MSF	Bldg 118 Testing room	22
178 OG	Bldg 146 Auditorium	100
178 SFS	Bldg 131 Room 127/128	42
178 CF	Bldg 122 CF Computer Training Room	10
269 CBCS	Bldg 109 Classrooms	100
178 CES	Bldg 151 CES Classroom	65
178 CES	Bldg 151 CES Readiness Classroom	55
178 LRS	Bldg 150 LRS Training Room	64
178 FW	Bldg 122 HC Chapel	30
178 CEF	Bldg 153 CEF Classroom	25
178 LRS	Bldg 107 Transportation Classroom	25
178 MDG	Bldg 147 MDG Classroom	30
178 OG	Bldg 146 OG Classroom	18
178 MXG	Bldg 101 MXG Classroom	70

DCN 12459

Reference Slide #64

DCN 12459

Reference Slide #69, 70

Expedient Structural Evaluation Report
SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT, OHIO
AIRFIELD PAVEMENT SUMMARY
14 JUNE 2004

SUMMARY

At the request of OHANG 178th Fighter Wing, members from the ANG/CECC Pavement Maintenance Management Team conducted an expedient airfield pavement evaluation at Springfield-Beckley Municipal Airport, Ohio, on 14 June 2004. The purpose of the evaluation was to determine the structural capacity of the airfield. Available reports and data consisted of a 2003 ANG/CECC Pavement Condition Survey, a 1991 AFCESA Airfield Pavement Evaluation and as-builts of the airfield pavement. Dynamic Cone Penetrometer (DCP) tests were conducted throughout the airfield. These test locations are shown on the airfield layout included on page [redacted] in this report. DCP test results along with other referenced data were used to calculate the Allowable Passes or Allowable Gross Loads (AGLs) and Pavement Classification Numbers (PCNs) in this report.

CONCLUSIONS

The reported PCNs for the airfield are as follows:

FEATURE	PCN*	ALLOWABLE PASSES	
		C-17**	F-16***
RUNWAY	60RBWT	631,241	No Limit
OLD APRON - WEST	49RCWT	19,838	No Limit
OLD APRON - EAST	39RBWT	3,729	38,931,507
NEW APRON	63RCWT	338,579	No Limit
TIGER RAMP	74RBWT	15,352,599	No Limit
RAIDER RAMP	106RAWT	No Limit	No Limit
TWY A	67FCWT	43,228	No Limit
TWY A - WIDENED	41FCWT	757	No Limit
TWY G	55FCWT	5,148	No Limit

*based on the AF standard of 50,000 passes of a C-17 weighing 585,000 lbs.
**number of passes at maximum weight of 585,000 lbs before 100% of the pavement design life is used.
***number of passes at maximum weight of 37,500 lbs before 100% of the pavement design life is used.

AGL's for all pavement features can be found in Appendix D.

PCN's for all pavement features can be found in Appendix E.

1. Structural Capacity:

Runway 06/24: This primary runway was found to be of adequate strength and capable of supporting currently assigned F-16 aircraft at Springfield-Beckley Municipal Airport. For occasional (less than 500 passes) heavy traffic, no limitations are necessary. See Appendix D for AGLs at given pass intensity levels. The standard PCN published in NGA references for U S Air Force airfields is based on the most restrictive primary runway feature and C-17 aircraft at 50,000 passes.

For Springfield-Beckley Municipal Airport, the recommended PCN for publication is

Runway 06/24: 60/R/B/W/T.

Taxiways and Aprons: For the vast majority, the taxiways and aprons are likewise structurally adequate for assigned F-16 aircraft, but several present potential limitations for heavier aircraft at greater than occasional pass intensity levels. For example, the widened portion of Taxiway A in the vicinity of the fire station was found to be structurally deficient for C-17 aircraft. Other locations within this same pavement feature were found to be adequate. The weakest result from this feature was reported above. See Appendix D for a summary of AGL's for all taxiway and apron features investigated.

2. Surface Condition:

In April 2003, ANG/CECC published *AIRFIELD PAVEMENT CONDITION REPORT And Pavement Maintenance Plan* for the airfield pavements owned by the 178th Fighter Wing at Springfield-Beckley Municipal Airport. The 2003 report did not include the runway or majority of the taxiways on the airfield. The new ANG apron and Raider Ramp were not evaluated at that time due to on-going construction projects. Refer to that report for detailed information regarding the PCI for the ANG-owned pavements.

RECOMMENDATIONS

The airfield pavements at Springfield-Beckley Municipal Airport are capable of supporting the currently assigned F-16 aircraft. No major repairs are required. Passes and allowable loads should be reduced on some airfield features for heavier aircraft. See Appendix D for details. See the April 2003 *AIRFIELD PAVEMENT CONDITION REPORT And Pavement Maintenance Plan* for specific maintenance recommendations.

TECHNICAL MEMORANDUM **CH2MHILL**

178th Fighter Wing
Apron and Arm/Dearm Pavement Classification Number (PCN)

PREPARED FOR: Norb Schertzer/CH2M HILL

PREPARED BY: Bill VanHercke/CH2M HILL

COPIES:

DATE:

In accordance with the FAA AC 150/5335-5, dated 03/06/87, a pavement condition classification number was developed for the Aircraft Parking Apron and Arm/Dearm pavement at the Ohio ANG, 178th Fighter Wing at Springfield-Beckley Municipal Airport. As is described in the referenced AC, the PCN provides a standard method in establishing pavement strength. This standard is used internationally as member countries of ICAO are required to adopt this method of classification.

Aircraft Parking Apron and Arm/Dearm Pad

The PCN for any pavement is reported by a code consisting of five elements: PCN Numerical Value, Pavement Type, Subgrade Strength, Tire Pressure, and Evaluation Method. The PCN for the Aircraft Parking Apron and Arm/Dearm pavements is:

66/R/C/W/T

Where:

66 = PCN value which expresses the relative load carrying capacity of a pavement.
R = Rigid Pavement Designation
C = Subgrade Strength Categories (as defined in Table 2-1 of the above referenced FAA AC).
W = Allowable Tire Pressure Categories (as defined in Table 2-3 of the above referenced FAA AC).
T = Pavement Strength Evaluation Method

The above PCN was determined in accordance with the above referenced FAA AC as follows:

1. "66" equals the standard single wheel loading carrying capacity and is based on the critical aircraft design load, using Figure 2-6 from FAA AC 150/5335-5. It has been determined that the critical aircraft is the C-17 aircraft, having a dual tandem axle load of 331,400 pounds at minimum take off weight. The C-17 was used at 100 passes during initial pavement design investigations. The Apron and arm/dearm pavements were

constructed at a pavement section of 11-inch PCC, 6-inch drainable base, and 12-inch concrete stabilized sub-base.

2. "R" equals rigid pavement.
3. The "C" designation indicates a subgrade modulus (k-value) of between 100 and 200 pci (125 pci used in the pavement design analysis). It has been assumed that the subgrade strength of the pavements is the same for the Arm/Dearm pads and Aircraft Parking Apron, as the lowest value was used.
4. The "W" designation in the above PCN indicates the High Allowable Tire Pressure for a rigid pavement section versus "X" "Y", or "Z" designation for a flexible pavement section.
5. The "T" designation of the PCN indicates that the pavement carrying capacity has been determined using technical analysis, versus the "U" designation which means that the PCN was determined by selecting the highest aircraft classification number (ACN) among the aircraft currently using the facility and not causing pavement distress.

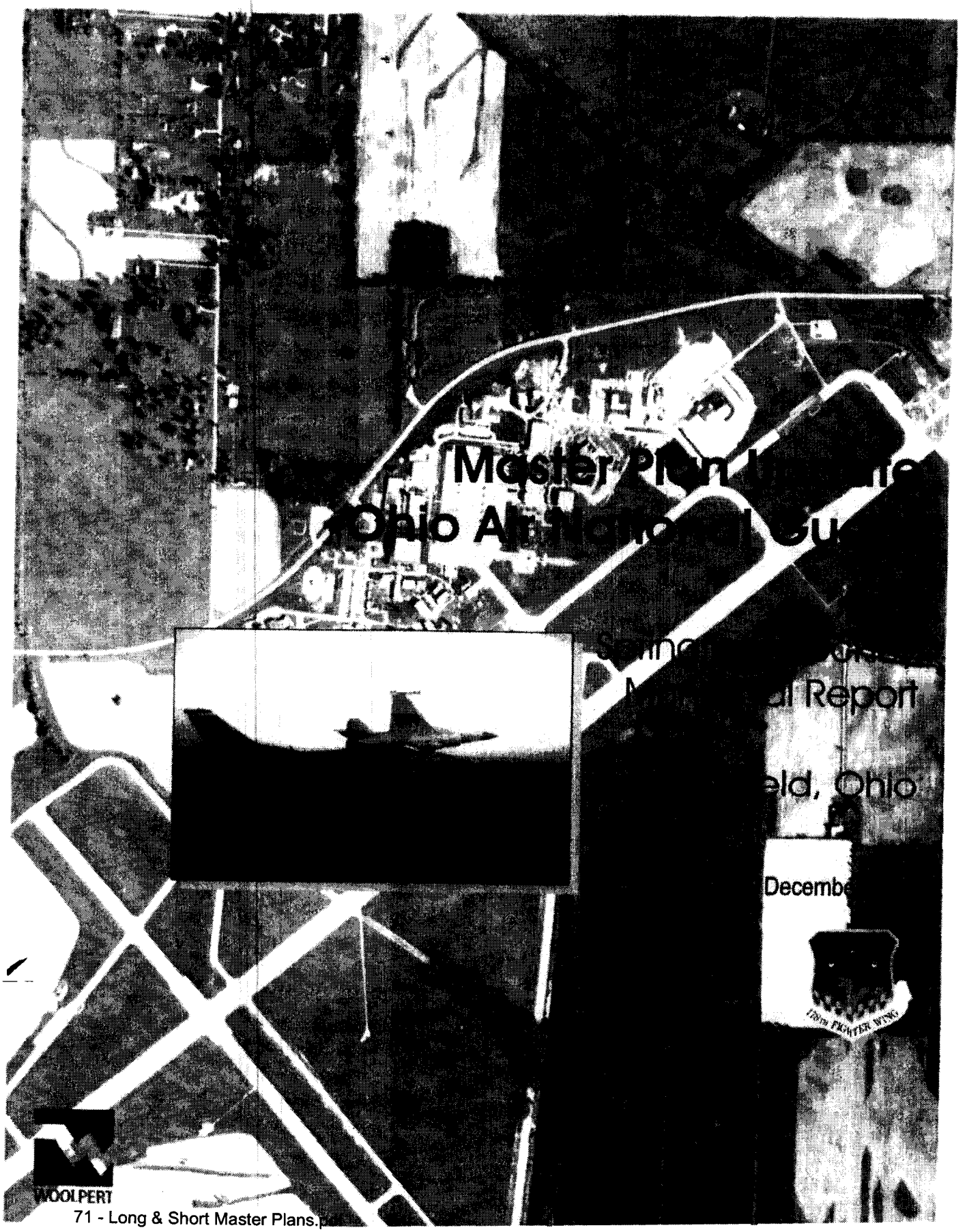
DCN 12459

Reference Slide #71

DCN 12459

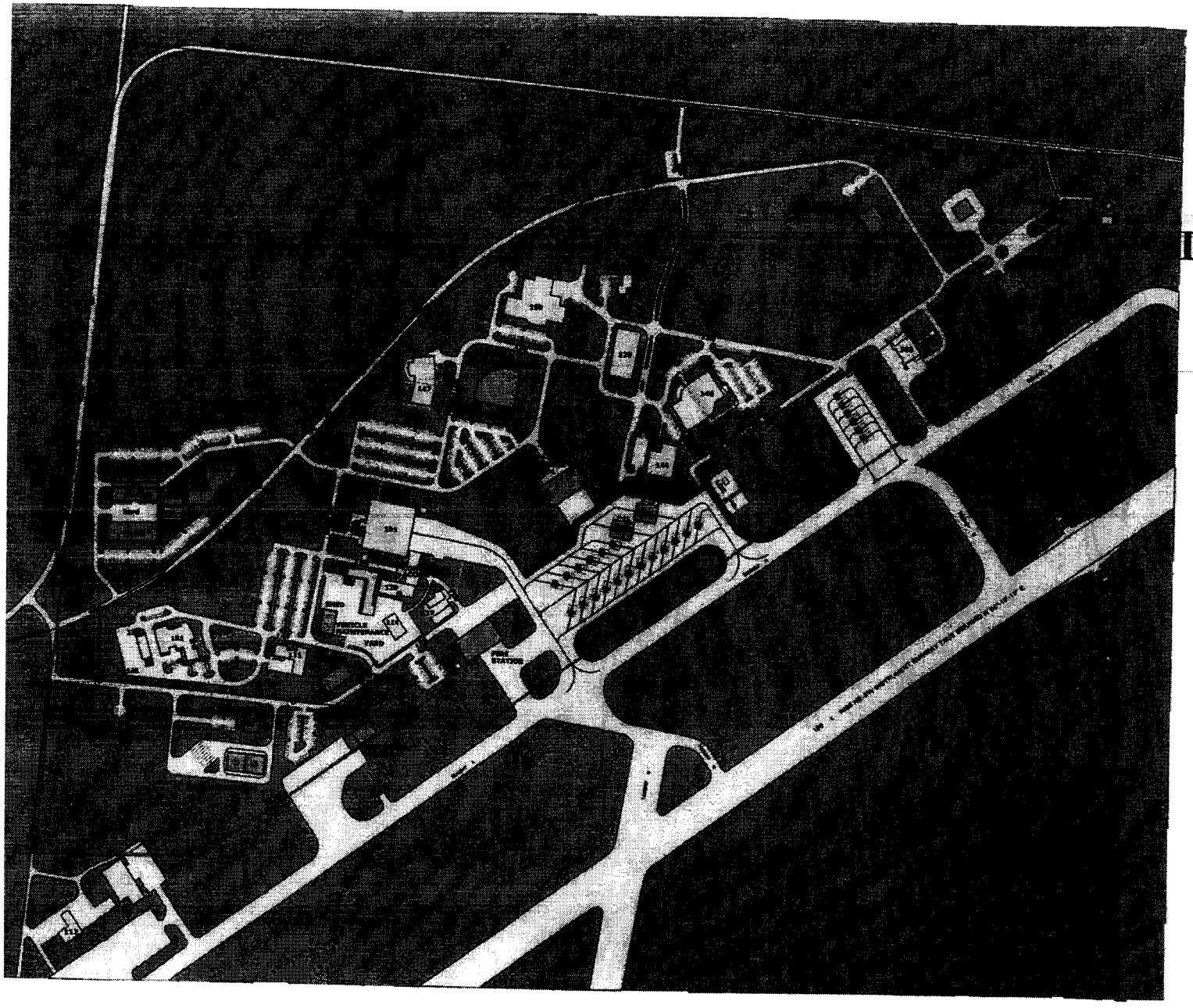
Reference Slide #73

DCN 12459


Master Plan
Ohio Air National Gu
Springfield-Beckley
Master Plan Report
eld, Ohio
Decembe
178TH FIGHTER WING
WOOLPERT

DCN 12459

FIGURE 1



178th FIGHTER WING

SHORT-RANGE DEVELOPMENT PLAN

Ohio Air National Guard
Springfield-Beckley Municipal Airport
Springfield, Ohio

LEGEND

Existing Facilities

Short-Range Development

N

Graphic Scale in Feet

0 200 400 800

Table 1-1. Short-Range Project List.

Order of Accomplishment			Description	Scope	Unit
General Order	Special Order	Land Acquisition			
1			**Construct Fire Station (130-142)**	19,000	SF
			Demolish Building 130 (Existing Fire Station)	6,731	SF
			Construct apron, taxiway access road	5,222	SY
2			**Construct Aircraft Shelters**	2	EA
3		LA #1	**Construct Air Traffic Control Tower (149-962)**	5,800	SF
			Demolish Building 111 (Existing ATCT)	1,872	SF
4	1a, 5b		**Construct Munitions Complex**		
			Construct Conventional Munitions Shop (216-642)	12,100	SF
			Construct Segregated Magazine Storage (422-258)	2,200	SF
			Construct Igloo Storage (422-264)	3,600	SF
			Construct Munitions Administration Building	2,000	SF
			Construct Munitions Access Roadway	2,025	LF
			Construct Munitions Access Road to Ramp	760	LF
			Demolish Buildings 132, 143, and 160 (Existing Munitions Complex)	7,720	SF
5			**Construct Headquarters Facility**	**32,100**	SF
			Reserve Forces Operations and Training (Wing Headquarters)(171-445)	18,000	SF
			Communications and Information Management (131-111)	10,600	SF
			Audio/Visual Services (141-743)	3,500	SF
			Demolish Buildings 104, 118, 122 (Existing Reserve Forces Operations and Training)	16,096	SF
6	2a, 3b, 4b	LA #2	**Construct 251st CCG/269th CCS Complex**		
			Construct Reserve Forces Communications and Electronics Training (269th CCS HQ)	21,120	SF
			Construct Storage Shed	20,000	SF
			Construct Maintenance Shed	17,500	SF
			Construct Communications Power Pad	10,000	SF
			Demolish Buildings 109, 121, and 133 (Existing 251/269 Facilities)	29,147	SF
7			**Relocate State Route 794**	**7,850**	**LF**
			Relocate Gatehouses		
			Reuse Existing Road for Cross-Base Roadway		
8			**Construct Fuel Cell/Corrosion Control Facility**	**34,000**	**SF**
			Fuel Cell (211-179)	17,000	SF
			Corrosion Control (211-159)	17,000	SF
			Demolish Building 129 (Existing Fuel Cell/Corrosion Control)	9,327	SF

Table 1-1. Short-Range Project List. Continued

Order of Accomplishment			Description	Scope	Unit
General Order	Special Order	Land Acquisition			
9			**Construct POL Operations Complex**		
			Construct POL Operations Facility (121-111)	3,000	SF
			Construct Jet Fuel Storage (124-135)	2,400	BBL
			Construct Loading/Unloading Stands	2	EA
			Construct Refueler Vehicle Parking (852-269)	1,572	SY
			Demolish Buildings 106 and 113, and Existing POL Facilities	2,040	SF
10			**Construct Vehicle Operations Parking Shed (214-428)**	8,500	SF
			(Demolish Building 114 (Gym))	6,000	SF
11	3a		Construct Base Civil Engineering Open Storage (219-946)	8,500	SF
12			**Construct Deployment Processing Center (141-786)**	8,000	SF

Source: Woolpert LLP, 2003

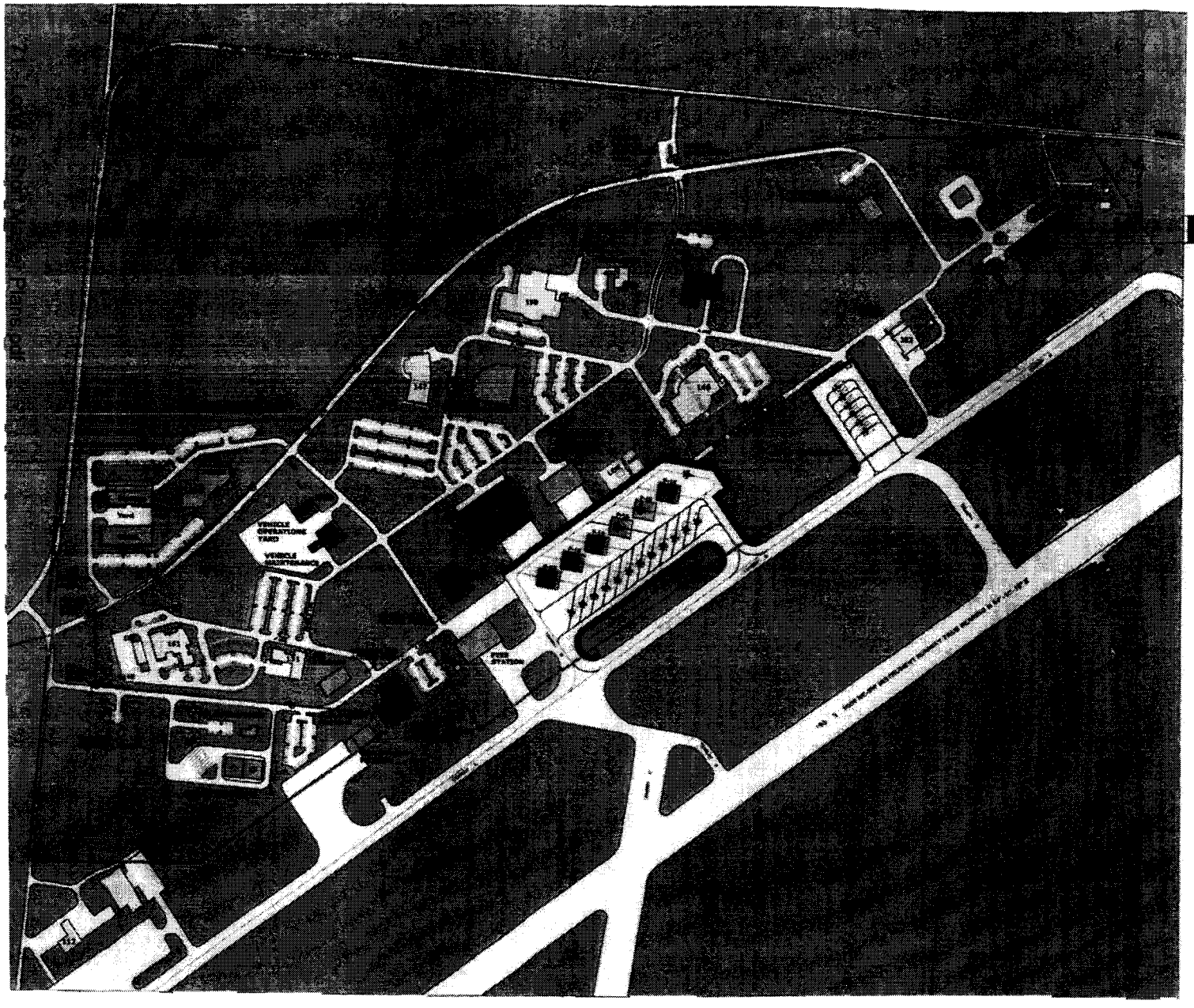


FIGURE 1-7

DCN 12459

LONG-RANGE DEVELOPMENT PLAN

Ohio Air National Guard
Springfield-Beckley Municipal Airport
Springfield, Ohio

LEGEND

- Existing Facilities
- Short-Range Development
- Long-Range Development

Graphic Scale In Feet

0 200 400 800

Table 1-2. Long-Range Project List

Order of Accomplishment			Description	Scope	Unit
General Order	Special Order	Land Acquisition			
12	2b, 4a		**Construct Avionics/Weapons Release and AGE Facility**	**27,850**	**SF**
			Avionics (217-712)	16,000	SF
			Weapons Release (215-552)	11,850	SF
			Demolish Building 128 (Existing Avionics Facility)	22,591	SF
			Demolish Building 119 (AGE)	5,730	SF
13	1b, 5a, 6b		**Construct Jet Engine Inspection/Maintenance Shop (211-157)**	**16,000**	**SF**
			Demolish Building 144 (Existing Engine Shop)	12,000	SF
14			**Construct Aircraft Maintenance Complex**	**54,520**	**SF**
			Hangar (211-111)	28,000	SF
			General Purpose Shops (211-152)	18,600	SF
			Organization Maintenance Shops (211-154)	7,920	SF
			Demolish Building 101 (Existing Maintenance Hangar)	62,769	SF
15	7a		**ADAL Vehicle Maintenance Complex**		
			Construct Vehicle Maintenance Shop (214-425)	8,600	SF
			Construct Vehicle Operations Parking Shed (214-428)	6,000	SF
			ADAL Building 107 (Existing Vehicle Maintenance Shop)	9,706	SF
16		LA #3	**Construct Army Guard/Reserve Armory Facility**	**20**	**AC**
17			**Construct Aircraft Shelters**	**4**	**EA**

Source: Woolpert LLP, 2003

Table 1-1. Short-Range Project List

General Order	Project Number	Description	Scope	Cost ($Millions)
1	WAAR 019180	Construct Fire Station	19,000 SF	$5.5
2	WAAR 039118	Construct Aircraft Shelters	2 ea	$1.5
3	WAAR 979768	Construct Air Traffic Control Tower	5,800 SF	$8.0
4	WAAR 889650	Construct Munitions Complex	12,100 SF	$5.7
5	WAAR 979766	Construct Headquarters Facility	32,100 SF	$8.1
6	WAAR 009098	Construct 251st CCG/269th CCS Complex	58,620 SF	$5.5
7	TBD	Relocate State Route 794	7,850 LF	$2.0
8	TBD	Construct Fuel Cell/Corrosion Control Facility	34,000 SF	$7.0
9	WAAR 889644	Construct POL Operations Complex	2,400 BBL	$5.0
10	TBD	Construct Vehicle Operations Parking Shed	8,500 SF	$1.5
11	TBD	Construct Base Civil Engineering Open Storage Shed	8,500 SF	$1.5
12	TBD	Construct Deployment Processing Center	8,000 SF	$1.3
			TOTAL	**$52.6**

Table 1-2. Long-Range Project List

General Order	Project Number	Description	Scope	Cost ($Millions)
12	WAAR 009111	Construct Avionics/Weapons Release and ASE	27,850 SF	$4.0
13	TBD	Construct Jet Engine Inspection/Maintenance Shop	16,000 SF	$3.5
14	WAAR 009110	Construct Aircraft Maintenenace Shop	54,520 SF	$10.0
15	TBD	Addition/Alteration Vehicle Maintenance Shop	8,600	$3.0
16	TBD	Construct Army Guard/Reserve Armory Facility	TBD	$9.0
17	WAAR 039118B	Construct Aircraft Shelters	4 ea.	$2.3
			TOTAL	**$31.8**