

**DELIBERATIVE DOCUMENT – NOT FOR RELEASE UNDER FOIA****REPORT SYNOPSIS****SITE SURVEY REPORT FOR BRAC ACTION 16 PAA C-130 ACTIVE ASSOCIATE UNIT AT POPE AIR FORCE BASE, 6-10 JUNE 2005 BY HEADQUARTERS AIR FORCE RESERVE COMMAND, ROBINS AFB, GA**

**Introduction:** The following is a summary of a site survey conducted by Headquarters Air Force Reserve Command (AFRC) from 6-10 June as a result of the Base Realignment and Closure (BRAC) recommendation to create a 16 Primary Assigned Aircraft (PAA) Air Force Reserve/Active Duty Associate Unit of C-130s at Pope Air Force Base (Pope AFB). A site survey objective was to minimize the Air Force footprint in order to maximize the facility space available for re-use by the Army. The complete report is provided as Attachment 1. The report focuses on the four primary components of Communications, Logistics, Operations, and Civil Engineering.

**Communications:** The report indicates that to implement the recommended BRAC action, the AFRC will provide network services, wireless network support, and video teleconference services. The Army will provide telephone service, Land Mobile Radio management, Air Traffic control and Landing System (ATCALS), audio visual services and record staging area. The responsibilities for providing radio maintenance and communications security were not determined. The AFRC communications unit is not currently manned to support data network maintenance and support. A new Network Control Center may require construction at an estimated cost of \$1 million.

**Logistics:** The active duty Air Force supply unit is assumed to stand down in 2007. At that point the most feasible replacement option would be for the Army to contract the supply operation. Because the bulk of the fuels mission is dedicated to supporting unique contingency and rotational requirements, Air Mobility Command (AMC) would retain active duty manning to support fuels requirements. Existing buildings were appropriate for all transportation needs. The Army would likely handle the transportation mission.

**Operations:** According to the Site Survey Report, the Army will assume responsibility for Air Traffic Control, Airfield Management and Base Operations, Terminal Instrument Procedures (TERPS), and Air Traffic Control and Landing Systems (ATCALS). The Air Force will retain the airspace management function. The Army will be “*expected to maintain the airfield and continue use as a Class B airport supporting 24/7 world-wide AMC flying operations*” [emphasis added]. The Army is expected to satisfy its responsibilities with approximately 30 active personnel and a minimum of six Department of Defense (DOD) civilians. The Air Force (AMC/AFRC) will retain responsibility to coordinate airspace requirements with the Federal Aviation Administration facilities using one DOD civilian. Installation forecasting and warning services will continue to be provided by the 28<sup>th</sup> Operational Weather Squadron at Shaw AFB, SC.

**Civil Engineering:** The existing airfield infrastructure meets the minimum requirements for operation of the Reserve unit with its Active Duty associate. The infrastructure that

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will be required for the 16 PAA C-130 Air Force Reserve/Active Duty associate unit includes facilities for:

- Operations
  - Squadron Operations
  - The Aeromedical Squadron
  - Life Support
  - Petroleum, oil, and lubricants (POL)
- Maintenance
  - Hangers
  - Aircraft Maintenance Shops
- Administration/Mission Support
  - Administrative Facilities
  - Mission Support Facilities
- Community Support
  - Lodging
  - Dining Hall

The site survey report assumes that the US Army is responsible for Base Operations Support at Pope Army Airfield and that real property will transferred to the US Army with the exception of those facilities retained solely for the Air Force. Many of these facilities are required only as a result of retaining the 16 PAA C-130 Air Force Reserve/Active Duty associate unit.

**Conclusions:** It is clear from this report that under the original BRAC recommendation, Pope AFB will be realigned to become Pope Army Airfield. Accordingly, the Army will take over the majority of airfield operations. Key exceptions include airspace management and facilities retained solely for Air Force use.



**HEADQUARTERS AIR FORCE RESERVE COMMAND**

**ROBINS AFB GA**



**SITE SURVEY REPORT**

**BRAC ACTION  
16 PAA C-130 ACTIVE ASSOCIATE UNIT AT POPE AFB**

**6-10 JUN 05**

**POPE AFB, NC**

**AIR FORCE RESERVE COMMAND**

**SITE SURVEY**

**POPE AFB, 6-10 JUN 05**

**AFRC TEAM MEMBERS**

**XP**

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Maj Mark Lewandowski	XPPP	497-1984
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**CE**

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## EXECUTIVE SUMMARY

**Team Chief.** HQ AMC, AFRC and ACC staff members (led by HQ AMC/A531) conducted a site survey at Pope AFB, NC from 6-10 Jun 05. The focus of the visit was to validate requirements and refine cost estimates for the following proposed BRAC actions:

- Pope Air Force Base to be realigned to the Army (Pope Army Air Field)
- Move 25 active duty C-130E aircraft to Little Rock AFB
- Move 36 active duty A-10 aircraft to Moody AFB
- Receive 16 total ARC C-130H aircraft from Pittsburgh ARS (8-AFRC) and Yeager AGS (8-ANG)
  - Create an Active Associate Unit
- Numerous AF Units Remain in Place to Provide Support to the Army as Tenants on Ft Bragg

The HQ AFRC portion of the team consisted of 14 members representing the XP, DO, SC, LG, and CE functions. Our purpose was to identify the major issues involved with setting up a 16 PAA active associate unit on Pope. As an established C-130 base, existing Pope facilities and infrastructure will easily accommodate our proposed associate construct. The present active duty Army and Air Force relationship is long established and well understood. This may present a cultural challenge as an Air Force Reserve tenant and Army Air Field host begin a new partnership. This situation is unusual and will require increased attention and effort by both entities to maximize success. Further validation of issues may result in another site survey before the first SATAF commences.

**Communications.** AFRC should retain a separate Network Control Center (NCC). This means either assuming control of the current NCC (now proposed for the Army) or building a new facility at an approximate cost of 1 million.

**Logistics.** Active and Reserve maintenance personnel will use the same building. Army and Air Force supply systems are not compatible. Agencies agreed to work on a contracted supply support arrangement. Active duty fuels personnel remaining at Pope (separate from the associate construct) will solely provide fuel service.

**Operations.** Discussions focused on Air Traffic Control, Airfield Management/Base Operations, Airspace Management, Terminal Instrument Procedures (TERPS), and Air Traffic Control and Landing Systems (ATCALs). The U.S. Army will assume responsibility for all functions related to airfield and air traffic control operations at Pope AFB, with the exception of airspace management. Additionally, the Ops squadrons (active and Reserve) are intended to be in 2 separate buildings.

**Civil Engineering.** Current facilities are adequate to comply with BRAC recommendations. Some MILCON and/or O&M funding may be needed to refurbish or modify existing structures. There are no large obstacles to implement BRAC recommendations.

## TEAM CHIEF

1. Team Chief: Lt Col Jerry Buckman  
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2. Discussion: Creating the proposed 16 PAA active associate unit is easily attainable using existing Pope facilities. The following issues and points are presented for the record:
  - a) Base Ownership: The resultant Pope AAF should be set up and operated like existing AAF models (Hunter, Lawson, etc.). They should serve as templates for BOS the Army must provide. BOS negotiations should not happen until the Army defines what it will provide.
  - b) Culture: The future associate construct will provide a different level of service than the current, long established active duty Air Force/Army relationship. Special care and increased effort by AFRC tenant and Army host must occur as the new relationship is established.
  - c) Phasing: Active duty C-130s depart in FY 07. ARC C-130s arrive in FY 09. This 2-year gap needs to be addressed. Additionally, should ARC C-130s arrive in FY 09, there could be significant time involved before the unit reaches FOC.
  - d) Crew Ratio: There are two crew ratios being discussed—2.0, BRAC and 2.5, FTF. A decision must be made on which crew ratio to implement and how to provide/pay for the additional .5 (should that ratio be chosen).
  - e) Future Pope AAF Ops Tempo: Pope will remain a busy base with frequent transient aircraft all in support of Army operations (Green Ramp Ops). The active duty Air Force contingent operating Green Ramp will have transited maintenance manpower; however, our AFRC unit will be relied upon for back shop augmentation support. AFRC will need to monitor developments in this area closely. Finally, the Army will likely request short notice air support from our associate unit that may be challenging to provide at times by Reservist volunteers. Short notice requests frequently occur with the current active duty 43d AW.

## COMMUNICATIONS

1. Working Group Chairperson: Paul R Dunn  
HQ AFRC/SCTA  
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DSN: 497-1812

2. Discussion: Persons contacted during this site survey include Rob Terry – Pope AFB SCX, Mark Wright – AMC/A65, Randy McLamb – ACC/SCXA, Scott Pickel – 38EIG, the STEM-B for Pope AFB. On Wednesday, we were able to meet with Mr McKenzie, from the Directorate of Information Management at Fort Bragg, said the Army was under the assumption that they would have to provide all communications and information services. We told the Army representative there were some services the Air Force would like to retain. The following assumptions were made concerning communications services for Air Force units at Pope Field. AFRC will provide network services (NIPRNET and SIPRNET), wireless network support and video teleconference services. The Army will provide telephone service, Land Mobile Radio (LMR) management, Air Traffic Control and Landing System (ATCALs), audio visual services and record staging area. At this time, the following services are undetermined: radio maintenance and COMSEC support. The main communications issues are:

- a) To provide a Network Control Center (NCC) at Pope, AFRC will need to either assume control of the current NCC in Bldg 347 or relocate the NCC to an AFRC campus area utilizing a building such as 560. Bldg 560 is currently an Information Transfer Node (ITN) with 36 strands of single-mode fiber coming from buildings 708 and 731. Building 560 has a computer training room that is an interior room on the ground floor. With the addition of raised floor and HVAC, this could function as an NCC. This will be contingent on the Army allowing AFRC to run a separate network. The cost to modify the room, reroute network connections, remove, pack, move and reinstall existing NCC equipment is roughly estimated NTE \$1,000,000. This requirement is also included in the AMC site survey.
- b) The installed wireless network at Pope and future expansions will be considered an extension of the wired network and AFRC will manage and maintain.
- c) AFRC will manage and maintain the VTC facilities in Bldg 900.
- d) The Army will assume control of the Dial Central Office (DCO) and provide telephone service to all Air Force entities remaining on Pope.
- e) The Army owns the frequencies at Pope and currently manages the LMRs. The Army will continue to manage the LMRs.
- f) The Army has committed to ATCALs support.
- g) The Army has the capability to provide audio visual services and a record staging area.
- h) There are several areas of service that have not been determined as to the provider. These services are radio maintenance and COMSEC support.

3. Manpower: If AFRC is allowed to maintain a data network and if the remaining Air Force units want support to use that network, the AFRC communications unit is not manned to support that workload and may need additional manpower.

## LOGISTICS

1. Working Group Chairperson: Col Robert Degraphenreid  
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2. Discussion: Supply/Fuels and Transportation discussions concentrated on the following subjects:
  - a) Supply. A complete review of facilities for possible use was conducted. Currently, Bldg 560 is the Base Supply main facility and bldg 720 is the parts store located near the flightline. It is assumed that the active duty LRS will stand-down sometimes in 2007. After that time supply support for the Air Force will be provided via a contract operation. There were several options discussed for contracting out the supply operation. The option that seems to be most feasible is to have the Army host contract out the supply operation. All parties including the Army representatives agreed that AFRC and AMC would work with the Army in writing the Statement of Work (SOW) for the supply support contract. The SOW will require the contractor to utilize the SBSS rather than the Army's retail supply system to support all Air Force customers. The Army's system is not compatible with other Air Force systems including wholesale supply systems and would not interface with the MAF Logistics Support Center. The SOW would also require that the contractor provide training for the traditional reservist. It is recommended that supply operations remain in buildings 560 and 720.
  
  - b) Fuels. AMC will retain active duty manning to support fuels requirements. The bulk of the fuels mission is dedicated to supporting USA contingency and rotational requirements unique to Pope. In the event Traditional Reserve Fuels Training is a requirement within the LRS, it will be accomplished in a manner similar to other location where AMC serves as the host.
  
  - c) Transportation. Visited all Transportation facilities and informed CE that the current buildings were appropriate for all Transportation needs. AMC discussed MHE support to be provided by them thru "C" shred MHE mechanics assigned to APS (All parties involved mutually agreed). Met with the D.O.L. (Director of Logistics) and discussed the possibilities of Army handling the Transportation mission. It was determined that the GSA vehicles will be maintained using the GSA fleet card and the blue fleet and Fire truck maintenance should seek other avenues such as contracting possibilities. This will assure that the traditional reservist will be nurtured in all areas and all customers involved will have complete product satisfaction.

## OPERATIONS

1. Working Group Chairperson: Mr. Richard Wagner  
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2. Discussion: **Air Traffic Control, Airfield Management/Base Operations, Airspace Management, Terminal Instrument Procedures (TERPS), and Air Traffic Control and Landing Systems (ATCALs)**. The U.S. Army will assume responsibility for all functions related to airfield and air traffic control operations at Pope AFB, with the exception of airspace management. The U.S. Army is expected to maintain the airfield and continue use as a Class B airport supporting 24/7 world-wide AMC flying operations. The following functions will transfer to U.S. Army responsibility at Pope AFB, except airspace management. (Note: The current Air Force manpower is listed to identify the numbers of military/DOD civilian personnel currently authorized to support these functions and obtain BRAC cost estimates for moving military personnel.)

- a) Airfield Operations Flight Staff- Performs overall management of air traffic control, airfield management/base operations, and air traffic control training/standardization functions (3 total manpower positions; 1 officer and 2 enlisted). The training and certification requirements for personnel performing air traffic control and airfield management/base operations management will require U.S. Army personnel to be in-place a minimum of one year prior to the U.S. Army assuming control of operations. **End State following realignment:** U.S. Army responsibility. Representatives from the Army BRAC Team, Ft Bragg stated that they plan to perform these functions with DoD civilian employees when the Army assumes responsibility.
- b) Air Traffic Control- Management and operation of the Pope AFB Control Tower which provides 24/7 support to flight operations (26 total enlisted manpower positions). The training and certification requirements for air traffic control personnel will require U.S. Army personnel to be in-place a minimum of one year prior to the U.S. Army assuming control of operations.
- c) The changeover to U.S. Army control will cause the removal of the Tower Simulator System (TSS), an AMC asset. The approximate cost to move the TSS to another Air Force location is \$50,000. **End State following realignment:** U.S. Army responsibility. Representatives from the Army BRAC Team, Ft Bragg stated that they plan to perform these functions with DoD civilian employees when the Army assumes responsibility.
- d) Airfield Management/Base Operations- Management and operation of the Pope AFB airfield and a 24/7 base operations (14 total manpower positions; currently staffed with 5 DOD civilians and 9 enlisted). It was recommended that the Army employ the same 5 civil service employees, to include the Chief, Airfield Management (CAM), who are currently employed by AMC. The training and certification requirements for base operations personnel will require U.S. Army personnel to be in-place a minimum of six-months prior to the U.S. Army assuming control of operations. **End State following realignment:** Representatives from the Army BRAC Team, Ft Bragg stated that they plan to perform these functions with DoD civilian employees when the Army assumes responsibility.
- e) Airspace Management- Responsibility to coordinate airspace requirements with Federal Aviation Administration facilities (Approach Control and ARTCC) to support joint-force exercises which occur every six weeks. In addition, coordinates for airspace to support High-Altitude Penetration approaches, Night Vision training operations, and Stereo Flight Plans required for operations within R-5311. This function must be retained within the remaining Air Force active duty/reserve units, since these functions are related to Air Force-specific requirements. (1 DOD civilian manpower position) **End State following realignment:** U.S. AF (AMC/AFRC) responsibility.
- f) TERPS- The development and maintenance of all TERPS to support instrument approach arrivals and instrument departures from Pope AFB. (No manpower assigned to Pope AFB, since this function is currently being performed by HQ AMC TERPS Cell.) **End State following realignment:** U.S. Army

responsibility. Representatives from the Army BRAC Team, Ft Bragg stated that they plan to perform these functions with DoD civilian employees when the Army assumes responsibility.

- g) ATCALs- The maintenance of ATCALs, weather, and communications equipment supporting flight operations at Pope AFB. This includes, but is not limited to: an ILS, TACAN, NDB, DBRITE radar, and UHF/VHF radios. Specific system designations and manning currently required to support these functions are provided by HQ AMC/A6. **End State following realignment:** U.S. Army responsibility. Representatives from the Army BRAC Team, Ft Bragg stated that they plan to perform these functions with DoD civilian employees when the Army assumes responsibility.
- h) Weather Operations- Installation forecasting and warning services will continue to be provided by the 28<sup>th</sup> Operational Weather Squadron, Shaw AFB SC. Manpower issues need to be resolved.
  - 1) Action item for ACC/DOW to provide airfield weather services strategy and estimate cost.
  - 2) AMC/A36W estimates 5 active-duty manpower authorizations to provide 24/7 airfield weather services. Contracted services may cost less.
  - 3) Action item for AFRC/DOVA to provide C-130 mission weather services strategy and cost.
  - 4) Existing fixed weather observing equipment/met systems would remain in place and transfer to ACC. It would be sustained by Air Force Weather Agency.
  - 5) Determine disposition of existing tactical meteorological equipment (OPR: AMC/A36W)
  - 6) Deactivate 43 OSS/OSW (AMC). Reallocate 15 existing weather authorizations to other documented AMC weather manpower shortages or new AMC requirements.
  - 7) Recommend AFRC/DOVA and ACC/DOW provide any comments on the above recommendation directly to AMC/A38 for input into this report.

## CIVIL ENGINEERING

### ASSUMPTIONS

1. The BCEG directed the re-use of facility space to the maximum extent possible.
2. A site survey objective is to minimize the Air Force footprint in order to maximize the facility space available for re-use by the US Army.
3. The Reserve Wing will own the 16 PAA C-130H, and the Active Duty component will function as an active associate.
4. The certified data provided to AF/IL for the installation's scenario was used as a checklist to ensure the Reserve Wing requirements were met.
5. Facility space requirements related to aircraft ops and maintenance facilities is based on a 2.0 crew ratio for the C-130H and a 50/50 mix between the Reserve and Active Duty crews. The Future Total Force (FTF) Initiative has determined that the C-130H crew ratio will increase to 2.5. This will drive additional ops and maintenance personnel (from AFRC or AMC – to be determined); however, this additional personnel and related additional facility space is considered a non-BRAC programmatic requirement.
6. The Reserve Standard Facility Requirements Handbook (AFRCH 32-1001) as well as the AF Standard Facility Requirements Handbook (AFH 32-1084) were consulted to determine proper space allocations for the various functions associated with this proposed move.
7. The initial space allocations are based on moving the 440 AW functions; however, inadvertent omissions (if any) in the 440<sup>th</sup> requirements will be remedied during the Site Activation Task Force (SATAF).
8. The US Army is deferring to the Air Force needs prior to evaluating excess Air Force facilities for their requirements.
9. Space requirements have been documented for the Active Duty (AMC, AFSOC, ACC, and US Army host support) functions on Pope Army Airfield and are fully discussed in the AMC report.
10. Fitting new Reserve Wing functions into existing Active Duty facilities will result in some excess facility space.
11. The units vacating these facilities will leave the furniture, which will meet the majority of the Reserve Wing requirements. A small amount of O&M funding may be required to reconfigure the office/systems furniture to meet the Reserve Wing functional requirements.
12. Pope AFB real property will be transferred to the US Army; however, facilities retained for sole AF use should retain the Pope AFB installation code (TMKH) in order to advocate for SRM funding.
13. The US Army is responsible for the BOS for Pope Army Airfield.
14. The US Army will take over the responsibility for Fire Crash Rescue for Pope Army Airfield. The Reserve training function will require facility space in or near building 250, the base Fire Crash Rescue Station, and access to the station during training weekends. An Inter-Service Support Agreement (ISSA) will be required to facilitate this requirement.
15. The Active Duty Air Force component (AMC) will continue to be responsible for operation and maintenance (real property related) of the aviation fuel systems (Fuels Management Function, Refueling Maintenance, and Liquid Fuel Maintenance (LFM)). Thus these systems should be retained under the Pope AFB installation code.
16. The Reserve Wing will train during one Unit Training Assembly (UTA) per month.

### RESULTS OF SURVEY

#### I. OPERATIONS

##### I. Airfield:

- i. Requirement: Runways, taxiways and parking aprons are required for C-130 operations
- ii. Analysis: The existing airfield infrastructure at Pope meets the minimum requirements for operation of the Reserve unit with its Active Duty associate.
- iii. Recommendation: None.

II. Squadron Operations

- i. Requirement: The total Squadron Operations/Aircraft Maintenance Squadron (AMXS) requirement for 16 PAA with a 50/50 associate mix, is 48,340 SF defined as follows:

Description	Requirement	Handbook 32-1001 Chapter
Reserve Squadron Operations	15,850 SF	6.4
Active Squadron Operations	14,050 SF	6.4
Reserve Aircraft Maintenance Unit	12,940 SF	8.4
Active Aircraft Maintenance Unit	5,500 SF	8.4

- ii. Analysis: AFRCH 32-1001 paragraphs 6.4 and 8.4 were utilized to determine the above requirements. The active duty requirements were validated by AMC team members. Four squadron operations buildings were physically inspected and analyzed to determine adequacy.
- iii. Recommendation: Utilize building 738 (47,390 SF) for Reserve Squadron Operations, Reserve AMXS and Active AMXS. Utilize building 753 (42,000 SF) for Active Duty Squad Operations. Building 753 will also be utilized for other active duty requirements.

III. Aeromedical Evacuation Squadron (AES)

- i. Requirement: The total AES requirement is 13,306 SF defined as follows:

Description	Requirement	Handbook 32-1001 Chapter
Aeromedical Evacuation Squadron	13,090 SF	7.11
AES Life Support Storage	216 SF	7.11.2

- ii. Analysis: AFRCH 32-1001 paragraph 7.11 was utilized to determine the above requirements. Squadron support spaces near the remaining active duty 43<sup>rd</sup> AES were surveyed. Due to building 560's proximity to the 43<sup>rd</sup> AES facilities and the available excess space therein, it is the most cost effective alternative.
- iii. Recommendation: Utilize building 560 (153,500 SF) for the Aeromedical Evacuation Squadron. Additional reserve and active duty functions will reside in this facility.

IV. Life Support

- i. Requirement: The total Life Support requirement is 8,762 SF defined as follows:

Description	Requirement	Handbook 32-1001 Chapter
Life Support	8,762 SF	6.4.2

- ii. Analysis: AFRCH 32-1001 paragraph 6.4.2 was utilized to determine the above requirements. Several Life support areas were evaluated to determine the best fit.
- iii. Recommendation: Utilize the existing life support facility, building 721 (8,816 SF) for life support administration, training and maintenance. Crew gear storage will be maintained in the two airlift squadron operations facilities and the AES facility.

V. Petroleum, Oils, and Lubricants (POL)

- i. Requirement: The total POL Operations requirement is 2,290 SF defined as follows:

Description	Requirement	Handbook 32-1001 Chapter
POL Operations	2,290 SF	4.1

- ii. Analysis: AFRCH 32-1001 paragraph 4.1 was utilized to determine the above requirements. The existing facility was determined to be adequate for reserve requirements
- iii. Recommendation: Utilize the POL Operations, building 811 (4,854 SF) for POL operations. Active duty will also utilize the facility.

II. MAINTENANCE

I. Hangars

- i. Requirement: For a 16 PAA C-130 squadron, three hangars totaling 69,760 SF are authorized as follows:

Description	Requirement	Handbook 32-1001 Chapter
Aircraft Maintenance Hangar	22,680 SF	8.1
Aircraft Maintenance Hangar	22,680 SF	8.1
Fuel Cell/Corrosion Control Hangar	24,400 SF	8.6

- ii. Analysis: AFRCH 32-1001 paragraphs 8.1 and 8.6 were utilized to determine the above requirements. Two new double bay hangars, sized to accommodate the C-130J-30, are currently under construction. These new hangars as well as other existing C-130 hangars at Pope were evaluated for possible use to satisfy mission requirements.
- iii. Recommendation: Utilize building 741 (57,272 SF) for Aircraft Maintenance Hangar and Fuel Cell Hangar. Utilize building 750 (66,304 SF) as Aircraft Maintenance Hangar and Corrosion Control Hangar. Building 750 will also house other reserve requirements as discussed in paragraph II.2.iii, below. Though normally the Reserve would combine fuel cell and corrosion control in a single bay, reuse of these facilities as designed is the most cost effective option.

II. Aircraft Maintenance Shops

- i. Requirement: The following facility requirements totaling 74,611 SF are authorized:

Description	Requirement	Handbook 32-1001 Chapter
Avionics Shop	8,420 SF	8.10
Engine Shop	16,960 SF	8.5
Aerospace Ground Equipment (AGE) Shop/storage	9,120 SF	8.12
General Purpose Shops	31,800 SF	8.3
Munitions Maintenance Admin	2,200 SF	8.9
Survival Equipment	4,400 SF	8.3
Liquid Oxygen (LOX) Storage and Dispensing	1,711 SF	10.2

- ii. Analysis: AFRCH 32-1001 paragraphs 8.3, 8.5, 8.9, 8.10 and 8.12 were utilized to determine the above requirements. Existing C-130E support shops exist on Pope AFB to support the current mission. These facilities will be utilized for similar reserve wing requirements. The existing munitions maintenance facility will be utilized although it is undersized. Buildings 718 and 719 were surveyed for the survival equipment function. Although 719 is the existing survival equipment location, it is an old facility in poor condition and the AMC host recommends relocating survival equipment to facility 718. LOX storage and dispensing will remain in its existing facilities.
- iii. Recommendation: Utilize Building 731 (33,000 SF) for the Avionics, Machine, Hydraulics, Battery, Welding and Non Destructive Inspection shops. Utilize building 715 (29,000 SF) for Engine and Propulsion, Non-Powered AGE and Wheel and Tire Shops. Utilize building 750 (66,304 SF) for sheet metal, Central Tool Kit/Readiness Spares Packages/Tool Kit Storage, corrosion control and fiberglass/composite materials shops. Utilize buildings 723 (11,760 SF) and 724 (15,000 SF) for AGE covered storage and AGE shop. Utilize building 568 (1,185 SF) for Munitions Maintenance Administration. Utilize building 718 (20,000 SF) for survival equipment. Utilize building 777 (2,200 SF) for LOX Storage and Dispensing.

III. ADMINISTRATIVE/MISSION SUPPORT

I. Administrative Facilities

- i. Requirement: The following facilities are required for Reserve administrative functions at a total requirement of 39,730 SF:

Description	Requirement	Handbook 32-1001 Chapter
Reserve Wing Headquarters	37,650 SF	7, 5.3 and 6.2
Network Control Center (NCC)	2,080 SF	5.3

- ii. Analysis: AFRCH 32-1001 paragraphs 5.3, 6.2 and Chapter 7 were utilized to determine the Wing Headquarters requirement. Several administrative facilities were surveyed and it was determined that utilizing building 900 was most cost effective since it presently houses a command post and battle staff areas which are very expensive to relocate. Although there are facilities closer to the operations facilities, relocation costs for the command post were prohibitive.
- iii. Recommendation: Utilize building 900 (43,500 SF) for Reserve Wing Headquarters. Utilize building 560 (153,500 SF) for NCC requirements. Building 560 will be utilized by other active and reserve functions.

II. Mission Support Facilities

- i. Requirement: The following facilities are required for Reserve administrative functions at a total requirement of 151,878 SF:

Description	Requirement	Handbook 32-1001 Chapter
53 <sup>rd</sup> Aerial Port Squadron	7,368 SF	7.14
34 <sup>th</sup> Aerial Port Training Facility	8,420 SF	7.14
Aircraft Parts Storage	13,440 SF	10.3.1.3
Airlift Control Flight	9,810 SF	6.5
Base Supply	12,900 SF	10.3
Base Supply Covered Storage	480 SF	AFH 32-1084, 10.2
C-130 Flight Simulator	17,450 SF	AFH 32-1084, 6.3.2
Communications Flight	3,430 SF	7.11
Consolidated Training Facility	31,620 SF	See Appendix Breakout
Fire Fighter Training Facility	4,320 SF	7.6
Medical Squadron	4,900 SF	7.3
Readiness Spares Kit Storage	6,600 SF	10.3.2.2
Refueler Vehicle Maintenance	2,190 SF	8.7
Reserve Mobility Storage	5,160 SF	10.3.1.4
Vehicle Maintenance	16,130 SF	2.6
Vehicle Operations	2,340 SF	2.5
Maintenance Operations Flight	5,320 SF	8.2

- ii. Analysis: AFRCH 32-1001 and AFH 32-1084 were utilized to determine the requirements for mission support functions as shown above. By matching current utilization of facilities with future mission requirements, costs were minimized. Building 250 is the existing fire station and AFRC will utilize the facility if the Army chooses to operate the station. An ISSA will be required between the Army and AFRC to assure that reservists will be provided a space to train. Buildings 150, 260, 305, 307, 550, 554, 555, 558, 706, 723, 770, 772 and 811 will maintain their existing functionality. Buildings 560 and 720 will be utilized for various mission support administrative and storage functions. Building 764 currently houses the 3<sup>rd</sup> APS and AFRC Airlift Control Flight will also reside in the facility. Though the Reserve requirement for vehicle maintenance facility space is significantly less than the retained complex, the required functions are scattered throughout the existing facilities, thus all were retained. The excess space will be available for joint use by other Air Force units and/or the Army.

iii. Recommendation: Utilize the existing Facilities for the following Functions:

Building	Building Size	Mission
150	2,400 SF	Refueler Vehicle Maintenance
250	20,685 SF	Fire Fighter Training Facility
260, 305, 307	29,754 SF	Medical Squadron
550	6,000 SF	Vehicle Operations
554, 555, 558	31,738 SF	Vehicle Maintenance
560	153,500 SF	Consolidated Training Facility, Base Supply, Reserve Mobility Storage, Communications Flight
706	17,450 SF	C-130 Flight Simulator
708	53,000 SF	Airlift Control Flight
720	43,000 SF	Aircraft Parts Storage, Readiness Spares Kit Storage
723	11,760 SF	Base Supply Covered Storage
764	40,000 SF	Aerial Port Training Facility
770, 772	7,368 SF	53 <sup>rd</sup> Aerial Port Squadron
811	4,854 SF	POL Operations

IV. COMMUNITY SUPPORT

Lodging, Dining Hall, etc

Community support responsibilities will be assumed by the Army as host. During the upcoming SATAF process, use of these facilities (dining halls, fitness centers, etc.) will be negotiated as part of the ISSA process. We have advised the Army Morale, Welfare and Recreation (MWR) manager at Fort Bragg that the planning factor for required lodging during UTAs will be 625 rooms. This figure was provided by HQ AFRC/SVP.

V. ENVIRONMENTAL

Assumptions:

- Army will take ownership of the real property maintenance (civil engineering), including environmental program management once Air Force has completed unit movements in and out of Pope AFB.
- Program transition will take place gradually throughout the BRAC realignment period
- Army will complete NEPA analysis for closure / realignment of Pope AFB
- AMC will complete environmental baseline survey as required by AFI 32-7066 for all Air Force property being transferred to Army real property records
- Army assumes that the Air Force will provide manpower and dollars to supplement their existing environmental program office in order to give them the ability to provide support for Air Force requirements in the future.

i. Requirement and Analysis:

**IRP:** Pope AFB has a large and active Installation Restoration Program (\$599K in FY05, \$869K in FY06, \$203K in FY07). Restoration Advisory Board (RAB) meetings are held with the community twice a year and are well attended. There are no off-base contamination issues although one plume has a containment system in place to prevent off-base migration. AF cleanup is being done under Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) or the state Underground Storage Tank (UST) program while the Army cleanup is being done under Resource Conservation and Recovery Act (RCRA) authority. The Army plans to assume ownership of the Air Force cleanup program once all BRAC related unit movements are complete. This transfer will require reallocation of Air Force Total Obligation Authority (TOA) to the Army in order to ensure continued adequate funding for site response actions.

**Haz Waste:** Pope currently arranges for hazardous waste pick-up through the Army DRMO office. Wastes are stored in initial accumulation points in the shops, turned in to the Pope Haz Waste facility (Bldg 610), and picked up directly for disposal by contractors. Pope goal is to limit storage of waste to less than 60 days. The Army recently completed construction of a new hazardous waste storage facility just outside the gate of Pope AFB. Their future vision is to use this new facility as a central hazardous waste collection point for all Army and Air Force

operations. The Army RCRA Part B (storage) permit will be modified to include Air Force operations once all BRAC related moves are complete.

**Haz Materials:** Pope operates a single hazardous material issue point (pharmacy) from Bldg 618. The Army previously operated a hazardous material control center (similar to the Air Force hazmat pharmacy) to centrally issue hazardous materials. This was a contracted operation that has since been severely cut back due to resource limitations. Currently the Army staff obtains hazardous materials through a self service supply center with no clear authorization or approval process. The Army indicated that their hazardous material control system had “imploded” and they did not know what the future of the program would be.

**Air:** Pope operates as a minor air source. An administrative permit is held for various air sources inside Pope with specific data collecting and reporting requirements. Ft Bragg has a Title V air permit. The Army plans to add Air Force stationary sources to their permit once all BRAC related moves are complete. Army will be responsible for all reporting related to the Air Permit.

**Water:** Pope obtains drinking water from the Army operated water treatment plant. Sanitary sewage is discharged to, and treated by, the Army treatment plant. The Air Force reports that water infrastructure is very old and degraded (asbestos cement pipes over 50 years old). The Army is responsible for maintaining water system “mains” and the Air Force maintains “laterals” within Pope. The Army water production plant is currently operating at a maximum capacity of approximately 5 Million Gallons per Day (MGD) against a need at Ft Bragg / Pope of 7-8 MGD. Additional water supply is purchased from the local civilian water source as needed to make up the military demand. A future project has been identified to upgrade the Army water treatment plant in order to increase production capacity. The Army waste water treatment plant is currently operating within design capacity. Long term plans from the Army are to privatize both the water supply and waste water treatment operations at Ft Bragg.

**Solid Waste / Recycling:** The Air Force operates a consolidated solid waste and recycling contract that picks up at all administrative, industrial, and residential locations within Pope. The base has recently been visited by the AFCEE recycling program evaluation team and is updating their program plans to address comments made by the AFCEE experts. The Army does not operate a consolidated or coordinated recycling program at Ft Bragg. They are currently analyzing options for creating a post-wide recycling program with a focus on cost-benefit analysis related to recycling specific waste streams. Previous attempts to stand up a recycling program at Ft Bragg have been limited by excess and unsupported costs or by high demands on staff time to collect and transport materials for recycling.

**Utilities:** Pope has a mature GeoBase system operated by the Civil Engineering Squadron (CES). The Army has a similar Geographic Information System (GIS) operated by Public Works.

**Fuel:** Multiple permits are held for underground storage tanks throughout Pope. All tanks are reported to be in compliance.

**Natural Resources:** There is a significant “historic district” at Pope AFB that contains multiple WWII era facilities. There is an identified Red Cockaded Woodpecker habitat off the north-end of the base runway. The Army provides naturalists to consult with Air Force staff when there is projected activity in the potential habitat area.

**Asbestos:** The Pope AFB asbestos survey was updated last year and is reported as complete and accurate.

**Compliance Assessments:** The Army conducts periodic external compliance assessments on a frequency based on their “risk based” enforcement formula. Assessments have been completed at Ft Bragg for the past two years. In addition, the Army conducts semi-annual internal compliance reviews (via contract) that focus on hazardous waste and hazardous material issues in the various shops. The long range plan is to include Air Force facilities in these assessments once the BRAC related moves are complete.

**Coordination:** The Army indicated that the only specific need they had from the Air Force with respect to the future host – tenant relationship would be identification of specific points of contact (i.e. Unit Environmental Coordinators) for working environmental issues.

- ii. Recommendation: The environmental program transition between Air Force and Army should be smooth. The unit managers have a good working relationship and understanding of their respective programs. Army support to Air Force needs may be limited by resource

constraints. Air Force staff should work to fully identify specific program support requirements in any future intra-service agreement between the Army and Air Force. Two identified high risk areas for joint environmental operations are the installation recycling program (due to the immaturity of the Army program and lack of adequate resources) and the hazardous material management program (due to the Army having essentially no hazardous material control program). The concerns with the hazardous material program have been forwarded to the LG (supply) working group for their consideration and action.

VI. SUMMARY

PROPOSED PROJECTS

Fiscal Year	Description	Scope (SF)	Total Cost (\$000)	Furniture (O&M) (\$000)
	none			

VII. DRAFT DD FORM 1391s/1178s

I. No new construction - DD Form 1391s not required.

VIII. MASTER SITE PLAN

IX. APPENDICIES

- I. Non-BRAC Programmatic
- II. Future Current Mission Requirements
- III. Combined AF Facility Requirements List
- IV. Consolidated Training Facility and Wing HQ Breakout Sheet

## APPENDIX I

### Non-BRAC Programmatic Issues

1. Potential Operations and Maintenance (O&M) funding may be required in order to best utilize existing facilities. AMC will be leaving its furniture, but it mostly consists of large, bulky non-system furniture. During the SATAF, furniture needs will be identified.
2. Adjust crew ratio from 2.0 to 2.5 due to Future Total Force. This change will impact requirements for Squadron Operations, Life Support and Storage facilities.

## APPENDIX II

### Future Current Mission Requirements

1. Potential Operations and Maintenance (O&M) and MILCON funding may be required to refurbish/reconfigure existing facilities.

APPENDIX III

Combined AF Facility Requirements List

<b>Facility</b>	<b>MAJCOM</b>	<b>Function</b>	<b>SF Req'd</b>	<b>Total Facility Rqmt</b>	<b>SF Available for retained facilities</b>	<b>SF Delta</b>
132	AFSOC	Special Tactics Storage	4524			
				4524	4524	0
134	AFSOC	Special Tactics Squadron	25482			
				25482	25482	0
150	AFRC	Refueler Vehicle Maintenance	2190			
	AMC	Refueling Maintenance Facility	210			
				2400	2400	0
155	AMC	Bulk Storage Pumphouse	700			
				700	700	0
158	AMC	Bulk Storage	686			
				686	686	0
159	AMC	Bulk Storage Type III	429			
				429	429	0
162	AMC	Fuels Lab/Compliance/Bulk Storage	1600			
				1600	1600	0
178	AFSOC	Special Tactics Sqd Ops	22500			
				22500	22500	0
241	AMC	ATC Tower	4000			
				4000	4000	0
250	AFRC	Fire Fighter Training Facility	4320			
				4320	20685	16365
260	AMC	Dental Clinic	11264			
				11264	11264	0
305	AMC	Clinic	2040			
	AFRC	Reserve Medical Squadron	2450			
				4490	4490	0

APPENDIX III cont.

Facility	MAJCOM	Function	SF Req'd	Total Facility Rqmt	SF Available for retained facilities	SF Delta
307	AMC	Clinic	11550			
	AFRC	Reserve Medical Squadron	2450			
				14000	14000	0
501	AETC	New Combat Control School (CCS)	35297			
				35297	35297	0
502	AETC	New CCS Gym and Pool	18749			
				18749	18749	0
503	AETC	New CCS Gun Range	9524			
				9524	9524	0
537	ACC	18th ASOG Building	7384			
				7384	7384	0
539	ACC	18th ASOG HQ Building	28944			
				28944	28944	0
550	AFRC	Vehicle Ops	2340			
				2340	6000	3660
554	AFRC	Vehicle MX	5300			
				5300	7378	2078
555	AFRC	Vehicle MX	1800			
				1800	1800	0
558	AFRC	Vehicle MX	9030			
				9030	22560	13530
560	AFRC	Consolidated training Facility	31620			
	AFRC	Base Supply Warehouse	12900			
	AFRC	Mobility Storage	5160			
	AMC	Mobility Storage	3900			
	ACC	14 ASOS	8100			
	AFRC	Aeromedic Evac Squadron	13306			
	AFRC	Comm Flight	3430			
	ARMY	Security Forces Armory	1175			
	ACC	373rd TRS Det 1	38000			
	AFRC	Comm (NCC)	2080			
				119671	153500	33829

APPENDIX III cont.

Facility	MAJCOM	Function	SF Req'd	Total Facility Rqmt	SF Available for retained facilities	SF Delta
567	ACC	14 ASOS Covered Storage	7300			
				7300	7300	0
568	AFRC	Munitions MX Admin	2200			
				2200	1185	-1015
610	ARMY	Hazardous Waste Storage	2304			
	Contract			2304	2304	0
614	ARMY	HAZMAT Warehouse	3920			
	Contract			3920	3920	0
625	AMC	Liquid Fuels Maintenance Facility	3700			
				3700	3700	0
640	AMC	CATM Facility	5100			
				5100	5100	0
641	AMC	CATM Storage	5612			
				5612	5612	0
706	AFRC	C-130 Flight Simulator	17450			
				17450	17450	0
708	AMC	Base Ops	7402			
	AMC	Air Terminal Operations Center	9642			
	AFRC	Airlift Control Flight	9810			
				26854	53000	26146
710	AMC	Transient Alert	1920			
				1920	1920	0
712	AFSOC	AFSOC	80000			
				80000	67000	-13000
715	AFRC	Engine and Propulsion Shop	16960			
	AFRC	Non-Powered Age				
	AFRC	Wheel and Tire Shop	2000			
				18960	29000	10040

APPENDIX III cont.

Facility	MAJCOM	Function	SF Req'd	Total Facility Rqmt	SF Available for retained facilities	SF Delta
717	AMC	OSS/Flight Records	4000			
	AMC	Flight Kitchen	4500			
				8500	8500	0
718	AFRC	Maintenance Ops	5320			
	AFRC	Survival Equipment	4400			
				9720	20000	10280
720	AFRC	Aircraft parts store	13440			
	AMC	Base Supply	19500			
	AFRC	Readiness Spares Packages	6600			
				39540	43000	3460
721	AFRC	Life Support	8762			
				8762	8816	54
723	AMC	AGE In-route Covered Storage	10350			
	AFRC	Base Supply Covered Storage	480			
				10830	11760	930
724	AFRC	AGE Shop	6920			
	AFRC	AGE Storage	2200			
				9120	15000	5880
730	AMC	Active Group HQ	27100			
				27100	20000	-7100
731	AFRC	Machine Shop	2500			
	AFRC	Avionics Shop	8420			
	AFRC	Hydraulics Shop	1500			
	AFRC	Battery Shop	2500			
	AFRC	Welding Shop	2500			
	AFRC	NDI	4000			
	AFRC	Overhead SF	6426			
				27846	33000	5154
735	AMC	AGE Administrative	3339			
				3339	3339	0

APPENDIX III cont.

Facility	MAJCOM	Function	SF Req'd	Total Facility Rqmt	SF Available for retained facilities	SF Delta
738	AFRC	Reserve Squad Ops	15850			
	AFRC	Reserve AMXS	12940			
	AMC	Active AMXS	5500			
				34290	47390	13100
741	AFRC	Unscheduled Maintenance Hangar	22680			
	AFRC	Fuel Cell Hangar	24400			
				47080	57272	10192
750	AFRC	Scheduled Maintenance Hangar	22680			
	AFRC	Corrosion Control Hangar	24400			
	AFRC	Sheet Metal Shop	2500			
	AFRC	CTK/RSP/Tool kit storage	1000			
	AFRC	Corrosion Control Shop	2900			
	AFRC	Fiberglass/Composite Materials	700			
	AMC	Tube Shop	2000			
				56180	66304	10124
753	AMC	Active Associate Squad Ops	14050			
	AFSOC	SOF Training Facility Det 1	13920			
	AMC	33 TES	12000			
				39970	42000	2030
756	AMC	Automated Fuels Service Station	70			
				70	70	0
758	AMC	43 AMXS (En Route)	8000			
				8000	8000	0
759	AMC	AGE In-service Servicing (Fuels)	4000			
				4000	4000	0
764	AFRC	34 Aerial Port Training Facility	8420			
	AMC	3 APS	30000			
				38420	40000	1580
766	AMC	Special Vehicle MX	4200			
				4200	4200	0
768	AMC	Special Vehicle MX	14375			
				14375	14375	0

APPENDIX III cont.

<b>Facility</b>	<b>MAJCOM</b>	<b>Function</b>	<b>SF Req'd</b>	<b>Total Facility Rqmt</b>	<b>SF Available for retained facilities</b>	<b>SF Delta</b>
770	AFRC	53d APS (Reserve)	4488			
				4488	4488	0
772	AFRC	53d APS (Reserve)	2880			
				2880	2880	0
775	AMC	LOX Tank Shelter	684			
				684	684	0
777	AFRC	LOX Storage and Dispensing	1711			
	AMC	LOX Office	489			
				2200	2200	0
778	AMC	POL Vehicle Checkpoint Facility	975			
				975	975	0
782	AMC	Fuels Pavilion	750			
				750	750	0
800	AMC	Hydrants Type III Pump Shed	3100			
				3100	3100	0
803	AMC	Prevent Maint Shed	525			
				525	525	0
805	AMC	Hydrants Type III	1830			
				1830	1830	0
810	AMC	Management, Admin, Support	3659			
				3659	3659	0
811	AFRC	POL OPS	2290			
	AMC	POL OPS Facility	2564			
				4854	4854	0
813	AMC	Pump House	3467			
				3467	3467	0
818	AMC	Pumphouse 3, type II	1800			
				1800	1800	0

APPENDIX III cont.

<b>Facility</b>	<b>MAJCOM</b>	<b>Function</b>	<b>SF Req'd</b>	<b>Total Facility Rqmt</b>	<b>SF Available for retained facilities</b>	<b>SF Delta</b>
820	AMC	Pumphouse 2, type II	2000			
				2000	2000	0
822	AMC	Pumphouse 1, type II	1900			
				1900	1900	0
850	AMC	3 APS Check House	5476			
				5476	5476	0
852	AMC	3 APS Equipment Storage	5760			
				5760	5760	0
900	AFRC	Reserve Wing HQ	37650			
				37650	43500	5850
930	AMC	C-130 Hulk trainer	4544			
				4544	4544	0
	AMC	Mobile Distribution, Operations				
	AMC	Refueling Vehicle Parking Area (Facility Number still to be assigned)				
12608	AMC	R-11 Truck Fillstand (Bldg 800)				
12620	AMC	Fuels Yard Fillstand				
12621	AMC	Red Ramp JP-8 Fillstand				
41102	AMC	Bulk Storage Tank A1				
41104	AMC	Bulk Storage Tank A2				
41113	AMC	Bulk Storage Tank A3				
41114	AMC	Bulk Storage Tank A4				
41119	AMC	10,000 BBL JP-8 Cut and Cover Tank				
41120	AMC	10,000 BBL JP-8 Cut and Cover Tank				
89760	AMC	Glycol Tanks				

APPENDIX III cont.

Summary of Requirements

	<b>Total Facility Requirement</b>	<b>SF Available</b>
<b>Total AF Assets at Pope AFB</b>		<b>3,407,765</b>
<b>Total AF Facility Requirements</b>	<b>989,638</b>	<b>1,142,805</b>
AFRC Facility Requirements	410,253	
AMC Facility Requirements	272,262	
AFSOC Facility Requirements	146,426	
ACC Facility Requirements	89,728	
AETC Facility Requirements	63,570	
ARMY Facility Requirements	7,399	
<b>Total Unused Facility Space</b>		<b>2,264,960</b>

Note: Functions highlighted are Non-BRAC programmatic issues.

APPENDIX IV

Consolidated Training Facility and Wing HQ Breakout Sheet

<b>Function</b>	<b>Scope (SF)</b>	<b>CatCode</b>	<b>FAC</b>	<b>Hndbk</b>
<b>440 AW HQ</b>				
Command Section	1,790			7.7.1
Wing Plans	750			7.7.5
IG	220			7.7.6
JA (150+120+64+450)	784			7.7.7
Ops Group	780			7.7.3
Ops Flt	1,690			7.7.12
Maintenance Grp	780			7.7.4
MSG	780			7.7.2
MSF	660			7.7.11
HC	150			7.7.8
HO	200			7.7.9
Wing Safety	650			7.7.10
MPF	2,140			7.7.14
Family Readiness	1,100			7.7.15
Civilian Personnel	870			7.7.16
Info Sys Flt	1,000			5.3.1
Command Post	4,500			6.2
PA	640			7.7.17
FM	2,250			7.7.18
MEO	250			7.7.20
Wing Education & Training	2,890			7.7.22
Recruiting	1,240			7.9
	<hr/>			
Sub-Total	26,114			
Overhead (30%)	7,834			7.7
	<hr/>			
Sub-Total	33,948			
Wg HQ Support Space	3,700			7.7
	<hr/>			
TOTAL	<b>37,650</b>	171445	1714	

APPENDIX IV cont.

<b>Function</b>	<b>Scope (SF)</b>	<b>CatCode</b>	<b>FAC</b>	<b>Hndbk</b>
<b>Consolidated Training Facility</b>				
LRS	2,860			7.7.13
SFS	9,380			7.4
CES	11,960			7.5
Disaster Prep	3,050			7.5.2
SVF	1,680			7.7.19
SV Storage	2,690			10.4
	<b>31,620</b>	171443	1714	
<b>Firefighter Training</b>	<b>4,320</b>	171443	1714	7.6 *
<b>MOF</b>	<b>5,320</b>	171443	1714	8.2
<b>CF</b>	<b>3,430</b>	171447	1711	7.3
<b>MDS</b>	<b>10,880</b>	171450	1711	7.12.2
<b>ALCF</b>	<b>9,810</b>	141-753	1412	6.5
<b>34 APS</b>	<b>11,920</b>	171873	1712	7.14
<b>Base Supply (860 x 15 SF)</b>	<b>12,900</b>	442758	4421	10.3.1.2
<b>Mobility Bag Storage (860 x 6)</b>	<b>5,160</b>	442758	4421	10.3.1.4
	<b>133,010</b>			

\* Current Revision.